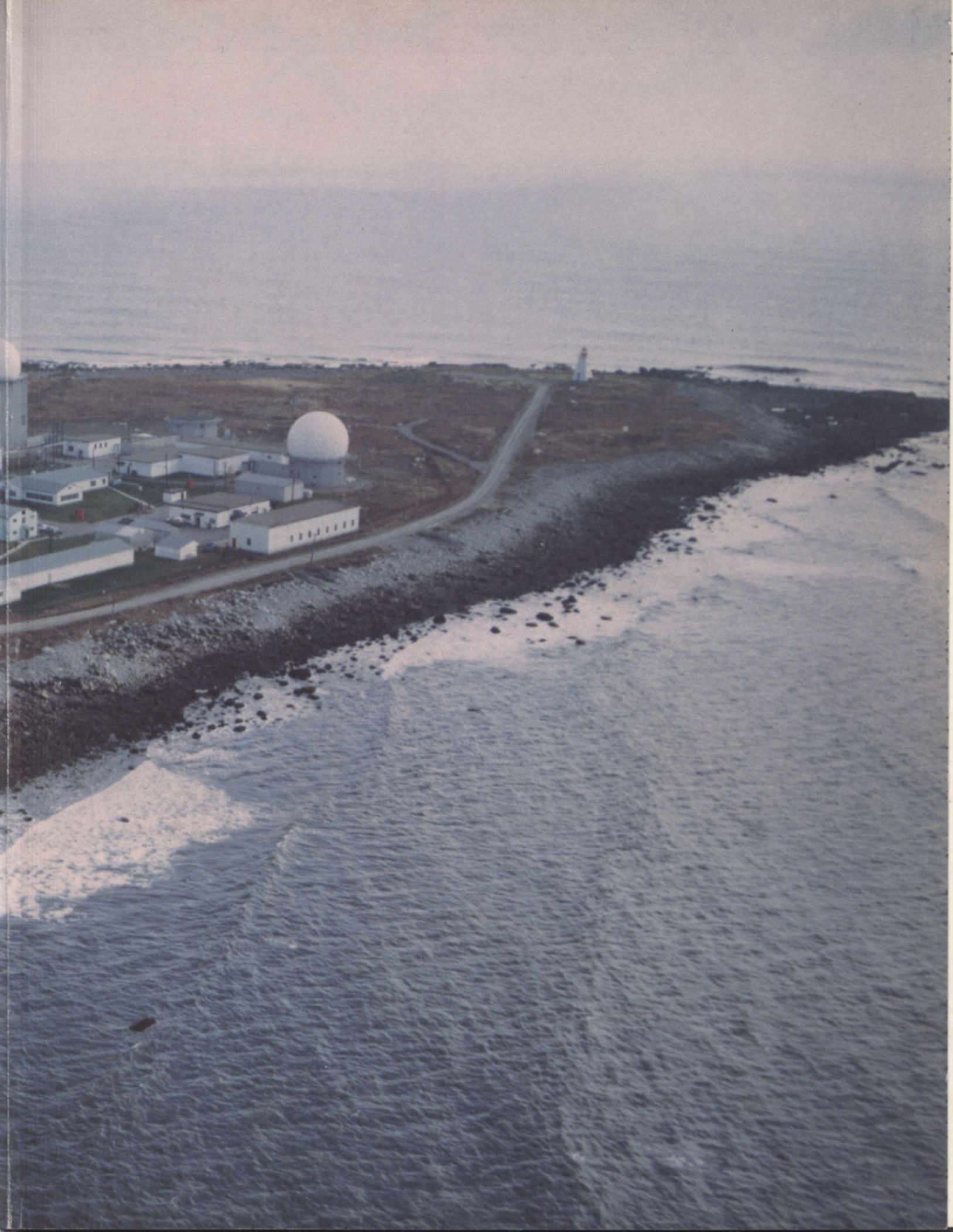


LOBSTER LIGHTHOUSE AND LONG-RANGE RADAR

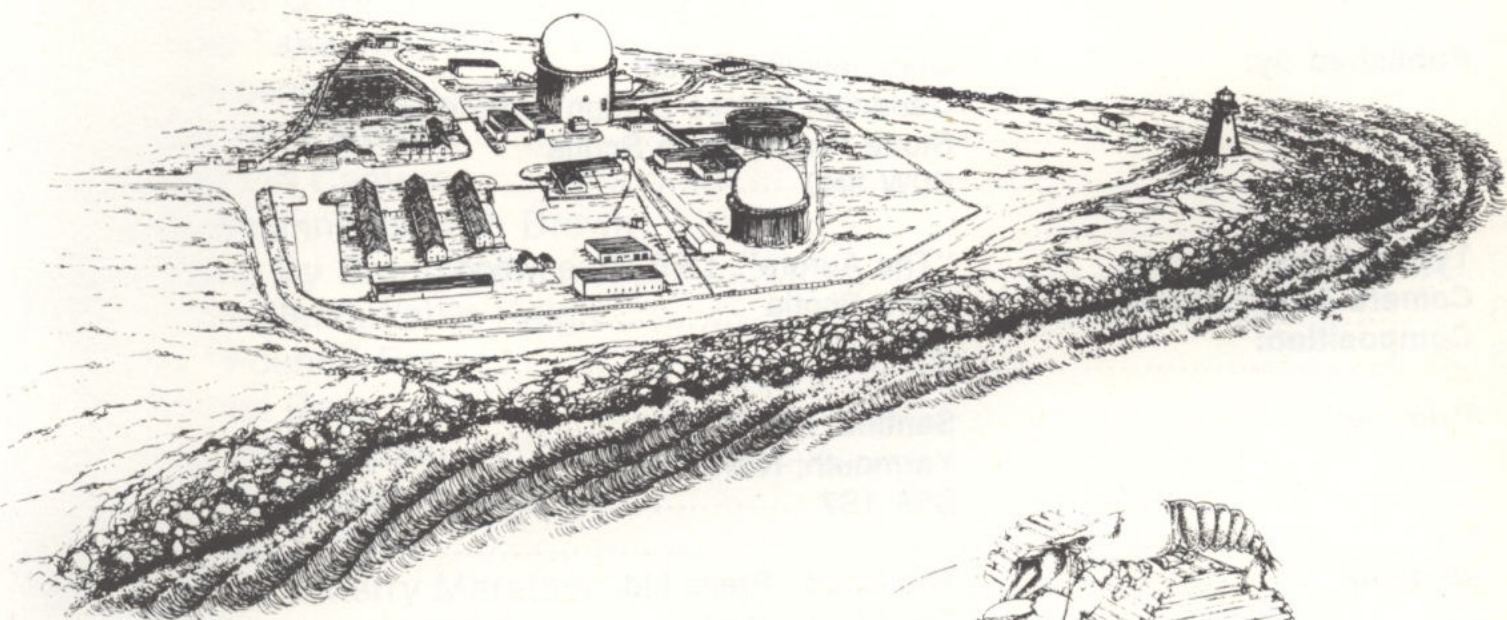






LOBSTER LIGHTHOUSE AND LONG-RANGE RADAR

A HISTORY OF CANADIAN FORCES STATION BARRINGTON TO 1987



Judy Hostrand '86

by
CAPTAIN PETER KVAS

with introductory chapters by

HATTIE A. PERRY

and contributions from past and present serving members

This book was made possible, in part, by the donations of sponsors whose names appear throughout.

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- Cover Photos:** Front - P.C. Kvas
Back - CF Photo Unit, CFB Shearwater
- Published by:** Commanding Officer
Canadian Forces Station Barrington
Stone Horse, Nova Scotia
B0W 3H0
- Typesetting, Process
Camera & Advertisement
Composition:** "The Aurora", CFB Greenwood
Nova Scotia
B0P 1N0
- Printing:** Sentinel Printing Ltd.
Yarmouth, Nova Scotia
B5A 1S7
- Binding:** The Bryant Press Ltd.
Toronto, Ontario
M4A 1G5
- Colour Separations:** Owen Innes Lithographic Plate Service Ltd.
Halifax, Nova Scotia
B3J 2T3

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ISBN: 0-660-12300-2

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ACKNOWLEDGEMENTS

The author would like to acknowledge the contributions made by the following people, even though page number limitations have meant that not all could appear in this book.

First and foremost, the author would like to thank his wife, Mary, and daughters, Monica and Stephanie, for their support while living without him for the past six months.

Next must come the appreciation of the author to Hattie and Albert Perry for sharing much information and writing down the pre-history of the site.

The Sports Section is almost entirely the work of Richie Hubbard.

Many hours discussing the past over tea and cookies were spent with: Clyde D. Willis, Lamont Lovitt, Rosalie Perry, W. Maxwell Nickerson, Murray Morse, Anthony Chetwynd, Dora Cunningham, Doug Hankinson, and Joseph Stanley.

Mary E. Snow, Minnie Hunt, Doug and Burnley Atkinson, Minard O'Connell, Raymond O'Connell, Nelson Perry, Mildred Purdy, Vince Worthen, Brian Chetwynd, Doug Pike, Brian Holland, Richard MacAdams, Richard Swaine, and Bill Powley are a few other names that come to mind.

Then there are those past-serving Canadian members who responded to letters requesting information: Jack Arnold, Garnet Best, Mel Boone, K.R. Briggs, Larry Bulmer, Terry Beard, Carl Brown, Bruce Cameron, Emile Chauvin, Jim Compton, Jim Cornell, Cecil Buck, Bud Fairn, Ron Farquhar, Bob Findlay, Dale Gallant, Bob Garagon, Harold Hart, Gary Hatfield, George Johnson, R.J. Jollimore, Murray Lohmnes, Frank Everett, John Kavanagh, Ron Nobbs, Bob MacDonald, Dave Ross, Karin Lehmann, Ted Milloy, Ralph Murphy, Cliff Ogilvie, C.W. Welsman, Kelly O'Neill, Tiny Parsons, P. Pierce, Ray Roberts, Fred Richards, Cal Rushton, Andy Rutherford, Sandy Taylor, Dave Yeoman, Lloyd Wills. The extra effort put out by Gary Hatfield, J.G. Aucoin, and our Ottawa propagandist Barry MacWhirter are noted.

The helpful attitude demonstrated by switchboard operators throughout Canada contributed to the success of the information campaign.

There are also those past-serving American members who responded: Malcolm Donovan, John E. Gardner Jr., George Marchant, James Rowell, Luke Parchman, Fred T. Parker, Gerry Slack, and Mel Stangle. A special thanks goes to Herb Lewis for his tape from which most of the early American information was drawn. The efforts of Bud Creasy to locate the original American cadre should also not go unmentioned.

The civilian nominal roll was put together by Clare Kendrick, Charles Trask, Clem Garron, and Maynard Myrick. The commissionaires were assembled by Gord Hogg.

Drawings were made by Floyd Meisner and sketches by John D. Smith.

The aerial photography was done by the helicopters of VU 32 and CF Photo Unit, CFB Shearwater.

No historian can survive without connections at headquarters. Information supplied by D.P. Raven, W.L. Filsinger, and R. Calvano at NDHQ, and staff at the Public Archives were invaluable. The efforts of O.A. Cooke at the Directorate of History and J.F. Hilliker at External Affairs have added credibility to the origins presented.

The scrapbooks maintained by Vic Eldridge and Lorraine Williams were irreplaceable.

Special thanks must go to Ruth Bartlett for saving everything.

Finally, the work of the author's staff must be recognized. WO Sproule and Sgt Rogers have been keeping track of all the financial records and advertising. Activities by WO Kane's section is acknowledged. The author is grateful to Maj Morse for reassigning Sgt Brown to this project. His efforts and those of Betty Horsnell and Kim Kennedy have contributed in no small way to the production of this volume.



Paul D. Manson, CMM CD

To the Commanding Officer and Personnel of CFS Barrington

I suspect that you, like I, have noticed in the past decade a revitalization of interest in our rich military heritage. Many Canadians are contributing to the preservation of the memory and experience of those who served to restore peace. They are reminding the citizens of this great country of ours — especially the younger people — of the important part that Canada's Armed Forces have played in maintaining the state of peace, freedom and prosperity that we enjoy today.

I was therefore particularly pleased to learn that you had undertaken to write a history of Canadian Forces Station Barrington to mark its Silver Anniversary. As one of the sites in the network of Long Range Radar Stations, CFS Barrington is a tangible expression of our special partnership with the United States in NORAD. CFS Barrington's role of providing adequate warning of bomber and cruise missile attack contributes to strategic stability — an essential element in the pursuit of world peace. In addition, we must remember the contribution to the community made by the personnel who have served over the years, and CFS Barrington's impact on the area as a responsible civic partner.

I believe strongly in the need to keep our nation's heritage alive through the medium of our military history. In that regard, I am honoured to offer this letter of acknowledgement for your commemorative book recognizing a historic air force occasion. I extend my best wishes to the personnel of Canada's most southerly Long Range Radar Station.

Au commandant et au personnel de la SFC Barrington

Vous avez sans doute remarqué, comme moi, qu'il y a eu, au cours de la dernière décennie, un regain d'intérêt pour notre riche héritage militaire. De nombreux Canadiens oeuvrent pour préserver la mémoire et l'expérience de ceux qui ont servi pour rétablir la paix. Ils rappellent aux citoyens de ce grand pays qui est le nôtre — surtout aux jeunes — le rôle important qu'ont joué les Forces armées du Canada pour assurer l'état de paix, de liberté et de prospérité dont nous bénéficions aujourd'hui.

J'ai donc été très heureux d'apprendre que vous avez entrepris d'écrire une histoire de la Station des Forces canadiennes barrington pour marquer son vingt-cinquième anniversaire. Chaînon du réseau de stations de radar longue portée, la SFC Barrington est une expression tangible de notre participation, avec les Etats-Unis, à cette oeuvre commune qu'est le NORAD. Par son rôle, qui est de donner l'alerte en cas d'attaque de bombardiers et de missiles de croisière, la SFC Barrington contribue à la stabilité stratégique, élément essentiel dans la poursuite de la paix mondiale. Nous devons également nous rappeler la contribution apportée à la collectivité par les personnes qui ont servi à la Station ainsi que l'impact que cette dernière a eu sur la région, en tant que membre à part entière de la communauté.

Je crois fermement que notre histoire militaire doit servir à préserver l'héritage de notre nation. Il me fait donc honneur de vous offrir la présente lettre en reconnaissance du livre que vous avez enterpris d'écrire pour commémorer cet événement historique concernant l'aviation. Tous mes meilleurs voeux au personnel de la station de radar longue portée la plus méridionale du Canada.

Le général P.D. Manson

P.D. Manson
General



COMMANDER'S MESSAGE

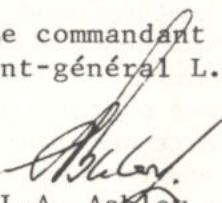
It is with great pleasure that I acknowledge the 25th Anniversary of CFS Barrington and congratulate all personnel, both military and civilian, who have contributed to Barrington's outstanding reputation as an important operational unit of Air Command and the Canadian Armed Forces.

Your commemorative book, "Lobster, Lighthouse and Long-Range Radar: A History of CFS Barrington to 1987" is more than just a souvenir of the 25 years of vigilance demonstrated by those who have been stationed at Canada's most southerly long-range radar station. It is, in fact, a tribute to all air force personnel who have served with dedication at similar sites throughout the past three decades. Moreover, I believe it is important that this unique way of life "on the line" be recorded for posterity before technological advances lead to its extinction.

I send my personal best wishes and congratulations to all the personnel of CFS Barrington on the occasion of this important milestone in your history.



Le commandant
Le lieutenant-général L.A. Ashley


L.A. Ashley
Lieutenant-General
Commander

MESSAGE DU COMMANDANT

C'est avec grand plaisir que je souligne le 25e anniversaire de la SFC Barrington et offre mes félicitations au personnel militaire et civil qui a contribué si grandement à donner à Barrington la réputation d'être une unité opérationnelle importante du Commandement aérien et des Forces armées canadiennes.

Votre livre commémoratif "Lobster, Lighthouse and Long-Range Radar: A History of CFS Barrington to 1987" représente plus qu'un simple souvenir des 25 années de vigilance démontrée par ceux qui ont été affectés à la station de radar longue portée la plus au sud du Canada. C'est en fait, un hommage à toute le personnel aérien qui s'est

dévoué dans tous les sites semblables au cours des trois dernières décades. De plus, je crois qu'il est important de faire passer à la postérité ce style de vie qui est si unique aux stations "de la ligne" avant que les progrès techniques ne le fassent disparaître complètement.

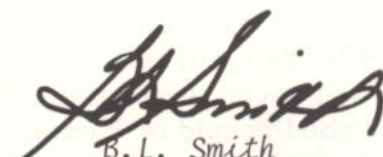
J'envoie mes vœux personnels et mes félicitations à tout le personnel de la SFC Barrington à l'occasion de cet événement historique très important.



The completion of 25 years of service to our country is a significant event for any military unit. In the case of a combat unit, such service is formally recognized by the awarding and presentation of Unit and Queen's "Colours". The fact that Canadian Forces Station Barrington is not a "combat unit" makes it no less operational. Indeed, CFS Barrington has played, and will continue to play, a vital role in the exercise of Canadian sovereignty and, ultimately, the defence of Canada. This publication, the history of CFS Barrington up to 1987, is a fitting tribute to the dedication and professionalism of all those men and women who have served at Barrington so faithfully during the past quarter century. They have definitely set a standard which will challenge those who follow them in the years to come.

All members of Fighter Group and the Canadian NORAD Region join me in acknowledging the important contribution that CFS Barrington has made to the security of our nation during the past 25 years.




B.L. Smith
Major-General
Commander



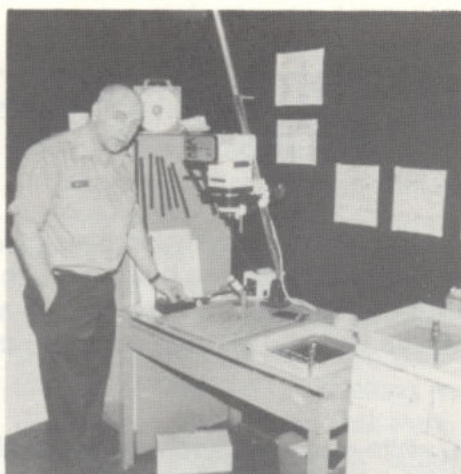
It is an honour to be Commanding Officer of this fine Long Range Radar Station during its 25th anniversary, and to properly mark this important occasion for those servicemen, servicewomen and civilians who have preceded us and for those who will follow. Over the years CFS Barrington personnel have demonstrated a standard of excellence and warm "down home" hospitality which has earned the respect and friendship of our superior formations and counterparts throughout the Canadian radar chain. Over the past 25 years there have been many changes of equipment and personnel, but Barrington's important air defence role and the dedication of its people have remained unchanged.

On my first arrival at the fog-shrouded shores of Baccaro I was struck by the fact that so many Barrington personnel were back at Barrington at their own request, for their second, third, or even in some rare cases, for their fourth posting. As well, many of the civilian employees had worked at Barrington for very long periods. Fortunately for me, one of these long termers was the fine lady, Mrs Ruth Bartlett, who has cheerfully served with dedicated competence as secretary since day "one" for all the Canadian Commanding Officers. Thank you Ruth!

On looking back on my 33 years of military service, the past three as Commanding Officer of Barrington have shot by in a minute and stand out as the most satisfying of my military career. Certainly Anna and I will treasure the many friendships made in the area both military and civilian and will never forget the many memorable good times with the people of Barrington. It is to these good people of Barrington then, past, present and future, that I would like to dedicate this anniversary book.

You are indeed "the finest kind".

R.J. MacDonald
Major
Commanding Officer



Wave Watching With The Writer

Final flares of foam fade in and out of sight as the ever-wrinkling edge of the Atlantic advances and recedes over the boulders of Baccaro beach. Over hours and hours of time, each wave has been collecting bit by bit the energy from winds blowing across the ocean's surface. The breaking of each wave is but the final visible manifestation of this continuous unseen process of energy storage and release.

As I gaze out my office window at the timeless motion of these Atlantic breakers, I am struck by the similarity of their rhythm with the rhythm of someone leafing through this book. As these readers turn page after page, there is displayed before them the end result of historical events captured bit by bit and assembled over hours and hours of time. Like the waves upon the shore, the time and energy required to produce a page is largely unseen. As this book goes to press, each camera-ready page represents about 28 hours of work by many people. I thought it appropriate, therefore, to briefly describe the history of this history.

On 7 February 1986, I was tasked with producing a unit history and by 23 April had obtained approval for the \$13,000 estimated cost. A trip to Ottawa uncovered the origins

of the site. The annual historical reports and minutes of CO's meetings became the source material for the Canadian history. Excerpts from the USAF historical reports were provided by their authorities.

None of these sources contained photos or nominal rolls, however, so over 350 letters and telephone calls were directed to past-serving members, both in the US and Canada for material. More than 20% responded and in the process, it became evident that the official history reports did not at all capture the character of the station through time. It was then, that I decided to include selected "Fables from the Fog" as boxed stories throughout the book.

Aside from soliciting photos, the next biggest challenge was the compilation of nominal rolls prior to 1972 (after which computerized records are available). The recovery of the old Supply Clothing Register provided most of the Canadian names and dates. The USAF names are from copies of Squadron Orders sent to me by past-serving members. It is estimated that 95% of the Canadians and 80% of the Americans who ever served here have been thus recorded. There are over 1500 names in this book and

Left: Capt Kvas tries to decide whether to reach for a photo album or the candy dish during a typical research session with fellow author Mrs. Perry.

Middle: Data base researcher and denizen of the darkroom, Sgt Brown gets ready to turn out the lights and see what develops.

Above: Only Players, Pop, or Porsches can tear Production Assistant Kim Kennedy from her keyboard.

these have been handled by seven different typists. Be warned that any resemblance between a printed name and an actual person's name is purely coincidental.

Finally, although the book contains some articles originally submitted by several people, they have all been painted by words from my own peculiar palette of prose and therefore the responsibility for their content must ultimately rest with me.

I now invite you to taste time travel at Baccaro flavoured by the facts, photos, and fables that follow.

*PC Kvas
Captain*

NOTE: The Nominal Rolls appearing throughout this book record those personnel posted in to CFS Barrington according to the year during which they arrived.

The Little White-Washed Church

by Otis Purdy

Twas on a dark and stormy night, the wind blew loud and shrill
A heavy northeast gale had come, the tide rose with a will
And at the lighthouse on the point, the sea ran mountainous high
And as the huge waves took the church, we heard the keeper cry

CHORUS:

"Goodbye my little white-washed church, we ne'er shall see you more
If you would only take a turn and drift upon the shore"
Alas his cries they were in vain, as you could plainly see
The tide took hold, also the wind and the church sailed out to sea

The people living there close by, they saw this awful sight
The men, they pulled their oil clothes on, and ran with all their might
They cried, "a ship is 'most ashore. To save the crew we'll try"
But as they neared the rocky shore, they heard the keeper cry

REPEAT CHORUS

With thoughts of salvaging in their minds, they never said a word
Until they saw a head stick out, Herb's tomcat was aboard
And as the cat was captain of this ship, their work would be in vain
And as they slowly homeward turned, they heard the same refrain

REPEAT CHORUS

Alas this church, it did return, as all good churches will
A breaker took it on the side, and it landed on a hill
In pieces all the church it flew, the old cat leaped ashore
And as he staggered for the barn, he heard the cry once more

REPEAT CHORUS

Now in the good ole USA, jig-saw puzzles are the go
But the lighthouse keeper was then beat, as he will tell you so
To put this church together again, it needs an awful brain
And as he looks the pieces o'er, he sings this last refrain

REPEAT CHORUS

And so my little white-washed church, you did return once more
And when I have you built again, upon the solid shore
I'll fasten you down with iron bolts and never more you'll sail.
And as the old cat says "Amen", he slowly wags his tail.

Otis Purdy fished off Baccaro Point and liked to make up songs. He could play the fiddle for hours with his pipe clenched between his teeth, his cap on his head and his fishing boots stomping out the time. He and the people on Baccaro Point shared an identifiable accent, and used words in unique ways. For instance, their "outhouses" were what are commonly called milkhouses. The "church" in Otis Purdy's song above is a polite word for outdoor toilet.

The song was inspired by the great storm of the early 1930's in which the entire end of the Point was engulfed in water from high winds and tide.

Baccaro Point, according to early historians, was so named in the 1500s by Basque fishermen because of the abundance of bacca^o (codfish) off its shores.

The first recorded settlers were John Smith, David K. Smith, and Joseph Reynolds on the eastern side, and on the west side were Jacob Purdy, Jonathan Crowell, Jesse Crowell, Alexander Christie, Thomas Bethel, William Huskins, Isaac Huskins, and William Worthen. Many of their descendants still reside in the Baccaro area.

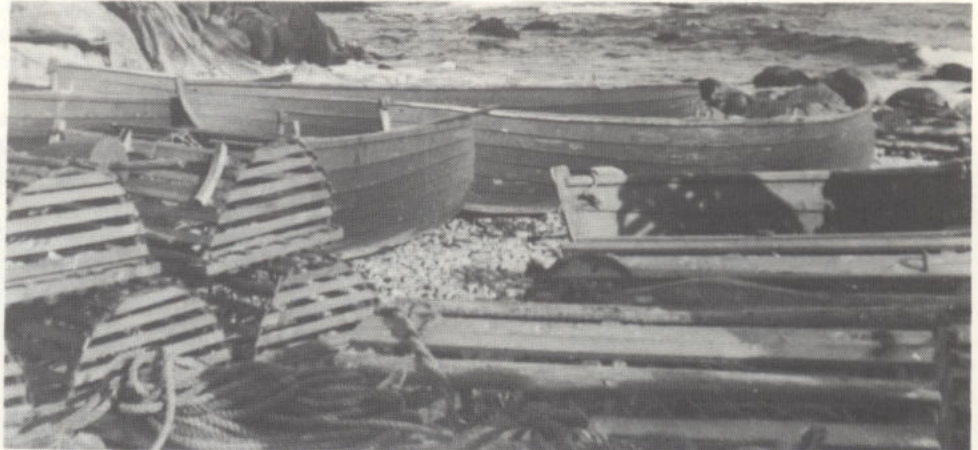
The self-reliant early settlers eked out a humble subsistence from the abundance of the seas and the treasures of the land. These fishermen, like those from other parts of the Atlantic Provinces, were brave hardy people who understood the ways of the sea. They were experts in their vocation. Before sunrise, they pushed off from the rocky granite coast in their skiffs and dories to reap the harvest of the waters. Fog and other adverse weather conditions were no deterrent, and hard work was no stranger to them. By late afternoon, if they had fair wind, they sailed back to the shore with the aid of a little sail; if not, they had to bend their backs to oars.

During those early days there were no fish-processing plants such as we have today, and so the men had to cure and dry each day's catch on wooden racks called "flakes" to preserve it for their own use or for sale. One of the first fish-traps to be operated in Barrington Township was set off Cat Point on the west side. Both East and West Baccaro figured prominently in the fishing industry of the township until recent times.

Prior to the 1920s, nearly every fisherman at Baccaro knit his own nets, and he was skilled in this work. This is now an almost-forgotten art. It is believed that Ernest Crowell was the last person in the village to knit a herring net, and his son Allen still has it. Net-mending was a necessary chore which required

time, skill, and patience. According to local residents, Harold Chetwynd, now living at the Bay Vista Apartments, Barrington Passage, was one of the best at this job.

Years ago fish were plentiful, but they sold for a low price. For instance, in the 1920s the retail price for halibut steak was ten cents per pound. Mrs. Marguerite (Wilfred) Chetwynd peddled fish from door-to-door at that time, travelling to Clyde River, Barrington, Oak Park, Barrington Passage, and occa-



Wooden skiffs, lobster pots, and ropes were the tools used by the fishermen of Baccaro before being superseded by larger Cape Islander boats.

sionally as far as Shag Harbour, or Cape Sable Island. She recalls some of the other prices at that time. She sold eggs for six cents a dozen, butter for ten cents a pound, and mittens for twenty-five cents a pair.

The second important industry was sheep-raising. Until around 1930 there were more sheep tracks than wheel marks on the road around Baccaro Point. The sheep, with their registered stock marks in their ears, roamed at will, grazing along the beaches, in dooryards, and beside the roads. One had to be careful not to let the fish dry unattended lest the woolly ruminants gnaw the salty treats. A woman at Barrington Passage remembers that her husband often complained when he had to deliver goods at Baccaro because "the grass was so slick from sheep dung that he always got his truck stuck!"

Things of the Past **BACCARO**

by
Hattie A. Perry

Records reveal that, in 1910, Baccaro had from 450 to 500 sheep, by 1930 it could count only about 150, and today there are none.

On a set day in June of each year, the sheep were herded into pens for shearing. School children were given a holiday so that they could help with rounding up the animals. There were shearing pens near the shore where Mrs. Amanda Nickerson lived, and also at the "old Sam Reynolds place" where Leroy Madden presently resides. Everyone in the village participated in this occasion, with the women preparing meals for all. "We always looked forward to having some of Mrs. Maizie Madden's bean soup", one person told me. Sam Reynolds was considered to be one of the best shearers at that time.

Although sheep were kept primarily for wool, they also yielded mutton and tallow. The tallow made long-burning candles, excellent soft soap, and was a common unguent.

The Baccaro women were adept



Above left: A smiling youth from the area.

Above right: Wilfred Chetwynd standing beside his oxen wearing the mittens so characteristic of this area.

Below: Tracy Cunningham checks his henhouse, unaware that his sheep's pasture will soon become a battlefield in the Cold War.

Opposite page, upper left: Tracy and Georgina Cunningham with Wilfred and An-

thon Chetwynd's houses in the background. **Upper right:** Ellsworth Nickerson's dwelling. **Second row:** Fish huts and flakes for drying. **Third row:** Skiffs by the winch at Nickerson's Landing. **Bottom left:** Tracy Cunningham's house. **Bottom right:** Marilyn and Betty Brannen pause by Tracy's outhouse while visiting Mildred Purdy at the point.

in the art of carding, spinning, weaving, and knitting. On display in the Old Woolen Mill Museum at Barrington is a beautiful Balmoral skirt with a vibrant-coloured border,



handmade by Mrs. Eliza (Worthen) Snow probably around 1840. Local sheep provided the wool which she washed, carded, dyed, spun, wove, and then sewed into a skirt. Mrs. Marguerite Chetwynd, now an octogenarian, knows how to do all these steps in producing a garment. She said, "I used to take the wool off a sheep's back and put it on a man's back!"

Black sheep among the flocks provided wool of varying shades of grays, but the women also knew the art of home-dyeing. The same big iron pots in which the men tanned their fishnets served to dye batches of yarn over backyard fires. Alder bark, onion skins, and lichens, "gray scabs off rocks" were used to obtain a variety of colours before, and also after, commercial dyes became available. A strained mixture of wood-ashes and boiling water, or salt, or human urine gave the mordant to set the dyes. The latter was used most frequently.

Practically everyone, including the men, knit mittens, socks, caps, scarves, sweaters, and other garments. Only white yarn was used for fishermen's mittens. They thought that it was bad luck to wear mittens of any other colour, "If ya went 'board a boat with compass-





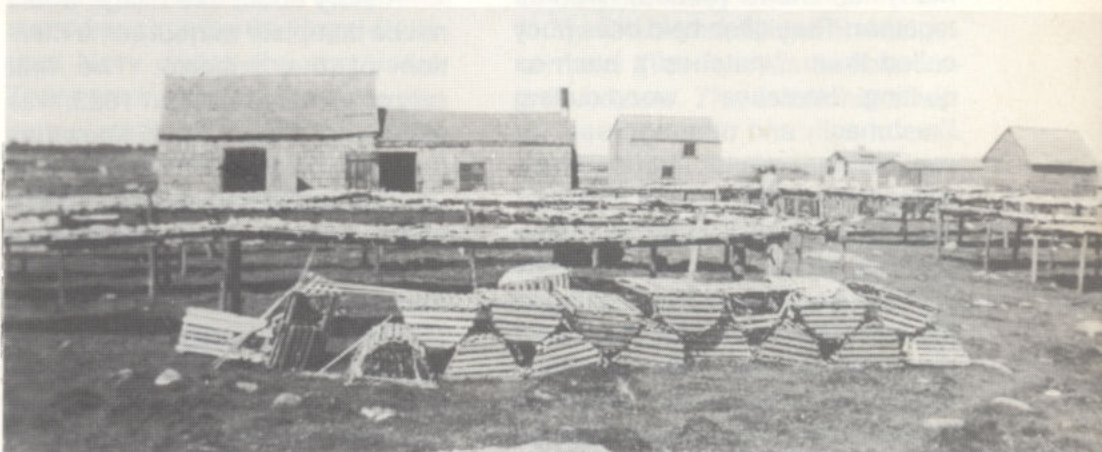
CUNNINGHAM



CUNNINGHAM

work or gray mittens on, they'd chuck ya overboard!", Alfred Perry told me.

The women of the village were also noted for their beautiful mats, both hooked and braided. Mrs. Oscar Purdy, Mr. Otis Purdy, Mrs. Tracy Cunningham, and Mrs. Maizie Madden were among the expert mat-makers within living memory, but nearly every woman knew how to braid and hook. They fashioned their own patterns which they traced on a burlap foundation. The burlap was obtained from feed-bags, and so it was readily available at no cost. Among the favourite patterns were one they called "saw tooth" and another was "rainbow". When driving through Baccaro for the first time, back in 1941, I was fascinated by the gorgeous mats hanging on the garden fence in front of the Purdy home, and so I bought a small one. Today its colours are as bright and pretty as the day I bought it.



CHETWYND



CHETWYND

Attractive quilts were also made at Baccaro, and many of them (along with the mats) found their way to the United States and other parts of Canada. Handmade quilts, as coverlets, with handmade ticks (mattresses) filled with duck or goose feathers, and feather pillows made cozy beds for the local people whose bedrooms were usually unheated.

Water fowl, which were plentiful, provided many delicious dinners, in addition to supplying feathers for filling ticks, pillows and cushions. The



CUNNINGHAM



CUNNINGHAM

wings were also utilized, being used for dusting, and for sweeping ashes from around the stoves. An annual event for many years was a duck stew dinner, held in the old hall at West Baccaro to raise money for its upkeep. This hall, now gone, served for quite some time as a Sons of Temperance hall downstairs, while the upstairs was used for church services by a Methodist minister, and for Sunday School classes.

The inhabitants of Baccaro, many of them related, worked together. They often held bees (they called them "matches"), such as quilting "matches", wood-cutting "matches", and others.

One marvels at the work accomplished by these people, especially when it is remembered that the convenience of electricity was not available to those living at the end of the Point, or at West Baccaro until around 1950. In addition to the routine household tasks and the care of their families, we wonder how they still had time enough to do such fine handwork, help with church activities, participate in temperance work, hold sing-songs, and enjoy the occasional dance. A quadrille, known as the "crazy eight", was the popular dance, and local persons who knew how to play by ear supplied the music. Games of crokinole and checkers were also favourite pastimes during the long winter evenings and rivalry led to several becoming quite skilled players. Anthony Chetwynd excell-



CUNNINGHAM

ed at checkers and later, while hospitalized in Halifax, he defeated the reigning champion there.

The residents also had first-hand experience with shipwrecks. In 1906, the Norwegian steamship ELINA, loaded with coal bound for Saint John, ran aground on the rocks in thick fog. These hospitable people opened up their homes, giving food and shelter to the crew. Time and time again, they shared what they had with strangers stranded on their rocky shore.

A story about this village would not be complete without some mention of the schools. The first schoolhouse, erected in 1823, was situated on what is now known as Crowelltown Road.

This building was used for about thirty years as a school, Sunday School classroom, and for prayer meetings.

Before the days of licensing teachers, it was customary to employ any itinerant male who was believed to have the education necessary to teach children. Numerous stories have been handed down in reference to one such teacher, John Taylor, who came from New York. It is said that he belonged to a wealthy family and was highly educated, but apparently was a "black sheep" on account of strong drink. He also loved his pipe, and did not leave the classroom to enjoy a smoke. One noon-hour, so the story goes, he left his filled pipe on his desk, and went to dinner. During his absence, some of the boys emptied the pipe, filled the bowl partly full of gunpowder and topped it up with tobacco, then put the pipe in its original position on the desk. That afternoon while school was in session, Mr. Taylor sat back to have a refreshing smoke, when suddenly there was an explosion, and all he had left was the stem of his pipe. Even though he had his failings, he instilled the principles of an education into the minds of a number of young men, especially in bookkeeping and navigation.

CUNNINGHAM



In 1853 the first little schoolhouse was sold to be used as a barn, and a new building was erected near the road on the same plot of land. This building still stands, and is used as a community hall.

Another schoolhouse was built in 1889 on the old West Baccaro Road. This was closed when the Barrington Municipal School Board decided to bus the pupils to Port La Tour Consolidated School and to

Mandy, Get Your Gun

The people down at the point were all known to each other and had associated with their name trademarks based on personal characteristics or events from their past. One such character on the point was Mrs. Sarah Amanda Nickerson. Her shrill voice, make-up, two-doored house, and long fingers cradling her 12-gauge shotgun became her trademarks. She did not approve of anyone crossing her land and shot at the fishermen using "Nickerson's Landing", as the shoreline wharves behind her house were known. At night she would sneak down and fill their boats with rocks. Her house had a porch with two doors at either end. Visitors leaving by one door who thought they were safe and began to have a chuckle at her expense, were caught by her as they passed her second door.

When the first well-digger arrived,



Above: Looking east at the old LORAN Station. The dark buildings were barracks while the light buildings housed operations.

Opposite page: Dora Cunningham and a prized ram.

Lower right: Dora's house can be seen in the fog behind these people posed upon the point.

the Barrington Municipal High School. Eldridge Chetwynd bought the building and tore it down.

Mrs. Katherine (Roby) Davis, now residing on Sherose Island, taught at Baccaro in 1927-28. She

she objected to having the well so close to her barn (even though it was not fenced in) and with her shot-gun in hand insisted it was trespassing. She hated anyone from the construction company who had to cross her land for power-lines, telephone cable and pipe-lines. One day a man came to do some work.

She asked, "Ye be not the one who married a Perry Girl?"

Knowing full well he was indeed the object of this interrogation, he had to do some quick talking and managed to convince her otherwise. Apparently, her eyesight by that time was not the best.

In the end, both her and the Smiths, who claimed the land where the other well was located, each were paid \$225 for 0.12 and 0.3 acres respectively of land and easements. It is unlikely that Mandy saw any of this money, however, for the township had a lien against her property for back-taxes owed.

recalls that her pupils were still using slates then. She taught the first four grades, and had an enrolment of 50 pupils. Some of her students were bigger than she, and so she had to be very firm, but she now looks back on it as one of the most enjoyable of her teaching years.

The way of life of the Baccaro people began to change in 1943 when the LORAN (Long-Range Navigation) Station was erected on the east side. The tall mast and the Quonset hut were foreign to the Baccaro landscape. The station was staffed and run by the Royal Canadian Navy during the war years. There were around 40 service personnel stationed in barracks on the site; approximately half of whom were females (WRCNS). Commander Jack Argyle was the first officer in charge and he lived at Lane's End, Barrington. His son Ted attended the Barrington West School; he was in the ninth grade, and I was his teacher.

After the end of the war, the station was taken over by the Department of Transport; the Quonset hut was replaced by a conventional-type building around 1947. The staff number was reduced to twelve. Arthur Stocker was the officer in charge and he had five radio operators, six scope-watchers, and one diesel mechanic who also acted as a truck driver and a general handy man. The station was this way until 1961, when the staff was reduced to seven.

In the late 1960s a concrete-block building replaced the old one and, at the same time, more modern equipment was brought in and installed by United States Coast Guard personnel.

Operations at this station ceased in 1982. It had served its purpose. The building is now being used as a storage depot for the marine section of the Department of Transportation.

Long-term staff members, several of them from the local area, were Arthur Stocker, Howard Burhill, Ernest Romans, Donald

Stocker, Steve Ahern, Arthur Spencer, Keith Thomas, Phil Dacey, Howard Blaine, Gerald Smith, Ernest Levesque, Malcolm Crowell, and Winston Smith.

A major change in the everyday life of the Baccaro citizens came in 1956 when the federal government expropriated the privately-owned properties at the end of the point to make way for a multimillion-dollar long-range radar station on the Pine Tree Line. March 31st of that year was the deadline set for Wilfred Chetwynd, Tracy Cunningham, Anthony Chetwynd, Ellsworth Nickerson and their families to abandon their houses. The emotional strain of seeing their family homes destroyed, and the soil which they had tilled being ruined by bulldozers and other heavy machinery will ever remain with these people. Government money to reimburse them for their loss, and to help them relocate, afforded little comfort. In fact, Georgina Cunningham, whose health had been waning at the time, passed away after learning of the implications of the expropriation on residents living on the point. It was clear they just wanted to stay on their homesteads, but Ottawa had made a decision and they had to move.

For all the residents of Baccaro this was the beginning of another era, and they were forced to adjust to the new way of life.

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CUNNINGHAM

Baccaro Light Station



CUNNINGHAM

by
Hattie A. Perry
 1850-1987

Barrington Township's first lighthouse was built at Baccaro Point in 1850, following a petition being submitted to government by the residents of Barrington. It was first lighted by its keeper James S. Smith on January 16, 1851. The 4 1/2 acres of land for the site were acquired from Messrs. Hugh Munroe, Andrew McKinley, and John Gibson. According to the JOURNALS of the Nova Scotia House of Assembly, there was a delay in the completion partly owing to "delay in the United States and London, where some of the apparatus was made — and partly to an accident, which happened to the vessel conveying the apparatus from Halifax for its completion... All

materials etc. for the light were saved and carried to their destination through the exertions of Mr. Miller, who was in charge of them from Halifax."

The Baccaro light, 48 feet above sea level, was a revolving white light, and had a visibility of twelve miles. The lamp burned seal oil until around 1865 or 1866 when it was switched to kerosene. In 1870 the light was changed to a red beacon.

One of the most tragic wrecks along our coast was the passenger-freighter HUNGARIAN which struck on the Cape Ledges on February 19, 1860. All 205 on board perished. Owned by the Montreal Ocean Steamship Company, she was bound for Portland with a valuable cargo of dry goods. A great quantity of merchandise was salvaged from the wreck and stored in an out-building at the Baccaro light-station. Among the things were two trunks filled with clothing belonging to a bride. Mrs. James S. Smith washed the clothing in fresh water, then dried and ironed the garments. When news of the disaster reached the bride's relatives, her brother from Montreal came to Baccaro and remained there for two weeks, hoping that the sea might give up his sister's lifeless body, but the trunk full of her clothing was the only memento found. On returning home, he sent several books to the Smiths, as a token of appreciation for their hospitality.

Mr. Smith and his family lived in the lighthouse, and he had his shoemaking shop nearby. He resigned as keeper on January 1, 1881. We do not know who was his successor, but W.L. Smith took over in November 1912 and remained until March 1, 1913. Herbert Ross was keeper from 1913 until the summer of 1934.

Fire, following a mysterious explosion, raced through the lighthouse on January 16, 1934, driving Mr. Ross and his family from the burning structure in their nightclothes. A lantern on a pole served the mariners entering Barr-

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ington Bay until a new tower was completed later that year. The new lighthouse did not have living quarters and so, after W. Trueman Nickerson took over as keeper in August, he rode to and from his home at Port La Tour on his bicycle. In 1955 the government built a house at the site and Mr. and Mrs. Nickerson moved into it. During their vacation periods, Anthony Chetwynd would fill in and help do maintenance on the buildings.

A light, no matter how bright, is of little help to seafarers when the waters are engulfed with fog. Since 1950 there has been an alarm at the lighthouse and, when visibility is poor, it automatically sends out its two-second warning blast, followed by eighteen seconds of silence. Baccaro is noted for the fog which often envelops it, sometimes for days on end, and always there are treacherous ledges offshore that have, over the years, taken a bitter toll of ships. A local fisherman was once asked by an outsider if he minded the foggy conditions, and he replied, "Fog don't bother us much. Us fellers know our hereabouts on the coast, and we ain't worried too much about it gettin' thick o' fog. Besides, that there horn at Baccaro Light is a big help. We can hear that horn moanin', and we can pick up our direction without

Opposite page and below: Two views of the early lighthouse before it burned down in 1934.

Right: The modern lighthouse, but with just the pumphouse beside it.



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any trouble." Trueman Nickerson operated a "one-man" lighthouse, that is, he did not have an official assistant. In 1964, he was succeeded by Victor Crowell who was keeper until June 1965 when a car accident claimed his life. Brenton Reynolds, then took over as head keeper, and remained in that position until the station went completely automatic in June 1984.

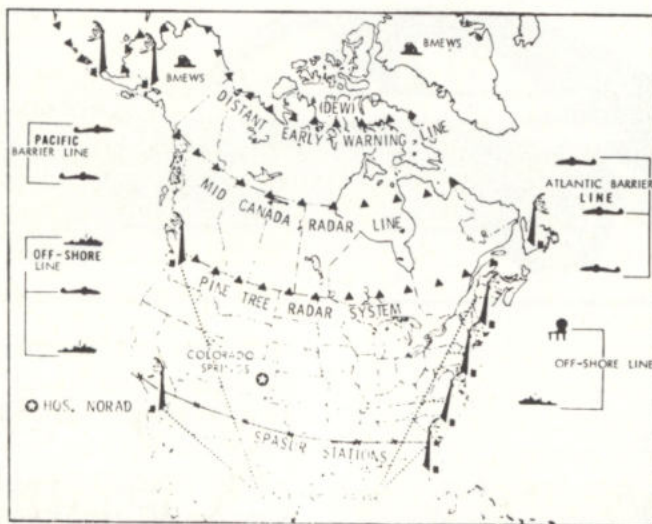
When Mr. Reynolds became keeper, the government built a new dwelling for him. When the station became automatic the two houses were sold. One was bought by Trail Smith in 1984 and moved to Seal Point; the other was sold and torn down in 1986.

The unmanned automatic white light sends out three flashes every ten seconds to warn seafaring folk of the dangerous ledges nearby, and to guide ships to safe anchorage.

In The Beginning...

During the Depression years, both Canada and the United States of America had their own internal health to worry about. Their attitudes were ones of protectionism and self interest. There was no love lost between them. Adolf Hitler changed that.

The Second World War provided a common adversary for both Canada and the United States and it forced their political leaders to realize that whatever differences may exist between the two countries sharing North America there should be some way of considering "in the broad sense, the defence of the North half of the Western Hemisphere".



Schematic diagram illustrating the various means that would exist by 1962 for providing North America with air defence.

In August 1940, Prime Minister Mackenzie-King and President Roosevelt announced the formation of a vehicle of co-operation having just those terms of reference. The Permanent Joint Board on Defence (PJBD) was formalized by Canada in a few days although the US regarded it as an executive agreement and it never went to Senate. (1)

The Board had an American and a Canadian section, each with its own Chairman and a representative from each Armed Service (Army, Navy, Air Force (2)) as well as External Affairs and the State Department. It was the pivotal organization for Canada/United States defence co-operation and had direct ties with the Canadian Cabinet Defence Committee and the United States

President as well as collateral ties to the Canadian Chiefs of Staff Committee and the United States Joint Chiefs of Staff (3).

The accomplishments of this board continue to affect the lives of Canadians even today. Many of them are surprised when presented with even a small list of the PJBD's early projects which included:

- a) The St. Lawrence Seaway
- b) The Northwest (Alaska) Highway
- c) Development of Additional Supplies of Oil in the West
- d) Unification of US/UK Screw Threads
- e) Standardization of Transboundary Concerns (eg Navigational Aids)

It would be the rare Canadian indeed, who today would even think any of the above accomplishments began as military projects in response to perceived enemy threats. One of those threats that was brought home by Pearl Harbour was the ability of enemy bombers to cross over the front lines of a battlefield to strike crucial yet vulnerable rear echelon targets. The only known means of defence against incoming bombers was to shoot them down before they reached their targets. This could be done from ground-based guns or fighter aircraft armed for that purpose. The former proved markedly unsuccessful but the latter were very effective provided fighter aircraft could get up in the air and intercept the bombers before they could drop their load. This required developing a means of early warning to fighter pilots so they could get their aircraft up in the air well before enemy bombers arrived. Furthermore, once airborne they needed directions on where to go to intercept the incoming bombers. The war had developed technology whereby radio waves could be sent out into the air which would bounce back from incoming aircraft while still a long way off and be picked up by sensitive receivers. This could provide friendly pilots with a means of

1941-1955

detecting enemy aircraft.

Furthermore, the time it took the radio waves to bounce back, and the direction from which they came would give away the location of the enemy planes. This Radio Wave Detection and Ranging (RADAR) technology, then, could be used to provide the early warning (EW) and ground-control intercept (GCI) capability required for a viable air defence system. To protect what were perceived as vulnerable areas during World War II, the USAF deployed some of its first air defence radar stations in the Sault and Newfoundland.

The development of powerful nuclear bombs by the US at the end of the War as well as the transient nature of all military secrets made the development of air defences even more imperative.

As early as 1946, the PJBD was considering a Canada/US Basic Security Plan complete with an extensive network of RADAR stations. The system was so extensive, however, it would have been too costly to run. The RCAF then concentrated its effort only in the Ontario and Quebec areas while the USAF looked after Western and Eastern coverage. By May 1950, the USAF proposed integrating the American and Canadian plans with its own existing network.

A sideline of this development involved the establishment of a Canadian Ground Observer Corps (CGObC). These were people located throughout Canada who were trained to identify low-flying aircraft silhouettes by sight and to report their visual sightings to regional headquarters established to consolidate such reports. The Americans and Britons had equivalent organizations.

The year of 1950 was very busy. The RCAF member, Air Vice Marshall A.L. James and the USAF member, Major General R.L. Walsh met again in July to discuss the RADAR Plan and ensure the homework would be done for the next PJBD meeting in October.

Sure enough, the agenda for that meeting had a "Long Range Aircraft Warning" attachment so that by the next meeting in January 1951, the PJBD could present both governments with their now far-reaching Recommendation 51/1 for the "Extension of the Continental Radar Defence System". This was approved by the Canadian Government on 21 February 1951 and by the American President 14 April 1951. (4) It had a target date of 1 July 1952, presumably based on intelligence reports in ACA1-10 that projected 1954 as a date when the USSR would have long-range bombers capable of targeting Canadian and US centres. (5)

Recommendation 51/1 led to the founding of a huge (40 to 50 members) Radar Extension Steering Committee and the signing of Canadian Note Number 454 of 1 August 1951. This note outlined the provisions of the Radar Extension Plan which the committee was now referring to by its American nickname, "Project Pine Tree" and involved erecting 33 stations on sites (22 more than the original 11 the RCAF had planned — hence the word "Extension") located across Canada. The committee was too big to be effective so it ceased to exist after orders established the Pinetree Planning Office (PPO) were signed on 29 May 1951. (6)

Before the ink had dried, however, the USAF was asking for permission to do site surveys for "six additional AC & W stations in Canada to improve radar coverage primarily against aircraft flying at low altitudes". These sites were to be temporary and moveable (or M-sites), although this was expanded at the September 1952 meeting of the PJBD to mean "that the buildings in which they were to be housed would be of temporary construction and that the radar sites, while not mobile, were transportable. It was possible that they might subsequently be replaced by automatic stations". (7)

The sites in question were as

follows and may be found on the map (overleaf) at the centre of the dotted circles representing their proposed areas of coverage:

- M-102 Trenton, Ontario
- M-104 Warton, Ontario
- M-107 Sultan, Ontario
- M-108 Mattawa, Ontario
- M-119 Oba, Ontario
- M-120 Marathon, Ontario

The map also shows the existing or US-planned coverage complementing these sites as solid circles. Notice how a double perimeter (indicated by the thick solid lines) is formed around industrial Ontario and the US. (Recall Canada supplied material for US nuclear weapons from its Chalk River facility, making it a strategic target.)

Should an enemy bomber be incoming, the outer perimeter would provide EW and track the aircraft into the inner perimeter where (by this time) it would be intercepted. This time and distance in which to conduct a defence is known by military tacticians as "depth".



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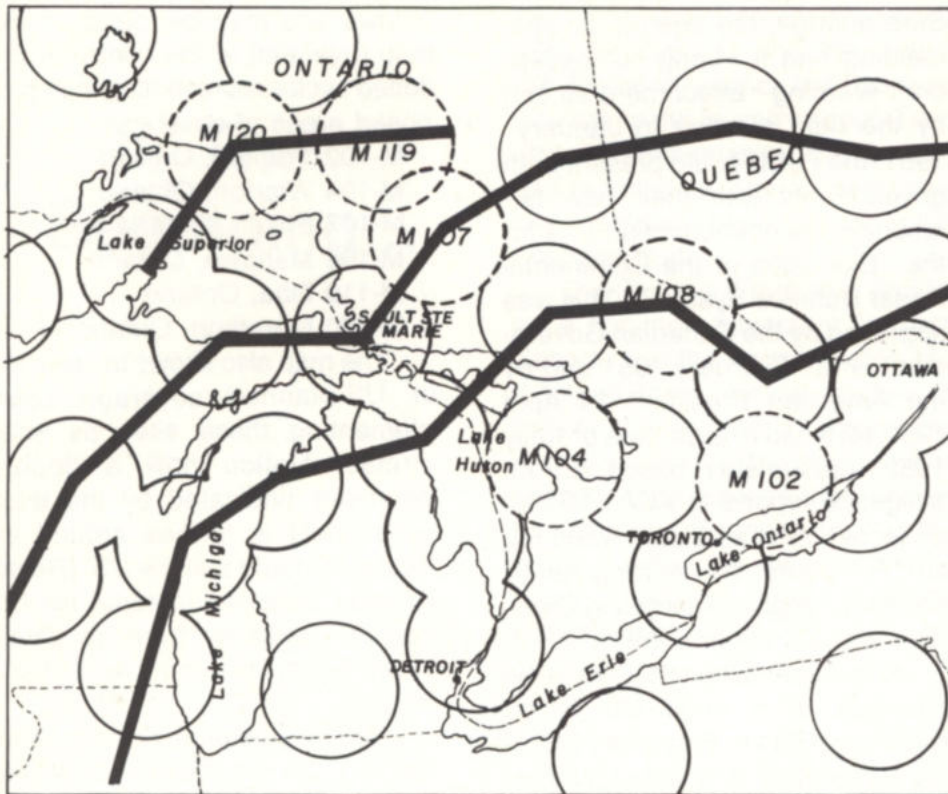
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Above: A map illustrating double perimeter concept for protecting Great Lakes Region from air attack.

The coverage of today's radars provides sufficient depth that a single site can provide both EW and CGI functions, but the limited range of those early radars was such that this double-perimeter concept was needed.

Even so, the radar technology of the time was improving so quickly that the members of the two Air Forces had to be in frequent contact between PJBD meetings to keep abreast of how the overall system requirements were changing, Air Vice Marshall F.R. Miller had taken over as the RCAF member, and after a working level conference with his counterpart in November, the USAF asked for 3 more mobile radar sites in British Columbia (Birken, Kamloops, and Nakusp) at the January 1953 meeting of the PJBD.(8)

In March, the picture changed again. The USAF had obtained practical data on the coverage provided by the new AN/FPS-3 search radars. They had performed better than had been calculated theoretically. Site M-102, which had originally been located at Trenton, Ontario to fill a gap bet-

ween Watertown, N.Y. and Edgar, Ontario, was now deemed no longer necessary.(9) The Canadian External Affairs Department, however, was unaware of this and Canadian Note No. D-85, dated 2 April 1953 granted the USAF permission to carry out a total number of nine site surveys.

Meanwhile, investigations by the USAF in the radar cover of the East Coast were showing a requirement for certain augmentation there. At

the April 1953 meeting of the PJBD, (which it must be recalled, represented all three Armed Forces of Navy, Army, and Air Forces), it so happened that the US Navy was seeking permission to do a site survey at Sable Island for a sound search station. The Canadian Chairman, General A.G.L. McNaughton, suggested that Sable Island might at the same time be considered as a possible off-shore radar site. It wasn't long before the Navy reached the conclusion that an installation on Sable Island would be extremely difficult and expensive to support logistically.(10) They subsequently transferred their investigation to the Southern tip of Nova Scotia, presumably studying Lockeport, as a possible site until attending a party at which Mr. J.M. Harding (a local barrister who would later be elected into the Provincial Assembly in 1956) suggested they explore Government Point for its suitability. This they did, and the beginnings of what is now CFS Shelburne were quickly landed there.(11)

Similarly, at its June 1953 meeting, the PJBD was informed of the USAF's desire to conduct site surveys in the general vicinity of Cape Sable, Nova Scotia, in lieu of Trenton, Ontario. Furthermore, it was suggested that the construction of these sites come under the cognizance of the PPO, but not under the provisions of Canadian Note No. 454 of 1 August 1951.(12)

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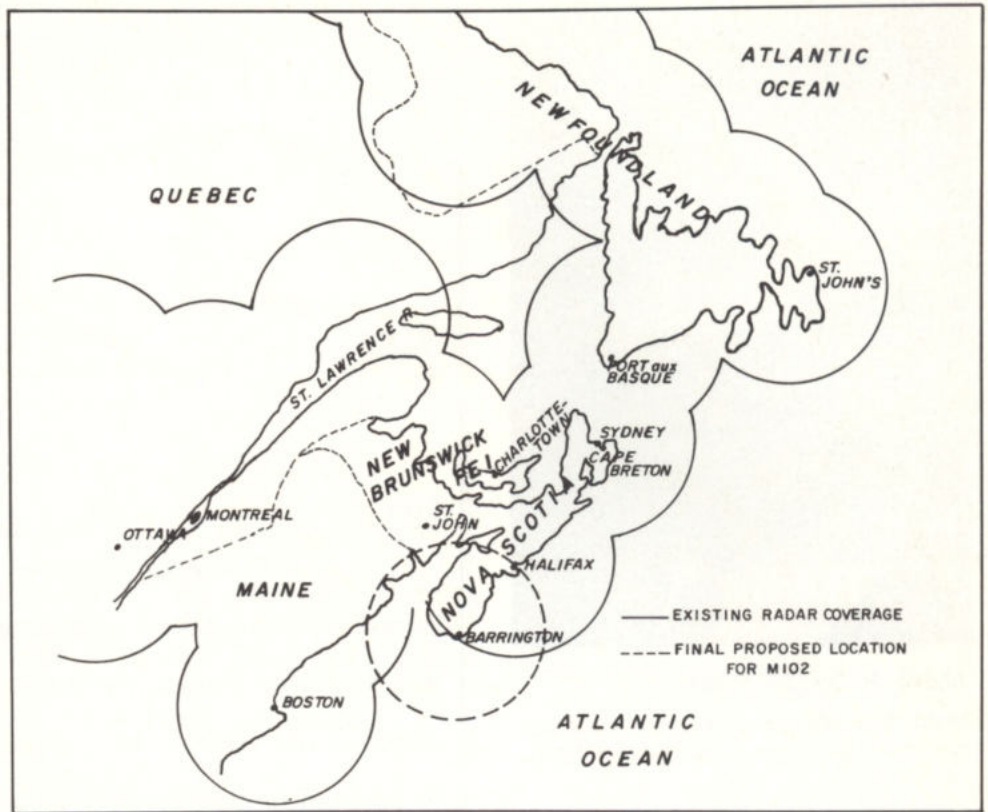
637-2596

First established cleaning company (1980) in Barrington, Shelburne Co.

After some initial procedural objections by Mr. Brooke Claxton, the Defence Minister(13), the terms for locating the site were settled at a July joint meeting in the PPO.

Canadian Note Number D-227 dated 19 August 1953, authorized surveys around Cape Sable. Local residents recall surveys being done on Cape Sable Island and Baccaro Point.(14) Inasmuch as these surveys usually included moving a small portable radar to the test location, such activity would not have gone unnoticed.

It is conjectured that local leading citizens and politicians would have favoured the Baccaro site since it would bring in more local development (eg. the road to Baccaro was not yet paved; whereas, the road to Cape Sable Island had just been paved after the opening of the Causeway), although it is unlikely local politicians really played much of a role in the selection. For whatever reasons, by November 1953, the PPO informed



Above: A map illustrating how the proposed site M-102 fills hole in East Coast coverage.

the RCAF of the final decision with the following specifics:

(a) General

The site is located at Baccaro Point, N.S. approximately 25 miles from Shelburne, N.S. and 63 miles from Yarmouth, N.S. The site position is at:

43 27' N
65 28' W

on a rise of land 25' above mean sea level roughly 400 yards from the sea to the east and south and 1/2 mile to the western shore of the cape. All land required is crown owned however several fishermen claim rights on the basis of occupation and fenced lots.

(b) Operational Aspects

The terrain is a flat rock formation covered by a thin layer of soil forming a cape extending southward into the ocean. This location will provide the required high level average. However, inasmuch as a TPS-1D radar is to be installed there will exist material changes in the resultant cover bet-

ween high and low tide periods. Surveillance between 60° and 320° will produce ranges between 42 and 63 miles at the 2000 ft. level.

(c) Manning Aspects

The site is located in a relatively restricted economy region. Thus the locating of an AC & W Organization will undoubtedly have considerable effect. The area is also relatively accessible by road. Therefore the problem of which service (USAF or RCAF) should man this site should be carefully examined. (15)

Throughout 1954, as the PJBD devoted its attention to the Distant Early Warning line, it was briefed that study regarding the proposal for additional sites was still ongoing. (16) Then, at the January 1955 meeting, the results of this study were given. The two Air Defence Commands now considered that the original proposal for nine "temporary" mobile EW sites be changed to four "augmentation" GCI stations (17):

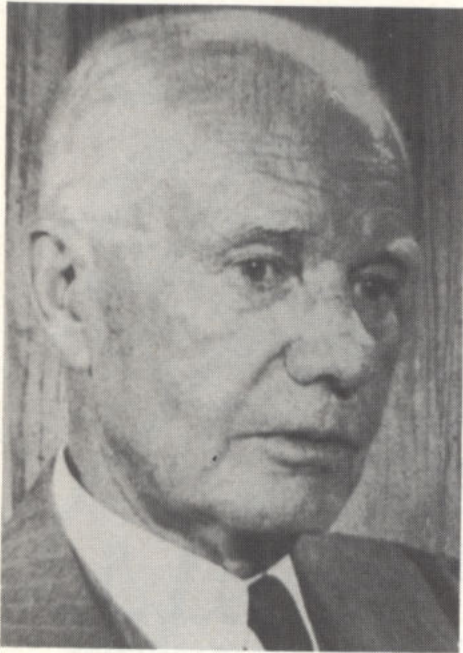
- M-102 Barrington, N.S.
- M-119 Oba, Ontario
- M-120 Marathon, Ontario
- SM-153 Kamloops, B.C.

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Above: R. Douglas Stuart.

Right: Note from US government requesting permission to construct, among other things, site M-102.

So it came to pass that the exchange of notes reproduced on these two pages took place in June 1955 and gave the official go-ahead for the construction of site M-102 near Barrington, Nova Scotia. The four-page annex to the Hon Lester Pearson's note outlined conditions governing the establishment of the sites and included sections on plans, manning, telecommunications, ownership, etc.

Sections 7 and 8 financing and manning, for example, indicated these sites as Group III stations. A particular station's Group depended on who did what. The ten sites financed, constructed and manned by the USAF around Newfoundland or North East Atlantic Command (NEAC) were Group I sites. The sites financed by the USAF but manned by the RCAF belonged to Group II. Group III stations were financed and manned by the USAF, but constructed by RCAF. Finally, Group IV sites were financed, and manned by the RCAF, regardless of who did construction.

Section 16 was also very interesting in that it conferred upon the foreign personnel serving on these sites the status of NATO

SECRET
No. 256

United States Embassy,

Ottawa, June 15, 1955.

Sir:

I have the honor to refer to recent discussions in the Permanent Joint Board on Defense concerning a recommendation by the United States Air Force, concurred in by the Royal Canadian Air Force, that certain radar stations be established in British Columbia, Ontario and Nova Scotia to augment the radar extension in the southern part of Canada.

As indicated during these discussions, the United States Government is prepared to undertake the responsibility for the construction and operation of these stations, with such Canadian participation as may be desired by the Canadian Government, and I have been instructed to seek the Canadian Government's authorization to proceed on mutually agreeable terms.

Accept, Sir, the renewed assurances of my highest consideration.

R. Douglas Stuart.

The Honorable

Lester B. Pearson,

Secretary of State for External Affairs,

Ottawa.

Forces.

It remained now to construct the station, fill it with qualified people, and connect it into communications with the rest of the world.

REFERENCES

(1) Jockel, J.T. Air Defence of Canada in DHist 74/649

SECRET

Ottawa, June 15, 1955.

No. D-156

Excellency,

I have the honour to refer to your Note No. 256 of June 15, 1955, proposing that the United States Government should undertake the responsibility for the construction and operation of certain radar stations in British Columbia, Ontario and Nova Scotia to augment the radar extension in the southern part of Canada.

I am pleased to inform you that the Canadian Government concurs in this proposal, subject to the terms annexed to this Note. If the United States Government concurs, I propose that this Note and your reply shall constitute an agreement effective from the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

Lester B Pearson

His Excellency R. Douglas Stuart,
Ambassador of the United States of America,
100 Wellington Street,
Ottawa, Ontario.

(2) The Royal Canadian Air Force (RCAF) was officially designated a spot on the PJBD by Organization Order CTE 202 dated 20 December 1947, even though it had always

been represented at previous meetings.

(3) Peterson, P.C. The Defence Administration of Brooke Claxton; 1946-1954 in DHist 79/137



Above: Lester B. Pearson, who would later become the Prime Minister of Canada and receive a Nobel Peace Prize.

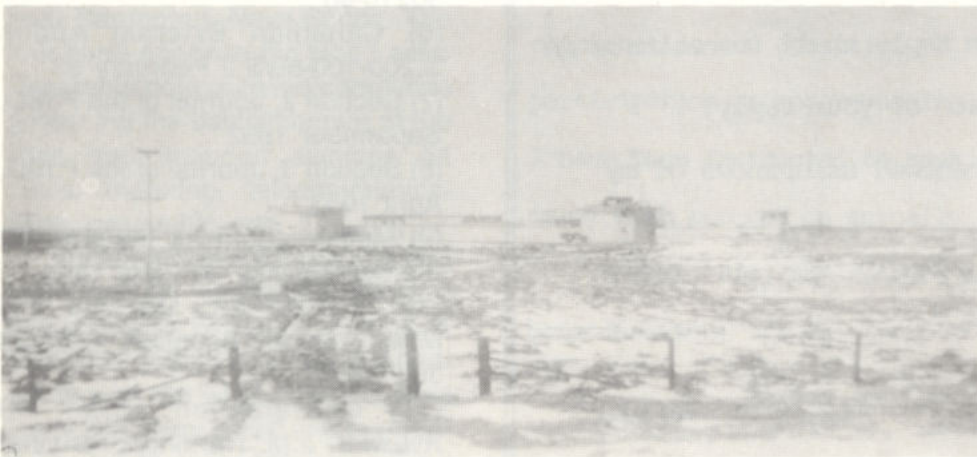
Left: Canadian government's answer to US government request to construct site M-102.

- (4) Letter N.S. Haselton, Sec US Section PBJD/RAJ Philips, Sec Cdn Section PBJD 20 April 1951
- (5) Canadian External Affairs File 50210-40
- (6) Canadian External Affairs S.200-100-80/5 2 February 53
- (7) Section 2, Journal of the PBJD, September 1952
- (8) Section 3, Journal of the PBJD, April 1953
- (9) Memorandum Air Marshal CR Slemon/Minister 30 June 1953
- (10) Letter Air Marshal FR Miller/Canadian Secretary, PBJD 28 July 1953
- (11) Conversation Capt PC Kvas/Mr. J.M. Harding December 1986
- (12) Section 8, Journal of the PBJD, June 1953
- (13) Memorandum Mr. Barton/Mr. Wershof 2 July 1953
- (14) Conversation Capt PC Kvas/Mr. O.L. Ross December 1986
- (15) Letter R-PPO (5200-01/5) Group Captain GM Fawcett, PPO/Chief of Air Staff 9 November 1953
- (16) Section 6, Journal of the PBJD, October 1954
- (17) Section 6, Journal of the PBJD, January 1955

Initial Construction

A six million dollar US Contract Number DA-30-347-ENG-116 dated 6 June 1955 was signed between Morton Solomon as Colonel for the Corp of Engineers US Army, and Richard G. Johnson as President of Defence Construction Ltd. (1951) (DCL). It called for the construction of three M-sites (Barrington, Lowther, Kamloops) making-up a Radar Augmentation Program.

The Toronto, Ontario firm of Marani and Morris were Architect-Engineers and awarded the 1.5



Notice of Expropriation, Plan No. 70217 dated 29 December 1955 that was registered at Barrington under Instrument No. 161 on 13 January 1956. It didn't take long for news of the announcement to spread as shown by the major headline of the 2 February 1956 edition of the local Shelburne newspaper (right).

At that time, the land at Baccaro Point was classified as Proprietors' Land as distinct from Crown Land. This was land left for the use of settlers (for purposes such as cutting wood, pasture, etc) after the very first Proprietors had died. It became incumbent upon the four families dwelling there to establish their claims to title by adverse possession in order to receive monetary consideration as a result of the expropriation. In other words, in the absence of recorded deeds, they had to demonstrate actual continuous, exclusive, open, and undisturbed occupation of said lands. This claim had to be substantiated by physical boundaries (i.e. a fence) being present. The senior resident, Mr. D. Tracey (this spelling is according to the deed, his signature reads Tracy) Cunningham, a man 69 years old at the time, whose wife had died after being told of the expropriation, made two statutory declarations 10 April 1956 regarding

Above: View of Baccaro Point from lighthouse prior to construction of radar site.
Below: Same view during construction.

1956-1957

million dollar contract for the Baccaro Point, Nova Scotia, Radar Augmentation Station to the Bridgewater, Nova Scotia firm of Acadia Construction. An additional \$65,000 went to the Nova Scotia Power Corporation and an unknown amount to Maritime Telegraph and Telephone Co. Ltd.

Things began to happen down at the point. A public land surveyor, G.M. Hilchie, was reported to be seen doing an instrumental survey. This became the basis for the

his own title and that of his neighbour, Mr. Wilfred J. Chetwynd. He declared that his own property had been conveyed to him in 1919 from his father-in-law George Blades and the Herbert Ross had conveyed title to Wilfred Chetwynd in 1934. There was no need for a statutory declaration with respect to the property of Wilfred's son Anthony since this conveyance had been recorded in the Registry by a Deed dated 25 September 1953. The fourth resident on the point was Mr. Ellsworth E. Nickerson. He and

his wife Dora (who had had a playhouse in that location when she was a little girl) had settled there in 1944 after Tracey had invited Ellsworth to join him in fishing off Baccaro. He never received title, but the Queen provided \$1150 for his house, shed and well. Tracey, Wilfred, and Anthony, who had fenced-in their lots long ago, received \$4500, \$5500, and \$3950 each for 3.23, 5.32 and 0.5 acres of land (including all buildings, etc.) respectively. There were now over 37 acres free and clear on which to erect the site.

The Department of Highways had started paving the road from Hwy 3 at Clyde River to Port La Tour in 1955. This was one of the first to use the new "cold-asphalt" process. Thus all the construction trucks had paved road to Baccaro except for the last two miles to the point. This last stretch was completed a year or two later.

Maritime Tel and Tel had bought out the Port La Tour Telephone Company in 1956 after 60 years of operation. The Port La Tour shareholders decided that the communications required by the station would have necessitated too large a commitment from them. International Water Supply was paid \$435 for investigatory work on finding a suitable water supply. In May 1956 O. V. Kennedy & Sons Ltd. dug two wells for \$8/ft. Well No 1. was 352 ft deep while Well No. 2 was 500 ft. Unfortunately, neither of them were on the 37 acres that had already been expropriated! (This was probably to avoid the problem of salt in the water. Trueman Nickerson, the lighthouse keeper, had had this trouble with his well at the point.) This led to another Notice of Expropriation Plan M-1348 dated 18 March 1957 under Instrument No. 170.

It was also in the spring of 1956 that DCL set up their site office in Anthony Chetwynd's old house (it had been built by Stanley MacPhee, and is now Raymond O'Connell's house in Baccaro) and Acadia Con-

struction built their own site office (now used for a house by Avery Thomas of Port La Tour). Ellsworth Nickerson's old house was purchased by Clements Garron of East Baccaro, who, after considerable effort, was able to remove enough of the traces of its decade as Baccaro's castle of countless cats to use it as a garage. The remaining structures were bulldozed under.

The word spread that this was going to be a big project and inasmuch as the fishing was very poor that year, a delegation of fishermen approached the boss at Acadia Construction who hired them on as labourers 7 May 1956. Others followed, from as far away as Quinan. Plumbers, electricians and Acadian carpenters from the Pbn-nicos. A local girl named Ruth Crowell was hired on as a

bookkeeper.

The most challenging aspect that would face them would be the foundations. The west side of the point was rocks with bog while the east side was bog with rocks. Workers were told to dig with pick and shovel through the bog down to the hard pan. Wooden forms were then put up and a concrete made from measured amounts of rock, crushed stone, lime, and mud formed the footings for most buildings. In order to work on the bog, boards had to be dragged to one's work spot and used to stand on until such time as they sank from sight. Then new boards had to be fetched and the process repeated. The footings' average depth was about four feet, but varied considerably. Local residents who worked down inside these footings on hot summer days



The COAST GUARD

GUARDIAN OF SHELburne COUNTY INTERESTS

VOLUME 59, NUMBER 33

SHELburne, NOVA SCOTIA

FEBRUARY 2, 1956 \$2.50 YEARLY IN CANADA; \$3.00 I

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Government Expropriating Land For Base At Baccaro

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Dragger Launched Locally

The newest addition to Shelburne County's fishing fleet will drag down the water last week at the shipyard of W. C. MacKay and Sons. She is the dragger Donna Rae, owned by Curtis Beach, Lockport, and she was launched last Saturday morning in the presence of a large crowd of spectators.

Sixty-foot in length with a tonnage of 22 tons, the Donna Rae is the latest craft in dragger of her class. Equipped with a 210 horsepower General Motors diesel engine, the Donna Rae will carry all the latest electronic equipment in modern fishing. She'll have a ship-to-shore telephone, fish count automatic depth sounder, etc. Her

(Continued On Page 4)

Rebekahs Officers Installed

THOMASVILLE: — At the regular meeting on Monday evening of Riverside Rebekah Lodge No. 49, Port Clyde, the following officers for 1956 were installed by D. D. P. Sister Helen Stoddard and staff

MOTHER RISKS LIFE TO SAVE 2 CHILDREN

Roseway Hospital last night reported that Mrs. Etland Cutler, East Green Harbor, and her two children are recovering from severe burns received when fire destroyed their home Tuesday.

That the children are alive was due to the heroism of Mrs. Cutler who braved the flames to carry her two children to safety.

FACED WALL OF FLAME
She ran through a wall of flame blocking the single doorway at the

(Continued On Page 4)

Rev. R. Gibbs In Hospital After Crash

Slippery roads were blamed for two separate car accidents on the Shelburne road four miles north of Shelburne on Monday night putting one man in hospital and giving three youths a shaking up and minor bruises.

In hospital is Rev. Roy Gibbs, minister of the Baptist Church in Shelburne. He was painfully injured about the chest, but he was not seriously hurt.

Three Lockport boys were involved in the second accident near Iron where Mr. Gibbs had his mishap. The boys were Kevin MacKenzie, Robert Williams and Bill

Sacred Concert Enjoyed

Shelburne's citizens had a splendid musical treat last Sunday evening when a delightfully arranged sacred concert was presented. More than 100 attended the program which featured a fine selection of vocal and instrumental numbers.

The town's leading artists took part in the concert as did the Trinity United Church choir, the church quartette and the boys and girls of the Shelburne Regional High School. Devant H. Balcom introduced the master of ceremonies, C. H. Barrett, lieutenant-governor of Nova Scotia. Invocation was given by Rev. Roy Gibbs.

OPEN CONCERT
The high school band opened the concert after which a duet was sung by Miss Sally McKay and Bill Thompson. The male choir of the United Church sang a selection followed by a number given by the Salvation Army trio. The trio

BACCARO—Four private properties at Baccaro Point will be expropriated by the Federal Government to make room for the proposed naval base to be constructed here. Owners of the properties are reported to have signed agreements with federal authorities, but as yet they have had no notice to vacate the land.

The properties involved are the residences and lands owned by Ellsworth Nickerson, Tracy Dunningham, Wilfred Chetwin and the latter's son, Anthony Chetwin. These properties are fairly closely grouped together on the road to Baccaro Lighthouse.

RUMORS PREVALENT
As the government prepares to take over private land for the proposed base, rumors continue to flourish regarding the extent of the naval establishment. As yet there has been no official information regarding the base, but it is believed that the establishment will be a part of the link in a collective system of submarine detection and defense. However, Ottawa hasn't released any information whatsoever to the public regarding the nature of the base. The fact that Baccaro Point is the most southerly tip of the Nova Scotia mainland, might have something to do with the selection.

(Continued On Page 4)

Clubs Honor Dauphinee, MacKinnon

Hon. W. T. Dauphinee, Minister of Trade and Industry, and P. E. R.



remember the stench of quaggy bog gases filling their nostrils.

Considerable fill was required during grading, and to make concrete. Sand was hand-shovelled on to single-axle trucks and driven in from The Ponds of Powell's Beach (off the Villagedale Road Barrens). A steam-shovel loaded trucks with gravel from Wick's (Charles Christie's) Hill on the West Side of Baccaro. Acadia Construction had its own crusher for sizing it located on the construction site.

Rocks were collected from the beach at Nickerson's Landing on the East Side of the Point at low tide. Trucks drove out empty under their own steam, but after being filled had to be pushed back over the wet slippery rocks by the loader.

Work continued during the winter months with only a minor setback caused by hurricane winds in December, that blew over a half-finished wall and some roofing. The major loss was the blueprints which had been blown away.

The operational buildings were constructed from cinder block with steel-reinforced roofs. The domestic buildings used mill-cut lumber (where a 2-by-4 meant a full 2" x 4") and seaweed or eel grass for insulation.

The electrical wiring followed the

Left: The gas pumps replenished all the construction vehicles bringing in the necessary supplies for construction and were located at what is now the parking lot in front of the WOs' & Sgts' Mess.

Right: Is the on-site office of Acadia Construction.



N.S. electrical code (using white wires for ground). This would lead to some confusion later when the U.S. code was followed for the radar wiring (using black for ground), and when Ottawa directed that the CADIN/ SAGE Project five years later would follow the Canadian code (using green for ground)!

Although not completed until the end of 1957, the station was well on its way towards that goal when the first USAF personnel began arriving.



CONGRATULATIONS CFS BARRINGTON

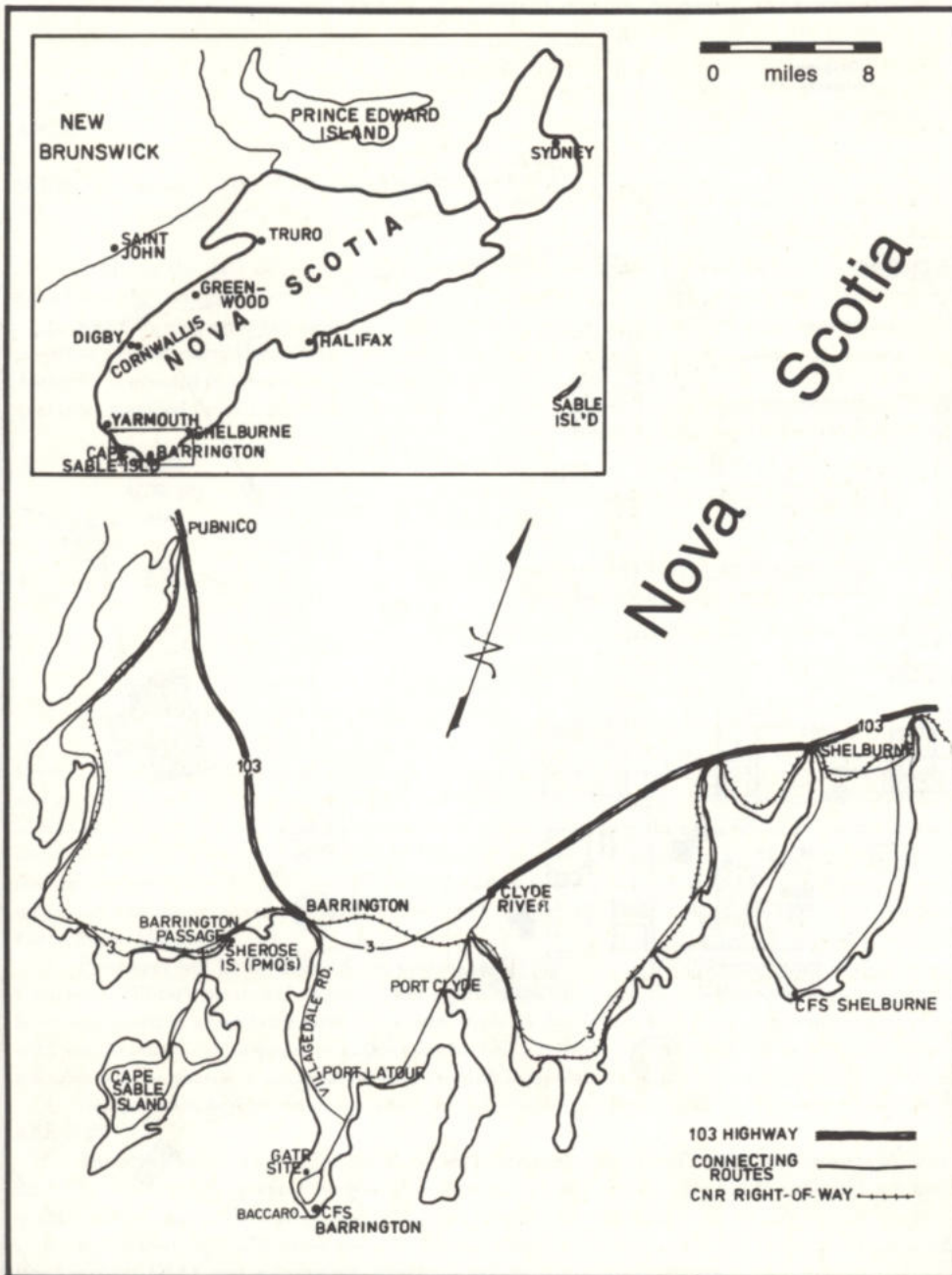


We are proud to have built your station 30 years ago and of our continued association.

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GENERAL CONTRACTORS**

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Getting To The Point

Back in the fifties, one could get to Baccaro by car along the old Number 3 Highway (shown as a connecting route above) or by train to stations in the Barringtons or Clyde River. A taxi that used to service the LORAN site could bring you down to Baccaro itself.

Although Highway 3 was paved, all other roads except the one to Cape Sable Island were not. In the spring of 1955, pavement was extended through Port LaTour to O'Connell's store in Baccaro. Even though the GATR site was built in 1961, the road up the West Side was not paved until 1968, after a new top portion of the "loop", evident on the above map at Baccaro.

Above: Map of Nova Scotia shows locations of Baccaro Point.

Overleaf: The layout shows the superposition of the modern station layout over the original buildings.

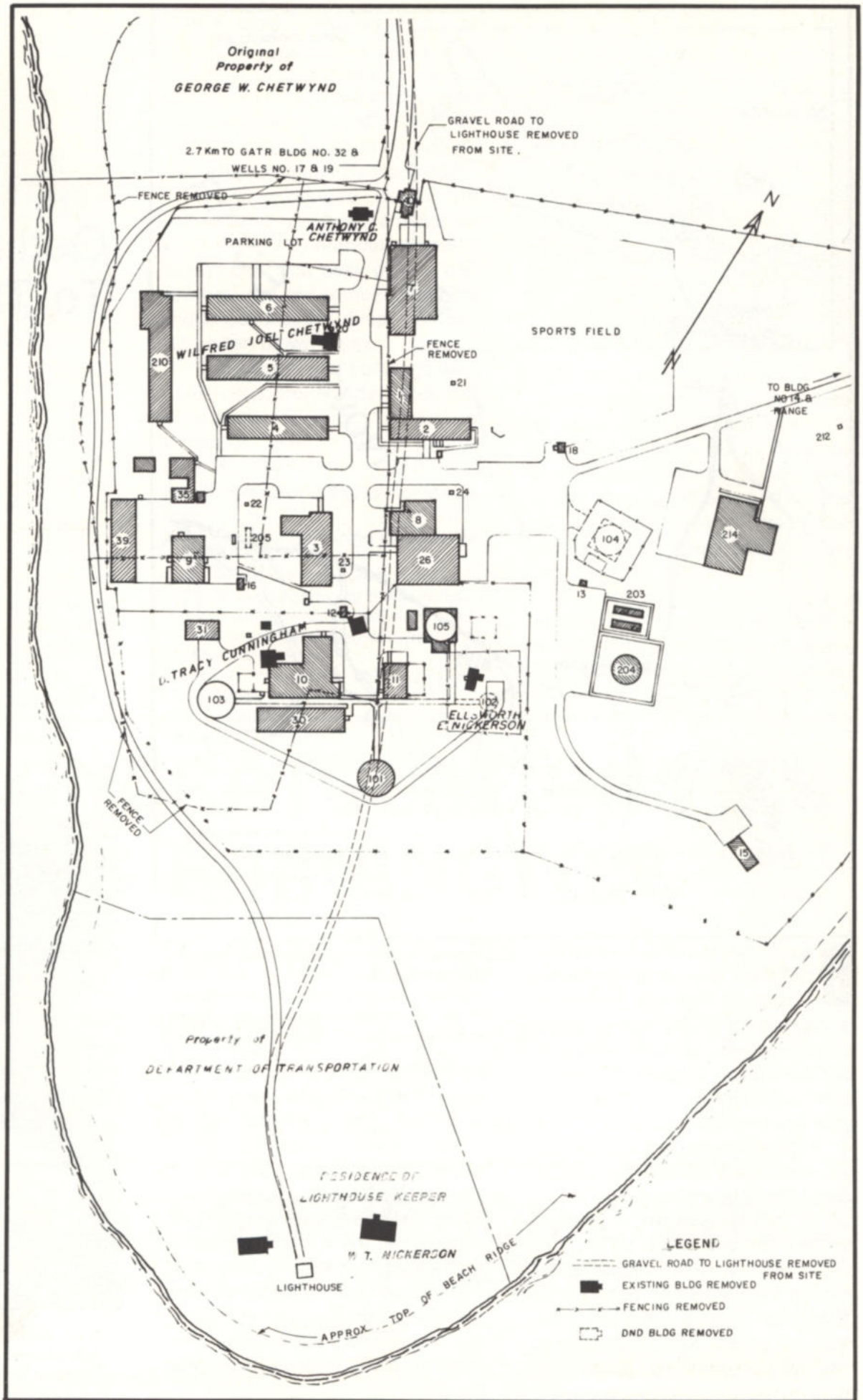
Villagedale Road was also paved around this time. All these roads were very winding, and as is typical of all of Nova Scotia's first roads, hugged the coastline from cove to cove. In the seventies, a new paved, straight Highway 103 was built for commercial traffic thereby making the railroad system uncompetitive. The railroad tracks themselves were removed in the eighties and today the abandoned track beds only serve to provide unsanctioned paths for all-terrain vehicles.



Above: Although the fastest means of arriving at Baccaro Point is by jumping out of a serviceable aircraft, flying overhead, few personnel choose this means.

BUILDING LEGEND

- 1 Headquarters
- 2 Supply
- 3 Combined Mess
- 4 Officers Quarters
- 5 OR Quarters
- 6 OR Quarters
- 7 Junior Ranks Club
- 8 Heating & Water Plants
- 9 CE & MT Sections
- 10 Operations
- 11 BDF HQ & APU
- 12 Gate House
- 13 POL Pumphouse
- 14 Auto Club & Gas Pumps
- 15 Supply Storage & Paint Shop
- 16 Paint Storage
- 17 Well No 1
- 18 Sewage Lift Station
- 19 Well No 2
- 20 Fire Hose Hut
- 21 Fire Hose Hut
- 22 Fire Hose Hut
- 23 Fire Hose Hut
- 24 Fire Hose Hut
- 25 Fire Hose Hut
- 26 Power Plant
- 30 SAGE Annex
- 31 TelCo Bldg
- 32 GATR Bldg
- 35 CE Supply Storage
- 39 ME Storage Bays
- 40 Guard House
- 101 Tower 3(Storage) & RM Section
- 102 Tower CPS 4 (Removed)
- 103 Tower FPS 6
- 104 Tower FPS 26 (Removed)
- 105 Tower FPS 27
- 201 Septic Tank
- 202 Rifle Range
- 203 Fuel Storage Tanks
- 204 Fuel Storage Tanks
- 205 Gas Pumps & UG Storage Tank
- 210 Curling Rink
- 212 Fire Hose Hut
- 213 Fire Hose Hut
- 214 Recreation Centre



Department of the Air Force
Washington 25, D.C.

AFOMO 26k

21 March 1956

SUBJECT: Activation of the 697th Aircraft Control and Warning Squadron and Certain Other USAF Units
TO: Commander, Air Defense Command

1. Effective the date of this letter, the 639th, 697th and 825th Aircraft Control and Warning Squadrons are constituted.

2. The following units are assigned to the Air Defense Command and will be activated under appropriate Unit Manning Documents, with non-T/O authorization, on dates and at stations, as indicated. Authority is granted to reorganize these units in the future as desired, without reference to this headquarters, provided the reorganization does not exceed the command's grade and space authorization:

Unit	Date of Activation	Station of Activation
ACW SQ 697	o/a 8 Oct 56	Kirtland AFB Albuquerque, NMex
672	o/a 8 Nov 56	Syracuse AF Sta, Syracuse, N.Y.
639	o/a 8 Dec 56	Willow Run AF Sta, Willow Run, Mich
825	o/a 8 Dec 56	Geiger Fld, Spokane, Wash

Upon activation, the 672d Aircraft Control & Warning Squadron is entitled to the history, battle honors and any colors belonging to the unit which was inactivated 8 December 1949. Automatic transmittal to the Commander, Air Defense Command of information concerning the existence of any battle honors and colors will be made by the Director of Military Personnel, Headquarters USAF. Requisition for the appropriate colors can then be made in accordance with AFR 35-75, dated 29 January 1954. Requests for unit history should be made to the USAF Historical Division, Air University, Maxwell Air Force Base, Alabama.

3. Personnel will be furnished from sources under the control of the Commander, Air Defense Command. Military personnel requirements which cannot be filled from within your resources will be requisitioned in accordance with the normal cycle. A flow of personnel cannot be made available until six (6) months subsequent to authorizations being reflected on the 5-AF-P2 report. Personnel manning will be phased in accordance with the unit's capability to utilize the personnel effectively.

4. Equipment is authorized in conformance with Section C, paragraphs 8a (1) and (2), and 8d of AFR 5-25.


5. The precedence category for the above units is established as indicated in the current issue of the USAF Operating Program--Priorities of Programmed Units; any changes will be reflected in subsequent issues of this publication.

6. Redesignation, inactivation and any future activation of these units will remain a function of Headquarters USAF and appropriate directives will be issued upon request.

7. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with current instructions.

8. Thirty (30) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D.C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:



E.E. TORO
Colonel, USAF
Air Adjutant General

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1956

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INTERNATIONAL

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HERBERT H LEWIS
Major, USAF
Commander

3 August 1957
22 January 1961

Rumours of a posting to Canada were in the air. The exciting possibilities of a foreign NATO posting while being assigned to Trenton, Ontario, a town only a half-day's drive from New York State, were enough to set any US serviceman's heart pounding. Soon, the Special Orders arrived. They said, "ASG 672 Squadron, Barrington Air STA, Barrington Nova Scotia, Canada." A crinkled brow. A quizzical look, and down from the shelf came the atlas, as well as built-up hopes. Where the heck was this place called Barrington? It didn't look as if it was near anything!

Such may have been the reaction of the average airman upon learning of his being assigned duty at the 672d ACWron (ADC) (pronounced six seventy-second Aircraft Control and Warning Squadron (Air Defence Command)), but for Major Herbert H. Lewis, the experience was not new. He had opened an EW station at Pagwa River, Ontario in 1952. He realized

his major tasks would not be very "military" at first. His time would be occupied in finding suitable housing for his advance party and those married members of the squadron who would eventually follow. A time-phasing agreement with Headquarters was arranged whereby Shipping Orders would not be cut until appropriate housing and feeding facilities were available. The establishment of good Public Relations with the local Nova Scotians would also be a priority. A hand-picked advance party of five men were given their orders to assist Maj Lewis in preparing the way: MSgt Malone, MSgt Rowell, TSgt Decker, TSgt Marchant, and SSgt Yantz.

It was in the spring of 1957, then, that this advance party descended upon Barrington. They all ended up at Doug Hankinson's Victoria Inn. Since the buildings down at the future station in Baccaro were not yet completed, the first headquarters for 672 ACWron was on the second floor of the Vic-

First Impressions

Upon being posted, MSgt Rowell was informed that he could not take his dependents because there were no married quarters. So it was that he decided to bring his own. He, his wife and a 45-foot mobile home boarded the Bluenose ferry stateside and steamed towards Nova Scotia. They wove their way through the stately sea captain's houses of Yarmouth and then headed south along the wind-swept coast. Here and there on prominent mounds of land, a large New England house would watch the ocean for its returning owner, but the majority of the dwellings were small ramshackle shingled or board and batten houses belonging to fishermen toiling to eke a decent living out of the sea. They wondered what the people would be like in a country where even the stunted evergreens making up the clumps of forest whizzing by their windshield had to struggle to maintain an existence between rocky soil and swampy savannah.

By-and-by the fuel gauge indicated that a stop was in order. After searching for some time, the vehicle, bearing its North Carolina licence plates, and foreign passengers, pulled up at a gas pump somewhere deep in the Pubnicos. An old fellow in bright yellow slickers, well-worn hat, and one tooth, sauntered out. He began walking round and round the vehicle glancing up and down from the licence plates to the passengers inside. They, in turn, did not know what to expect. Finally, he shook his head and exclaimed, "Lord have mercy on your souls fer comin' to a place like 'dis!"

After the initial shock, a friendly chat revealed the statement to be not one of dissatisfaction on the part of the gas pump attendant, but rather an expression of kinship with the strangers, because the old fellow had sailed three-masters out of Charleston, Carolina in his younger days.



DONOVAN

Above: The front sign welcomed airmen to 672nd in 1959.

Below: Before that in 1957, the first headquarters was on the second floor of the Victoria Hotel.

toria Inn, where Maj Lewis often held his briefings to outline the day's work.

Before long Maj Lewis purchased a house in Barrington Passage and his family arrived along with the many special-purpose vehicles for the station. Soon the 33-ton wrecker, 5-ton dump truck, snow plow, fire truck, and all the other administrative vehicles were on hand in his fortunately ample backyard.

Initially, the task of finding suitable housing looked pretty bleak as there was not a house for sale anywhere. Gradually, people began to talk with Maj Lewis and some very unconventional leases were forged. Wells were dug, bathrooms installed, and wiring improved for commensurate rental adjustments. As people began to trust the newcomers, houses left vacant when older people had died were fixed up singly or divided into apartments for the servicemen.

By summertime, eighteen more senior NCOs (including the future base barbers SSgts George and Arnold Page) had arrived. The wrecker was getting exercise hauling buckets of material out of wells dug by elbow grease or blown out of the hard ground with dynamite. All personnel, including Maj Lewis himself, involved themselves in the

tasks of plumber and carpenter.

One day, Maj Lewis and Lovitt Blades were working to deepen Dexter Allen's 35 foot well (deeper than most in the Barrington area). As the wrecker hoisted bucket after bucket of rocks out from the well, Lovitt would continue to work away with pick and shovel. Suddenly, on one trip up, the bucket broke loose. A watchful Maj Lewis quickly shoved Lovitt aside and the bucket and rocks landed between the two men's feet. Such were the early working conditions for the advance party.

Now Maj Lewis was facing another danger. Sgts O'Brien and Stehlik began to play the pump organ and sing reveille at dawn. Their neighbourly Nova Scotian welcome was in jeopardy!

Fortunately, the move to the base was short in coming and on 3 August 1957, as the first airmen and officers started to arrive, Maj Lewis became the first Commander of what was starting to look like a

A Commander's Undertaking

On one occasion Maj Lewis needed some glass cut and went to visit J. William Kenney, who ran the local mortuary, as well as cutting glass. Willy invited him in and nonchalantly asked if he would like to see some of his work. Maj Lewis agreed. Instead of glassworks, Willy led him to a couple of unfortunate people who had died and proceeded to explain in great detail what had happened to them and how he had applied his skill to make them appear extremely well. Maj Lewis, who was not particularly fond of situations like that, responded with his usual diplomacy and tact, although it was probably difficult for Willy during this demonstration as well. After all, he had to maintain a deadpan expression.

squadron. His First Sergeant was MSgt Malone.

The Commander and his First Sergeant's prime job was to keep their men active, healthy and happy. The day would begin with calisthenics and a four-mile run up



BROOKS

and back the east-side road to Baccaro. Maj Lewis himself would lead about 50 men in this daily event. The morning might be spent in construction, loading, unloading or driving. There was still much housekeeping to do before the military mission could even begin. Tons of material had to be brought in and out and cleared through customs both ways. Warren Nickerson was the customs agent and, at first, dealt very formally with Maj Lewis. Things were sticky from time to time, but a mutual understanding and appreciation developed so that after thousands of shipments had come and gone, it had been gotten down to a very fine science.

By lunchtime, a hungry crew would file through the chow line in the Dining Hall. Meals were free for those living-in and cost 45 cents for others. Prior to the Dining Hall being open, meals had been provided up the road at the Worthen's Oak Lodge. By now, however, Sgt Harry Stehlik would take the NATO entitlement provided by the RCSC Army Depot in Halifax and usually do an exceptional job feeding 75 men and 15 officers. Certain items, however, were difficult to come by. It was his custom to bake large sheet cakes for dessert. One day, he tried a pie this way. Well, the pie was divided into pieces and everybody picked up theirs and sat down. The men started chewing and then looking at each other. Finally Sgt O'Brien piped up, "Hey, Harry! Who got the blueberry?"

The afternoon might be spent responding to any number of community emergencies. The equipment available at the base was far greater in size and capacity than anything in the local area. The wrecker proved invaluablely versatile. It put everything from a junior Mounty's wayward car to an overturned semi-trailer back on the road again. Once Donny Snow had backed his dump truck out into the bay at low tide and it had refused to start again. The tide was quickly starting to engulf it. Maj Lewis contacted



"Man Does Not Live By Fish Alone"

The first Americans being posted to this wilderness area of Canada called Nova Scotia often did not know what to expect. They had heard stories or had seen movies and so came over (in the summertime) with skis and heavy coats. Oil lamps were brought because they thought there was no electricity. One family brought a suitcase full of toilet paper fearing a heritage of hygiene habits would be wiped out. Another's trunk was full of baby food. One Southern man brought several very salty black Virginia hams, but ended up giving them away after tasting good ole' tendersweet Canadian ham.

While it is true that many household goods such as spaghetti sauces, rye bread, or fresh limes were not locally available, Eric and Joe Stanley's Store (now called "Crowell's") would do their best to order in anything that was not in regular stock.

The Victoria Inn's owners were also very flexible in trying to cook foods that were familiar to the incoming servicemen. One such person was Lt Baughman, whose family owned a restaurant down South that was famous for its "Hush Puppies". Once he had shown the Barrington chef how to prepare the spiced corn-meal balls, many patrons ended up ordering them again and again.

Of course, just because a serviceman had found his way to Baccaro, it didn't mean his furniture and effects (F & E) would necessarily be close behind. Since this was classified as an overseas posting, the shipping authorities stateside sent their first married airman's belongings to Halifax via Europe! After being informed that Barrington was in North America, they shipped belongings through their nearest continental route of entry — Winnipeg, Manitoba. Eventually Maj Lewis saw to it that things were straightened out.

Finally, if there was one thing that the Nova Scotia climate required, it was a good set of raingear. This was available from Norman Nelson, a Jewish tinker out of Yarmouth who peddled all sorts of rubber and fishing goods. Upon spying Norman coming down the road, the locals used to say, "Looks like she's a-goin' ta rain." He had long ago adopted the military approach to sizing clothing, for no matter how horribly his hardware hung, he'd say, "It fits good. It fits good!"

Congratulations from



owned by Nova Scotian farmers.



WILLIS

Opposite page: Joe Stanley's store supplied the needs of airmen.

Left: A-2C Clyde Willis standing guard at the front gate

his Motor Pool Sergeant, who questioned the advisability of putting federal equipment at risk this way, but nevertheless quickly arrived on the scene. Maj Lewis swam out to the truck with the tow-cable from the wrecker and it hauled the disabled vehicle ashore. More unusual pulling tasks occurred during hurricane warnings. The wrecker would be used to pull some Port La Tour fishing boats up on the beach to avoid being damaged by being beaten against the wharves.

Late afternoon and evenings might involve personnel in one of the many games in the active sports programme. Maj Lewis was catcher on the "Green Men", as the baseball and basketball teams were known. They travelled all around Nova Scotia.

There was no reliable radio and television reception in the area so other activities had to be sought out for off-hour entertainment. At this time, there were few private automobiles and no Burger House at the Causeway. The Legion and church halls of the area, however, were taking turns hosting dances quite regularly with home-grown talent. This ensured that every week there was a dance being held somewhere in the area. These became well-attended by single personnel and were the starting point for many a romance. Transportation forth and back from these dances was arranged and airmen with no extra duties could obtain a pass to attend these functions. This led to the scheduling of regular such pass runs with the 26-pax bus to Barrington, Shelburne, etc. every Monday, Wednesday and Saturday. On off-nights 25 cents granted admission to an on-station movie screening. Later, SSgt Louis Brey established a Base Bingo. The "base", as the station was referred to by the locals, started to hold its own dance about once a month.

Cheque Your Evil Ways

A young airman third class (A-3C) earned about \$1100 per year, which even back in 1957, was not a great deal. The typical American serviceman who was sent to 672d ACWron had never heard of Barrington, didn't know where it was or how to get there. His travel claim for a move from Norfolk, Virginia to Baccaro, Nova Scotia might total about \$75. Consequently, he travelled the best way he knew how and would stop at bases along the way and ask questions to see if someone else was going there too. His troubles weren't helped any by the naming of the station "Barrington" when it actually was in "Baccaro".

He eventually arrived in old beat-up cars, usually flat broke. Gas was charged at the local garage and meals at either the Victoria Inn, Barrington, the Loyalist Inn or Ritz Restaurant (now Hamilton House), Shelburne, or the Oak Lodge, Port LaTour. Vince Worthen's Oak Lodge was very popular because the per diem at that time was \$2.57 and \$2.75 got you three square meals a day at the Oak Lodge. The amounts owed were paid for in "cardboard money", as the cheques, which were printed on very heavy paper, were called.

When the first airmen arrived on station, they had the luxury of private rooms in the barracks until the numbers of personnel were such that the usual allocation of two per room was obtained. Included in the room was a bed, chair, desk and waste basket.

In order to protect the men against the Canadian weather, they were issued boots, mittens, sweater, jacket, and cap. Their lives were routinely structured under the watchful eyes of supervisors and ultimately the Commander. His permission was required before one could live off-base or get married. Being on foreign soil, he took a personal interest in ensuring that they paid off all their debts, especially since he had arranged with local merchants that any credit extended would be made good. On the other side of the coin, he tried to ensure his men weren't weaseled either. For those very few of his men who let their amounts remain outstanding too long, their cheques were given to them by Maj Lewis personally in front of the person who was owed the money. The cheque would be cashed, the amount owed removed, and the airman would be left to figure out how to live for a month on ten dollars.

On one occasion, an individual was brought by two or three other servicemen handcuffed to a chair. He paid his bill and left without speaking a word.

*Congratulations to
Canadian Forces Station
Barrington on your
25th Anniversary*
Xerox Canada Inc.



Ebony And Ivory

Apartheid was official policy in the Southern United States in the late fifties. Personnel posted to the 672d were both white and coloured. The nighttime raids on the gardens of Barrington villagers in the 1800's by starving nearby negroes had been mostly forgotten and the largely non-discriminatory setting of Southwestern Nova Scotia provided opportunities for many of the Southern US members to experiment with integration. Many, however, felt uncomfortable with this and these opportunities were not always taken.

Those steeped in the traditional customs would maintain them. They would not dine at the same table, enter the same room, and crossed to the other side of the road upon encountering members of the other race.

One can imagine the dismay of a newly-posted airman driving by the sign for Cape Negro and thinking, "Shoot! They got 'em here too!"

As the young coloured boys began to interact with the local community, they learned to accept the hospitality of some of the friendly locals who welcomed them into their houses and made them feel right at home. Once a local girl got a call from an airman down at the base looking for a date.

"How do you like your men?" his voice asked over the phone.

"Tall, dark and handsome," came the reply.

"Well, I shore do fit that description."

He never got the date, but such insolence would have been dealt with quite severely elsewhere.

This is not to say there was no discipline. One one occasion, an individual was involved in a fight and physically threw three men over a car. The commander appeared at the civilian trial and managed to get the charges dropped by continually questioning the prosecutor until it became clear that he was poorly prepared. As the commander left the court room, however, he was heard to say, "You may have escaped this trial, but you won't escape the one back at the station."

Nevertheless, the freedom enjoyed by the coloured airmen in this area was exemplified when one day, a local resident who would imbibe anything with a faint whiff of alcohol ran into a very large and very dark airman in Purdy's Store.

"Out of my way or I'll eat you up!" slurred the little "rummy" into the black man's knee.

"Y'all better have mighty big teeth to eat this here bull nigger!" ended the exchange.

The novelty of the radar station, NATO liquor allowance, and collection of eligible young men made an invitation to one of these a privilege sought after by many local residents. This in turn meant that whenever there was something needed to improve the amenities of the station, the local community would contribute just for the privilege of being invited. Because of space limitations, station personnel could only invite one guest couple each. Often the station wagon would be sent out to pick up and return the single men's escorts for a dance at the base. Because of the small number of senior ranks, these occasions combined all ranks, although a table was always reserved for Maj Lewis and his officers. The atmosphere was more one of a big happy family than a military squadron.

But things were not just fun and games. There was a radar to get up and running.

When the personnel started arriving, the buildings were finished, but the radars were still to arrive in crates. The entire site was classified as Category 1 and hence required manned guard 24 hours a day. Corps of Commisionaires were not permitted to stand watch on sites categorized this highly, so there were 11 Air Police. These personnel as well as numerous other "operational" types performed clerical, clean-up and even watch shifts in the heating plant until full manning was achieved in July 1959.



Above: Only two domes were visible at the point in 1959.

Opposite page, right: There was no high tower or power plant.

Opposite page, far left: The USAF work uniform is displayed beside vintage cars.

The barracks were filled from the centre to the ends starting with the middle barracks block. Each half-floor supplied a duty barracks orderly responsible for cleaning the latrine and hallway.

Most of the radar equipment was delivered by February 1958

and civilian technical representatives arrived to put them together. An AN/FPS-3A search radar was installed in the most southerly tower first. Then the AN/FPS-6B height finder radar was installed in the western tower. The small eastern tower was intended to have a back-up AN/CPS-4, but although it arrived on site, it was sent out to Crown Assets Disposal Corp (CADC) before even being uncrated, due to the upcoming Radar Improvement

Programme (RIP).

Airman First Class (A-1C) Gilbert F. Lewis, who had an Air Force Field Specialty Code (AFSC) in Education and Information Services began writing weekly press releases for the Shelburne newspaper, *The Coast Guard* under the logo, "Notes From the Point". These kept the population informed on new personnel moving in and out and on the activities of the base personnel within the community.

No Butts About It

Before being established on the base, Maj Lewis owned a goat named Thistlefinch. After moving on base, the goat became the the companion of the Boiler Plant Operators and mascot of the station under the sobriquet "Baccaro Bill".

He got along well with all personnel and assisted security in doing grazing patrols. If someone left their door unlocked, he seemed to find his way into their unattended quarters, but somehow would always get locked in. In his search for an alternative way out, the entire contents of the room would be rearranged. The returning airman would not only have to expend considerable effort in reorganizing the contents but also in removing the tell-tail signs of Baccaro Bill's passing. Water, amongst other things, was needed.

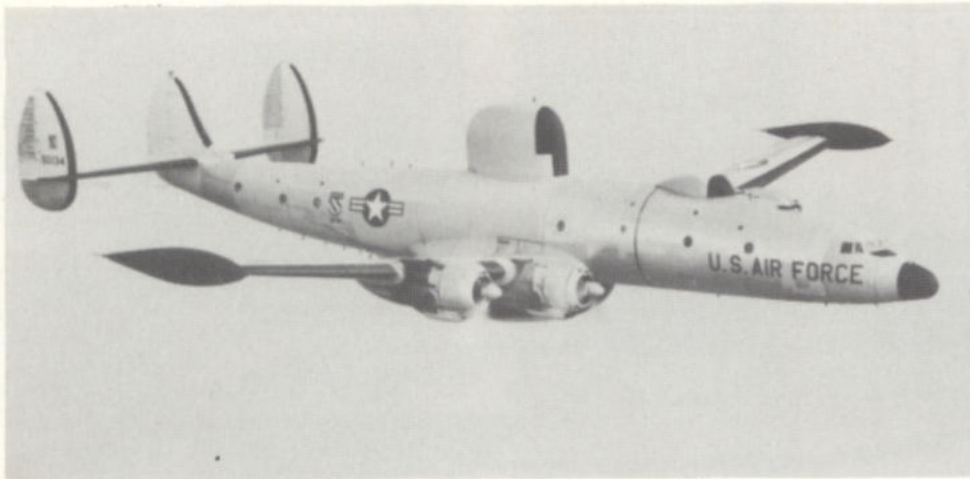
Baccaro Bill passed away over Christmas 1958 from consuming excess spirits allegedly in the form of discarded carbon paper.

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Anniversary

Barrington Volunteer
Fire Department
7-E
Barrington, N.S.

The Whistle That Never Was

Maj Lewis, Sgt Marchant and Sgt Stehlik had together helped open the EW Pinetree Site No. 14 at Pagwa River, Ontario. That particular site was so isolated that the local entertainment consisted of watching the train go by. This made such an impression that when it came time to install a means of signalling imminent attack (or lunch hour, whichever was more important) at the 672d's Steam Plant, much effort was spent in trying to locate an old locomotive whistle for the station. None was ever found, but to this day the siren is tested every lunch hour.



DHIST



LOVITT

It was decided to celebrate the first Armed Forces Day on 19 May 1958, on the Canadian holiday of Victoria Day. Tour guides were available as well as movies and ice cream for the kids. A manual of arms drill demonstration by a nine-man rifle squad highlighted the event.

Also that summer, A-1C Frank Pilecki (whose daughter Jane was the first USAF Catholic baby baptised at St. Thomas Church,

Shelburne on 3 August 1958) and six other airmen formed a Catholic Airmen's Choir that assisted at mass at St. Thomas in Shelburne. This led to another inter-denominational 12-man all-male choir being formed under SSgt Fernand Thibeault and it made its first appearance 16 November 1958. The choir would appear at many churches and social occasions during the next two years. Maj Lewis, himself, was a member.

As well as happy events, the USAF personnel shared in the community's sorrow by serving as pallbearers. A delegation regularly attended services at the Riverdale Cemetary on Veteran's Day (Remembrance Day).

They also would help search for missing hunters in the woods or fight forest fires, even as far away as Indian Fields. In September 1960, an 8-man section led by SSgt Bud Creasy helped the Canadian Army's Black Watch fight fires near that location. The local rangers were amazed by the use of helicopters to airlift the firefighters from the Command Post on Horseshoe Lake to the scene of the fire. They were only too happy to be themselves inserted by helicopter from that camp where previously they had had to walk.

Returning to the military side, by June 1958, the full complement of operations personnel had arrived and the site moved into limited

NATO — Not Authorized To Overindulge

It must be recalled that NORAD did not exist prior to September 1957 so the American servicemen on Canadian soil were treated under the London NATO agreement signed 19 June 1951.

As such, all their F&E entered the country duty-free, with the stipulation that it must return that way as well. Automobiles were monitored especially carefully. The Air Police maintained paperwork that had to be renewed every 6 months stating the vehicle had not been sold. This caused problems if it decided to give up the ghost while in Canada. Regulations stated it had to be transported stateside for wrecking, at the owner's expense, of course. In one case, such a car was sold to a sympathetic airman for a dollar and left in a field to erode away. Custom officials, however, felt the hulk was worth \$50 and the fellow ended up paying \$12 duty for the car cairn.

There was also a monthly duty-free allowance on hard liquor. Personnel carried cards that were initialled each time the allowance was used up. The amount was based on rank. Newly enlisted men were allowed 3 bottles per month and the number increased with rank up to the officer level which was allowed 12. These allowances could not be accumulated and had to be picked up at the Shelburne liquor outlet in one monthly trip. It is for this reason that all social parties were BYOB.

The men preferred Crown Royal whilst the ladies, Gin or Vodka. Both were mixed at one's own table from large bottles of the same all-purpose mix (7-Up) purchased from the canteen.

Oh Deer!

During the 1958 deer hunting season, A-2C Glen Chase was trekking through the woods when he heard a loud noise. Thinking it was a deer he traced the sound and ended up stumbling upon a big wounded moose. The moose had her head down and was ready to charge. The intrepid hunter was shaken and the moose gave chase to Chase, who beat a hasty retreat back to the base. The chased and chastened Chase returned without a deer or moose.



CREASY

Opposite page left: The aircraft of the type shown (RC-121) relied on AC&W Squadrons when in distress.

Opposite page right: The open houses showed off military equipment such as this 1954 Dodge M-43 ambulance.

Above Three photos showing men from 672 ACWron and the Black Watch fighting fires in Indian Fields in 1960.

Below: Glen Chase wasn't always the one who was chased.

operations in August with the establishment of 24-hour manning of the HF and UHF radio channels. It reported operationally to Boston Air Defense Sector (at Stewart AFB, N.Y), and administratively to Bangor Air Defense Sector (Topsham AFS, Ma.), 26th Air Division. Logistic support, including pay, was from 4602d Support Wing (Ottawa, Ont.).

Their first test came on 6 December 1958, according to a press release in the *"Coast Guard"*. An RC-121 "Super Constellation" flying off the Nova Scotia coast had an engine fire and was unable to maintain radio contact. The Barrington Chief Ground Observer, Hattie Perry, remembers the incident



CREASY



CREASY

and recalled that the plane was flying so low and slow that, "you could see men walking around in it." She reported its position to 70 RCAF GOBc Det Truro, N.S. Meanwhile, SSgt Snyder, the Crew Chief on duty, received a call from an adjacent site, advising him of the situation. He set his crew to work trying to locate the distressed aircraft and eventually re-established radio communication on the emergency channel as well as radar contact. He con-

tinued to broadcast weather and runway conditions "in the blind" as the aircraft came in too close for radar and lost radio contact once again. Finally, word that the crippled craft had landed safely at Greenwood AFB, N.S. reached the anxious crew. Maj Lewis commended SSgt Snyder and his crew for their quick thinking and good judgement.

Christmas was very special for the Nova Scotia School for boys in

Horsing Around

Maj Lewis took advantage of his posting to experiment with farming life. His menagerie included a horse, goat, goose, and rooster, but he loved horses best of all. His daughter, one of his Captains' daughters, and Peggy Perry made a 52-mile trek through the woods on horseback from Barrington to Yarmouth.

Once his horse developed a fluid accumulation on its belly. The local undertaker recommended putting vinegar and saltpeter on it. This was done and the swelling disappeared.

Hay for Maj Lewis' horses was procured from nearby residents and strapped into a home-made wagon or hayrack. This became a familiar sight in the area roads. On a particular return trip, the whole contraption overturned putting driver, cart, and horse on their sides. Maj Lewis had cut his horse too short on the turn leading to his house.

Captain Cunningham had a famous Hackney mare and offered to let Maj Lewis ride her. She was an old horse, set in her ways. Sensitive, and with one other trait these creatures sometimes have. Maj Lewis set out, but when he turned her around after about six miles, she bolted off towards home at top speed. She galloped back down the road, through peoples' back yards, under clotheslines and over fences with Maj Lewis hanging on for dear life. She finally leaped into her barn and her very own stall all without ever slowing down! It was a very educational ride.



PERRY



Shelburne. The members of the 672d ACWron donated their time and effort to produce a surprise Christmas party. A hilarious variety show was put on by a dozen airmen under the direction of SSgt Arthur Yantz. This was just one example of the fine community work that "Sarge" performed until being remanded to Shelburne municipal jail for 16 charges against Sections 147-148 of the Criminal Code.

Later in March 1959, sustained operations were underway despite a shortage of operations manpower. Four 12-man crews, each with a controller were carrying on the mission by July.

To inspire them in their task, their new squadron emblem was approved 8 July, although they had been wearing it since March. It portrayed a fierce lobster striking incoming aircraft with lightning bolts emanating from its claws and gave force to the motto "Vigilans Sine Fine."

In September 1959, the site



tracked Premier Khrushchev's flight to the USA for his famous tour of that country prior to meeting with President Eisenhower at Camp David.

On 1 November, NORAD established the Defense Readiness Conditions (DEFCONs) much publicized in hollywood portrayals of NORAD alert systems. These were significant because they provided a uniformity of response throughout the entire command of which the 672d was a part.

It wasn't until July 1960, that the station had its first Operational Readiness Inspection (ORI) and was commended for its accurate and timely early warning information. The site's major operational problem was the lack of back up frequencies for tactical control and during the first "Sky Shield" exercise in September 1960, there were no interception control opportunities. By way of note, the annual "Sky Shield" exercises, which took place in the early sixties were the



PERRY

Top left: The initial headquarters staff of SSgts Page, Haddaway and Creasy were smiling and helpful.

Above: The switchboard for Port LaTour was located in the Perry's home.

Below far left and right: is the original Operations theatre and Tote Board.

Opposite page top: SSgt Donovan digs his car out from the snow of 1960.

Opposite page below: The men of 672 Squadron march by the Old Woolen Mill in Barrington Head on their way to Remembrance Day ceremonies.

biggest Air Defence exercises ever held in North America. During

Holding The Party Line

Before the station was built at Baccaro, the only nearby telephones belonged to the lighthouse keeper and fish plant owner. The Port LaTour Telephone company used an earth-grounded single-wire party line to provide service. When Maritime Telegraph & Telephone Co. Ltd. took over, they retained much the same equipment until well into the 60's. In fact, the exchange itself did not have dial service until 1975, although the station had obtained such service for its own locals a decade earlier. Before then the station had its own switchboards and operators to service the two hundred odd locals that were required for operations. It depended on two lines for local calls. These were Port LaTour 30, a telephone located in the Headquarters Orderly Room, and Port LaTour 31, located in the Guardhouse. Later a direct line to Barrington (Barrington 166) was added.

Personnel living off-base would have to settle for party line service. There were, however, advantages to this. For example, if you wanted to know where someone was you would pick up the phone, ring the operator, and holler into the headset, "Has anyone seen the duty driver?"

A voice down the line would usually reply, "He just went past my house."

Sometimes, though, you would have to ask people to hang up their instruments in order to make out a faint incoming long-distance call. This was no problem, for an hour's amusement would then be had later, trying to pry juicy details out of the operator.

Since most people did not have telephones, the billing system reflected this. It allowed the phone's owner to ring locally for free, but if someone else did this, the owner would be charged a small fee that he was supposed to collect from the user at the time. The trick, therefore, was to have the owner make the call and say, "By the way, someone here wants to talk to you too."

This way of life came to an end when Port LaTour 30 and 31 became the station's present phone numbers 768-2330 and 768-2331.



Driving Reign

Many of the American personnel arriving on the South Shore were from the Southern United States and as such had never experienced snow or icy driving conditions. One day, before setting out from the Victoria Inn, they were warned by the innkeeper to be very careful. One of them pulled out a piece of paper and said, "Look'ee here, this licence signed by the President of the United States of America says I know how to drive." Of the five cars setting out, four were in the ditch before going half-way. As a touch of poetic justice, the braggart's car even landed in the pond (now a filled-in parking lot) at Kenney's Funeral Home.

From that time on, it became a tradition for the local folks to count the number of Yankee cars off the road after the first snow-fall of the season. New postings over the previous year always brought in lots of American drivers who had never experienced winter, much less the treacherous icing conditions of the South Shore's roads.

these, all civilian air traffic was grounded for about 6 hours while hundreds of US, Canadian and UK military aircraft actually took to the air to simulate an enemy bomber attack (including electronic warfare) of the continent. The last "Sky Shield" took place 2 September 1962.

In November, a feasibility study was conducted to determine if an antenna rotation rate of 3.3 RPM instead of the then current 5 RPM was possible.

December was somewhat unusual. For the past two winters, there had been little snow and the huge snow-plow, which was bigger than even the Highway Department's, had taken only one or two runs over the local roads to remove the occasional light dusting. It was decided to return the monstrosity. Right on cue, a blizzard struck the

They also failed to appreciate the time required to drive to Halifax. One day before setting out for an appointment in Halifax, they asked how far it was. Doug said, "Oh about 185 miles. What with traffic and all, it'll take you 4 to 5 hours."

"Oh yeah!" came back the incredulous reply. "You don't know what traffic is. That distance'll take only about three hours!"

Needless to say, after three hours the travellers still hadn't passed the Chesters and were late for their appointment. They hadn't counted on getting stuck behind a tractor on the narrow road and being unable to pass for miles on end or the tortuous (one old-timer counted 17 crossings of the same railroad track by the road between Barrington and Shelburne on the old highway) trek.

The first private car brought over from the USA by an airman belonged to A-2C Willy Macmillan and was a 1956 Chevy Bel Air.



WILLIS



WILLIS



base at 0930 and by 1300 hours, the base was closed. Some personnel were forced to stay two days sleeping on the Dining Hall floor.

By the time of Maj Lewis's combined Christmas and going away party, he and his men had succeeded in creating a squadron of personnel trained to install, operate and maintain the equipment and skills necessary to furnish by visual and/or electronic means the complete air situation of enemy,



unknown, and friendly air activity within radar range and assume direction centre responsibility over its designated sub-sector. In other words, mission accomplished.

He had done more than just that, however, for he had succeeded in sustaining the welcome extended by the people from the surrounding area, and in particular from the people of Baccaro, who had so many times before opened their doors to strangers stranded on



Local Yokel

Maj Lewis had really cottoned on to the rural way of life. He had fenced in his property, obtained a horse, some chickens and built himself a hay rack. It was his practice to cut hay at all the local peoples' fields dressed in appropriate attire. On one such trip, a car from the Empire State of New York pulled ahead, stopped and the couple inside asked to take a picture of what they perceived as a typical Nova Scotian farmer and his horse and wagon clattering along the highway with a load of hay.

their point by the wind, waves and rocks.

The Nominal Rolls for all American personnel have been combined and are listed starting on page 37.

Top: This sequence of shots shows the construction of an outhouse as part of the competitions held during a Station Picnic for dependants.

Rightmost: The winner was the first team to demonstrate the effective functioning of the final facility as shown in the picture in the sequence.

Opposite page: shows personnel at a Hallowe'en dance.

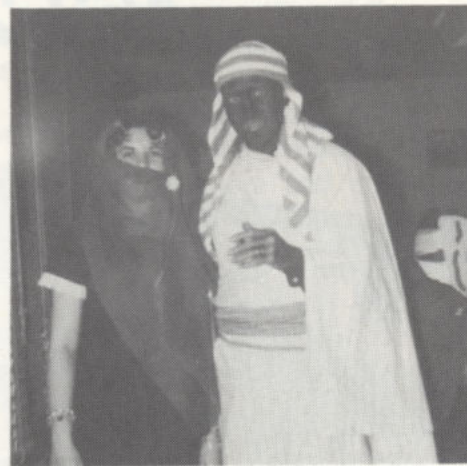
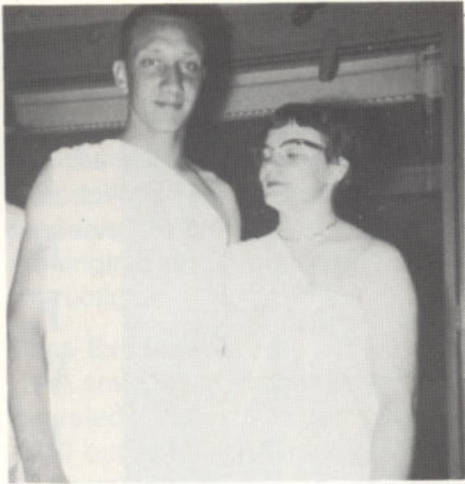
Top to bottom and left to right: The military members are SSgt Copp, Maj Lewis, SSgt Donovan, A-3C Gaglione, TSgt Grinnell, SSgt Nagle, SSgt Stangle, 1Lt Shore, Capt Sauls, Capt Milburne, Lt Parker, and an officer in a top hat.

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When it was time for Major Lewis to go, he switched positions with his successor. His going away partly recalled many of his exploits while stationed at Baccaro using the format of a television show of the time called "This Is Your Life." He had had a short-lived nickname, of which he did not approve, "Mr. Clean." But Major Lewis left more than his hair on the South Shore of Nova Scotia, his active participa-

tion in the community made him so well known, that he is still remembered by almost all residents today, even those who could care less about the military.

He was by all accounts a true leader. He commanded, farmed, sang, worked, played, but most importantly inspired his men and indeed everyone with whom he had dealings, by setting the finest of examples in everything he did.



Above left: Maj Lewis and his wife at his table.

Above: Being presented with a "charm bracelet" upon their departure from MSgt Marchant.

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By the time Maj Griffith arrived in January 1961, the base was a functioning military squadron having established a wide range of facilities and services. The following descriptions of what was then available are taken from a copy of the original set of American joining instructions:

Base Exchange

A small base exchange (or BX) operated on weekdays from 0830 to 1230 out of Bldg 7 and later, Bldg 6, for military personnel and their dependants. SSgt Jack Combs, an Air Policeman, had run it as a secondary duty. Lt Parker was the Exchange Officer. He carried small household goods such as toiletries, tobacco, cameras, etc., but larger items including automobiles could be procured.

The Library

The Special Services Division maintained a 35-square-metre library in Bldg 7 stocked with books and magazines for use of personnel and their dependants.

Education Services

The USAFI (United States Armed Forces Institute), ECI (Extension Course Institute) and GED (General Education Development) were available from the Office of Information and Education to encourage personnel to undertake educational projects leading to their own per-

Below: SSgt Luke Parchman, the station's first Airman of the Month, bringing the #2 generator on line.



sonal advancement on the Air Force career ladder.

Banks

There was no commissary (food store), Airmen's Club, or banks on station. There were two banks available locally for the service of personnel: the Royal Bank of Canada, located in Barrington Passage, and the Canadian Bank of Commerce, in Barrington.

Personnel were advised that the Canadian dollar was worth more than the US dollar and that gasoline prices were much higher than the US due to the larger Imperial gallon.

Snack Bar

Alongside the BX, instead of an Airmen's Club, a snack bar served late light lunches and beverages in the evenings and on weekends. It was usual on USAF bases for such a canteen to be run as part of the BX, but in order to initiate this extensive after-hours service in a squadron with limited manpower, TSgts MacDonald and Stehlik had been allowed to set it up as a private enterprise. When they were assigned duty elsewhere, they sold their interests. Sgts Stanley and Donovan were the last to run the place.

Laundry

Laundry trucks visited the Station twice weekly on a posted schedule. Personnel could arrange for Unit Supply to handle laundry.

The laundries also operated a pickup and delivery service from house to house throughout the entire region. One of the drivers carried the nickname "Tiger" Crowell because no one had been able to evict him from the Canteen one night during an altercation.

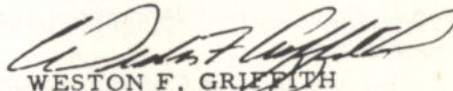
In addition, there were automatic washers and driers in each barrack for the use of on-base personnel.

On-base housing

Housing facilities on-base did not include any family accommodation, nor was any projected in the near future. There were 13 20-

Going With Griffith




WESTON F. GRIFFITH
Major, USAF
Commander

January 1961
22 May 1962

square-metre Bachelor Officer Quarters (BOQ) and 1 Commander's residence (=8 BOQ), in Bldg 4. The Bachelor Airman's Quarters (BAQ) in Bldgs 5 and 6 housed together 182 8-square-metre spaces.

Off-Base Housing

Housing could be rented in the neighboring villages for under \$55 per month at distances varying between 8 and 35 miles. Car pools were used to moderate daily travelling expenses.

Many of the houses that were available did not have inside plumbing and required renovation. Well water quality was tested regularly.

The use of wood stoves made the cost of utilities much less expensive than stateside.

Maj Griffith's memories of Nova Scotia are of a hospitable people. As he ferried across the Atlantic on the Bluenose II, he remembers the Captain giving his children free ice cream. This so thrilled them that it became a highlight of their family trips back and forth to the mainland during his tour of duty.

He was the first Commander to live with his family of four and two Irish Setters on-site in the lower west half of Building 4. A-1C Parchman recalls helping to modify the plumbing and installing a kitchen for this purpose. On weekends, the Griffiths liked to visit the Diesel Foreman's (Nelson Perry) farm. One day Nelson took him duck-hunting, deep-sea fishing, and deer-hunting. He didn't bag a deer, but two out of three ain't bad for a one day excursion!

The station had an avid Bowling Team called the "Air Defenders" and the Griffiths, along with the Comander of HMCS Shelburne and his wife, attended the opening of Swansburg's Bowling Alleys in Shelburne in January 1962. The constant competition between these two stations' teams contributed in no small way to the decision to open such a facility.

As far as the radar was concern-



ed, it was decided to implement the recommendations with respect to rate of rotation. The search antenna now rotated at 3.3 RPM.

On 25 March 1961, a US Navy S-2F, on search for three missing long-liner boats suddenly lost all navigational equipment and communications except its "guard" channel. The crew at 672d handled the distress call and directed it to a safe landing at HMCS Shearwater near Dartmouth 90 minutes later.

Then again, on 22 August,

another RC-121 out of Otis AFB, Massachusetts experienced a complete, blower failure on Number 2 engine while south of Barrington and was directed to a safe landing at Yarmouth, Nova Scotia at 1:24 a.m.

No sooner was Maj Griffith feeling at home than official word was received in June 1961 that the site would be handed over to the Canadians and much of the remainder of Maj Griffith's tour was concerned with this procedure. One of the stipulations contained in

Wayward Ways

A young airman on the station, once described as "accident prone", hit a deer while driving his car to the station. He drove the remainder of the way to the station with the deer embedded in his windshield explaining that he wanted to dress it quickly.

Another time, he was travelling the road in Port LaTour, when his car lost control and tried to restack a local resident's log pile.

No sooner had the woodpile been restored than late, on a foggy April 28th, 1962 an officer was going upstairs in one of the barracks to retire for the night. On his way up, he heard a loud crunch somewhat like a matchbox being crushed by a nicotine-famished fist. It came from outside the main gate. He decided to investigate.

He was only about 400 yards out of the main gate when he discovered that same airman again. Apparently, he had failed to negotiate that sharp final turn into the station and run straight into Mr. and Mrs. Cleveland Chetwynd's house.

When the officer arrived at the scene of the accident, Mrs. Beulah Chetwynd was dazedly stumbling through the shambles of her smashed house, overturned furniture and broken keepsakes crying hysterically "Where's my budgie?! Where's my budgie?!" (The budgie was later found unharmed) She didn't even care that her butter dish was safe and sound being a new delicately-balanced hood-ornament on the vehicle.

When the accident took place, Mr. and Mrs. Chetwynd had been asleep only a few feet from where the station wagon crashed into their home. No one was seriously injured, but a suit was filed against the station and was one of the items handed over from the Americans to the Canadians.

Far top left: TSgt Stanley and SSgt Donovan who ran the canteen for one year.

Above left: The main gate of USAF Barrington in the winter of 1961.

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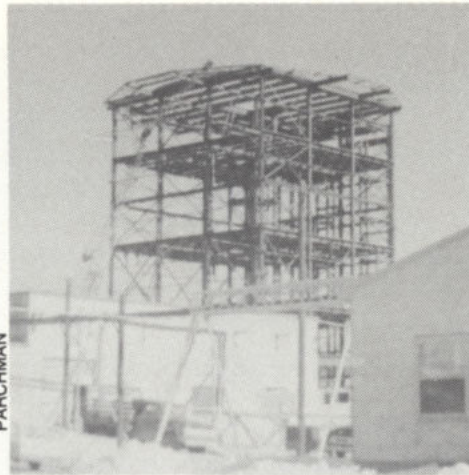
Paragraph II of the Memorandum of Understanding accompanying the Exchange of Notes governing this hand-over was that the USAF complete any projects that had been programmed. There were two such projects outstanding: The Radar Improvement Program (RIP) and the Continental Air Defence Integration North (CADIN).

The RIP was a joint response by the USAF/RCAF in December 1957 to counter the threat of electronic jamming. It consisted of installing a high-power frequency diverse AN/FPS-27 search radar and AN/FPS-26A height. A new (Mark X) means of electronically detecting whether aircraft were identified friend or foe (IFF) incorporating a selective identification feature (SIF) was also included in this programme.

The construction required by the project was handled through DCL. DCL awarded an \$832,000 contract to Cameron Construction Limited of Halifax for the erection of two steel towers for the radars and a concrete power plant (Building 26) housing four 650 kW diesel generators.

Construction began in the spring of 1961. Cameron Construction Ltd. sub-contracted the steelwork out to Lackey Bros of Toronto, but once again local help was used for general labour. The 27-tower (Building 105) was built with an extra storey to improve radar coverage. To support the heavy antenna and rotating bull gear on the roof, a pedestal of four massive steel pipes rose from rock-bottom through the centre of the building to the roof. Blasting had been required to fix a firm foundation for these four risers. A specially screened concrete slurry was then poured into each of them for added weight and stability. A cooling tower to circulate glycol from the equipment was erected alongside. The 26-tower (Bldg 104) followed a similar procedure.

The CADIN project started out back in 1956, when the judgement



PARCHMAN

Above: The 27-tower under construction in 1961.

of military planners indicated the manual air defence system then in existence could not effectively control supersonic interceptors and had no capacity for dealing with interceptor missiles.

Up until then, manual GCI sites such as M-102 looked after maintaining the complete air picture within their areas of coverage. Search Radar operators detected the returning radar waves that indicated an aircraft in the area. This information was passed to plotters and the height radar operators who would determine the aircraft's altitude. This information was completed and then passed to Tote Board plotters who worked behind two huge 4-by-8 foot plexiglass sheets on which was maintained at all times the identities and locations of all aircraft within the entire coverage area. Tote board plotters had to be adept at writing backwards with a grease pencil. As an aside, on Group II and IV sites, the Womens'

Division (WD) often performed these functions, but at 672 ACWron there were never any military women until 1969. Transmitters in Bldg 15 and receivers in Bldg 14 provided the communications between the site, flying aircraft and sector headquarters. Tellers on site relayed the air picture from the Tote Board to Sector HQ by phone or radio.

The problem with this system was the slow speed with which mass attacks and retaliation could be performed in an air battle involving incoming bombers, interceptors, missiles and other supersonic aircraft. Furthermore, with each site busy fighting its own battle, Sector HQ did not get the best overall picture of what was happening in time to react effectively.

To improve this situation, it was decided to use computers to automate detection, data collection, and filtering. Filtered data from several sites would then be relayed automatically over telephone lines to Combat/Direction Centres to provide Sector headquarters with the big picture of what was going on. The decision to act on that data would remain manual, but should an air battle result, it would normally be controlled from the Combat Centres. This new operating environment was called the Semi-Automatic Ground Environment (SAGE). It called for the establishment of Combat/Detection Centres each having a large 275-ton AN/FSQ-7 computer comprising 58,000 vacuum tubes and 1000 miles of wiring. One of these machines would be located at every NORAD Sector headquarters. All the sites in that Sector would also have their own smaller AN/FST-2 computers that would feed data on their air picture over telephone lines to the large FSQ-7 at Sector Headquarters. The FSQ-7 in turn would collate all the data into one larger air picture of the entire sector, from which the Sector Commander would direct the air battle. Of course, in order to direct interception aircraft, a means of com-

Frieze Him Out

On a blustery winter day, the NCO ordered a young A-3C Frieze to finish up his last beer and go to the Dorm to bed. The blizzard that night was blowing so much snow around that two men were being kept constantly busy on the snowplow maintaining an open path from Ops to the Main gate. Sometime later, when that NCO checked up on Airman Frieze, he found an untouched bed. The wind howled about his ears as he made his way to check with the Gate Guard. No sign of Frieze. The snow plow rumbled past and then two black objects were seen protruding from the snow bank left behind. Examination showed these to be boots. Frantic digging revealed legs, body and finally a frozen Frieze was freed. Apparently, the airman had passed out on his way to the barracks and been inadvertently shovelled fifty yards out the gate, miraculously escaping all injury.

municating with them directly from the Sector was required. Thus SAGE would require the installation of a Ground-Air Transmitter Receiver (GATR) to pass instructions from Sector Controllers to aircraft within a site's coverage. Moreover, since the instructions were already computerized, it seemed only logical to send them to a small computer installed on the aircraft that would automatically steer the aircraft in the correct direction. This could be done in spite of enemy voice jamming by using a high-power Time Division Data Link (TDDL). This TDDL system would be incorporated into the specifications for SAGE GATR sites.

Now, all this equipment would require buildings to house it. Consequently, SAGEing a site would involve constructing a SAGE Annex for the FST-2, a building for the local Telephone Company (TELCO) equipment, and the acquisition of land and a building for the remote

GATR site (the high-power TDDL would interfere with the radar if located too closely to it).

But the conversion of the NORAD Air Defence Network to the SAGE System was only one, albeit huge, project. The RCAF also planned to establish 2 BOMARC missile squadrons and fill some holes in the Pinetree Line at Chibougamau and Moosonee. All these improvements, as well as the construction of a hardened Northern NORAD Region headquarters inside the granite of Reservoir Hill at North Bay were integrated into one large project named CADIN.

The buildings required by this CADIN/SAGEing at 672 ACWron were also contracted out to Cameron Construction Ltd. at the same time as the RIP project.

The requirement that the GATR site be remote necessitated the use of over ten acres of the best blueberry fields in West Baccaro on a rise of land there called Bethel's

Hill. There was some confusion as to whether any claims arising should be paid for by Canada or the US. The property required from Henry O'Connell and Freeman F. Smith was quickly settled for \$180 by 1963. On 3 April 1964 a Certificate of Expropriation M-2747 was registered under Instrument No. 238 for the remaining 8 acres, but it wasn't until September 1971 that the 7 heirs to this estate property ended up sharing a \$1000 settlement. This was a full decade after the GATR building itself had been roofed!

The installation of the FST-2 and GATR equipment would be managed by the Ground Electronics Engineering-Installation Agency (GEEIA) out of Ottawa.

When Maj Griffith finally left in May 1962, he handed over not just a bunch of buildings, but an outpost poised on the brink of entering the computer age.



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MAIL STAR

Above: Cars leaving the road would become more common with the influx of men unaccustomed to local driving conditions.

Below: MSgt Luchsinger showing-off a new 1961 Ford with Mel Roberts, owner of Mel's Garage where GIs frequently bought their gas.



DONOVAN

672 Nominal Roll

				Farmer	Gerald		Howard	Oliver	
				Fleetwood	Larry		Howard Jr	Olvin	J
Maj	Abramson	Emanuel		Fowler	Floyd	F	Johnson	Donald	W
	Griffith	Weston	F	Gardiner			Johnson	William	J
	Lewis	Herbert		Gardner	John	E	Jones	Otto	
	Nicholson	Charles	R	Goldbloom			Langten	Henry	
Capt	Bainger	Albert		Gutshall	LW		Lewis	Gilbert	
	Charbonneau	Larry		Haddaway	William	G	Lutinski	Gerald	G
	Jones	Richard	A	Harnden			Matez	Carl	
	Nelson	Bennett	A	Hicks	Glen	D	Moore	Jack	R
	Rudolph	Donald	F	Hodgdon	Richard	S	Nagel	John	S
	Sauls			Hogan	James	B	Parchman	Luke	W
	Taylor	James		Leary	Clifford	J	Pilecki	Frank	
	Wall	Dan	W	Lee	Melvin		Radar	Ralph	
	Wellington	Ray		Littlejohn	Felix		Rivas	John	
1Lt	Aneshansel	Charles	R	Marek	Gordon	J	Robertson		
	Baughman	Harry	H	McCraw	WL		Robertson	Wilbur	L
	Bloom	James		McDermott	Bernard	F	Slack	Gerald	W
	Cherry	Gerald	L	Mooers	Charles	E	Swenson	Robert	
	Gustafson			Morris Jr	Talmadge	J	Wall	Stephen	
	Huntington			O'Brien Jr	James	H	Warwick	Daniel	R
	Leavitt	Robert		Nagle	John	S	Washington		
	Milburne	Richard	A	Page	Arnold		West		
	Parker	Frederick	T	Page	George	W	White	Robert	
	Riley	James		Pickard	Ronald	S	Alexander	Donald	U
	Reveley			Pickards	James	H	Anderson	Jimmy	R
	Shore	Willis	L	Post	Townsend	F	Applegate	Frederick	H
	Sutman Jr	Joseph	L	Richards	James	H	Auguston	Ronald	E
	Underwood	Claude	C	Rogers	William	L	Baldwin	Edward	L
CWO	Hoff	John	H	Ryder	Harold ^(Red)	D	Barrios	Luis ^(Fred)	F
SMSgt	Hill	Stanley	J	Schreindel	Robert	G	Baxter Jr	George	D
	Long	Jewell	M	Schaffer	Chester	P	Beck	Milton	
MSgt	Gaffney	James	A	Skomro	TJ		Bialko	Andrew	E
	Gaffney	Joseph	H	Snyder Jr	Russel	T	Blatziem	John	P
	Gutshallin			Spencer	George		Blongtauy	Joseph	W
	Henderson	Harold	E	Stangle	Melvin	E	Bouchard	Richard	J
	Luchsinger	John	C	Stevens	John	F	Bowers	Lewis	R
	Malone	William	P	Stoesser	Leroy	J	Bright	David	
	Marchant	George	R	Thibault	Fernand	C	Brown	Carl	W
	Rowell	James	H	Throckmorton			Brown	Wilfred	E
TSgt	Aaron	Gene	M	Turner	Arthur		Buchanan		
	Bezanson	John	S	Vison	Curtis	W	Caralyus	Joseph	E
	Decker	Frederick	C	Watson			Carter	Jackie	D
	Grinnell	Clayton ^(Tip)	A	Wehnau	Charles	H	Chandler	John	C
	Hand	Donald	E	Whittaker			Chase	Glen	
	McDonald	James		Williams	KH		Cooper	Gary	B
	MacDonald	James	T	Yantz	Arthur	H	Corbett	Eugene	J
	McGrath	James	T	Arnold	Hercules		Corbitt	Walter	P
	McGraw			Bailey	Larry	L	Crowe	Lealon	W
	Schurian	Bernhard	ER	Bender	Fred		Curdtt	Henry	J
	Sharian	Bernard		Bordogna	AF		Curtis	James	T
	Smith	Conrad		Boynton	Daniel	T	Davis	Winfield	L
	Stanley	Claude		Brennan	Charles	A	Denn	Claude	W
	Stanley	Clyde	E	Copeland	Alexander	K	Dorsey	Lawrence	F
	Stehlik	Harold	W	Csiti	Julius		Doswell	Frederick	W
	Williams	Joseph		Curaton	Arlee		Dubin	Phillip	M
	Young	Harold		Dennis	Wilkes		Dzuba	Ronald	
	Young Jr	Earl	R	Egan	John	T	Espino	Robert	
SSgt	Baker	Milburn	D	Enuesuma	Lee		Ewers	James	F
	Brai	Louis		Gagoline	John		Fagley Jr	Joseph	
	Brey	Louis		Goldbloom			Fenimore	Kenneth	C
	Chastain	Philip ^(Bob)	J	Gonzogna	Eduardo		Field	Lonnie	R
	Combs	John	I	Hardshell			Fletcher	Richard	L
	Copp	Harry	L	Hartman			Foos	Larry	R
	Creasy	Harold ^(Bud)	F	Hayob			Fudge	James	
	Donovan	Malcolm	I	Herkins	Richard		Garner	John	
	Doyle	Milton		Hoig	John	W	Gibson	Douglas	M
	Dunbar	Bonny		Howard	Joseph		Goldy	James	

Gornatzer	Glen		Saunders	Bobby		Weber	Vernon	L	
Goff	Donald		Schleger			Weind	Robert	L	
Goodsell	Herbert	L	Sisson	Harold	W	Werner III	George	A	
Goosney	Gordon	R	Smith	Harold		Willis	Clyde	D	
Gosselin	Joseph	PA	Spitale	Frank		Wyatt	James	D	
Gray	Wendell	A	Stacey	Kenneth		Unknown	Beals	John	W
Graybeal	Thomas		Steward	CW		Bennett	Benjamin		
Grivec			Swartz	Richard	P	Bennett	Gordon		
Gunderson	Robert	L	Taylor	Lloyd		Bennett	Peter		
Gustafson	Kenneth	I	Thomas	Russell		Bridge	Charles		
Hahn	Gene	D	Tooker	John	W	Burkes	Edward		
Hardy	Charles	W	Travis	David	F	Carter	Allen		
Harkenrider	Donald	J	Travis	Frederick	J	Chalke	Gene	L	
Hapkins	Ernest	A	Vorn	James		Coleman	Richard		
Holiday	Charles	E	Wallis	Earl		Coralis	Joe		
Houdashelt	Paul	R	Warfford	Gareth	L	Daigle	Lawrence		
Huey	Jim	D	Webb	Darrell	L	Davidson	Cosmos		
Hughes	Raymond	E	Weems Jr	Malphard	M	Deltgen	Rodney		
Ireland	John		Wicke	James		Fuller	Edward	L	
Jordan	Larry	A	Williams	Norris	L	Guerrero	Juan	A	
Kirkpatrick	Jack		Winston	Donald		Harkenrider	Don		
Kline	Terry	M	Young	JO		Howard	CE		
Klingerman	Frederick	W	A-3C	Barberie Jr		Inman	Jack		
Krol	Robert			Baskerville		James	Robert	R	
Lahti	Roy	H		Brown	John	A	Killiam	Dale	E
Lauer	Nick			Burrus	Stephen		Lee	Jack	E
Lecain	Richard	A		Carroll	David	A	Maford	Paul	F
Leck	Russell			Cerrato	James	T	Mastriani	John	
Lupone	Carl			Chest	Frencis	J	McCann	Carl	
Lysicki	Jerry			Closter	Donald	L	Miller	Bobby	
MacMillan	Willy			Creech	John	A	North	Edward	J
Mahler	Irving			Curtis	John	D	Odum	John	
Mahon	Thomas	E		Dallman	Ray		Pendergast	Mike	
Marshall Jr.	Theodore	R		Donovan III	Martin (Red)	J	Revela	James	L
Martie	Dale	E		Earnest	George	D	Ross	Bill	
Mathis	Clyde	V		Effenbege	James		Seybers	Bill	
Matz	Richard	W		Filinkowski	John	M	Spinney	George	
McAdam	James	E		Frankford	Eugene	R	Stretch	Jerry	
McCabe	Thomas	J		Franklin	Loyd	G	Wallace		
McGovern	Gerald	P		Frieze			Weed	Willis	
Meaux	Lawrence			Gilbert	James	H	Wyant		
Mergendahl	Joseph	A		Gouldy	James	C	Yeats	Barry	
Merriman	Darrell	L		Goodwin	John	R			
Miick	David	J		Henry	James	C			
Milton Jr.	Wilmer	Q		Inman	Jack				
Monahan	Michael			Jaynes	Robert	A			
Moore	Robert	C		Kennedy	William	F			
Morrison	John	C		Knappenbepger	Richard	A			
Morrison	William	V		Lash	David	L			
Muck	David	J		Ledesma	James	P			
Muffley	Wayne	E		Middleton	Robert	L			
Murdock	James	A		Mitchell	David	C			
Murphy	John	H		Morris	James	H			
Nelson	Gary			Noonan	Richard	J			
Nielson	Gary			Otto	Robert	F			
Odell	Joseph	A		Pilkington	Raymond	E			
Pawlik	Robert	P		Pitts	Francis				
Pawney	Edward	J		Schaefer	Jack	H			
Peterson	Robert	L		Schmidt Jr	Wendelin	P			
Pierce	Allen	J		Sinclair					
Portlock	John	AC		Staley	Frederick	R			
Quickley Jr.	John	A		Stockton	Ronald (Ray)	R			
Redinger	Michael			Stoll Jr	Edward	H			
Reed	Thomas	E		Stringer	Joseph	E			
Reeves	Jimmy	D		Ten Broeck	Richard	D			
Reeves	William	C		Utter	Richard	C			
Rowland	Thomas	J		Vanovan	Martin	J			
Samper	Donald			Washington	Henry	C			

Below: The last American to leave USAF Barrington, SSgt Dick Whittaker, waving goodbye.



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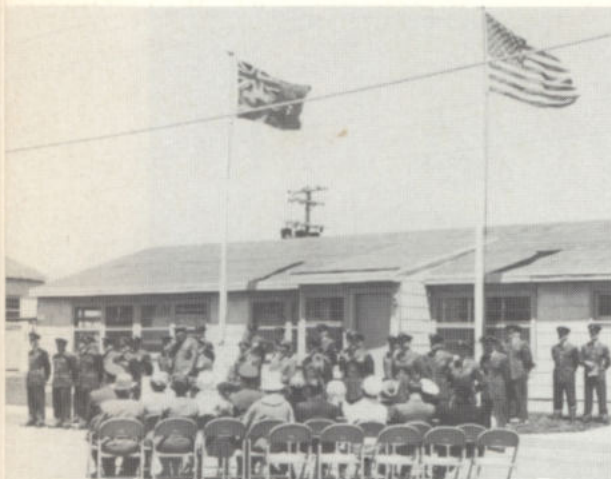
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On 5 Apr 1962 Mr. Walter (Buzz) Wilson opened Barrington's first shopping centre.

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d) US would procure \$155 million worth of CL-44 aircraft.

On 12 January 1961, the US Secretary of Defense replied that although the proposal was promising, the lack of cash for the F-101s would completely disrupt the US Transport Procurement Program and disregard congressional advice.

By 28 March, the deal had changed to:

- Canada would assume operation of certain Pinetree radar sites;
- USA to provide fighter interceptor aircraft to RCAF Squadrons assigned to NORAD; and,
- USA and Canada would share in providing F-104G (Starfighter) aircraft for NATO in Europe.

The poor CL-44s had gotten lost somewhere. Further details were negotiated in Ottawa, but unintentionally leaked to a well-known Toronto newscaster, effectively ending any further negotiations. An Exchange of Notes, including a Memorandum of Understanding, was made between the two governments on 12 June, 1961; whereupon, it was officially announced that Canada would be taking over the manning of 11 Group III Pinetree sites in exchange for 66 "Voodoos" from the US.

On 21 June 1961, Wing Com-

Aside from the implementation of the War Measures Act in Quebec in the early seventies, the last time that military issues have captured the minds of the Canadian public at large was in the late fifties and early sixties. The Cold War had been building for over a decade. The GOBc had 70,000 volunteers (all of today's Canadian Armed Forces numbers only 80,000) and the RCAF had a recruiting drive on. The Canadian and American Air Forces had agreed to form NORAD. Civil Defence was being actively promoted and practised, even in the small communities of Nova Scotia. The Shelburne "*Coast Guard*", for example, had a weekly column entitled, "The Effects of Nuclear Explosion." The province was offering 2-day courses on emergency measures. Many Canadians would soon be building bomb shelters in their basements.

In 1959, Prime Minister Diefenbaker, had cancelled the development of the Avro Arrow, and was being accused of selling-out the Cana-

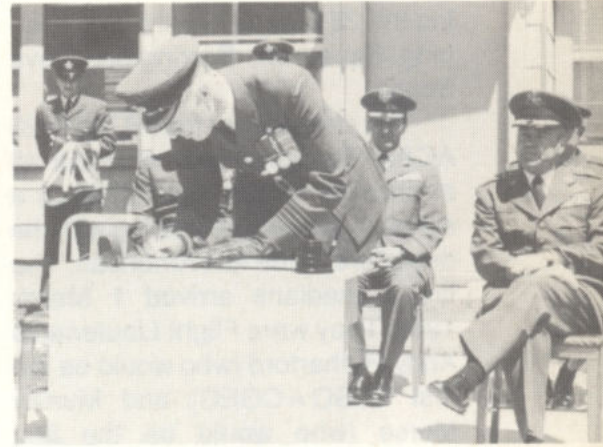
dian aerospace industry. This was exacerbated when the news media learned that visiting Canadians had not been allowed to land at radar sites manned by the USAF in Northern Canada because they had not asked the US for permission! Public attention was focused on military issues and Canadian sovereignty.

Meanwhile, someone in the Canadian Department of Defence Production had been alerted that Canadair was coming to the end of its production run of CL-44 (Yukon) aircraft. These were the largest transport aircraft produced in Canada. Perhaps a good deal could be worked out for Canadians?

On 22 September 1960, the Canadian Minister of National Defence, The Honourable Major-General G.R. Pearkes, proposed that:

- Canada would take over the manning and operation of Group III Pinetree sites by April 1963;
- Canada would assume operation of Group II sites;
- USA would provide Canada with 66 F-101B (Voodoo) aircraft; and

Take 1962



Opposite page, top left: Commencement of Handing-over ceremony (1400 hrs).

Opposite page, top right: Introduction by Maj Griffith.

Opposite page, left: Receiving line greeting LCdr Dewhirst and wife from HMCS Shelburne: Maj Griffith, S/L Walker, Col Veneziano, G/C Banville, B/Gen Elder.

Opposite page, right: Stars and Stripes and Canadian Red Ensign are lowered simultaneously by one USAF and one RCAF airman.

Immediate left: Canadian Red Ensign and the RCAF Ensign are raised simultaneously.

Above: Signing of hand-over certificate.

mander Easton and seven other Canadian officers visited 672 ACWron and made pictorial records of site structures for purposes of orientation and phase-out planning.

By 3 July, a joint USAF/RCAF Steering Committee chaired by Colonel Veneziano and Group Captain Likeness were formed to oversee the handover of the Group III sites. Col Veneziano and four officers visited 672 ACWron 16 October 1961 after initial Phase-Out Plan Instructions had been received by the site from the USAF. By January 1962, detailed orders describing exactly how Canadian personnel were going to be phased into the station strength were issued. The first two officers were to arrive 90 days before Discontinuation-Day (D-Day). For site M-102, D-Day would be 1 June 1962.

A Special Order G-1, dated 2 January 1962 by Headquarters ADC discontinued 672 ACWron effective 1 June 1962 and from January up to June, USAF personnel were gradually reassigned duty elsewhere. A new squadron would be required to man the site.


The Canadian Chief of Air Staff then issued Organization Order 2.53 dated 16 January 1962 form-

HANDING-OVER CERTIFICATE

HANDING - OVER

"I hereby certify that I have, on behalf of the United States Air Force, handed-over the Air Force Station at Barrington, Nova Scotia, to the Royal Canadian Air Force. The change of command to be effective 1 June 1962"

Signed at Barrington Air Force Station
22 May 1962.

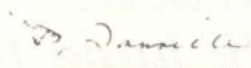


Brigadier General WE Elder
for the Commander
Air Defence Command, USAF

TAKING - OVER

"I hereby certify that I have, on behalf of the Royal Canadian Air Force, taken over the Air Force Station at Barrington, Nova Scotia, from the United States Air Force. The change of command to be effective 1 June 1962"

Signed at Barrington Air Force Station
22 May 1962



Group Captain AF Banville
for the Air Officer Commanding
Air Defence Command, RCAF

ing the 23 Aircraft Control and Warning Squadron, Barrington, Nova Scotia.

The changeover from 672d to 23 AC&W Squadron did not occur all at once on D-Day, but rather as a series of events culminating with the departure of the last American. The first Canadians arrived 1 March 1962. They were Flight Lieutenants Andy Rutherford (who would be the first CTSO=CGEO) and Murray Morse (who would be the first SSupO). F/L Rutherford was the RCAF Project Officer for the Phase-over. His USAF counter-part was Capt Albert Bainger. Together their job was to make an accounting of everything that was on the base and ensure it was all suitably documented and handed over. This was no easy matter and everything, except for the classified cryptographic equipment in the message centre, ended up having to be counted twice before both sides could agree on the final

Quick Citizenship

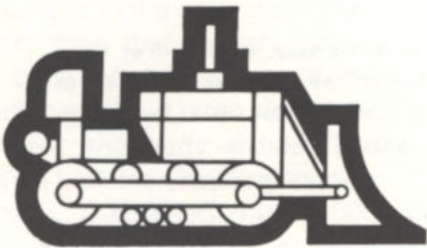
1962 was an election year. The local Nova Scotians were very helpful in making sure the newly-arrived Canadians had a chance to vote at the federal election. Some Returning Officers even checked some of the ballots before they went into the box to make sure these military people filled them out correctly.

Unbeknownst to them, however, one American managed to slip in and vote. Now when a foreign citizen votes in a Canadian election, the law says he automatically becomes a citizen of Canada. Hence, when it became time for this American serviceman to return to his country, he was not allowed in until he filled out an application for immigration.

reckoning. As for the message centre, the personnel there were in a quandary. They knew that Canadians had to come into the facility to do an accounting, but regulations strictly forbade entry to foreign nationals. The Canadians, meanwhile were anxious to finish off the paperwork. On the last day, they were finally allowed in, and found nothing. The sensitive equipment had been smashed and was now in Neptune's domain.

The first Canadian other rank on the station was Cpl Frank Mongeon. He started to set up the Station Orderly Room, which officially opened after the arrival of Sgt Roy Gateley on 23 March. The first Daily Routine Orders were promulgated 18 April 1962 and consisted mainly of a copy of the organization order appearing on the next page.

The first Canadian Commanding Officer (as opposed to American Commander) arrived 17 May 1962.



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Donald, Michael & Paul Snow

RESTRICTED

File: 895-97/23 (DOE)

Estab Code: 22 EL 174

Date: 16 Jan 62

ORGANIZATION ORDER 2.53

**23 AIRCRAFT CONTROL AND WARNING SQUADRON, BARRINGTON, NS.
INFORMATION**

1 The RCAF will assume responsibility for manning, operations and maintenance, subject to the provisions of paragraph II (B) (3) of the Memorandum of Understanding, dated 12 Jun 61, for the Group III radar sites. It is therefore necessary to form 23 Aircraft Control and Warning Squadron to operate and maintain site M-102 at Barrington, NS.

INTENTION

2 To state the organization for 23 Aircraft Control and Warning Squadron (23 AC&W Sqn).

EXECUTION

Effective Date

3 This order shall be effective:

- (a) 1 Apr 62 for administrative purpose; and
- (b) 1 June 62 for operations.

Role

4 The role of this unit shall be to:

- (a) provide surveillance and control facilities for interceptor aircraft;
- (b) process radar data and feed track information into Boston Air Defence Sector (Boston ADS) of the 26th NORAD Region, or as otherwise directed; and
- (c) provide flight following service on request within unit capability.

Command and Control

5 (a) Designation of officer appointed to command 23 AC&W Sqn-Commanding Officer
(b) Control - AOC ADC except that operational control is exercised by CINC-NORAD through the Commander 26th NORAD Region and the Commander, Boston NORAD Sector. Where unit training requires the facilities of the 26th NORAD Region System, it will be co-ordinated by the Sector Commander.

ADMINISTRATIVE ARRANGEMENTS

Accounting

6 (a) Shall be self-accounting for pay and materiel.
(b) For purposes of QR(AIR) art 205.35 this sqn is not a designated flying unit.
(c) Treasury services provided by:
(i) DTO, Montreal, for materiel and service pay with the exception of forms A79 and R75 submissions; and
(ii) DTO, Halifax, for civilian pay and reimbursement of forms A79 and R75 submission.

Support Services

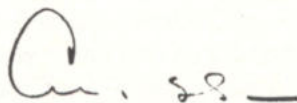
7 Detailed at app A.

Channels of Communication

8 As authorized in CAP 460.

Address

9 As promulgated in CAP 179



(CL Olsson) G/C
for CAS

Distribution Code

ADC

Original
Organization
Order for
23 Aircraft
Control and
Warning
Squadron

1962

Working With Walker



Walker
 (S/L Walker) w/c

22 May 1962
 24 July 1964

When S/L Robert Walker stood back on 1 June 1962 and took stock of the squadron he now commanded, he would have seen 12 officers, 119 other ranks and a selection of civilians. This did not include the Americans that would stay behind for about two months for training. He had to ensure the old manual GCI system of operation continued to maintain a high level of performance and morale even while preparations for its computer replacement were underway. Installation of the AN/FST-2 began 7 June. The tower buildings were still being finished off. More military personnel were continuing to arrive and more civilians were being hired. To direct all these developments, S/L Walker held formal meetings with his branch officers twice monthly. To reinforce the new command structure, the first CO's parade was held 8 June with weekly section parades thereafter.

That summer was very interesting. All the military activity on Baccaro Point had attracted attention from more than just local fishermen. The Soviet "fishing" fleet was also watching the developments from offshore. Their captains must have been somewhat insecure, though, because when darkness fell, they would come in closer to land. Meanwhile, local fishermen were given cameras and asked to go out and take pictures alongside these foreign boats for the station Air Police. Reports of strange happenings were heard that summer, but the CO ensured work continued normally to bring the station up to RCAF standards.

These standards were inspected when the unit experienced the first of many Canadian Staff Visits on 27 August.

October 1962 will go down in history as this unit's worst month of Crisis. The PAdO position was deleted. On 7 October, Hurricane

Right: Air Vice Marshall MM Hendrick inspecting the Honour Guard on his visit as AOC 17 June 1964.

Daisy struck with winds up to 100 mph, knocking out telephone communications and blowing over the CO's trailer and a contractor's mobile home. Thankfully, the station itself was undamaged.

This was fortunate, for this was the month President Kennedy went on national television with intelligence photos showing the American people that the Soviet Union was installing offensive missiles in Cuba. He further delivered his famous ultimatum requiring their removal. The US military was put on increased alert status. Two days later, on 24 October, Canada followed suit and NORAD declared DEFCON 3. This was the closest the squadron ever came to actual war. Manpower was recalled. Even married personnel were confined to the base. Weapons were issued with live ammunition. A 24-hour security guard system was implemented. The station's Emergency Defense Plan was formally completed and copies forwarded to ADS. For 34 days, 6 hours and 21 minutes, the alert was sustained, even though the unit continued to attend community functions such as Remembrance Day in Shelburne.

It is ironic that the station's first visit by an Operational Evaluation (OpEval) team came only two weeks after the end of the real thing.

The year finished on a peaceful note, however, as Nativity scenes were erected outside the station and Christmas music was piped over the PA. Santa Claus toured the local schools giving candy and contribu-





Above: The original cadre of Canadian Officers pose with A/C AH Hull and his visiting staff in May 1964.



Left: Sgt Tommy Kayden gets ready to take a picture of the winner of the 14-mile road relay race.



Bottom left: Ted Thomas demonstrates the use of his antique weapon for A/V/M Hendrick in a mini "Goose Shoot" held at the Station's range.



Strangers In The Night

Late in the summer of 1962, LAC "Big John" Kavanagh was vainly trying to sleep after a TGIF. He got up around 0400 and ran into an agitated Commissionaire Raymond Riggs. Ray had been doing his rounds and had seen what he thought was the CAO's dog Sebastian crouched behind the CO's quarters. He had then yelled at it, whereupon he discovered it was a man dressed in black. Upon being challenged, this form ran into the sea. Big John began an investigation. He noticed the grass in the spot Ray pointed to had indeed been recently depressed. The next day, inquiries revealed no lobster fishermen had been out that night. Meanwhile, upon completing his shift, Ray had spread the word to every village he passed on his way home that Russian frogmen had been sighted. The result of this was that all the commissionaires refused to come to work unless carrying their personal weapons. W/C Walker had a pistol installed in the safe at the guardhouse with ammunition controlled by the Orderly NCO and they returned to duty. He also demanded a report on the incident. A few days later, Maritime Air Command was flying sorties over the coast and detected a Soviet submarine up an inlet in Digby Sound. Soon a consignment of .303 rifles and 9 mm pistols reached the station and the Station Security Plan was exercised for the first time 17 August 1962. All the while, some locals experienced brief encounters with strangers in the area who spoke a foreign language, and the newspapers reported fishermen being upset with Russian boats that did not answer their signals in the fog causing near-collisions.

In retrospect, given the events that took place during the Cuban Crisis that fall, these reports make sense. Indeed, there have never been any unclassified reports of similar levels of activity since then. Longtime residents remember it as the most peculiar summer at the point.

Rock On

The night was thick with fog and one of the officers was driving home when he happened to make out the shape of a small VW. It was one his confrere's vehicles so he slowed down to take a look. It had left the road and had the back axle resting on rocks so that the wheels were clear off the ground. Meanwhile the driver was gunning the engine and the wheels were spinning away. The officer walked up and opened the door. The man behind the wheel nearly jumped through the roof. The fog was so thick that he hadn't realized he had gone off the road and thought he was still driving on his way home!

He took the car with its damaged axle to Cpl Eric Newell who said the usual, "Nothing wrong with that vehicle. Jack the rad cap up 6" and drive another car under it!"

Lower left: The RCAF's 40th Anniversary cake is cut by the guest of honour A/V/M(Ret) AL Morfee.

tions of food and clothing were made to the local Welfare Agency.

The new year of 1963 could be called the year of the domes. That spring, Westinghouse arrived to install the FPS-27. Canadian General Electric came to handle the FPS-26. Cowley Electronics travelled out to the GATR site. Two more domes appeared on the landscape that summer. The 26-dome appeared on 11 June and the 27-dome on 9 August. By October, a new Data Maintenance Control Centre (DMCC) was activated inside the SAGE Annex (Bldg 30). Its first test came on 11 November when assistance was rendered to a US aircraft with a ruptured drop-tank, successfully handing it off to US controllers. The first live intercepts were conducted 19 November.

Other construction that year saw the conversion of two officer quarters into a VIP Suite.

Authority was given by command to run a bus for military personnel living on the economy around Clyde River and Barrington. Civilians on shift were also authorized to use it as of the beginning of the year.

The station celebrated its first birthday 1 June 1963 with a big party.

Another OpEval was conducted in June 1963, but equipment was in transition to SAGE, making its value minimal.

Various other visits took place including the Commander of the

Boston NORAD Sector, a USAF BGen TB Whitehouse. These visits from USAF personnel would continue for the next twenty years because the site was still under the operational control of a US NORAD Sector, even though it was manned by a Canadian squadron.

The big sporting event of the year was a 14-mile relay road race held 22 November between HMCS Shelburne and RCAF Station Barrington. Naturally, the RCAF were the victors. The after-event party suffered, however, from the news that President Kennedy had been shot. Even though he was a US president, the unit, and indeed Canada, shared in the grief of Americans, since it was only a year earlier that his leadership had made both countries take the first steps towards war.

Hurricane Ginny struck on the evening of 29 October 1963 with gusts up to 115 knots. No damage occurred and the radar was down for only 10 minutes. Sgt Benjamin was the Orderly NCO that night. He wrote in the log book the next morning, "Very quiet night, just one hurricane."

If that wasn't enough, the worst snowstorm in years forced W/C Walker to stand down the station on 18 December. Fortunately, things cleared up for Christmas, and the Ladies Auxiliary helped station personnel put on a party for dependant children and a welfare program for the local Salvation Army.

The year would have ended on a bright note had the FPS-27 not become unserviceable causing the date of becoming completely SAGE-integrated to slip.

The big news ushering in 1964 was that officers and senior NCOs now had to wear name tags. As an aside, this year marked the 40th anniversary of the RCAF and all units were ordered to celebrate on 1 April. The all-important cake featured the four domes of the site.

News of the first closures of the Pinetree Line came in March and Station Beaverbank in Halifax was



Above: Area Lions Clubs were hosted for a dinner, and tour such as this one for the Yarmouth Lions Club on 23 September 1963.

to be a victim. The CO sent a truck up to scrounge everything he could including, books, furniture, PA System and fire truck.

The year was marred on 16 February, when LAC JPA Lemaire became the squadron's first fatality. The car in which he had been travelling had left the road and nosed into a pile of rocks. On 26 April another accident occurred resulting in the first death of a dependant when Cpl Hardinge's wife was killed in a car accident in which he was driving.

The reign of four domes ended on 26 May when the balloon came down off Bldg 101.

In July 1964 the firetruck from Beaverbank arrived. It was time for W/C Walker to go and on 21 July

Famous Firsts For Baccaro

Once, before a major exercise, a pulse transformer went down. The USAF flew a 12-ton unit from Los Angeles to Yarmouth quickly as a favour. There was only one problem. After the new unit was installed, they wanted the old one back. The RCAF had no aircraft capable of airlifting 12 tons! The cost to ship the unit back was a huge embarrassment.

On another occasion, the water system had to be drained. Unbeknownst to anyone, the suction upon draining the system was so strong that a hot-water tank on the top storey of the 27-tower was buckled inward like an old empty beer can. When the pressure was restored, gallons of water poured out onto the floor and down the stairwell giving Baccaro its first indoor waterfall.

The first fire occurred in the AN/FST-2 shortly after the power plant conversion. An electrical fault caused shorts with subsequent arcing. Normally throwing a breaker will stop this, but when the power to the equipment was thus discontinued, the diesel cut in automatically, continuing the shower of sparks. It took every fire extinguisher in the place to banish that blaze.



Villagedale Express

WO1 George Johnson was not only the first Station Warrant Officer (SWO), but also became the first RCAF member on the Municipal Council in Barrington. He helped establish the present-day garbage dump so individuals wouldn't have to burn their own all the time.

He also owned a Volkswagen bus that would carry people in from the Barrington area along Villagedale road, if it was passable. Unfortunately, it didn't always make it to the station under its own power. It would always seem to get up the last hill and around the last bend to the station, at least, before giving up the ghost, though. Quite a few mornings, however, found the passengers (after all, a WO1 does not do that sort of thing) pushing the vehicle over the last half-mile. The guards on the gate would raise the barrier and phone ahead to Vehicle Maintenance who would have a bay open and ready to repair the busted bus.

1964, he handed over the station to F/L Rutherford as acting CO amidst three cheers.

1962 Nominal Roll

S/L	Walker	RFM
F/L	Barnett	AR
	Bennett	DW
	Healey-Ogden	RW
	Morse	MN
	Rutherford	EAD
	Sinyard	RT
F/O	Bland	WG
	Dewar	DW
	Kirkley	AJ
	MacDonell	JD
	Mayne	KT
	Moore	T
	Reynolds	CR
	Sharkey	WJ
WO2	Johnson (SWO)	G
FSgt	Alburn	R
Sgt	Benjamin	CM
	Dennison	
	Emin	LS
	Gately	RE
	Hailstone	JW
	Hill	DC
	Jones	AW
	Krayden	TC
	McDonald	JA
	Surette	JC

	Wallace	RA
	Yeoman	DA
Cpl	Comeau	DW
	Comptom	JLA
	Condon	
	Dale	FP
	Earle	HM
	Enman	SW
	Ferguson	
	Findlay	
	France	GE
	Hacking	W
	Hardinge	
	Hartlin	K
	Herbin	RG
	Horechuck	A
	Knox	R
	Lefebre	RL
	Lincoln	
	Martin	WE
	Meredith	WG
	Mongeon	F
	Parent	JGP
	Parker	FJ
	Polich	S
	Ray	JO
	Rochon	G
	Sandeski	M
	Shillingford	RE
	Snyder	JR
	Spafford	MA
	Stubbard	GP
	Surette	JJ
	Synder	JR
	Thurber	CW
	Tiddle	F
	Webster	EC
	Williams	MH
	Xavier	F
LAC	Bearden	RL
	Blakeney	KC
	Brassard	JLRC
	Brown	D
	Brush	HH
	Burke	MG
	Caza	M
	Collins	AW
	Czerniawsky	
	Davis	
	DeLong	JL
	Dobson	JE
	Duncan	HD
	Duval	C
	Fehr	LN
	Fleet	BLS
	Flemming	G
	Frotton	JA
	Gagnon	JER
	Ganthier	JCC
	Gray	KEL
	Hailstone	J
	Hall	JW
	Harvey	RA
	Head	DL
	Johnson	DL
	Kavanagh	JA
	Keryluk	RG
	Koteles	JW
	Lacharite	JAZ

	Lance	M
	MacWhirter	
	Masse	
	Mathews	S
	Matlock	A
	McLaggan	RO
	Meikle	
	Millett	BJ
	Murphy	RCR
	Ottenbreitt	RE
	Phillips	
	Richard	JL
	Roberts	RR
	Schoots	J
	Shannon	DK
	St. Louis	JR
	Story	PWA
	Stuart	JC
	Tessier	JC
	Thompson	H
	Warner	PE
	Wolfe	J
	Wright	TV
	Yaworski	GR
	Zanth	JBGG
AC1	Allen	
	Chiasson	JAD
	Newell	EH
	Watts	EE

1963 Nominal Roll

F/L	Kirkley	AJ
	Rutter	HS
F/O	Houston	RJGA
	Pittoello	JJ
F/C	Beattie	DG
WO1	Johnson	G
WO	Lohmnes	MC
F/S	Lewis	WT
	Melanson	L
	Sullivan	FRE
Sgt	Braund	EJ
	Cooper	JW
	Sequin	JJR
	Kelly	LR
	Pineau	JHT
	Tomlin	DG
Cpl	Beyer	EL
	Compton	JLA
	Cunningham	SW
	Davidson	RA
	Davis	MN
	Earle	HM
	Finlay	RA
	Horechuck	A
	Lincoln	RA
	Lynk	JH
	McKinnon	JL
	Moroz	A
	Parent	JGP
	Tomlin	DG
LAC	Alcock	GM
	Archibald	LW
	Barkhouse	VA
	Bedard	JRG
	Bird	HCR
	Blakeney	KC
	Brown	D

	Burgey	G
	Burke	MG
	Caron	JJP
	Chiasson	JA
	Coldwell	L
	Coyle	GGJ
	Cyr	JR
	Davidson	RA
	Dionne	JJPP
	Dube	JJ
	Elder	LW
	Fairbrother	EJ
	Falk	H
	Fehr	LS
	France	GE
	Fraser	JC
	Gauthier	JGG
	Gavin	RW
	Harvey	RB
	Herman	DG
	Johnson	WAD
	Kirby	LF
	Leblanc	JL
	Lemaire	JPA
	Lemire	JEA
	Lloyd	RS
	MacGillivray	AG
	McLaggan	RO
	Mills	RI
	Murphy	JD
	Nichols	JB
	Phillips	BC
	Pierce	MR
	Pippy	SN
	Poirier	JLL
	Power	RI
	Reed	DA
	Robar	NA
	Saucier	JEGG
	Shannon	LK
	Vickers	NP
	Voigt	TE
	Whitney	TE
	Woods	
AC1	Abott	LS
	Armstrong	DA
	Branchard	KT
	Casaubon	JEN
	Dalton	BM
	Ellenwood	MW
	Erlandsen	He
	Goldsworthy	GC
	Hayter	CR
	James	AB
	Kuhar	EC
	Lachance	JR
	Langley	DR
	Lean	MJR
	MacKenzie	BC
	Nicholas	JHB
	O'Callaghan	GS
	O'Neill	WK
	Smith	EW
	Stevenson	FW
	Stevenson	RG
	Wills	LE
	Wilson	JA



MARITIME ELEVATOR

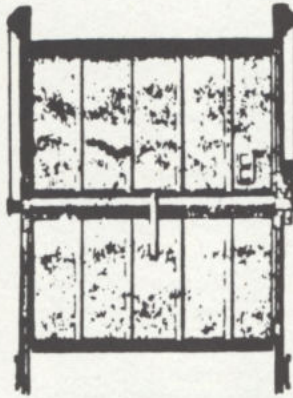
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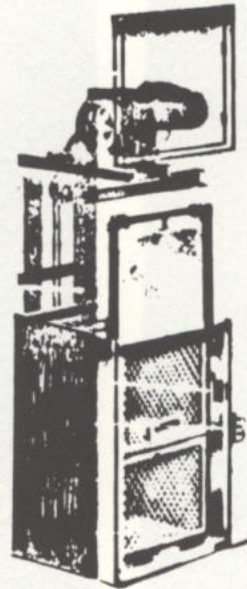
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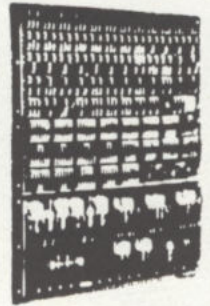
MARITIME



Freight



DUMBWAITERS



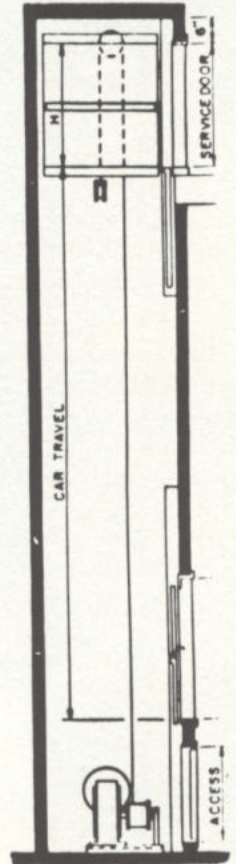
CONTROLLERS



PASSENGER



ELEVATOR
REPLACEMENT
PARTS



CERTIFIED ELEVATOR WIRING AND ARC WELDING

On 12 August 1964 W/C Bruce A Cameron arrived with his wife Jean and their two daughters Penny and Barbara. A farewell party had taken place for W/C Walker on 25 July before his departure on posting, therefore, the Acting CO, F/L Rutherford handed over command on 19 August 1964 at the CO's Handover Parade.

As of 1 July 1964 the Squadron had officially become a SAGE NORAD Ground Control Intercept (GCI) facility reporting to Boston NORAD Sector. Under the old manual system, if lines of communication to Sector Headquarters failed, another Sector Headquarters (Bangor Sector) would take over the responsibility. Now that data was being sent automatically, however, it was not that simple a matter to switch Headquarters. Any new Headquarters had to have a computer capable of accepting data from several AN/FST-2 computers to construct an overall air picture without becoming overloaded. The AN/GYK-19 was designed to do this and was located at designated Back-Up Intercept Control (BUIC) centres throughout NORAD. Saratoga Springs, Syracuse was the BUIC for 23 AC&W Squadron. Over the next few years, these BUICs would undergo upgrades designated by the following phase numbers: BUIC I, BUIC II, and BUIC

III. Each one would provide more features and would affect each site by requiring more Modes of operation from them. The site's designator, meanwhile, had changed from M-102 to C-102.

The Station Softball Team won the Shelburne County Championship in September 1964. Later in the year, 11 Airmen were playing hockey for teams in the Yarmouth League. These RCAF players were among the top goal scorers for their respective teams. Volleyball was also a popular sport at that time.

By December 1964 there were 18 Officers, 2 WOs, 24 SrNCOs, 131 Airmen and 57 Civilians for a total of 232 personnel at the Station. At this time the geographical location of the station presented transportation problems for those personnel interested in social functions and sports. There was no Sherose Island Trailer Park in those days! Married personnel were living 30 to 50 miles from the Station and an increasing number had to settle for Yarmouth as a designated Selected Place of Residence (SPR), 81 road miles away. Most would live on station during the week and car-pool home on Wednesdays and weekends. There was an advantage to this in that the techs could and often did work extra hours on the equipment to make it the best as measured by quality control standards. The choice of Yarmouth, however, came at a time when the town was experiencing difficulties with their drinking water and the newly posted-in CAdO did a survey of those personnel living off-station

Counting On Cameron



B. Cameron
 (W/C Cameron) W/C
 Commanding Officer

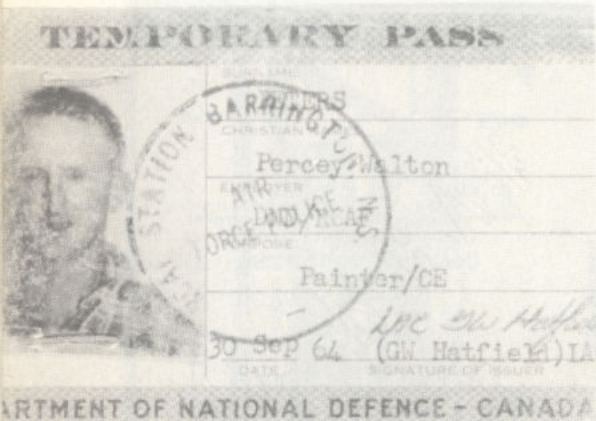
by
Capt TS Carr

Below: W/C Cameron inspects his troops before turning them over to W/C Brown in 1966.

Below right: W/C Cameron was the last CO to live on station and have to move into quarters.



19 August 1964
 15 August 1966



"How Much Do You Need, Boys?"

One of the Station Accounts Officers was a staunch member of the RCBAF. He drove a torpedo-backed '50 Olds and one night, somebody stencilled in large white letters on each side of it "Royal Cape Breton Air Force Staff Car." Instead of cleaning it off, he drove it around with pride for two years.

He earned the nickname "Flex" because he would always say he was flexible and on more than one occasion rescued Friday night poker games from problems in cash flow by holding pay parades at midnight.

Above left: The new Canadian flag is shown off by Cpl Tony Beyer and LAC Ed Ramsay.

Left: The old blue work dress is shown off by the Transport Section.

Below left: There hasn't been much change in security passes over the years.

Bottom left: The Orderly Corporal required a lot of supervision back in 1965.

to determine any problems they might be encountering during their lease. Tanked water ended up being sent to most people as their wells dried up.

In March 1965, the Station Volleyball Team won the Maritime Championships. This was a remarkable accomplishment as the Station did not have a Volleyball court at that time!

On 2 April, a grass fire spread into the station and was extinguished. The next day, another one spread from the LORAN site onto the station razing the old fishing huts and storage buildings outside the base on its way. That same day, a ship of unknown registry was spotted offshore. In both cases, station personnel were called out to fight the fire.

During 1965 the Station strength was down to 220 personnel with a redistribution by way of fewer Officers, more SrNCOs and more civilians. In those days the authorized leave was 30 days each year but it could not be taken for periods less than seven days. The unit enjoyed excellent public relations during this era. Local papers readily published entries concerning Station personnel and activities.

In February 1965 renovations were completed in the Officers' mess. A wall to wall broadloom rug

Two For Fun Sale

Harry Smith had just finished the new bar in the Officers' Mess. One morning, shortly thereafter, the Bar Officer was awakened by a phone call at 0100. It was his superior who said, "It's too dark to work, so go open the bar!"

This same officer had two very attractive daughters. Two of the boys from the station got lost in the woods while hunting. He took the loud hailer and paraded up and down the road trying to entice them to return by offering his two daughters and his car for an evening if they would come out.

was installed to compliment a mahogany self-service bar with other cupboards and panelling. Many compliments were received on the appearance of the Mess. Does this sound familiar? Its basic design remained unchanged until 1986!

On 15 February 1965, Canada obtained its own flag. The old Red Ensign was lowered for the last time and the now familiar Maple Leaf was raised for the first time while W/C Cameron read the message from AOC and the Proclamation by the Queen with mixed feelings.

Operationally, the BUIC II changeover program happened in September 1965. The Squadron became a NORAD Long-Range Radar (LRR) meaning it lost all manual identification and fighter control capability. Staff was reduced drastically as manual operations personnel had been posted out that summer. There were now no fighter controllers, 3 Tech/Tel Duty Operation Officers and 17 Fighter Controller/Operators (Ftr Cops).

In October 1965 the unit was evaluated by the 4754th Radar Evaluation Squadron from Hill AFB, Utah and was found to be in excellent working order. Several of the Station's technical personnel received commendations from the evaluation team for fine efforts and assistance. This was the first Squadron in Canada to undergo this type of evaluation.

Later, ADC granted authority to set up a Search and Rescue team. In December 1965, the Station Fir-



From The Desk Of Victor W. Eldridge...

Vic was an institution in Barrington until his retirement. He was famous for sneaking up on people to see what they were up to. A resident of Yarmouth and a member of the Town Council, he was the best Canadian Public Relations Officer (PRO) the unit has ever had. A sixty-page scrapbook was filled with photos and press releases from his tenure. Whenever there was "good press" about himself, the unit, or Yarmouth Town Council, Vic would make sure it was brought in right away and had an Officers Circulation slip put on it. One of his fellow officers watched the paper for "bad press" and always put it on circulation as well, usually arranging that it got to Vic last.

Above left: Airmen interested in community affairs await the opening of lobster season. **Left:** LAC Mel Birnie cuts Porterhouse steaks under the watchful eye of Sgt John Arsenault in March 1965.

Below left: WO1 George Johnson helps move the goods.

was the first Civilian Vehicle Mechanic to work at the Station. Now living in Smithsville, Ted worked at the Station from 1962-1981. He recalls the Cameron Era as a time in the early stages of the Station when everyone was friendly, knew each other and worked together like one big happy family. It was a challenge maintaining the odd assortment of vehicles handed over by the Americans. W/C Walker had used his own car, therefore the first COs Staff Car did not arrive until about 1964. It was a second-hand Plymouth which arrived in damaged condition reportedly from some "accident". Maybe it hit a deer!

In June 1966 the Airmen enjoyed a "Fisherama" with a large supply of cod and two large halibut. The otherwise successful fishing trip was marred by a car accident involving LAC GV Smith and LAC KW O'Neill. Both were shaken up, receiving cuts and bruises.

If it was any consolation, the unit now joined the "2 films a week" circuit and was trying to get better projection equipment.

In August 1966 W/C C Brown assumed command to end the Cameron Era. W/C Bruce Cameron had departed on 26 July 1966 with his family for a posting to the USA, but returned for the hand-over parade.

Whale Of A Time

Living out on an economy dependant on the sea for survival, caused memorable encounters between airmen and the creatures of the water unlike any experienced elsewhere. Sgts Cecil Buck and Vern McKinnon once took a boat with out-board motor to the mouth of North East Harbour to do a little fishing. Just as they were going to start, two huge whales came into the harbour from the ocean. They were alternately diving and coming up spouting water into the air. They looked as long as a football field. In their wake, thousands of scales were floating on the surface of the water. Hundreds of birds were following and feeding on the scales. On the far side of the larger whale where two smaller killer whales, going in the same direction, diving and coming to the surface to shoot through the air. Their black and white markings made a brilliant display. The pair of intrepid fishermen sat frightened and spellbound in their frail little boat. Suddenly the two large whales split up, one going south then east, the other going north and then east, which put the boat between them, but perhaps two hundred yards away. Further south the killer whales swung south and headed back to sea leaving nothing but herring scales and oil on the surface of the water. A token attempt at fishing did not get any bites, so the excited fishermen returned home to relate the ultimate fish story.

On another occasion, Sgt Buck took a half-ton truck to pick up a load of tuna. At the pier, the fishermen started loading right away. They had half a dozen (weighing 250 lbs each) loaded on the small truck and were going to load yet another, so Sgt Buck quickly drove the groaning vehicle to the Station where the fish was cut up and passed out to anyone who wanted it. At that time, there was no market for it. The meat was a dark colour and tasted quite good. He gave some to the chap running the LORAN station who, in turn, gave some to his children. His children habitually refused to eat fish, but thought the red flesh given them then was pretty good steak.

One other day, while fishing off a wharf in Upper Port LaTour, one of the boys hooked into what felt like a large fish. Suddenly, it came to the surface and shortly thereafter broke the line. He had caught a seal on his hook.

Mission Impossible

Is it possible for the Station Safety Officer to have an accident while driving the Command Safety Officer down for an inspection?

ing Range was completed and inspected. Small arms training began in the new year. In other sporting records, unit airmen were playing for Bear Point, Argyle and Clark's Harbour hockey teams. The big guns were Bill Meehan, Ray Zuback and the spark plug "Corky" Corkish.

Mr. Ted Thomas of Thomasville

1964 Nominal Roll

W/C	Cameron	BA
F/L	Andrews	HG
	Collier	DL
	Eldridge	VW
	Mallalieu	DJ
	Smith	HB
	Wortley	WH
F/O	Boisvert	J
	Bradbury	JC
	Chapman	ED
	Coade	JP
	Goldman	JW
	Moore	EA
	Power	KF
	Reay	LJ
	Smith	PR
O/C	Delong	WP
	Noonan	DA

	Power	KF
F/S	Cox	DA
	Harrington	HEW
Sgt	Arsenault	A
	Buck	CW
	Campbell	CG
	Chauvin	E
	Curry	KAE
	Davis	CR
	Donaldson	DA
	Farrar	WL
	Finlay	RA
	Jones	AW
	McCooney	DC
	McDougall	CJ
	Mosher	JC
	Nickerson	HA
	O'Hara	AE
	Pineau	T
	Reeves	LJ
	Touchette	TLT
	Wallace	AB
Cpl	Bedard	JFP
	Benedict	WF
	Beyer	EL
	Bourgon	JR
	Boyer	A
	Braund	EG
	Breen	R
	Cameron	GT
	Clarke	FV
	Douel	HK
	Farrel	JM
	Ferguson	J
	Gella	MA
	Gillis	HA
	Gillmore	RH
	Glennon	DM
	Guest	JH
	Harding	PNP
	Hookey	RA
	MacIver	EA
	MacMillan	EA
	Merritt	FW
	Minor	LR
	Moorehouse	JE
	Provencher	WH
	Roberts	RG
	Roy	JAG
	Shannon	DK
	Sheppardson	
	St. Jean	JAJ
	Stewart	N
	Watt	DC
	Zuback	RW
LAC	Atkinson	HE
	Babstock	HW
	Bailey	ALM
	Baillarge	JM
	Ball	BD
	Bartlett	NR
	Beaugard	JAC
	Bugden	CG
	Cameron	BA
	Corkish	WE
	Corrigan	JP
	Csynyoska	LA
	D'Amour	JAP

	Debreuill	JRL
	Edworthy	TJW
	Eustace	MC
	Fairn	CP
	Farrell	LN
	Hennessey	JE
	Hodder	JE
	James	DR
	Lachancee	
	Leblanc	JAGP
	Leblanc	JL
	Lebrun	JN
	Lemaire	JPA
	LePage	PW
	Lepree	PW
	McGeown	GR
	McKenna	PJ
	McLeod	CE
	McNeil	AB
	Meehan	WA
	Melanson	JJT
	Methot	JGPH
	Moulton	VG
	Mulan	E
	Nickerson	DL
	Normand	JFE
	Parsons	GA
	Plancher	E
	Provenerher	H
	Pollock	JK
	Ramsay	ES
	Rossetti	EF
	Saucier	G
	Shaw	WH
	Shea	RJ
	Smith	GV
	Steele	DA
	Strang	JH
	Tompkins	TH
	Whittaker	AD
AC1	Birnie	MD
	Briffett	CM
	Doull	HK
	Gagnon	JJY
	Hatfield	GW
	McLaren	KW
	Mullins	JR
	Richard	JFW
AC2	Hollett	DG
	Leavitt	FS
Pte	Benedict	WF

1965 Nominal Roll

S/L	Dukes	SA
F/L	Paddon	EW
F/O	Dewar	EK
O/C	Butt	WB
	Kirkwood	W
	Schaufile	LT
	Thorne	BN
F/S	Prill	LW
Sgt	Daws	GR
	Ewasuik	S
	Goddyn	D
	Green	R
	Lafortune	JLAR
	McKinnon	VR
	Neilson	

	Powley	GE
	Powley	WTR
	Raynard	RR
	Robertson	
	Thorne	PL
	Tremblay	JL
	Wallis	D
	Westhaver	ME
Cpl	Baker	CR
	Chenier	R
	Comeau	JC
	Gorman	R
	Gray	KEL
	Haagensen	E
	Harvey	GA
	Lawley	R
	Lemieux	LG
	Ling	JT
	Maier	HF
	McDonald	WJ
	McGillivary	A
	Potvin	G
	Ramsay	PA
	Richardson	
	Rogerson	EL
	Sullivan	GA
	Surette	RF
	Sutcliffe	F
LAC	Ackles	RC
	Antle	RP
	Antonello	MW
	Baker	CR
	Bannerman	DG
	Bowser	PA
	Buchanan	JD
	Carter	LS
	Clement	DL
	Collins	PJ
	Declark	LL
	Delong	DM
	Duguay	JL
	Ferguson	SE
	Follett	DJ
	Gale	GB
	Gunchard	DS
	Gunstone	DL
	Harper	ER
	Heisler	J
	Laidlaw	DG
	Leboeuf	JA
	Lelievre	JA
	McIntosh	JW
	McLaughlin	
	Melanson	AE
	Nelson	DM
	Nickerson	DM
	O'Neill	WK
	Ouellette	W
	Quibell	W
	Turchuk	M
AC1	Bridges	WLB
	Declav	K
	Garagan	RW
	Jackart	DC
	McLellan	JRC
	Mullen	AT
	Wrightman	V
AC2	Ayer	JC

The date of 15 August 1966 was to mark the beginning of two great years of change under the command of W/C Carl Brown. Arriving from 1 Air Div 1 ATAF POST COC, W/C Brown knew many things were planned to happen during his stay at RCAF Barrington. There were also to be a few surprises. W/C Brown was aware that early in 1966 the adoption of Mode III manual and Mode IV autonomous operations had become requirements of the station. The construction of the Curling Club had begun in late spring and was due to be completed by the end of the year. He also realized integration was proceeding as scheduled but could feel the reluctance of personnel to what would later be called the donning of the green. Meanwhile, the Minister was trying to think up a name for the new Integrated forces, even suggesting something like "Marines" to the press. You can imagine what sort of effect this would have had on the "troops".

More and more changes occurred as time went on. In August of 1966, Barrington personnel were officially told by Ottawa that RCAF Barrington was being considered for 36 new mobile homes. The curling rink was completed on 29 December 1966 and the 1967 curling season opened with the first stone being curled by W/C Brown on 3 January 1967. With the curling

Below: BGen Pollard signs the guest book as Air Officer Commanding (AOC).



rink operating, it was estimated that 80% of the personnel would participate in various unit sports.

In with 1967 came Canada's Centennial year, Integration and a new name for RCAF Station Barrington. Not to be left out, the post office changed its name to "Stone Horse" on 11 January 1967.

To commemorate Canada's 100th Birthday, the station participated very actively in community events. A Tug-of-War and Dory Team were mustered to appear at these events and were constantly in demand. As well, a 30-man marching team and Colour Party appeared at the Yarmouth Centennial Parade on 21 August. The unit engaged in the ADC Centennial Swim, but a cold water temperature of 49 degrees prevented completion of the required 100 miles.

February brought the single shift schedule out to the GATR site much to the pleasure of euchre card shark Cpl "Emily Low Gear" Lorgere and comrades.

When a storm hit Baccaro Point a few days later, Mr. Edgar Chetwynd had his Cape Island fishing boat stranded on the rocks until a group from RCAF Barrington came to his rescue. Cpls Berryman and Urquhart and LACs Ellenwood, Dalton, Gillienson, Theriault and Bordage plus Mr. Marshall Nickerson of the engineering section and Robert Watt of motor transport proceeded to the scene and within half an hour had winched the disabled craft clear of the incoming tide.

Bizarre Beginnings With Brown



C. Brown
Wing Commander
CO, 23 Radar Sqn Barrington

by
Lt JB Lamb

14 August 1966
23 August 1968



Fishermen reported that the boat would have been destroyed by the heavy seas had it not been freed in time.

Numerous construction engineering improvements were done. The area by the Curling Club was paved. Four 25-foot extensions were added onto the power plant stacks in May to prevent fumes from entering the 27-tower. It was proposed to construct the helicopter pad within the confines of the unit, rather than between the unit and the lighthouse. Work details were common in the sixties. In fact, a work detail programme in the spring gave the squadron a new firing range for the members' automatic weapons.

The Military Police van was outfitted with a mobile radio in June, just in time to help control the over 800 visitors that attended the station's Centennial Armed Forces Day. After 29 August 1967, however, 23 Radar Squadron no longer existed as new Organization Orders became effective, and peo-

Top left: A wreath, hat, and crest commemorate the death of the RCAF, 1968.

Top middle: "Cpl Mort" lies in his casket awaiting the Great Beyond.

Above left: BDF Training.

Above: (Top picture) Eric Berryman, Roger Harvieux, Dan Connelly, and Herb McKenna celebrate Christmas 1966. (Bottom picture) "Double" beds in the men's barracks.

ple came now to visit newly-named Canadian Forces Station Barrington. As 1967 came to an end, W/C Brown and a few others were presented with Centennial medals in November.

There were many mixed feelings on the Station and in the Forces regarding Integration. The unit tried to cling desperately onto the RCAF tradition almost unto the point of defection arguing that because it reported to the USAF at 35 NORAD Division Headquarters, it should still be considered an Air Force unit. During a wake, which was held on the evening of 31 January 1968 in the Schooner Club to honour the death of the RCAF, RCN and RCA, the feeling turned into a solemn



RCAF Final Flame-Out

On 31 January 1968 the last tribute to the RCAF was held in the Schooner Club and was attended by most members of the Station. It would be a solemn occasion held in concert with other wakes throughout the Canadian military. The flickering light of candles created a somber atmosphere. In the corner of the mess, a well-prepared wooden coffin could be discerned. Resting peacefully inside, a mannequin nick-named Cpl Mort awaited the final hour attired in the full dress blues of the RCAF. The uniform, complete with lanyard and webbing had been borrowed from the Assistant SWO, Cpl "Tiny" Parsons, which might explain the larger than life memories of this event by participants. At midnight, after an unrestful evening, it was decided by the multitude there gathered, that a cremation was in order. The coffin was removed from the mess, carried by official military RCAF pallbearers, and in excellent formation was professionally paraded to the centre of the main parade square in front of the headquarters building. Under stern direction, the body was doused in lighter fluid and set ablaze. After the fire slowly flickered out and the last puff of smoke ascended to the heavens, everyone sadly filed back into the Club to reflect on the evening's events over another well-deserved beer. Before long a cry of, "Fire, fire, fire!!!" came from the parade square. Everyone laughed thinking the warning was just a little too late. But the yelling continued, so those assembled went to see what the commotion was all about and lo and behold there was a fire. The intense heat of the burning coffin had ignited the new asphalt surface! A call to the essential sober fire fighters was soon answered and the burning roadway was quickly extinguished.

The next morning panic and confusion was the order of the day. Supply was looking for their mannequin, CE wanted their lumber returned and who was going to fix the mysterious holes that had appeared in the newly-paved parade square? There were many questions, but few answers. For all those present that night, however, the experience will never be forgotten.



Above: The "Height Finders" Band. Left to Right. John Buchanan, Dale Gallant, Donny Randall, Fred Richards, Bob Garagan.

Far right: Frank Richard, Lloyd Willis, Mo Antello, Davy Bannerman, and Doug Follett on a work detail, March 1967.

Below: Roger Ackles, Ray Antle, CWO Mac-Donald, Ernie Quigley, Satch Vickers, Tom Ling, Jack Blus, and Chuck Butler in the old JRC.



Not Even A Moose Head Left

30 October 1966: A moose ambling along the Lighthouse Road met a "bucket-mouthed" serviceman going the other way. The sight so startled the animal that it jumped into the ocean and soon drowned, whereupon the currents quickly landed the carcass on the West Side.

Anticipating some fine steaks, the serviceman rushed to the spot, but all he found was a Game Warden looking over a pile of warm bones. Proof-positive that speedy salvaging was still a part of the Baccaro bloodline.



The Height Finders

The "Height Finders" were a group of musicians who gained quick popularity in the Barrington area. The group, formed in the mid sixties, was comprised of three members from "up the hill", and two from "down the hill". Every Sunday night they would play at the Half and Half Lounge, HMCS Shelburne. This made possible the "borrowing" of a rather large model ship that adorned this club. The logistics of this temporary loan were easy to work out since the band picked up its equipment every Monday morning from the Club, using a not-very-authorized stake truck from the MSE Section. The Commanding Officer of CFS Shelburne saw little humor in this escapade and insisted that Barrington's Commanding Officer return the said ship. He replied that it just so happened that the Junior Ranks Mess had a similar work of art that they would be glad to put up for challenge on a sports night. The CO of Shelburne agreed to this challenge but several years later, the ship was still chained to the bar in the Junior Ranks Mess.

One night the band was playing at the Airmen's Club and used a make-shift stage built from stacked pool tables and plywood covering. "When The Saints Come Marching In" was a crowd pleaser in those days and the group used this song to give each member a solo on his instrument. When it came to Don Randell's turn on the drums, he brought the house down with laughter as the stage shifted under him and he fell off.

Another night the band was in full swing with their new 15-year-old singer Lynn Crowell, when word got out that a liquor inspector was in the building. The band took a break and Don ran across the road and got a red blanket. In order not to be caught in the club under age, Lynn climbed into Don's drum and he covered her up with his blanket. He carried her and the drum out of the mess without getting caught.

The band entertained the station for many years in more ways than one.

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display. For those who took part, the event will never be forgotten. Throughout the first half of 1968, CFS Barrington's doors were open to many visitors and inspection teams.

Before handing over his command to LCol G Brennand, W/C Brown saw the completion of the 72,000 gallon water storage tank and the CE Section Storage building, proof positive that military life was continuing despite the death of the Royal Canadian Air Force.



Above: Cpl Bedard conducts training.

1966 Nominal Roll

W/C	Brown	C
F/L	Cooper	RR
	Cormier	WJ
F/O	Leblanc	JAG
	Thiessen	OG
	Davis	BG
	Williamson	D
O/C	Amero	RG
	Lopes	BFR
WO2	MacDonald (SWO)	JM
Sgt	Abel	WL
	Clarke	CE
	Fleming	JCM
	Gaudet	PE
	McConnell	RB
	Morgan	AC
	Murdock	A
	Oslund	N
	Smith	CS
	Viel	JOA
F/S	Wick	AM
	Barker	OJ
	Davison	WE
	Fleming	JM
	Steeves	FR
	Thompson	HW
Cpl	Barker	CR
	Berryman	EL
	Blue	JDH
	Bourgon	JB
	Brush	DL
	Buchanan	HA
	Carver	GK
	Cornell	JA
	Decoste	LF
	Dewar	SM
	France	GE
	Furlong	PH
	Gallant	FJ
	Getter	GC

	Gorman	JD
	Grieve	WB
	Grieves	NB
	Hiscock	SM
	Hopkins	GE
	Kervin	RL
	Lorgere	GE
	Miller	DA
	Muise	JR
	Parnell	KE
	Parsons	HS
	Stiles	SR
	West	DH
	Yetter	GC
LAC	Zuback	RM
	Best	GW
	Butler	CJ
	Douglas	GA
	Facey	SN
	Forgeron	KA
	Gallant	LD
	Gorman	JPP
	Harvieux	RJ
	Hayward	JW
	Horncastle	DA
	Jenkins	CE
	Johnston	CH
	Labouf	AA
	Lacey	SN
	Langer	TG
	Laniel	JLM
	Leblanc	JIGF
	Leblanc	JLGP
	Mason	LL
	Maysky	F
	McLaughlin	DLC
	Meidell	LC
	Nicol	R
	Potts	GH
	Powley	WT
	Quigley	RER
	Randell	DD
	Smith	CV
	Wills	LE
AC1	Bordage	I
	Connelly	DJ
	Gaudet	JW
	Mersereau	JG
	Michaud	JCM
	Rogers	TJ
	Trefry	RS

1967 Nominal Roll

S/L	Hodgson	C
Capt	Richardson	RL
F/O	Drury	LR
	Morris	ECH
O/C	Burke	JD
	Draper	FML
	Fraser	JD
	Provost	JPA
WO2	Stoneman (SWO)	GF
Sgt	Beswick	WS
	Blakeney	FR
	Calund	
	Doherty	PW
	Girard	JL
	Jones	AW

	McDonald	RR
	Moore	TJ
	Mosher	J
	Nickerson	EB
	Robertson	JM
	Schell	FB
	Taylor	CG
	Wickens	WE
Cpl	Arsenault	IJ
	Baltzer	PL
	Boutin	DH
	Bulmer	CL
	Burfitt	JH
	Caron	RM
	Colpitts	RB
	Cromwell	JS
	Farquer	RC
	Gorman	LS
	German	LF
	Hall	JW
	Hewey	CH
	Hubbard	RW
	Laybolt	EA
	LeBlanc	JR
	MacKenzie	DG
	Maillet	EJ
	McLean	SF
	McWha	WA
	Muise	LH
	Neilson	RD
	Newell	EH
	Nickerson	EB
	O'Brian	WL
	Ogilvie	SC
	Page	JK
	Pierce	EO
	Provencher	WH
	Ritchie	BH
	Robinson	LE
	Roy	JA
	Sweeney	RJ
	Tuttleberg	PP
	Urquhart	JD
	Zacharies	WD
LAC	Cadieux	RG
	Dalton	BM
	Dicks	RD
	Ellenwood	MW
	Frampton	C
	Gauvin	JJ
	Grattan	E
	Gunchard	DS
	Hart	HC
	Howe	MW
	Jefferson	DE
	Jonkman	W
	Kirby	DG
	Laliberte	JAA
	Leadbeater	GM
	McWilliams	RW
	Plante	JJBR
	Pruden	AJ
	Richard	F
AC1	Acker	JM
	Gillienson	CC
	McAuley	HD
	Schopfer	KRG
	Therault	JLJP

A handover parade from LCol C. Brown to LCol Gordon Brennand was held on 23 August 1968.

Several projects were initiated during LCol Brennand's tour. Approval had been previously given for the construction of a mobile home site. LCol Brennand was instrumental in selecting the location for the PMQs. There were many factors to consider in selecting a suitable location. The alternatives presented to personnel during a survey conducted in October 1969 were:

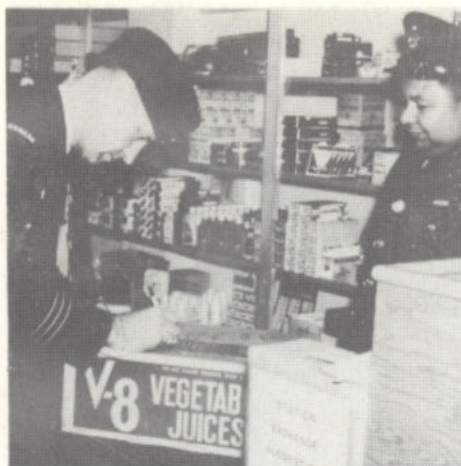
- Adjacent to unit,
- Port LaTour area,
- Port Clyde/Clyde River,
- Barrington, or
- Barrington Passage.

For a while it looked as if the old Wireless site would be the location, but this idea was dropped when it was discovered the land was no longer owned by National Defence.

An American named Clifton Hatch wanted to go back to the city and owned a house and some land called the "Old Barley Field" on Sherose Island. The militia had drilled there during the War of 1812. A deal was struck and the "Old Barley Field" was slated once again to serve the military as Sherose Trailer Park and the Hatch's house as the CO's residence.

In March 1970, 36 mobile homes were received. One was brought down to the station so personnel could see what they looked like and the remainder were stored on DND property and Harding's Trailer Court in Shelburne awaiting completion of the site. This was an idea of Sgt Bunnage's so that they could be used to provide housing for some people right away. In August 1970, a contract was let for construction of the mobile home site which commenced in October.

The Station Exchange was opened 18 October 1968 consisting of one room on the ground floor of Barrack Bldg 5. Political decisions had been made to stop using public funds for military amenities. The whole idea of the Canadian Forces



Top: The first purchase made at CFS Barrington's CANEX was made by LCol Brennand on 18 October 1968.

Above: Well-stocked shelves invite customers to the new CANEX.

Exchanges (CANEX) was to generate profits that could be utilized by units to obtain new recreational facilities, but this purpose had to be constantly advertised and even today seems lost in time. Previous to this CANEX, there was the old Central Warehouse in Bldg 7 where there were catalogues from which service members could order articles at wholesale prices plus 10%. The 10% then went into the Station Fund.

The Supply Officer, Captain E.O. Grimm was appointed the first Station Exchange Officer (SXO), Cpl Cecile Doke, and Admin Clerk by trade volunteered to be employed in the Station Exchange for the most part. She was the first female servicewoman on the station.

Capt Grimm ran a BINGO for a few months on station with cards bought from CANEX and numbers

Bargaining By Brennand



G. Brennand
G. Brennand
Lieutenant Colonel
CO, CFS Barrington

by
*Lorraine Williams
and Ruth Bartlett*

23 August 1968
23 July 1970

called each day over the PA.

In November 1968 funds were allocated for an extension to the Recreation Centre at the Junior Ranks' Club and a sports field. In December 1968 the foundation was

laid for the Rec Centre and Junior Ranks' Club which was officially opened 12 April 1969. The sports field was completed 3 December 1969. Also, all three Messes were renovated during this time-frame.

The extension to the CE Stores (Bldg 35) was completed in early 1969.

On 14 November 1969, Operational control switched from 35 NORAD Division HQ at Hancock Field, Syracuse, N.Y. to 21 NORAD Region located at the same place.

Military personnel participated in the Tuna Cup Festival celebrations held in Yarmouth.

LCol Brennand handed over command to LCol Rushton on a bright and sunny 23 July 1970.

Top right: The CO tries to recall what type of lightbulb he wants Jim Hunt to get him.

Right: Left to right: LCol Brennand, Sgt Carver, CWO Baird, and Capt Grimm who is sporting the first new green uniform to be worn on the station.

Bottom: John Smith and Ted Thomas in the Transport Section.



Mr. Jim Hunt

Jim was a member of the CE labour shop, had a heart of gold and was a local character. Jim was the acting SCEO at one of the annual station Christmas dinners as the oldest member of the station. He would not reveal his exact age, however, causing some grief to the CPO, who couldn't then determine a suitable retirement date. Jimmy also helped our county during his off-duty hours by keeping the ditches free of beer bottles. Jim enjoyed visits by the CO and senior ranking officials and somehow always managed to have his picture taken with them.

It was not unusual to find items on the station such as stones, fish, or driftwood thrown up by the waves of the Atlantic. One day after a good storm Jim came into Capt Nobbs' office telling him to go and see what the new tennis net had caught. Capt Nobbs arrived at the Ops site to see a flounder stuck in the net, obviously put there by Jim.

Jim's good nature made him a target for practical jokes. He always had something to say about the lawnmower. It didn't help that the boys would change the blade for a dull one, a wooden one, or just remove it altogether. He made two complete passes one day without a blade before bringing it into the shop complaining that it wasn't cutting.

When Jim retired in 1971 he was presented with one of Capt Nobbs' Air Force officer's forage caps that he promised to keep and cherish forever.

Double Scrounge

A guitar-playing R&M Tech named Tex was known for his "scrounge." Before being transferred out to Moose Jaw, he gathered his goodies in a large crate, but left it unattended in the Shop. The boys there opened it up and took out everything that belonged to them, hung those long-missing tools back in place and put a rusty old engine block back in their place. The crate went off to Moose Jaw and not a word was heard back.



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Barrington retirees Jerry Ward and Clarence Smith (owner) show off their busy wrecker



The Relationship Between CFS Barrington And CFS Goodgrief

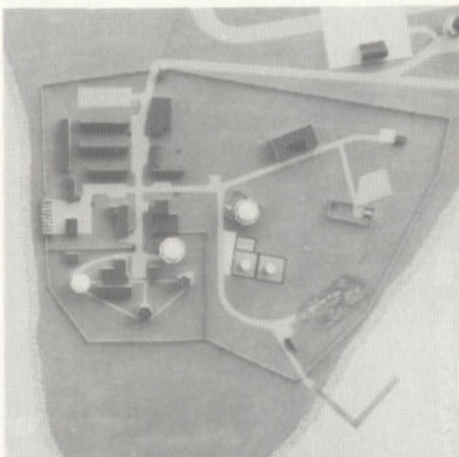
To develop a Construction Engineering (CE) package for novice Military Engineering officers a fictitious base or station had to be developed. The name selected was CFS Goodgrief, because so many things were wrong or happened to provide the necessary training activities for these new CE officers.

After being the SCEO of CFS Barrington, Capt Nobbs was posted to the Canadian Forces School of Military Engineering (CFSME) in Chilliwack as a CE instructor, and he quickly became involved in the CFS Goodgrief scenario. To enhance our training package for those young officers, CFS Goodgrief had to be brought alive, thus the developing of site plans, facilities lists, site history and a development plan were begun. Some of the basic work had been done by a previous instructor and former SCEO at Barrington (LCol Williamson), thus the relationship between CFS Goodgrief and CFS Barrington was fostered before Capt Nobbs' arrival at CFSME. Now why should someone start from scratch to develop things like facilities lists, site plans and a site history when he can use information from an existing station? Now CFS Goodgrief became even more like CFS Barrington.

The site plan for the station area of CFS Goodgrief is CFS Barrington with a few facilities added such as: trades training building, a hangar, control tower, runway, and a quay. Barrington was used because it was a compact radar site with all the operations and domestic sites in one area. An MQ site was also developed for CFS Goodgrief based on another radar unit's MQs. This development did not all happen overnight but progressed steadily until the final site plans were produced in 1975 to complete the Base Development Book (BDB).

Over the past fifteen years the use of CFS Goodgrief as a training model has peaked and waned and at this time CFS Goodgrief is no longer used at CFSME.

Submitted by Maj RJ Nobbs



Below: Model of CFS Goodgrief.

Lt	Gaudet	CJ
	Guelpa	RD
CWO	Baird (SWO)	W
WO	MacKinlay	W
	O'Keefe	JPT
	Peters	AB
Sgt	Clarke	GE
	Clowater	CM
	Compton	JLA
	Fenwick	DG
	Hunt	SG
	Littlejohn	FC
	Maksymetz	W
	McKinnon	JL
	Paul	GH
	Smith	JB
	Thomson	WS
Cpl	Benedict	WF
	Bennett	EW
	Bird	HCR
	Boyd	JJ
	Brush	DL
	Doucette	CM
	Embree	RL
	Eustace	MC
	Frazer	JOL
	Handspiker	WE
	LaFleche	JBR
	LeDrew	FG
	MacDonald	RDN
	MacInnis	TSM
	MacKenzie	BC
	Merritt	JW
	Munn	BW
	Nickerson	CJ
	Pawelko	EA
	Pearson	JL
	Tattersall	AE
	Wagner	KER
	Ward	KG
	Weaver	JD
	Williams	MH
	Young	WV
Pte	Acorn	WA
	Belyea	DA
	Boone	AM
	DeLong	BG
	Granz	P
	Griffin	DL
	Hatt	AK
	Letendre	JAG
	MacNeil	FR
	McGrath	PK
	Meade	JW
	Noble	LR
	Pitre	JO
	Richardson	SB
	Robinson	JT
	Scoville	WD
	Smith	TD
	Wright	LG
LAC	Johnson	CR
	Keenan	P
	Pye	GD
AC1	Bird	GK

Jardine	JT
Nail	JMR
Schopfer	KRG
Shipley	BC

1969 Nominal Roll

Maj	Ellis	JS
Capt	Lachance	JR
Lt	Sim	EJ
	D'Entremont	
	Nobbs	RJ
MWO	Atkinson	HA
WO	Gill	CR
	Mansell	FY
Sgt	Beauprie	JE
	English	DM
	Everett	FD
	Mansell	FY
	Matheson	JG
	Morrish	GA
	Neufeld	H
	Ogden	AH
	Thompson	DG
	Wood	FM
Cpl	Atkinson	HA
	Bennett	EW
	Bourque	JA
	Chaissie	JE
	Charlton	ER
	Crowell	WA
	Dawes	RG
	Dick	GE
	Doke	CP
	Doke	RG
	Fonger	RR
	Frenette	LJ
	Gohier	JELER
	Herve	JA
	Isnor	RK
	Jenkins	WH
	Knight	JM
	LaChance	JR
	Mitchell	RH
	Murphy	KC
	Neale	JA
	Rafuse	BE
	Reid	GR
	Ross	WA
	Simms	EW
	Skinner	RT
	Stevenson	DD
	Stubbington	DS
	Wakeham	TM
	Walters	EL
Pte	Briggs	KR
	Giguere	JBC
	Heywood	PJ
	Lantz	GM
	Long	TJ
	MacDonald	MS
	Maloney	PG
	McGillivray	JE
	McPhee	JP
	Murphy	BE
	Poirier	JP
	Robichaud	JPD
	Scoville	WD

1968 Nominal Roll

LCol	Brennand	G
Capt	Grimm	EO
	Richardson	RL

Rushton's Remarkable Reign



C. E. Rushton

C. E. Rushton
Lieutenant-Colonel
Commanding Officer CFS Barrington

by
Maj RB Morse

23 July 1970
11 May 1973

L Col Calvin E. Rushton assumed command of CFS Barrington from LCol Brennand on 23 July 1970. Over the next few years, CFS Barrington was transformed into, essentially, what exists today. Major changes to the operations and domestic sites occurred.

LCol Rushton was the first CO to live in the house designated for

that purpose on Sherose Island, even though it was not yet completed and was scheduled to have a two bedroom addition constructed in November. That autumn also saw completion of renovations to the Station Exchange providing it with 200 square metres of additional floor space.

On the operations side, a new AN/FYQ-47 computer had arrived along with the new CO. This device was about half the size of two china cabinets and would replace the two rooms full of equipment that comprised the AN/FST-2B.

Installation of this machine and its associated GPA-124 took well over a year, but by November 1971 it had passed all activation testing.

Much of 1971 was spent ensuring the new Sherose Park project went well. Monthly CO's meetings were instituted and always had a report on all CE projects. Bad news arrived from ADC when LCol Rushton was told the long-standing Gym/Pool proposal for the site would not be given priority. To make up for this, much effort was spent in trying to get a bus run to/from Sherose Island authorized, but Ottawa turned down that proposal in September. It became clear that with the distance involved between Sherose Island and Baccaro Point, any proposals for recreational facilities would require re-thinking.

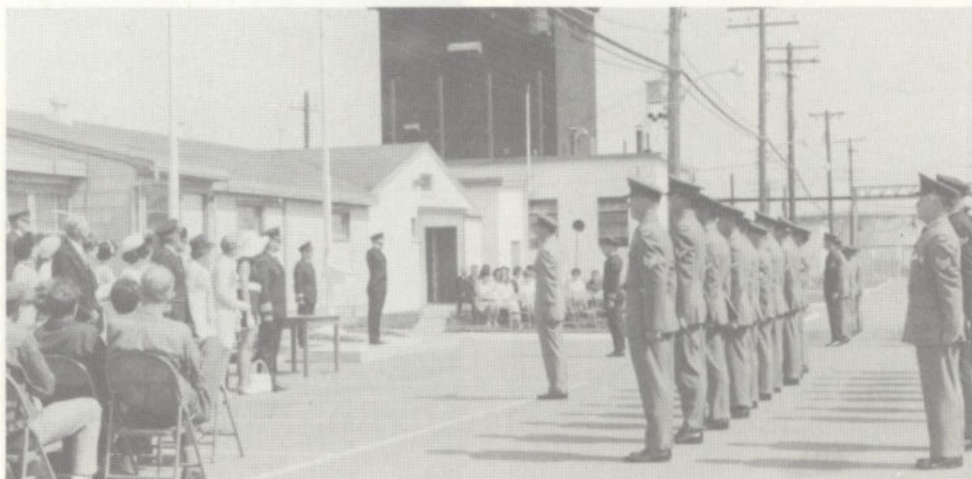
Spirit was nonetheless very high as the station experienced its first "Klondike Days" and an Armed Forces Day on 12 June to celebrate

the 20th Anniversary of ADC. The latest dress regulations now required all ranks to wear name tags. To further increase personal recognition, LCol Rushton reinstated the Serviceman of the Month Series. Personnel thus selected routinely had their names submitted to Region headquarters as part of this program. In October 1971, Cpl Real LaChance became the first Canadian to ever become an Outstanding Enlisted Member for the entire 21st NORAD Region. The following year, Pte Lawrence Mahaney pulled off the honour again. Winners went on a trip to Colorado Springs.

Two other significant events of note took place during this period. The old Receiver Building, located by the 25 yard range, was converted to an Auto Club with two stalls, after an original proposal to have it fully

Below: LCol Rushton inspects his new troops while LCol Brennand inspects the new CO's shoes.

Bottom: One of the few handover ceremonies which took place on a clear day.



equipped with hydraulic lifts and professional equipment was deemed too expensive. The Club eventually became a CANEX-operated Shell Garage which did business until 1985.

The second event to occur during the fall of 1971, was the inception of a station newspaper. Volume 1, Number 1 of the *Fog Horn* went to print on the 25 January 1972. Sgt Pullen was the Editor and Cpl Brown the photographer. This would be the first of three station newspapers that have been published over the history of CFS Barrington.

In January 1972, a new proposal for Physical and Recreational Training (P&RT) facilities for the station was re-submitted to ADC. Meanwhile, in February, the Combined Mess had undergone renovations including new drapes, painting the ceiling, and the installation of folding doors.

Ten additional mobile homes were added to Sherose Park in

1972 thus finally allowing CFS Barrington to house many of its married personnel.

One of the major consequences of Integration began being felt in April 1972 when the Canadian Forces Supply System implemented the DEVIL Program, designed to computerize and automate the Supply System. Although conversion to the system did not occur at this Unit until nearly three years later, the procedures necessary under the new system were implemented at this time.

On 4 January 1973, a sub-office of the Greenwood Credit Union opened and mandatory banking was approved by March.

The new jogging track around the ball field had almost been completed in February 1973, when word was received from ADC that \$250,000 had been approved for a new P&RT building.

On 1 April 1973, the duty NCO noticed a pole outside the main gate was on fire, and extinguished the

blaze. A dozen years later, workmen from MT&T would ask the STelO why the cable going to GATR had its pairs all fused together.

LCol C.E. Rushton retired from the Canadian Forces on 11 May 1973, handing over command of CFS Barrington to Maj R.A. Stadel, the Chief Ground Environment Officer. Maj Stadel held this position until 9 July 1973 when LCol R.W. Found assumed command.



Above: Naval flags borrowed from CFS Shelburne greet visitors arriving at an Armed Forces Day celebrating the 20th anniversary of Air Defence Command on 12 June 1971.

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Three Loves

Anyone who was stationed at Barrington during LCol Rushton's tenure as CO will attest to the fact that he loved (a) sherry, (b) hors d'oeuvres, and (c) being a perfect host.

But all true loves sometimes exact their price. One night his wife poured him into the trunk of the staff car and drove home to Sherose Island. On arriving home she went inside the house. It wasn't until quite some time later that one of their children asked where Dad had disappeared to.

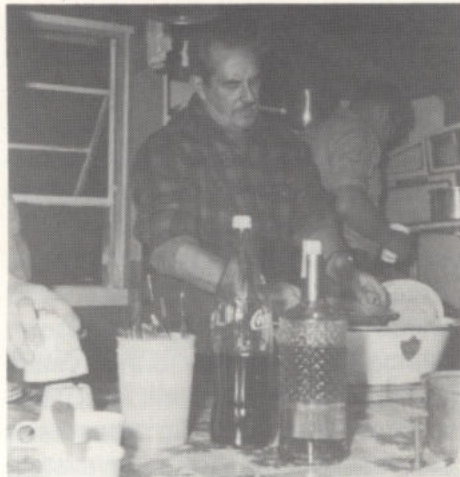
His second love would show up in unexpected circumstances. The CO and SWO were once invited to go deer hunting somewhere near Liverpool and stayed with a relative of the CO's in his log cabin. Much to the surprise of the relatives and the SWO, LCol Rushton had brought sherry complete with glasses, small crackers and smoked oysters to help them endure the harshness of the Nova Scotian wilderness.

Even a perfect host, however, can be caught by force of habit. LCol Rushton was so used to driving the staff car that after picking up a visiting general one day he automatically jumped behind the wheel. The corporal driver then popped his head through the window and asked, "Do you want me to sit in back with the general or in the front seat with you, Sir?"

Yet being a perfect host should not extend too far. LCol Rushton and the SWO were doing the CO's inspection of the barracks one day. They opened the room of one of the airmen and, much to their surprise, found the airman's girlfriend still in bed. This was one of the few times that LCol Rushton was stuck for words.



BROWN



BROWN



Cool Cal

When the second batch of trailers arrived, people were anxious to move in. LCol Rushton was also very proud of the Park and would not hesitate to take the time to make its new residents feel at home. One day, a young Private was posted in from the city. On the day he was to take possession, LCol Rushton was on hand to show him through the trailer and make sure all was well. This made quite an impression on the young serviceman freshly posted in from cold and informal CFB Halifax. The one thing that really stuck in his mind though was LCol Rushton in formal S-3 dress, forage cap and KNEE HIGH RUBBER BOOTS wading through the muck of the new PMQ area.

Madam I'm Adam

A certain Radar Sgt from P.E.I. would go to great lengths for a practical joke. On one occasion, he constructed a large male figure from Bristol board clad only in a fig leaf. The figure was half life-size and the fig leaf was hinged so it could be lifted up. He placed this in the ladies' washroom of the WOs' & Sgts' Mess just prior to a mixed Saturday evening function. Then he wired a microswitch under the fig leaf to a large red light bulb over the bar in such a way that the light would come on whenever the fig leaf was lifted. Naturally everyone in the mess that night knew what the red light signified except the ladies. Apparently, there were quite a number of curious wives that evening.

Above left: Turning off AN/FST-2.

Left to right: Pte L. Mahaney, CWO Jack Arnold, Maj Stadel, LCol Rushton, Sgt J. Poirer, Cpl D. MacKenzie, Cpl E. Bennet.

Above middle: LCol Rushton washing dishes at the Search and Rescue Camp.

Above: Participants of Klondike Days.

Opposite page below left: Sgt J.W. Coffin on-duty.

Opposite page bottom left: Sgt J.W. Coffin off-duty.

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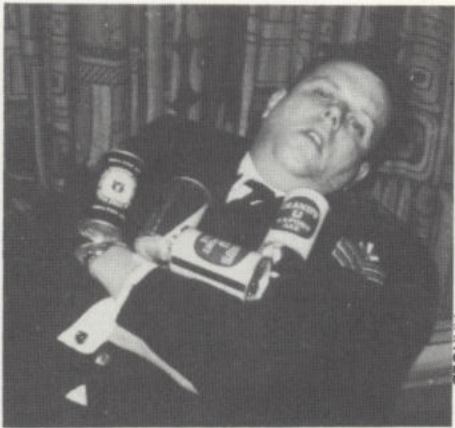
Morning Bangers

The WO in charge of the 26-tower was regular as a clock and every morning at precisely 0830, he could be found in a washroom located between the first and second floors. The whole tower was constructed of steel including the inner walls. While he was perched upon his throne, a certain Cpl would sneak up the landing with a long-handled broom and strike the metal wall alongside the roosting ruler's head. Imagine being inside a steel drum with someone beating on the outside of it with a steel hammer. Out of the throne room, with drawers at half mast, would come the hapless victim, but although he knew the culprit, he never could catch him.

Quick Quibbles

One day the Supply Officer was coming out of supply carrying a typewriter when a certain supply tech looked at the officer and said, "Why can't you carry a ballpoint pen like everyone else?"

The same supply tech was backing out of the parking lot one day and nearly ran over a very pregnant woman. He rolled down his window and said to the mother-to-be, "You know lady, you can get knocked-down too."



ARNOLD



ARNOLD

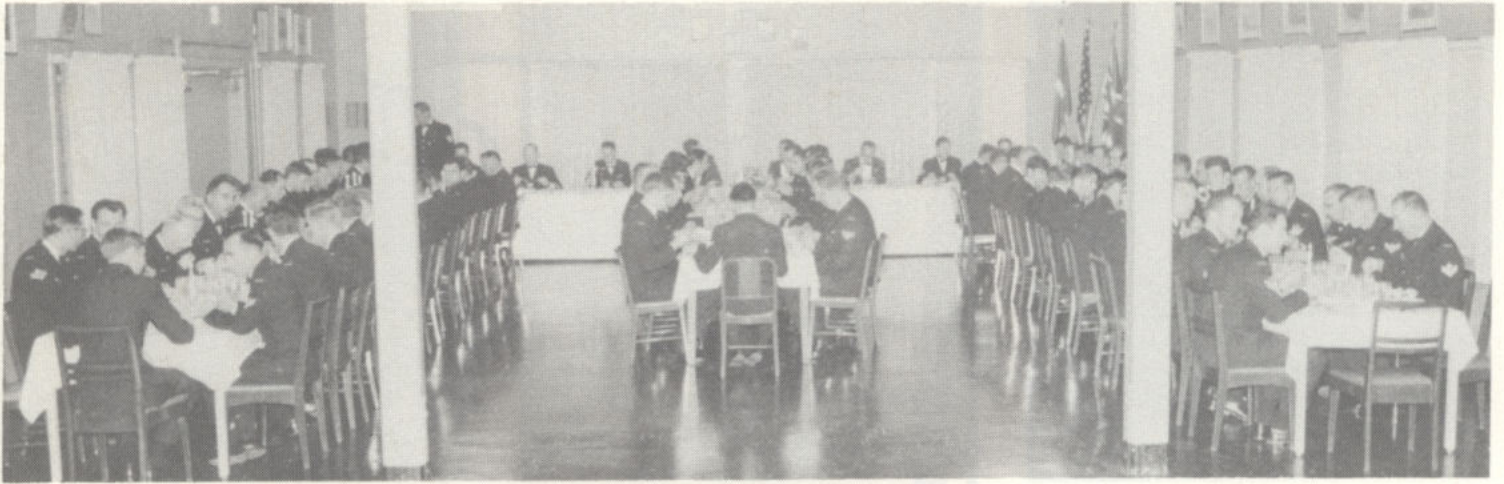
MEMO

TO: CFS Barrington

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MT&T



BROWN

Top: A typical dining-in in the Combined Mess.

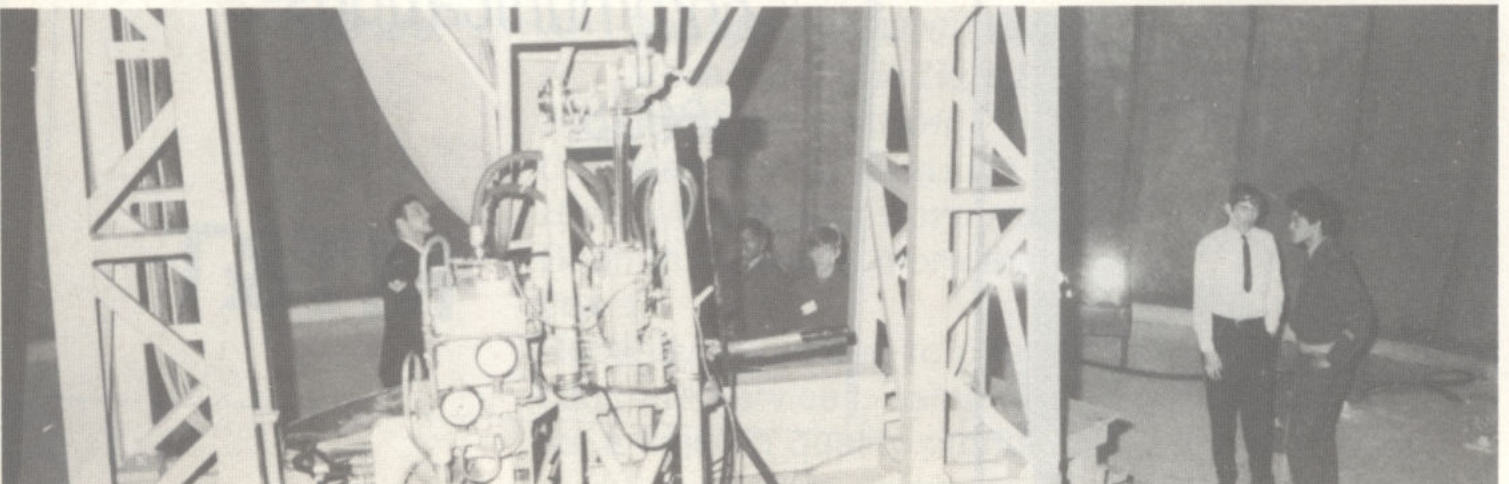
Above: Sou'westers and fishing mitts represented the South Shore influence at the 1972 CO's bonspiel.



BROWN

A Bird In The Hand...

It got so foggy in Baccaro that the seagulls had to walk. It was not unusual to arrive at work to find the feathered creatures lying dead on the ground after hitting overhead wires and buildings hidden by the thick low-lying cloud. Lucky survivors seemed to prefer perches on the 27-tower and on clear winter days could be seen jostling for a treasured spot around the circumference of the dome's base. Those not a member of this elite group had to settle for the lower towers. They were forever getting into the 26-tower and one of the radar techs who worked there would catch them and throw them back outside. One day after catching one of the birds, he placed it in a certain F/S's hat. Since it was dark under the hat, the bird settled down until it was time to go home. The F/S picked up his hat containing the bird, and placed it on his head. You can just imagine the shock of the F/S to have this unknown thing scratching at his pate. In a matter of seconds the hat flew one way and the bird the other, leaving the thinly-haired victim with a slightly scarred head.



Opposite page, second row: Jack Wright, Pat Kane, and Bernie Nardini plotting a course for Search and Rescue, 1971.

Opposite page, third row: Participants (from left to right) of Klondike Days: Unknown, Mrs. Jack Arnold, Mrs. George Cook, Mrs. Bob Bowers, Mrs. John Coffin, Mr. Wally Crummel, Mrs. Al Whittaker.

Opposite page, bottom: MCpl Bill Crowell and Cpl Mark Mombourquette giving army cadets a tour of the inside of the dome housing the FPS-26 Antenna.

1970 Nominal Roll

LCol	Rushton	CE
Capt	Kohout	RJ
	Morris	DR
Lt	Batchelar	AF
	MacLean	FK
	Tebo	ML
MWO	Arnold (SWO)	J
WO	Murchie	JK
Sgt	Bunnage	WJF
	Crummell	W
	Jones	AW
	Kervin	RL
	Mairs	RB
	McKinnon	CA
	Pullen	LJ
	Woodward	JW
Cpl	Brown	VA
	Coffin	Jw
	Collins	PJ
	Comeau	FM
	Cossette	JECV
	Decker	LM
	Foley	Ja
	Gilbert	JM
	Kane	PJ
	Keith	Ra
	Little	JHF
	Maillet	E
	Mann	Js
	Munro	GD
	Neale	Ja
	Nielson	TD
	Parker	RC
	Richards	EG
	Ryan	HR
	Scott	EL
	Shea	RJ
	Smith	JA
	Smith	JH
	Sweeney	RK
	Travis	KW
	Warner	PE
	Wasylyshyn	JL
	Whittaker	Ad
	Wilson	JA
Pte	Bernard	JR
	Cafe	Dr
	Davies	R

Fader	DG
MacDonnell	FS
Mahaney	LG
Marshall	BC
McInnis	AP
Pearo	GB
Skerry	CE
Smith	JB
Smith	JF
Van de Velde	VC
Wright	JW

1971 Nominal Roll

Capt	Bray	DS
	Stadel	RA
Lt	Adams	EG
	Best	GW
	Cooke	GM
	Cyr	JAR
WO	Bower	RJ
	Smith	RG
Sgt	Armstrong	JB
	Bartlett	RN
	Burrell	CV
	Doucette	PC
	Ffoulkes	AW
	Herbert	AE
	Jensen	MW
	Morris	VK
	Poirier	JAR
	Poirier	JHA
	Taylor	CG
	Wood	FM
MCpl	Hopkins	GE
Cpl	Anderson	BK
	Anderson	VK
	Beauchamp	MHJ
	Betteridge	DC
	Crispe	EA
	Delaney	WG
	Fraser	JA
	Gilby	BA
	Gilbert	JMM
	Giroux	PE
	Greenfield	LE
	Hall	JW
	Harris	TEN
	Ingraham	WO
	Jobb	DB
	Kavanagh	JA
	Mansell	GE
	Nickerson	AS
	Paris	LA
	Parker	RC
	Perry	EW
	Pierce	MR
	Pothier	LG
	Putnam	RM
	Read	DA
	Russell	PM
	Sakalauskas	JJ
	Toombs	WE
	Williams	MH
Pte	Adams	DM
	Aucoin	JG
	Bolch	WA
	Crawford	WTJ
	Cyr	JAR

Doiron	JAR
Caudreeault	JRS
Groulx	JAR
Harvey	DD
Holwell	GC
Jollimore	DL
MacQuarrie	CW
Mombourquette	GM
Moore	WJ
Morley	KA
Murphy	RD
Parsons	R
Rousseau	JJA
Roy	JPM
Steadman	MPL
Symonds	JC
Tannahill	WJ
Taylor	JWR
Worth	DM

1972 Nominal Roll

Capt	Burke	TME
	Hudd	LA
Lt	Downton	WA
	Robertson	DS
WO	Westhaver	ME
Sgt	Branchard	KT
	Cave	AL
	Cox	HA
	Egert	JA
	O'Hanley	P
	Smith	GE
MCpl	McLeod	JC
	Sweeney	RJ
	Turnbull	LW
F/S	Coulombe	JY
Cpl	Callaghan	WP
	Carson	VE
	Dixon	LM
	Gillis	GA
	Livingston	LA
	MacKinnon	RA
	Marquis	E
	McGrath	KJ
	Melvin	JR
	Nardini	B
	Nickerson	CJ
	Richard	HN
	Rogers	WT
	Shiers	AE
	Stoddard	TJ
	Whiting	DE
	Woods	JJ
Pte	Arcand	R
	Coulombe	JY
	Doucet	JM
	Edmunds	WG
	Fader	SR
	Hammond	PJ
	Hatcher	DL
	Jollymore	RJ
	MacLeod	TR
	Reddick	BG
	Smearer	AH
	Surette	BH
	Villeneuve	JGP
	Weir	JR
	Yeaton	WC

A New "Found" Era



R.W. Found

R.W. Found
Lieutenant-Colonel
Commanding Officer CFS Barrington

by
Capt LW Sukstorf

9 July 1973
29 July 1975

It was just a normal foggy day on the 9th of July, 1973 when LCol Ronald W. Found assumed command of CFS Barrington from A/CO Maj R.A. Stadel. Little did the crowd at the parade realize that over the next two years they would be drawn inexorably out of the past and pushed more and more towards modernization. This began with the renovation of the mens' quarters (Bldg 5) and the VIP suite, but probably no other building signified progress more than the construction of the Station Gymnasium. At last, station personnel and their families had a building where they could train and compete without the ever present fear of running into the wall playing volleyball and floor hockey. Started in November 1973 and completed in September 1974, the Rec Centre was officially opened and inspected by the Commander 21st NORAD Region MGen R.A. Robinson accompanied by his Deputy BGen G.R. Truemner.

One of the most significant events signaling modernization of CFS Barrington was the Development of Integrated Logistics (DEVIL) program first introduced to the station in 1968 and culminating now with the implementation of the Canadian Forces Supply system (CFSS) Mark I IBM 5953 computer. As well, the hundred volumes of CFP 137 that listed items available through supply were replaced by a

Top right: Maj A. Stadel (seated), LCol Found, left and Capt C. Hudd during change of command ceremony, 9 July 1973.

Below: Orderly room staff led by Sgt Smith.



compact set of microfiche and a reader in 1974. When these systems were brought on-line in 1975, people could for the first time prove, by machine, that there were people on Baccaro Point.

Of course, with all this automation it now became necessary to justify those people's positions so an On-Site Manpower Evaluation was conducted from June 1974 to January 1975.

The domestic site was not the only area that saw modernization. A new station command post, briefing room and DMCC offices were constructed in the space left after the AN/FST-2B was replaced by the AN/FYQ-47. In retrospect it is almost impossible to imagine operations and exercises without these facilities. The operations site completed the dismantling of the AN/FPS-26 radar and the dome was removed in April 1975. Entire cabinets of equipment were emptied when new solid state technology upgraded the search radar's receivers. This SEED CLEAR modification converted the AN/FPS-27 into an AN/FPS-27A on 24 November 1973. Even the GATR site obtained new wooden poles in August 1974.

Not to be outdone, the fledgling community at Sherose Island continued to grow. The last of two expansions was carried out to the Married Quarters as the Happy Hollow trailer pads were constructed in November 1974 and twelve trailers placed there the following summer. A new playground was installed.

In addition to new trailers, a social centre was erected using a building obtained from CFS Debert. Completed in late 1975, this building has proven to be one of the more worthwhile projects undertaken for the community. Metal storage sheds were installed. Unfortunately, their front doors were aligned with the prevailing wind, and during storms would inevitably be popped off their foundations. The final advancement of the PMQ patch towards civilization was the formation of the Sherose Island Cable Company and the granting of a cable licence to the company. January 1974 saw the first channels distributed to the trailers, Channel 3 (CBC), Channel 8 (ATV), and

Channel 6 (CBC FRENCH). This company remained and expanded over the years until its take-over in 1985 by SeaBreeze CableVision.

One should not get the impression that LCol Found was concerned only with dragging CFS Barrington into the twentieth century. Under his direction, CFS Barrington enjoyed a reign as one of the more successful curling teams in the Atlantic Region, winning once and finishing runner-up the following year. The Baccaro Curling Club enjoyed a prosperity like never before. Teams representing Baccaro won spiels in all parts of Nova Scotia in mens', ladies' and mixed categories.

1973 Nominal Roll

LCol	Found	RW
Maj	Keenan	GW
Lt	Bishop	JR
	Dowler	BV
	Perkins	DR
	Robertson	DS
CWO	Lloyd (SWO)	DK
WO	Johnston	WS
	O'Brien	JA
Sgt	Batson	RG
	Dowling	Hd
	Gilman	JL
	Hindy	CJ
	Lynch	JG
	McCullough	AR
	O'Brien	GP
	Packenham	D
	Saab	DJ
MCpl	Bates	WD
	Roche	GR
Cpl	Adams	JJ
	Burns	AA
	Burns	RJC
	Case	DL
	Cheeseman	GN
	Gaudeault	JRS
	Gilman	CM
	Hipson	WG
	Johnston	CH
	Keeling	NB
	Labelle	JR
	MacDonald	JB
	Mosher	RG
	Nelson	VG
	Peters	AR
	Richardson	SB
	Saulnier	I
	Smith	JAE
	Smith	WD
	Young	RL
Pte	Allan	ST
	Allen	JF

Atwood	LR
Beaulieu	JD
Brown	RJ
Hiscock	DG
Holwell	GC
Hunt	DR
Larouche	JCJ
Plante	J
Smith	LD

1974 Nominal Roll

	Ashley	GCS
Capt	Perkins	DR
	Wilkinson	EC
	Usherwood	CR
Lt	Robertson	PS
WO	Joynt	MJA
	Makarenko	E
Sgt	Boland	RM
	Dailey	RM
	Farrell	JM
	Fenwick	DG
	Hatfield	GW
	Kohout	JD
	MacDonald	J
	Meikle	WE
	Savoie	JC
MCpl	Bouzane	Cw
	Buchanan	JD
	Ellenwood	MW
	Fleming	CL
	Frotten	JA
	Hayes	P
	Lloyd	RS
	Lord	JPR
	McIntyre	RA
	Muise	JR
	Shannon	DK
	Toffoli	TL
	Wambolt	AD
	Wolf	J
Cpl	Berndt	ME
	Brown	TH
	Cathcart	JA
	Cerniuk	RJ

Fogging Jogging

Part of the Armed Forces semi-annual fitness evaluation used to be a 1.5 mile run. As we all know, it occasionally becomes foggy at Baccaro Point, and it was on one of these infrequent days that this 1.5 mile testing took place. The run consisted of a start/finish line at the gym and a 3/4 mile turnaround at Joyce Chetwynd's laneway. On this particular testing the fog was so thick that once the group of runners left the main gate they could no longer be seen. One fearlessly individual set out with a group, gradually got farther and farther behind until his group disappeared from sight. He decided to sit down on a rock and have a smoke and catch the group on the way back. His cigarette was only half-gone before the tramping of sneakers announced the group's return. As they passed by, he slipped in behind and completed the test barely winded. Imagine the surprise on his face when it was announced that his time was half everyone else's! It seems that the fog was so thick our ingenious runner had joined another group that had started out earlier, and never noticed until he and the Senior Peri figured out his time.

	Cordy	GT
	Dowd	F
	Favreau	JOCA
	Hearno	GL
	Keddy	KL
	Kennedy	DJ
	Laliberte	JAA
	LeBlanc	JA
	LeBlanc	JR
	MacIssac	CD
	Melanson	AE
	Neilsen	TD
	Savoie	JC
	Smith	FW
	Terrio	BF
	Thibeault	G
	Trotten	JA
Pte	Allan	ST
	Andrews	RL
	Butts	ET
	Davies	HR
	Foley	RD
	Gates	AW
	Grieve	CD
	Huard	MG
	Hyslop	JM
	Izard	CS
	Martin	JHE
	McNeil	WC
	Sequin	JA
	Wall	DW
	Wending	JJ



He's Got Your Number

Although modernization was going on in Supply and Ops it's not sure that Russell Dash's showers were also part of the modernization concept. It seems that a certain tech in the tall FPS-27 tower used to require NATO part numbers urgently from Radar stores and when the "Number Whiz" came racing up the stairs, buckets of water on the fourth floor landing used to somehow always tip over about the time Russell was on the second floor landing. The reason for the repetition is lost in time but clues might be obtained from Mick Ellenwood.

Top: "The streaker went that way."

**Best Wishes & Good Luck
to
Officers, Men & Staff
of
CFS Barrington**

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"Jimmy Nick" As We Called Him

C. James Nickerson was one of the characters of CFS Barrington and, in fact, the Radar chain. If you heard about a happening at the site you could almost bet that Jimmy Nick was involved. He was a wheeler-dealer, a friend to all and would do almost anything for the heck of it.

Jimmy's stories of how it happened were sometimes close to believable. Like the time that a grass fire started around his VW when he went off the road. Jimmy claimed the hot muffler started the fire — believable? Likely started from a discarded cigarette butt when he was standing there figuring how to get the VW back on the road.

Jimmy had an accident one day while going home from a shift at the station. The roads were slippery and Jimmy somehow ran into a tree. He stopped some cars and asked for help in getting the car out of the tree so that he might be able to drive it home. The response he got was, "How can you drive it home when the motor is out there in the field?"

When streaking was all the rage, it is rumoured that Jimmy, attired only in issue hat, shirt, and tie, ran through a crowd in the middle of a function at the WOs' and Sgts' Mess!

Gordie Hopkins and Jimmy decided one day at the mess that they should have some lobsters. Jimmy went down to the wharf to get the lobsters while Gordie went home. When Jimmy did not arrive home, Gordie decided to go back to the station to find out what happened. When he arrived, Jimmy had everybody up against a wall demanding to know who stole his lobsters! Later on it was discovered that a certain Captain had removed the lobsters from Jimmy's van. Since the lobsters were under-sized, the CGEO got into the act and Jimmy had to write a 5,000-word essay on the importance of conservation and deliver it to the CGEO. Jimmy's wife wound up copying the essay from an encyclopedia for him. Sometime later at a dance, the CGEO asked Jimmy, "That was a good essay, who wrote it for you?"

Jimmy replied, "My wife did. Who read it for you?"

Barrington could get the odd snowstorm, which usually melted away in a few days and not to make good use of a storm was against Jimmy Nick's code of ethics. A storm was a night out with the boys because one could not get home! Well during the winter of 1969/70 one such storm provided Jimmy with the opportunity to call home to advise the wife that he was snowed in. Well, at about 1845 hours Capt Nobbs' wife showed up at the site driving his 1954 Chev and had Jimmy Nick buying her a beer so that she wouldn't tell his wife that she drove out to the site alone.

Additionally, with the new sports facility, intersection sports became the rage, with thriving volleyball and floor hockey leagues providing excitement and rivalry between branches. Many a bruised shin and ego were exposed as the SAINTS, REBELS, and VALIANTS tried desperately to match the ANIMALS.

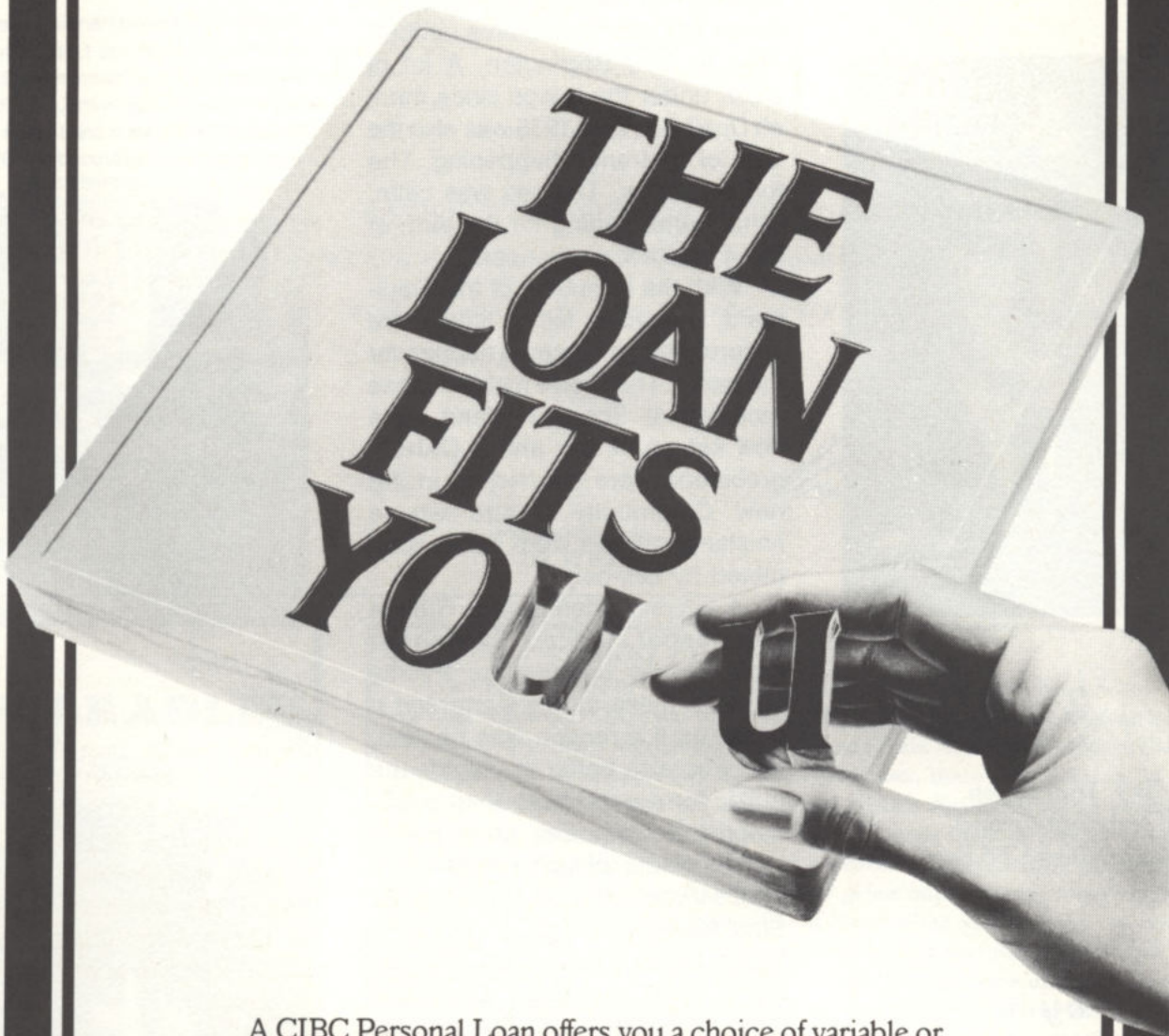
LCol Found's tenure as Commanding Officer was one filled with much change and adjustment, and as he handed the reins of office over to LCol Hutchison on 29 July

1975, he left him a station on the verge of advancement to a near-complete military community replete with a new social centre, new gym, new computers and a newer radar. All that was now required would be for the final paving of the road to the trailers on Sherose Island and time for the PMQ patch to become an independent little community like at any other military installation.

Bottom: The new Community Centre on Sherose Island.



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Regimental Days



D.J. Hutchinson

D.J. Hutchinson
Lieutenant-Colonel
Commanding Officer CFS Barrington

by
CWO JK Robertson

29 July 1975
20 July 1977

On Tuesday, 29 July 1975, LCol Donald J. Hutchison took over command of CFS Barrington from Commanding Officer, LCol R.W. Found. Following the official hand-over, a number of presentations were made to servicemen for outstanding service, (i.e., 22 years). One such recipient was Sgt Don Packenham, who still wears the Corps of Commissionaires uniform here at CFS Barrington. A lot of water under the bridge since then, eh Don? Summer 1975 was also the time of a strange happening. The fog was thick. The sea was calm. What better setting for the birth of the 41st Baccaro Lancers.

With the formation of this Regiment, everyone felt a little more secure. Things began to happen for the better. The twelve mobile homes received at Sherose Island were now set up. A bar and a CANEX groceteria were opened up in the new Community Centre whose finishing touches were being completed by self-help.

A second attempt at a Station Newspaper, "The Barrington News", was undertaken. Events such as these surely warranted a party, as if a reason was needed, and who else better to provide the music for a good bash than a toe-tapping, down-homer, piano-player by the name of John Buchanan. That's if you could get him out of the Sgts' Mess. A lot of good times were had in the Schooner Club. The National Sport was Liars' Dice, and why not? Some of the biggest "Liars" drank there,, or tried Bob Smith's "jelly beans". So says Cliff Ogilvie anyway.

1975 was a full year at CFS Barrington, with visits, exercises, construction, and a tear down in October of the small tower (Bldg 102) that never did house a radar. Speaking of being torn down, how about being "blown down"? Does Monday, 2 February 1976 mean anything to you? Yes, it was Groundhog Day, but it was much more.

Despite a normal beginning, February 2nd will go down in the an-

nals of local history as the worst storm in living memory. By noon hour winds in excess of 100 mph, (we used mph then), accompanied by abnormal high tides wreaked destruction on South Western Nova Scotia. Trees, power poles, fishing vessels, wharfs, huge buildings and mobile homes were damaged or

Below: LCol Found handing over command of CFS Barrington to LCol Hutchison.

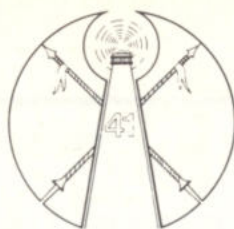
Middle: LCol Hutchison inspecting his newly assigned troops with LCol Found.

Bottom: New station crest taken shortly after the design was approved in 1977.



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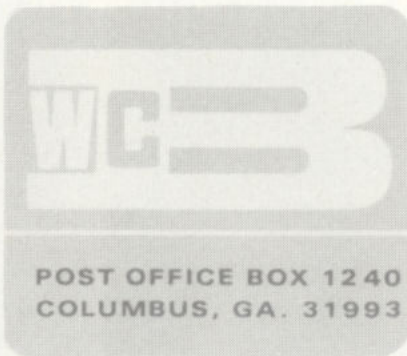


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41st BACCARO LANCERS

LENZ MOSER

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Up The Fighting Forty-First

A late night review of the defence posture of South Western Nova Scotia revealed a shocking deficiency. There was not one Cavalry Regiment available to defend the peaceful inhabitants or to harry local insurrectionists and rebels. Although Shelburne County, N.S. has no peaceful inhabitants and few insurrectionists, there were rumours of rebellion. Tradition had always rewarded the loyalty of visiting dignitaries with a plaque or other memento, but their aides received nothing. This made them targets for rebel bribery. It was decided at a top level meeting of "concerned" officers, namely the SLogO (Wilkinson) and the TMO (Usherwood) that it was of prime importance to form a Light Cavalry Regiment. Thus, over a bottle or two of Lenz Moser white wine, the 41st Baccaro Lancers were born. The number 41 was derived from the fact that the Black Watch Highland Regiment is the 42nd Regiment of Foot and the Lancers were obviously one better.

Recruiting has been most selective. Only the most deserving of true and faithful loyalists dedicated to the defence of Her Majesty's Empire have been accepted.

The badge of the 41st Lancers consists of crossed lances, which is the symbol of a Light Cavalry Regiment, and the Baccaro Light House, representing "Watchful Vigilance and Eternal Noise". This was translated by MCpl MacIsaac into Gaelic as "DAOMNAN FURACHAIL AG'US SIOIRUIDH SAIUMACH" from whence came the motto of the Regiment.

Likely recruits were selected by any member of the regiment. The higher the candidate's regular military rank, the lower was his "Lancer" rank, upon enrolment. According to tradition, he had to be sworn in after an official 41st Lancer Mess Dinner. A Baccaro lobster trap with a couple of live lobsters and a bottle of Lenz Moser white wine were piped to the head table. Following a dinner swathed in ritual, the two labels from Lenz Moser, plus a very short recruit character resume, were forwarded to Depot Headquarters, for Appointment Certificate processing. The Lenz Moser requirement could be waived if none were available, however "in lieu of" labels had to be forwarded up the regiment.

The Regiment was last reunited in February 1978 to celebrate the illustrious battle honours earned during "The Defence of Port LaTour" and "The Retreat to Clyde". It is currently inactive.

—Submitted by CR Usherwood.



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MACADAMS

destroyed. Children going to school on Cape Sable Island were bussed home early because waves were washing over the causeway. The trailers on Sherose Island felt the full force of the storm, as did the station. The winds were so strong that some roofs were lifted, windows were broken and two trailers (one was John Wolf's) were blown off their supports. The loss of electricity and high winds quickly sucked all heat from the uninsulated mobile homes, turning them into deep-freezers. These dangerous conditions necessitated the removal of everyone from Sherose Island to the station where they settled down for one or two long winter's nights. Even then, all the gravel from station buildings' roofs was sent hurtl-

Far left: Eleanor Swaine tying one on with Don Packenham.

Left: Sgt Mackenzie and Capt Usherwood lend more than just vocal support to Pte Butts in this rendition of a Christmas carol.

Below far left: MCpl Bouzane and Cpl MacIsaac enjoying a drink in the Junior Ranks' Club.

Below left: Sgt Nardini and John Wolf peeping through a door in the JRC.

Bottom: High waters contributed to the damage caused by the Groundhog Day storm in 1976. This scene shows the Old Woolen Mill Museum in Barrington Head.

1975 Nominal Roll

LCol	Hutchison	DJ
Capt	Garant	CY
MWO	Jackson (swo)	CH
WO	Oakley	BG
Sgt	Cormier	SL
	Grant	WR
	MacDonald	JL
	MacKenzie	DG
	O'Neill	WK
	Smith	JB
MCpl	Anderson	VK
	Bayley	CR
	Crossman	JE
	Lowther	CE
	Wall	BT
	Wallis	BE
Cpl	Bridges	LW
	Cooke	RW
	Giffin	DL
	Hillier	LC
	Powell	SW
	Rice	WL
	Steeves	
Pte	Munroe	SD
	Provis	WG

ing through the air to break windows. Any vehicles parked between the Combined Mess and Officers' Barracks lost their paint jobs as airborne particles sandblasted them mercilessly to the bare metal. Despite millions of dollars damage there was no loss of life (except for tropical fish and other pets) in South Western Nova Scotia, but it was a night to remember and who knows how many little ones born nine months later bear the nickname "Stormy".

Enough about the storm, other significant events did take place. Station buildings (excluding Operations) were switched to commercial power. Buildings Nos 1, 2, 4 and 6 were re-roofed. One or maybe two or maybe three boilers were replaced in Heating Plant — and that in itself is a story and a half according to Fraser Smith. In April, the station crest was finally approved by the Director of Ceremony. The Command Chaplain visited the unit twice in one year, either because this was

a model station or else needed so much help from above. LCol Hutchison reinstated regular monthly CO's meetings that fall. Two Incentive Awards were approved and awarded to then Cpl B.F. Terrio and Sgt W.K. O'Neill. Oh yes, in October the sewage system at Sherose Island was inspected. Too much BS I hear.

A year that started with a bang ended on a sad note when, a few days before Christmas, a staff car bearing the CO and several dependants collided with a civilian vehicle near Shelburne.

After celebrating the station's 20th anniversary with an Armed Forces Day on 25 June 1977, LCol Hutchison bid farewell to CFS Barrington, a Commanding Officer well remembered and respected.

Above right: A pleased Cpl Ogilvie receives the CD from his CO.

Right: LCol Hutchinson apologizes for serving steak and lobster — again.



1976 Nominal Roll

Capt	Curnew	Rd
	Sontag	EE
Lt	Bernier	JJL
	Spriggs	HJ
MWO	Nickerson	AS
Sgt	Chambers	KR
	Crowell	WA
	Grant	GW
	McKay	Le
	McMillan	DJ
	Reed	RW
MCpl	Dysart	RL
	Hill	Af
	Nearing	RS
	Smith	RL
	Williams	WG
Cpl	Campbell	MJ
	Caron	RM
	Dumas	JPM
	Gunson	SD
	Hartigan	GT
	Janes	PG
	Lannon	NE
	Leach	At
	Snider	WA
	Steward	LOG
Pte	Desroches	RJ
	Henneberry	BS
	Jones	D
	McCluskey	WE
	Munroe	FS
	Newton	KT

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Winning With Wybou



R.B. Wybou
 R.B. Wybou
 Lieutenant Colonel
 Commanding Officer

by
 Major RB Morse

20 July 1977
 9 July 1980

Lieutenant Colonel Ronald B. Wybou accepted command of CFS Barrington from LCol D.J. Hutchison on 20 July 1977. An avid camera collector, the next three years were undoubtedly the most photographed period in the history of this unit, before or since.

It was largely business as usual during the fall of 1977. Apart from the normal operational and administrative activity, the hub of events centered around the Construction Engineering Branch. A new POL (Petrols, Oils, and Lubricants) storage building was constructed, various domestic site buildings were re-roofed, and the GATR and Operations buildings were painted.

On the recreational side, the Station won the Atlantic Region Small Base Curling Championships that year. As well, on 18 August, USAF LCol (ret'd) Lewis, the first Commander, made his first return visit to the station.

The winning of the Small Base Badminton Championship ushered in 1978, which proved to be a booming year all around. It marked the beginning of metrication in Canada. NORAD and Station exercises kept the Operations staff hopping, and four Ground Search and Rescue exercises were held in the Upper Clyde and Sherose Island areas.

In January 1978, a meeting was held between the Ministry of Transport and National Defence Headquarters representatives to work out the details of an agreement whereby secondary radar data from CFS Barrington would be sent to the Moncton Area Control Centre for use in conducting civilian Air Traffic Control. This was part of the Joint Enroute Terminal System (JETS) in accordance with Canada's International Surveillance and Control System (INSACS) Agreement that had been talked about since 1973.

The wide publicity surrounding the sonic booms being heard at this time gave birth to a new secondary duty for officers as Capt Bernier



Above and opposite page, left: The handover parade took place on a sunny day.

Opposite page, far right: The ice storm that would usher in 1979.

Opposite page, bottom: The 26-tower was an eyesore throughout Major Wybou's command.

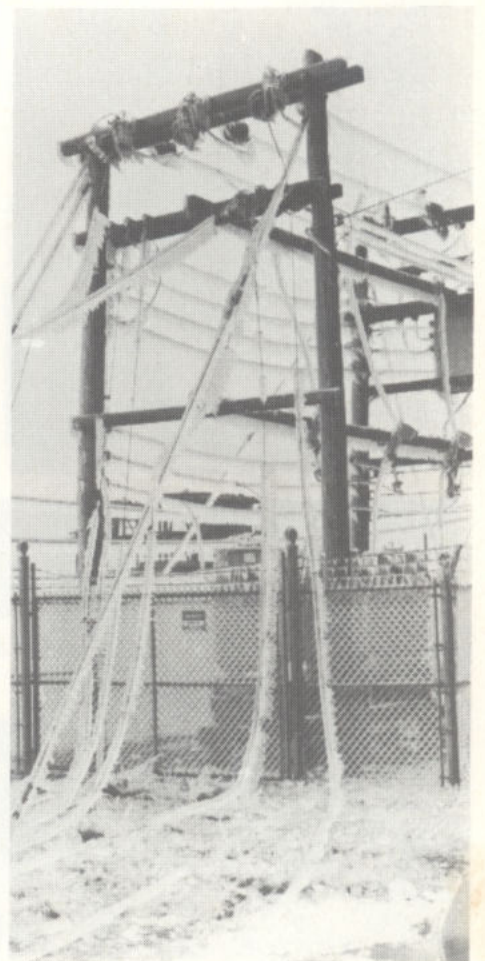
Opposite page, centre: Shows Sgt Beer being given a probing search by Cpl Brennan.

took over Unit Information Officer (UIO) from MCpl Dowd. Less publicized, but certainly a sign of the times, direction was received from Command to set up alcohol-free social centres. The lounge in Barracks Bldg 5 was suggested along with a name change.

Construction Engineering was running full steam during 1978. Roads and parking lots were repaved, doors and windows were replaced, buildings were painted, quarters were renovated, and antenna poles were replaced. In September, a tennis court was constructed next to the new Community Centre at Sherose Island. The Hobby Shop in the TX Bldg 15 closed in October due to lack of use, and was taken over by the SCEO for storage.

On top of all this, numerous visits by senior NORAD and Canadian VIPs ensured an active social life for all station personnel.

The year of 1979 was announced a bit more aggressively. This was the year of massive funding cut-backs. To add insult to injury, on 25 February, the county was struck by a winter storm which covered everything in a thick blanket of ice. For several days, the station was literally closed down. Power was out everywhere. The dependants were moved in from Sherose Island, and



A Booming Business

In November 1977, British Airways and Air France began flying the supersonic "Concorde" aircraft from New York and Washington to Paris and London. Simultaneously, residents began hearing noises described by spokesperson Hattie Perry as "starting out as a slight rumbling and building up to a point where the windows and floor of the house shook. The sound got louder and louder until it climaxed with what sounded like a loud clap of thunder." Personnel on the station were also quite concerned about the possibility of damage to the radar and the safety hazard caused by the disorienting concussion of these noises on people working in the radomes at the time.

It was not immediately apparent that these were sonic booms because they arrived backwards. Normally, a sonic boom has a loud clap first and rumbling after. Various theories were advanced and discussed on the local and national media. These included earth tremors, deep-sea methane gas ignitions, and extra-terrestrial activity. To monitor these occurrences, an Energy Awareness Centre was set up in Barrington Head under Mrs. Perry. In January 1978, it recorded 200 of these sounds. A quick correlation by the US Naval Research Laboratory, suggested these booms coincided with the passing of the Concorde off Cape Sable. A check of flight plans revealed it came as close as 15 miles in some cases. The Minister of Transport then changed the flight paths so that the aircraft stayed about 60 miles off shore effective 20 February. This cut the number of booms drastically, but did not eliminate them. Studies by Dr. Jeremy Stone of the American Federation of Scientists then proposed a new type of sonic boom whereby under weather conditions involving high winds and a temperature inversion, the Mach cone of a boom could fold over on itself thus amplifying its effect over long distances and explaining the sound effect reversal. The Concordes were asked to change their pattern of acceleration and eventually the number of booms diminished to the point where they are only heard occasionally today.

During the height of the controversy, a freelance reporter zoomed through the main gate and knowing exactly where to go, ran into the CO's office for an interview. He had his pencil and pad out before the MPs could even put their hats on and give chase.

Once after a particularly loud bang, the whole switchboard lit up and an exasperated operator was heard yelling into the handset, "No lady, I said SONIC boom, not ATOMIC bomb!"

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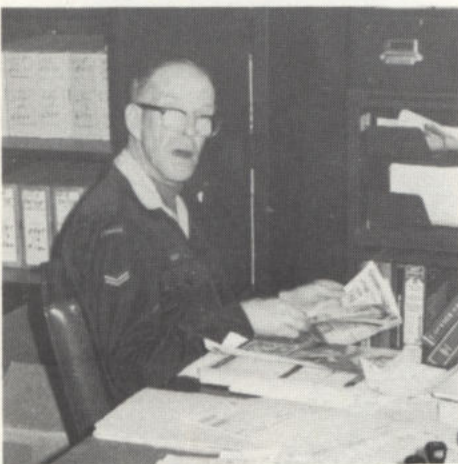
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On The Eve Of Destruction

After removing the radar and radome, the 26-tower was scheduled for disposal in 1977. Crown Assets Disposal Corporation (CADC) let a contract on 19 April 1977 to an Armdale firm. For some reason, the contractor did not show up until July 1978. At that time he began stripping the tower. When all the valuable items had gone, however, he decided to forfeit his deposit (\$500) with CADC and abandon the job. CADC then let the contract to another firm from Yarmouth who agreed to do the job for no cost. After making some token efforts to topple the third floor, the company went bankrupt in December 1978. The tower was not only an eyesore, but a safety hazard as loose bolts and articles became deadly projectiles during the high winds so common on the station. Finally, 22 Field Squadron from Gagetown did a recce in September 1979 and after much arguing with CADC, ended up bringing the structure down in the summer of 1980, five years after the radar had been removed.

Top left: Getting ready to type.

Top right: The fish story being related to an enthralled audience by Sgt Ellenwood.

Bottom left: Cpl Hipson pauses from his search to eagerly attend to customer's needs.

Bottom right: Fire training is a never-ending responsibility.

The Trail Of Arrows

It was a dark, cold, foggy night, typical of CFS Barrington. The fog, as usual, permeated everything, and was a cloak for the evil that stalked the Base this night.

After a particularly hard day's work, two Master Corporals reposed to the JRC for some much needed relaxation — a few games of pool, some idle chatter, and of course, one or two drinks. None of which was particularly startling, but there were forces at work this night that not even they suspected.

The evening passed. The two comrades-in-arms had by now lost track of time and, maybe, reality. It was suggested that a daring attempt be made to navigate through the fog to that forbidden singles domain known as the "Point Lounge". The two, being of above average intelligence, realized that without a guide, this would be a very perilous journey, one not undertaken easily by mere Master Corporals. The aid of a professional (singles) guide was sought, but none seemed willing to accompany the two intrepid travellers.

Undaunted, they decided to set out on their journey alone. The two found themselves stumbling around in a dense fog, mentally as well as physically. All sense of direction was failing them, and they realized they had been travelling around in circles. To rectify this problem, one of them (history did not record which one) hit upon the brilliant idea of blazing a trail of arrows in order that they might find their way back from the singles domain, and if necessary, a search party could follow.

The die was cast. Our two happy travellers pushed on in search of the "promised land", and with each few steps, another arrow was "blazed" on the trail. Confused and disoriented, our two weary travellers pushed on, by now completely lost. Imagine their relief, yet shock, to find themselves at last, in the land of RADAR, a secret and forbidden zone zealously ruled by the dreaded RADWO. These two lads were now confronted with a great dilemma — to remain in the land of the RADAR and face the wrath of the RADWO, or attempt to follow their cleverly laid trail back through the fog to the safe and familiar confines of the JRC. The latter seemed the more dangerous, but a much less intimidating course to follow.

They did not get a chance, for word of our traveller's journey had by now spread throughout the Kingdom of Barrington and had reached the ears of the CO's guards. They quickly mounted a patrol, which was able, by following the trail of arrows, to locate and rescue our two intrepid travellers.

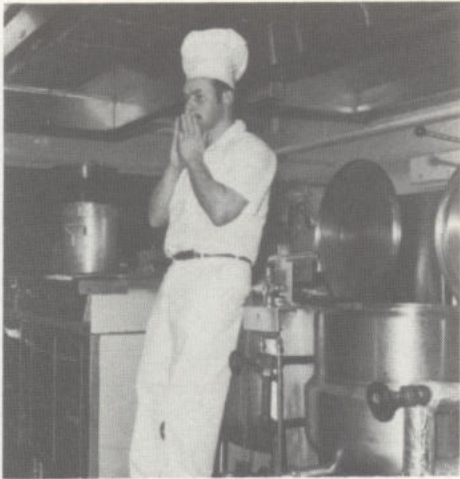
Submitted by Terry Beard

were housed wherever possible on the station. Water, for domestic as well as emergency use had to be hauled in from the town of Barrington. It wasn't until the 28th that power was restored and personnel could go home. Full recovery from the effects of the storm took weeks.

The cut-backs caused the removal of station telephones and of the station's General Purpose (GP) long-distance dialing capability. Command advised the station to study converting all its electric power requirements to the Nova Scotia Power Corporation.

To foster good public relations during these trying times, LCol Wybou held the first Businessman's Luncheon in March 1979. It has since been repeated regularly.

Two other key events occurred that year. On 1 April, the bus shuttle run between Sherosse Island and Clyde River for station staff was cancelled after 16 years of operation. Later, in June, the CANEX



groceries at Sherose Island was closed due to poor sales.

On February 16, Sgt McGrath decided to warm up his motorcycle inside his storage shed at Sherose Park. He went in to check on his son and when he returned the CFS Barrington Women's Auxiliary Fire Fighting Force, headed by Mrs. Rusch had to be called to extinguish the hut, which had caught fire.

The spring of 1980 at last saw the removal of the AN/FPS-26 tower, initially begun years before. By May, the final remains of the tower were gone.

On 9 July, LCol Wybou handed over command of the station to LCol A.S. Taylor.

Top left and right: "Butch" the chef wonders if he used chocolate squares or Ex-lax in the General's cake while BGen Skaalen picks up a few pointers on troubleshooting from Sgt O'Neill.

Bottom left: Before leaving, it's only fair that he be shown around the wave guides.

Bottom right: Meanwhile CWO O'Keefe explains all the moving parts in a radar tech's brain to SMSgt Stevenson.



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1977 Nominal Roll

LCol	Wybou	RB
Maj	D'Entremont	IA
Lt	Davison	EN
	Duncan	SJ
	Grady	JD
WO	Gosling	GR
	Madower	FJ
Sgt	Goode	JR
MCpl	Beard	TJ
	Brown	VA
	Castnick	R
	Dalton	AF
	Delegarde	JR
	Hodder	JE
	Lemay	JG
	Scully	CS
	Sewards	JA
	Stokes	BR
	Tutty	WJ
	Walters	EL
	Wrightman	WD
Cpl	Achorn	ES
	Bonin	VL
	Brown	RH
	Dowe	RA
	Henbrey	JR
	Hunter	EK
	Keith	TW
	Kendall	W
	Laybolt	NE
	Martin	LJ
	McNeil	MG
	Rioux	TR
	Scott	EL
	Vernon	BC
Pte	Beaver	DB
	Brennan	BD
	Grant	RL
	Mugridge	WM
	Patterson	TP
	Powers	MJ
	Seebold	RC

1978 Nominal Roll

Capt	Cooper	GW
Lt	Linsay	JJEM
	Paris	JRC
CWO	O'Keefe (SWO)	JPT
Sgt	Barber	HJ
	Beer	REF
	Charland	RP
	Fitzgerald	TM
	Marshall	GF
	Pierce	EO
	Poikkimaki	AA
	Roed	KM
	Rusch	HJ
MCpl	Thurber	CG
	Glynn	JE
	Greene	DB
	Nicol	RJ
	Reid	RL
Cpl	Sanford	WD
	Alary	RGJ
	Gagne	JM
	Cuitard	RT
	MacDonald	SW
	McGaghey	JE
	Noonward	DC
	Price	MD
	Smith	FL
Pte	Wallace	RB
	Barrett	SB
	Halliday	DR
	Hartt	LR
	Henbrey	SC
	Ho	RB
	Nesbitt	CJ
	Plouffe	JJR
	White	RL

Williams DR

1979 Nominal Roll

Lt	Madill	ER
WO	Bowser	ECW
	Murphy	FG
	Welsman	CW
Sgt	Dion	JCAP
	Martinello	FE
	McGarth	WR
	Williston	GA
MCpl	Ferguson	SE
	Gillieo	KH
	Given	SB
	Langley	DR
	MacLeod	TR
	Orton	WJ
	Roy	JM
	Scott	NJ
	Silliker	WGP
	Smith	MC
Cpl	Beaulieu	JB
	Doe	LN
	Howard	DK
	McCarthy	MP
	Mombourquette	GM
	Pomroy	AM
	Ramsay	WA
	Reid	TD
Pte	Decker	RK
	Hooper	JC
	King	RH
	McNeil	PG
	Picard	JYD
	Satterley	JB
	Seaman	KD
	Tellier	JSAJ

Bowser's Mountain

What happens when you accidentally order 2,000 yards of sand instead of 200 yards for the ballfield?

Right: Capt Curnew poses with some station personnel.

Will That Be Cash Or Credit?

In the sixties and early seventies, one's salary was always distributed in cash on pay parades. This was very inconvenient for those who lived-in on the station. In May 1963, it was decided to form a Credit Union and by November, Greenwood's Credit Union offered its services to station personnel via mail. The distance involved made transactions last over days. To remedy this situation, Capt Hudd opened a sub-office of the Greenwood Credit Union on 4 January 1973. It was manned by volunteers Sgts Cox and Poirier, and Cpl Dixon over their lunch hour. By 1975, the operation was so popular it had to be turned over full-time to Mrs. Teresa Cox who ran it until Greenwood decided it wasn't a viable option and closed it down amidst much protest on 31 December 1980.



South Shore Radio

CKBW

1000 AM

94.5 FM STEREO Liverpool

93.1 FM STEREO Shelburne

On 10 August 1962, CKBW increased its power from 1 to 10 kW.

July 9, 1980, saw the arrival of LCol A.S. (Sandy) Taylor as the new Commanding Officer of CFS Barrington. Being a native of Nova Scotia (Lochaber, Antigonish County), LCol Sandy Taylor experienced no difficulties in making the long arduous trek from Camp Debert, where he had just been relieved as CO, to Baccaro. Here, LCol Taylor was about to embark on a most interesting and indeed challenging segment of his career.

In September 1980, supplies in the station Receipts and Issues Section were brought off the floor and onto newly-installed shelves just in time for a visit by BGen K.E. Lewis, the Commander of Air Command. This would be the first of a dozen such official visits that would occur during LCol Taylor's command.

October 25th was a day long remembered by the Search Radar Techs. It was on this day that there was a complete loss of the 480-volt electric power input to the FPS-27 tower due to the melting of the bus bars. It took five days to replace the remains of the corroded conductors with a more weather-proof cable leading to the eventual restoral of power.

With manpower freed up, the

Below: With shocking disbelief LCol Taylor questions the authenticity of Pte Plouffe's claim that he is visiting the station from the GATR site.

Right: A typical foggy day outside the Headquarters building at CFS Barrington. Natural camouflage is being used to hide the 27-tower.



Curling Rink's new roof was completed in November as a self-help project before the onset of winter.

As is apt to happen at this time of year as well, inevitably, someone becomes lost. November 1980 was no exception.

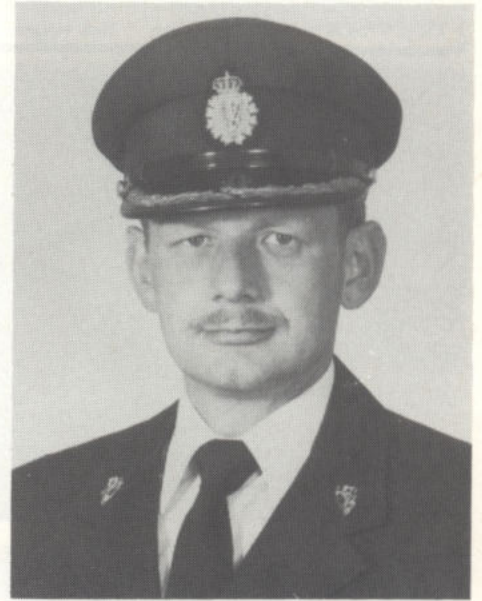
Fortunately, the missing hunter was found before the ground search team had to be called out from stand-by.

In addition, the exemplary accident free performance (1 year) of the Mobile Support Equipment (MSE) Section was honored by a scroll from Air Command. Station Supply rewarded them in December by establishing a consumption point in their area for supplying vehicle spare parts.

Ground Search and Rescue (GSAR) has always been an important facet in life at CFS Barrington. Three GSAR exercises were held in the spring of 1981. Notably, in one of these exercises, the GSAR Team conducted training of RCMP and Park Wardens in search techniques



Taylor Made Good Times



A.S. Taylor
 A.S. Taylor
 Lieutenant Colonel
 Commanding Officer

by
 Lt JW Boyle

9 July 1980
 8 July 1982



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and navigation at Kejimikujik Park.

In January 1981, the effects of the ROCC project began to be felt at the station level. This was a very large NORAD project having two major goals. First, it would replace the computer equipment at all NORAD Region Headquarters with modern digital machines. This, of course, meant changes at the unit level as well. Secondly, the geographical boundaries of the Regions would change to conform to US/Canadian boundaries. Thus, Canadians would finally have direct jurisdiction of Air Defence over their own territory. This would be exercised from two Regional Operations Control Centres (ROCCs) called Canada East and Canada West, originally intended to be located in North Bay, Ontario and Edmonton, Alberta. On January 9, the ROCC project was initiated locally with pre-ROCC changes to Ground/Air/Ground equipment at the GATR site.

On 19 July 1981, fumes in the MSE vehicle repair pit ignited causing a quick flash fire. No serious injury resulted.

This year was also the year Air Command directed that a Socialization Program be set up for new privates. CWO Spence had one running by October.

As everyone knows, Command Operational Evaluations (OpEvals) provide the real test of the effectiveness of an LRR in its main defence role. It's common knowledge that all COs begin losing sleep months in advance of OpEvals. Needless to say, in 1981, LCol Taylor and CFS Barrington had nothing to worry about. The station passed with flying colours.

Top left: BGen Stewart and LCol Taylor looking somewhat skeptical during a conversation with then CGEO Maj McInnis.

Above Left: Mr. Lee Crowell receiving his 15 years Service Award from LCol Taylor. LCol Taylor's entry in the beard-growing contest for Winter Carnival can be seen in this photograph with the aid of a magnifying glass.

Above right: LCol Taylor regrettably awards Richard Swaine 1st prize for his whiskers.

To top off a good year, CFS Barrington received a good report as the result of a DCOS PERS Staff Assistance visit.

One should not overlook the accomplishments of CE over the year. In July, the replacement of overloaded steam lines was completed. By August, the extension to Bldg No. 9 was finished providing CE with much-needed production shops. That summer also saw the installation of Radiac equipment capable of monitoring the levels of any nuclear fall-out in the area. The

Top right: Pte Pitts enjoying a club sandwich in the Combined Mess. The trophy case in Background has since been moved to the Recreation Centre.

Right: Pte Gredner and Cpl Gagnon debate whether the Search or CD has a fault while camera-shy Pte Marcoux turns her back.

Below near right: It's hats off to the winds of Baccaro.

Below far right: BGen D.P. Harrison, Commander CFCC, visits the Communications Detachment. Their faces register obvious surprise at the quality of the poor non-graphic capabilities exhibited by the new Model-40 teletypes.

Bottom: To avoid hats blowing off during parades, and due to poor weather conditions, parades were often held indoors in the Recreation Centre.

central heating plant got a new 6-inch main water line and Sherose Island obtained an equalizing tank.

The new year of 1982 would challenge both the operational and technical realms of the station, as preparations to join Canada East ROCC were fully underway. By April more new equipment was being installed.

As a further tune-up of a finely tuned machine, two Command post exercises and one EDP exercise were held during the months of



ZZZ, Over And Out

The BDF had an early morning recall and were having breakfast at the Mess. A certain Private was noticed to be experiencing a few difficulties functioning at this time of the morning. It was soon evident that, unaware that the station was expecting an exercise, he had been drinking all night and was now four sheets to the wind.

Somehow, the Guard Commander did not take notice of his problem and sent him out to the guard post in an intoxicated condition. He gamely manned his position, donned his headphones with the mike on, and then assumed the surveillance mode. In a very short period of time, bloodshot eyes became very heavy and soon loud snores could be heard over the HQ intercom.

It took some time to discover the source of the uncalled-for slumbering noises. Once discovered, however, a sorry snorer was quickly trotted off to the cells to finish off his siesta.

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Right: Another look at the weather which is typical of Southwestern Nova Scotia.

February and March of 1982. In addition, the Ground Search and Rescue Team continued to actively train in all aspects of Ground Search procedures including small craft handling, water safety and navigation in case of being asked to aid in a marine incident.

LCol Sandy Taylor was now ready to hand over a highly motivated, productive and well-oiled machine to Major PS Tanton on the 8th of July 1982.

1980 Nominal Roll

Maj	Taylor	AS
Capt	McInnis	MM
Lt	Johnson	BW
	O'Neill	WK
	Roy	MTJ
MWO	Spence	T
WO	Power	RD
	Sneath	DE
	Sparling	RJ
Sgt	MacQuarrie	CW
MCpl	Martineau	JLB
	Shipley	BC
	Walsh	CM
	Ward	GR

Cpl	Arey	J
	Cameron	JRA
	Daoust	JE
	Deveaux	PE
	Everett	PA
	Gredner	TG
	Harding	RW
	Hurd	EK
	Jollimore	DI
	Matheson	CE
	McInnis	EA
	Milloy	TR
	Morneault	JA
	Nicholls	DG
Pte	Andrews	AM
	Brace	GN
	Joyce	JA
	Larocque	JLJ
	Lewis	RS
	Marcoux	MPS
	McIntyre	DT
	McKenzie	MW
	Nolan	MC
	Roy	JLPA
	Stalker	CL
	Turner	LM

1981 Nominal Roll

Lt	Hiscott	AJ
	McCarthy	CA
	Muise	GA
	Smith	JAE
WO	Dowling	GP

Sgt	Powley	WT
	Smith	JF
	Stevenson	GL
	Toole	WH
	Windsor	RJ
MCpl	Desjardins	JALC
	Hearn	JR
	Kennedy	JJ
	Kent	RR
	MacInnis	E
	Oicie	EM
	Phillips	LA
	Taillefer	JP
	Tower	LW
Cpl	Baynam	TE
	Chausse	GM
	Cormier	BC
	Dunlap	TC
	Little	CD
	Monteith	RF
	Powers	RG
	Reid	RE
Pte	Skerry	CE
	Archambault	JR
	Campbell	RA
	Dwyer	EJ
	Lawrence	CA
	MacPherson	GA
	Martineau	AM
	McMullin	BL
	Murphy	VJ
	Pitts	DE
	Smith	LM
	Tremblay	JRIL



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When Maj Peter S Tanton was handed command of CFS Barrington from LCol AS Taylor on 8 July 1982, he became the station's first Canadian CO at his rank level. He immediately began holding staff meetings twice monthly, although the second meeting eventually became a Management Information Systems (MIS) slide briefing by February 1984.

The remainder of 1982 under the leadership of Maj Tanton was a busy period with nine visits by various inspection teams. In addition, the station conducted five exercises to evaluate personnel response and to test security capabilities.

To increase public visibility, the station provided its first float for the Barrington Exhibition's parade that summer. He was also instrumental in reactivating the present station newspaper. In October, publication of the "By-Line" commenced with Sgt Jack Hooper as editor. Later that month, Maj Tanton hosted a luncheon to honour civilian employees having twenty years service with the Department of National Defence.

The new year started out quietly enough with the establishment of parking spaces for officers and the SWO in front of headquarters being the main topic of conversation. Then early on 31 March 1983 a fire at the Married Quarters Communi-

Below: LCol Taylor handing over command of CFS Barrington to Maj PS Tanton on 8 July 1982.

Below right: Maj Tanton's first inspection of his new troops.



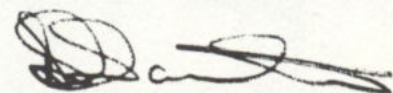
ty Centre completely gutted the south wing and caused \$115,000 smoke damage to the remainder of the building. Prompt action by the Barrington Passage fire department, assisted by the station fire fighters, extinguished the fire in minimal time thus saving the building from complete destruction. In order to reconstruct this building in short order, station personnel joined together with Lt "Arnie" Arnott and the CE section to complete the building by self-help as much as possible. Work details from the station during the day and work parties from Sherose Island during the evening rebuilt an enlarged Centre ready for its first function by year-end.

Once again, 1983 was marked by numerous visits from outside agencies. Various Staff Assistance Visits (SAV) prepared the station for its Operational Evaluation coming up in November. The relocation of the R&M Shop to the old 3-tower (Bldg 101) allowed construction of the present Defence Force Headquarters. Other major construction projects completed during 1983 included: extensive landscaping at the gymnasium, resurfacing of the ball diamond, and an MSE Duty Drivers' room.

The most significant, though invisible, event of 1983 occurred 15 June when the site designation was changed from C-102 to R-01. After two years of preparation, the ROCC project was implemented and the site ceased belonging to 21st NORAD Region in the United States and started reporting to Canada East ROCC in North Bay. It had



The Tanton Times

PS Tanton
Major
Commanding Officer

by
Capt RM Kennedy

8 July 1982
9 August 1984



Top left: The Accounts staff: Pte Darlene Shepherd, Capt Sheila Stevens, MCpl Bruce Shand, Pte Cheryl Little, Sgt Kenney Howard, and Pte Linda MacIntyre.

Top: WO Sproule mans the station's display at the Yarmouth Air Show.

Left: The new Air Command flag takes its place with those flying over the station in a sunset ceremony 1 April 1984. Cpl Mark Neve raises the flag as Father Eddie Theriault and Maj Tanton watch.

Above: CGEO Capt Roger Morse "making no eyes" at fellow officer Capt Sheila Stevens.

taken twenty-five years, but the Air Defence resources on Nova Scotia's most southerly mainland tip were, at last, under the operational control of Canadians.

To foster community relations and to keep the public informed, Maj Tanton authorized an Armed Forces Day on 28 August to coincide with the ending of the Barrington Exhibition. Static displays and a small flying demonstration provided information and entertainment for over 600 visitors.

In November of 1983, a satellite TV system was installed at Sherose Island married quarters but could

not begin distribution of its channels until March 1984 when it received its licence and the necessary parts from CANCOM. The upgraded television reception was now equal to that available at any major centre. A personal computer was also purchased from Station Fund to try and stimulate interest in forming a computer club.

The new year began, true to form, with another SAV from Air Command. Meanwhile, CFS Barrington would become the first radar site in Canada to convert the electrical supply for its radar operations "up the hill" to commercial power. This was a large project involving the station, contractors, and NSPC. An entirely new sub-station had to be built. Experience with the corrosive nature of the salty climate resulted in the sub-station being installed indoors on a new mezzanine constructed between the first and second storeys of the 27-tower (Bldg 105).

April Fool's Day would be different this year. The Royal Canadian Air Force was celebrating its 60th Anniversary. It was decided to hold a Mess Dinner and Sunset Flag-Raising Ceremony for the new Air Command Flag. Col(Ret) G Brennand, a former CO, was the guest of honour. From then on, there would be three flags flying over the station.

These two years under the leadership of Maj Tanton serve to illustrate the value of teamwork. The rebuilding of the Community Centre and a successful Operational Evaluation are excellent examples of personnel working together for a common goal.

Opposite page, top left: SWO of the day, Pete Jerret, listens as Chief Tom Spence and CO of the day, Manot Raymond, discuss the possibility of a station stand-down.

Opposite page, top middle: Pte Tanton's response to the CO of the day's request for a Christmas carol.

Opposite page, top right: "Let's kick back and listen to some good tunes, dude!" says BGen WD Stewart to WO Sparling.

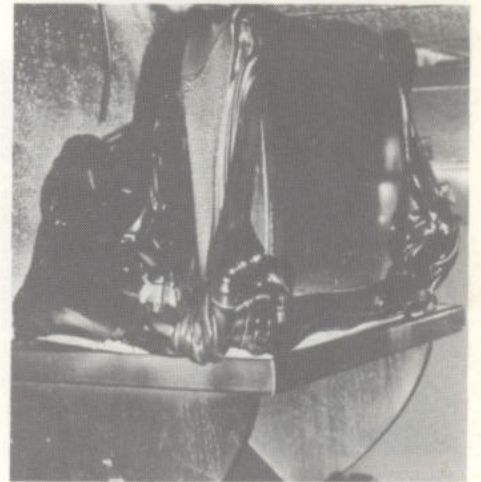
Opposite page, second row left: The station's first float in the Barrington Municipal Exhibition.

101st Fighter Interceptor Squadron

Barrington enjoyed a long and valued relationship with this squadron. During live exercises, PACE Flights, and Auto Ops training the aircraft from Otis were used. To enhance this training, the personnel from Otis flew a C-131 aircraft into Yarmouth and brought our personnel down to Otis on cross training visits. Barrington personnel were given the opportunity to brief face to face with the aircrew, have static tours of the A/C and also fly the F-106 simulator.

With the implementation of various agreements, Barrington had the unique opportunity to maintain its Auto Ops training with the Squadron when we became operationally responsible to the Canada East ROCC. The dedication and support received from this Squadron is indeed a most important and valued chapter in CFS Barrington's operational past.

Submitted by Capt JAE Smith



Second row right: That's a "Hummer" of a smile!

Above left: Fireman checks for fire within the walls of the community centre.

Above right: The intense heat of the fire in the community centre transformed this television into a piece of modern art.

Right: This photo of an F-106B was presented to the CO of that aircraft's squadron from CFS Barrington during a visit of Otis AFB, in November 1984. The photo was taken during the "Lobster Flag" Exercise held earlier that year at CFB Chatham, New Brunswick.

Far right: Fraser Crowell discussing operations with visiting dignitaries.





Top: Cpl Wayne Harding giving visiting MGen WG Paisley, Commander Fighter Group, a few DJ lessons.

In The Mink Of Things

In areas of high air traffic, fur farmers colour their roofs black and yellow to ward off low-flying aircraft. Needless to say, Barrington is not such an area. After discovering that he was posted to the station, an enthusiastic aircrew member decided to see what the place looked like and came in loud and low to do a "bubble check" and announce his coming. After arriving on station he was greeted with a claim from a local fur farmer who attributed the loss of his young to the flight. A summary investigation was conducted and the Crown was ready to pay, but the farmer got greedy and went to court for more. Further investigation was conducted and the court ended up awarding the farmer no damages.

Above: An uncommon outdoor inspection at CFS Barrington — no fog!

Left: Maj Tanton giving a tour of the MSE Bays to some visiting VIPs.

The Arey'an Race

On 21 February 1973, Jimsey Arey, an Inuit of Aklavik, N.W.T. enrolled in the Canadian Forces. In August 1980, he was posted to Barrington. On 9 July 1984, a special team working for the DND Office of Information came to Barrington to do a video story on him. What was so exceptional about Jim Arey?

Between the years 1971 and 1984, of the 125 young native men and women who joined the Forces, only 20 remained.

The lifestyles of Inuit, Dene, Metis, and Indian youth made them highly susceptible to homesickness. They did not naturally adapt to the regulations and discipline of military life.

Cpl Arey, on the other hand, was the longest serving native serviceman in the Military. Because of this he was often selected to assist recruiting teams travelling in the North. He represented both his Inuit origin and the Canadian Forces, and was a living example of how Northern Native People could be both.

1982 Nominal Roll

Maj	Tanton	PS
Capt	Brizard	JJA
Lt	Arnott	HJ
	Stevens	SL
	Touchette	JAR
Sgt	D'Eon	HG
	Gray	RE
	Hooper	J
	MacDonald	LB
	Schryer	RJ
MCpl	Donovan	DP
	Howard	DJ
	Izard	CS
	Spears	CJ
Cpl	Bruce	SJ
	Champagne	EM
	LeBlanc	JHG
	MacDonald	JW
	McOnie	FR
	Rice	RW
Pte	Boudreau	MJD
	Cronin	LA
	Duperron	JMJG
	Jerrett	PM
	Moore	GK
	Neve	MA
	O'Toole	DJ
	O'Toole	VJ
	Raymond	M
	Richmond	JR

1983 Nominal Roll

Capt	Morse	RB
WO	Sproule	EL
	Stephens	SK
Sgt	Downing	BG
	McGlinchey	JJ
	Pike	DJ
	Rondeau	L
	White	DR
MCpl	Bonnar	LL
	Boyd	JJ
	English	CR
	Johnston	DJ
	Labelle	JR
	Lanteigne	M
	MacKillop	FF
	Rawding	PD
Cpl	Adams	KE
	Hawbolt	RC
	Hedley	RA
	Lacasse	JR
Pte	Cormier	REL
	Deschambault	DP
	Frandsen	JR
	Lapensee	JF
	Lawrence	RS
	Paul	ND
	Shepherd	DJ
	Smith	DF

This final chapter on the Commanding Officers of CFS Barrington brings us to the end of our thirty year journey down memory lane. These final three years of current station history are, however, filled with achievement and technological change.

On 9 August 1984, Maj Robert J MacDonald assumed command of the station from Maj PS Tanton at a time when there was a great deal of public concern over the rumoured closures of CADIN/PineTree sites. It was already official that the TDDL would be deactivated at year end. Consequently, good community relations would be an important part of the new CO's leadership. To start things off on the right foot, he personally participated in the annual Terry Fox Run that Autumn.

The rumours of closure did not deter the Ministry of Transport, however. They installed a Parrot Transponder at Sherose Island in December to serve as a known reference point for their Air Traffic Controllers.

Nor did these mutterings bother the men who worked upon the radar. They were more concerned with maintaining the status of the site as the best Search radar on the line. The recent conversion of electric power to NSPC was providing

Below: Maj RJ MacDonald giving his hand-over speech as he assumes command of the Station.

Below right: Maj MacDonald inspecting his new troops along with Maj Tanton.



the sensitive AN/FYQ-47 computer with sudden large variations in power. It was with much relief that the new year was ushered in by the installation of power surge suppressors.

A fast-paced and action-packed year, 1985 was notable in many respects. Early on, the Minister announced that CFS Barrington would not close. The unit, however, would agonize for 9 months awaiting word on whether the Search radar would be replaced by a new AN/FPS-117 or AN/FPS-508.

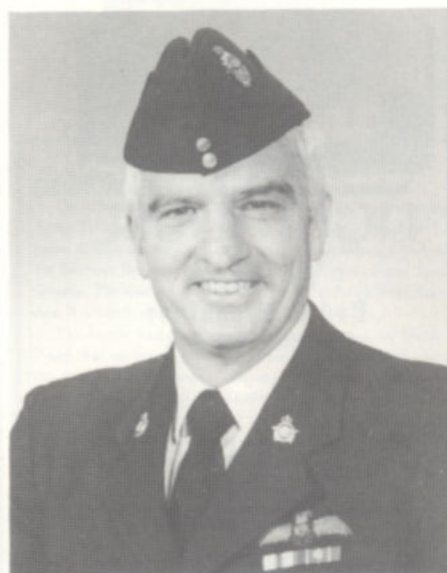
On 1 February, the Ground Environment Operations Officer (GEOpsO) was made a Branch Head. This was the culmination of a mid-seventies move to replace CELE TelOpsO's with AWC GEOpsO's. Capt Curnew had been the first AWC and now Capt Smith was the first branch head. The new branch heads and Major MacDonald hosted approximately 50 local area businessmen at a luncheon and familiarization tour of the station that Spring.

A total of five Air Command Staff Assistance Visits were conducted throughout the year, ranging from transport to food services. In each and every case, the station was evaluated as fully meeting Air Command and Canadian Forces standards. Its capabilities would be put to the ultimate test in October of 1985 when another Operational Evaluation was due to be carried out.

In addition to preparatory train-



MacDonald's Merry Marathon

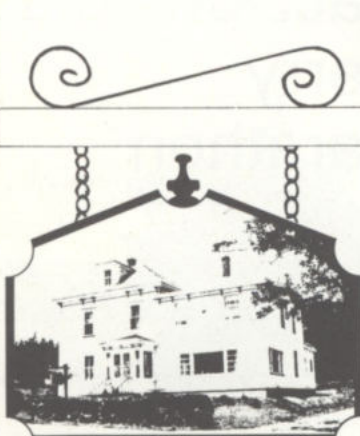


R.J. MacDonald
 R.J. MacDonald
 Major
 Commanding Officer

By
Capt RM Kennedy

9 August 1984
 July 1987

ing, there was much CE work to be done. The influx of single officers had necessitated the relocation of the female quarters from Bldg 1 to Bldg 6. New BDF shelter facilities, Ops compound lighting, and perimeter fencing were all completed prior to the arrival of the OpEval Team. As well, Clothing



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Stores had begun to operate out of Bldg 5 in March & an extension to the Curling Club was in the final stages of completion. A new fire alarm system was installed by 1 CEU during the summer and in June the Height-Finder's rubber radome was replaced by a geodesic fibreglas one from CFS Falconbridge. Amidst all this, there was still time to participate in the inauguration of the new war memorial at Barrington on 22 September.

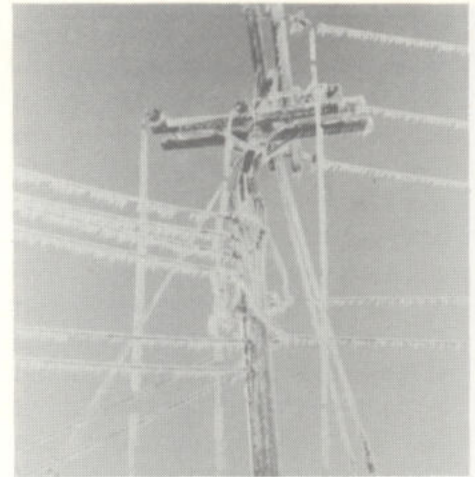
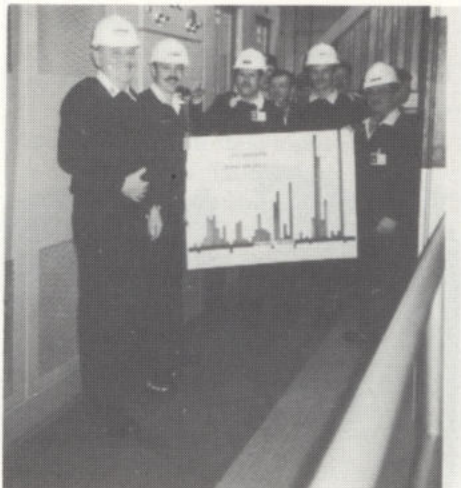
The dedication and attention to detail by all station personnel resulted in a satisfactory OpEval. The "icing on the cake" was the an-

Top: Fire Chief Sgt Gunn makes his way through a snowbank after a storm in February 1987.

Top right: The splintered results of ice buildup from the storm occurring 2 March 1987.

Below: The decommissioning of the best AN/FPS 27 on the line.

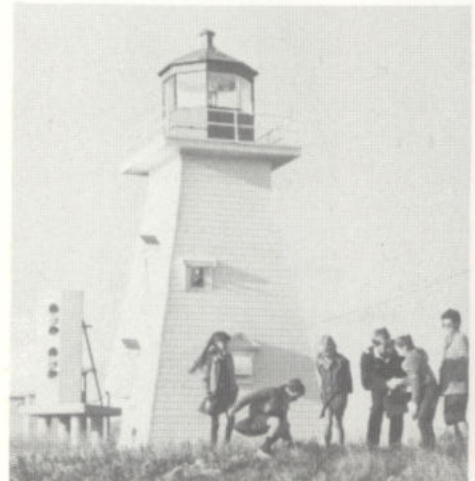
Below right: The brownies are pointing out to Capt Sukstorf, Unit Information Officer, the launching point of their Trans-Atlantic message.

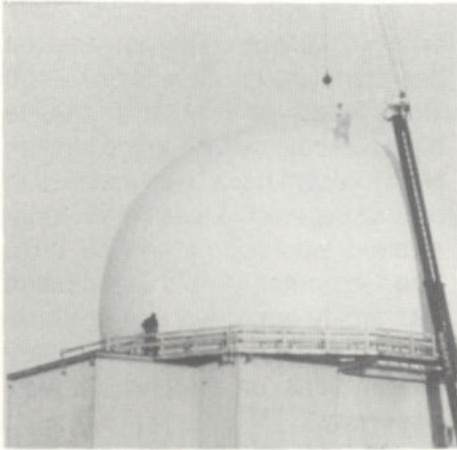


nouncement that once again CFS Barrington had the best AN/FPS-27 Search Radar on the line.

Many significant changes to operational and support facilities took place during 1986. It was not, however, a year without loss. On 15 January, on the evening of a fierce winter storm, a married quarter was totally destroyed by an accidental fire. On a positive note, no injuries occurred and the married quarter was subsequently replaced by a modern unit.

The largest single event of 1986 was the replacement of the search radar. This complex undertaking required the joint participation of Canadian and American personnel, both military and civilian. Technical expertise at every level was utilized; Station, Group, Command, and National Defence Headquarters, all contributed to the success of this particular mission. On 1 April 1986 the FPS-27 was shut down and on 11 July the FPS-508 from CFS Falconbridge was commissioned.





The project had been completed three weeks ahead of schedule and well within budget, attesting to the spirit of team-work by the professional men and women of this station. The Municipality and Historical Society were approached as to whether they wanted to erect the old antenna as a memorial near the Lighthouse Museum, but the costs of mounting and maintaining such a display were prohibitive.

Meanwhile, the closure of the CADIN/Pinetree sites caused

Top left: CFS Barrington's pressurized radome prior to deflation on 4 April 1986.

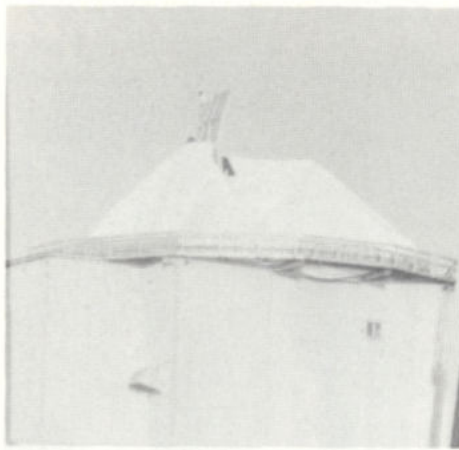
Top middle: The sagging remains of what was once a rubber radome hang loosely over the radar antenna housed within.

Top right: The capping of the rigid geodesic radome on 1 May 1986 was the final step in replacing the old rubber landmark so familiar to fishing boats passing by Baccaro Point.

Below middle: The capping of the height tower.

Below right: Ptes Debbie Rowland and Gerry Potvin get "showered" as they head down the road to marital bliss.

Below: Crackers and beer at Winter Carnival.



NORAD to reorganize Canada East and Canada West Regional Operations Control Centres (ROCC) into Sector Operations Control Centres (SOCC) giving the new ROCC a left and right SOCC!

The year of 1986 also saw the introduction of computers into support functions of the station. The Station Comptroller's staff went on-line with the Mark III Financial Information System and the Supply staff finally saw an interactive Spectrix Series 10 replace the old IBM 5395. In addition to the foregoing, a Motorola 6300 Station Commander's Micro Computer System rounded out the computer inventory. These fantastic devices have enabled managers to streamline their operations and make more efficient use of existing resources.

Other noteworthy achievements throughout 1986 were: the self-help renovation of the Officers' Mess, the relocation of the Medical Inspection Room and Dental Clinic to new facilities, and the expansion of CE



Brownie Bottle

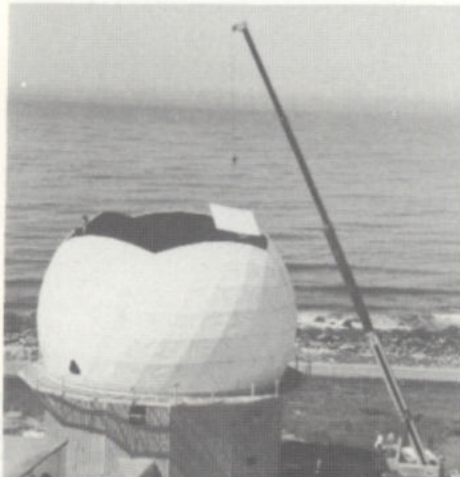
On 5 October, 1984, Rebel, an Alsatian dog owned by Mrs. Jenny Holman discovered a bottle on Freathy Beach at Torpoint, Cornwall, England. In it was found a message from the 1st Sherose Brownie pack of CFS Barrington, Nova Scotia, Canada. The find was reported on the local South West Television 6 o'clock news.

The bottle had been thrown into the ocean off Baccaro Point that spring as part of a "Mini-Olympics" held among the Barrington Brownies, Sherose Island Brownies and the Sherose Island Girl Guides. Guiders Sandi Bonnar, Paula Macdonald, and Sharon Howard had thought up the idea.

The event was considered so unusual that *The Sentinel* visited the station and described it in one of their magazine articles.

Too High To Be Loaded

For years, whenever large trucks or vans delivered heavy equipment on the station, there was no loading bay for them to back up against. An outdoor ramp was delivered in 1983 and plunked on the ball field where it interfered with activities there. Much deliberation on selecting a suitable spot ensued. Finally in the summer of 1984, it was moved and was ready for the fork-lift to use to get in and out of the back of delivery trucks. During initial training, it was discovered that although the fork-lift could enter the delivery trucks, it couldn't leave them. The solid steel and concrete ramp was half-a-foot too high! Complaints were voiced at the highest level and a solution was forth coming. If the ramp was too high off the ground, raise the ground. A sandbox was built at the ramp's base to raise the rear end of the trucks backed up against it.





Top: Capt Burke salutes BGen Woods prior to an impromptu inspection of civilian CE workers in full battle dress.

Above: A group of CE employees undergoing therapeutic relaxation.

Opposite page top: Installing the 508 transmitter cabinets.

Opposite page bottom: MWO Dennis "the Menace" MacKenzie gives a sign of approval upon his retirement.

offices.

Long known for excellence in sporting competitions, CFS Barrington accepted the challenge, rose to the occasion, and brought home the hardware by capturing the 1986 Atlantic Region Small Base Hockey Championship. In order to continue strengthening community relations, station personnel participated in the Barrington Municipal Exhibition and volunteered their time to such activities as Air Cadets, minor hockey and little league ball. In addition, the 2nd Annual Ducks Unlimited Banquet was held in the Gymnasium and raised considerable funds for wetland development.

As this book goes to press, 1987 is well underway. The power plant has completed installation of a 100 kW auxillary power unit to provide better electric service to the station. New freezers have been installed in the Combined Mess and long-awaited washrooms will be built. The Computer Club's constitution was finally approved and preparations for the 25th Anniversary Celebrations on 6 June are well underway.

On 2 March 1987, an ice-storm hit the area bringing down powerlines and denying the domestic site heat and light for two days.

In keeping with the groundswell movement to reduce the practice of smoking throughout Canada, Capt Lombard conducted the first BUTT-OUT program with a success rate of 80%. The station hockey team has won, for the first time ever, the county gentlemen's hockey league championship.

The last three years have been both eventful and rewarding; the results of a dedicated team. Maj

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 AND DEPENDABILITY**



CGEO's Christmas Tree

When Christmas rolls around, traditional Nova Scotians cut a tree from the woods and bring it inside. So it was that a live tree found its way into DMCC. Not to be outdone, the CGEO borrowed a tree from the Officers' Mess and issued new disposal instructions to all his sections. It wasn't too long before anyone entering the Ops Complex was greeted by a Christmas Tree covered with the glinting surfaces of American, German, and Czechoslovakian vacuum tubes producing an art-form in the best tradition of the season.



Bob MacDonald has given this team his compassionate and tolerant leadership to assist them in their tasks. Not content to just lead, Maj MacDonald has been an active participant, from playing hockey to competing in a bed race to raise funds for a children's hospital. While it is almost certain that CFS Barrington will not be around for another 30 years, it has played an important role in the defence of North America in general and Canada in particular. The achievements by past and present members of this station have been many and varied. Their talents have been recognized and encouraged by leaders such as Maj MacDonald and his predecessors.

1984 Nominal Roll

Maj	MacDonald	RJ
Capt	Burke	M
	Lombard	EA
	Sukstorf	LW
Sgt	Brown	VA
	Dunn	RE
	McCarthy	TF
MCpl	Booth	RE
	Conway	JP
	Horsnell	AE
	Isnor	MA
	Johnson	ML
	MacDonald	JG
	Wilbur	DW
Cpl	Campbell	JE
	Dagenais	KA
	Gagnon	JAT
	Gaynes	JL
	Macoomb	JN
Pte	Bouchard	B
	Campbell	JE
	Dodier	JMD
	Keeping	RD
	Lehmann	K
	McLean	NR
	Potvin	G
	Rowland	DR
	Trottier	DAJ

1985 Nominal Roll

Capt	Hogan	R
Lt	Harvie	RJ
	Kennedy	RM
	Kvas	PC
	Lamb	JB
CWO	Robertson (SWO)	JK
MWO	Parnell	SW
WO	Coughlin	TB
	Doherty	PW
	Reid	R

Sgt	Carey	TG
	Dacey	JD
	Gunn	BFC
	MacFarlane	HL
	Morrison	AK
	Oderkirk	BL
	Rogers	PJ
	Stuart	AR
	Towell	CG
MCpl	Ashley	GCS
	Cooke	JE
	Dawson	JM
	Handrahan	DJ
	Howard	Ke
Cpl	Boss	SO
	Brake	SJVP
	Carberry	EK
	Clark	J
	Coleski	WF
	Coyle	JT
	Currie	GP
	Cytowicz	HZ
	Fougere	JA
	Pearson	IV
	Pitcher	DL
Pte	Beckett	RJ
	Belliveau	P
	Burgwin	RD
	Leighton	RE
	St-Onge	JOR
	Strang	PK

1986 Nominal Roll

Capt	Carr	TS
WO	Kane	PJ
Sgt	Couroux	JEG
	Faulkner	CC
	McAskill	RB
MCpl	Gabriel	AL
	Leeco	HA
	Poulin	JJRC
	Sullivan	PB
Cpl	Barry	RG
	Birnie	B
	Brady	KM
	Brady	JE
	Jollimore	DI
	Lucas	WM
	Murphy	VJ
	Peach	JK
	Smart	RR
	Sullivan	JV
	Thibeau	JG
Pte	Belanger	MC
	Chynces	AM
	Colton	PB
	Hall	KW
	Jackson	LS
	Kendall	WW
	Lovett	P

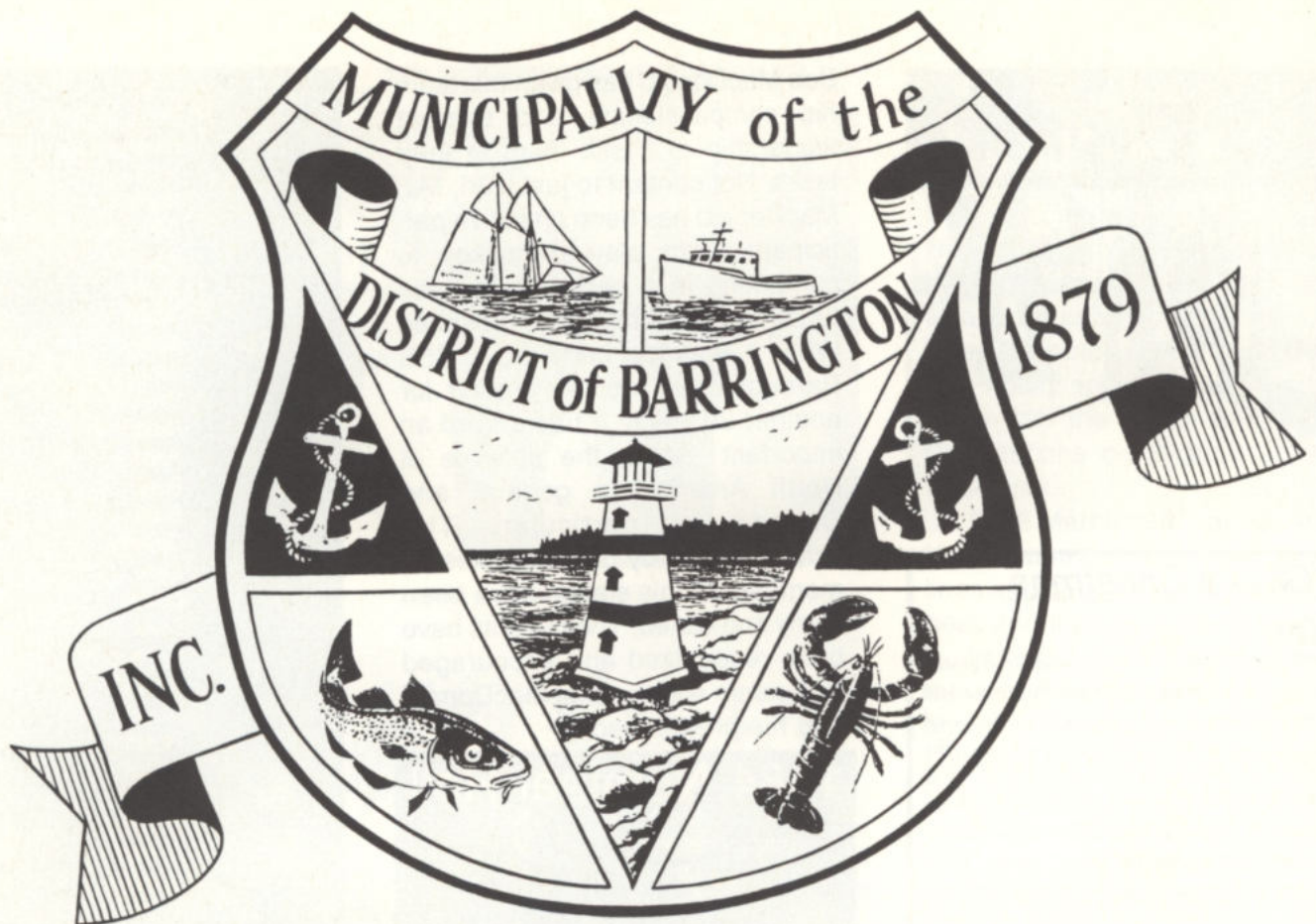
1987 Nominal Roll

Lt	Boyle	JW
Cpl	Tanner	C
Pte	McDonald	C

Congratulations from:

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The municipal crest was officially accepted by Warden Tony Perry on 23 February 1984 from Claudette Nickerson.

(902) 637-2015

P.O. Box 100
Barrington, Nova Scotia
B0W 1E0

On behalf of the Municipality of Barrington I would like to extend our sincere best wishes to Canadian Forces Station Barrington on their 30th Anniversary.

The establishment of C.F.S. Barrington 30 years ago at Baccaro Point was an extremely important occasion in the history of the Municipality. Over the years the station has provided employment to local residents and with the presence of military personnel and the actual operation of the station has been a most important factor in the overall economy of the area.

We wish to sincerely thank C.F.S. Barrington for its contribution to the community and trust it will continue to perform a vital economic and national defence role within the Municipality.



A view of the famous "S-turn" and historical attractions at Barrington Head.

Sincere Best Wishes

Tony W. Perry,
Warden

The ROYAL CANADIAN LEGION

Cape Sable Branch
No. 148



*"To Honour Those Who
Served And Remember
Those Who Died"*

**Serving Veterans
And
The Community**

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P.O. Box 160
Clark's Harbour, Nova Scotia
B0W 1P0

TOWN OF CLARK'S HARBOUR

NOVA SCOTIA

[INCORPORATED MARCH 4TH, 1919]

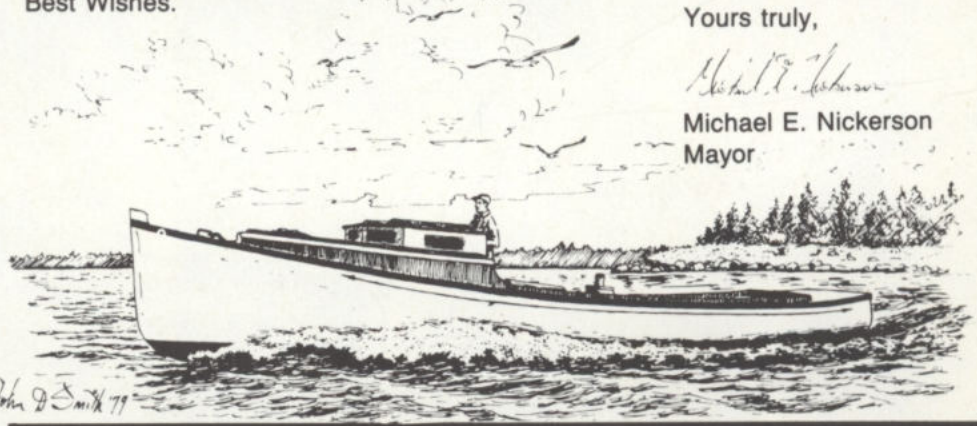
On behalf of the Town of Clark's Harbour I would like to extend our sincere best wishes to Canadian Forces Station Barrington on the occasion of their Twenty-Fifth Anniversary.

Clark's Harbour, incorporated March 4, 1919 is a thriving fishing town, and also home of the famous Cape Island fishing boat.

We would like to express our appreciation to CFS Barrington for your past community participation and involvement and look forward to your continued presence. Best Wishes.

Yours truly,

Michael E. Nickerson
Mayor



MUNICIPALITY OF SHELBURNE

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(902) 875-3083

P.O. Box 280
Shelburne, Nova Scotia
B0T 1W0

"On Nova Scotia's Scenic South Shore"

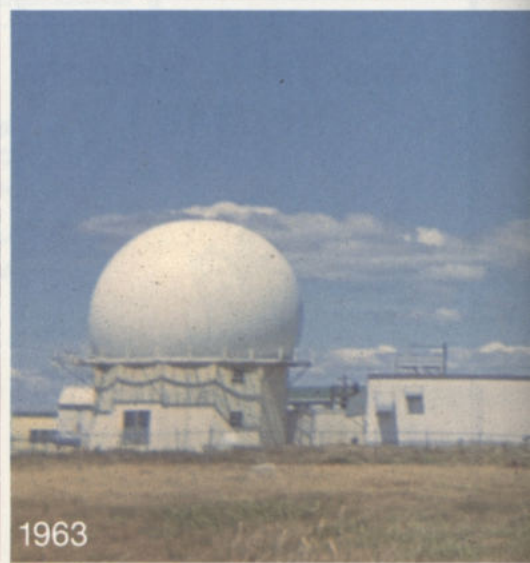
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Lighthouses







Perry Wamback
Shelburne's International
Champion Town Crier

(902) 875-2991



P.O. Box 670
Shelburne, Nova Scotia
B0T 1W0

On behalf of the citizens of the Town of Shelburne, I extend to Canadian Forces Station, Barrington the sincere wishes for your Twenty-Fifth Anniversary.

We are very pleased to have been associated with your station and its personnel over the years. We extend to everyone a welcome to come and visit our historic and heritage filled Town at your convenience.

William S. Norman, Mayor
Town of Shelburne



HOUSE OF ASSEMBLY
NOVA SCOTIA

Congratulations to
CANADIAN FORCES STATION BARRINGTON
on its
25th ANNIVERSARY

Harold Huskison
M.L.A. Shelburne Co.

When the Radar Station was turned over to Canadian hands, thought was given to the formation of an air cadet squadron.

On 18 October 1963 the 743 Barrington Lions Squadron came into being. The Lions Club formed a local Committee of the Air Cadet League of Canada. The Support Base was CFB Greenwood. Original officers were: Ron Jenkins, Commanding Officer; Jack Fry, Adujant (Admin.); and Richard Swaine, Supply Officer.

There were numerous problems in starting a new squadron. Recruits had to be found, uniforms issued, and a training schedule put into place.

By 1965 Flight Lieutenant Jenkins resigned as CO and was succeeded by the Administration Officer, Jack Fry, who acted in many capacities until 1969 when he resigned.

A new slate of officers was formed and the squadron took on a new course in the fall of 1966 with Lloyd Whelpley as CO, Shirley Doane as Administration, Hugh Nickerson Training and Robert Harris in Supply.

The Squadron prospered, taking a leading spot on the Provincial scene. They took many awards and honours at summer camps at CFB Greenwood. WO1 George Johnson's son was the first to win a flying scholarship followed by Brian Blades and Kendall Newell.

Aside from the annual familiarization flights aboard "Argus" aircraft that landed at Yarmouth to serve area cadets, there were two highlight events that they looked forward to each year.

The first involved a combined survival exercise with cadets from Liverpool, Yarmouth and Halifax. The boys and the officers would spend a weekend on Lens Island in the middle of the Mersey River (from which there was no escape) and be supplied by an actual airdrop from CFB Greenwood. The RCMP was invited and even brought a dog to demonstrate tracking. On Sunday, the minister from Liverpool visited

Right: the first CO, Ron Jenkins enrolls his successor, Jack Fry.

Below: Air Cadets Nickerson and Scott proffer a gift of appreciation to their long-standing CO, Lloyd Whelpley. His successor can be seen in the background.

Far bottom: Smiling Cadets Nickerson, Kendrick, and Banks attack a bed making chore at CFB Greenwood's Summer Camp.

743 Barrington "Lions" Air Cadet Squadron



by
Thomas Perry

1963 - 1987



**Congratulations
and Best Wishes
on Your Silver
Anniversary**

Lloyd R. Crouse

Hon. Lloyd R. Crouse, P.C., M.P.
South Shore

and a service would be held on a moss-covered mound by an altar and wooden cross that the cadets had themselves carefully prepared. After taking a boat ride off the island, a six-hour route march home would conclude the exercise.

The second big event was the annual "Cadet Ball" hosted by 545 Squadron Liverpool at which all the squadrons from the South Shore would arrive on the Grand March. This involved marching in by twos, then fours, and so on until finally the squadrons stood in one or two lines resplendent in their white shirts and black bow-ties worn for the occasion.

When the Armed Forces were reorganized and integrated, CFS Barrington became the support base for the Barrington Lions Air Cadets in the early seventies. Since then a Cadet Liaison Officer (CLO) has been appointed to ensure good support is forthcoming for the squadron.

In 1973, a new dimension was

added when girls were accepted into the squadron. At first they were outfitted in a unique Nova Scotia Tartan uniform. Outings now had to include both male and female chaperons.

The summer of 1979 saw two Air Cadets employed on the station.

Command of the squadron was passed to Gregory Sears in 1980 and on to Tom Perry in 1983 who is the present CO.

Over the years 743 "Lions" Squadron has only had between 30 and 50 members on strength. Numbers, however, are not the only measure of success and in drive and achievement, the cadets of "743" have built a reputation that is hard to beat.

Officers Serving 743

CO Ron Jenkins, Flight Lieutenant; Jack Fry, Flying Officer; Lloyd Whelpley, Captain; Gregory Sears, Lieutenant; and Thomas Perry, Captain **Administration** Jack Fry, Shirley Doane, Kendall Newell, Joe Schoots, Hugh Nickerson, Margaret Sears **Training** Kerbie Cunningham, Clifford Kendrick, Hugh Nickerson, Colin Boxall, Gregory Sears, Don Pakenham, Tom Perry **Supply** Richard Swaine, Herbie Nickerson, Bob Harris, Janell (Snooky) Smith, Susan Mahaney, Monique Reid, Kathleen Newell.

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There has always been some confusion in addressing letters to the station as shown by the following letter that appeared in the January-February 1961 edition of *The Roundel*:

Dear Sir:

Your Nov. 60 letters column reported the USAF "mildly shocked at the apparent ignorance displayed" by an RCAF-addressed communication to 25 NORAD Region. May I state that the RCAF and RCN were equally appalled when the enclosed envelope was received from Robins AFB, Georgia, USA:

672 AC & W Squadron,
Naval Station,
Nova Scotia, Canada.

The correct address for this unit is:

Commanding Officer,
672 AC & W Squadron,
Barrington Air Station
Barrington, N.S., Canada.

Possibly your readers will get a laugh out of this, too, although I doubt the postal authorities would be amused.

F/O G.A. Ferguson,

101 KU, RCAF Stn. Dartmouth, N.S.

(We suggest all who address mail take heed of the last sentiment. — Editor.)

In the first days of the station, when a 2 cent stamp sent an

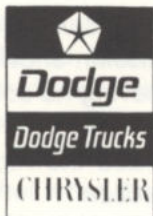
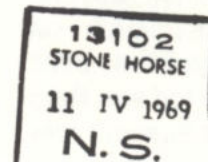
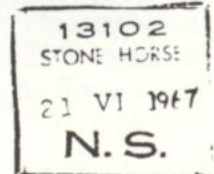
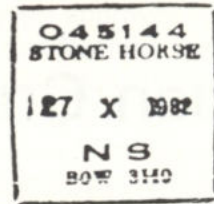
unsealed envelope on its way, the Americans arranged to have all their mail delivered into a bag at the Barrington Post Office. This was picked up daily and mail could be collected from numbered boxes in headquarters on weekdays from 1300 to 1630 hrs.

The RCAF took over these postal responsibilities on 6 May 1962. Complaints of slow mail prompted a survey of personnel which was forwarded to the Army Command Postal Officer in Halifax for action. In response, a new federal post office would be opened 15 November 1963. The boxes were moved from headquarters to Bldg 6 and a post office was constructed in October. Finally, after a two week delay caused by

Right: Postmaster Bill Thomson was a fixture at the Stone Horse Post Office for over a decade.

Above right and below right: MOONs (Money Order Office Numbers) and POCONs (Post Office Computer Office Numbers) of Stone Horse.

Post Office



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waiting for postal equipment, Mrs. Anne Marie Reynolds opened the doors for business on 28 November 1963 under the name "RCAF Station Barrington".

Although this was a great improvement, there was still much confusion over mail bound for Baccaro, but requiring the word Barrington in its address. The Army Postal Corps checked Geodetic Survey Maps of the area and effective 11 January 1967, the post office became "Stone Horse".

On 1 September 1968, Annie Reynolds was succeeded by June R. Ferguson. Mr. William S. Thomson, a retired serviceman from the station, took over on 18 June 1971. Mrs. Teresa S. Cox has served full-time since 6 January 1986.

Station Crests



PUBLIC ARCHIVES CANADA



It is not known who designed the American 672d Squadron crest that appears on the back cover of this book. It measured over 6 inches from top to bottom and was worn with pride. Prior to that, the crossed flags shown (above left) were worn on the back of sports jackets, etc.

When the Canadians took over, there were many more pressing concerns than a Station crest, but when the Curling Club started to design itself a crest, it was realized that the squadron itself didn't have one.

LCol Brennand assigned Maj Ellis as Chairman of the Recreation Council to run a contest in January 1970 to design a crest and select a motto. A crest combining the following elements was submitted to ADC for approval in June 1970:

a. the foreground was derived from Sgt MacDonald's picture of open pleading hands along with a dove, symbolizing peace, but casting the shadow of an aircraft for which the station is always on the alert

b. The background came from Ernie White's submission showing a radar tower and leaving no doubt about the role of the station.

c. Lt Sim submitted the motto "Protection by Detection"

This design was rejected by ADC because it depicted nothing singularly significant to CFS Barrington. LCol Rushton asked Maj Ellis to come up with another more unique design. He advised the new CO that ideas concerning the unique names Baccaro and Stone Horse did not spark the degree of enthusiasm in station personnel that would be required for general acceptance so it was decided to submit a design based on the lobster:
...the choice of lobster is ap-

Above left: This British Admiralty Chart dated 1932 shows the location of the Stone Horse rock off Baccaro Point.

Far left: Station Crest design submitted in May 1971.

Left: Station Crest design submitted in January 1973. The original motto of this design was "Solid Defence".



Left: The Stone Horse buoy went adrift on 2 December 1983 when B. Chetwynd took this picture.

appropriate as the lobster is indigenous to this area, and lobster fishing is the single largest industry. The lobster also represents the operational role of providing Aircraft Control and Warning. This is done using radar, which is comparable to the lobster's protruding eyes. Radio signals are passed to interceptor aircraft via the GATR Site. This is symbolized by the long antennae of the lobster. The interceptor aircraft thus controlled are capable of destroying enemy aircraft just as the lobster's claws can destroy an adversary. Finally, this squadron's mission is defence; the lobster is satisfied to avoid combat unless threatened. Hence, the motto, "Intruders Beware"

Command did not buy this idea either when it was submitted in May 1971 and considered "that the lobster is neither unique to CFS Barrington nor particularly stirring in any way."

Anyone who has ever been posted to this station will probably find the above statement rather mystifying. It took some time to overcome the disappointment that was felt, but a new CGEO, Maj Stadel, sent off a third proposal in January 1973 consisting of a Horse's Head with the motto "Solid Defence."

Sgt Crummel provided the following explanation:

In the early 1800s, a rock off the shoreline of Baccaro was noticed, from a particular compass point, which today is unknown, and at very low tide, to have the resemblance

of a horse in its entirety or that of a horse's head.

Because this rock proved to be quite dangerous to local fisherman and also to shipping in general, the coastal navigational department were requested by people concerned to install a buoy. The request was actioned and hence "Stone Horse Buoy" came into existence and is still so named on all present maps.

Due to erosion over the past years, this rock is no longer visible even at low tide, but waves can be seen breaking over it.

A contest was held in 1967 by the Postmaster General's office to give CFS Barrington a postal address. "Stone Horse" was the name picked from many applications.

Our station ball team is called the Barrington "Colts", and their crest has the head of a horse in its centre, hence our station crest will

hopefully be approved.

In actual fact, the outer rock of shoal called "Stone Horse" is marked by a can buoy. Originally established in 1908, it went adrift on 2 December 1983 when B. Chetwynd took the picture. Originally black, it is now green in keeping with the international code to indicate the progression from Cuckold Rock, South Ledges, and Stonehorse Rock. Its new number is JA-51.

Verbal approval of the design in principle was received within a month.

There still remained some work to getting the device into a heraldic form and the unit was still waiting for a painting in September 1975. The painting was finally approved by the Director General Ceremonial in April 1976, and it went to the Queen for signing in early 1977. Soon a new sign was seen on the lawn of the station.

The story does not end there, however. When LCol Wybou visited Air Command Headquarters in 1978, he noticed that the station crest was not being displayed along with those of all the other stations. Inquiries determined that it had been lost in transit. A new one was sent and thus after 16 years, CFS Barrington obtained a recognized crest of its own.



Above: This 1972 picture of the softball team shows the variety of crests worn.

Ground Search And Rescue

After a visit by F/L Beers from the Halifax Rescue Coordination Centre in June 1965, ADS granted authority to set up a combined Search and Rescue (SAR) and Nuclear Accident Support Team in November. The first Officer-in-Charge was F/O JP Coade. The initial team training was conducted by experienced instructors from 103 SAR Flight, RCAF Greenwood in March 1966.

Their first search was for a 12-year old Shelburne boy, Robert Bower on 18 December 1966. Since that time, human nature can be counted on to provide this team with one or two actual requests for assistance per year. The annual training supplied by Greenwood has since been supplanted by the unit doing its own training. There is also a three week course at the Canadian Forces Survival Training School (CFSTS) each year in Edmonton that rewards unit members for their efforts.

The unit participates in various activities ranging from volunteer fire-fighting, teaching Air Cadets, and training park wardens in Kejimikujik National Park.

A camp in East Kemptville, owned by the Department of Lands and Forests, is used by the team for their exercises. The camp was originally near the Kemptville Tin Mine, but it was moved about ten miles towards East Kemptville in the mid seventies.

In the two to three exercises car-

ried out by the Search & Rescue Team each year, most of Southwestern Nova Scotia has been covered by the team on foot or in canoes which were purchased by pooling their Field Operations Allowances.

The first two women ever to join the Search and Rescue team were Pte Val Thompson and Pte Karen Adams in May of 1983. This was due to a new requirement which stated that each GSAR Team must contain at least two females.

Inasmuch as GSAR involves outdoor woodsman-like activities that are in contrast with the normal daily routine of most servicemen, these exercises are often the most memorable experiences members take away with them from Barrington.

Above right: Bill Powley in sleeping bag protected by lean-to in a demonstration for Armed Forces Day by Search and Rescue Section, CFS Barrington.

Right: Pat Kane and Cecil Clowater relax at Gilfilling Lake, Nova Scotia. (Photos by F.D. Everett)



An Inspiring Letter Of Appreciation
For A Search Conducted 21-22 February 1975

Stoney Island
Cape Sable Island
Shelburne County
Nova Scotia

Commanding Officer
Canadian Forces Station Barrington
Stone Horse, Nova Scotia

Dear Sir:

The family of Tracy Nickerson would like to thank you and your staff for the job well done in searching for my son's body, Gary Nickerson. We admire all the people that took part because of the difficult task that they accomplished in winter waters.

God Bless you all in your stay in this area. The gratitude we feel in our hearts cannot be expressed in words. Thank you again.

Yours truly,
Tracy L. Nickerson

Tracy L. Nickerson

CFS Barrington Search & Rescue Unit

A personal view by F.D. Everett

While I was posted at Canadian Forces Station Barrington, I volunteered to be a member of the Search and Rescue Unit, and was appointed Search and Rescue Officer in 1972.

It was the policy then to carry out at least two Search and Rescue training exercises a year to bring the members up to date on search and rescue procedures, map reading, use of a compass, watermanship, general rules in handling casualties, and survival.

When an exercise had been planned, a base camp would be set up where the members could eat and sleep, and the training would proceed from there. It was during one of these training trips that an old building, belonging to the Nova Scotia Power Commission which had not been used since the Slate Falls dam was built many years before, was discovered. At our request, the building was turned over to the Search and Rescue Unit for use as a training facility.

The building was renovated by the Search and Rescue personnel on their own time. The installation of permanent bunks, a cooking stove, and a large 4 x 8 foot table made for comfortable accommodation especially during inclement weather or during the winter months. Some survival training was given to air cadets during the winter of 1972-73 from this location.

Although a Search and Rescue Units' main purpose is to come to the assistance of lost airmen, it is sometimes called upon to assist in searching for people of the community who have become lost.

I remember quite well two incidents when we were asked for assistance. One was for a young boy who had been visiting with a family on the Clyde River road. He had gone to check rabbit snares late in the afternoon, became lost and was not found until twenty-four hours later. His condition was good considering he was lost this long during winter weather. The second search was for a man and his two teenage sons who had become lost while cutting lobster pot bows on the Clyde River road allowance. A large search party was organized along with the Search and Rescue Unit and the search was carried out during a blinding snow storm. The men were finally located in an old cabin several miles from their car by myself, Sgt Cecil Clowater, and MCpl Pat Kane some thirty-four hours after they had become lost.

I found that being a member of the Search and Rescue Unit gives one a chance to experience the great outdoors and develops a lifelong comradeship with other members that served with the Unit.



Above: Dick Sweeney (right) and Joe Bourke (left) cut fire wood at Ed Crowell's camp while Bill Powley (eating) looks on.

Above right: Graham Mansell as "chief cook and bottle washer" at Gilfilling Lake, Nova Scotia.

Right: Canoes are towed by raft across Canoe Lake, Nova Scotia, with Dick Sweeney at the helm.

Below: Renovations to the old Nova Scotia Power Commission Time Office at Slate Falls, Nova Scotia, making a first class Search and Rescue camp.

Below right: Search and Rescue members pose in front of their completed camp. Left to right: Bernie Nardini, Jack Wright, Cecil Clowater, Pat Kane, Al Whittaker, and Harry Richard.

Bottom: Cpl Young guides a rubber raft through a series of rapids between Canoe and Kegeshook Lakes, Nova Scotia. (Photos by F.D. Everett)



The Origins Of The "Wrong Way" Award

It was a cold winter's day when MCpl Rawding and his peers on the Search and Rescue team set out for a 4-kilometre, two-bearing route march at Albany Cross. When the march was completed and everyone was gathered at camp, they realized that MCpl Rawding was not present. As it was nearing dusk, the team began to worry about him, so they prepared for a search.

Just before dark the team was prepared and ready to go when, lo and behold, MCpl Rawding saunters into the camp, thinking nothing of his late arrival. Apparently, Rawding had set out on the march going the wrong way. However, to this day, he still insists that his bearings were correct, and that the rest of the team didn't know where they were going!

From this incident the "Wrong Way" Award was originated. (The award is a piece of wood cut the "wrong way" from a log.) Even to this day, at the end of every major Search and Rescue exercise a "Wrong Way" award is handed out to one person on the team for outstanding achievement in search incapacities.

Civilian Officiating Clergymen

The Protestant Tradition

CFS Barrington has never had any full time chaplains on the unit. During the early years of the station's existence, the unit was most fortunate to obtain the services of Reverends Mitchell and Colburne from the local area. Incidentally, Rev Mitchell was once a member of the RCAF in the Ground Observer Corps before he joined the Priesthood.

The various Protestant chaplains who have served at CFS Barrington over the years have all echoed the sentiments of a former CFS Barrington chaplain, Rev Lynford Smith, who said, "I enjoyed my years of working with the service".

Rev RC Jones of the United Church of Canada served at RCAF Barrington from 1967 to 1969, visiting the station once a month for half a day. Jones took a special interest in a local poor family who had a leaky roof. He managed to raise half of the funds to repair the roof, and the base donated the remaining half. Not surprisingly, other local residents were somewhat upset since the base did not supply them with money to renovate their houses!

Rev L Smith, also of the United Church of Canada, began the custom of weekly visits. He related a story in which a young fellow at the JRC was bragging about how good a pool player he was. The young man challenged Smith to a game, and Smith, who had not

played in years, won the game!

Rev AJ Clarke was a retired minister who took an active part in the area and who was described as being much like a regular Padre with the words, "You're our man!". Clarke initiated a Sunday School on Sherose Island, but he found it difficult to maintain due to the movement of personnel in and out of the station. He also conducted one of the few services held on the base when the November 1981 OpEval ran over Remembrance Day. The last recorded service on the station before 1981 was held 19 September 1971 to commemorate the Battle of Britain.

Last, but certainly not least, CFS Barrington's present chaplain, Rev LC Baker, is said to make the best cookies in Shelburne County!

1964-1966: Rev Thomas G. Mitchell, Church of England; Rev Blair B. Colburne, United Church of Canada.

1967-1969: Rev Robert C. Jones, United Church of Canada.

1969-1973: Rev S. Glen Lemon, United Church of Canada.

1973-1978: Rev Lynford Smith, United Church of Canada.

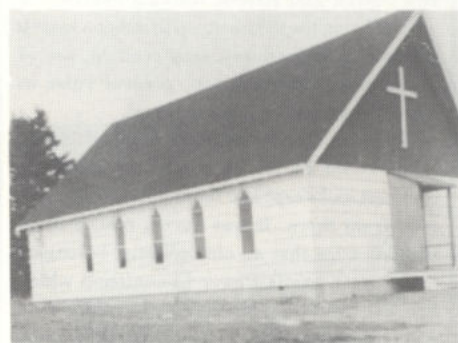
1978-1982: Rev A. James Clarke, United Church of Canada.

1982-present: Rev Lloyd C. Baker, Baptist.

The Catholic Church: St. Philip's

Saint Philip Catholic church is situated on Highway 3, between two brooks, an even 23 miles from the nearest Catholic church to the East, in Shelburne, and that to the West, in East Pubnico. The view from the front door of the church is that of a beautiful bay, studded with islands. Tradition has it that the church property is the site of the first land grant of the area.

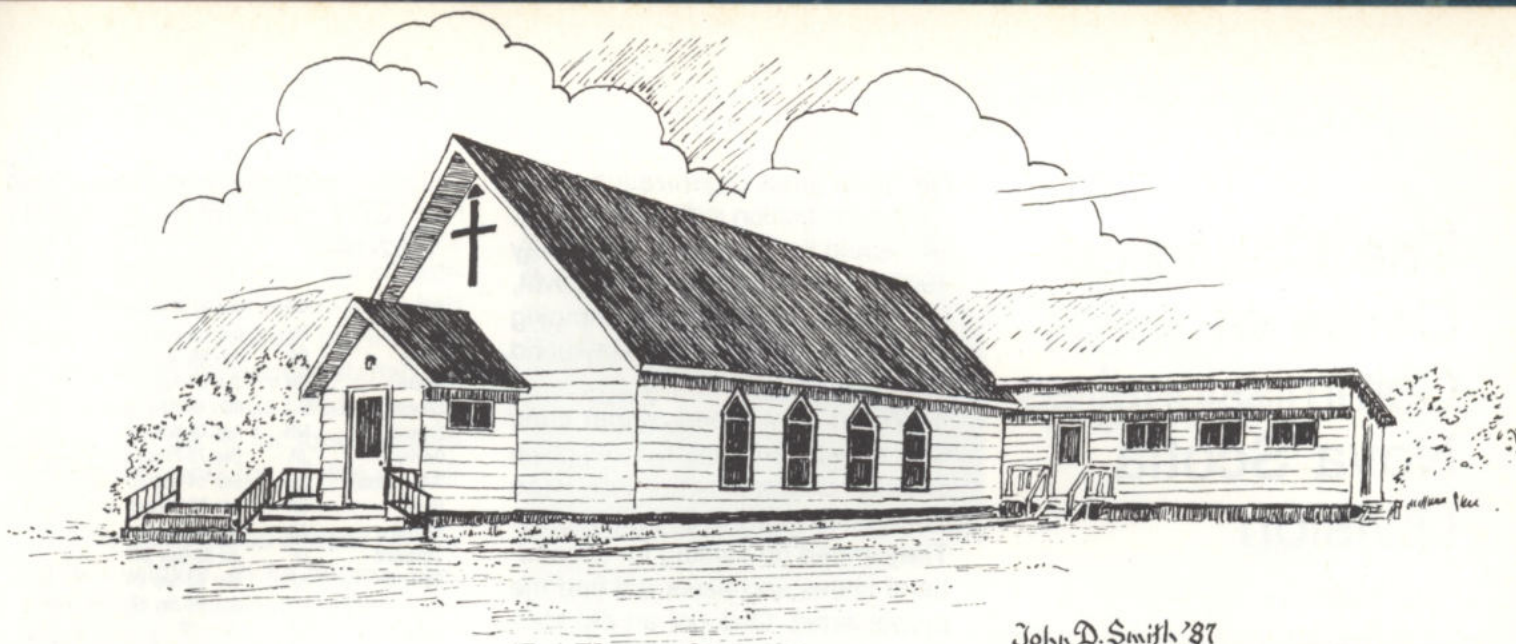
Saint Philip the Apostle was adopted as the titular saint of Saint Philip church in recognition of Philippe Mieux d'Entremont's contribution to the history of Southern Nova Scotia.



Prior to 1965, the few Catholic families from the Clark's Harbour, Barrington and Port LaTour areas had to motor to Shelburne or East Pubnico to attend Mass. The need of a local chapel was emphasized when the RCAF built a Radar Station at nearby Baccaro, since a good proportion of the Station's families were Catholic. In 1963 the late Bishop A. Lemenager also recognized the need of a mission church at Barrington, and gave the then pastor of Shelburne, Father Clarence Thibeau, authority to prepare for the erection of a chapel.

During the following year, the church group held meetings exploring possibilities. With cooperation from several airmen, a model church was constructed to scale, allowing for a construction in three stages to meet the need of an expanding congregation, if required. The present church is only the completion of stage one, with a seating capacity of 110 persons. On 25 March 1965 the design was approved, and permission was granted to construct the church. It would end up costing about \$8000.

By 10 June 1965 the excavation was finished, and the masonry was completed on 13 July of the same year. Construction of the new



Opposite page top: St. Philip's has been undergoing constant renovation with the addition of an Annex.

Above: Classrooms were added to the Annex.

Right: Rev L Smith discusses spiritual leadership with "Pte" Hutchison during a Christmas dinner.

church began on 21 August, and before the paint was even dry, the first Mass was held on 12 September 1965. This Mass, celebrated by Fr. Thibeau, was the first Catholic Mass in Barrington in two centuries.

On 26 September the ladies of the church formally organized themselves as an Altar Society, the first members being: Mrs. Lourda Rochon (President); Mrs. Barbara MacAleenan (Vice-President); Mrs. Lillian Whittaker (Society); and Mrs. Huguette Gillis (Treasurer).

After September of 1965, the parishioners volunteered many hours of labour, putting the finishing touches to the building. Finally, on 4 July 1968, Bishop Austin E. Burke, the present Bishop of Yarmouth, officially dedicated the church to God.

Since that first historic Mass there have been continued improvements to the church, both inside and out. The Saint Philip annex was completed in 1976 under the direction of Sgt Joe MacDonald and Mike Ciz. It provided needed facilities in the form of living quarters, bathrooms, kitchen facilities and a space where meetings could be held. To commemorate the fifteenth birthday, a

\$5000 refurbishing of pews, pulpit, and carpeting was done in time for a rededication by Bishop Burke on 14 December 1979. Maj Isaac A D'Entremont was Building Committee Chairman and Sgt Charles S Scully raised the funds for this project. In 1984, MWO Henry G D'Eon and Sgt David R White oversaw the addition of Catechism Classrooms. Sidewalks and a front patio were added in 1986.

Fr. J. Clarence Thibeau: 1957-August 1969.

Fr. Daniel J. Mills: September 1969-October 1970.

Fr. Gaston D'Entremont: November 1970-September 1971.

Fr. Raoul Deveau: September

John D. Smith '87



1971-August 1976.

Fr. Daniel J. Mills: September 1976-August 1982.

Fr. Edouard J. Theriault: September 1982-present.

John D. Smith

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The original organization order for the station indicated 3 CCoC would be phased in. On 2 May 1962, Leigh Crowell, Lamont Lovitt, and Ken Nickerson began manning the main gate under Sgt Raymond Riggs.

When they joined at that time, they were taken to Halifax and given \$200 for uniforms which they were required to repay at \$10 per month. They ended up settling for second-hand shoes and never did find the proper braid. One got an old Merchant Navy great coat, the others didn't get any and had to lobster for extra money. Their annual wages at that time were \$1700.

They, most of all, were physically affected by the official effective date of changeover because at exactly midnight on the last day of May they took the first electric power meter-reading.

On 27 August 1964, Maj A Leppard, Adjutant of the CCoC for Nova Scotia, visited the unit and recommended increasing the manning from 4 to 7.

In January 1971, the new licence plates arrived numbered from 001 to 200 to replace the stickers that had been in use. They were white with black lettering. In the late seventies they too were replaced with the present-day yellow with green lettered plates.

Below: Main gate 1966 showing the boom then used.

Right: The original unmarked plate of the 60s (above) was replaced in the 70s by the plate shown below.

Below right: Riggs, Leppard, and Lovitt in 1964.



Commissionaires who have served at CFS Barrington Detail 31 1962-1987.

Adams	WA	Jan 87-Present
Bartlett	RN	Nov 78-Jan 85
Bower	RA	Jan 66-Sep 75
Chase	GM	Jun 84-Aug 85
Crowell	L	May 62-Apr 64
Frances	MN	Apr 78-Nov 78
Gohier	JR	Dec 73-Present
Greenwood	RG	Sep 84-Dec 85
Hogg	GA	Apr 66-Present
Holden	AB	Oct 80-Present
Jacquard	DF	Jul 85-Nov 86
Kendrick	AF	Mar 83-Sep 84 Jan 86-Jan 87
LeBlanc	LF	-Nov 79
Lovitt	LG	May 62-Jan 66
MacIver	RJ	May 85-Present
Montgomerie	J	Sep 82-Feb 84
Nickerson	E	Apr 66-
Nickerson	HA	Aug 85-Present
Nickerson	KE	May 62-Sep 82
Packenharn	D	Jun 84-Present
Pike	DJ	Aug 85-Jul 86
Reynolds	R	
Riggs	RL	Apr 62-May 75
Rubin	DJ	Jun 83-Sep 84
Scott	HN	-Mar 81
Smith	AR	Aug 84-Apr 85
Smith	LJ	May 85-Jul 85
Southern	M	
Stoddard	DW	Apr 66-Aug 84
Symonds	JT	Jun 75-Nov 83
Toole	WH	May 85-Jul 85
Wilson	AD	Aug 86-Present



When the USAF arrived in Baccaro in 1957, they brought a game called softball with them. Local residents had been playing hardball, but interest waned when the leagues started hiring specialists, thus taking the fun out of the game for local players who had to work for a living as well as play ball.

This game called softball caught on like wildfire. In its original version, most of the players didn't even wear gloves.

When the Canadians arrived, it only took them two seasons to win the Shelburne County Championships in 1964.

The limited recreational facilities on the station restricted Sports to those that could be played elsewhere such as softball, golf, hockey, and bowling (both 5-pin and candlepin).

Prior to integration, the station belonged to Zone 5 and after integration the first Canadian Forces Sports Event won was the new Zone 8 Curling Championship in 1968. The "Zones" changed to "Canadian Forces Atlantic Region Small Base Championships" in 1972.

With the building of the new Physical Training and Recreation Building in 1974, teams could now practice under regulation conditions. All personnel now had fitness facilities as well, including a universal gym.

It hasn't been until the '80s that this station has consistently won something each year, and it is hoped this trend will continue.

The process of training, competition, and reward has remained a constant over the history of the station. The following personal view by Richard Hubbard (a Recreational Specialist) of sports before the new gym was built captures the spirit of those athletes who strove to publicly uphold the honour of this station on scathing scoreboards better than any historical collection of facts and is presented forthwith...



BULMER



CLARKE



Top: Berryman, Hubbard and Brennard at Sports Banquet.

Above: Playing softball in 1965.
Right: The 1978 Badminton Champs were: (standing) Keith, Wybou, Kohout, Bernier, (kneeling) Powell and Clarke.





NEALE

Above: The 1972 Softball Team were: (standing) Rushton, Long, Baltzer, Kane, Smith, Bennett, Unknown, Neale, Warner, (kneeling) Bolch, Briggs, Caissie, Hubbard, Unknown, Schopfer, and Wilson.

Sports/ Recreation Review

By
Richard Hubbard

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arrived in Barrington in early December 1967, following a transfer from RCAF Station Clinton, (a training station) and prior to that RCAF Station Portage La Prairie (a flying station).

My immediate reaction was to note the friendliness and closeness of both civilians and military personnel, as I reported in to the various sections.

I had no sooner settled in to the small office in the library that day, when in comes "Tiny" Parsons (6 ft 8", 330 lbs) to say hi. Buster Baltzer called to say hi, and we talked sports. We discussed volleyball and discovered we had played against each other in 1960 in the Military Championships Division of the Canadian Championships in Toronto. Murray Howe, (Orderly Room) and Rick Cadieux (Accounts) also introduced themselves. It was certainly a nice feeling, following the strictness of my two previous stations. At ten o'clock the boys said, "Well, it's time for coffee. Come on." Away we went to the combined mess and lo and behold, it's a break with the whole station present. I had never heard of this type of thing, and I thought it was great. Not only was it a coffee break, but it was used to tell of promotions, upcoming events, etc.. Right away I sensed a terrific "esprit de corps" amongst the station personnel.

I lived in the Barrack Block Monday through Thursday, and went home to my family in Yarmouth on Friday. Living with the guys gave me an opportunity to talk to them and determine their interests.

Following the Christmas break we started a volleyball team to get ready for the zones in the spring. All we had that first year was an area not much bigger than a badminton court, and only about eighteen feet high. To make matters worse there were films in the room each night from 7:00-9:00 pm, so following the film we would practice regularly from 9:00-11:30 pm or right up till midnight. The boys worked hard and we went to the zones in Greenwood, where we placed second in the competition and lost to Stadacona in the finals. We received high praise for our team's performance by the host Greenwood.

To break the monotony of living every day the same way, I received permission to take a forty passenger bus to Yarmouth every Wednesday night, where we had the pool booked at the YMCA. The boys would bring guitars, etc. and we had a great trip. Following the pool swim we always made time to partake of the hops and barley at one of the local establishments.

That spring 1968 we organized the station's first ever sports banquet and dance. We gave out lots of hardware for curling, bowling, pool, darts, cribbage, volleyball, etc.. Ace Foley of the Chronicle Herald was

our guest speaker and he gave us great coverage in the Chronicle Herald. I understand this banquet eventually evolved into the Farewell Dance that is held on the station every year.

In May, with no home softball field to play on we got the team together for two or three nights and built the field which is still in Clyde River today. The land was donated by Mr. Ward H. Nicoll and the equipment by Messrs. D. Snow, B. Perry and F. Smith. LCol Brown tossed out the first ball on 20 May 1968. That field really created a lot of interest in softball and many fine young players from the area learned their game on it.

That summer we said goodbye to W/C Brown and he was replaced by LCol Gord Brennand. LCol Brennand immediately started the ball rolling through the Canex system to establish some new facilities for the base. He had the top brass down from Ottawa and they saw the need. The JRC was completely refurbished and an area approximately 50 ft x 36 ft was added on to the building. With that addition we were able to have some nice station dances, and we also organized a floor hockey league. The ceiling height was still only eighteen feet high, but at least we had a regulation length and width volleyball court. When I think back, I am reminded of the rule that we had regarding the ceiling, and that was, that you could play the ball off the ceiling on your side if you put it there. But of course it was side out if they put it there. I think we had that skill down so pat, we could have beaten anyone in there. The sidelines were only six inches away from the walls. We had basketball hoops put up and played some basketball there as well.

In the summer of 1968 we formed a softball team and took them to CFB Halifax for the zone playoffs. Buster Baltzer and Keith Schopher were our pitchers and I did the catching. Unfortunately Buster could not get off work to go. Our first game was against CFB Halifax (they were zone champs the previous year) and they scored six runs on us.

In the first inning as we came to the bench the boys were all dejected. I said, "Come on boys this is only the first inning."

We got four runs back that inning and ended up beating them 8-7 in an extra inning. In the eighth inning with Ernie Maillet on first we put the bunt on, and Ernie didn't stop at second, he caught them napping and slid into third safely just as the ball was arriving there. The third baseman got so upset he started a scuffle with Ernie, trying to push him off the base. Ernie didn't back down though, and things quieted down. The next batter ground out and we couldn't score him. The next batter also hit a ground ball to the infield but this time Ernie was able to slide home under the throw with that winning run. It was like winning the World Series.

In 1969 we continued to have a great

response from our sports teams. We went to Halifax for the zone volleyball. After getting beaten out I said "Come on boys, the Provincial Volleyball Championships are on tomorrow, let's take a crack at them!" They were hesitant but agreed. There were eight teams there and we finished fifth. The boys were very pleased. The team was very strong but could not get any competition. We played the local Barrington High School and even travelled to Clare to get some good games.

Bowling was organized on the station that year as we entered a team in the local league. They won their division and fared real well at the zone championships.

With the new addition to our JRC, we joined in a circuit of other maritime bases to bring in some top Canadian television musicians of that time. They came in every month for a few months and were all well received. Debbie Laurie Kay, The Harmonicats, and Blare Emmons are some that I remember.

LCol Rushton took over from LCol Brennand and he too was an avid curler and also not bad for an officer, but I must say in all honesty, Larry Bulmer had both their numbers.

LCol Rushton would quite often remind everyone at coffee "The softball team is playing downtown tonight. Let's get down and support them." He frequently drove from Sherose Island to Shelburne to encourage us.

During that year, our station hosted the Regional Softball Championship with CFS Shelburne and CFS Mill Cove. We won the regional, and were off to St. Margarets for the Maritime Small Base Championship. Our first game was against St. Margarets and I would say after playing ball for the number of years I played, that this stands out as one of the most satisfying I ever played in. The St. Margarets pitcher struck out fourteen of us, but Buster Baltzer was right with him striking out twelve. The game went into extra innings and no score.

In the bottom of the eighth with two out, the St. Margarets pitcher put one about belt high on Terry Long making a full count (I think) and the boys on the bench said, "Boy, he better not put another one there". No sooner said than done, and in comes another one. With the crack of the bat everyone was off the bench watching this ball high in the air. It landed over the fence about two hundred and forty feet away, for a home run and our ball game. All hell broke loose and he came across the plate. We went on to win our next two games against Sydney and the ships, as we won the Maritime Small Base Championship.

The year of 1971 started off on a winning note. Following our bitter defeat in volleyball in St. John's the year before, I requested at the fall zone PEROs/PERIs meeting, that CFS Barrington be allowed to



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Above: The 1980 Broomball Team comprised: (standing) Stokes, Beard, Noonward, Brennan, Martineault, MacDonald, Douast, (kneeling) Marshall, Seabold, Hartigan, Cook, Guitard, and Dube.

BEARD



Above: The 1986 Atlantic Region Hockey Championships were: (standing) Currie, Pitcher, Lamb, MacDonald, Sukstorf, Coyle, Hogan, Howard, Bonnar, Killen, (kneeling) Powers, Burgwin, McLean, Booth, Cooke, Powell, Peach, and Brake.

host the 1971 Small Base Volleyball Championship. We hosted it at the Barrington High School in the spring, and went through the four team round robin undefeated.

Station funds also purchased two camper trailers for rental, and they also were used extensively.

My final sports trip with CFS Barrington was the volleyball zones held in St. Margarets. Gander were gunning for us, and they accomplished their mission, as they barely defeated us in the finals by very close scores. After the games we went back to the barracks to get showered and ready for the evening's awards banquet. We thought we would go over and have a little drink before the banquet and lo and behold as we walked by the mess hall, we could see it was all set up for the evening's activities, complete with wine. Well, you know we were not going to pass by something like that. We absconded with about six bottles and got the jump on the party. During my time in Barrington I was often accused of being the ringleader with regards to throwing pickles, buns, olives, etc. at our mess dinners and also glass ringing. One year for a visit by the brass from Ottawa I had a visit to my office from John Ellis. He said, "Rich, we would like you to sit at the head of the table where you are PMC of the mess." I said, "Major Ellis, don't you --- kid me. You just want me up there so you can keep an eye on me." He just smiled. All those athletes know I would not do things like that. And also I'll tell you who was the ringleader with the glass ringing, it was like D'Entremont. Back to the party in St. Margarets — as usual, somebody from Barrington started throwing stuff and it began to look like a war. During all the proceedings the boys kept refilling my coke glass and before I knew it there were about thirty teams there from what I could see. Then as you might know, somebody from Barrington started the food war going.

Each of the team coaches were asked to say a few words so I did the noble thing, I propped myself against the wall and commenced my congratulations to the Gander team. I had only been on my feet about thirty seconds when I looked up, and there in front of my face about a yard away was a pound of soft butter coming straight for me. Only my superb reflexes told me to turn my neck which I did, and the butter landed on the wall behind me. At this point the St. Margarets Commanding Officer stood up and said something like, "Well boys, it has been nice to have you here and we thank you for coming." We all got the message.

In twenty-four years in the service I can honestly say it was the most fun and most rewarding of my career. All base personnel and civilians alike were great people and would do anything for you. My only regret was that the gym was constructed later on but, I must say we did a great job with what we had.



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The Baccaro Curling Club



BROWN

by
Kimberly Kennedy

1967-1987

Prior to the construction of the Baccaro Curling Club, the first annual Bonspiel of Air Defence Command, RCAF Barrington was held at the Yarmouth Curling Club in January of 1966. The event was organized by Russ Roberts, recreation director at RCAF Barrington, with a total of thirty-eight players entered. The winning team of this historic happening, scoring a total of fifty-three points, consisted of:

Rick Gilmore, skip; Doug (Nick) Nickerson, lead stone; Vern MacKinnon, second stone; and Larry Prill, mate.

In March, all four members of the Station Barrington Curling Club were airlifted from Baccaro to RCAF Base Chatham for their Bonspiel by a helicopter from 103 Squadron out of Greenwood.

Former Commanding Officer of RCAF Barrington, W/C Bruce Cameron, an avid curler, initiated the idea of installing a curling rink at Baccaro Point. Until that time, the station had planned to install bowling alleys. A grant of \$7,500 had been approved by Central Institutes Fund in July 1964 for the installation of Stn Beaverbank's alleys, once it was closed. In September 1964, however, ADC advised the station that they were no longer available. The station, in turn, decided to pursue the construction of two new buildings beside the Recreation Centre instead.

By March 1965, the plan had changed again. Since there was no other curling rink between Liverpool and Yarmouth, a facility such as this would meet a requirement for the area. It was proposed to use the \$7,500 bowling grant and a \$8,700 Butler building grant to reduce the estimated \$34,000 cost of building a curling rink to \$18,000, which could then be loaned from Central Institute Funds. This loan was to be paid off in monthly installments over the next number of years.

The only problem that remained was to find a suitable building to use for the rink.

In February of 1966, F/O Bradbury informed W/C Cameron that a building was available at Camp Shilo if Station Fund could cough up \$1,500. Rumour has it that two flatbeds from CFB Halifax were requisitioned to pick up some radar equipment and transport it to CFS Barrington but, somehow, the radar equipment and the building were mixed up, and the 55 x 10 m building found itself at CFS Barrington in March of 1966.



THE YARMOUTH LIGHT HERALD

Above: The long awaited construction of the Baccaro Curling Club commenced in May of 1966.

Left: W/C Brown, throwing the first stone at the official opening of the Baccaro Curling Club 3 Jan 67.

The re-assembling of the Curling Club building commenced 2 May 1966, and, after some delay caused by the requirement to hire a crane for erecting the steel beams ended in the fall of the same year.

It had originally been planned to modify compressors from RCN Shelburne, but the cost was too high so a unit was purchased for \$9,645 from Canadian Ice Machine Co. Ltd. instead.

The first set of stones was obtained in the summer of 1966 for the off-season price of \$425.

It is difficult to single out any one person for the immense amount of volunteer work completed during the airmen's off-duty hours. The first President of the Curling Club was S/L Bob Cooper, F/L Wilf Cormier was in charge of the Draw, and F/O Brian Davis was elected Secretary. Credit for the first ice-making must be given to Cpl D. Nelson, Sgt Frank Clark, Cpl A. Buchanan, Flight Sergeant Prill, Sgt Westhaver and WO MacDonald. Last, but certainly not least, the efforts of former Engineering Officer of RCAF Barrington, F/L Dave Williamson and his staff are to be appreciated for the construction of the Curling Club.

The official opening of the Baccaro Curling Club took place on 3 January 1967. The first stone was thrown by WC Carl Brown on the



MANSELL

evening of this date, and his team went on to win the first game of the season, skipped by "Tiny" Parsons.

It was announced in the 12 January 1967 issue of the Yarmouth *Light Herald* by Mr. R. Pyke, President of the Yarmouth Curling Club, that Mr. Frederick Grant of 7-Up Maritimes Limited had donated a trophy for Baccaro's first Home and Home series against Yarmouth. This series took place on 22 February 1967.

Following this, many more announcements were heard from the Baccaro Curling Club. Since the Baccaro rink was the only one between Liverpool and Yarmouth, it was opened to the public on specified days. A great friendship grew between the Baccaro and Yarmouth Curling Clubs, and it was a pleasure for those at Baccaro to host the Yarmouth curlers.

The original Baccaro Curling Club was a 5,760 square foot utility type building located approximately 200 yards from the Atlantic Ocean. It housed (and still does) two small sheets of ice, a lounge area with a seating capacity of 37 people, two small washrooms and a bar area. In March 1967, an application to have it handed over to the Crown was approved subject to a Waiver of Interest being submitted.

When the AN/FST-2 computer was replaced by the AN/FYQ-47, it was hoped to use the cooling equipment for the curling rink but by the end of 1971, disposal instructions had still not come and it became clear this scrounge would fail.

Renovation of the Station Curling Club facility including extensive repair of the roof and a major overhaul of the ice-making compressor took place in 1980. A 14' x 28' extension to the existing



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CANADIAN FORCES SPORTS
ATLANTIC REGION SMALL BASES
CURLING
CHAMPIONS
1972-73



BULMER

Top left: British Consuls Team, 1971/72. Left to right: Graham, Stadel, Bulmer, Mansell. Semi-finalists to represent Nova Scotia at the "Briar!"

Above left: Atlantic Region Small Bases Curling Champions 1972/73. Left to right: L. Bulmer, R. Stadel, D. Robertson, L. Turnbull.

Left: Opening of the 1969 Lobster Spiel by Cool Cal with Snow and Antonia sweeping.



CARMAN



MANSELL

Right: Geraldine Jones "Honey" (Bill Bun-nage) and "Twolips LaTour" (John Pullen) were easy to laugh at and usually put in an appearance at the "right" time.

Above: Percy Peters, Chuck Scully and a host of others watch a visiting USAF General throw the first rock to open Lobster Spiel 1977.

Below left: three "Bonspielers" showing-off their team spirit in front of Baccaro Curling Club's trophy case.

Below right: Cheryl being "Inched" along to another end.

Far bottom: Russel Dash "fiddling" with the rocks.



BROWN



BROWN



BROWN

building was completed in 84, funded by NPF (Non Public Funds) and by using existing Curling Club monies plus Loans. This addition was suggested since bonspiels occurring quite often during the short winter season often accomodated in excess of 100 people (curlers and spectators). Due to the limited space, people were forced to move into other facilities, (i.e. Messes), causing the Curling Club to lose revenue.

Over the years, the annual Bonspiel held at CFS Barrington has become a much anticipated event. The Bonspiel begins on a Friday and ends the following Sunday, with a banquet for the curlers in which the skips of each team are relied upon to tell jokes. It is also rumoured that on the Saturday evening of each Bonspiel there is a "sporting" poker game!

Each Bonspiel has its own hilarious "entertainment". One year, a curler from Middleton posed as a barber, volunteering to cut out-of-towners' hair for the banquet. Another year, the same curler posed as the station's dentist, known throughout the Baccaro region as "Painless Parker". "Painless" once assisted a young curler who had a toothache, but before the good doctor could pull the tooth, the young man excused himself to go to the bathroom and, not surprisingly, never came back!

The curlers who have attended the various spiels throughout the years have only good things to say about the Baccaro Curling Club. To all, the past twenty years have been memorable, providing a fellowship between the curlers, both men and women, that will last for years to come.

The Baccaro Curling Club was, and still is, the focal point for all winter recreation and entertainment in the local area. It is considered an indispensable asset in maintaining a high state of morale on the Station and in continuing a close relationship between the Station and the local community.

In January 1963, F/O MacDonell suggested the station celebrate its first birthday 1 April 1963, but it was decided that 1 June would be more appropriate. Outside civilians over the age of 21 were permitted to attend. To control the amount of cash changing hands, everything would be paid for in "Baccaro Bucks", which could be purchased in sets of three for a dollar. The celebration included casino booths, ball game, dinner/dance, and fireworks.

The following January ADC dictated that all units shall hold a 40th anniversary Birthday Party for the RCAF on 1 April 1964 with a cake as a centre-piece. F/L Morse drove to Annapolis Royal to personally invite A/V/M (ret'd) Morphee to attend. The celebration included a fly-past and displays. Music was piped over the Public Address (PA) system, and the Navy sent in a man to ensure the cake was indeed a work of art.

During 1967, military personnel went off the station to celebrate Canada's birthday party with the local communities. In 1968, in reverence to the RCAF, they decided to party among themselves.

In wasn't until 1971, that Cpl Brian Dalton decided to borrow an idea from the city of Edmonton and organized a Klondike Weekend. It appeared to him that the climate at this station did not lend itself to Winter Carnival. He obtained a parachute for use as a tent, Monte-Carlo equipment, and a demonstration by Phil Scott world champion log-roller. Events included, fish ponds for the youngsters, games, and a beard-growing contest judged by the fairer sex. It was sponsored by the Schooner Club, but became a station function. For his efforts, Cpl Dalton was nominated as the station's first Canadian Airman of the Month.

Nevertheless, it was not as well-attended as Col Rushton would have liked. In 1972, he decided to get all three messes involved in a Klondyke Week and by 1973, Klon-

dike Week was THE Station event. Involvement by all personnel was very high since teams scored points for participation.

As the years went by, it was realized that every so often, Baccaro does get a winter. Moreover, the high profile being given to bilingualism made more Canadians aware of the Quebec Winter Carnival. By 1977, Winter Carnival had supplanted Klondike Days. These Station Winter Carnivals started to develop themes such as "Fish-Fest" and the wheel turned the full circle in 1982 when the theme for that Winter Carnival was "Klondike Days." Themes since then have been:

- 1982 - Klondike Days,
- 1983 - Happy Days (the '50s),
- 1984 - Cartoon World,
- 1985 - Western World,
- 1986 - Future World, and
- 1987 - The Roaring '20s.

With the quick commercial highway to Halifax, cross-Canada television reception, and decreased

Klondike Days /Octoberfest



Above: Are Shepherd, MacDonald and Lehmann in Germany or Sherose Park?

Below: Don't try to pass this Baccaro Buck anywhere else but on the station.

Bottom: The original group of Klondike Days participants gather under the parachute tent.



number of living-in service members, the "semi-isolation" of this unit is no longer what it once was. Nonetheless, Col Rushton's words describing the importance of this event in the maintenance of morale during the short depressing days of late winter are as true today as when they were written:

"Klondike Week provides an opportunity for all station personnel and their families to participate in friendly competition, and togetherness. To be truly successful everyone should personally become involved; if not as a participant, then come and support your team. Accept this week as your period for relaxation and fun. May Klondike 1973 at CFS Barrington be long remembered."

Top left: The girls of the fifties.
Top right: Blake Flintstone and family.
Right: The dastardly deed is Dunn.
Far right: The Green team's trek into the future.



A customer's truck awaits the expert's touch at
ALLAN CHRISTIE'S BODY SHOP
24 HOUR TOWING

Barrington, N.S.
 B0W 1E0

Phone: Days 637-3413
 Nites 637-2481



Above: As the rest of the world had their eyes turned skyward in 1986 to catch a glimpse of the world-famous Halley's Comet, the folks at CFS Barrington had their eyes glued to the stage at the 1986 Winter Carnival.

Friday Night: skit night. The red team was about to explain the reason behind all the excitement around the futuristic comet known to earthlings as "Balley's Comet". Sure enough slow motion "exposed" the true side of the comet to a VERY appreciative audience.

From the very first announcement of the take-over of the station by the RCAF, a prime concern of both the military personnel themselves, and the outside community was when and where Married Quarters would be built.

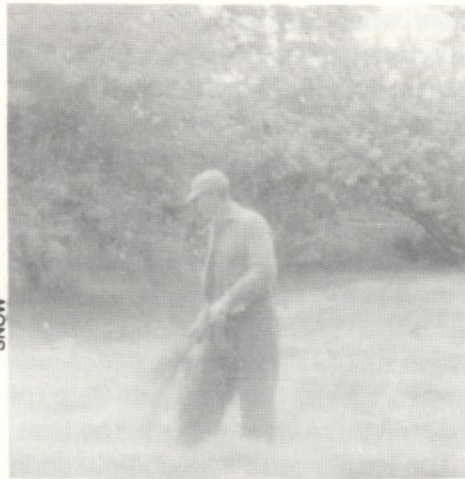
When the AOC visited on 8 May 1963, he was questioned about this, but no satisfactory answer was forthcoming.

On 3 August 1966, ADC advised the unit that the Minister had approved in principle the procurement of about 36 mobile homes for Barrington.

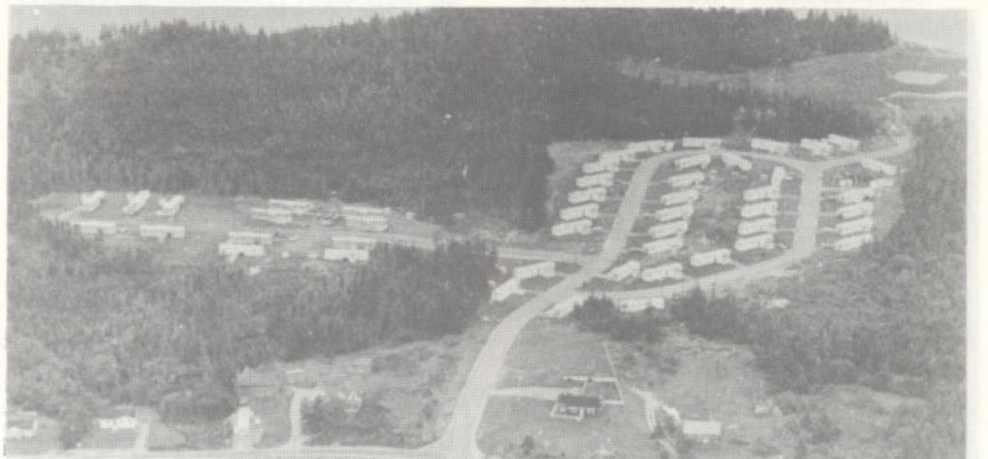
On 11 August 1970, the contract was let for the construction of the park which began on 13 October and continued for nine months until July 1971. Plans included a two-bedroom addition to the CO's residence, but it was discovered this addition would run over the land of Havelock Hunt so an additional 0.71 acres were acquired from him for \$555 in November. During the first year, the community must not have been too inviting as sodding was not completed until August, and the roads were not paved until October. The first occupants moved in amidst mud and construction.

There was a proposal to build a bowling alley, but in April of 1971 there was not much interest shown in it. It was then suggested that a message be sent for siting approval for a community centre on Sherose Island. The bowling alley project was cancelled on 16 July because recreation facilities at Sherose Island had higher priority.

In May of the same year, the SCEO learned that ten more mobile homes had been allotted to the station from long-term storage after the closure of radar sites in Ontario and Quebec. An option for the required



Sherose Island Married Quarters



Top: Dennis M. Lyons mowing the nine-acre barley field in 1955 that would become Phase I of the trailer park.

Second row: An aerial view of "Sesame Street" on Sherose Island 1971.

Third row: Same view showing the addition of "Snob Hill" 1973.

Right: "Happy Hollow" and the new ballfield are evident in this shot taken October 1986.

abutting land was obtained from the owner, Mrs. Avis A. Atkinson. This was exercised for \$5500 in September 1971.

The newly acquired land began to be cleared and grubbed for eleven new sites in May of 1972. Following this, in September, ten new mobile homes arrived and were sited, but one trailer had to be moved from around the loop to allow for the new road to go up.

In April of 1972 WO Beauprie despatched a message asking that the CATV system from the SAM Squadron, LaMacaza, be allotted to Sherose Island. The SCEO, as well, made a request for a new system. This system was taken over on 5 July 1986 by SeaBreeze Cablevision.

The summer of 1975 saw twelve more mobile homes delivered to the site. In October of this year construction of the Community Centre began assisted by military engineers. The external improvements and finishing were accomplished by self-help.

In 1976, letters were written to obtain paving of the roads to the site. It was not until 1978 that the Department of Highways advised that they would put the paving of the road in their program. The cause for this delay was due to a letter from NDHQ regarding the possibility of connecting the sewage system to the Island. Instead, the road was black-topped.

The year of 1976 also saw the opening of a CANEX groceteria and bar on Sherose. By the influence of Mrs. Hutchison, a Ceramics Club was organized in October and the first kiln was obtained from Goose Bay. (Incidentally, this kiln was replaced very quickly by a new one.)

On 31 May 1978 the Entertainment/Recreation Committee held its first meeting to coordinate activities between the station messes and the remote Community Centre.

The Married Quarters' first recorded fire took place on 14 August 1979 when Sgt McMillan burned his wrists in an LP gas

barbecue fire.

Animals took over in the summer of 1979, and Station Standing Orders not to let cats and dogs run loose were rigidly enforced. Also, residents were asked to keep the crows out of their garbage. This year also saw the first garden plot in the new community.

The CANEX Groceteria closed in June of 1979, and the space was open for use of the Teen Club, of which there were many at the time. The tennis court was completed in



Why Is The COs House Red?

The house that is allocated to the Station Commanding Officer was a two-bedroom Cape Cod style house bought as part of the land deal in 1969/70 to permit the site construction for 36 DND owned mobile homes.

Mr. Jerry Keddy and the then SCEO, Capt Nobbs, famous for suggesting an improved method for mounting high voltage rubber gloves in the radar towers, designed an addition to add two more bedrooms to the house. By the time this design was approved, a new Commanding Officer had arrived and said that he would live in the house while the construction was being done.

The contract to build the addition to the house was awarded to Mr. Smith from Cape Sable Island and the work was under way in late June of 1970. To maintain the Cape Cod look of the house, Capt Nobbs and the previous CO had spent hours carefully selecting two colours of gray stain that they felt would be appropriate. Much effort was required to convince the new CO to agree to the colours — he wanted the house red.

Unknown to the SCEO, Mr. Smith advised the CO that the grey stain was unavailable and asked if he could get the red. Capt Nobbs' comments upon his discovery that the house was being stained red are better left unprinted. Now we ALL know why the CO's house is RED.

Top: The Commanding Officer's residence at the entrance to the Sherose Island Married Quarters park.

Below right: Sherry Carberry pointing out trees broken by the weight of accumulated ice in front of the Sherose Island Community Centre after an ice storm in March of 1987.

November, but it was soon realized that the space provided hadn't allowed for base lines.

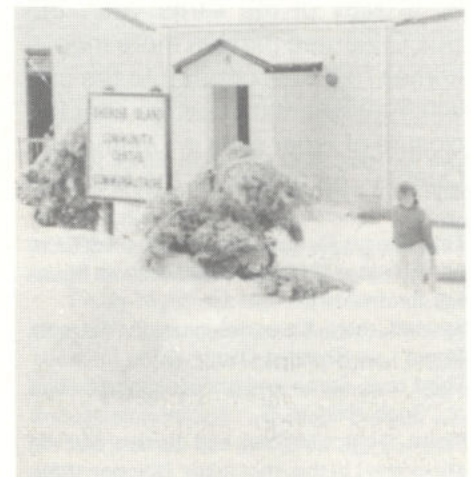
In 1981, WO Charland, Sgt Langley, and MCpl MacLeod were put in charge of putting together a satellite TV proposal. By September of the following year, a Committee chaired by Capt McInnis had received tenders for the system. Half the cost was financed by a loan, and 40% from a grant. The remaining \$3000.00 was made up from the Station Fund.

After the Community Centre burned down on 31 March 1983, it was rebuilt by self-help from panels obtained from Aldershot. Its opening dance was held on 9 December, although the official opening was delayed to correspond with a St.

Patrick's Day dance on 17 March 1984.

Beginning in April 1986, residents commenced individual billing of oil and electricity.

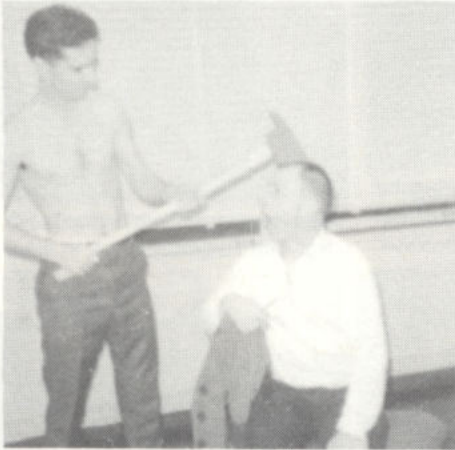
Negotiations between NDHQ and the province of Nova Scotia have been successful and in March of 1987, a letter was received advising that the road will be paved in the summer, with DND contributing 50% of the cost.



Cleaners



Medical Inspection Room



LANGER

When the station was established, both hospitalization and dental care were accomplished either by or through the Dispensary. A daily sick call was held in the Medical Section Dispensary, Bldg 1, between 0800 and 0900. The Medical Inspection Room was moved from Bldg 1 to Bldg 4 in the mid sixties, and then, in 1986, it was moved to Bldg 7. The original American medic "Doc" Rowell, was highly qualified and performed a wide range of medical services that today would be done by a captain. These included installing temporary fillings until such time as the dental van from the US came around for its semi-annual visit. The first Dental Clinic had only one bay, but when the MIR was moved to the JRC Bldg in 1986, another bay was added.

The MIR's backup base has always been CFB Halifax to whom they report for administration, and they report to Air Command Headquarters in Winnipeg concerning operations.

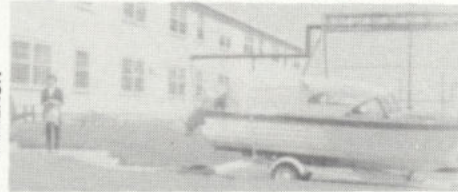
The unit has never had a medical officer or a base surgeon. Instead, civilian practitioners are hired on contract from the local area. The following is a list of the civilian doctors who have served at the station since it was established:
Jul 62-May 64: Dr. George G. Imrie
Mar 64-Apr 65: Dr. Robert Pledger
Apr 65-Jul 68: Dr. Clive D. Dalby and Dr. Trevor S. Mears
Jul 68-Aug 74: Dr. G.O.C. Davies-Webb
Aug 74-Sep 81: Dr. Narendra Sinha
Sep 81-present: Dr. William H. Blair and Dr. James O'Connor

The current staff of the MIR consists of Senior Medical Assistant Sgt AK Morrison, Medical Assistant Cpl R Barry, and Civilian Practitioner on Contract Dr. Hunter Blair.

Top left: Tim Perry on the couch.

Left: Tom Rogers (standing with axe), a Med A in 1966, had a particularly unorthodox bedside manner.

Below: The CO moved out. The MIR in.



CAMERON

Wrong Rinse

It had been decided, albeit somewhat hastily, to move the Dental Clinic. CE took the dental clinic from Bldg 1 over to behind the Officers' Mess in Bldg 4. Chairs were relocated, air and water pipes were connected and after several days the move was complete. The dentist and his assistant, came on their periodic tour of the station. The proud CO, W/C BA Cameron, and SCEO, F/O JC Bradbury were on hand. The first thing pointed out to them was that the chairs were set up for a left-handed dentist and apparently these were in short supply. Next the visiting WO picked up the air hose and held it up to his face to check the pressure. He pressed the lever and was promptly soaked. The water was connected to the air hose and vice versa.. Needless to say there was some discussion with senior medical people concerning authority to move medical facilities, etc., etc.. However, a good steak and lobster dinner appeared to resolve the problem.



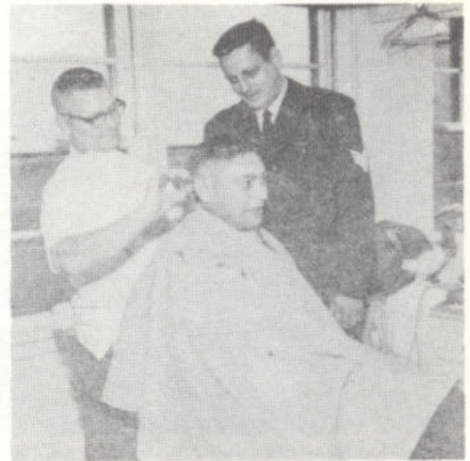
Above: Sandy Schryer and Gigi White clean up at dinner.

Barber

A new barber was obtained in September 1963 for 75-cent hair-cuts with reservations booked through the Station Ground Training Officer. John Vernard Goulden has had a contract with the station for over twenty years, and continues to offer good grooming for only four dollars a head.

Below: Vern giving F/S Hugh Nickerson a haircut in 1966.

Bottom: Vern cutting Commissionaire Hugh Nickerson's hair twenty years later.



HQ



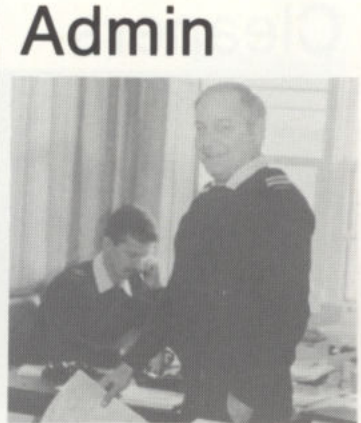
The Silver Fox, Maj Bob MacDonald.



Mrs. Ruth Bartlett, the CO's right hand person.



The Station's first ladies: Anna MacDonald and Marg Robertson.



Just try me. SAdmO Capt Bob Kennedy.



MCpl Bruce Shipley and Sgt Ghislain Couroux perusing the admin details.



Sgt Ray Dunn hauling in a marker.



Sgt Allan Morrison checking for daylight between the ears of Cpl Bob Barry.



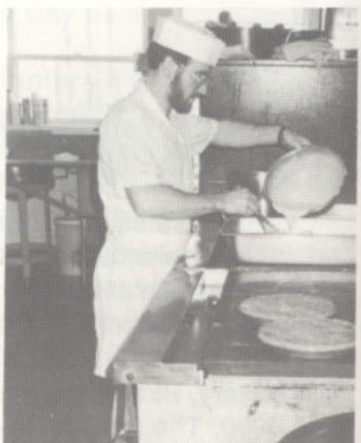
The Housing Officer on the move, Sgt Taff Rogers.



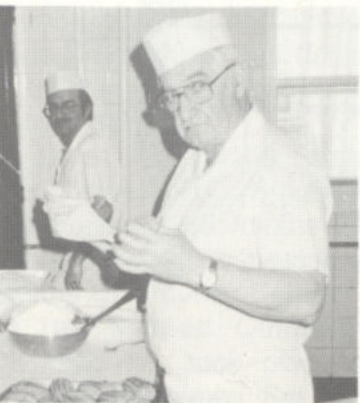
A hard day at the office for Bev Pike, Jeff and Rachel Roberts.



MCpl Howard Leeco finds berried treasures while Sgt Jim Dacey keeps the help from "up the hill" busy.



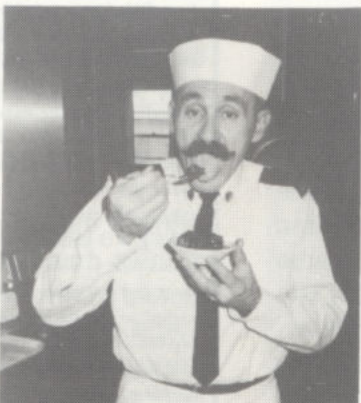
Cpl Stan (speedster) Brake grueling it up.



Doug Pike leaving the scene of the crime. Left Harvey Jackson holding the goods.



The Station "Dish Jockey", Leona Garron.



Sr. PERI Sgt Roger Schryer testing his tongue's tendons.



Theresa Cox guarantees that the mail always goes through.

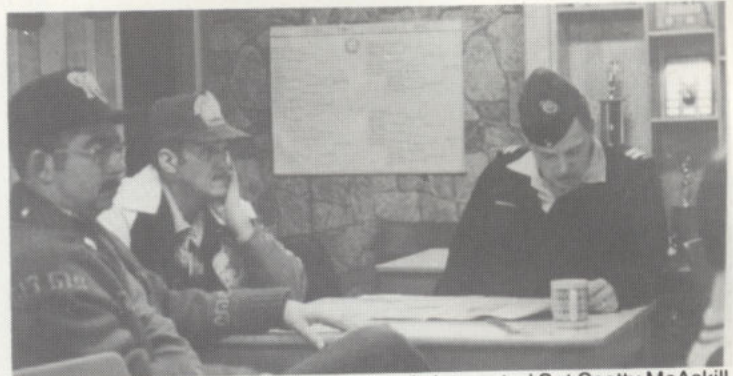
CPO



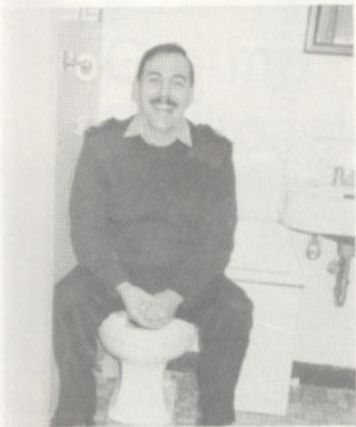
CPO Rocky Dwyer dreaming about a new opening.



Charlene Irwin, Rocky's secretary.



SCompt Capt Lutz Sukstorf and obviously interested Sgt Scotty McAskill and MCpl Joe Labelle.



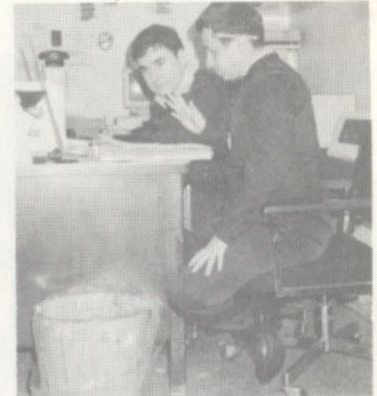
Sgt Charlie Towell in the executive suite of Accounts.



Without her morning coffee, MCpl Pat Sullivan's mood is dictated by her coffee mug.



Cpl Cheryl Little balancing the books.



Cpl Rob (Max) Smart takes a minute to brief Pte Jean Claude St. Pierre on everything he knows.

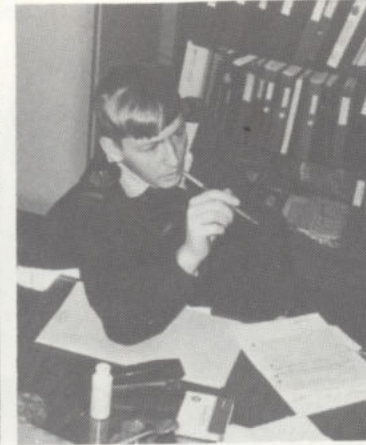
Log



A serious moment for the SLogO Capt Enos Lombard.



Sgt Rick Booth and John Cox discussing Plant Operations.



A pensive moment for Sgt Tony Gabriel.



WO Tim Coughlin does not quite measure up for Cpl Jack Coyle.



"No! You can't have it!" Pte Perry Colton informs Cpl Ken Brady.



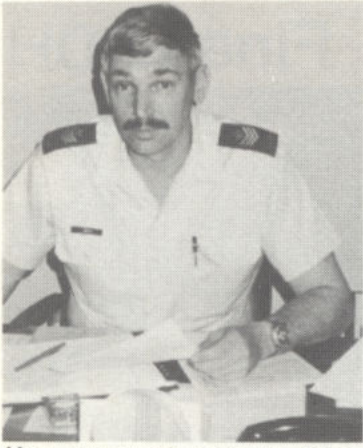
Paulette Mehlman checking things out with Ruth Bartlett.



Sgt Greg Carey and his bosom buddy.



Cpl (General) Wayne Lucas formulating his opinion.



Yes, my name really is John Smith.



Look at those biceps on Pte Arlene Chynces.

CE



Capt Tom Carr grooming himself for the head honcho position at CE.



MWO Sid Parnell checking up on a project.



MCpl Myrna Johnson explains the facts of life to Lt John Boyle.



Ray Crook and Doug Kenney hard at work on the amplidyne.



CE at work! Buck Hogg and Frank Van Norden.



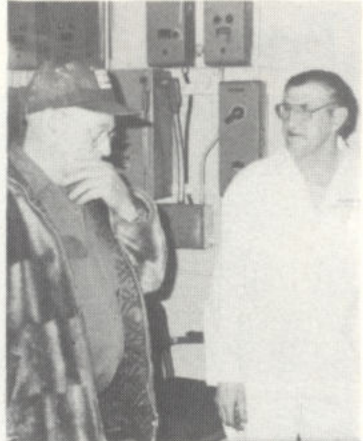
Lou Girod supervising the mopping techniques of Roger Nickerson.



Buck Hogg is checking out the CGEO's new \$4000.00 door.



It's leisure time for Cliff Kendrick, Ernie White, Jim Jamieson and Lou Girod.



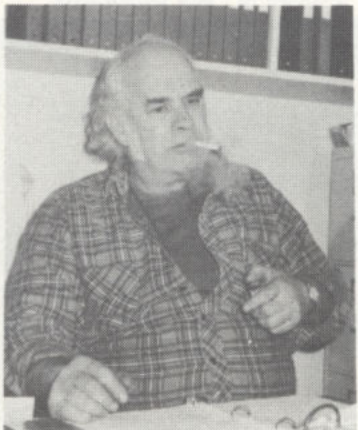
Do you think it'll work? Blake Peters and Glen Stoddart.



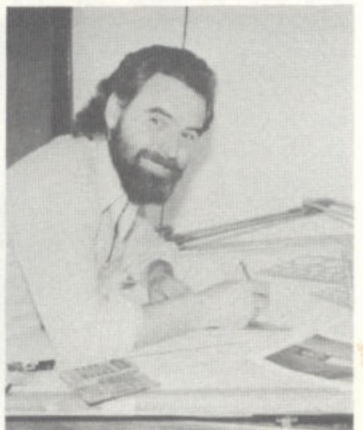
WO Doc Doherty tries to make up his mind which CE project WO Ron Reid should tackle first.



The daredevil Ray MacQuarrie on top of things as usual.



Bill Newell going up in a puff of smoke.



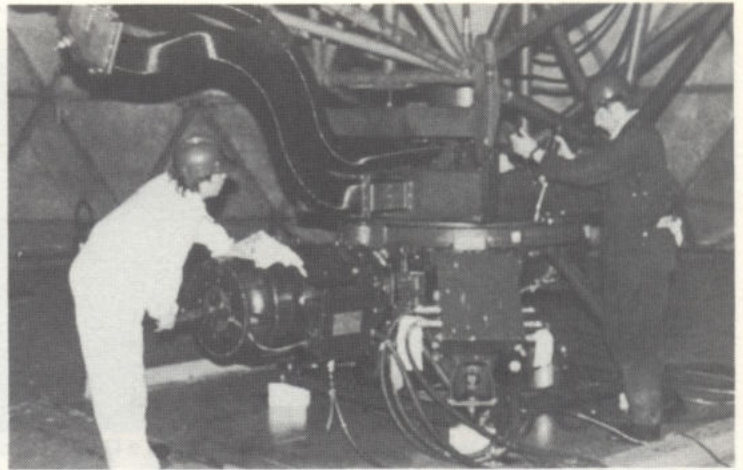
The Station Doodle Artist, Floyd Meisner.



The modern servicewoman's, Cpl Brady, first morning operation is a visit to her babysitter, Mrs. Kvas.



Aw, c'mon. Can't I have a light?

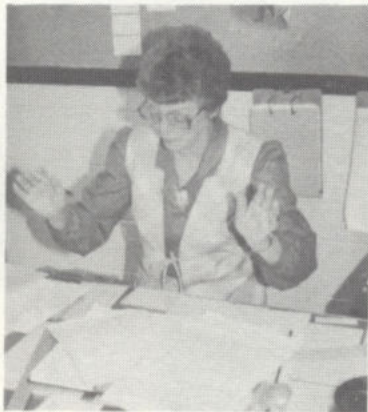


Pte Strang gets ready to hand crank the 508 if Cpl Jollimore can't jump start it from his car.

Ground Environment



The CGEO, Maj Roger Morse demonstrating versatility.



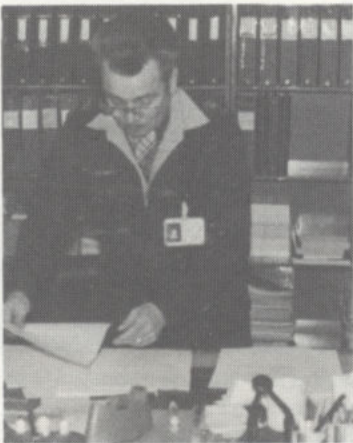
If only these officers would learn how to spell. Lorraine Williams.



"Back in the good old days, this is how we did it." CWO Ken Robertson tells Sgt Al Morrison.



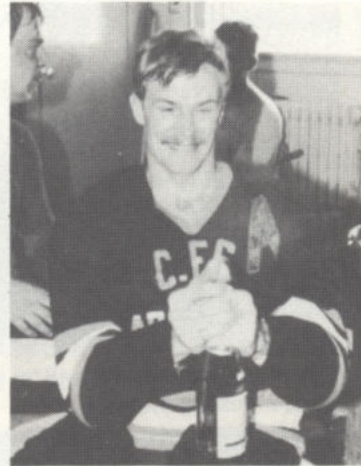
You mean I'm late for another CO's meeting? Capt Peter Kvas.



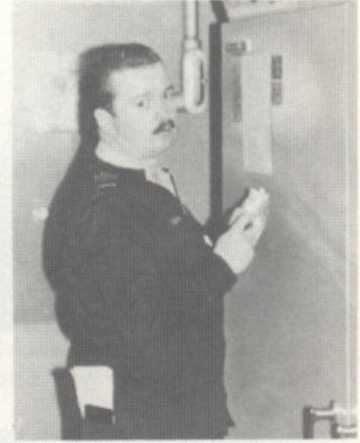
WO Doc Doherty tracking down those personal long distance calls.



The Honky Tonk Man, MCpl Gord MacDonald.



TMO Lt BJ Lamb popping his cork.



Sgt Tom McCarthy polishing the ultimate CD machine.



MCpls Joe Labelle and Stan Powell debating the deposition of a critical screw.



Cpl Alain Gagnon intent on his work.



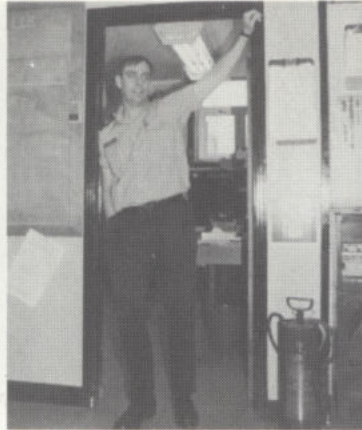
Where is that other hand? (Cpl Jim Sullivan)



Cpl Scott Bruce making maximum use of PM time in the SIF section.



Cpls Sullivan and Rhind try to figure out how to get Pte Pelletier's head out of the cabinet.



So you want to be a GATR Tech? Sgt Hal MacFarlane.

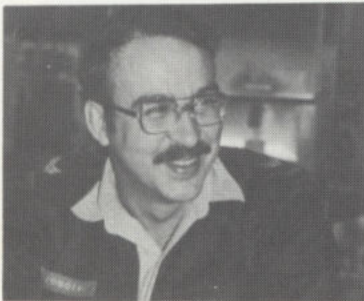


Most people use paper to write on. MCpl Cam Izard.



Proof that GATR Techs like MCpl Bruce Shipley can read signs.

Operations



There's nothing Cpl Joe Fougere enjoys more than a few words over coffee.



The GEOpsO, Capt Bob Harvie having a long distance love affair.



Proud to serve! WO Eric Sproule, Sgt Mike Dawson and Cpl Ed Carberry.



"Where is CWO Parsons when I need him?" says WO Eric Sproule.



Sgt White searches his mail for a certain posting message.



A mixed gathering at the DMCC desk: Sgt Bob Windsor and MCpl Greg Ashley (Height), Sgt Rick Booth (Supply), and Pte Patti Belliveau (DMCC).



Cpl Campbell ponders whether this much pop is cool or not.

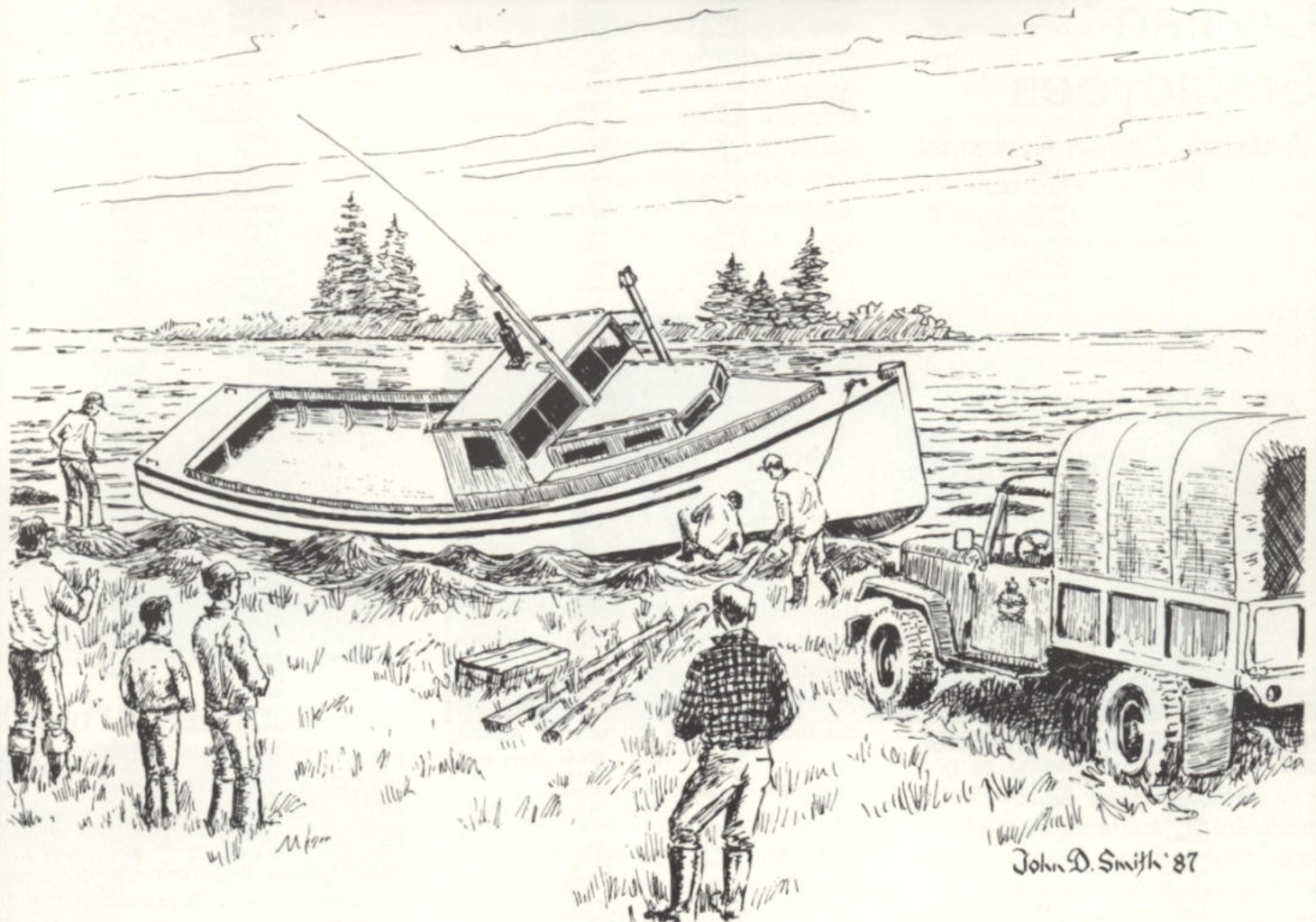


WO Kane proves that station personnel take many turns serving at Barrington.



The ever-watchful eye of the outer commissioner, Walton Cunningham.

DOANE'S PHARMACY



At DOANE'S PHARMACY, we know how to mix the right blend of ingredients to help people feel better. Over the past three decades, CFS BARRINGTON has found the right blend of military, civic, and athletic activities that have also helped make our community a better place to live.

The rescue scene pictured above (see page 53 for the story) is a fitting tribute to that special cooperation demonstrated by civilian and military people working together.

“YOUR HEALTH IS OUR FIRST CONCERN”

- 24 hour emergency prescription service (ring bell at entrance of drug store)
- Computerized prescriptions
- Vitamins and health aids
- Sickroom; surgical supplies
- Complete line of confectionary foods
- Cook's milk
- Free pick-up and delivery
- Complete baby supplies
- Cosmetics, perfumes, gifts
- Candies, chips, soft drinks
- Ben's bread

YOUR ONE-STOP PHARMACY

Barrington Passage

637-2520

National Defence Civilian Employees

American Civilian Personnel

Blades	Walter C.
Goodwin	Ronald Victor
Goulden	Merten
Hunt	Havelock Gordon
Nickerson	Howard Douglas
Perry	Nelson C.
Smith	Reginald Herman
Smith	Frederick Thomas

1965	Van Norden	Frank
	Bower	Rufus T.
	Lovitt	Victor L.
	Nickerson	Wilfred
1966	Surette	Cass
	Kearley	Linda
1967	Surette	John C.
	Caron	Sarale
	Chetwynd	Douglas
	Madden	Churchill
	Mitchell	
	Parker	Ken
1968	Williams	Lorraine
	Acker	Frank L.
	Cleveland	Paul
	Fortier	Irene
	Hudson	Al
	Jeffries	Robert
	MacQuarrie	Roy
	McKay	Deanna
	Trask	Fred
1969	Atkinson	Francis L.
	Bourque	Anne
	Lind	John C.
	Mahaney	Thomas G.

	Joudrey	M.
	Ryer	Ernest
	Smith	Barbara J.
	Thompson	James
1980	Boudreau	W.A.
	D'Eon	Anselm T.
	Fox	Lynda
	Hopkins	Gord E.
	Kendrick	Claire
	Lamrock	James
	Peters	Karen
	Stoddard	Phillip
1981	Beer	Louella
	Boxall	Colin W.
	Deschambault	Cynthia
	Howard	Sharon
	Jackson	Harvey
	Kendall	Don
	Kenney	Douglas
	Nickerson	Roger
	Peters	Percy
	Smith	Barbara J.
	Williams	Albert N.
1982	Nickerson	Avery
	Randell	Donald
	Schryer	Sandy
	Walters	Linda
1983	Bruce	Margaret
	Smith	Rickey
1984	Heans	Donald B.
	White	Geraldine
1985	Garron	Leona
	Pike	Beverly
	Roberts	Geoffrey
	Strang	Frank
	Swinimer	Kenneth
1986	Horsnell	Elizabeth A.
	Kennedy	Kimberly A.
	Mehiman	Paulette
	Pike	Douglas
	Roberts	Rachel
	Van Norden	Herman
1987	Birmie	Colleen M.
	Dwyer	Rocky
Unknown	Adams	Carl
	Dawson	Dorothy
	Garron	June
	Garron	Julie Ann
	Hogg	Adia
	Nickerson	Marshall
	Smith	Charles
	Smith	Kay
	Smith	Ralph
	Smith	Tom
	Stewart	Oscar
	Swaine	Morris



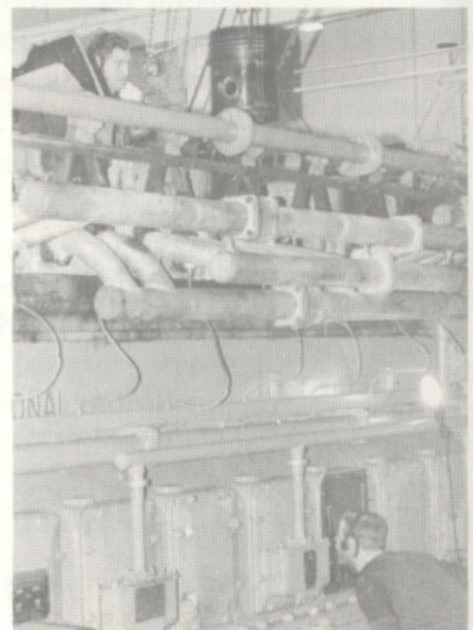
Canadian Civilian Personnel

1962	Bartlett	Ruth
	Bent	Gerald M.
	Christie	James L.
	Crowell	Fraser
	Crowell	Ruth V.
	Dash	Russell E.
	Faulkner	
	Garron	Clements
	Goodwin	Ronald V.
	Hebb	George
	Hennigar	Zane
	Huskins	Cessil
	Kendrick	Grafton
	MacKay	Donald
	Matthews	William A.
	Mcafee	Harry G.
	Newell	William
	Perry	Lillian
	Perry	Nelson C.
	Ross	Edna J.
	Rutherford	Evelyn A.
	Ryer	Frank
	Shand	Neil
	Slade	Walter C.
	Smith	Fraser
	Stoddard	Sheila P.
	Swaine	Kenneth F.
	Swaine	Maurice G.
	Thomas	Clayton T.
	Townsend	Albert A.
	Trask	Charles
	Wareham	Cleverly N.
	Warren	Ethel V.
	Watt	Robert
	Williams	Albert N.
	Wyman	Willard
1963	Perry	Herman (Tim)
	Purdy	Basil
	Thomas	Herbert
1964	Crook	Raymond
	Crowell	J. Lee
	Hopkins	Delma
	Hopkins	Donald
	Hunt	James
	Keddy	Gerald
	Lamrock	Layton R.
	Myrick	Maynard
	Stoddard	Malcolm

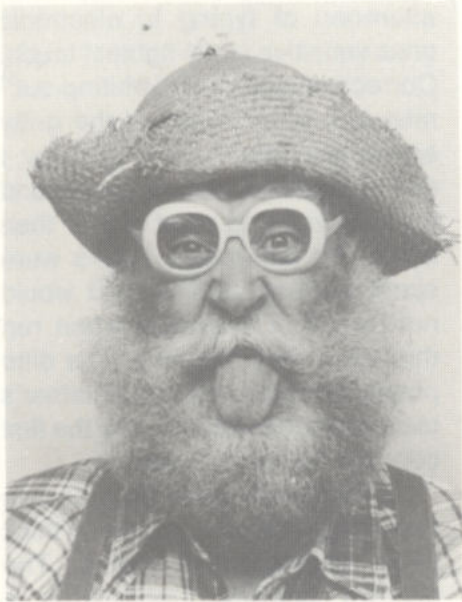
	Peters	Blake
	Roy	Nina C.
	White	Ernest
	Zornicki	Doreen C.
1970	Everett	Richard
	Fougere	W.M.
	Roberts	Ann S.
1971	Antonia	M.J.
	Chetwynd	Cherlyne
	Chetwynd	Joyce
	Meisner	Floyd
	Mundell	Joseph H.
	Mundell	Rodney
	Nickerson	James
	Smith	Charles
	Smith	Ralph
	Swaine	Richard W.
1972	Garron	Michael
	Gray	Hatfield
	Perry	Tony
	Smith	Mary
1973	Crowell	Roswell P.
	Hogg	George L.
	Ryer	Donald
	Scott	Everett
	Stoddard	Glen
1974	Acker	Les
	Chapman	Arthur W.
1975	Cormier	E.M.
	Cox	Harold A. (John)
	Girod	Louis
	Kendrick	Cliff
	Oliver	Larry
1976	D'Eon	Remi
	Jamieson	James W.
	Knowles	James
	Swaine	Eleanor
1977	Boxall	Colin W.
	Hubley	Blake
	Powers	Charles
	Presley	Mary
1978	Comeau	Ralph
	Crook	Kimberly
	Dauphinee	Bruce
	Elms	James
	Stanley	Joseph
1979	Butler	K.F.
	Ciz	Linda
	Johnson	Annie

Left: Shows Maj Tanton in 1982 with employees having 20 years of service: R. Bartlett, C. Trask, C. Garron, H. Perry, F. Crowell, R. Crook. Missing are F. Smith, Z. Hennigar, and W. Newell.

Below: Shows G. Stoddard playing hide and seek in the Power Plant.



Comments From Our 25-Year Veterans



Clem L. Garron



When I first started working in the kitchen, it was hard to get good cooks and helpers to stay. I've worked here now for over twenty-five years and only three weeks of it has been days. I put in my notice after those three weeks and they put me on the night shift where I've been ever since.

I think the best cook we ever had was Willard Wyman and he kept things right neat and clean too. He died quite suddenly one weekend in Yarmouth.

That brings to mind a myth about those of us who work here in the kitchen. People say that when

you retire from here, you also retire to the great beyond.

I thought about this and it didn't seem right so I decided to sit down and figure out the numbers. I didn't do this because I'm thinking of retiring, it was just a passing curiosity.

There have been 25 cooks and servers that I can recall. Three of them were military wives so I've lost track of them and there's one other fellow I don't know his whereabouts. That leaves 21. Two still have relatives working on the base so they haven't really left yet. Lillian Perry's husband still gets his hair cut here so I won't be able to count her. And Neil Shand is still a cook in Oak Park so I suppose I shouldn't really count him either. That leaves 17.

Of those, four were women who have since gotten married and changed their names. It wouldn't be fair to include them. One other's got constant back problems. So there are 12 people left. Nine of these have died. That means Kay Smith, Doug, Chetwynd, and Vic Lovitt are the only three left!

I wonder what these three persons have got in common? Would they have anything in common with me? It's not that I'm really worried about retiring, but it's just interesting to think about. Even so, I'm sure I'd have something in common with Kay, Doug, and Vic.

Of course, Kay is a woman so I can't compare her and me, but Doug and Vic have things in common with me. Then again, looking after the Shelburne jail isn't really my line of work.

I guess that leaves just me and Vic, then. Come to think of it, he's got trays and trays of lobsters and mountains of money. What with the few hours of work on the base and the poor fishing that's been lately, I sure don't have either of those.

Now that I think of it, I'm really glad they passed the law getting rid of mandatory retirement. I sort of like working here anyway.

C L Garron

William Newell

Over the past 25 years, 50 different people have worked in the Power Plant and their names are displayed on a framed roster hanging here.

At the time of the conversion to the Nova Scotia Power Commission in 1984, each of the original four National diesels had, more or less, 80,000 hours on them. This converts to over 9 continuous years running each. Each engine has consumed approximately 1,575,000 gallons of fuel oil in its lifetime, for a total of 6,300,000 gallons.

The Power Plant has seen some strange things in the quarter century since the handing-over of those Diesels on 15 June 1962. These run the gamut from early warnings about storms that have already passed to late-night attacks by the "Spiderman."

During the recent ice storm of 2 March, one veteran of the Power Plant had so many power failures on his shift that he complained of having to take a flashlight with him whenever he went for coffee.

Another operator in the Plant hated painting. Several years ago, the WO came to the big doors of the Plant with a hand cart loaded with dozens of gallons of paint, and got this particular operator to help lug it in. The WO lugged the paint as far as the tool room. The operator, in turn, took it from there presumably for safekeeping, but actually went out the back door and threw the paint in the garbage.

After the WO discovered what happened to his paint, there was nothing said that could be printed here.

On another occasion, someone made a barbecue for the Sgts' and WOs' Mess by cutting a gasoline barrel in half. The other half ended up sitting around the Plant for months. Finally, one of the Operators decided to decorate it with 2 spars, a bowsprit and foresail. The next day the CO was in taking pictures of this shipbuilder's

art and the contraption was displayed for quite some time in the offending mess.

The skills of its personnel have even benefitted sick children throughout the province by creating an award-winning racing bed.

William Jewell

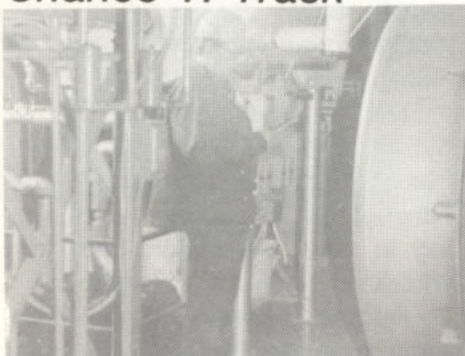
Zane L. Hennigar

Z. Hennigar

Fraser W. Smith

F. Smith

Charles T. Trask



On April 9th I came to CFS Barrington as a plumber-steamfitter and worked out of what is now CE Production. In the early 1970s I went to the Central Heating Plant to look after the various heating systems around the station.

In the fall of 1962 a bowling league was started and we travelled to Barrington Passage every Wednesday night in the base bus.

There were about fourteen teams which made a very good mixed league. These teams were made up of service personnel, dependants and civilian employees. A very good time was had by all.

Bowling faded out when the Curling Rink was started.

In the past twenty-five years I have met and worked with a great many very fine people and hope to meet many more over the next few years.

These years have been very good and most of them have given me a great deal of pleasure.

I would like to wish everyone the best of luck and am looking forward to meeting you all at the Reunion.

Charles T. Trask

Ruth V. Bartlett



I can still remember hitching a ride to Baccaro Point in 1956 where the Acadia Construction Company was building a big project that would eventually be known as Canadian Forces Station Barrington. I was working in the company's office. None of us working there, I think, could have imagined the impact that this "base" we were building would have on the area.

Having observed the building of the base and its being close to my home, there was no hesitation to apply for a job there when the Canadians took over in 1962. I started out in Supply and before year-end, I was in Headquarters and have worked for every Canadian Commanding Officer since.

Each successive CO and his staff have had different ideas and worked out plans to change the station in ways perceived to be the most progressive at the time. These changes have occurred gradually, often over the span of several posting seasons, causing some military personnel to comment that nothing ever happens here. But change does occur though for the most part in small steps. The net effect of twenty-five years of small

changes, however, is very large indeed.

Even in the office, the effect of changes due just to advancing technology is easily within the span of my memory. Typewriters, for example, have changed from the old manual devices requiring two extra desserts to supply the energy for an afternoon of typing to electronic ones sensitive to the lightest touch. Corrective tapes and "whiting-out" mistakes have rendered the gritty eraser obsolete. In days gone by, I can remember carbon paper and onion-skin being piled higher than bond and letterhead. Hours were spent crafting stencils that would not be full of drop-outs when run through a ditto machine. The ditto purple then gave way to Gestetner's black around the same time the first copying machines came in.

Those first copies were on thin sepia paper, soon replaced by thick shiny photographic copies. The modern copying machine is a device of the seventies.

Most of these changes are for the better. On the other hand, I still work at a solid steel desk handed-over from the Americans.

The Americans also handed-over another tradition started by A-3C Ray Stockton when he married a Canadian girl.

Since that time, there have been several hundred marriages between servicemen and local girls, including my own in 1965. Many local girls would never have married outside the area, much less have committed themselves to taking up residences all over North America and overseas had the base not been located here.

The overall community as well has been enriched by their subsequent trips back to visit relatives and friends.

I look with satisfaction over my 25 years of service and take special pride in having had a small part to play in the history of this unit.

Ruth Bartlett





