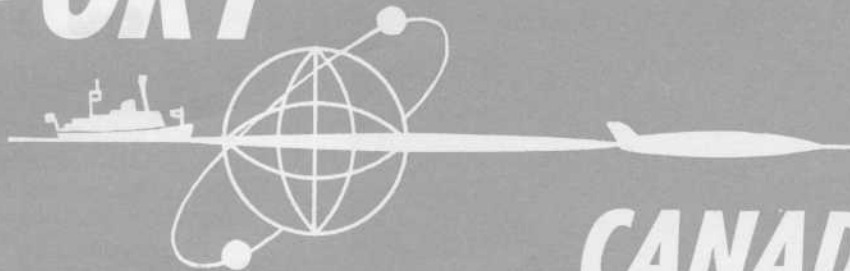


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TRANSPORT



CANADA



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TRANSPORT is a staff magazine published by the Information Services Division of the Department of Transport, Government of Canada, under the authority of the Minister, Hon. Paul T. Hellyer.

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au secours!...

Au cours des quelques dernières années, vous avez certes noté les efforts déployés ici pour rendre notre revue aussi bilingue que possible.

Nous avons même changé son nom afin de la rendre encore plus conforme à nos aspirations. Notre but est bien évident. On veut en faire une revue entièrement bilingue.

Pour atteindre cet objectif, il nous faut la collaboration entière de nos lecteurs de langue française. Trop souvent—et c'est le cas dans le numéro actuel—nous nous voyons obligés d'accepter des traductions ou des adaptations de textes anglais pour publication dans la revue. Ce dédoublement de l'information dans un même numéro nous paraît inacceptable. Nous voulons plutôt vous présenter une revue renfermant des articles qui revêtent un caractère d'exclusivité, dans les deux langues. A cette fin, nous avons besoin de votre appui, de vos idées, de vos suggestions.

Soumettez-nous des articles... On les publiera s'ils sont acceptables. Si vous êtes au courant d'un événement quelconque qui pourrait faire l'objet d'un article, n'hésitez pas à nous le signaler. On se chargera de recueillir les renseignements et d'en faire la rédaction.

A juste titre, vous réclamez plus de français dans nos publications. Nous sommes d'accord. Mettons donc l'épaule à la roue. Si chacun y met du sien, nous aurons une revue qui sera lue avec intérêt et qui fera l'orgueil du ministère.

La rédaction

OUR COVER

A mobile air traffic control tower, the first of six built by Canadair Limited for the Department of Transport, directs an aircraft toward a safe landing.

The mobile tower, built to D.O.T. specifications at a contract price of \$25,000, was accepted in April by R. W. Dodd, chief of the air traffic control division, from where it was sent to Ottawa to be radio-equipped. Delivery of the five others is expected by mid-June.

The towers will be used to provide tower control to serve airports where unusually heavy traffic develops over a short period of time, for air shows and displays, and also for use in an emergency, should normal facilities break down.

(Photo by Andre Sima)

FRONTISPICE

Grâce à ces tours montées sur camion, le ministère des Transports est maintenant en mesure de déplacer avec aise ses services de contrôle de la circulation aérienne d'un bout à l'autre du pays. Ces tours mobiles, au nombre de six, sont destinées aux divers centres régionaux des Services de l'Air, soit Toronto, Montréal, Moncton, Winnipeg, Edmonton et Vancouver. Elles ont été construites par Canadair Limited.

Ces tours, munies des installations électroniques les plus modernes, peuvent être dépêchées en toute hâte aux aéroports réclamant les services de contrôle de la circulation, soit comme mesure d'urgence ou pour tout autre motif. Ainsi, on s'en sert, par exemple, aux aéroports où la circulation est particulièrement dense durant certaines périodes de l'année ainsi qu'à l'occasion de spectacles aériens et autres événements du genre. Elles seront surtout utiles en cas de panne des services à un aéroport et durant des travaux de réfection à une tour de contrôle existante.



say what you mean

I return to an old theme: clear and concise expression. Most letters and reports could be substantially shorter without loss of significant content. In daily conversation whenever we offer lengthy comment, some of us hesitate, repeat ourselves or use unnecessary words and phrases to keep mental and vocal activity in parallel tempo. Too many of us transfer this habit to our writing. This makes it more difficult for the reader to understand and demands greater reading time.

Recently, a letter arrived on my desk which began with this sentence: "The draft agreement which you were good enough to append as an attachment to your letter is acceptable to the Department and as a consequence of collaboration, the same may be said on behalf of the corporation." It would have been much easier to say: "The draft agreement in your letter is acceptable to us and to the corporation".

To give another example, one paragraph of a report I have commences: "Productivity improvement could be accomplished by stimulating production". This sentence is unnecessary because it is without meaning. It is like saying "black is black".

Unnecessary elaborate sentences or phrases do not add to literary merit and are often an example of confused or hasty thinking and composition. The colorful passage and the flake of humor are helpful if used sparingly, although their employment demands skill. All of us who have the responsibility for preparation of written material should make it short, simple and clear. You will help the reader; you will help the Department; you will help yourself.

ne tournez pas autour du pot....

Je reviens à une vieille rengaine: le choix de l'expression claire et concise. La majorité des lettres et des rapports pourraient être raccourcis sans pour autant perdre des éléments importants. Dans la conversation de tous les jours, en faisant de longs commentaires certains hésitent, se répètent ou utilisent des mots ou des phrases qui ne sont pas nécessaires uniquement afin de faire travailler leur cerveau et leur voix à l'unisson. Pour beaucoup d'entre nous, cette habitude reparait dès que nous écrivons. Une telle habitude rend plus difficile au lecteur la compréhension du texte et demande un temps de lecture plus long.

Hier, j'ai reçu une lettre commençant par la phrase suivante: «Le projet de convention que vous avez eu l'amabilité de nous envoyer comme pièce jointe à votre lettre, rencontre l'approbation du Ministère et par voie de collaboration, rencontre aussi l'approbation de la compagnie.» Il aurait pourtant été beaucoup plus simple de dire: «Le projet de convention qui accompagnait votre lettre rencontre notre approbation et celle de la compagnie».

Autre exemple: voici le début d'un paragraphe d'un rapport que j'ai en main: «L'augmentation de la productivité peut être atteinte en améliorant le rendement». Cette phrase n'est pas nécessaire car elle est vide de sens. Cela revient à dire «noir est noir».

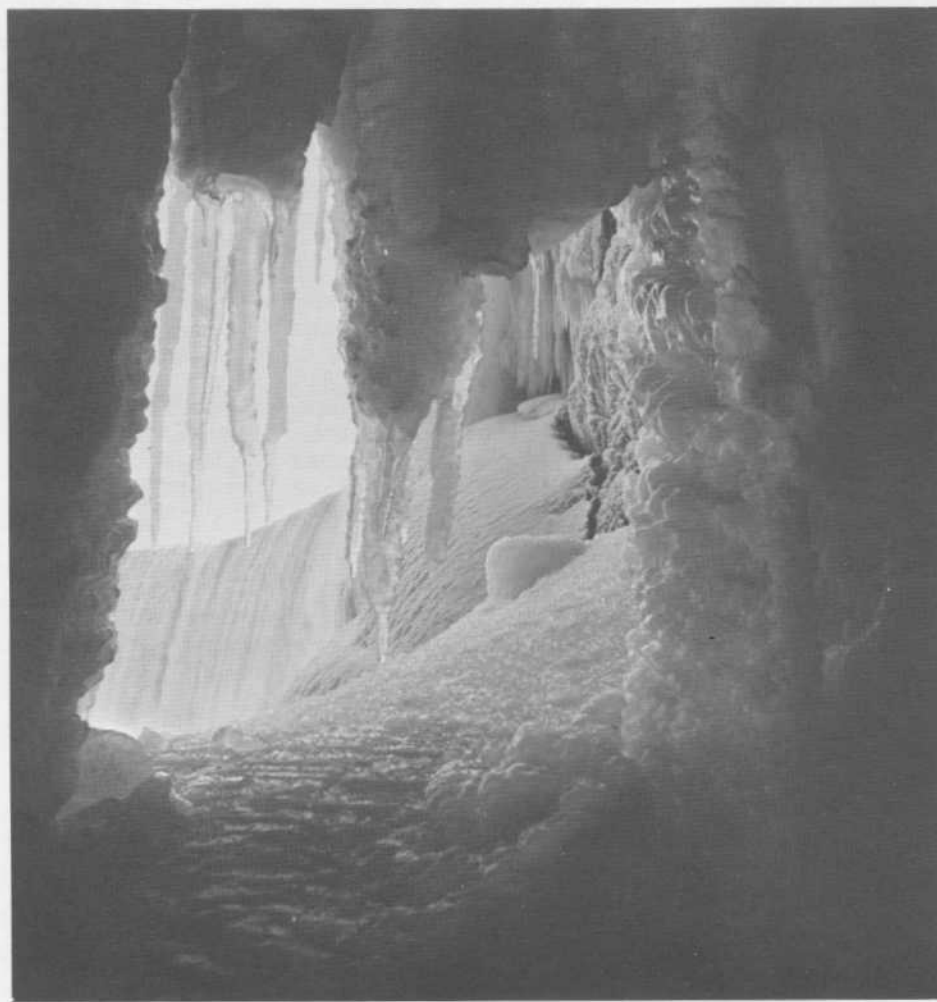
Les mots et les phrases compliqués et inutiles n'ajoutent rien à la valeur littéraire du texte et dénotent souvent un état d'esprit confus et une rédaction précipitée. Les propos humoristiques qui émaillent certaines phrases sont utiles pourvu qu'on les utilise avec modération, mais ils exigent une certaine habileté. Tous ceux qui sont chargés de la préparation de textes, doivent s'assurer qu'ils soient courts, simples et clairs. Ce faisant, ils rendront service aux lecteurs, au ministère et à eux-mêmes.

Deputy Minister

Sous-ministre

THE ICE THAT FOULS THE FALLS

by William Dunstan
Information Services Division



Legend has it that on March 30, 1848, ice blocked the lower end of Lake Erie so completely that the Niagara River dried up and water ceased to cascade over the great falls. While there is some doubt that the river dried up completely, it is an undisputed fact that the flow was drastically reduced. The public was fascinated and many walked along the top of the falls, picking up cannon balls and other souvenirs, before the ice dam broke.

Since the river began producing electrical power, however, large-scale formation of ice has been anything but a happy occasion. The river is the greatest single power source in the world, pulsating electricity into some of the largest industrial and residential communities on the continent. Problems due to icing can cut heavily into the power output, which in Canada alone is valued at approximately \$5,000 an hour.

The river is under international control, with the Ontario Hydro Commission and the New York Power Authority joining forces to implement the international agreement.

Howard Ferguson of the hydrometeorology section of Met is working with the Ontario Hydro Commission to establish an "energy budget" on the river: in general terms, this is a study of the heat gained and lost by the river and the attendant formation and dissipation of ice.

Until recent years much of the ice drifted into the river from Lake Erie, which freezes over almost completely in a cold

winter. An ice boom now has been installed at the lower end of the lake and this has drastically reduced the movement of ice into the river.

However, ice from other sources still is found in enormous quantities. Water in the shallow, fast-flowing river becomes super-cooled in winter and a crystalline type of ice known as "frazil" ice develops in the water. This adheres to obstructions on the river bottom and builds up on sluice gates and water intakes. Pan ice may form along the river shore and then break off to float downstream, often made slushy by snow which falls frequently over the area. A phenomenon common to shallow rivers of this type is the formation of anchor ice on the bottom during cold nights. This latter can act as a dam, reducing the flow by as much as 30,000 cubic feet per second. That is roughly a hundred times the flow of water consumed by a city of a million people.

Under the international treaty, a minimum flow of 50,000 cubic feet per second must be allowed to go over the falls for the scenic effect. The rest may be used for power. In winter, the mandatory flow is approximately 30 per cent of the total.

This flow usually is adequate to float the ice over the falls. Sometimes more water is needed, however, and it is necessary to divert some of the water which ordinarily would be used for power. The result sometimes is a drastic reduction of power for a relatively short period.

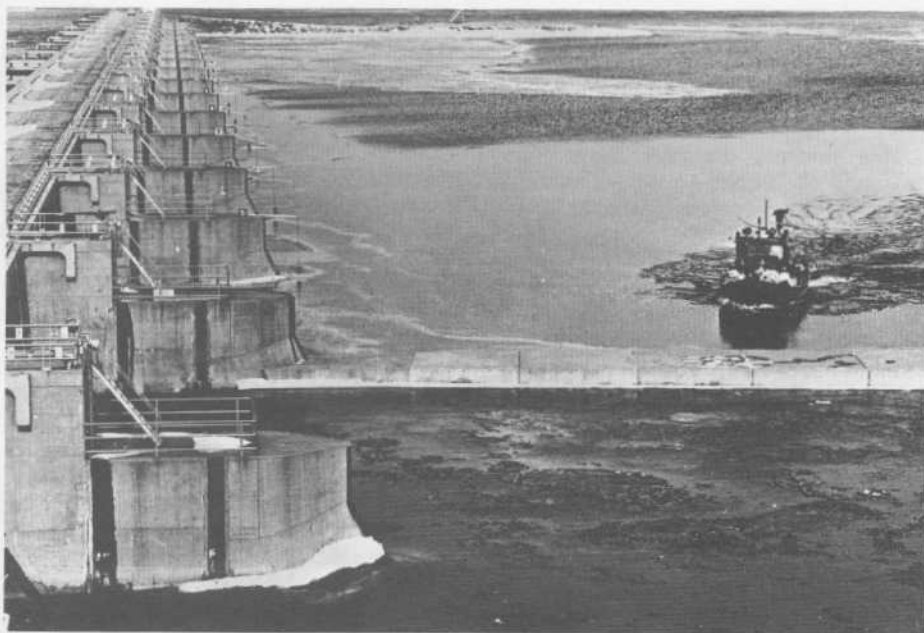
Two small icebreakers and control gates help keep the ice broken up and moving. If icing conditions could be forecast more accurately, however, action could be planned to combat the particular type of icing anticipated.

That's where Howard and his staff come in. A number of instruments record such things as net radiation, fluctuations in air and water temperatures and wind velocity. Readings are taken by Hydro technicians, who also have their own instruments, lookouts and a helicopter for keeping tab on water levels, ice cover, and other pertinent factors.

The records are assessed by Howard and his fellow scientists, who work out complex equations to demonstrate the energy gained and lost under various conditions. A general equation for the energy balance is: $Q_n - Q_e - Q_h - Q_m + Q_i = Q_t$, where Q_n = net incoming radiation; Q_e = net energy loss by evaporation; Q_h = net conduction of sensible heat to the atmosphere; Q_m = energy lost by snowmelt; Q_i = energy represented by the river inflow, Q_o = river outflow energy, and Q_t = net gain in energy storage.

See?

Approximately 550 man-hours were spent by Met staff in installing the instruments. One of the technicians, usually Bob Chapil, visits the sites about once a month. He spends some 12 hours each



Above the falls, Ontario Hydro's powerful little icebreaker churns toward the control dam.

Met's Howard Ferguson inspects a net radiometer that is installed above the river at the control dam. Raised and lowered by a winch, the instrument measures the energy radiated from the river's surface.



time, checking, repairing and replacing instruments. Meteorological officer Howard Cork and technician John Hebgin spend about 56 man-hours a month processing data.

This involves checking chart traces, "scaling" the charts to obtain values of the physical variables, tabulating and interpreting results and preparing statistical summaries. Howard Ferguson and Howard Cork spend an additional 25 man-hours a month evaluating energy balance factors, relating the results to the formation and dissipation of ice, attending project meetings, providing consultation to Ontario Hydro and writing reports and papers.

Results of the study are potentially extremely valuable. Improvements in ice forecasting can lead to more efficient power generation operations, for plans could then be made to cope with the conditions anticipated. Potential economic benefits of such improvements would be

in the range of tens of thousands of dollars a year in Canada alone.

The results also will be of immediate practical interest in many regions of the world including Russia, Iceland, Scandinavia and the northern United States. Aside from the economic factor, such studies contribute to the International Hydrologic Decade (IHD) effort to improve man's knowledge of his water resources, and the physical processes which affect them.

More than 90 countries are participating in IHD, which was launched in 1965 by a number of United Nations agencies.

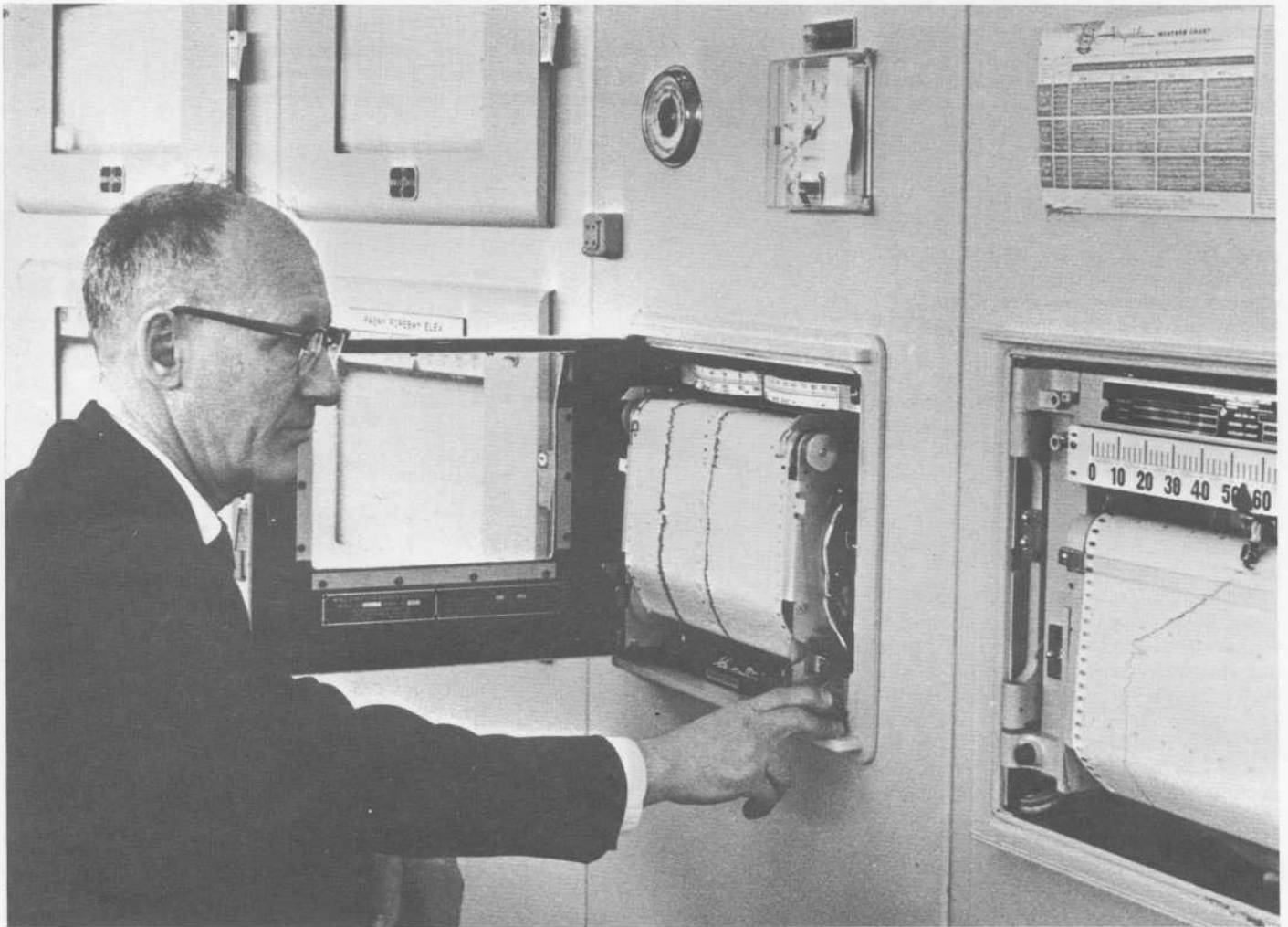
The Canadian contribution involves the concerted efforts of scientists from all provincial and federal water agencies and most major universities and other technical specialists working in hydrology or related fields.

Met's 40-odd IHD research studies, in addition to the Niagara River project, include a study of the use of weather

satellite data for determining surface snow or ice cover, a study of the effects of mountainous terrain on precipitation in British Columbia, an investigation into the potential effects of tree harvesting in Alberta's Rocky Mountains for increasing water yield for the Canadian Prairies, and intensive studies of evaporation near Chalk River, Ontario.

A major effort now planned is the International Field Year on the Great Lakes, an IHD study period of 18 months starting in 1970.

Nor is this all. Met is deeply involved in other international activities aimed at helping the world to improve its management of our two most precious resources—air and water. Met and similar bodies in other countries are working to co-ordinate efforts for such activities as the World Weather Watch, the Global Atmospheric Research Program and, of course, the International Hydrological Decade, for the maximum benefit of all.



Ontario Hydro engineer Stan Pitt, at the instrument control console in the control dam office, examines the anemometer traces showing wind speed and direction. Other dials and tracing instruments record changes all along the river.

Mais comment sort-on d'ici?

Adaptation d'un article soumis
par P. R. M. Toomey,
Premier officier à bord du n.g.c.c. «C. D. Howe»

Par un jeu de circonstances qui m'est encore inconnu, j'ai été choisi récemment par mes supérieurs pour assister au Salon nautique national de Montréal à titre de préposé au kiosque du ministère aménagé dans le cadre de cette exposition annuelle.

N'ayant jamais été invité à remplir de telles fonctions, j'entrevois la chose tout de même comme une expérience qui me serait sans doute fort profitable, mais je ne savais trop évidemment à quoi m'attendre.

Ma tâche principale devait consister en la diffusion d'une documentation écrite portant sur la sécurité sur l'eau, sur les divers règlements s'appliquant à la navigation, sur la Garde côtière et sur ses services. Et aussi, évidemment, je devais m'attendre à répondre aux questions du public sur le fonctionnement du ministère en général.

A notre kiosque, outre moi-même de la Garde côtière, il y avait un représentant de la Gendarmerie royale ainsi que des spécialistes des services de la marine, de la division des règlements de la radio, de l'inspection des navires à vapeur, du service des recherches et de sauvetage et d'autres services relevant du ministère.

Nous formions, en quelque sorte, une équipe de guerriers qui avait peine à contenir l'attaque des fervents du yachting qui, pour un bon nombre, étaient plus intéressés à nous transmettre leurs propres connaissances qu'à apprendre du nouveau sur le sujet. Il y avait évidemment un bon nombre aussi de visiteurs sérieux en quête de renseignements qui leur seraient utiles. Ceux-là, il nous faisait plaisir de les accueillir et de s'entretenir avec eux.

Je ne saurais dire combien de gens ont visité l'exposition, mais je pense pouvoir affirmer, sans trop me tromper, qu'environ un visiteur sur cinquante a passé la dernière année, soit depuis la tenue du Salon nautique de 1967, à concevoir un tas de questions étonnantes, étranges et même compromettantes dans le seul espoir sans doute de nous embêter le plus possible.

J'énumère ci-dessous un échantillonnage de ces questions, en résumé bien entendu, et non nécessairement dans les termes précis de nos interlocuteurs. De même, mes réponses ne sont pas toutes nécessairement celles que j'ai données, mais, dans la plupart des cas, c'est le genre de réponses que j'aurais aimé fournir si j'avais eu le temps d'y penser. Au lecteur de juger quelles réponses semblent

les plus plausibles, mais j'affirme cependant que chacune des questions m'a bel et bien été posée.

Interlocuteur: Pourquoi la Garde côtière canadienne est-elle nécessaire quand on peut avoir recours aux services de la Garde côtière américaine au besoin?

Réponse: Impossible de répondre en quelques mots, mais ce pourrait faire le sujet d'une intéressante causerie de quelque quatre heures si vous étiez intéressé à nous revenir après l'exposition.

Interlocuteur: Existe-t-il un règlement interdisant d'attacher un moteur de 88 chevaux-vapeur à une petite embarcation de neuf pieds?

Réponse: Ça va tout de même à l'encontre de toutes les données du principe d'Archimède.

Interlocuteur: Où puis-je me procurer une carte marine du lac Keegan?

Réponse: Où se trouve ce lac?

Interlocuteur: Dans le parc au bout de la rue où je demeure.

Réponse: Consultez alors votre comité local de la récréation et des parcs.

Interlocuteur: Si j'ai droit de passage et qu'un autre yachtman refuse de me le céder, ai-je le droit de foncer sur lui pour l'écartier de ma voie?

Réponse: Pourquoi cette question?

Interlocuteur: Je l'ai fait à plusieurs reprises l'an dernier et la Cour ne m'a jamais donné raison.

Interlocuteur: (s'adressant à l'agent de la Gendarmerie royale): Où est ton cheval? (Question posée, en moyenne, 97 fois par jour.)

Réponse: Je lui ai confié la garde de mon navire en mon absence.

Interlocuteur: Selon mes calculs, la ville de Montréal devrait être située à un degré, 13 pieds de longitude plus à l'ouest qu'elle ne l'est présentement indiquée sur les cartes. Comment expliquer une telle situation?

Réponse: Vous avez sans doute raison, monsieur. La solution serait de déplacer la ville de Montréal vers l'ouest le plus tôt possible afin de se conformer à vos calculs,

même si cela implique la nécessité de repousser en conséquence les frontières de l'Ontario.

Interlocuteur: Pourquoi le gouvernement n'intervient-il pas pour faire en sorte que les pôles magnétiques correspondent exactement aux pôles géographiques? On pourrait alors se dispenser d'apprendre le calcul des variations.

Réponse: Le pôle magnétique se déplace de lui-même. Si vous êtes patient, d'ici quelques milliers d'années, le problème n'existera plus.

Interlocuteur: (un enfant s'adressant à l'agent de la Gendarmerie): Êtes-vous un cowboy?

Réponse: Seulement durant mes jours de congé.

Interlocuteur: M'est-il permis d'installer des phares d'auto sur mon embarcation pour usage durant la navigation de nuit?

Réponse: Seulement si vous vous proposez de naviguer dans les rues après la tombée du jour.

Interlocuteur: Devrais-je faire installer des feux aux deux extrémités de mon yacht, étant donné que mon embarcation est construite de manière à ce qu'il est assez difficile de différencier l'arrière du devant?

Réponse: La navigation de côté pourrait régler votre problème.

Interlocuteur: Le service de la météorologie du ministère peut-il exercer un contrôle sur la température?

Réponse: Nos météorologistes seraient peut-être tentés d'y croire, mais ils ont encore sans doute beaucoup de chemin à parcourir avant d'y arriver.

Enfin, deux autres questions peut-être encore plus fréquentes que toutes les autres: «Comment sort-on d'ici?...et où sont les cabinets de toilette?»

Ces questions ne sont en fait que quelques-unes dont je me souviens. Si je les avais toutes notées, j'aurais pu en préparer un recueil de plusieurs pages. Je suggère enfin au lecteur soupçonnant d'être choisi, l'an prochain, pour me succéder à notre kiosque du Salon nautique de commencer dès maintenant à se documenter pour faire face au barrage de questions qu'on lui réserve. Il n'est pas trop tôt.

Au tout début, les traîneaux à chiens servaient au déplacement des habitants et des explorateurs de l'Arctique. Puis vint l'avion de brousse qui permit l'accès aux richesses du Nord canadien. Et maintenant, on vient de mettre à l'essai un nouveau mode de transport qui pourrait être appelé à ouvrir le Grand Nord à un développement encore inconnu.

L'AÉROGLISSEUR: nouvelle étape dans le transport septentrional?



L'inventeur de l'aéroglesseur, M. Christopher Cockerell, fait une visite à bord au cours de l'Expo 67 à Montréal. Après la fermeture de l'Expo, l'aéroglesseur a été dépêché à Churchill, Manitoba, pour y subir des épreuves dans l'Arctique.

Christopher Cockerell, inventor of the hovercraft, inspects one of the craft at the site of Expo 67 in Montreal. After the exhibition closed, the hovercraft was shipped to Churchill, Man., to undergo Arctic trials.

Adaptation d'un article soumis
par Bryan R. Goodyer
Services d'information

Le poète Robert Service, s'interrogeant jadis sur les mystères que renferme le Grand Nord, écrivait que les aurores boréales en avaient vu de toutes les couleurs et avaient été témoins de choses fort étranges dans l'Arctique. Mais pour nos populations du Nord canadien, on leur réservait encore une autre surprise.

Il y a quelques mois, un aéroglesseur, mystérieux engin de nos temps modernes, a en effet fait son apparition dans le Nord et il sera sans doute appelé dans un avenir prochain à pénétrer dans des endroits encore à peine explorés par l'Esquimau et ses chiens.

Les essais du SRN-6 ont eu lieu à la base de Fort Churchill, au Manitoba, et le gros appareil, grâce à son comportement dans des conditions difficiles, a émerveillé les Indiens, les Esquimaux et les fonctionnaires affectés à cette base septentrionale.

Le fonctionnaire responsable des essais de l'aéroglesseur, le capitaine Bill Jacobs, a déclaré: «Il fonctionne comme une Cadillac dans un défilé de première classe.»

Vingt-huit observateurs, comprenant le haut-commissaire britannique au Canada, sir Henry Lintott, un groupe de journalistes et plusieurs membres du personnel de la Direction des méthodes et des recherches en matière de transport, étaient d'accord.

Tous étaient venus d'Ottawa par avion pour observer à l'œuvre dans les conditions de l'Arctique le SRN-6, un des véhicules à coussin d'air utilisés à l'occasion de l'Expo 67, à Montréal, l'été dernier.

L'endroit où les essais ont eu lieu est une étendue de 10 milles de terrain ressemblant à la région arctique. Elle se



Le SRN-4, plus gros aéroglisseur au monde, est mis à l'eau sur la côte sud de l'Angleterre.

The largest hovercraft in the world, an SRN-4, now renamed as the first of the Mountbatten class, takes to the water off the southern coast of England.

situé près du centre d'épreuve de fusées exploité conjointement par le Conseil national de recherches et la *National Aeronautical and Space Administration* des États-Unis.

Le but de ces épreuves était de fournir une évaluation technique et économique de ce genre de transport dans de rigoureuses conditions septentrionales.

De plus, les essais étaient organisés pour étudier l'utilisation de l'aéroglisseur dans les régions du Grand Nord où le transport terrestre au moyen d'autres modes est lent et dangereux, et où le transport aérien est relativement dispendieux.

Les épreuves de Fort Churchill étaient commanditées conjointement par le ministère des Transports, le ministère des Affaires indiennes et du Nord, le Conseil de recherches pour la défense et le Conseil national de recherches.

Le véhicule à l'épreuve fut un SRN-6 de la *British Hovercraft Corporation*, exploité par la société *Hoverwork Canada Limited* d'Ottawa.

Il a une charge payante de 9,000 livres, peut se déplacer à une vitesse maximale de 60 milles à l'heure, et possède un rayon d'action d'environ 150 milles.

L'appareil peut porter jusqu'à 38 passagers et il est propulsé par un seul turbopropulseur Bristol Siddeley "Marine Gnome".

Les épreuves se sont déroulées sous la surveillance de l'établissement d'essai du génie (terre) du ministère de la Défense nationale.

Une équipe de sept personnes, dirigée par le capitaine Jacobs, était chargée de tous les aspects techniques du programme d'essai.

M. A. G. Kennedy, du bureau régional du ministère des Transports, à Winnipeg, était le représentant administratif du Ministère à l'emplacement d'essai, tandis que M. Herbert Eichner, économiste de la direction des méthodes et recherches en matière de transport, avait été chargé dès le début du programme de coordination.

Soulevé par un coussin d'air qu'il crée lui-même, l'appareil glisse au-dessus d'une surface de terre, d'eau ou de glace, ce qui le rend idéal pour les conditions du Nord, où le terrain inégal et la neige profonde empêchent l'utilisation de véhicules terrestres classiques.

Les passagers ne remarquent le bruit que lorsque l'appareil développe la puissance nécessaire pour gonfler ses «jupes». En croisière, le bruit ne paraît pas plus fort aux passagers que celui des moteurs d'un turbopropulseur moderne.

A Fort Churchill, l'appareil a résisté à une température de 45 degrés sous zéro et a démarré dans l'air froid de l'Arctique bien plus rapidement que certains des aéronefs géants qui sont garés à la même base.

Les épreuves ont-elles été couronnées de succès?

Bien qu'aucun rapport officiel n'ait encore été publié, le capitaine Jacobs et les membres de l'équipage d'essai sont très enthousiastes au sujet des possibilités du SRN-6.

Selon le capitaine Jacobs, le véhicule à coussin d'air est l'un des modes de transport les plus importants qui soient apparus au cours du présent siècle.

A son avis, aucune autre forme de transport dans le Nord ne peut actuellement le déclasser.

Les essais ont aussi impressionné les fonctionnaires du ministère des Transports qui avaient annoncé plus tôt l'achat d'un modèle plus petit, le SRN-5, qui sera utilisé par la Garde côtière canadienne, cet été, sur la côte du Pacifique.

Un agent des projets de la division de génie mécanique au Conseil national de recherches, M. A. S. Jackson, a déclaré: «Nous voulons savoir s'il est économique d'appliquer le concept du véhicule à coussin d'air à certains rôles du Canada, tels le transbordeur à grande vitesse, l'embarcation de plaisance, le camionnage, le bateau-pompe, la lutte contre les incendies des aéronefs accidentés, le relevé, l'agriculture, et d'autres usages possibles.»

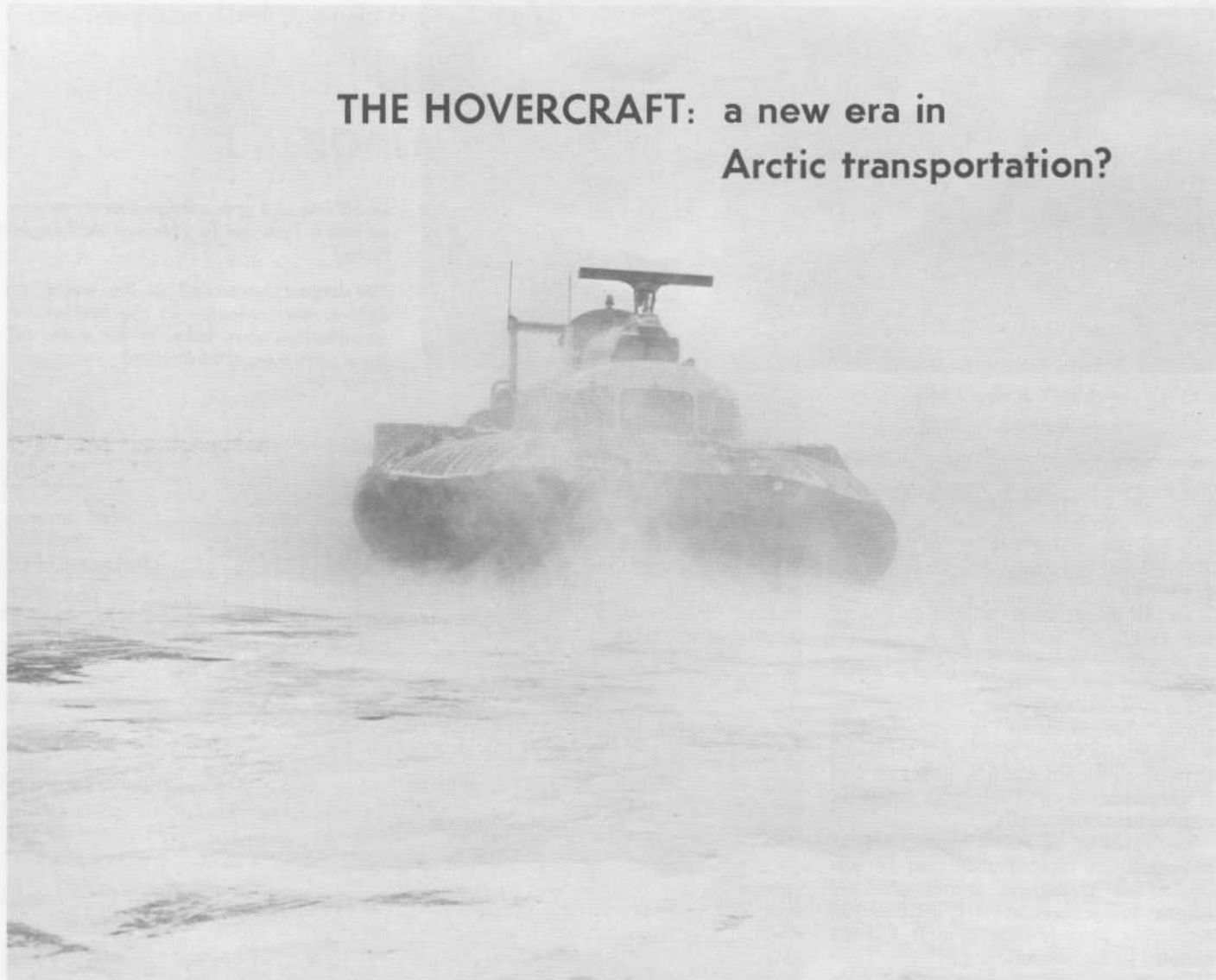
«Le véhicule à coussin d'air n'est pas la solution magique aux problèmes de transport de tout le monde, déclare M. A. B. German, président de la société *Hoverwork*, mais il existe certainement des difficultés qui peuvent être réglées beaucoup plus économiquement au moyen des applications du coussin d'air.»

Il reste à voir quel rôle jouera l'aéroglisseur dans le domaine du transport au Canada.

Mais, comme le signale un observateur qui a vu les essais du gros appareil à Fort Churchill: «Tout comme le traîneau à chiens et l'avion de brousse qui l'ont précédé, l'aéroglisseur possède des possibilités importantes en ce qui concerne l'aménagement du Grand Nord canadien.»

First it was the dog sled, then the bush plane that opened up the potential of Canada's North. Now they've tested a new method of moving people and goods. It's . . .

THE HOVERCRAFT: a new era in Arctic transportation?



*"There are strange things done in the mid-
night sun
By the men who toil for gold;
The Arctic trails have their secret tales
That would make your blood run cold;
The Northern Lights have seen queer sights,
But the queerest they ever did see..."*

by Bryan R. Goodyer
Information Services Division

...was a hovercraft you think when you first see the big SRN-6 parked outside the terminal at Fort Churchill, Manitoba.

But after two days of watching the big machine in action you wonder if Robert Service, the poet of the North, would really have thought it all that unusual.

Certainly the Indians, Eskimos and government personnel serving at this northern base don't.

"It rides," said Captain Bill Jacobs, chief test officer in charge of the hovercraft evaluation trials, "like a Cadillac on a parade square."

Twenty-eight observers, including Sir Henry Lintott, British High Commissioner to Canada, a party of newsmen and several members of the D.O.T.'s Transportation Policy and Research Branch, agreed.

All had flown up from Ottawa to get a first hand look at the SRN-6 (one of those used at Expo 67 in Montreal last summer) in action under Arctic conditions.

The "parade square" referred to by Captain Jacobs, 37, of Ottawa, was a 10-mile stretch of sub-Arctic landscape between this northern Manitoba community and the Churchill Research Range, a rocket test centre operated jointly by the National Research Council and the National Aeronautics and Space Administration of the United States.

The aim of the hovercraft tests was to provide engineering, technical and economic evaluation of this type of transport under severe northern conditions.

In addition, the trials were planned to study the hovercraft's suitability for use in areas of the far north where overland transportation by other means is slow and dangerous and air transport is relatively expensive.

The Fort Churchill tests were conducted under the joint sponsorship of the Department of Transport, the Department of Indian Affairs and Northern Development, the Defence Research Board and the NRC.

The test vehicle was a British Hovercraft Corporation SRN-6 operated by Hoverwork Canada Limited of Ottawa.

It has a payload capacity of 9,000 lbs., can travel at speeds up to 60 miles an hour, and has a range of approximately 150 miles.

The craft is capable of carrying up to 38 passengers and is powered by one Bristol Siddeley "Marine Gnome" turbo-jet engine.

The trials were held under the supervision of the Land Engineering Test Establishment of the Department of National Defence.

A seven-man team, headed by Capt. Jacobs, was responsible for all technical aspects of the test program.

A. G. Kennedy, of the D.O.T.'s regional headquarters in Winnipeg, was the department's administrative representative at the test site, while the co-ordinating function from the inception of the program has been the responsibility of Herbert Eichner, an economist with the Transportation Policy and Research Branch.

Supported by a self-generated cushion of air, the craft skims just above a ground, water or ice surface which makes it ideal for northern conditions where rough terrain and deep snow prohibit the use of conventional ground vehicles.

Passengers are aware of noise as such only while the craft is generating the power to inflate its "skirts." Underway, it sounds



The test crew, in Arctic clothing, put the hovercraft through its evaluation tests.

no louder to those inside than the engines of a modern turbo-prop airliner.

At Fort Churchill, the craft withstood temperatures as low as 45 degrees below zero and started in the frigid Arctic air long before some of the giant aircraft with which it shares terminal space at the base.

How successful were the tests?

While nothing official has been reported yet, Capt. Jacobs and the test crew are highly enthusiastic about the capabilities of the SRN-6.

Capt. Jacobs says the air cushion vehicle is one of the most significant forms of transportation to appear in this century.

In his opinion there is no other form of transportation in the north today that can beat it.

The tests also impressed Department of Transport officials who had announced earlier the purchase of a smaller SRN-5 model which will go into service with the Canadian Coast Guard on the west coast this summer.

Said A. S. Jackson, project officer with the NRC's mechanical engineering division: "We want to know if it is economically feasible to employ the air cushion vehicle concept for such roles in Canada as the high-speed ferries, pleasure craft, truck transportation, fire boats, airfield crash and rescue, survey work, agricultural use and possible other applications."

"The air cushion vehicle is not the magic answer to everybody's transportation problems," says A. B. German, president of Hoverwork, "but there are undoubtedly certain problems which can be solved far more economically by means of air cushion applications."

Just where the hovercraft will fit into the story of Canadian transportation remains to be seen.

But as one observer who watched the big machine going through its paces at Fort Churchill observed: "Like the dog sled and the bush plane before it, the hovercraft has a tremendous potential in the development of Canada's North."

nominations aux services du personnel

Trois nouveaux hauts fonctionnaires viennent d'assumer des postes supérieurs aux services du personnel du ministère. Il s'agit de M. Robert H. Dowdell, âgé de 38 ans, nommé directeur du personnel aux services de l'Air, M. Louis Lavoie, âgé de 42 ans, directeur du personnel, services de la Marine et M. Michael L. Bolger, âgé de 37 ans, directeur des relations de travail.

M. Dowdell, anciennement du ministère des Forêts et du Développement rural, est diplômé de l'Université Western Ontario, de London, et de l'Université Carleton d'Ottawa.

Né à Windsor (Ont.), M. Dowdell a déjà travaillé à la Commission de la Fonction publique, au ministère de la Défense nationale et à l'Office national du film.

Il est membre de la Public Personnel Association et du Federal Institute of Personnel Management.

M. Lavoie a quitté son poste de directeur des relations avec les employés à Chemcell Ltd (Montréal) en entrant au service du ministère des Transports.

Précédemment, il avait occupé des postes supérieurs au sein des services du personnel de compagnies pétrolières et de compagnies de construction à Montréal, Québec et Toronto.

Né à Québec où il fit ses études, il a obtenu un diplôme en commerce de l'Université Laval en 1949.

A Montréal, M. Lavoie était membre de la Chambre de commerce et de la Montreal Personnel Association, directeur de la Canadian Industrial Training Association et directeur de l'Industrial Accident Prevention Association.

M. Bolger a occupé des postes supérieurs aux services du personnel de Massey-Ferguson Industries Ltd, Toronto et de Sperry Gyroscope Company of Canada Ltd, Montréal. Il a aussi à son actif plusieurs années de service dans la Marine royale du Canada en qualité d'officier de pont.

Né à Renfrew (Ont.), M. Bolger est diplômé avec spécialisation en administration d'affaires de l'Université Western Ontario.

Il est membre de l'American Management Association, de la Personnel Administration Association of Toronto et du Metropolitan Toronto Board of Trade.



Robert Dowdell



Louis Lavoie



Michael Bolger

personnel changes

Three new men appointed to senior personnel posts within the department are now at work. The three are Robert H. Dowdell, 38, Director of Personnel, Air Services; Louis Lavoie, 42, Director of Personnel, Marine Services; and Michael L. Bolger, 37, Director of Staff Relations.

Mr. Dowdell, formerly with the Department of Forestry and Rural Development, is a graduate of the University of Western Ontario at London, and Carleton University, Ottawa.

A native of Windsor, Ont., Mr. Dowdell had previously held positions with the Public Service Commission, the Department of National Defence, and the National Film Board.

He is a member of the Public Personnel Association and the Federal Institute of Personnel Management.

Mr. Lavoie comes to the Department of Transport from Chemcell Ltd., Montreal, where he was director of employee relations.

Prior to that, he held senior posts in personnel work in the oil and construction industries in Montreal, Quebec City and Toronto.

Born and educated in Quebec City, he graduated in Commerce from Laval University in 1949.

In Montreal, Mr. Lavoie was a member of la Chambre de Commerce and the Montreal Personnel Association, a director of the Canadian Industrial Training Association and a director of the Industrial Accident Prevention Association.

Mr. Bolger has held personnel management positions with Massey-Ferguson Industries Ltd., Toronto, and Sperry Gyroscope Company of Canada Ltd., Montreal. He also served in the Royal Navy for several years as an executive officer.

A native of Renfrew, Ont., Mr. Bolger graduated with honours in Business Administration from the University of Western Ontario.

He is a member of the American Management Association, the Personnel Association of Toronto, and the Metropolitan Toronto Board of Trade.

"How Do I Get Out of Here?"

by P. R. M. Toomey
First Officer
CCGS C.D. Howe

Shortly before the recent opening of the National Boat Show in Montreal, I was selected by a process unknown to me to help man the Department of Transport exhibit.

Never having attended such an affair before, I was not sure just what to expect. I had, however, already guessed that the experience might be unusual to say the least.

My major function was to pass out literature on Water Safety, Rules and Regulations, information on the Canadian Coast Guard and its responsibilities, and answer the questions put to us by the visitors.

Represented at our exhibit were Search and Rescue, Steamship Inspection, the Radio Regulations Branch, the marine division of the Royal Canadian Mounted Police, and the Canadian Coast Guard.

We became a happy little band of warriors holding at bay the onslaughts of the amateur boating enthusiasts who, naturally, knew all about everything and who very often wanted only to show off their knowledge, correct or otherwise.

I should add, though, that there were many serious people who really wanted assistance and guidance. These people we were delighted to see and assist in any way we could.

I don't know how many people attended the show but I would hazard a guess that one in 50 had spent the entire period since the last boat show dreaming up questions with which to floor my colleagues and me.

I give a selection of some of the questions, not always exactly as asked, but generally faithful to the original.

The answers that appear are definitely *not* always those given in actual fact.

I leave to the reader to decide which answers may have actually been made, although I must point out that every question shown was asked of me.

Questioner: Why is the Canadian Coast Guard necessary when we can always use the United States Coast Guard if needed?

Answer: Impossible to answer in a few words but it would make a good four-hour lecture if you care to come back after the show.

Q: Is there any law against putting an 88-horsepower motor on a nine-foot wooden dinghy?

A: Archimedes Law of Flotation would seem to be against it.

Q: Where can I purchase a navigational chart of Lake Keegan?

A: Where is that located please?

Q: In the park at the end of our street.

A: I suggest you try the local parks and recreation authority.

Q: If I have the right-of-way in my boat, am I allowed to run into the "give-way" vessel if he fails to let me pass?

A: Why do you ask?

Q: I did it several times last year and the court said I was wrong each time.

Q: (To the RCMP officer) Where is your horse?

A: Minding the boat while I'm away. (This question was asked on the average about 97 times daily.)

Q: According to my detailed calculations, Montreal should be one degree, 13 minutes of longitude west of where it is presently shown on charts. Why is this?

A: You may be right, sir, we will move the city of Montreal west as soon as possible to agree with your calculations, although this will mean shoving Ontario over too.

Q: Why does the Government not move the Magnetic Pole to the Geographic Pole so we need not bother with learning about variation?

A: The Magnetic Pole is moving on its own, so if you wait a few thousand years, your problem will solve itself.

Q: (Again, to the RCMP officer from a small child) Are you a cowboy?

A: Only on my days off.

Q: Is it all right to fit up a car-lighting set on my boat for use at night?

A: Only if you plan to navigate your boat along the highway after dark.

Q: Should I fit navigation lights to both ends of my houseboat as both ends look exactly the same?

A: Try travelling sideways and ignore the problem.

Q: Is the Meteorological Branch able to control the weather?

A: They like to think they can, but still need a lot of practice.

Q: How do we get out of here? (This question was asked about every five minutes.)

Q: Where can I find the washrooms? (This question was asked about every six and a half minutes.)

The above questions are just a selection of the ones I remember for one reason or another. A complete anthology would fill a book.

If any reader should be selected next year to attend one of these shows for the first time, let him be prepared.

You have to get up early in the morning to keep ahead of the man-in-the-street these days and even earlier for the children.

goodbye to old glory

Old Glory Mountain, B.C.—A colorful page in the story of the Meteorological Branch ended this winter when the three-man weather observatory atop this 7,700 foot mountain in the West Kootenays was destroyed by fire.

The station will, of course, be replaced by an automatic weather station but, in the eyes of veteran Canadian weathermen, things will never be the same.

The end of one of the country's most unusual stations came with dramatic suddenness:

"WEATHER STATION OLD GLORY MOUNTAIN BURNED TO GROUND IN EARLY MORNING HOURS OF JANUARY 7," read the wire to headquarters. **"BUILDING AND CONTENTS A TOTAL LOSS. INJURY TO ONE PERSON SEVERE FROST BITE AND EXPOSURE."**

It seemed like such an ignominious end for the well-known station at which so many west coast weathermen had served.

It all started 25 years ago when the need for a mountain observatory to provide information for aviation, weather data and icing conditions became obvious.

A new route

The fledgling Trans-Canada Airlines (now Air Canada) was flying a new route between Vancouver and Lethbridge, Alta., at low altitudes and needed a navigational aid about midway between the two centres.

D. C. Archibald, chief, basic weather, who was then western superintendent of Met., chose Old Glory mountain as a site for the observatory after making two survey trips on foot through the area.

And so one of Met's most unusual stations was established 14 miles by road and trail from Rossland B.C., on a remote mountaintop.

The main building erected there provided office space and living quarters for a staff of three Met. technicians. The building was of frame construction heated by a hot air, coal-burning furnace. A fuel storage shed about 10 to 15 feet to the north contained drums of fuel for the small lighting and power plant.

A forestry lookout, the only other building on the mountain, is located 150 feet from the main building.



Met. Technician Bill Raithby, survivor of the fire that destroyed the weather station atop Old Glory mountain, surveys interior British Columbia from his post high atop the mountain. These photos were taken less than a year before the fire.

You get to the site by hiking with pack-horses in summer and on skis in winter, which made it essential that all staff chosen for duty there be experienced skiers.

Weather reports

Communications consisted of B.C. Telephone Company radiotelephone facilities and separate telecommunications radiotelephone equipment for transmission of weather reports to Castlegar.

Although the weather station was built in 1942-43, Bart Dudley, its first operator who now lives in Rossland, did not actually start work until the fall of 1944. He was joined a few weeks later by Hugh McCaffery from Winnipeg and Ray Skirten from Calgary.

Since then a large group of men have sent out weather observations from atop Old Glory, some of them who remained several years and others who stayed only one summer.

During all this time, the men at the station were kept supplied with food, coal and other essentials by Wilf Gibbard of Rossland, who led his packhorses up and down the steep trails of the mountain in good weather and bad.

At the site, the technicians made hourly reports on the weather to Castlegar and every six hours forwarded a synoptic report to the Vancouver weather office.

On the day of the fire, two of the station's three-man complement, Peter Wright, officer in charge, and Don Todd were in Rossland on a mail and supply trip.

Twenty-four-year-old Bill Raithby was in charge of the station.

All in order

After filing his last reports to Castlegar and Vancouver, he did some studying, lit the furnace and went to bed.

It was shortly after midnight and everything seemed to be in order.

"I lay in bed for a short time and the next thing I knew I smelled smoke," recalls the young technician, who has since recovered from his ordeal.

"I jumped out of bed and ran downstairs to the furnace room, grabbing a fire extinguisher on the way, but the room was filled with smoke and I had to get out."

Fleeing into the snow dressed only in his underwear and a pair of bedroom slippers, Bill "half-walked, half-crawled" to the forestry cabin where he broke a window and crawled in to find shelter.

When no weather reports were received from the station and Raithby couldn't be reached by radiotelephone, a search party was organized by Peter Wright and Don Todd in co-operation with the Royal Canadian Mounted Police and two Rossland residents.

Up the mountain

Accompanied by Peter's dog "Cher," a one-year-old Labrador-Shepherd, the group left Rossland and fought their way up the mountain in a blizzard.

At the top seven hours later, they found the station levelled and discovered a near-frozen Bill Raithby huddled in the unheated forestry shelter suffering from frostbite and shock, more than 25 hours after the fire had broken out.

He was airlifted from the site to hospital in Rossland by a helicopter from Nelson, B.C.

A footnote to the story comes in an item from the Rossland Miner which reports that a mountain rescue team is being formed in the area as a result of the dramatic rescue on Old Glory.

But it is the final line of the wire to Met. headquarters that officially marks the end of what was probably Canada's highest manned weather station: **"WEATHER STATION OLD GLORY PERMANENTLY CLOSED EFFECTIVE JANUARY 7."**

transport people

A Lifetime of Service

A man who was born in a lighthouse and spent 35 years in the lighthouse service has died in British Columbia.

Peter Georgeson was one of eight members of the Georgeson family who have served the Department of Transport as lighthouse keepers and assistant keepers.

Born at East Point lighthouse in 1891, Mr. Georgeson was the first white boy born on Saturna Island.

He was appointed keeper at Saturna Island in 1921, as replacement for his father.

In 1939, Mr. Georgeson was transferred to Albert Head lighthouse where he served until his retirement in 1956.

Other members of the family who were in the lighthouse service were his father, an uncle, a brother, his son Kenneth, a nephew and two grandnephews.

Mr. Georgeson is survived by his wife, Nellie, and his two sons, James and Kenneth.

Another D.O.T. Scholar

The announcement of the 1967 winners of the D.O.T. Bursaries got us wondering how some of our earlier bursary winners had made out.

As time made it impossible to trace all of them, we chose the first three winners and the result—"Where Are They Now"—was published in the January-February issue of *TRANSPORT*.

It prompted Lloyd Mercer, a proud father who works as a D.O.T. electrician

at Gander, Nfld., to write and let us know about his son Harry, who won a \$500 departmental bursary two years ago.

Harry, now 18, is in his second year at Memorial University at St. John's where he's studying to be an electrical engineer.

Born in Gander, Harry attended Gander Academy and Gander Collegiate, graduating in Grade Eleven with an 89 per cent average.

Awarded the D.O.T. bursary, he also received the Herbert Cramm Memorial Shield, the Government Electoral District Scholarship worth \$800 and the Royal Canadian Air Force Ladies' Auxiliary Scholarship of \$25, given to the student with the highest average in the school.

On completion of his first year at Memorial, he was awarded a Centenary scholarship of \$600.

During the summer, Harry was employed by the Federal Department of Public Works in Newfoundland.



Capt. Parker

Following a lengthy career as a seaman, Capt. Parker obtained his master's "ticket" foreign-going steam and sail in 1945, one of the last sets of sailing papers issued.

He joined the Department of Transport in 1950.

A Student First

The son of a D.O.T. electrician at London Airport has become the first full-time paid student president at the University of Western Ontario.

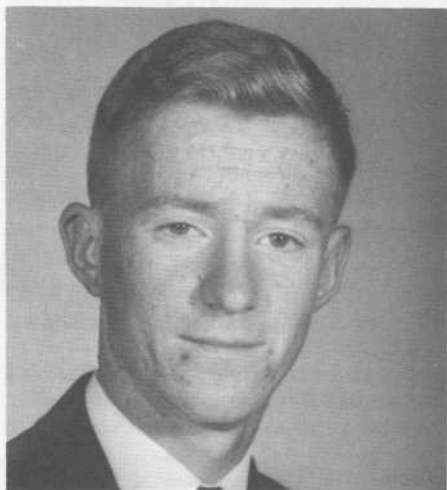
John Yokom, a 23-year-old engineering student who is the son of Mr. and Mrs. Howard Yokom, defeated a second year law student to win the post.

Following his election, John said he would be working for "increased communication and co-operation among students, faculty and administration."

John campaigned for the position on a full-time basis after the university students' council gave the candidates two choices: taking the job full time at a salary of \$3,900 plus tuition for two courses, or hiring an executive assistant.

During his campaign, John stressed the need for more student housing. He also wants the administration to re-open discussions on the possibility of building a student campus centre.

A native of London, John graduated from Sir Adam Beck Secondary School in 1963. He was named the school's citizen of the year the same year.



Harry Mercer

Tales of the Sea

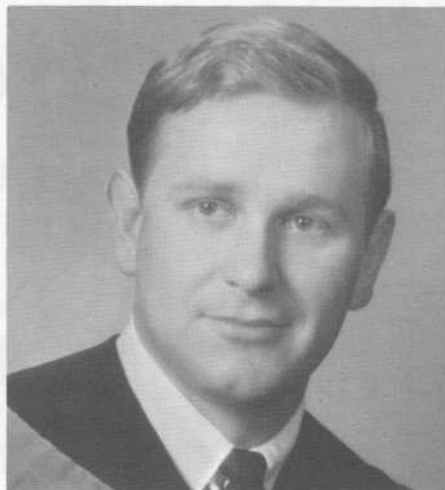
Captain John P. Parker, district supervisor of pilots at Sydney, N.S., has published his second book on ships and the sea entitled "*Cape Breton Ships and Men*."

A Cape Breton newspaper calls Capt. Parker's new book "an enthralling aggregation of history, shipyard statistics, biography, ballads and anecdotes."

The review says that everyone with an interest in the sea "will fall under the spell of Capt. Parker's latest book."

The master mariner's first book, "*Sails of the Maritimes*," was published in 1960.

Born in Sydney, Capt. Parker was educated there, at Rothesay Collegiate, Saint John, N.B., and the Royal Military College, Kingston, Ont.



John Yokom

the search for a new symbol

concours pour le choix d'un symbole

In earlier editions of TRANSPORT, the announcement of a competition to find a new symbol for the Department of Transport was made. Below are the details.

The Idea

The new symbol should illustrate the activity and purpose of the department as a whole. It should be a dynamic expression, reflecting the role of the department as it concerns time, space and motion. It should not be a monogram or contrivance of the letters "DOT". It should not become outdated by new technological or other developments in the field of transportation.

The Form

The symbol should be distinctly unique, easily and speedily recognized as representing the Department of Transport, recognized equally in miniature or enlarged form and capable of reproduction by a variety of methods without loss of form.

The Contestants

The DOT Symbol Contest is open to any Department of Transport employee. A contestant may submit any number of entries.

The Format

Entries may be submitted on plain bond paper, cardboard or illustration board, 8½" by 11" colored white only.

The design may be drawn in pencil or ink, colored black only, or may be a black cut-out of plain black paper, cardboard or illustration board, fixed to the page. There shall be no shading nor stippling of the solid black color.

A second page may accompany the black and white design showing the design to the same scale in color, using pencil, ink, water color or colored cut out.

The Submission

Entries must be submitted not later than Midnight, Oct. 1,

Dans des numéros antérieurs de TRANSPORT, nous avons annoncé un concours en vue de trouver un nouveau symbole pour le ministère des Transports. Nous vous en présentons maintenant les détails.

L'idée

Le nouveau symbole doit illustrer les initiatives et les buts poursuivis par l'ensemble du Ministère. Il doit être une expression dynamique du rôle du Ministère en ce qui concerne le temps, l'espace et le mouvement. Il ne faut pas que ce soit un monogramme ou une disposition des lettres «DOT». Les perfectionnements technologiques ou autres dans le domaine du transport ne doivent pas le rendre suranné.

La forme

Le symbole doit être distinctif, facilement et rapidement reconnaissable comme représentant le ministère des Transports; il doit également être reconnaissable en miniature et dans sa forme agrandie et apte à être reproduit par différentes méthodes sans perdre sa forme.

Les concurrents

Tout employé du Ministère peut participer au concours relatif au symbole du ministère des Transports. Les concurrents peuvent présenter le nombre d'inscriptions qu'ils désirent.

Le format

Les inscriptions peuvent être présentées sur du papier blanc ordinaire, du carton ordinaire ou du carton à dessin, mesurant 8½ pouces sur 11, blanc seulement.

Le modèle peut être dessiné à l'encre ou au crayon, en noir seulement, ou peut être découpé dans une feuille de papier ordinaire, de carton ordinaire ou de carton à dessin noir et fixé sur la page. Le noir ne sera ni ombré ni pointillé.

Présentation

Les délais pour la présentation des inscriptions expirent à

1968, addressed to "Chief, Information Services Division, Department of Transport, Hunter Building, Ottawa, Attention: Symbol Contest Committee."

Each entry shall be accompanied by a plain sealed envelope attached to the back of the entry containing the name, division section, etc., and the home address of the entrant.

There shall be no initials or other mark of identification shown anywhere other than that contained in the sealed envelope. The cover and postal markings will be removed at headquarters before judging.

Contestants may provide one neatly typewritten page on plain white paper with each entry to explain in the fewest possible words the idea of the design.

The Prize

The originator of the winning design will receive a cash prize of \$150.00 from the department for all rights to the design, which will be officially registered in the name of the Department of Transport with the Registrar of Copyrights.

In the event that identical or nearly identical designs are received, the entry bearing the earliest postmark will take preference.

The Award

The award will be made with an appropriate ceremony. The donor, time and location of the prize will be decided when the winner has been chosen.

The winning design will be published in the issue of TRANSPORT that follows its selection.

Queries

Any queries should be sent to the address given for the submission.

minuit le 1^{er} octobre 1968; elles doivent être adressées au chef de la Division des Services d'information, ministère des Transports, immeuble Hunter, Ottawa, à l'attention du Comité du symbole.

Chaque inscription doit être accompagnée d'une enveloppe ordinaire cachetée, fixée au verso de l'inscription et contenant le nom, la division, la section, etc., et l'adresse domiciliaire du concurrent, vu que l'enveloppe d'envoi et les marques postales seront enlevées avant que les inscriptions soient présentées au jury.

Les concurrents peuvent fournir une feuille de papier blanc ordinaire, nettement dactylographiée, avec chaque inscription en vue d'expliquer aussi brièvement que possible l'idée du dessin.

Le prix

L'auteur du dessin gagnant recevra du Ministère un prix en argent de \$150; il renoncera à tout droit au dessin qui sera officiellement enregistré au nom du ministère des Transports auprès du Registraire des droits d'auteur.

Au cas où des dessins identiques ou presque identiques seraient reçus, l'inscription portant l'oblitération postale antérieure aura priorité.

Présentation du prix

Le prix sera présenté à une cérémonie appropriée. Le choix de la personne chargée de remettre le prix, le moment et le lieu de la cérémonie feront l'objet d'une décision dès que le gagnant aura été choisi.

Le dessin primé sera publié dans le numéro de TRANSPORT qui paraîtra à la suite du choix.

Demandes de renseignements

Toute demande de renseignements doit être envoyée à l'adresse où les inscriptions doivent être envoyées.



the rugged individualists who man our inland lights

A Kingston psychiatrist, who studied the men maintaining the lonely lighthouses of Lake Superior, has found that they are unusually stable and well-adjusted people.

Dr. George Laverty, associate professor of psychiatry at Queen's University, Kingston, made his observations during a trip aboard the Canadian Coast Guard Ship *Porte Dauphine*, which was taking the lightkeepers off their stations for the winter late last year.

Dr. Laverty found that, while the lightkeepers are glad to get off their posts at season's end, they are equally as glad to get back each spring.

The job may be considered romantic and there may be some mystery about it, he said, but his study of the men who man the stations showed them to be stable, enjoying a good family life during the summer, able to entertain themselves and able to "think about things without getting bored."

In only one respect did Dr. Laverty find anything that might be considered odd on the mainland: "They seem to have an obsessional interest in keeping their islands tidy and free from debris."

To the lightkeepers, this is not odd at all. Nowhere on the stations will a cigarette package or a piece of waste paper be found strewn about.

Apart from a natural desire for tidiness about their homes, the lighthousemen will tell you that a piece of paper left on a slippery rock may cause a man to slip and fall when he's climbing to his post.

Typical of the lighthousekeepers is Bob Collins, 58, chief keeper on Otter Head Island.

Bob's post is only a mile or so from the mainland but once ashore it's almost trackless bush. Practical travel is by boat to Sault Ste. Marie, 110 miles southeast.

Yet Bob has a simple philosophy about the requirements needed for a good lightkeeper on the lonely Lake Superior stations.

He must be what Bob terms a good sound thinker, have patience, be a jack-of-all trades, like the outdoors, have a hobby.

He must be able to plan tomorrow's work today and, most important, be able to overlook the other chap's shortcomings.

The loneliest station in the east end of the big lake is Caribou Island, 65 miles from the mainland and 75 miles north-

west of Sault Ste. Marie. Yet Keeper Reg Dawson and his wife Jean don't mind it.

For Mr Dawson, 48, there's only one drawback—no public libraries on Caribou. He's trying his hand at writing fiction and the job gives him lots of time to write.

Mel Sherlock, 51, spends his spare time making intricate jewellery from semiprecious agate and amethyst found on his station, East End on Michipicoten Island, about 125 miles northwest of the Sault.

He doesn't see much of his chief, 48-year-old Joe Thibeault, during the nine months they spend together on Michipicoten, but that's by design.

It's an unwritten rule on all the stations not to become too familiar with each other. Nine months is a long time and a wind-swept stretch of rock and bush that may be as small as a few hundred yards is no place for over-familiarity.

On most stations, one keeper reports to the other on going off shift and there is an occasional social visit between families but that's all.

"That's the best way to get along together," says Mel. Joe Thibeault, a bachelor, agrees.

This last season was Joe's eighth as a lightkeeper.

Like all the others who were taken off their stations, he was glad to leave but he's in a hurry to get back. Eight or 10 days back in civilization are enough, he says.

Like the other keepers too, Joe and Mel and Denny Fogarty, 60, another assistant, are emphatic about not seeing too much of each other during the season.

They see each other three times a day when the shifts change and occasionally they exchange social visits.

"You avoid frictions that way," says Joe.

Joe Thibeault likes the life and wouldn't exchange it for anything else.

"Have you ever heard of a lightkeeper who had to send for a psychiatrist?" he says with a wink.



It's a good life, the men who man our lighthouses that dot the islands and coastline of rugged Lake Superior will tell you. Above is the main lighthouse at the entrance to the harbour at Port Arthur, Ont.

Peterborough engineer wins \$500 merit award

F. W. H. Tuckett, a Department of Transport engineer employed at Trent Canal headquarters in Peterborough, has been presented with a \$500 Merit Award by J. R. Baldwin, Deputy Minister of Transport.

The award, which includes a citation and a cash prize, was presented to Mr. Tuckett in the deputy minister's office.

It is the first Merit Award ever presented to a Department of Transport employee and represents the recognition by management of an outstanding achievement by an employee.

Mr. Tuckett won the award for the invention of a hydraulically operated traffic control gate which will be put into service at the various locks on the Trent Canal.

Mr. Tuckett's invention will save the department a considerable sum of money on the purchase of the gates which are also used on the Rideau Canal and on the St. Lawrence Seaway.

The invention will replace the present gear-driven machine and effect a substantial reduction in total cost because of the simplicity of the hydraulic cylinders as compared to the complicated and heavy design presently required for gears and their necessary bearings, shafts and attachments.

As a canals engineer, Mr. Tuckett is responsible for the electrical and mechanical maintenance of the structures and plant on the Trent Canal system, for the supervision of new electrical installation and the replacement of worn out and obsolete equipment at swing bridges, automatic dams, marine railways and locks.



J. R. Baldwin, Gordon W. Stead, Assistant Deputy Minister, Marine, and Mr. Tuckett.

15 employees paid \$460 for suggestions

Awards totalling \$460 have been presented to 15 members of the Department of Transport staff in the first two months of the new year, reports E. W. (Ted) Howe, secretary of the Suggestion Award Plan.

The awards ranged from a \$70 presentation to a British Columbia electronics technician to a \$10 award that went to a meteorological technician at Met. headquarters in Toronto.

The winners, their occupations, location and amount of the award are as follows:

NAME	OCCUPATION	LOCATION	AWARD
D. H. Bodkin	Elec/Tech.	Abbotsford, B.C.	\$70
J. Beattie	M/Supervisor	Victoria, B.C.	\$50
Arthur Lockerbie	R/Operator	Sydney, N.S.	\$50
P. Skrepnechuk	R/Operator	Comox, B.C.	\$45
K. W. Statham	R/Operator	Ucluelet, B.C.	\$40
C. A. Somers	Elec/Tech.	Winnipeg, Man.	\$35
J. R. A. Levasseur	R/Inspector	London, Ont.	\$30
J. N. Bell	Met./Tech.	Victoria, B.C.	\$25
M. R. Jensen	Elec/Tech.	Victoria, B.C.	\$25
D. L. Greene	R/Operator	Vancouver, B.C.	\$20
J. C. Ares	Met./Tech.	Roxboro, Que.	\$15
B. W. Barnes	Elec/Tech.	Mont Joli, Que.	\$15
G. E. Chapman	R/Operator	Bull Harbor, B.C.	\$15
Norman Hopper	ATC	Vancouver, B.C.	\$15
A. G. Petrie	Met./Tech.	Toronto, Ont.	\$10

RETIREMENTS

Captain Francis Poole

A 71-year-old master mariner, ornithological authority, author and adventurer known as "our man in Goose Bay" has retired from the Department of Transport after 12 years of service.

Captain Francis Poole, marine sub-agent and harbor master at the Labrador port, was honored recently at a gathering held in his honor in Ottawa.

Capt. Poole began his long career in 1914 when he "signed indentures for four years as an apprentice (cadet) for the princely sum of 40 pounds."

Two years later, Captain Poole joined the Royal Navy and served in two world wars.

He was appointed Commodore of East Coast convoys in the North Sea where he was bombed many times and later sunk by "E" boats.

Sent to Canada, he was in command of H.M.C.S. *Hamilton* training officer candidates and also inaugurated convoys between Halifax and Boston, Mass.

He also served with the British India Line, sailing out of Calcutta as far as Japan.

Emigrating to Canada, he joined the "white empresses" of Canadian Pacific, sailing out of Vancouver to the Orient, and later, finished his career on the North Atlantic, from where he joined the Department of Transport as harbor master at Goose Bay, Labrador.

"It's been grand," said the man who has written three books about his life. "Every one has really been very good all around."

And what does he plan to do now?

"I'm going back to Montreal to work on my writing and do some birdwatching," replied the youthful septuagenarian. "I just wanted to drop by and thank everyone for all they've done."



Gordon W. Stead, assistant deputy minister, marine, and Captain Poole.

Hans C. Krogen

H. C. (Hans) Krogen has retired as outside plant field supervisor in the Telecommunications and Electronics Branch, Edmonton region, a post he held for the past 20 years.

Mr. Krogen has served the department since 1943 in various duties connected with construction and maintenance and has been involved with the development of the Edmonton region since development began on the Northwest Staging Route.

Mr. Krogen will remain in Edmonton although he plans to return to his native Norway for a visit.

He emigrated from the Scandinavian country as a young man of 23 and has not seen his homeland since that time.

At a dinner held in his honor, Mr. Krogen was presented with a gift from his colleagues by D. J. Dewar, regional controller of telecommunications and electronics.

Nelson Smith

A veteran of 44 years' service with the Department of Transport, Nelson Smith has retired as chief examiner in the Vancouver radio regulations office.

After some experience in one of the early broadcasting stations in Victoria, Nelson entered government service as a radio operator at Tofino Lifeboat Station on Nov. 12, 1923, and served at Bamfield Lifeboat Station, Estevan Point and Pachena Point.

He later moved to Gonzales Hill and for the next 10 years worked at most of the west coast marine radio stations.

Ultimately, after temporary duty as a radio inspector, Nelson joined the regional office where he became the chief examiner and dispenser of amateur call signs and extracts from the regulations.

Nelson now intends to do a little more fishing and maybe take a part time job if it doesn't interfere with his hobbies. He says he plans to live in "D.O.T. Pensioners' Heaven—Victoria."

Dorothy Moffat

A long and faithful career in the government service has come to an end with the retirement of Miss D. R. Moffat.

Miss Moffat had been secretary to the chief of forecast division at Met. headquarters for the entire period of her service, a total of 22 years.

Her first boss was Mr. (now Dr.) McTaggart-Cowan, who later became director of the Met. Branch, and is currently president of Simon Fraser University in Vancouver.

Her only other boss was the present incumbent Frank W. Benum who, together with Miss Margaret Sanders, presented Miss Moffat with a going-away gift on behalf of her fellow employees at a testimonial dinner.



Miss Moffat, Mr. Benum and Miss Sanders

105 Years of Service

When M. E. (Ed) Leslie, C. R. (Cam) Spence, and R. G. (Roy) Gooding retired recently, they had accumulated between them a total of 105 years of service with the radio regulations division of Toronto region.

Mr. Leslie (30 years) and Mr. Spence (35 years) had been assigned to the Toronto office throughout their careers latterly in charge of the licensing and interference sections respectively.

Mr. Gooding (40 years) had served in Toronto, Windsor, Sault Ste. Marie. When he retired, he was inspector in charge at the North Bay office.

G. N. McTavish

G. N. (Neill) McTavish, inspector in charge of the Kelowna radio regulations field office since 1955, has retired from the Department of Transport after 31 years of service.

Born in Johannesburg, South Africa, Mr. McTavish came to Victoria when he was 12. He first joined the D.O.T. in 1920 and, during the next four years, served at Estevan Point, Triangle Island, Alert Bay, Bull Harbour and Point Grey.

Then, after a 15-year period during which he worked as a ship's radio operator and for a British Columbia logging company, Mr. McTavish rejoined D.O.T. in Victoria in 1941.

At a retirement party in his honor, attended by fellow workers, representatives of aviation, broadcasting and communication companies, Mr. McTavish was presented with a portable typewriter.



G. N. McTavish

L. J. Debenham

L. J. (Lou) Debenham, the first officer-in-charge and subsequently telecommunications area manager at Winnipeg International Airport, has retired, ending 36 years of government service.

A native of Sintaluta, Sask., Lou started his career in 1931 as a radio operator with the old Department of Railways and Canals. He was first assigned to Churchill VAP, a marine coast station.

On completion of his Churchill assignment in 1937, Lou was assigned to Winnipeg range as OIC when the station was first established. He held this position until his retirement and saw it grow from a three-man station to a complex of more than 70 employees.

In the early days of the 30's, Lou recalls, "one would leave Halifax by boat convoy and after several months reach Churchill for a tour of duty."

The old VAP marine building was in those days a simple structure having a small transmitter and receiver, bunk beds and eating area, all housed in one room. This luxurious life didn't seem to hamper Lou's health or have any after effects as he retired from D.O.T. without using a single day of his sick leave.

Last December, more than 100 friends and colleagues, including W. E. Fenn, regional director of air services at Winnipeg, gathered to honor Mr. and Mrs. Debenham.

The guest of honor was presented with a painting portraying his first assignment at Churchill where, at the time, he encribed his name, the date and the call sign of the station on a prominent rock.

After the presentation, Lou presented Mr. Fenn with an electrolytic detector, a device used to detect signals prior to the invention and development of the vacuum tube, and a power meter that was used extensively during the spark transmitter era.

The items were taken from the S.S. *Alette* believed to be a French vessel that ran aground off the west coast of Hudson Bay in the early part of the century.

Mr. Debenham asked that the items be donated to the Ottawa museum where they might possibly contribute to the interest in marine telecommunications in Western Canada.

Alex Gillespie

An Air Services mechanic who was involved in the early construction of many of the original fields throughout Northern Ontario has retired.

Alex Gillespie, a first class mechanic with the department, had completed 32 years of service.

During the past 20 years, Mr. Gillespie has been responsible for the maintenance and overhaul of mechanical equipment throughout the Toronto region from his base at North Bay.

At a gathering to mark the occasion of his retirement, he was presented with a plaque containing 32 silver dollars (see photo) by Lorne Hicks, airport manager at North Bay, left, and J. R. Belisle, right, regional manager of airports.



Alex Gillespie

TRANS CANADA

Reine des Transports

Ottawa—Une jeune sténographe attachée au bureau principal du ministère, M^{lle} Wendy Morgan, âgée de 19 ans, est notre candidate au concours au cours duquel on choisira la «reine de la fonction publique».

Wendy, à l'emploi du ministère depuis six mois, a été couronnée «reine des Transports» au cours d'une soirée dansante organisée par l'Association récréative du ministère en avril.

Ses deux princesses sont M^{lle} Mary Ann Laird, 20 ans, de la Division des règlements sur la radio, et M^{lle} Judy Brunton, 18 ans, secrétaire à la Direction de l'exploitation des aéroports.

Queen of D.O.T.

Ottawa—Wendy Morgan, a 19-year-old stenographer at headquarters, has been chosen Miss Department of Transport for 1968.

Wendy, who has been a D.O.T. employee for the past six months, won the honor at an April dance sponsored by the Department of Transport Recreation Association.

Chosen princesses in the annual contest were Mary Ann Laird, 20, a typist in the radio regulations division, and Judy Brunton, 18, a secretary in the Emergency Services and Requirements section of Air Services.



La reine des Transports
Miss Department of Transport

Two Marine Officers get new assignments

Two Marine Services officers have taken up new posts within the department.

Glendon R. Stewart, district marine agent at Prince Rupert, B.C., is now executive assistant to Gordon W. Stead, assistant deputy minister, marine.

Captain John A. G. Lewis, who has been Canadian Coast Guard operations officer at Ottawa headquarters since last June, is now district marine agent at Prince Rupert, succeeding Mr. Stewart.

Mr. Stead's new executive assistant was born in Victoria, B.C., on Sept. 20, 1936. A graduate of Victoria College, Victoria, and the University of British Columbia, he holds a B.A. Sc. (Civil Engineering).

Mr. Stewart joined the Department of Transport as an engineer with the staff of the Victoria District Marine Agency in 1960 and subsequently served as superintendent of lights at that agency until he was appointed district marine agent at Prince Rupert in May, 1965.

Capt. Lewis was born in Cardiff, South Wales, in 1932. He was educated at Howard Gardens High School and later completed three years of study at Smith Nautical College, graduating as a cadet captain in July, 1948.

Having acquired three years of sea service as a cadet aboard cargo liners in the Europe-Africa-Far East trade, he returned for periodic studies at the Welsh Advanced College of Technology and Commerce, where he obtained his certificate as Master, Foreign Going, in 1958.

After a further four years at sea in the senior ranks, he was appointed as pilot for the Iraq Petroleum Company in the Middle East. He later proceeded to Trinidad as expeditor-marine superintendent within the Texaco organization.

He entered the service of the Canadian Coast Guard in 1965 and served in various units of the East Coast fleet until April, 1967, when he came to Ottawa to serve on the staff of the director, Marine Operations.

Vous dites? . . .

Montréal—On a vu des oiseaux embêter les pilotes au moment de l'atterrissage à Dorval, et l'on a sans doute souvent eu l'occasion de chasser des chiens et chats rôdant sur les pistes, mais la présence d'un loup se baladant sur les terrains de l'aéroport est tout de même assez inusitée.

Pourtant, il y a quelques mois, alors qu'une tempête s'abattait sur l'aéroport de Montréal, Bob Arbique, attaché à l'administration de l'aéroport, recevait de la tour de contrôle un message l'avisant qu'une bête ressemblant étrangement à un loup se promenait sur les pistes d'atterrissage.

Moins d'une demi-heure plus tard, M. Arbique, qui s'était armé d'une carabine dont on se sert pour chasser les oiseaux, revenait à l'aérogare avec son gibier, un loup pesant 55 livres.

La partie de chasse n'a pas duré longtemps, mais elle a quand même été plutôt périlleuse, car, comme l'explique M. Arbique, c'était l'heure d'arrivée de plusieurs envolées à Montréal.

«Alors que je pourchassais la bête, rappelle M. Arbique, un immense DC-8, entre autres, s'est posé sur la piste. Le pilote, témoin de la chasse au loup qui se déroulait plus bas a connu un moment d'émoi, il va sans dire, et ne savait trop comment les gens à la tour de contrôle allaient accueillir sa version de l'incident.»

Le loup n'est plus, mais le mystère demeure. D'où venait la bête et comment a-t-elle réussi à s'introduire sur l'île de Montréal et atteindre un secteur aussi peuplé que celui qui entoure l'aérogare?

How's That Again?

Montreal—Life has its surprises for all of us but it is safe to say that no one was more surprised by the turn of events lately than Bob Arbique, an airport operations officer at Montreal International Airport.

It happened one snowy day when Bob was advised by the control tower that what looked suspiciously like a wolf was prowling the runway area.

Thirty minutes later, armed with a shotgun he uses to keep birds away from the airport, Bob had brought down a 55 lb. grey timber wolf and was wondering if anyone would believe him.

"I had to keep running off the runways from time to time while I was tracking it," said Bob, "as we had a steady stream of incoming flights at the time."

"While I was chasing my four-legged friend, one of those stretched DC-8's landed and the pilot wasn't sure how to advise the tower that he had just missed a wolf."

Why the wolf headed for the airport, which is located in a heavily built-up area of Montreal Island and how he got onto the island in the first place, says Bob, will likely remain a mystery.

Lighthouse Model Presented to Captain G. J. M. Williams

Saint John, N.B.—A model of Gannet Rock Light and Alarm station, once one of the most powerful lightstations in the world, has been presented to Captain G. J. M. Williams, district manager of the Marine Services base here.

The model, made of copper by D.O.T. tinsmith Carman McArthur in his spare time, was presented to Capt. Williams by Ted J. Stephen, district engineer.

Equipped with a flasher which causes the light to flash on and off, the model is an exact replica of the Gannet Rock station, located at the mouth of the Bay of Fundy, approximately nine miles south of the village of Seal Cove, Grand Manan Island.

The station was established in 1832 and its services are used by all ocean-going shipping entering the Bay of Fundy bound for Saint John harbor and other ports in the upper reaches of the Bay.

Fitted with unusually large magnifying prisms and a fog alarm known as a diaphone "G" type which is believed to be the only one of its type in operation in Canada today, Gannet Rock was considered to be one of the most powerful lights in the world.

Its original light equipment was removed from the wooden tower in 1967 and presented to the Historical Society of Grand Manan which plans to put it on permanent display.

A small temporary beacon took its place at Gannet Rock and will remain there until the wooden tower is replaced by a concrete structure.

CENTENNIAL PROJECT COMPLETE—The completion of one of the Department of Transport's Centennial projects was marked in Ottawa recently when J. R. K. Main, a former director of civil aviation who is now retired, presented French and English copies of his book "Voyageurs of the Air" to Transport Minister Hellyer.

PROJET DU CENTENAIRE—Le ministre Paul Hellyer s'entretient avec M. J. R. K. Main, auteur d'un volume portant sur l'histoire de l'aviation civile au Canada. Un exemplaire de l'ouvrage s'intitulant «Les voyageurs de l'Air» a été présenté au ministre il y a quelques semaines. Le volume a été publié comme projet du Centenaire de la Confédération.

New Firefighter

Ottawa—Latest addition to the Department's Airport Emergency Services fleet is the Mark II Small Foam Truck.

Seventeen of the trucks have been ordered from the manufacturer, Pyrene Manufacturing Company of Canada, for use at smaller airports across the country.

Built to D.O.T. specifications, the new vehicle's equipment can be fully controlled by one man seated in the driver's seat.

A cab-mounted turret is capable of producing 2,560 Imperial gallons of foam per minute.

Mutations

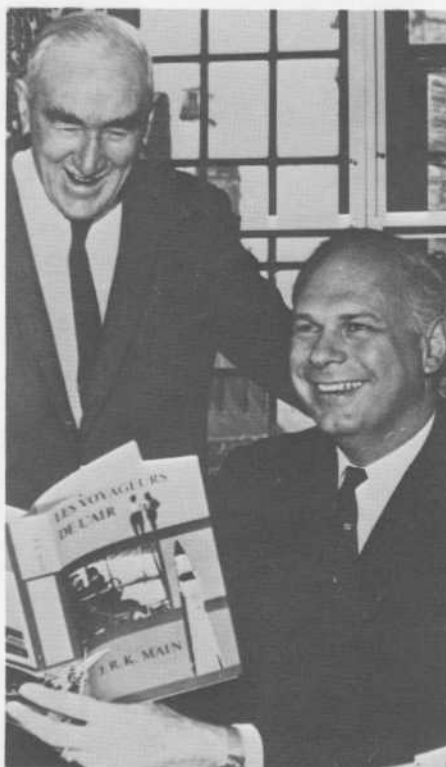
Deux employés des Services de la marine viennent d'être affectés à de nouveaux postes au ministère.

M. Glendon R. Stewart, agent régional de la marine à Prince Rupert (C.-B.), devient adjoint exécutif de M. Gordon W. Stead, sous-ministre adjoint pour la marine.

Le capitaine John A. G. Lewis, qui était officier des opérations de la Garde côtière canadienne à Ottawa depuis juin dernier, succède à M. Stewart à l'Agence de la marine de Prince Rupert.

Le nouvel adjoint de M. Stead est un diplômé de l'Université de la Colombie-Britannique en génie civil. Il est à l'emploi du ministère depuis 1960.

Le capitaine Lewis, natif de South Wales, a commencé sa carrière en mer à l'âge de 16 ans. Il a joint les rangs de la Garde côtière canadienne en 1965.





Transport

ALBUM

des Transports



WHOOOPS!!!

What looks like an optical illusion isn't, explain engineers building the Great Slave Railway, a 438-mile line that runs from Peace River, Alberta, to Hay River in the Northwest Territories. It's a "sun-kink" that occurs when the sun heats up rail and ties laid on the railway grade before ballast has been put down and is easily repaired. The two men surveying the sun's damage are Canadian National Railways' officials. The railway is being built and operated by Canadian National with the financial backing of the Department of Transport.

AIE!... QUE SE PASSE-T-IL?

Ce n'est pas une illusion d'optique. La courbe qu'on aperçoit au loin dans la voie ferrée est bien là, et elle a été causée par l'effet de la chaleur du soleil sur les rails et traverses non encore ballastés. Le ballast, mélange de cailloux et de gravier, sert à maintenir la voie ferrée bien en place. La courbe a été découverte dans le tronçon de chemin de fer s'étendant sur une distance de 438 milles entre Peace River, Alberta, et Hay River, dans les Territoires du Nord-Ouest. Le chemin de fer est en voie de construction avec l'aide financière du ministère des Transports. Il sera exploité par le Canadien-National.