

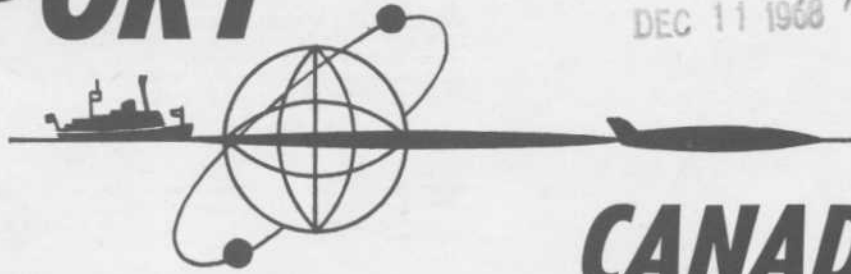
TRANSPORT

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Editor Bryan R. Goodyer

ROGER DUHAMEL, F.R.S.C., QUEEN'S PRINTER AND CONTROLLER OF STATIONERY, OTTAWA, 1968

TRANSPORT est la revue des employés publiée par la Division des services d'information du ministère des Transports, gouvernement du Canada, avec l'autorisation du ministre, l'honorable Paul T. Hellyer.

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ROGER DUHAMEL, M.S.R.C., IMPRIMEUR DE LA REINE ET CONTROLEUR DE LA PAPETERIE, OTTAWA, 1968



CONTENTS • SOMMAIRE

- 3 Minister's Message
- 3 Le mot du ministre
- 4 From the Deputy Minister
- 4 Voeux du sous-ministre
- 5 Taking the Frustration Out of Flying
- 8 C'est ça le bilinguisme
- 10 Urea—Modern Approach to Runway Ice Control
- 12 A Visit from Santa
- 12 Visite du Père Noël
- 14 Transport People
- 15 Jasper Tours The Airport
- 16 D.O.T. Personnel Awarded \$1,125 For Suggestions
- 17 Nearly \$1,000,000 in Savings Realized Through Suggestions
- 17 Sa suggestion lui vaut \$80
- 18 It Happened in 1968
- 20 Appointments / Nominations
- 21 Retirements / À la retraite
- 22 Trans-Canada
- 24 Transport Album des Transports

the search for a new symbol

Sixty-nine entries in the Department's Symbol Contest were received by the Oct. 1 deadline.

As this issue goes to press, the Symbol Contest Committee has been selected and the first meeting to review the submissions was being held.

Full details of the Contest, including the name of the winner and the winning design, will be carried in the January-February 1969 issue of TRANSPORT

le choix d'un symbole

Au moins soixante-neuf dessins ont été soumis avant la date-limite du 1^{er} octobre dans le cadre du concours organisé en vue de trouver un nouveau symbole qui illustrera les initiatives et buts du ministère des Transports.

Au moment d'aller sous presse, le Comité du symbole avait déjà tenu une première réunion au cours de laquelle on a passé en revue les diverses inscriptions reçues.

Des renseignements détaillés sur le résultat du concours, comprenant le nom du gagnant et le dessin primé, seront publiés dans notre numéro de janvier-février 1969.

THE CHALLENGE OF '69



Nineteen sixty-eight has been a year of accomplishment for the Department of Transport and everyone of us in the D.O.T. family can be proud, as I am, to be part of an organization so vital to the daily lives of all Canadians.

The new year brings with it the opportunity and the challenge of even greater accomplishment for all of us. I join you in looking forward to 1969 with confidence and enthusiasm.

May I extend to all of you and your families my warmest personal wishes for a Merry Christmas and a happy and prosperous New Year.

L'ANNÉE 1969 NOUS CONVIE À L'ACTION

Pour le ministère des Transports, 1968 a été une année fructueuse, et tous les membres de cette grande famille que constitue notre ministère sont fiers, ainsi que je le suis, de faire partie d'une organisation qui joue un rôle aussi vital dans la vie quotidienne de tous les Canadiens.

La nouvelle année nous apporte un nouveau défi et une nouvelle occasion d'atteindre à des réalisations plus grandes encore. Avec vous, j'envisage en toute confiance et avec enthousiasme l'année 1969.

Je désire vous exprimer, à vous ainsi qu'à vos familles, mes meilleurs vœux personnels pour un joyeux Noël et une bonne et heureuse année.

A handwritten signature in dark ink that reads "Paul T. Hellyer". The signature is written in a cursive, flowing style.

Ministre

Minister



BEST WISHES

My best wishes to all of you on the Christmas occasion of remembrance and greeting. The loyal support of departmental staff and their interest in all tasks of the Department have continued to make Transport a challenging and effective area in which to work. My family and I are grateful to departmental staff at all levels, and to their families. May your own satisfaction and interest continue in the New Year, and may it be a happy and successful year for you.

MEILLEURS VOEUX

Mes meilleurs voeux à chacun d'entre vous à l'occasion de la fête de Noël, jour de souvenir et d'accolades. Le soutien loyal des fonctionnaires du Ministère et l'intérêt qu'ils ont porté à tous ses travaux ont contribué à maintenir aux Transports une atmosphère de travail efficace et qui convie à l'action. Ma famille et moi-même en sommes reconnaissants au personnel du Ministère à tous les niveaux ainsi qu'à leurs familles. Puisse votre propre satisfaction et l'intérêt que vous manifestez se maintenir pour la nouvelle année, et qu'elle soit bonne et heureuse pour vous tous.

Deputy Minister

Sous-ministre

Taking the frustration OUT of flying



by Ralph Azzie, Chairman
National Facilitation Committee
Canadian Transport Commission

When you're returning from a trip abroad, is there anything that drives you closer to the fringe of madness and frenzied frustration than the pure and simple torment of waiting? It's the same the whole world over . . . nothing does more to tie your nerves in knots and play havoc with your patience than the inevitable web of official red tape involving visa and passport checks, health exams, baggage clearances and a myriad of other delays that every international traveller encounters when his aircraft taxis up to the terminal.

Well, everyone knows it's "the same the whole world over", and we all grudgingly recognize the need for such delays. We all know why Health, Customs, Immigration and other government inspections and controls are necessary and that they are there to serve the best interests of everyone in the land . . . But that doesn't get the traveller where he wants to go. Returning Canadians, settlers, visitors—whoever they happen to be—all have a single aim. They know where they're headed and they want to get there fast! . . . and what's being done to ensure the traveller gets what he wants? Much more than most people imagine!

To parody a currently popular tune, "There's a kind of a 'rush' all over the

world today"—and the rush has been on for some time by everyone involved or interested in the field of international air transport, to anticipate and eliminate all foreseeable problems of congestion and delay at our major terminals.

For this reason, the National Facilitation Committee was re-activated two years ago to probe into and pore over every facet of international air passenger and cargo processing. The aim of this organization is to step up, streamline and refine all procedures, formalities and requirements to the "nth" degree—before mushrooming air carrier operations make the task impossible with their supersonic and super-sized aircraft.

Experts have forecast that within the next eight years, the volume of air traffic will jump to 10 times what it is today. If you feel this sounds a bit far-fetched, consider for a moment that within the next two or three years Jumbo Jets will be touching down at our larger international airports with anywhere from three to four hundred passengers per craft. These giants will be followed by supersonics, for whom a "hop" across the Atlantic will be nothing more than that.

In the face of these developments alone, it can be easily seen that the need for accelerated and intensive facilitation measures could never be more critical.

Last May in Montreal, the Facilitation

Division of ICAO held a three-week meeting with some 300 delegates from 63 countries and 11 international organizations to look at air traffic control, inspection and facilitation problems from a global standpoint. The main theme of this meeting was to propose and discuss the simplification of methods and procedures in use throughout the world, to move passengers and cargo as quickly and easily as possible without the sacrifice of controls considered essential for the protection of each member country.

With that many representatives from that many countries and organizations, someone's bound to come up with a few good ideas. There were plenty of them, and some of the ideas were developed into sound, workable concepts which in turn became real issues—focal points of multinational interest and concern.

Canada's contribution towards more simplified controls, smoother inspection procedures and faster, better clearance arrangements for international travellers is far more than considerable. Several government departments and agencies are testing or have already implemented new passenger/cargo processing methods to curb the air terminal congestion anticipated with the arrival of Jumbo Jets and supersonics which are so soon to make their inter-continental debut.

For example, last year saw the develop-

ment of a coordinated system of Customs-Immigration air passenger examination, which began at Montreal International Airport, spread to Halifax, Ottawa and Toronto, and is now in the process of being instituted in Vancouver. This system permits faster movement of passengers who do not require more than a cursory examination by either Customs or Immigration and allows officers of both services to examine more carefully those passengers in whom they have a greater interest. The new procedure is far more sophisticated, yet so simple it's surprising . . . The residential status of the passenger (no matter what it is) provides the key to faster, smoother entry and release formalities. He either goes through primary Customs or primary Immigration examination processes, (depending on his status as a Canadian, visitor or immigrant) and is on his way, or is directed to the appropriate secondary Customs or Immigration room to clarify official points of interest regarding his entry or the release of his effects.

Thanks to a "selective" system of baggage checks introduced by Customs, many air travellers entering Canada through such centres as Montreal, Halifax and Toronto are not even required to present their baggage for physical examination.

Also in 1967, the Department of Manpower and Immigration kicked off an entirely new concept in relation to the handling of Canada-bound air travellers. Through the cooperation of Air Canada, CPA and the government departments involved, Canada's Health & Welfare, Immigration, Customs and Agriculture officials have been testing out a passenger clearance facilitation scheme that is certain to lighten the load of air traffic worries the future is bound to bring.

Since last January, inspecting officers have accompanied passengers on six flights to Canada and actually conducted complete en route clearance formalities. This meant that a sizable number of the passengers could step off the plane, pick up their baggage and shuffle off to their destinations, with not much more than a nod to waiting officials and traditional practices.

These tests are being carried out to perfect a system which would supplement and support existing inspection procedures on arrival at airport terminals, rather than supplant them. They are geared to help meet the demand of large capacity aircraft soon to come into service and would be used only until adequate ground facilities are available to revert to the normal inspection procedures.

Canadian officials have been studying the feasibility of a totally new passport concept, which would shorten document inspection, speed up passenger examinations and record full particulars of the visitors passport data for control and statistical purposes.

The passport would be in the form of an embossed card, from which pertinent data could be extracted by mechanized means, much as in the manner of a common credit card.

One more significant feature of the passport card would be the elimination of the time-consuming task of recording the data by hand, as is done at present.

Another experiment being undertaken in Canada could result in one of the biggest boons a foreign businessman operating internationally could hope for.

The concept under study is a "facilitation card" which would permit the holder to by-pass normal inspection points and go directly to the baggage claim area. Applications for the card would be accepted from reputable businessmen with the necessary references, and issued following interview by Canadian government officials abroad.

During the "life" of his card a foreign businessman could make an unlimited number of "routine inspection free" entries into Canada and the privilege would be timed to expire on the expiry date of his smallpox vaccination certificate.

Canada's problems with respect to making international travel and transportation "fret-free and easy" can be viewed in direct relation to its size. This is doubtless one of the reasons that this country has displayed such initiative, interest and concern with all advanced passenger and cargo facilitation concepts. Many government document and cargo handling procedures have been standardized, simplified or even eliminated by Customs in the interest of expediting and facilitating the clearance and delivery of goods being imported. The procedures now in effect have, among other things, resulted in a reduction of Customs physical controls over the



flow of goods, and consequently, a significant lessening of storage space requirements at station operations in Canada.

As the new system is compatible with computer operations of air carriers, it helps to pave the way for an eventual electronic data processing system which will serve both carrier and Customs purposes.

The year's first issue of this magazine touched upon yet another area in which the Department of Transport is carrying out carefully scheduled programs for the expansion and development of ample and adequate air terminals to cope with imminent needs. This very important feature of facilitation planning is covered in an article that asked (and admirably answered) the question; "Jumbo Jets—Are We Ready?"

To provide assurance that we will be

ready, there is a parallel committee designated as the Interdepartmental Inspection Services Committee under the chairmanship of the Department of Transport. Representatives of the various inspection services are members of both the National Facilitation Committee and the Interdepartmental Inspection Services Committee. Their role in this latter committee is to develop procedures for the practical application of many of the concepts on measures for facilitation.

The Department of Transport formed the I.I.S. Committee when they recognized that the only solution to the problems presented by the impending arrival of larger aircraft and heavier passenger volume would be to apply a total systems concept to airport terminal design. The activities of airlines and each inspection agency are examined in depth by analysts

and consulting architects in an attempt to point the way to more efficient, faster and more flexible passenger processing systems and techniques. With the information, DOT will be able to map out their plans and chart their progress towards providing the physical facilities to meet every requirement.

The above examples are only a few of the thoughts put forth and acts performed at the seventh session of the Facilitation Division last May. We could go on with this recitation of aspirations and achievements until the cows come home but at this moment, cows aren't precisely the commodity the Facilitation Division has in mind. As one TV commercial so relentlessly drums in our ears, what Facilitation is concerned with is, "people . . . PEOPLE!"

La "simple formalité" sera simplifiée

L'avion vient de décoller d'Orly, en France, à destination de Montréal. L'appareil file à 300 milles à l'heure. Un Canadien, revenant de son premier voyage à l'étranger par avion, s'y repose confortablement à bord, méditant sur les bons moments passés en vacances. Il a hâte maintenant de revoir les siens, car il en a long à raconter sur son voyage.

Bientôt l'appareil touchera le sol canadien. "C'est la façon idéale de voyager, se dit le Canadien. En moins de sept heures, on a traversé l'Atlantique, et l'on arrive chez soi encore frais et dispos!"

Notre voyageur ne se doute certes pas de ce qui l'attend à son arrivée à l'aéroport. Il sait fort bien qu'il doit passer au service de santé, à la douane et à l'immigration, mais, pour lui, c'est une simple formalité, bien nécessaire tout de même, et qu'on ne devrait surtout pas critiquer.

Il se rendra vite compte cependant que cette "simple formalité" peut prendre plusieurs heures à s'accomplir. Comme les autres, il fera la queue aux comptoirs alors qu'on examine ses bagages, vérifie son passeport et qu'on lui fait enfin subir tous les autres examens exigés par les lois du pays. Tout cela est pour sa protection et pour celle des siens, mais la procédure est parfois lente et les heures d'attente exaspérantes. La "simple formalité" risque ainsi de gâter tout le plaisir du voyage.

Il ne s'agit certes pas d'une situation propre uniquement au Canada. Le pro-

blème est le même dans tous les pays du monde. Mais que fait-on pour accélérer les procédures d'accueil à l'aéroport et ainsi enrayer cette période de tension que le voyageur trouve insupportable?

Au Canada, ces derniers temps, avec la collaboration des lignes aériennes et des divers services gouvernementaux intéressés—santé, douane, immigration et agriculture—on a mis à l'essai divers nouveaux procédés qui devraient simplifier les choses. L'an dernier, aux principaux aéroports, on a combiné les services de douane et d'immigration, éliminant ainsi certains comptoirs et accélérant la procédure.

Encore en 1967, afin d'atténuer la congestion aux aéroports canadiens à l'arrivée des envolées internationales, on a placé à bord de certains vols du personnel chargé de soumettre les voyageurs aux examens de routine.

Cette initiative n'a évidemment pas pour but de supplanter les services à l'aéroport. Il s'agit plutôt de mettre au point un service nouveau qui servira de complément au travail des officiers de la santé, de la douane et de l'immigration. L'avènement prochain d'aérobuses géants pourrait en effet justifier l'instauration d'un tel service, du moins jusqu'à ce qu'on ait pu prévoir, au sol, les aménagements nécessaires pour accueillir le plus grand nombre de voyageurs.

Une autre innovation à l'étude est au

chapitre des passeports. Ces derniers pourraient prendre la forme d'une carte ressemblant en quelque sorte à une carte de crédit permettant d'extraire rapidement l'information gravée en relief. Il est également question d'émettre, dans certains cas, des permis exemptant les voyageurs de certains services d'inspection. Ces permis pourraient être accordés, selon de strictes normes gouvernementales, aux personnes devant fréquemment effectuer des voyages d'affaires de par le monde.

À Montréal, en mai dernier, au cours d'une séance d'étude de trois semaines groupant des représentants de 63 pays et de 11 organisations internationales, le Canada a eu l'occasion d'exposer les mesures qu'il a déjà adoptées pour simplifier les procédures d'entrée au pays ainsi que celles qui sont encore à l'état de projet. Cette réunion a été tenue sous les auspices de l'Organisation de l'aviation civile internationale qui dispose d'un service spécial s'adonnant précisément à l'étude de moyens permettant de simplifier les procédures à l'arrivée des voyageurs aux principaux aéroports du monde.

Il reste évidemment beaucoup à faire en ce domaine, mais les spécialistes ont confiance de trouver les solutions avant l'atterrissage chez nous du premier aérobus géant qui déposera aux portes de l'aéroport ses quelques 500 passagers.

c'est ça, le bilinguisme

par Edouard Deslauriers
Services d'information

Devenir bilingue à l'âge de 50 ans n'est certes pas chose facile. M. Donald Ripley, directeur de l'hydraulique maritime au ministère des Transports, en sait quelque chose. "Mais c'est tout de même une enrichissante expérience qui vaut la peine d'être vécue", dit-il. Il se voit maintenant lancé à la découverte d'un monde nouveau à une période de sa vie où il croyait avoir exploré à peu près tous les champs du savoir.

Pendant plus de la moitié de sa vie, la langue de travail, pour Don Ripley, n'aura été uniquement que l'anglais.

Depuis à peine quelques mois, il a maintenant recours aux deux langues dans l'exercice de ses fonctions, et cette situation, nous dit-il, est devenue pour lui une nouvelle source de satisfaction personnelle dans son travail de tous les jours. Son grand regret, affirme-t-il, c'est de ne pas avoir eu plus tôt l'occasion d'apprendre cette autre langue du pays.

Le français qu'il maîtrise aujourd'hui avec une certaine facilité, M. Ripley l'a acquis pendant un séjour d'un an à l'université Laval de Québec, dans le cadre du programme d'enseignement des langues parrainé par la Commission de la fonction publique. Lui et son épouse sont demeurés dans la ville de Québec, totalement immergés dans un milieu francophone, pendant toute la durée des cours, soit de juillet 1967 à juillet 1968. M. Ripley fréquentait la faculté des Lettres de l'université alors que son épouse s'adonnait également à des cours de conversation française, permettant ainsi au couple d'approfondir, dans l'intimité du foyer, leur connaissance de la langue seconde.

Plonger ainsi dans l'inconnu, si l'on peut dire, et apprendre à maîtriser en un an une langue qui nous est étrangère n'est certes pas une sinécure. M. Ripley admet d'ailleurs que les difficultés du début lui ont d'abord paru insurmontables. La période d'adaptation a été longue et pénible. L'effort mental exigé pour tenir le coup a

été tel qu'il a maintes fois songé à tout abandonner et à revenir à Ottawa.

Il faut dire que M. Ripley, avant son départ pour Québec, n'avait à peu près aucune connaissance du français. Son vocabulaire dans cette langue pouvait se limiter à "oui", "non" et "bonjour". Né à Truro, en Nouvelle-Ecosse, il n'avait eu l'occasion de prononcer ses premiers mots de français qu'en arrivant au High School. Plus tard, à l'université Dalhousie et à Queen's de Kingston, où il a décroché son diplôme en génie civil, on l'avait astreint à une heure de français par semaine. Les quelques notions de français ainsi acquises ont cependant été vite oubliées, lorsque M. Ripley est passé au monde du travail où la seule langue utilisée était l'anglais.

"Bien entendu, dit-il, avant de passer à Laval, je me demandais, sans doute comme bon nombre de mes concitoyens de langue anglaise, quel bénéfice j'aurais enfin à tirer de la connaissance du français. Je n'en voyais guère l'utilité. Ayant œuvré avec succès dans une seule langue pendant plus de la moitié de ma vie, pourquoi donc me creuser les méninges aujourd'hui pour apprendre une langue que je n'arriverai peut-être jamais à maîtriser correctement et dont, de plus, je ne me servirai sans doute que bien rarement?"

Depuis qu'il a complété son cours, cependant, M. Ripley voit les choses autrement et regrette même de ne pas s'être imposé cette discipline plus tôt alors qu'il lui aurait été certes beaucoup plus facile d'acquérir et mieux maîtriser la langue. Il voit maintenant s'ouvrir devant lui un monde nouveau qui lui était jusque là pratiquement inconnu. Il lit les journaux d'expression française, regarde la télévision française et s'intéresse davantage à tout ce qui se passe au Québec et plus particulièrement à la question du bilinguisme au pays. Il peut ainsi se faire une idée plus juste des difficultés à surmonter dans ce domaine des deux côtés de la clôture.

"Le Canada est un pays bilingue, dit-il.

"C'est un fait qu'on a trop longtemps refusé de reconnaître. L'usage des deux langues dans nos communications sur le plan international ne peut d'ailleurs que relever le prestige du Canada aux yeux du monde. Pour l'individu, c'est une richesse qui lui permet de vivre pleinement sa vie chez lui et qui, de plus, lui ouvre la porte d'à peu près tous les pays du monde, le français et l'anglais étant les deux langues principales de communication internationale."

M. Ripley joint maintenant les rangs de ceux qui préconisent l'instauration par tout le pays d'un programme d'enseignement des deux langues dès les premières années du cours primaire. Cet enseignement devrait se poursuivre et même être intensifié au secondaire et à l'université afin de bien préparer la nouvelle génération au rôle qu'elle aura à jouer dans un pays bilingue.

Mais ce n'est pas tout d'apprendre une langue nouvelle. Il faut surtout trouver les moyens de la conserver. Et c'est peut-être la chose la plus difficile à l'heure actuelle, à cause de la prédominance de l'anglais comme langue de travail un peu partout au pays.

M. Ripley n'a tout de même certes pas l'intention de perdre ce qu'il a réussi à acquérir avec autant de peine. Au bureau, il a demandé à son personnel d'expression française de s'en tenir au français dans toute communication écrite ou orale avec lui. De même, ayant quotidiennement l'occasion de faire usage du français, il réussira à approfondir davantage ses connaissances de la langue.

Chaque jour, il consulte les journaux de langue française, et, en voyageant du bureau à son domicile, près de Cornwall, il demeure à l'écoute de la radio française. En soirée, la télévision lui fournit l'occasion d'enrichir encore son vocabulaire. Disons en passant que René Lecavalier vient de se gagner un nouvel admirateur. M. Ripley le classe déjà parmi les meilleurs

commentateurs sportifs au Canada.

“Mais tout ceci n'est peut-être pas encore suffisant, souligne M. Ripley. C'est pourquoi j'estime qu'un débutant devrait être replongé dans un milieu uniquement français au moins quatre fois par année pour une durée d'une semaine à la fois.”

Au sujet de son séjour à Québec, M. Ripley raconte, sans amertume toutefois, qu'il a eu à essayer au début l'indifférence des Québécois. “J'aurais voulu qu'on se montre un peu plus sympathique à mon endroit, dit-il. J'étais disposé à faire l'effort, et je cherchais leur compréhension. Je réalise cependant que c'était sans doute un peu trop taxer leur patience que de chercher à m'entretenir avec eux dans une langue qui m'était si peu familière.”

Peu à peu toutefois, les barrières ont tombé et les rapports sont devenus plus faciles. Vers la fin de son séjour dans la Vieille Capitale, le couple Ripley comptait plusieurs bons amis chez les Québécois.

M. Ripley soutient qu'il aimait surtout aller s'entretenir avec les propriétaires de petites boutiques sises dans le voisinage de son logis. “Ils étaient particulièrement sympathiques et nous encourageaient dans nos efforts”, dit-il.

“Au début, dans les moments difficiles, ajoute M. Ripley, et assez souvent même par la suite, surtout lorsque je me sentais en proie au mal du pays, j'allais visiter nos gens à l'Agence de la marine du ministère à Québec. Là, entouré d'amis de longue date et dans l'ambiance d'un milieu connu, je n'éprouvais aucune difficulté à me faire comprendre, que ce soit en français ou en anglais. C'est ça le bilinguisme!”

M. Ripley conserve un excellent souvenir de son séjour à Québec. Dans l'exercice de ses fonctions au ministère, il aura l'occasion d'y retourner souvent. “Chaque fois que je séjournerai au Québec, dit-il, je chercherai évidemment à enrichir davantage mon vocabulaire et surtout à mieux connaître encore mes concitoyens de langue française.”



M. Don Ripley

this is bilingualism

Don Ripley, director of the Marine Hydraulics Branch, Marine Services, has just recently returned to his position in Ottawa after completing a year of the Government of Canada's Bilingual and Bicultural Program for senior executives at the Universi-

ty of Laval in Quebec City.

Mr. Ripley's impressions and comments on his year-long study of the French language are recorded in the preceding interview conducted in French by a French-speaking information officer.

UREA—MODERN APPROACH TO RUNWAY ICE CONTROL

by Bryan R. Goodyer
Information Services Division

It was one of the worst ice storms the Toronto area had experienced in some years.

Overnight, the force of a winter storm had brought down ice-laden wires and branches. Virtually every form of transportation and communication was affected.

Yet at Toronto International Airport, where such weather might be expected to cancel flights and close the airport, it was business as usual.

Navigable runways were the result of

"Urea," an agricultural chemical used by the Department of Transport and Air Canada to pioneer the first effective ice control technique for runways in the world.

The chemical's use as an ice control agent has been under intensive study for the past two years after its use was pioneered by Mike Hawkins, superintendent of the D.O.T.'s field and grounds maintenance division, and Tony Hink, acting airways engineer with Air Canada.

It all began about seven years ago when

the two men set out to do something about the snow, sleet, ice and slush that plague Canadian airports for about six months of the year.

Snow and slush can be swept by mechanical means, but clear or glare ice cannot be removed even with the most sophisticated machines which either slip over the ice or dig into the pavement.

Thus, during severe runway ice conditions, flights have been delayed or even cancelled and on occasions airports have had to be closed due to lack of braking capability.

Many ideas were investigated to remedy this, such as costly heating of runways, new and better airport maintenance equipment, coating of engine blades and of course the use of ice melting chemicals.

Corrosive action, such as is experienced on cars, cannot be tolerated on aircraft, so Mike and Tony narrowed their search to one for a non-corrosive practical ice-melting chemical.

The Department of Public Works laboratory co-operated by checking out many chemicals for damaging effects on aircraft materials. About four years ago it was decided that a hard look should be taken at the chemical Urea.

Urea (commercial synthetic Acid Amide of Carbonic Acid) is an important agricultural chemical widely used as a soil fertilizer. Used as a de-icer, Urea was spread as small spherical pellets about an eighth of an inch in diameter. The pellets melt into the ice, penetrate to the pave-





ment and loosen the bond between the ice and the pavement surface.

Sufficient pellets "rot" the ice to the extent that it can be broken free and swept and plowed off the runway.

When used as an anti-icer, Urea is spread before or during the early stages of a freezing rain. It lowers the freezing point of water, maintaining the precipitation as a slush which can be readily removed.

Produced by several large chemical manufacturers in Canada, Urea costs about \$90 a ton. Normal application, when used as an anti-icer, requires approximately 1/750 of a pound per square foot. When used as a de-icer, the application rate must be at least double the anti-icing quantity.

Following detailed and extensive investigation by Tom Miller of Air Canada, it was concluded that Urea was safe to use and Mike Hawkins initiated large scale field trials at 20 Canadian airports with the assistance of their airport managers and staff during the winter of 1966-67.

Although conventional runway sanding equipment can and is being used satisfactorily to spread the chemical, certain fertilizer-spreading equipment is extremely effective, providing a single spread of 75 feet and precise quantity control.

A large fertilizer spreader is being developed for airport runway use and it is expected to be able to apply the chemical to a 10,000-foot runway in five minutes.

Field reports indicate that Urea has been very successful when used under the proper conditions. A case in point is Toronto International Airport mentioned earlier which would have been closed for a portion of the time during a severe runway icing condition if it had not been for the use of the chemical.

As the capabilities of Urea are better understood and as techniques and distributing equipment improve, the full benefits of the chemical are being realized.

Prior to the use of the chemical, it took two or three weeks to remove major deposits of ice. Similar or better pavement conditions were achieved with the use of Urea in 48 hours.

A great reduction in sand utilization has been experienced and one alternate international airport reports that, because of use of the chemical, runway ice control sand did not have to be used all winter.

The use of Urea also means considerable maintenance cost reductions to the department as well as to the airlines. There is also a saving because of the reduction in the use of sanding materials. In addition, revenue loss due to the closing of airports and flight cancellations is reduced.

This isn't the end of the story of Urea, however.

Mike Hawkins, in co-operation with Air Canada and the chemical manufacturers, has started feasibility studies and experimentation with a view to enhancing the effectiveness of the ice control properties of Urea by the incorporation of

a color pigment such as blue, black or red. Dark colors possess the natural ability to absorb solar heat and because the Urea pellet is white in color, it does not possess this heat absorptive feature in its manufactured state.

The combination of the ability of Urea to lower the freezing temperature of water along with the advantage of the heat absorptive quality appears to be a very promising feature. The ability to readily observe pellet spread pattern and density by the use of a contrasting dark color may prove to be an appreciable side benefit.

The use of Urea marks the first time on record that chemicals in pellet form have been used on civil airports on a large scale for ice control and removal.

The result has been an increasing number of inquiries from airlines and countries interested in the extremely useful chemical with the result that Canada is now making information on its use available to the world through the International Air Transport Association and the International Civil Aviation Organization.

A VISIT F VISITE DU



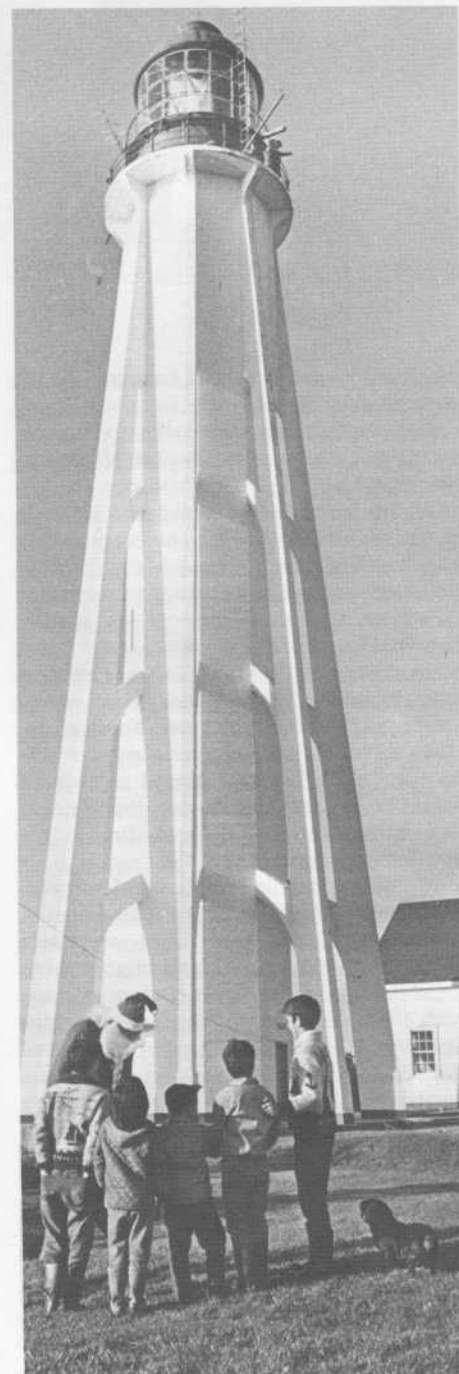
While visiting the bridge aboard CCGS Camsell, Santa stops to talk to the ship's master, Captain John Strand.

Au cours de sa visite à bord du n.g.c.c. CAMSELL, le Père Noël s'entretient avec le commandant du navire, le capitaine John Strand.



On the flight deck, Pilot Bob Jones assures Santa that his Canadian Coast Guard helicopter will speed him on his appointed rounds.

Sur le pont d'envol, le pilote Bob Jones assure au Père Noël que son hélicoptère (de la Garde côtière canadienne) l'amènera rapidement aux endroits qu'il doit visiter.



OM SANTA PÈRE NOËL

There's usually no snow and a Canadian Coast Guard helicopter serves as transportation but, for the children of Department of Transport employees stationed at Vancouver Island lighthouses, Santa's annual visit is one of the most exciting events of their young lives.

Santa makes his annual visit to the lighthouses during the first week in December when the CCGS *Camsell* begins the last lighthouse supply trip of the year loaded with the Christmas orders for the lightkeepers and their families.

The idea of the jolly old fellow's appearance at the remote and sometimes lonely stations began aboard the *Camsell* when the officers and crew suggested that youngsters on the stations would "get a kick out of a visit from Santa."

Though Santa Claus vaguely resembles Second Steward George Thomas, the men of the *Camsell* usually tell questioners that they picked the old gent up while on Arctic duty during the summer, an annual task that takes them into Arctic waters to aid northern shipping.

Il n'y a habituellement pas de neige et c'est un hélicoptère de la Garde côtière canadienne qui sert de moyen de transport, mais pour les enfants des employés du ministère des Transports qui sont affectés aux phares de l'Île de Vancouver, la visite annuelle du Père Noël constitue l'un des moments les plus heureux de leurs jeunes années.

Le Père Noël se rend aux phares chaque année au cours de la première semaine de décembre, soit au début du dernier voyage de ravitaillement des phares de l'année effectué par le n.g.c.c. CAMSELL, qui transporte les commandes de Noël expédiées aux gardiens de phare et à leurs familles.

Ce sont les officiers et matelots du CAMSELL qui ont eu l'idée d'organiser la visite du joyeux vieillard aux stations éloignées et parfois isolées, pensant que les enfants seraient enthousiasmés par une visite du Père Noël.

Bien que le Père Noël ressemble quelque peu au 2^e commis aux vivres George Thomas, les marins du CAMSELL répondent habituellement aux enfants qu'ils ont recueilli le bon vieux au cours de leur voyage dans l'Arctique, l'été précédent. C'est un voyage que leur navire effectue chaque année pour y aider à la navigation septentrionale.



Youngsters Annette Platz and Denise Mason get some special attention from Santa at Estevan Point while he talks to the children.

Le Père Noël s'occupe particulièrement des fillettes Annette Platz et Denise Masson, tout en s'entretenant avec les enfants d'Estevan Point.



His bag noticeably lighter as he nears the end of his tour, Santa is greeted by the children at Spring Island LORAN (long range navigation) station.

Son sac considérablement allégé vers la fin de sa tournée, le Père Noël est accueilli par les enfants de la station LORAN (aide à la navigation à grande distance) de Spring Island.

transport people



Mr. Notley and S. W. Wellman

Chief Steward Retires

After a colorful railroading career that has covered thousands of miles across Canada, Wilfred Notley has had enough.

The 60-year-old Mr. Notley, chief steward on the Governor General's private rail cars, climbed down from his post for the last time on Sept. 23.

Mr. Notley, who made his first trip to Ottawa to assist with the Governor General's trips on the official cars in 1927, has served under eight different Governors General, including Viscount Willingdon, the Earl of Bessborough, Lord Tweedsmuir, the Earl of Athlone, Viscount Alexander, Honorable Vincent Massey, General Georges Vanier and the Right Honorable Roland Michener, the present Governor General.

Born in Ireland on Sept. 23, 1908, Mr. Notley came to Canada in 1926 where he joined Canadian National Railways as a pantryman.

He was appointed as a permanent employee of the Department of Transport on April 1, 1941.

During his career, Mr. Notley travelled on the Royal Tour of 1939 and on all royal tours since then.

Prior to his retirement, a small reception was held for Mr. Notley by members of the staff of the Transportation Policy and Research Branch of the department, which looks after administration, operation and maintenance of the official cars.

After brief speeches by S. W. Wellman and A. P. Bennett, Mr. Notley was presented with a monogrammed wallet and travelling case.

New Chief of Radio Regulations

W. J. (Bill) Wilson, 46, has replaced W. A. Caton as Chief of the Radio Regulations Division of the Government's Telecommunications Policy and Administration Bureau.

The Bureau was recently transferred from the Department of Transport to the Department of the Postmaster General.

A native of Ottawa, Mr. Wilson was formerly Superintendent of Radio Regulations Engineering. He takes over from Mr. Caton who retired last June after more than 44 years of service in radio communications.

Mr. Wilson graduated from Queen's University and began his engineering career in the Northern Electric Company, Montreal.

In 1947, he joined the Marine Radio Service of the Department of Transport and seven years later transferred to the Radio Regulations Division to look after many of the engineering aspects of the use of radio in Canada, including space communication.

Miss D. R. MacCallum

A lady who came to the Department of Transport "to work for us for a month" more than 40 years ago has retired in Ottawa.

Miss D. R. (Dorothy) MacCallum, administration staffing officer with Central Personnel Services, was guest of honor at a ninth-floor reception held in the Hunter Building and later at a reception held in the Beacon Arms Hotel by her friends and colleagues in the government service.

"Dorothy is very very rich." D. E. DeBow, chief of Central Personnel told the staff gathering. "Not in money, but in the esteem in which we all hold her."

Mr. DeBow paid tribute to Miss MacCallum as "a highly skilled professional personnel administrator" who was a valued member of the Department of Transport staff."



Miss MacCallum and Mr. DeBow

Aviation Met. Pioneer Dies

Cyril H. Bromley, a pioneer in the aviation meteorological service, has died in British Columbia.

A native of Liverpool, England, Mr. Bromley emigrated to Canada after the First World War in which he served with the Royal Navy.

He was appointed in 1930 as officer in charge of the first meteorological office at the original site of Calgary Municipal Airport.

During the Second World War, he served with the Royal Canadian Navy, leaving it with the rank of Lieutenant Commander to resume his meteorological work.

He retired in 1956 and went with his wife to live at White Rock, B.C., where he died Aug. 7, 1968.



C. H. Bromley

JASPER TOURS THE AIRPORT

Many people got a pleasant surprise and — his sponsors hope — the message when Jasper the Bear visited the headquarters staff of the Department of Transport at four Ottawa locations recently.

The purpose of Jasper's visit was to seek support for the United Appeal, whose Public Service Division set a \$789,000 goal for its 1968 campaign.

The visit took Jasper through the headquarters Hunter Building, the terminal building at Ottawa International Airport, the D.O.T. Hangar and Number Three Temporary Building.

At the terminal, Jasper was presented with a five-pound honey pail by Al Watson of Air Services who escorted him on the tour, and introduced him to Miss Wendy Morgan, Miss D. O. T. of 1968.

In the photo top right, Jasper says hello to a young airport visitor. Below, the erstwhile bear and Miss D. O. T. visit with mechanics at the hangar, then Jasper (lower right) took a stroll out onto the parking apron where he got the chance to look over CF-DTA, one of the Department's Viscount aircraft.



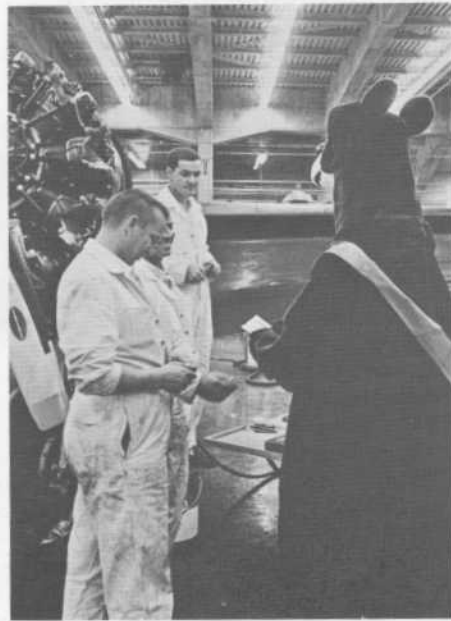
JASPER A ÉTÉ BIEN ACCUEILLI

Partout où il est passé, Jasper a été accueilli à bras ouverts lors de sa tournée récente des services du ministère des Transports à Ottawa. Son message a surtout été bien compris si l'on en juge d'après le succès de la dernière campagne de la Fédération des oeuvres au ministère.

La visite de Jasper avait précisément pour but d'inciter le personnel à donner généreusement à la Fédération, dont l'objectif à la Fonction publique s'élevait à \$789,000.

À l'aérogare d'Ottawa, M. Al Watson des Services de l'Air, qui accompagnait Jasper dans sa tournée, a présenté le "visiteur" à M^{lle} Wendy Morgan, reine des Transports pour 1968. À la même occasion, on a remis à Jasper lui-même un seau rempli de cinq livres de miel.

Dans la photo du haut, à droite, on voit Jasper s'entretenant avec un jeune visiteur à l'aérogare. Ci-dessous, il est accompagné de M^{lle} Morgan lorsqu'il rend visite aux mécaniciens dans l'atelier du ministère à l'aéroport. Dans la photo du bas, à droite, il se balade sur les pistes de l'aire de stationnement d'aéronefs à l'arrière du hangar du ministère.



d.o.t. personnel awarded \$1,125 for suggestions

A total of \$1,125 in suggestion awards has been presented to 31 Transport Department employees recently.

The highest single award was a cheque for \$80 that was presented to J. L. G. de Niverville, a clerk at Ottawa headquarters, for a suggestion regarding the consolidation of staff pay certificates that was found to eliminate considerable paperwork and free staff for other duties.

Two men were double winners, both having two ideas accepted almost simultaneously.

They were J. C. Cain of Victoria, awarded a total of \$80,

and John Hawkins of Sandspit, B. C., who was awarded a total of \$55 for a pair of winning ideas.

Women award winners included Mrs. Gertrude Touchette, secretary to the Chief of Information Services, whose suggested change in the Government Directory won her \$25, and Miss M. B. Stone, a stenographer in Vancouver, who was awarded \$15 for a suggestion designed to improve production.

Those who received suggestion awards recently included, in alphabetical order:

NAME	POSITION	LOCATION	AWARD
Andrews, A. A.	R/Operator	Quesnel, B.C.	\$15
Armstrong, V. C.	Tech/Elec.	Calgary	25
Bates, L. S.	Inspector	Sydney, N.S.	40
Bourquin, S. E.	R/Operator	Sidney, B.C.	15
Cain, J. C.	Tech/Elec.	Victoria	80
Cromwell, C. R.	R/Operator	Schefferville, Que.	20
Des Biens, J. L.	Inspector	Cap de la Madeleine	50
De Grace, R. F.	Tech/Elect.	Shippegan, N.B.	15
de Niverville, J. L. G.	Clerk	Ottawa	80
Elliott, A. W.	Tech/Met.	Frobisher Bay	35
Foster, G. W.	R/Operator	Princeton, B.C.	15
Hanch, John	R/Operator	Bull Harbour, B.C.	25
Harvey, E. J.	Tech/Elec.	Carp, Ont.	30
Hawkins, John	Electrician	Sandspit, B.C.	55
Hockey, C. M.	R/Operator	Vancouver	30
Jacobsen, Kenneth	Electrician	Williams Lake, B.C.	40
Kocsis, Nicholas	Tech/Elec.	Toronto	30
Lang, F. J.	R/Operator	Brandon, Man.	50
Parker, J. E.	Tech/Met.	Ottawa	40
Robillard, John	Mechanic	Victoria	30
Sachau, G. K.	Tech/Met.	Toronto	25
Stanway, L. E.	Tech/Elec.	Prince Rupert, B.C.	50
Steinhaur, Norman	Technician	Toronto	40
Stone, Miss M. B.	Stenographer	Vancouver	15
Stossel, D. L. C.	Tech/Met.	Resolute Bay	60
Thompson, R. D.	R/Operator	Ucluelet, B.C.	75
Thompson, R. G.	R/Operator	Burwash Landing, Y.T.	30
Touchette, Mrs. G. M.	Secretary	Ottawa	25
Whiston, Stanley	Tech/Met.	Scarborough, Ont.	20
Whiteside, J. H.	Inspector	Kelowna, B.C.	35
Workman, R. J.	Tech/Met.	Coronation, Alta.	30

nearly \$1,000,000 in savings realized through suggestions

The Government of Canada realized savings estimated at \$958,457 in 1967 through its suggestion award plan.

The savings, said E. W. (Ted) Howe, D.O.T.'s suggestion award supervisor, represent about \$200,000 more than the savings reported in 1966.

In outlining some changes in the plan, Mr. Howe said that awards have been increased from 10 per cent to 12 per cent of the actual cash savings, which means that the maximum award on a suggestion with savings of \$5,000 for example has increased from \$500 to \$600.

In other changes, Mr. Howe said that awards in kind (those involving merchandise) have been discontinued in favour of cash awards, while awards for suggestions with intangible benefits (safety suggestions, an improvement in service) have been increased from \$100 to \$200.

However, participation in the suggestion award plan remains restricted to the junior management level or below.

Mr. Howe said the Department of Transport adopted 66 suggestions last year or roughly one in every four completed. Total savings amounted to approximately \$20,000 or about \$300 a suggestion.

The suggestion awards supervisor also pointed out that delays in decision occur because each must be "thoroughly investigated" by the service concerned and asked that suggestors "give us a chance to take a good look at your idea."

sa suggestion lui vaut \$80

M. J. L. G. de Niverville, employé des Services du personnel à Ottawa, a mérité une prime de \$80 pour sa suggestion visant à réduire la paperasse au moment de la paye des employés.

Sa suggestion entraîne l'élimination de nombreuses réquisitions autrefois jugées nécessaires pour compiler la liste de paye.

Elle a été mise en vigueur en mai dernier dans certains services du ministère et il est question d'en étendre l'application aux autres ministères du gouvernement.

WE'RE LOOKING FOR AN AWARD WINNER

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for
BETTER
work methods.

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SUGGESTION AWARD PROGRAMME
DEPARTMENT OF TRANSPORT
OTTAWA, ONTARIO

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LE SURVEILLANT
PROGRAMME DES PRIMES À L'INITIATIVE
MINISTÈRE DES TRANSPORTS
OTTAWA, ONT.

it happened in 1968...



MARINE PAGEANT MARKS ANNIVERSARY—His Excellency Governor General Roland Michener waves a greeting during the Rideau Canal Marine Pageant held last June 30 to mark Canada's 101st birthday. With the Governor General is Mrs. Michener and former United States Ambassador to Canada and Mrs. W. W. Butterworth. Eighteen craft, including the D.O.T. canal ships "Long Sault" and "Rideau," took part in the pageant.

POUR MARQUER NOTRE 101^e ANNIVERSAIRE—Son Excellence le gouverneur général Roland Michener lève son chapeau en guise de salut au moment du départ d'un défilé de bateaux sur le canal du Rideau, le 30 juin dernier. La cérémonie avait lieu dans le cadre des fêtes marquant le 101^e anniversaire de la Confédération. En compagnie du gouverneur général et Madame Michener, on remarque l'ancien ambassadeur des États-Unis au Canada et Madame W. W. Butterworth. Dix-huit bateaux et barques ont pris part au défilé, dont deux du ministère des Transports, le "Long Sault" et le "Rideau."



ANOTHER FIRST—The first Coast Guard Day held by the St. John's, Newfoundland, Marine Services Base this year drew widespread interest although crowds were reduced because of unfavorable weather. Equipment on display during the event included CCGS Wolfe and CCGS Montmorency.

JOURNÉE DE LA GARDE CÔTIÈRE—L'agence de la marine de St. John's (T.-N.) a tenu sa première Journée de la Garde côtière, cette année. En dépit d'un temps pluvieux, une foule assez nombreuse a assisté à l'événement. En plus des diverses aides à la navigation mises en montre, deux navires, le "Wolfe" et le "Montmorency", étaient ouverts aux visiteurs.

certaines événements de 1968

VISITOR FROM INDIA—Gopal Khemani, a 37-year-old engineer, has returned to India after spending six months studying the workings of the department's Air Services Construction Engineering and Architectural Branch. In the photo, Mr. Khemani (at left) confers with Alex Clarke, a draughtsman in the electrical engineering division.

VISITEUR DE L'INDE—M. Gopal Khemani, ingénieur âgé de 37 ans, vient de retourner en Inde après avoir passé six mois aux études à la Direction de la construction et de l'architecture des Services de l'Air du ministère des Transports, à Ottawa. On voit ici M. Khemani, à gauche, en train de s'entretenir avec M. Alex Clarke, dessinateur à la division de l'électrotechnique.



ONE OF THOSE LAZY, HAZY DAYS—It was a busy day for the kids with all the races and prizes to be won, but for D.O.T. dads, the annual headquarters staff picnic at Vincent Massey Park in Ottawa offered a chance to forget the busy office routine for an afternoon and enjoy the informal company of co-workers. A highlight of the picnic was the presentation of the C.P. Edwards tug-of-war trophy which was won for the second year in a row by a team from the flight services division. The trophy was presented by Don McDougal, executive assistant to the deputy minister.

AU PIQUE-NIQUE DES EMPLOYÉS—Les enfants y ont passé une journée agréable, participant aux divers concours organisés par les employés attachés au siège de l'administration à Ottawa. Pour les parents, c'était le moment de la détente dans le magnifique décor du parc Vincent Massey. Le clou de la journée a été la présentation du trophée C. P. Edwards aux gagnants du jeu de souque-à-la-corde. Pour la deuxième année d'affilée, c'est une équipe de la Division des vols qui a remporté ce trophée. La présentation a été faite par M. Don McDougal, adjoint exécutif auprès du sous-ministre.



appointments

nominations

two appointments made to personnel branch

Two Ottawa men, Terence C. Porter, 47, and C. M. (Whit) Whitar, 48, have been appointed to new positions with the Personnel Branch at Ottawa headquarters.

Mr. Porter has been appointed Director of Manpower Planning and Organization, while Mr. Whitar has been appointed Director of Classification.

In his new position, Mr. Porter will be concerned with manpower planning and performance evaluation, and the development of policies and procedures to improve overall effectiveness in these areas.

Mr. Porter was previously director of a staffing program for the Public Service Commission. Prior to that, he held a number of senior managerial positions in the Canadian Armed Forces.

Mr. Whitar joins the department from the Bureau of Classification Revision where he has been involved in the classification revision program since its inception and for the past two years has been chief of the conversion division.

He joined the Public Service in 1964 after 26 years in the Canadian Armed Forces where he served in line and staff appointments in Canada and abroad. He is a graduate of both the Canadian Army and the Royal Canadian Air Forces Staff Colleges.

new director

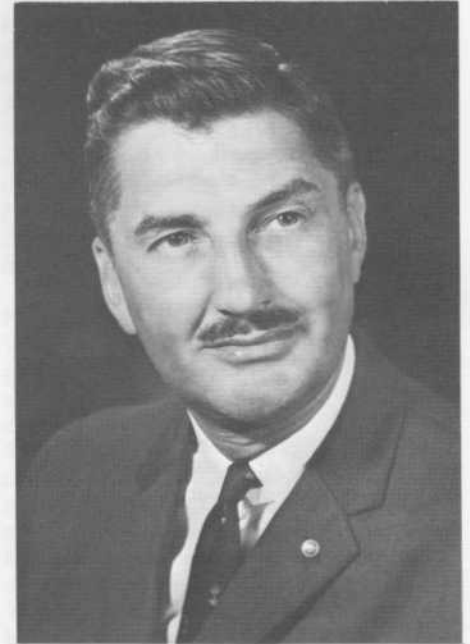
Dennis R. Hemming, former chief of the research and programming division, Civil Aviation Branch, has been appointed Director of Planning and Research for Air Services.



OPERATIONS REVIEW DIRECTOR—*Ernest Meyers, 44, has been appointed Director of Operations Review with the Department of Transport.*

In his new position, Mr. Meyers will conduct independent reviews of both the adequacy and effectiveness of departmental endeavors in all areas of operations and administration. He will report to the Deputy Minister.

UNE ÉTUDE DES SERVICES—*M. Ernest Meyers, 44 ans, vient d'être nommé directeur d'une étude qui portera sur les services du ministère des Transports au niveau de l'administration et de l'exploitation. Il fera rapport au sous-ministre.*



SERVICE DES AÉROPORTS—*M. André Dumas, 44 ans, de Montréal et Trois-Rivières, vient d'assumer ses nouvelles fonctions au poste de chef du Contrôle des opérations des aéroports au ministère.*

Il s'est vu confier la tâche de coordonner les projets et l'activité au sein de la Direction de l'exploitation des aéroports. Il examinera les méthodes d'exploitation et recommandera les améliorations qui s'imposent.

AIRPORTS OPERATIONS—*André Dumas, 44, of Montreal and Trois-Rivières has assumed his new post as Chief, Airports Operations Review.*

Mr. Dumas will co-ordinate projects and activities within the Airports and Field Operations Branch of Air Services at headquarters, review the methods of operation and recommend improvements.

deux nominations à la direction du personnel

MM. Terence C. Porter, 47 ans, et C. M. (Whit) Whitar, 48 ans, viennent d'être nommés à de nouveaux postes au sein de la Direction du personnel du ministère.

M. Porter devient directeur de la planification et de l'organisation de la main-d'œuvre. Avant cette nomination,

il était responsable d'un programme de dotation de personnel à la Commission de la fonction publique.

M. Whitar, de son côté, est nommé directeur de la classification. Il occupait auparavant un poste au Bureau de la révision de la classification.

retirements

Capitaine Germain Houde

Une personnalité bien connue dans les milieux maritimes de Québec, le capitaine Germain Houde, du service d'inspection des navires à vapeur, vient de prendre sa retraite après avoir consacré près de 50 ans de sa vie aux choses de la mer et de la navigation en général.

En 1935, il agissait comme pilote sur le Saint-Laurent entre Montréal, Kingston et Ottawa. Il occupa ce poste jusqu'au début de la seconde guerre mondiale alors qu'il passa en haute mer dans les rangs de la Marine canadienne à titre de lieutenant.

Immédiatement après la guerre, il assumait, pour le compte du ministère, la direction de la station de pilotage de Pointe-au-Père, emploi qu'il dû abandonner à cause de surdité progressive résultant d'une blessure subie durant la guerre. C'est alors qu'il passa au service d'inspection des navires à vapeur comme inspecteur d'équipement.

"Papa Houde", comme se plaisaient à l'appeler ses confrères de travail, a été le héros d'une magnifique fête en son honneur lors de sa dernière journée de travail, le 14 juin dernier. A Mme Houde on a présenté une gerbe de roses et au héros de la fête un fusil de chasse à double canon. Pour accompagner le cadeau, on a remis à M. Houde un petit contenant bien spécial qui servira à garder chaud ou froid, selon les goûts du chasseur, le breuvage si désaltérant au moment de la "pause qui rafraîchit".

Quels sont ses projets d'avenir? Il voyagera un peu, s'adonnera à ses passe-temps favoris, la chasse et la pêche, et consacra la plus grande partie de son temps à sa famille, surtout auprès de ses six petits-enfants.

Captain Germain Houde, inspector of ships equipment at Quebec, has retired from the Department of Transport after serving most of his life as a sea-going man.

A high point of his career was his appointment as a pilot in the St. Lawrence-Kingston-Ottawa area in 1935.

Following service at sea during the Second World War, and a term as superintendent of pilots at Father Point, he joined the Steamship Inspection Service of the D.O.T. where he remained until his retirement.



De gauche à droite, Mme Houde, le capitaine Germain Houde et M. L. Casey, responsable du service d'inspection des navires à vapeur à Québec.

Captain and Mrs. Germain Houde and L. Casey, senior steamship inspector at Quebec.

Allin W. Jackson

Allin W. Jackson, a forestry meteorologist who has been with the department since 1940, has retired in Vancouver.

Eighty friends, colleagues and associates said goodbye to Al and his wife, Helen, at a lively dinner party in the Fraser Arms Hotel.

After an early career as a teacher in B.C. high schools, he joined the Met. Branch as a forecaster at Edmonton, then was transferred to Vancouver in 1952.

Tributes to the retired meteorologist included messages from former pupils at



Mr. and Mrs. Jackson.

à la retraite

Kamloops High School, some of whom later followed him into meteorology, from teaching colleagues, from friends within the branch, and from the burly "loggers" with whom he worked.

Guests at the dinner included Allan McCauley, retired regional meteorologist, Tony Douglas, manager of the B.C. Council of Forest Industries who thanked Allin on behalf of the logging industry, Regional Meteorologist John Knox and RDAS and Mrs. J. A. Lenahan.

A surprise guest at the affair, which was organized by Jack Mathieson, was Mr. Jackson's elder son Ian, an Air Canada captain based in Montreal.



LAST DAY ON THE JOB—Andrew MacClements, chief of ship repairs, has retired from Marine Services after 20 years with the Department of Transport. Mr. MacClements and his wife were guests at a small reception held for them by friends and colleagues that included J. R. Strang, director of the Shipbuilding Branch.

C. C. Foster

C. C. ("Cece") Foster has retired from the Department of Transport after 38 years of service.

Mr. Foster, who retired as an inspector of radio regulations at Moncton, served as a radio operator at various locations in the Maritime provinces, Quebec and the Northwest Territories during his lengthy career.

TRANS-CANADA



Meteorologist Receives NORAD Award

Toronto—A. D. Dow, a meteorological officer with the Met. Branch, has returned to civilian employment in Canada after three years of service as a Canadian Forces commissioned officer on exchange duty with the United States Air Force.

On July 22, Mr. Dow was presented with the NORAD Certificate of Achievement by Brigadier-General R. B. Hughes, Vice-Commander, NORAD Region. The citation read in part:

"This certificate is awarded to Major Alvin D. Dow for outstanding and commendable performance of duty while serving as Chief, Current Operations Branch, Staff Weather Agency, Headquarters, North American Air Defence Command, from 4 July 1965 to 31 May 1968.

"During this period, he displayed exceptional professional ability, leadership and outstanding judgment in the performance of his duties. His outstanding initiative and resourcefulness resulted in significant contributions to the air defense of the North American Continent.

"Throughout his assignment, he maintained an objective and unprejudiced attitude in the interservice and international aspects of this command. His consistent outstanding performance of duty provided a unique contribution to this headquarters and reflects great credit upon himself, the North American Air Defence Command, and the Canadian Armed Forces."

The certificate was signed by P. H. Greasley, Major General, United States Air Forces, Acting Chief of Staff.

Brigadier-General R. B. Hughes, U.S.A.F., (left), presents the NORAD Certificate of Achievement to A. D. Dow, Met. Branch.

Nouveaux noms aux régions

Ottawa—Les six bureaux régionaux des services de l'Air du ministère des Transports, nommés jusqu'à maintenant d'après les villes où ils sont situés, auront dorénavant des appellations donnant une meilleure idée des parties du Canada qu'elles englobent.

Ainsi, l'ancienne région de Moncton devient la région Atlantique des services de l'Air; celle de Montréal devient la région de Québec; celle de Toronto, la région de l'Ontario; celle de Winnipeg, la région Centrale; celle d'Edmonton, la région Ouest; et celle de Vancouver, la région du Pacifique.

Regions Renamed

Ottawa—The Department of Transport's six operating Air Services regions, named in the past after the cities in which their headquarters are located, have been given new titles more descriptive of the areas of Canada they encompass.

The former Moncton Region now becomes Atlantic Air Services Region; Montreal Region becomes Quebec Air Services Region; the former Toronto Region is Ontario Region; former Winnipeg Region is Central Region; Edmonton Region becomes Western Region, and Vancouver Region is renamed Pacific Region.

MÉTÉOROLOGISTE HONORÉ—Un météorologiste des Transports, M. Alvin D. Dow, qui vient de compléter trois ans de service avec l'Aviation américaine dans le cadre d'un programme canado-américain d'échange de personnel, s'est fait décerner un certificat de mérite de NORAD. Pendant son séjour aux États-Unis, M. Dow, à titre de chef de service, était attaché au quartier général du Commandement de la défense aérienne du continent nord-américain. Le certificat, décerné en reconnaissance des précieux services rendus à NORAD, a été présenté à M. Dow, à droite, par le brigadier général R. B. Hughes de l'Aviation américaine.

Into Each Life . . .

Toronto—Despite their best efforts, the Met. branch's annual Weathermen's Golf Day had to be postponed because of bad weather.

Undaunted, however, the weathermen re-scheduled the event and with the help of warm, sunny weather and 100 enthusiastic participants, made it an unqualified success.

Winner of the cup donated by Met. Director J. R. H. Noble as first prize was Linda Plaskett of the research and training division.

Linda was presented with the award by Ted Wiacek, officer in charge of the weather office at Toronto International Airport.

After a gruelling day on the links, the golfers retired for a social period of celebration and commiseration where, it was reported, many of them are alleged to have turned in better performances than they did on the fairways.

"À LA MODERNE"—C'est ainsi, de nos jours, qu'on installe certains phares le long de nos cours d'eau. Celui-ci est fait de fibres de verre et on l'a transporté par hélicoptère jusqu'à son emplacement sur l'île Lennard, en Colombie-Britannique, sur la côte ouest de l'île de Vancouver. On voit ici la tour du phare suspendue au-dessus de la base de ciment qui lui servira d'appui.

The "flying" lighthouse nears its new home at Lennard Island.



The Flying Lighthouse

Lennard Island, B.C.—Despite a runaway plane, fog, and a man-made gale, this island's "flying" lighthouse is now solidly in position, sending its powerful beacon out over the Pacific Ocean from this outpost on Vancouver Island's rugged west coast.

Trouble began when the fibreglass lighthouse, awaiting shipment at Tofino Airport, was struck by a private plane that skidded out of control while landing. Damage was slight.

On the day set for its installation, fog set in after a helicopter and a 13-man crew had been brought out from Victoria.

The next day, the tower was flown out to the site beneath the "chopper," which was forced to use full power while hovering because of a lack of wind.

Crouched on the concrete pad that was its base, the men were buffeted by a heavy downdraft from the craft's propeller as they struggled with guide ropes linking the hovering tower base with a waiting circle of bolts.

With the installation of the tower and the heavy light atop it, the crew turned their attention to dismantling the old wooden lighthouse, a task, said one man, "much simpler than installing its replacement."

Former Lightkeeper Dies at 105

Parry Sound—Adam Morrison Brown, a D.O.T. lightkeeper for more than 40 years and the oldest member of the Masonic order in North America, has died in Parry Sound at the age of 105.

Born at Holstein, Ont., on Dec. 17, 1862, Mr. Brown became a lightkeeper with the department in the eighteenth-nineties. He retired in 1937.

During his career, he maintained the Red Rock lighthouses that guarded the approaches to Parry Sound.

Ideas Pay

Calgary—Ralph E. Moyer, an electronics technician at Calgary, has been presented with a \$385 suggestion award which he earned while serving as a warrant officer in the Canadian Forces.

The award was presented to Mr. Moyer, who has since joined D.O.T., by L. G. Potvin, regional maintenance and operations superintendent, along with congratulations from E. G. Lundrigan, area maintenance supervisor, and R. R. Travers, telecommunications area manager.

Mr. Moyer's suggestion involved a modification to the UHF Intercom System of T-33 jet aircraft.

"We are very pleased to welcome a man of your calibre into the Department of Transport," said Mr. Potvin, noting that Mr. Moyer has received about a dozen awards for suggestions while in the Canadian Forces.

Bad Timing

At some formerly isolated West Coast lightstations, life has become almost suburban. New fully modern staff dwellings have all facilities for comfort and convenience. Even television is possible, though reception is of variable quality.

Last December, a D.O.T. Santa Claus made a tour, via Canadian Coast Guard helicopter, of the stations out from Victoria, B.C.

Afterward, a visitor said to one child: "I suppose you were pretty excited to see Santa come by helicopter?"

"Yeah, but he came right in the middle of a keen cartoon," she replied.

Au bénéfice de la navigation internationale

Ottawa—Sept employés du ministère ont complété en juin dernier une tournée d'un mois dans le Nord canadien où ils ont étudié sur place le fonctionnement du système Omega de navigation à très longue portée utilisé par l'aviation et la marine de nombreux pays.

Cette étude, effectuée jusqu'à Alert, à l'extrémité nord de l'île Ellesmere, avait pour but d'apporter des corrections au système de façon à accroître l'exactitude des déterminations de position qu'il fournit à l'aviation et à la marine.

Au cours de l'été de 1967, une étude semblable avait été effectuée par une équipe à bord du brise-glace Labrador durant sa croisière annuelle dans l'Arctique.

Au cours de son excursion, cette année, le groupe a fait escale à onze postes et stations météorologiques de l'Arctique.

M. F. W. Adams, qui était chargé du projet, et M. J. B. McLaughlin ont pris des lectures scientifiques pendant une période de 30 heures à chaque endroit pour déterminer les corrections à apporter au système. Le capitaine Gerald L. MacInnis, le co-pilote Jack Thorpe, les mécaniciens de vol Weston Fredericks et Alphonse Saldana, et M. E. L. Barclay, de la Direction de la météorologie, tous d'Ottawa, faisaient également partie de l'expédition.

Transport
ALBUM
des Transports



*An Air Traffic
Controller at work
in the Radar Room at
Vancouver International Airport.*

*Contrôleur de
la circulation aérienne
à l'oeuvre dans la salle de
radar de l'aéroport de Vancouver.*