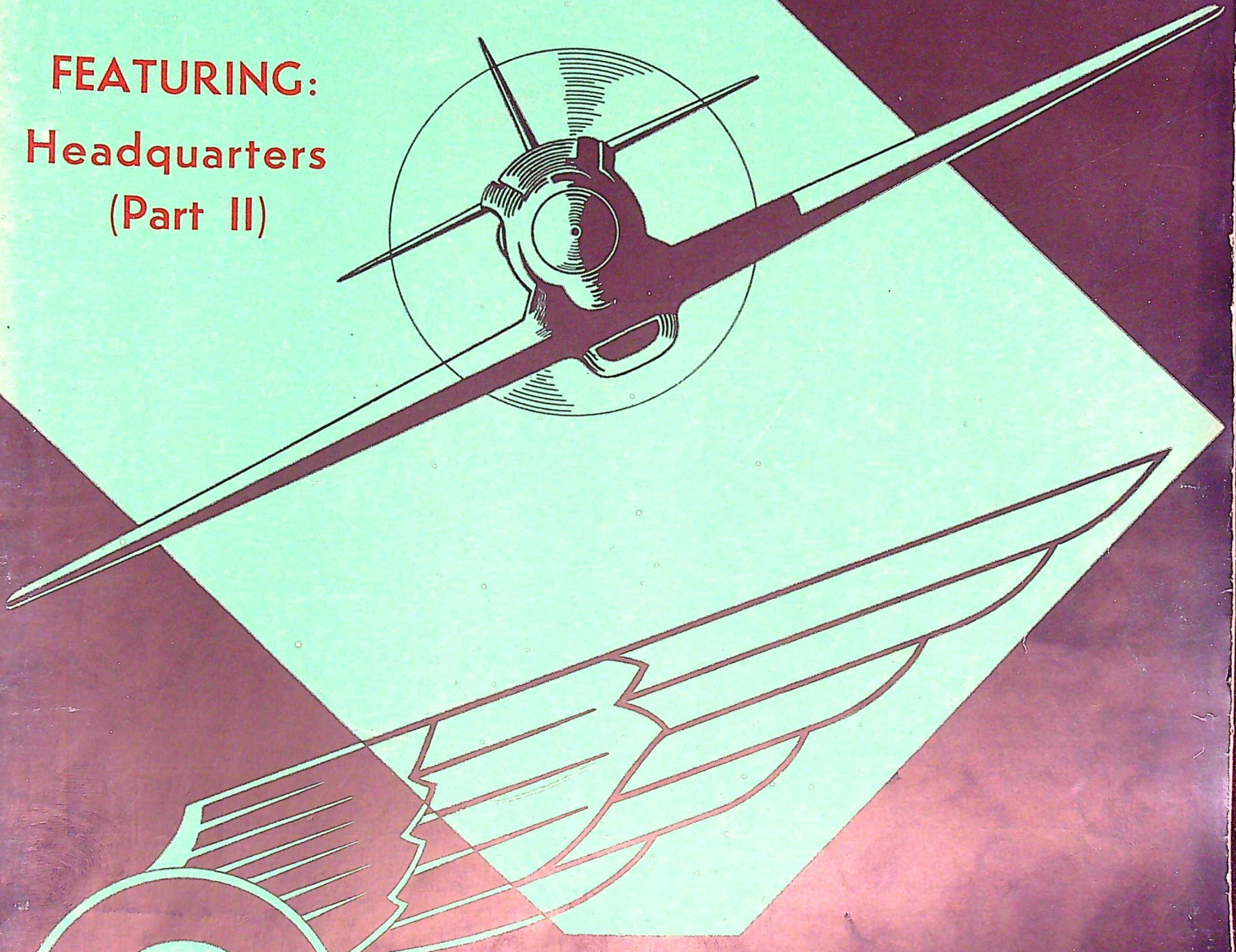


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FEATURING:
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(Part II)



CONTACT

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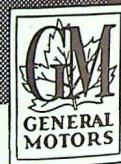
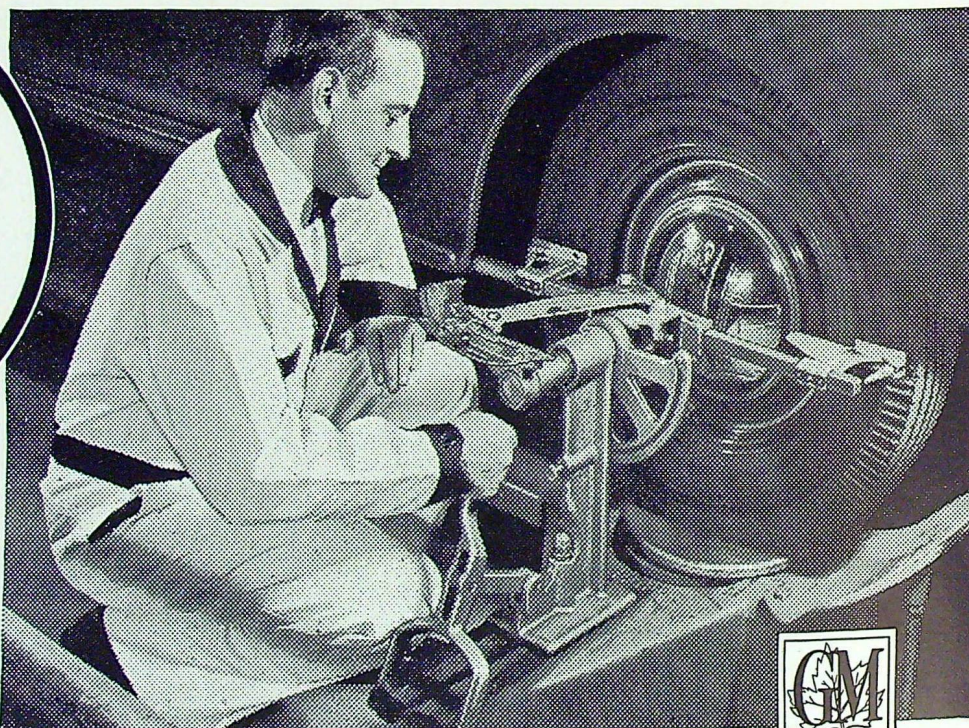
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SQUADRON LEADER H. H. ATKINSON
STATION ADMINISTRATIVE OFFICER
R. C. A. F. STATION, TRENTON, ONTARIO

CONTACT TRENTON

Official Organ of the Royal Canadian Air Force Station, Trenton, Ontario

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Managing Editor
FLYING OFFICER E. T. HAMILTON

Editor

Sergeant F. A. ROGERS

Art Editor
Corporal J. W. Sargent

Advertising Manager
LAC J. J. Pennylegion

Editorial and Executive Offices
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Vol. I

Gardenvale, P. Q.

NO. 5

IT IS a fact, Trenton's Station Administrative Officer, Squadron Leader H. H. Atkinson, joined the Canadian Air Force on the last day of May, 1920, and was given the regimental number "One". His Air Force service goes back even farther than that, though, for long before the Canadian Air Force was organized he had enlisted with the Royal Flying Corps as an AC.2. It was the R.F.C. that brought him to Canada, for he is a native of Albion, claiming Yorkshire as his birthplace.

AC.2. Atkinson was Sergeant Atkinson when the R.F.C. began to open up its camps in Canada and shipped him over here. He was engaged in organization and pay work with them at Toronto in 1917, and stayed there as Warrant Officer at R.F.C. Headquarters until the war ended. He returned to England then but only for a short time. Canada called and he joined as Warrant Officer, first class, of the C.A.F., then forming. On May Day of 1939 he was posted to Trenton having been commissioned a Flying Officer one month previously.

When the School of Administration was first organized at Trenton he became its first Chief Instructor. The organization of the new school was a real job and the right man was chosen. During his lengthy service he had unquestionably absorbed about everything in the way of Air Force procedure there was to absorb. Having been with the C.A.F. and the later R.C.A.F. from their beginnings, having his previous years, of organization work with the RFC, there could be few problems connected with the Service with which he could not cope.

Those must have been busy days for the Chief Instructor preparing syl-

labi and precis, giving his lectures and being chief aide to Wing Commander Mawdesley, the ADS Officer Commanding. "Tommy" Atkinson, as he is familiarly known to his many friends, taught all the subjects prescribed for the course and passed along the knowledge gained from his wide experience to hundreds of newly commissioned Air Force Officers. These Officers and Senior N.C.O.'s who have attended the Trenton Course in Administration can speak with authority of the value of the work initiated there.

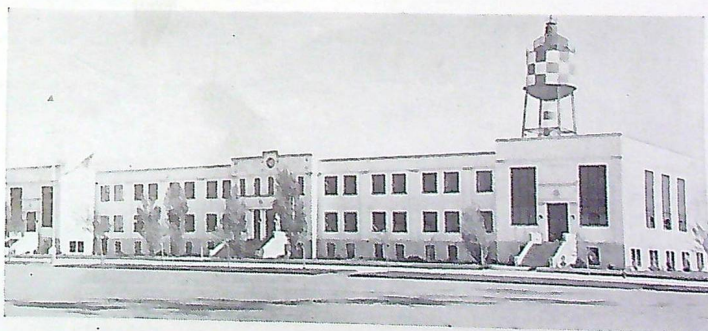
CANADA'S No. 1 AIRMAN

In May, 1941, Squadron Leader Atkinson took command of the School of Administration following the posting of Wing Commander Mawdesley to Toronto. It was then that there was established the enviable Atkinson record left his impress upon the syllabus of instruction for the benefit not only of those privileged to have been taught by him, but for those who were to follow.

Last November, he became incumbent of his present position, fulfilling it in a manner peculiarly his own and peculiarly effective because of just that. He has a seemingly inexhaustible supply of energy and from dawn 'till dark can always be found about the Station, for he is everywhere at once. Truth to tell he needs to be for his duties

are multifarious as are those of any Administrative Officer. There is this difference, however, here, in that Trenton's size creates new and additional problems constantly and so there is ample use for his energy, his knowledge and his ability.

Many instances could be cited of actions taken for the benefit of Station Personnel and probably



(Continued on page 18)



WE have heard the question expressed as to what a Padre finds to do with himself when he is not busy preparing or delivering his weekly sermon to the church parade. After talking things over with Padres Jackson, Michaud and Inman, selves expressed a as to when a Padre find time from his duties to even de-sermon. We never a clergyman arriv-for church, but with other claims to their we should call the punctuality of the Padres something in ture of feat.



HON. F/L. A. JACKSON

In the Services ist problems created very nature of things would never present themselves to the civilian minister or priest. The taking of thousands of men away from their usual environments and homes has the immediate effect or bringing about situations that, in many cases, are, to say the least, difficult. This calls for the exercise of considerable thought, tact and good judgment on someone's part in order that morale can be maintained, families held together and minds kept healthy. That someone is the Padre.

Every Airman who comes on the Trenton Station, whether his stay be short or long, is immediately sent to the appropriate Padre for a warming welcome and the offer of good offices. A domestic problem can have a very deteriorating effect upon quality of work, and a man who is worried about conditions at home cannot possibly give of his best to the winning of wars. These problems, too, are the kind that call for a confidante and it is not everyone who can fill that important position. That is the Padre's job. He is an Officer, into whose office you can walk and, after the initial compliments, talk to as a friend.

Any worry is partly disposed of when you get it off your chest. The mere unburdening and the sharing of problems bring a lift to the spirit and the strength to face facts and issues. But it goes farther than that. The cause of the trouble may be thousands of miles away, but there is nowhere that the protecting arm of the church does not reach and through the aid of the Padre's colleagues throughout the world much can be accomplished.

Domestic, financial, mental and spiritual problems find their way to the Padres. They make regular hospital visitations and they administer the Canadian Legion Educational Courses that prepare the way for advancement and successful re-establishment "when Johnnie comes marching home". Trenton's Padres have just recently arranged for night courses in welding at the Belleville Technical School, and Airmen bent on self-improvement may be seen wending their way Bellevilleward by transport several nights a week.

Marriages, christenings, funerals and the usual duties of the clergy are all performed in the Padre's stride, but these are a small part of the day's work. For instance, there are housing problems of the Air Force families and these

we our-wonder would o t h e r liver the heard of ing late all the attention regular Trenton the na-

there ex-by the t h a t



HON. F/L. R. MICHAUD

are real these days. Accommodations are stretched and expanded to their limits so that wives, husbands and children may be kept together as long as possible. The Padre visits, inspects, suggests, and has time and time again created something out of nothing, and made two or three homes out of what was formerly just a house.

Station Headquarters has three Padres to deal with this work. They are Honorary Flight Lieutenants A. J. Jackson (Church of England), S. M. Inman (Baptist) and J.M.R.W. Michaud (Roman Catholic). Information on Padre Michaud may be found in the March (KTS) issue of "Contact".

Although born in London, England, Padre Jackson has lived in Canada almost all his life. His schooling took place in Ottawa at the Collegiate Institute there and he graduated in Arts at Toronto University in 1927. After a year's post graduate work, he decided to join the ministry and was ordained straight away in 1929. Already he had a good theological grounding (his University subjects were Greek and Hebrew). Wycliffe College was where the rest of Padre Jackson's training took place. After being curate at St. David's, Toronto, the Padre spent four years in Cobourg, Ontario. In 1934 he became Rector of the parish of St. Hilda's, Fairbank, Toronto. During his eight years in Fairbank, he played an active part in church and community life, being president of the local service club and a member of the Board of Education. It was Fairbank's loss and our gain, when the Padre elected to get leave of absence to join the R.C.A.F.



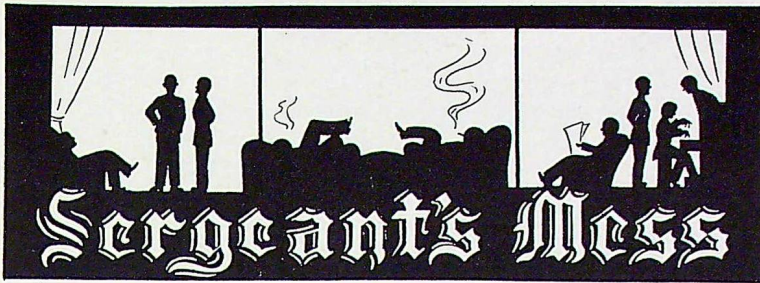
HON. F/L. S. M. INMAN

length the Pa-w h a t vulged Kill-24th of He was vincial after Sussex, the last Canadian trained at

Flight college ton Masdon Col pastorates were in Boston Massachusetts, but in 1938 he came up to London, Ontario, and spent three years there before joining the ranks of the R.C.A.F.

We only elicited Padre Inman's story after much persuasion, crowned by our stock quotation from Arnold Bennett about every one's life containing enough material for a book-novel. After this dre became some-less reticent and di-that he was born in burn, N.B., on the December, 1897. educated at the pro-Normal School, wards teaching in New Brunswick. In war he joined the Engineers and was St. Jean, Quebec. Lieutenant Inman's work was in Bos-sachusetts, at Gor-lege. His first two





A STRANGER coming to Trenton might well wonder where all the Non-commissioned Officers come from, as at first glance their number would appear to be out of all proportion to the number of Aircraftmen. The reasons for this seeming plenitude are two-fold—firstly, the presence here usually of two courses of Sergeant Pilots for training as instructors—secondly, the Non-commissioned Officers attending the School of Administration.

To cope with this situation, the Sergeants' Mess at Trenton is probably the largest and finest of the Service. It provides a wide variety of recreation service to the Sergeants, Flight Sergeants and Warrant Officers, in addition to its dining room accommodation. Recently enlarged to meet increasing demands, it now boasts two dining rooms, a large and sumptuously furnished lounge, and a combination canteen and games room.

Just about 11.15 hours each day the Mess becomes a veritable Mecca for N.C.O.'s. They pour in from all directions until about 12.15 hours all the rooms are filled and the head chef is beginning to look worried. The first attack of this hungry horde is not always on the dinner that awaits. Most gather about the mail box for letters for man is a social animal.

Airmen who have gone from Trenton would find the changes lately made to the dining room considerable. Problems of help and capacity have caused radical moves to meet the situation. Meals are served cafeteria style and there are bus boys to remove the dishes from the tables.

The Sergeants do well for themselves in the way of food, paying five cents per day each for extra messing. This brings them occasional ban-

when such delicacies chicken, succulent chops are served. they have for breakfast choice of cereal, bacon, and one egg, jam or marmalade.

For noon dinner soup, usually a potatoes and vege

or pudding and tea Evening supper brings some lighter form of meat course, preserved fruit and cake. A good assortment of condiments is always available.



F/S J. LOWRY



WO2 L. R. COUSINS

ner days as roast steaks or Every day fast toast, coffee,

there is roast, potato, pie

In the evenings the Sergeants gather at the mess to spend the odd hour in each other's company. Up on the top floor you'll find them, seated about the cozy room, reading

newspapers and the latest periodicals, playing card games at some of the beautifully and well-made tables, or just chatting. No day passes but there are re-unions in the Sergeant's Mess. They constitute very interesting experiences for Air-

men who posted another duties. that brings these happen-marvel-all as old again, old and every-py remi-

Down in new re-



WO1 E. B. TURLAND

are constantly being from one place to on their various Every new course comes to Trenton about dozens of py affairs, and a lous time is had by days are lived over friends are recalled one engages in hap-nisence.

the basement is the creation room, tastefully decorated, with blue predominating.

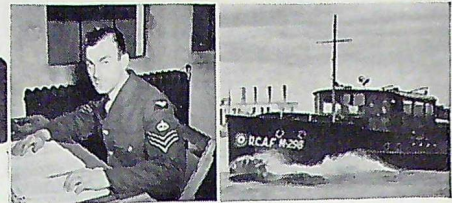
Modern design is the keynote of its furnishings and its chrome-fitted chairs are ideally suited to the room from the standpoint of space. A full size billiard table occupies one corner of the room and at the same end is a ping-pong table. No charge is made for the use of these and there is constant demand for them.

Government of the Sergeants' Mess is by a Committee, the organization of which will appear novel to civilians but which has been found to be a most satisfactory one in the Service. To begin, the Commanding Officer must have liaison with the Mess Committee and members, and he has this through the Honorary President. The Honorary President is responsible to the Station Commander for the immediate supervision, conduct and management of the Mess and its accounts and funds. Flight Lieutenant G. Gorrill, himself a former Warrant Officer and full-fledged member of the Mess, now commissioned, has ably filled this position up to the present but is now busy packing his bags for a posting to Calgary. A very popular Airman and Officer, he takes with him the best wishes of all who have been privileged to know him.

Under the rules the Chairman may be appointed by the C.O. but it has been established by K.R. (Air) that the Senior W.O.1 on the Station will automatically become Mess Chairman. The Mess Chairman is also responsible for the maintenance of discipline in the Mess and the enforcement of its rules and regulations. The present incumbent is Sergeant Major E. B. Turland, widely known throughout the Service and presently attached to C.F.S.

The President of the Mess has a term of office not exceeding three months. He must be a Warrant Officer, second class. He is not elected but his name is chosen from a roster of names of WO2's on the Station. This roster is set up according to seniority. L. R. Cousins, WO2, is now President of the Sergeants' Mess in addition to being in charge of the Motor Mechanic Motor Transport School of KTS. The Secretary-Treasurer of the Mess is Flight Sergeant Jack (Smokey) Lowry of Kingston, Ontario. His is a full time job and he fulfills it to everyone's satisfaction so as to become one of Trenton's most popular N.C.O.'s. Holding office for three months, are four other members, each representing a Unit.





HEADED by Flying Officer Albert J. Maddox, Trenton's Marine Section is fast developing into a Marine Base of first importance. In addition to the school for Motor Boat Crewmen (a Unit of KTS), Trenton boasts its own marine craft and acts as host to many others during the winter months. When ice interferes with navigation, the Crewmen and their ships find their way to Trenton from the Bombing and Gunnery Schools to hibernate.

They enter into no winter sleep, however, but merely move indoors for refitting. All winter long the several speedy craft are worked on until, when spring arrives, they are ready to slide back into their natural element and slip away out into the lake on the trip back to their patrols. Right now the Section is a very busy place as the boats are just about to leave. Equipment is being placed aboard, emergency rations are requisitioned from the Army Service Corps, accounts are being settled and the motor boat crewmen will soon be holding reunions with their Stations up and down the lakes.

With twenty years marine experience behind him, Flying Officer Maddox came to the RCAF as an AC2 on the 25th of October, 1939. Since then he has worked his way up to commissioned rank and the command Trenton's marine base. The commission came just about a year ago on May 31st, 1941. Previously to coming to Trenton he had been here before, leaving to go to No. 1 Bombing and Gunnery School and later Montreal, where he supervised construction of twenty-eight hundred horsepower, seventy foot, high speed rescue craft.

He is ably associated at Trenton by Flight Sergeants J. E. Hebert of Shediac, New Brunswick and T. E. Gilders, recently arrived from No. 5 B.R. Squadron. Contrary to the belief of some, the sailors seen about the Trenton Air Station are not the crews of the Motor Boats. These are Able Naval Airmen of the Fleet Air Arm and are distinguished from other tars by the white bands about their headgear. R.C.A.F. mariners wear the familiar blue of the Air Force and are not as yet distinguished from their fellows by badge or other uniform detail. They are distinguished from the others by their interests and conversations, which concern navigation, knots and matters nautical.

Several types of marine craft are used by the Air Force, some built specially for the purpose, others—sleek looking motor yachts—donated by altruistic citizens, others chartered for the duration. They range in size from tiny skiffs, equipped with outboards to the speedy seventy-footers now in use down the coast.

Principally, they are used to patrol the waters adjacent to the flying fields, alert to race to the rescue of winged airmen. At the Bombing and Gunnery Schools they patrol the ranges, warning other craft away from danger. Others are tenders used to service seaplanes. In any case, they are well equipped and their crews well trained for rescue work and their value to the Service is great.

Trenton's central geographical position should bring about its logical development into a great outfitting and repair base for the Motor Boats.

Security Guard



IT WAS the fall of 1939 when the first Security Guard came into being at Trenton's RCAF Station. From the first graduates of the first Security Guard Course at Rockcliffe, Ottawa, were appointed seven Airmen to be Non-commissioned Officers in charge of Security Guard at Trenton. Flying Officer J. B. Roberts was the first Security Guard Officer at Trenton and he was succeeded by Flight Lieutenant G. P. Howe of Ottawa. Recently, Flight Lieutenant Howe was posted to another Station and his place has been taken by Flying Officer Charles Atcherley.

Flying Officer Atcherley has had an enviable military and police experience, the value of which will now accrue to the Air Force. Born in Corwen, Wales, September 21st, 1887, he came to Canada in 1906. He shortly joined the Royal North West Mounted Police and saw service in Western Canada and the North West Territories, including such Mounted Police Stations as Regina, Fort Saskatchewan and the Lesser Slave Lake. He spent five years with the "Mounties", from 1907 to 1912.

The Security Guard Officer's Great War career is something to write about. He started out with the Fort Garry Horse as a trooper and went with them to France and Belgium. He took part in what was probably the last cavalry charge to be made with lances—the famous "Charge of the Fort Garry Horse at Delville Wood". He ended up by winning his commission in the field and the Distinguished Conduct Medal. Since the last war he has

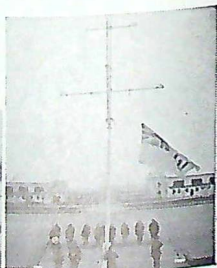
been with the Ontario Provincial Police in the Niagara District and the Air Force since the tenth of August, 1940.

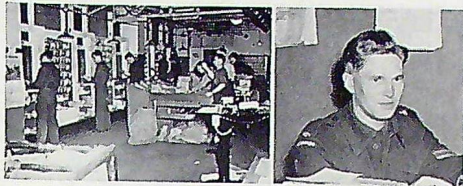
Aircrew come to Trenton for periods of six to eight weeks on Security Guard.

While here they commence preliminary studies.—Discipline Department, Mathematics and Wireless Telegraphy. These Aircrew-Security Guardsmen are, in embryo, the gallant heroes of the Service, "Who have on silvered wings sunward climbed and joined the tumbling mirth of sun-split clouds and done a hundred things". These men guard through the noiseless nights our many men and planes, so that they may some day fly skyward to the heights and reach the glory they would obtain.

The general conduct and discipline of the Security Guard rests with Flight Sergeant Parkes, presently languishing in a Winnipeg Air Force hospital. Sergeant J. C. Brownlee is in charge of the new permanent guards, commonly called "Commandos", who have arrived to take over from the Aircrew; Sergeants Hucker, Botham and Finlay and Corporals Chambers, Bowen, Gillings, Elking, Hymers, Graham, Clark and Purdy have given their enthusiastic all to build Security Guard into the crack Unit that it is.

The recent posting of permanent Security Guards has had the effect of bringing this Unit into closer liaison with the Service Police. Many of their duties are now interchangeable and their Officers, Flying Officer Atcherley and Flight Lieutenant Boyd now work together, pooling their efforts in many cases and relieving each other during necessary absences.





U NOBTRUSIVELY tucked away in the basement of Barrack Block No. 2 is a post office large enough to serve a medium sized Ontario town. M.P.O. No. 303, to give it its official designation, is a further example of the bond existing between the lads in khaki and the boys in blue. Here, incoming and outgoing mail is handled exclusively by military personnel in the only general delivery military post office in Canada.

From humble beginnings in April, 1940, this, the first military post office to be established in Canada, has become a training centre where the Canadian Postal Corps trains personnel for duty in similar offices throughout the Dominion. Such is the despatch of its system that mail posted there is handled more promptly than that mailed in neighbouring towns.

For this, witness the night despatcher. While the station sleeps he faithfully meets the two East and Westbound trains—nor does foul weather keep him from the "swift completion of his appointed rounds".

Figures show that the Canadian airman is mindful of the dollars. The purchases of War Savings Certificates and stamps are mounting monthly and totals of money orders speeding other dollars to homes across the Dominion reach staggering figures with each pay day. Still other dollars find their way into the Post Office Savings Bank, another service provided by this unique institution. Money Orders, however, account for the biggest proportion of the Post Office's cash business, exceeding even the sale of postage stamps.

For reasons not perhaps unconnected

O F the essential services on Trenton Station, the Fire-fighters render an all-important 24-hour-a-day job, 365 days a year. Chief of the Fire Brigade is Flight Sergeant J. W. R. Allison and the Deputy Fire Chief is Sergeant R. Scharff. Corporals E. H. Fryer and D. R. Dunn, together with six Fire-fighters, are members of the permanent staff. Eight Airmen from Central Flying School and ten from the Composite Training School are detailed each week to re-inforce them. They act as fire piquets and these duties are in addition to their usual daily round.

The Fire Chief, Flight Sergeant Allison, has made the fighting of fires his life work, having been fourteen years prior to his enlistment with the Kitchener, Ontario Fire Department. He was one of nine to graduate in July, 1940, from the first class of Fire Fighters enrolled at Toronto's No. 1 Manning Depot. The Deputy Fire Chief has also had fourteen years of fire fighting experience before his enlistment having spent that period with the Moose Jaw, Saskatchewan, Fire Department.

This Station has never suffered a major fire since its organization, and the fire chief states that thorough inspections and the elimination of every possible hazard are largely responsible for this excellent record. While the fire truck is ready to roll on fifteen seconds notice, day or night, and at least four firemen, including either the chief or the deputy are always in the crew, the principal duties of the Fire Fighters are care-

ful, exact, routine inspections. Flying School premises are looked over daily and all possible hazards of the Composite

Training School receive a visit from one of the permanent fire staff at least twice a week. The big red fire truck is equipped to cope with any emergency. Its apparatus includes two thousand feet of hose and just about the latest in gadgets necessary for modern fire fighting. A pump capable of handling more than six hundred gallons of water per minute is part of the equipment and the various chemical tanks contain solutions necessary to the handling of any of three main types of fires. All Airmen should be familiar with these types and the particular forms of extinguishers necessary to their control. Fires resolve themselves into three classes, i.e.: *Rubbish or Wood*—treated with water or water based wet chemicals. These are known as "Class A Fires". Reliance in these cases is based on the quenching and cooling effects of water. *Oils, greases and other liquids inflammable in themselves*.—These are known as "Class B Fires" as they reject water and may spread upon its surface. A smothering effect is needed here and extinguishing are used to combat these fires. These may be either "Foam", "Thermene", "Carbon Dioxide" "Dugas", or "Vaporizing Liquid" types. Always avoid splashing when dealing with these fires *Electrical Fires*. Known as "Class C Fires", the extinguishing agent must be a non-conductor of electricity. Carbon Dioxide is the agent against this enemy. Do your part for Fire Prevention!

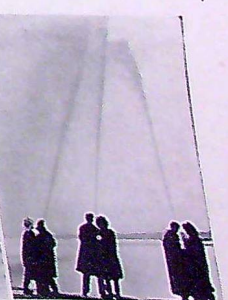
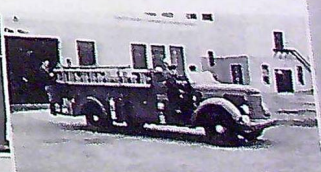
All personnel of the Canadian Postal Corps are required to have had previous postal experience before joining Canada's military postal service. After enlistment and preliminary training at the Base Post Office at Ottawa, Ont., these guardians of the King's Mail are transferred to Trenton's military post office for the practical training necessary to familiarize them with military postal practice.

Staff Sgt. Parrett, who as you might guess, was formerly employed by the Canada Post Office, wielded a cancelling stamp for many years at Toronto's huge Terminal A post office. He enlisted in the Canadian Postal Corps in Jan. 1940, and has enjoyed the title of Postmaster of M.P.O. No. 303 at Trenton for nearly two years. During this

period the station has grown to new proportions, and increases in personnel have brought increasing problems to the postman.



ful, exact, routine inspections. Flying School premises are looked over daily and all possible hazards of the Composite Training School receive a visit from one of the permanent fire staff at least twice a week. The big red fire truck is equipped to cope with any emergency. Its apparatus includes two thousand feet of hose and just about the latest in gadgets necessary for modern fire fighting. A pump capable of handling more than six hundred gallons of water per minute is part of the equipment and the various chemical tanks contain solutions necessary to the handling of any of three main types of fires. All Airmen should be familiar with these types and the particular forms of extinguishers necessary to their control. Fires resolve themselves into three classes, i.e.: *Rubbish or Wood*—treated with water or water based wet chemicals. These are known as "Class A Fires". Reliance in these cases is based on the quenching and cooling effects of water. *Oils, greases and other liquids inflammable in themselves*.—These are known as "Class B Fires" as they reject water and may spread upon its surface. A smothering effect is needed here and extinguishing are used to combat these fires. These may be either "Foam", "Thermene", "Carbon Dioxide" "Dugas", or "Vaporizing Liquid" types. Always avoid splashing when dealing with these fires *Electrical Fires*. Known as "Class C Fires", the extinguishing agent must be a non-conductor of electricity. Carbon Dioxide is the agent against this enemy. Do your part for Fire Prevention!



BARRACKS

BED &

WE CAN well imagine that the average hotel clerk has a favourite nightmare wherein he finds himself in charge of an hotel containing several thousand rooms, all of them filled, when an international convention he has forgotten about hits town. We ourselves have lined up at Toronto and Montreal hotel desks waiting vainly for rooms while tired clerks brought forth their full powers of diplomacy and ingenuity in the effort to keep the customers satisfied and get everyone safely put to bed. We have never envied these chaps their jobs, nor do we envy the Trenton Greeters, Sergeant Major P. MacDonald and Flight Sergeant Roland Poliquin.

Originally built to house a part of the permanent R.C.A.F. consisting of only a few hundred Officers and Airmen, the facilities of this Station have expanded beyond all belief in no time at all, and thousands upon thousands of Airmen and Officers have passed through its hangars and barracks.

The night clerk at Trenton is the Assistant Orderly Sergeant for the day. Though usually a Sergeant Pilot, he may be a Sergeant of the staff performing this extra detail for such an offence as having an unshaven face or dirty buttons on parade. The detail is in addition to his ordinary day time duties and is not particularly relished. Each of the night trains brings its quota of Airmen seeking accommodation until morning and he arranges it for them. Blankets and bunks are ready and in the morning the Assistant Orderly Sergeant parades all the new arrivals over to the Central Records and chief clerk, Flight Sergeant Roland Poliquin.

Well known from coast to coast by Airmen who have received the famous Poliquin smile in the morning, the French Canadian Flight Sergeant has, over a period of years, built up a system of room and barrack allotment which has become the model for similar systems across the continent.

He maintains a huge wall board crossed from top to bottom with strips of metal about three inches apart. Each of the parallel rows thus created is headed by a barrack block or hut number. Narrow strips of coloured celluloid are placed at intervals down the column designating room numbers. As each man registers he is allotted to a barrack block or hut and room. His name is then typed on a narrow strip of paper, which is inserted in a transparent, colourless tube, the ends of which

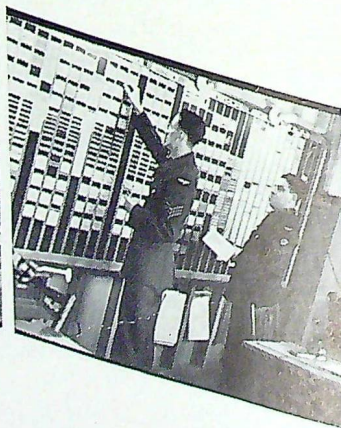
tuck under the metal strips under the room and barrack number designation. When he moves out the strip is taken from the tube, which remains empty, showing an empty bed until a new occupant arrives to fill it.

Central Records, working in close conjunction with Flight Sergeant Poliquin and his wall board, maintain a card index system by name showing the barrack and room number of each individual so that he can be quickly and easily located during after-duty hours.

One would not expect to find a housekeeper in a military or Air Force camp, nevertheless there are important duties to be performed in connection with barracks similar to those of an hotel housekeeper and her assistants. True, Airmen make their own bunks and clean their own rooms daily, yet there are some of us, sad to relate, who have not the natural instinct for tidiness and these must be kept in line. There are halls to be kept clean and conditions of repair must always be kept under careful watch.

In charge of this branch of the work are Warrant Officer P. McDonald of Moosejaw, Saskatchewan, Sergeant Robert Grindley of Toronto and Belleville and a host of what are called barrack wardens. Each day, a barrack warden visits every room inspecting it to note vacancies and deficiencies in orderliness. Damage is noted and steps are taken to charge the person or persons responsible; necessary repairs are ordered from the Works and Buildings Section. Increases and decreases in bed accommodation are noted and reported on to Flight Sergeant Poliquin who compares these reports with his own information collected first hand from Records. In this manner the maximum use is made of every bit of bed and barrack accommodation at the Trenton Station.

Officers Commanding Units are responsible for the cleanliness and order of the barracks occupied by their men. For



this reason Airmen of each Unit are usually kept together and a Senior Officer of the Unit, accompanied by the Unit Disciplinarian, inspects each room each week. These inspections are not cursory by any means and woe to the Aircraft-

BOARD

AIRMEN'S MESS

man or N.C.O. found responsible for as much as a speck of dust or a bed unmade. We mentioned something about an extra detail as Assistant Orderly Sergeant and being awakened all night long by each trainload of newcomers. For Aircraftmen there are such things as confinement to barracks or even the "digger" under certain conditions.

What with the weekly inspections by Senior Officers and the vigilant eye of Warrant Officer MacDonald, Airmen at Trenton have learned that it is easier to keep clean, tidy quarters than to argue, with the result that whether they be in barracks or huts their quarters are the pride of the N.C.O. in charge and would warm the heart of a Dutch housewife.

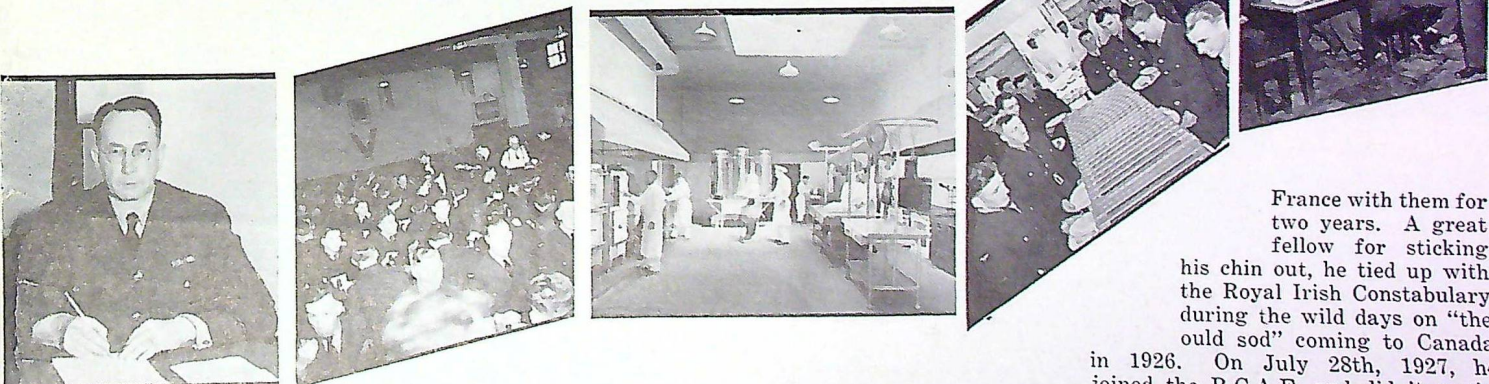
Nearly all Senior Non-commissioned Officers sleep either in the converted Married Airmen's quarters (houses) or the permanent Barrack Blocks. They are berthed two, three or four to the room in single cots according to the room size. Rooms contain a steel locker shared by two men, a small collapsible table, a folding chair and single cots with mattress, sheets, pillow and case and two blankets. Floors are of brick tile. Rugs, pictures, curtains and such furbelows are not permitted, in true military tradition. Aircraftmen sleep in double decker bunks, either twelve to the room in barracks or in numbers varying with the size of the hut they occupy.

We are indebted to the late Napoleon Bonaparte for the statement that an army travels on its stomach—a statement issued no doubt following the Russian campaign and a statement reiterated no doubt by his step-child and disciple, the about-to-be-late Adolf Schnickelgrueber following his own Russian experience. This is no army here at Trenton and it does not travel—neither has it anything against the Russians,—but its stomach has enormous proportions judging from the accounts of the Army Service Corps

be repeated we pray—and has also had the good fortune to reside as semi-permanent guest at a large Boston hostelry internationally famous for its food. Diners at both of these establishments had the same subject of conversation, strange as that may seem. It concerned itself with one thing and one thing only—the inferior quality of the provender provided.

It is a soldier's—and an Airman's—privilege to grumble and when there's nothing else to grumble about you can generally bring up the subject of Messes and Messing, which is man's favourite grumble from the rock bound coast of Maine to—wherever Hirohito and his boys are at the moment. At the not inconsiderable risk of drawing the concerted fire of certain of our colleagues we here disclose a few truths considering this mootest of moot points, gathered as the result of a gastronomical investigation conducted at the express invitation of the said Flying Officer Richard Courtenay Kent.

No grumbler himself, Flying Officer Kent has had enough Army and similar gustatory experience to entitle him to a chair position in the Loyal and Vociferous Order of Grumblers. He inherited a right to grumble being an Irishman of Wicklow, Ireland. His first try at army rations came in 1917 when he joined the Inns of Court, O.T.C., a collection of youngsters attending the Officers' Training Course at the Inns of Court in London, England. He was later commissioned with the Royal Munster Fusiliers and went to



and its palate is that of a connoisseur according to Flying Officer Richard Courtenay Kent, Messing Officer of the R.C.A.F. Station, Trenton, Ontario.

This scribe has had the misfortune to spend considerable time in a London, Ontario, boarding house on a straight living-out allowance of the R.C.A.F.—an experience not to

France with them for two years. A great fellow for sticking his chin out, he tied up with the Royal Irish Constabulary during the wild days on "the ould sod" coming to Canada in 1926. On July 28th, 1927, he joined the R.C.A.F. and did it again, this time by becoming steward of the Officers' Mess at dear old Borden. He moved to Trenton in 1936 and opened the Officers' Mess here. Since that time he has been at C.F.S. as an Orderly Room Warrant Officer, at No. 6 Repair Depot as a W.O.1 and was commissioned as Messing Officer at this Station on Armistice Day, 1941.

EAT DRINK BE MERRY

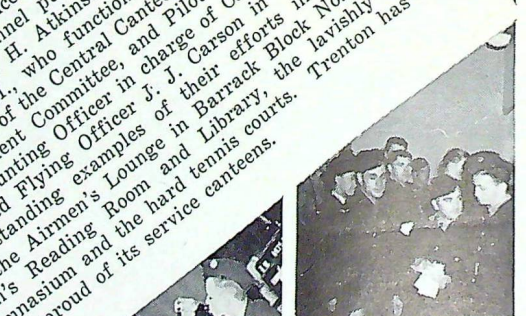
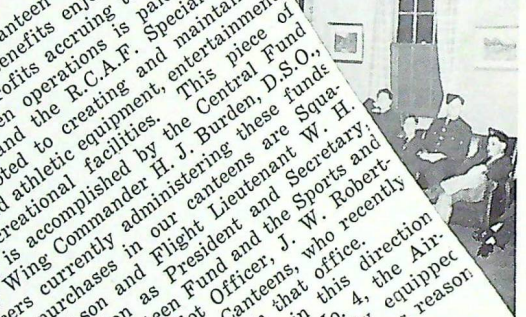
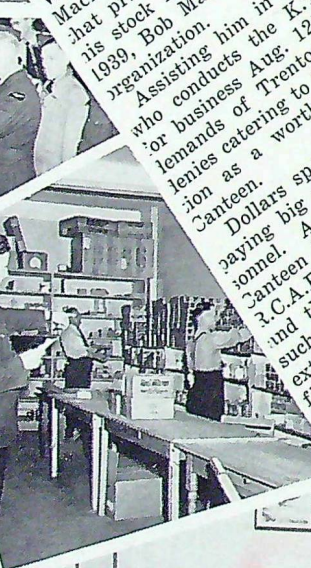
DEEP in the heart of Trenton there flourishes an institution whose popularity is well assured and which receives the generous patronage of all personnel. Trenton is justly proud of its up-to-the-minute service canteen. There, one can find much to delight the eye, gladden the heart and soothe the gastronomic organs.

From the starched-white stiffness of the civilian personnel at their over-the-counter best to the Air Force blue elegance of the all-metal furniture, the whole suggests modern efficiency and service with the proverbial smile. For the connoisseur of soft drinks there is an unending variety, for the sweet tooth there are confections galore, for the body-builder, milk—which incidentally is sold at a loss. For him who hath come to the end of his issue there are socks, underwear and, 'tis whispered, even silver-gray shirts.

The answer to this riddle-bound miracle of merchandising lies behind the barred doors of the Central Warehouse. There, every morning, businesslike trucks back up to the freight doors and disgorge all manner of goods demander by the complex needs of the station. Within these walls Flight Sergeant Robert (Bob) MacDougall holds sway. Glancing about the well-stocked reaches of the Central Warehouse one is not aware of any lack, but Flight Sergeant MacDougall sadly shakes his head as he reports the inroads that price control, rationing and priorities have made upon his stock in trade. Before joining the Air Force in August 1939, Bob MacDougall was with the Dominion Stores Ltd., who conducts the K.T.S. Canteen. This last was opened for business Aug. 12th, 1941, in response to the increasing demands of Trenton's largest unit. Sgt. Richards stoutly denies catering to the carriage trade and upholds his institution as a worthy rival of its big brother, the Airmen's Canteen.

Dollars spent in the Central Canteen have paid and are paying big dividends in direct benefits enjoyed by all personnel. A percentage of the profits accruing to the Central Canteen Fund through canteen operations is paid into the R.C.A.F. Benevolent Fund and the R.C.A.F. Special Fund and the remainder is devoted to creating and maintaining such benefits as sports and athletic equipment, entertainment, extra messing and recreational facilities. This piece of financial wandwaving is accomplished by the Central Fund Committee headed by Wing Commander H. J. Burden, D.S.O., D.F.C. Other Officers currently administering these funds are created by personnel purchases in our canteens are Squadron Leader H. H. Atkinson and Flight Lieutenant W. H. Joyd, D.A.P.M., who function as President and Secretary, respectively, of the Central Canteen Fund and the Sports and Entertainment Committee, and Pilot Officer, J. W. Robertson, Accounting Officer in charge of Canteens, who recently succeeded Flying Officer J. J. Carson in that office.

Outstanding examples of their efforts in this direction are the Airmen's Lounge in Barrack Block No. 4, the Airmen's Reading Room and Library, the lavishly equipped gymnasium and the hard tennis courts. Trenton has reason to be proud of its service canteens.



WORKS & BRICKS

IT IS just eighteen months to the day since the writer of this article arrived at Trenton and during that time we thought that every part of the Station had been visited. We had talked with every known kind of tradesman and thought we knew all the head-aches, but not until Flight Lieutenant Ray Anderson, Works and Buildings Officer, took us to the top of the water tower for a general view, and then on a fast tour for a series of close-ups, had we any idea of the vast amount of planning, work and detail that have gone into the creation of this mammoth Air Force Unit.

Viewed from the top of the tower, Trenton appears as a fair-sized little town and, it is just that. It operates its own public utilities, restaurants, boarding houses, apartments, clubs and what-not. Its own cables take over high voltage power from the Hydro Electric Power Commission, convert it into the voltage required for various uses and its own electricians look after lines, wiring and the maintenance and repair of appliances.

Trenton's own water mains receive water from the town of Trenton. Its own great pumps boost the pressure up to drive it to the top of the great tower; its own miles of pipe lines carry the water to where it will do the most good. If Trenton town should fail us, Trenton Station can pump water from the Bay and maintain fire protection. It can even chlorinate that water and make it safe for drinking. That's part of the Works and Buildings job. Air Force plumbers stand ever ready for the call into action to repair everything from a worn out washer to a major break in the pipe lines.

Down by the shore of Quinte's Bay, four tall stacks rear themselves to belch black

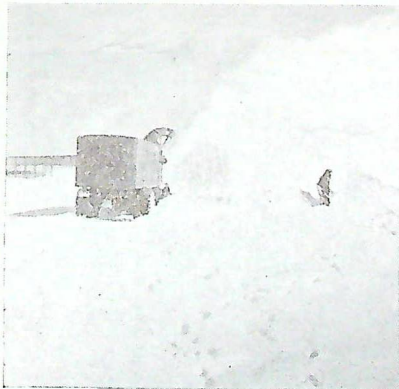
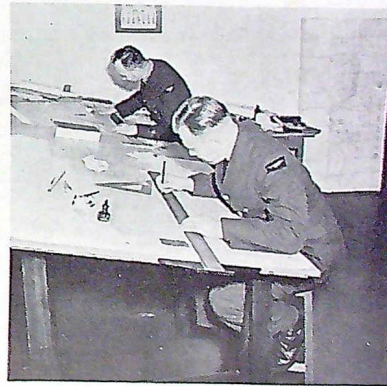
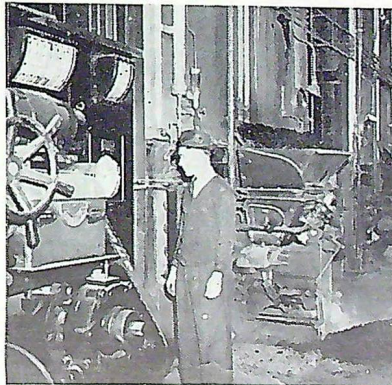
smoke into the clear air. That's the Central Heating plant, sending high pressure steam on a tour throughout the camp. Piped into various hangars, buildings, etc., it is reduced in pressure to the amount required and used for heating, cooking and power. If electricity fails, Trenton has its own steam dynamo

never stop for even a wink of sleep until it's all over, the roads are cleared, the parade ground is practically swept and the landing field's as bright as rain. Not only housing, food and transport but flying training too depends on "Works and Bricks". Thanks to you Ray Anderson and to your men.

Trenton's waste feeds down into a great sump centrally located and is pumped from there to the sewage disposal plant down at the west end. There, as in most towns today, is a modern system allowing for bacterial destruction of vegetable matter, chlorination and drying. Daily tests on its operation are made by qualified men from "Works and Bricks".

Did you know that there are two elevators on this Station? Yes, there's the one in the hospital and there's another in that big round tube running up to the base of the water tower. We had a ride in that to-day. Take a ride yourself some day, and see Trenton as we saw it, through the eyes of the Works and Buildings Officer. We saw miles of roadway requiring constant care and grading; we saw hundreds of acres of landing fields and runways, all calling for constant effort on the part of the Works and Buildings staff.

In winter, when the cold front moves in from the west and the snow "she's blow and blow some more", W. & B. men swing into the battle. Gret "Cats" roar out into the middle of it, mighty Sicard snow blowers knife into giant drifts and smash them to nothing, heavy rollers pack the snow of the landing field to a hard, compact mass — ideal terrain to set an aircraft down on. There's one thing you should know as you lie in your cozy bunk and listen to the warring elements and men. Once the blizzard starts, Works and Buildings Airmen and their civilian aides



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EQUIPMENT SECTION



USING as it does vast quantities of both raw and manufactured materials, the problem of the RCAF equipment division occupies an important part in the scheme of things. Dealing with thousands of commodities of every size, weight and nature, the matter of their efficient handling would appear insurmountable.

But such is not the case. A system of handling has been created that is practically foolproof and is a marvel of simplicity. When Trenton asks for an article of equipment there must be no confusion at the Equipment Depot as to the specifications thereof. Explanation could very easily be long and uncertain with resultant mistakes and delays in shipment. The Air Force avoids them with its bulky tome, C.A.P. (Canadian Air Publication) 10, the Priced Vocabulary of Air Force Equipment. In it is listed every conceivable item of Air Force equipment or requirement with a Section and Reference number.

Further simplification is carried out by dividing stores into three classes, ie; "A" Class—not consumed by use and incapable of repair by Unit facilities; "B" Class—not consumed by use but within the scope of repair by Station Workshops; "C" Class Stores—those consumed by use.

All self-accounting Stations maintain their own Equipment Sections and draw for their supplies from the central Command Equipment Depots. Units on Stations, in turn, draw from the Main Station Stores Section. What would amount to purchases in civil life are made by Demand, Issue and Receipt vouchers showing the name of the demander, the date, the Section and Reference Number, and exact Vocabulary name of the article together with the quantity desired.

At the Trenton Station the Equipment Section is generally commanded by Flight Lieutenant Norman Alfred Nunn, a native of London, England, who first saw the light of day April 5th, 1900. A veteran Wireless Operator

—Air Observer—Navigator with a Flying Boat Squadron of the Royal Naval Air Services and the Royal Air Force in the Great War, he brings a wealth of experience to his new position. While with the R.N.A.S. he served with the present King at Cranwell, Lincolnshire, and his Commanding Officer in 1918 was Air Chief Marshal, Sir F. W. Bowhill, now Air

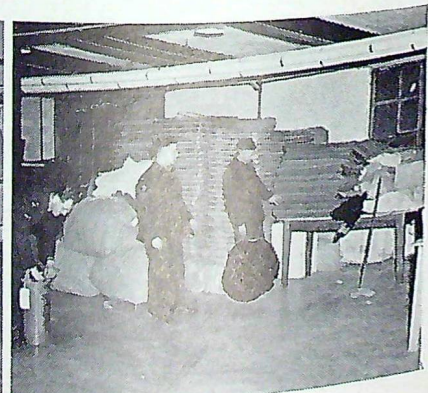
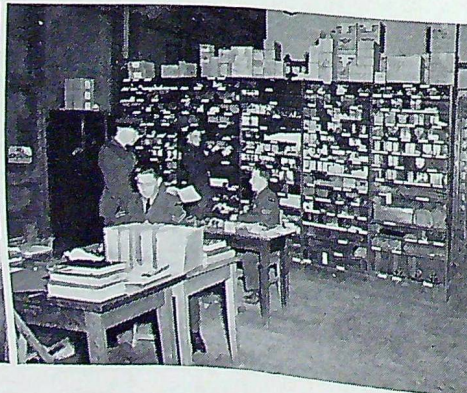
Officer Commanding the R.A.F. Ferry Command in Canada.

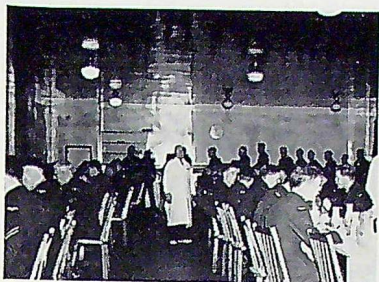
For purposes of convenience, stores are divided according to their uses. There are Technical or Main Stores, including aircraft engine and airframe spares, Clothing Stores and Barracks Stores. In addition to being in general control of all equipment, Flight Lieutenant Nunn has under his special management that of Technical or Main Stores. Here, the Provisioning Section is presently headed by Warrant Officer G. Towers; Sergeant A. Tremblay is in charge of "A" Group; Sergeant A. A. Branscombe is in charge of "B" Group—engine and airframe spares; LAC A. W. Lake, a Royal Air Force Airman, is in charge of Publications, Forms and Stationery and Flight Sergeant J. Ostapyk is in charge of "C" group.

Barrack Stores are administered by a valued civilian employee of the Air Force, assisted by Flight Sergeant Stan McGuirl. "Stan" McGuirl is well known for his good work with the Station Band of which he is Assistant Bandmaster and Instructor.



Flight Lieutenant H. G. Williams of Cornwall, Ontario, another Englishman, heads the men's furnishing department. He saw considerable service with the R.F.C. during the last war as an aero-engine mechanic in Russia and elsewhere. He holds the Order of St. Stanislas (Russia) and was later commissioned an Equipment Officer with the R.A.F. He came to us last June 23rd. He and Sergeant Rene Roy with their assistants have made Clothing Stores into a smoothly clicking piece of machinery that merits everyone's approbation.





CORPORALS' MESS



ACTUALLY not a "Mess" but a Service Institute, operating experimentally as a Mess, the facilities provided for Trenton's few hundred Corporals are due for expansion and renovation. Successive committees of Corporals have striven manfully through the past several months to provide for their members the messing and recreational privileges enjoyed by other ranks. The present committee has shown excellent progress and even now the Sergeants and Aircraftmen have begun to hear great tales about the good work done by the Messing Sub-committee. This same good work is being carried into the Ante-room or Lounge. Money, obtained from the Central Fund Committee in a substantial amount, has been deposited in the bank to the credit of the Corporals, and any day now will see workmen starting in on the business of refitting and refurbishing.

Personnel of the Committee are Honorary President, Flight Lieutenant E. W. Clark (ADS), President, Corporal D. Campbell (CFS), Secretary, G. W. Steacy (HQ), Members; Corporals J. Crighton (HQ), G. L. Given (HQ), L. G. Bibby (HQ), A. M. Whitton (KTS) and L. Wolfe (KTS).

We single out the sub-committee on messing composed of Corporals Crighton, Given and Whitton for congratulations on really stellar work. Charging a messing fee of five cents per day per Corporal, they have worked wonders in obtaining for members those little extras for the table that make life interesting and livable. As we say, their fame has spread

to the other messes and we are further informed that as they have just begun to function the future holds promise of considerable importance.

Corporals have their own dining hall attached to (but not a part of) the main Aircraftmen's dining hall. They have long tables with table cloths changed at frequent intervals and, thanks to "Pop", their messman from time immemorial, things are kept ship shape and Bristol fashion.

Downstairs in the ante-room there are two ping-pong tables and one billiard table. So long as the ante-room is open the click of balls is heard constantly. There are happy times in the ante-room when someone drops in with the ability to handle a piano and almost every night the old songs can be heard wafted out the open windows by the spring air. Current magazines and newspapers are available to members of the Corporals' Mess and they receive their share of attention.

Plans of the committee call for the purchase of rugs and pictures for the ante-room, the recovering of several chairs and the installation of curtains between the Corporals' dining hall and the Airmen's. This coming season the Corporals plan to enter strong contestants in the Station sporting contests and events.

Former Corporals of the Trenton Station will watch with considerable interest the efforts of the hard-working committee. Working Sections of the Station have promised and are giving their active cooperation. As we say, the future is fraught with promise.

SIGNALS CORPS



TRENTON boasts a Signals Corps whose record is a credit to the station. Everyone is familiar with the service they render on Sports Day or Field day, by arranging the excellent public address system by which events, entries and winners are announced. Every Sunday they bring the padre's voice to us through the loud speakers on Church Parade, every syllable clear and loud, despite the vagaries of wind and weather.

The headquarters of the Signal Corps is on the third floor of the Administration Building, through a door marked "Radio Station—OUT OF BOUNDS". There, flanked by a fearsome array of cabinets and a complicated control panel, is Sgt. B. J. Bennett. Stiff-covered code books and log-books adorn the desk from which he directs the routine of the office. Assisted by Sgt. M. A. Duguay, Cpl. Ditchburn and LAC Larocque, he sees that all outgoing official messages are collected, transcribed, filing copies made and other copies turned over to the Central Registry office, twenty-four hours a day.

Born in Rochester, N.Y., of Canadian parents, Sgt. Bennett's history is typical of the resourceful branch of the service he represents. Attached to the 10th Signal Company, U. S. Army, stationed at Corozal, Canal Zone, in the early days of radio, he commenced his trade when someone thrust a set of blueprints and a battered wireless set upon him and said "make it work". He made it work, and has been "making them work" ever since those early days with the U. S. Army.



CENTRAL REGISTRY

BAG after bag of official mail pours daily into Trenton while correspondence between Units flows as continuously as Old Man River. Memoranda and letters on every conceivable subject pass in and out and across the Station. Central Registry is our "internal" post office.

A standard filing system prevails throughout the Service and being comprehensive needs no local variations. Every communication must fall under one of the listed headings and it is as easy to find a letter on a given subject at Trenton as it is at Toronto. Communications can be located in the twinkling of an eye. When one Unit communicates with another, a runner picks up the memo, takes it to C.R., where it is affixed to the file concerned and then both file and memo speed to their destination. All incoming official mail is first entered in a Mail Book and given a consecutive number therefrom. It goes to the Orderly Room W.O., who indicates its disposition and returns it to C.R. to be attached to the file. Then file and letter are swiftly carried to the Unit concerned. All very simple; but no system of operation is any better than the men who carry it out. The human equation enters inexorably into the most intricate and perfect planning. The human equation at C.R. is composed of Flight Sergeant "Cliff", Wigney and his boys. Cliff is from Ottawa since the war's beginning, September 8th, 1939. The Corporal in the photo is Keith Moore of Kingston, Ontario, while from left to right are AC.1 Ken Scrimger of Toronto, LAC Don. Patterson of Cobden, Ontario, and away in the background is LAC Terry Scanlon.

Contact

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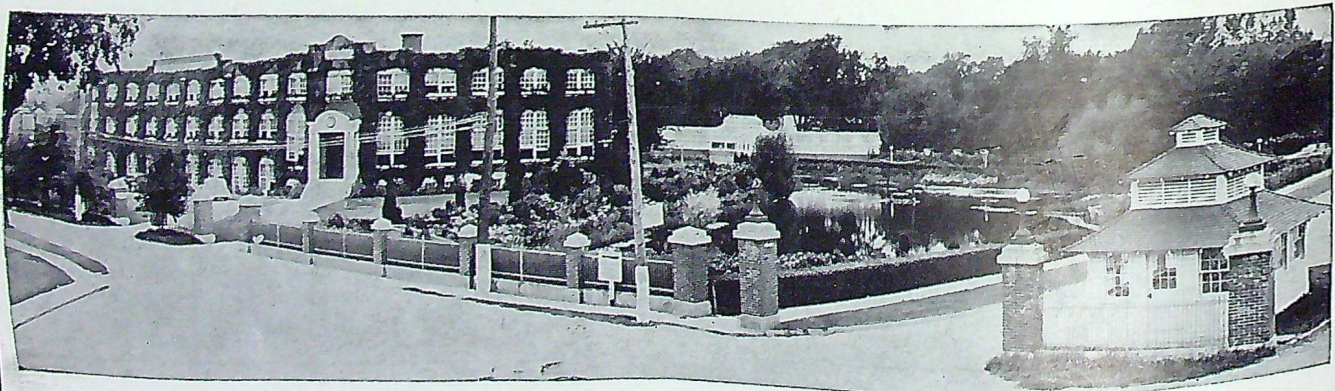
A product should not be simply an exchange for a day's pay but the intelligent application of a trained and cheerful mind. This is the objective of the Garden City Press. Comfortable homes in an attractive setting with cheerful environment while at work have given our workmen a broader and more intelligent outlook which is definitely reflected in their work.

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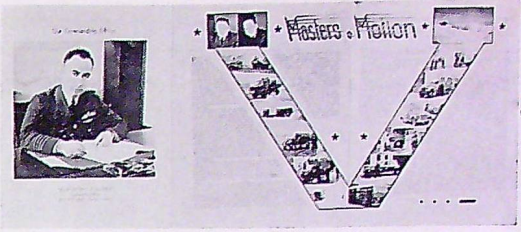
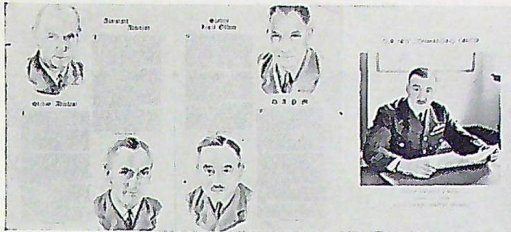
THE GARDEN CITY PRESS

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General View of Entrance to Gardenvale (taken from C.P.R. station platform).



WITH this issue, its Managing Editor, T. Hamilton, recently com with the United States. This is a serious loss hard for during the past four first issue in printed form life of Flying Officer Hamilton and Flying Officer Hamilton has been the life of "Contact".

"Contact" bids farewell to Flying Officer Edwin Hamilton, recently com missioned a Lieutenant my Air Corps. To say that ly describes the situation months—in fact since its —"Contact" has been the life of

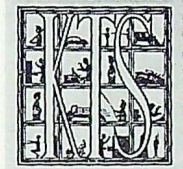
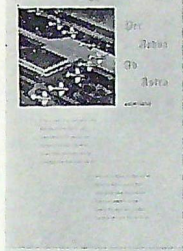
The history of our Station Magazine goes back to November, 1940, when it was first issued in Mimeographed form under the aegis of Sergeant Major Dick Sherwood and Corporal Ed Lally.

Trenton's former Commanding Officer, Group Captain T. A. Lawrence, had always cherished the idea of having a real magazine for this Station—one that would truly represent it not only to ourselves but to others. It was not until December of 1941, however, that actual steps were taken to establish it. Sergeant F. A. Rogers of Central Flying School and an Officer, later posted, commenced work at that time to prepare Volume One, Number One. Difficulties were encountered from the start and the outlook was far from bright until Squadron Leader Atkinson, Station Administrative Officer, approached Mr. Hamilton, then Adjutant of No. 2 Squadron, CFS, and obtained his assistance. From that moment the success of the magazine was assured, for the former Flying Officer, present Lieutenant, moved into the work with a will. His previous extensive magazine experience with such great publications as Cosmopolitan, Liberty and the McFadden family, and his excellent journalistic background, including the course on that subject at Columbia University, stood "Contact" in good stead and it was no time at all until the magazine and its staff, to use a current colloquialism, "Got Crackin".

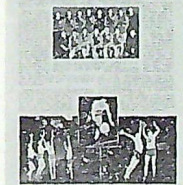
Moving into offices on the main floor of the Administration Building, the Editors scrounged, begged and borrowed all kinds of necessary equipment, Pilot Officer J. C. Hood set to work on the very beautiful and distinctive cover which has since adorned us, Corporal "Bill" Sargent and LAC Metcalfe of KTS were recruited as draughtsmen and artists, advertising was sold, the Photo section gave up cherished prints, stories were written, edited and re-written and Flying Officer Hamilton designed page after page of interesting and novel lay-out. Back of all this was Squadron Leader Atkinson, always ready with a suggestion, a word of advice or encouragement and finally, after labour pains hitherto undreamed of, the new and resplendent "Contact" made it first appearance at the end of January, 1942.

Since then much water has gone under the bridge and under Lieutenant Hamilton's management the magazine has forged steadily ahead to show a record of accomplishment unequalled in the Service and a credit to the Station. Its original twenty-four pages have become forty; its twelve Photographs have become one hundred and thirty-nine and its original twelve hundred circulation became forty-five hundred. Lieutenant Hamilton goes from us knowing that in these last few months

(Continued on page 26)



SPORTS ROUND-UP



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The Red Cross Needs \$9,000,000. Now

CAMPAIGN STARTS MAY 11th

Your Red Cross dollars have a great and noble work to do. Give generously . . . your own self-satisfaction will repay you. The Canadian Red Cross Society's accounts are subject to scrutiny by the Auditor General of Canada.

The Only National Campaign This Year For War Service Funds.

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(Continued from page 5)

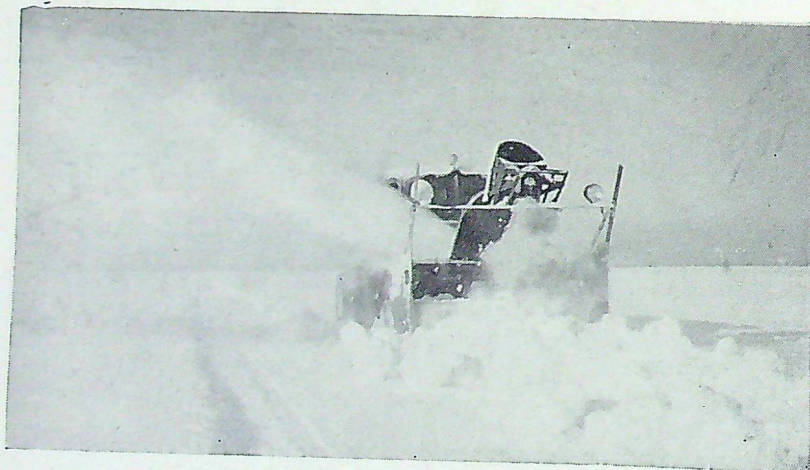
the average Airman or Officer little knows how much he has to thank the Squadron Leader for in the way of increased comfort and convenience. For example, there was his arrangement for the purchase of a steam garment presser and the hiring of a civilian to operate it at the small charge of ten cents per uniform. This means a saving of forty cents a week or more for every Airman who takes advantage of it.

But that was only one minor job in the day's work for this very busy man. The Station Administrative Officer acts as deputy for the Commanding Officer in co-ordinating and directing all administrative services on the Station, and he also acts as a filter through which all administrative routine passes to the Station Commander.

Squadron Leader Atkinson is particularly charged with such items as Physical Training, Recreation, and Station Entertainments. Working in conjunction with Flight Lieutenant Ray Anderson, Works and Buildings Officer, he is responsible for Station Maintenance and Works Services. The maintenance and governing of barracks accommodation, together with messes and rations, call for daily chores that seem to pile up endlessly and are just as endlessly disposed of with the absolute minimum of wasted time.

Trenton is known far and wide for the excellence of its recreational facilities—important in a large station so far removed from the larger urban centres. It's Airmen's Recreation Room, featured in our February issue, was a major project and constituted a labour of love for the committee responsible. Back of the hard working committee, ever ready with constant advice and other aid, was the Station Administrative Officer. In much the same way he stands behind our magazine. As President of its Committee he has given unstintingly of his support and we to whom is given the job of its production can thank him for the provision of those facilities without which we could never have attained anything like the progress we have.

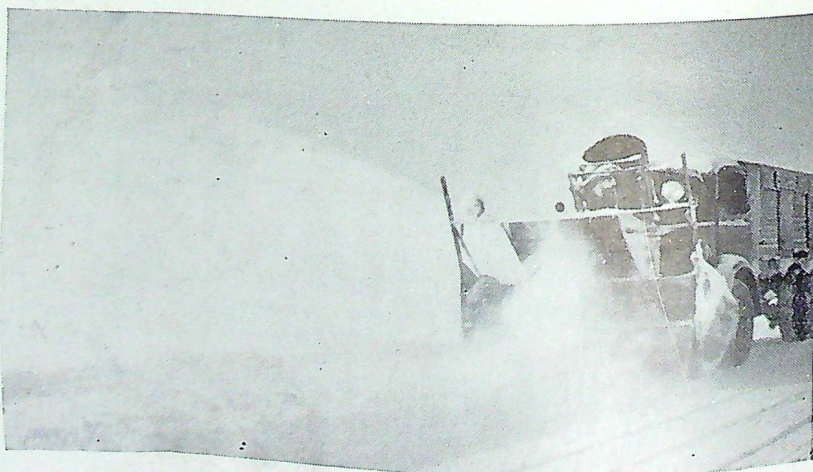
Continued on Page 24



SICARD BLOWER

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SICARD SNOW-BLOWERS were first developed by our own engineers twenty years ago. Municipalities, provinces and Air Stations from coast to coast have found that they are the most efficient, most economical, modern snow-removal equipment.



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THE Craftsman goes to War!

While bombs burst, shells crash, engines roar and wheels thunder—keen-eyed engineers observe the performance of Empire battle equipment. To them, the battlefield is a world-wide laboratory from which come new methods of warfare, new ideas for military vehicles.

An idea is flashed back to Ford of Canada, takes form in the engineering department. Then the Canadian craftsman goes into action—turning blueprints into tools with uncanny accuracy and quiet speed. Knowing that the lives of brave men depend on his handiwork, this toolmaker leaves nothing to guesswork.



Far away on a battlefield as wide as the horizon, an Empire column seeks out the enemy. Fast, rugged trucks—"flying wings" of the motorized attacking force—dart in and out on scouting sorties, carrying officers, gun crews or vital wireless equipment. These speedy fighting machines are

"made-to-order" for modern warfare in Ford of Canada's Windsor plant.

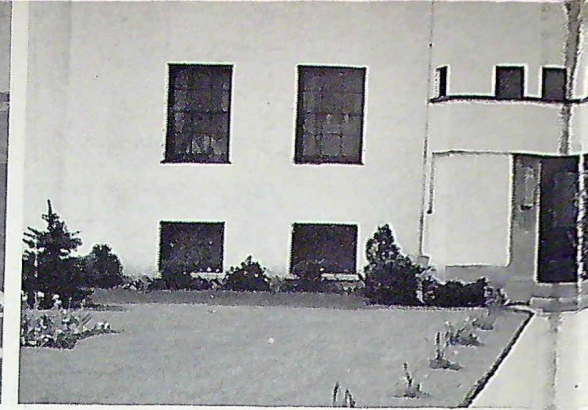
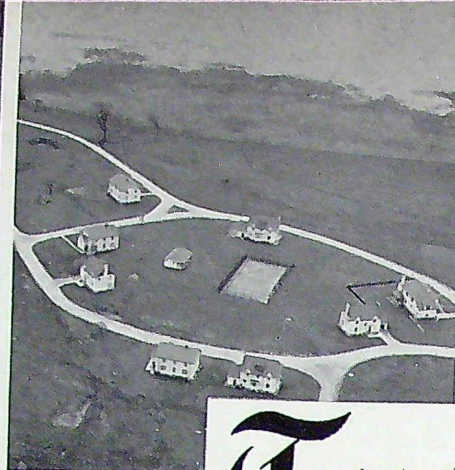
The grey-haired craftsman in Windsor and the square-jawed man on the battlefield fight side by side. The craftsman is part of "the Ford way" of making sure that Canada's fighting machines become steadily better, faster, stronger. The Empire warrior is using these modern "tools of war" to show the world a free man can always lick a slave.

"Our objective is to do everything within our power to provide equipment that will give our fighting men striking power superior to that of the enemy. We will produce to the limit of our capacity and expand that capacity as necessary until the job is done. Every fighting machine we produce is built to the highest standards known to modern science."

W. R. Campbell

A statement by
Wallace R. Campbell,
President, Ford of Canada.

FORD MOTOR COMPANY OF CANADA, LIMITED



Trenton Of



IN ITS setting of wide, green swards and its background of lake a picture that will remain with the Officers of the Royal CA interior of the building, its decorations, appointments and, above all, will be hearkened forth for years to come during many a glad reunion atmosphere, it yet has strict rules of etiquette and its martial associations creating character born of unity of purpose.

Viewed from the King's Highway, the stucco building, low and wide, its entrance brings an unmistakable feeling that you are welcome there. The building by nature keeps the spreading lawns in a state closely resembling a park. For any social functions, a spot plays upon the point of their arrival, sure and safe and creating pictures of gowned loveliness coupling romance.

When entrance is made into the building, there are steps to be taken to bring the full benefit of its excellent designing into full play. On either side to afford ample room for greetings and a word of conversation, are the recreational or dining rooms. The floor of hardwood, set in block for the four of them of Air Force blue with wings and crest adorning each corner.

Farther to the left is the card room, fully equipped and well used as a library and reading room. Here utter quietness and solid comfort of a fictional nature, is kept under the supervision of Flight Lieutenant Lancaster's committee.

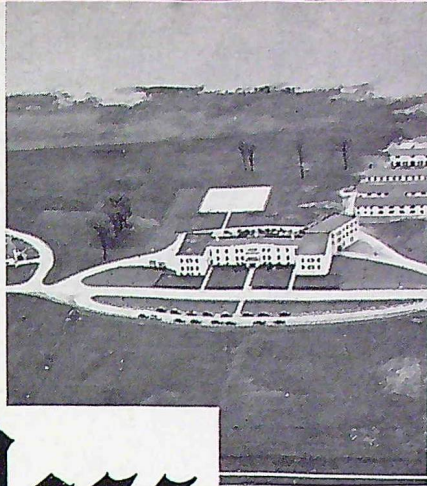
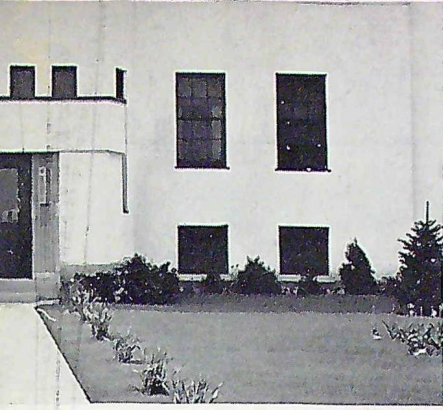
Entrance to the main lounge from the foyer is gained through a doorway. Truly is a lounge of lounges. Two long mahogany tables, solid and sturdy, in permanency of our way of life, cross the room centre leading to either side service for the afternoon tea which is a tradition of the Mess. Sunday guests and the lounge becomes a salon for the hour. To see it through the eyes of Military forces—of Brussels before Waterloo, of Vienna and Calcutta.

A grand piano occupies a corner of the room and an important part of the furniture, placed in threes and fours, accommodate the many little friendships. French doors at both ends lead to the verandahs, their view of outlook over the tennis courts and lawn to the Bay of Quinte gives a view.

Returning to the entrance, we descend to the dining room and there such is not the case. The Mess is built upon the side of a small hill, giving an outlook upon lawns that spread to the bay. The Officers dine here, recruited from the nearby towns. Rations for Officers are the same as for the other ranks, and other delicacies to vary the menus provided. The Officer G. W. Morrall of the School of Administration. He heads the Composite Training School is the Bar Officer and Squadron Leader.

The Mess Committee is presided over by the President, Flight Lieutenant Lancaster. The President is Flight Lieutenant L. J. Lancaster of the Composite Training School of Administration is the Secretary. The accounts of the Mess are kept by the Section, the Medical Advisor is Flight Lieutenant P. T. Howell, who is ready to fill a breach.

Sporting facilities are provided in the way of the four squash courts at all; there are ping-pong tables for the adept and tennis courts. The Green Room downstairs adjoining the dining room. An interesting feature in its manner and the strict etiquette of the Main Lounge is relaxed during the time is one of the Mess's most popular institutions, the Snack Bar. Upstairs, hot or cold, tasty confections and other savouries can be obtained at a



Officers' Mess

islands, the white building of the Trenton Officers' Mess forms a landmark for the Trenton Air Force who have been privileged to call it home. The building, with its happy associations form unforgettable memories that will live in the hearts of old comrades. To a certain extent club-like in its atmosphere, it gives it not only an aura of good-living but a friendship-

ambience, suggests quiet comfort. Closer approach to its wide

A retired engineer of the steam railway and a flower lover have been given a bowling green. At night, when the Officers' ladies arrive in motor cars that bring them, making the steps of the mess with war as it has been since the days of chivalry.

As the level of the foyer. This is as it should be, the effect of the view—a delight to the sense of vision. The foyer broadens out on the approach before proceeding into one or other of the many rooms, has large and luxurious rugs scattered about its surface, and

To the right is another small room, similar in size and used for the key-notes. An excellent small library, chiefly of the works of W. Weis of Central Flying School, head of the Library sub-

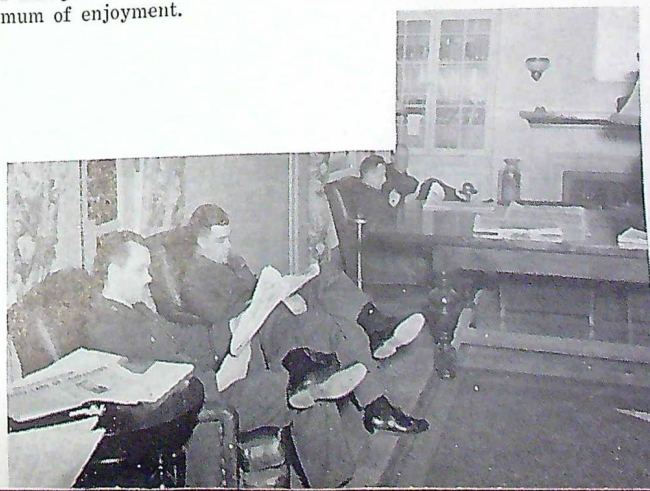
committee, two archways, one on each side of the wide fireplace. This is a substantial, seeming by their very strength to breathe the perspective of a wide bay window. These are covered with the tapestries, this great room is graced by the appearance of feminine touches. It is to bring back pictures of the great days of the British Empire, of Quebec and Hong Kong.

It is part in the leisure life of the Officers. Deep, comfortable chairs that congregate here wherein are formed the Air Force variety-coloured camp chairs inviting in their comfort, while the pleasure to the eye.

Although from this description it would appear to be in the basement and the dining room, facing to the rear of the building, has long, covered tables, their wants attended to by waitresses come as for Airmen and the Officers themselves pay for added matter of Messing is what Airmen call the "Pigeon" of Flying Messing subcommittee. Flight Lieutenant A. N. Carscallen of the "Joe" Stephenson is the Entertainment Officer.

Flight Lieutenant Norman A. Nunn, Senior Equipment Officer. The Vice-Messing School; Flight Lieutenant John S. Harris of the School supervised by Pilot Officer H. I. Robinson of the Station Accounts Office. Flight Lieutenant J. T. Plowright is Member-at-large, ever-

at courts where a developing waistline may be reduced in no time for the racqueteers. A popular spot with the younger Officers is the combination card, lounge room and bar, it is easy going in here to some extent. Nearby and handy for a light lunch at any time till eleven each night a cup of that good coffee, a sandwich, hot and a minimum of cost and a maximum of enjoyment.



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THESE spring mornings when you march out onto the square and sniff the fresh Quinte breezes; when your shoes and buttons shine to the C.O.'s content and you parade with a song in your heart, have you ever realized the many contributions that have been made to that state of well-being?

One of these is the musical setting from the Station Band bravely striding up the road, the trumpets sounding forth their call, the drums rolling out the step, the drum major's mace cavorting madly through its gyrations and Sergeant Major Edward Hancock pacing proudly beside his men. It's all very wonderful—fills you with the joy of living and the will to work; makes you anxious for glory and all that sort of thing. Hard work did it and years of practice and study—hard work evenings by bandsmen who practice, practice and practice again to get those gay marching tunes perfect. There's experience behind it too—the time Sergeant Major Hancock spent with such great musical organizations as the Vincent Lopez band, the Buffalo, Syracuse and Toronto Symphony Orchestras and overseas in the last war with the band of the Canadian Garrison Regiment. Added to this is the labour of love that Flight Sergeant Stan McGuirl, second in command, and soloist Alec Davidson put into their work.

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OUR TRUMPET BAND

CORPORAL Ernest (Buck) Morland draws the plume for his work in organizing the Station Trumpet and Drum Band. A voluntary organization from its start in May, 1941, its members perform their duties as bandmen in addition to their other duties as R.C.A.F. Tradesmen. Practices on two evenings a week and early work on the parade grounds are the penalties of being a trumpet bandman but there are certain privileges. Trumpet bandmen are permitted to wear the smart white halyards of their profession. They can start from scratch to learn to drum or bugle and there is a certain distinction to setting the pace for their fellows. When the band was first organized a year ago fully fifty per cent of the players had never had either a drum or trumpet in their hands previously. The way in which Corporal Morland, Flight Sergeant D. E. Burgess of Central Flying School, Corporal P. Bisson, also of CFS and LAC R. Prudhomme went to work on them is shown by the smart work they do on parade these days. LAC Prudhomme, by the way, is official trumpeter to the Station and Corporal Morland, Bandmaster, busies himself as an Equipment Assistant during the day at the M.T. Section.

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FUN — GAMES — FUN

Continued from Page 18

As we say, he is everywhere at once and you never know where he is going to turn up next. He is required by Orders to make surprise checks from time to time on buildings, gasoline and oil supplies, equipment, travelling warrants, fire arrangements, etc. He really does make these checks at frequent intervals, and the result is a smooth functioning of those services and accommodations which are so vital to the well being of the men at Trenton.

One would think from all this that he would have little time for family affairs or the social amenities, but such is distinctly not the case. Away down at the far end of the landing field is a small bungalow and in it will be found the former Eva Webb of Ottawa, now the Squadron Leader's consort. Both are popular at the social gatherings in the Officers' Mess. Down at the bungalow, too, is daughter Mary, who joined the Atkinson forces on November, the third, 1931.

**Saving Copper for Canada's
War Effort**

More than 500 tons of copper, vital war material, are being saved by providing carrier telephone systems instead of stringing new wire on the long distance telephone line between Oshawa and Smith's Falls this year.

In the carrier system, several conversations are transmitted over the same pair of wires at the same time. The conversations no more interfere with one another than a broadcast from one radio station interferes with a program from another station which is transmitting at a different point on your radio dial.

This year, 24 additional telephone channels will be made available between Oshawa and Smith's Falls by this means. If these channels had to be provided by new wires, over 500 tons of copper would be required!

This is a striking example of how the carrier system is helping to provide the large number of new telephone facilities required by the war effort—despite the wartime shortage of materials.

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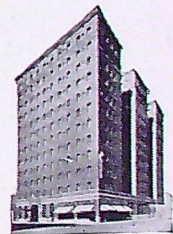
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"Contact"

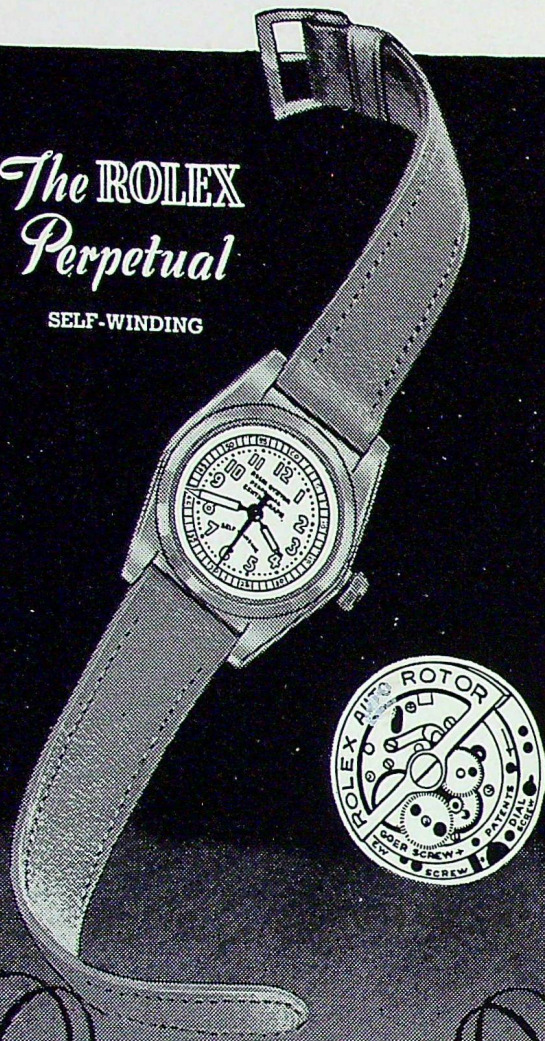
he has brought a new and worthwhile element into Air Force life, he has given something—something of himself—to Trenton that will remain with us always and when he is long gone from us will stay as an indelible mark that he has made—a mark that he might well be, and we at Trenton all are, very, very proud.

With its next issue, featuring the School of Administration, "Contact" will have completed a series of six issues showing life on the Station and at the Units. Commencing in January with an initial issue showing a cross-section of the whole Station, there have followed successive issues featuring Central Flying School, Composite Training School. Headquarters and the School of Administration to come. Each of these has been of considerable souvenir value—has constituted a record of the Unit dealt with that will be valued through the years to come by its Personnel. Of necessity, considerable space has been devoted to making known to Airmen and others the Officers who direct the work of these component parts of Trenton. The Editors of "Contact" have great plans for the future of our magazine, plans calling for the full exposition of life at Trenton in a manner to build pride in our Station and pride in the Service. With the standard set by Lieutenant Hamilton there can be no turning back—no such thing as lapse or relapse. He has given us a mark to aim at that constitutes a challenge—a challenge that is taken up and will be met in accordance with our Service traditions.

With the backing of its Committee, headed by Squadron Leader Atkinson, with Sergeant Major Charlie Simmons as Secretary-Treasurer, the Editor, Sergeant Rogers, the Art Editor, Corporal Sargent, the Advertising Manager, LAC J. J. Pennylegion and others such as Artist Stan. Helleur Clerk Don Richardson and contributors John and Newbold give their pledge to Mr. Hamilton that as each of the forthcoming issues goes to him wherever he may be that pride of effort that he has so richly earned will be renewed and revived by the constancy of our effort.

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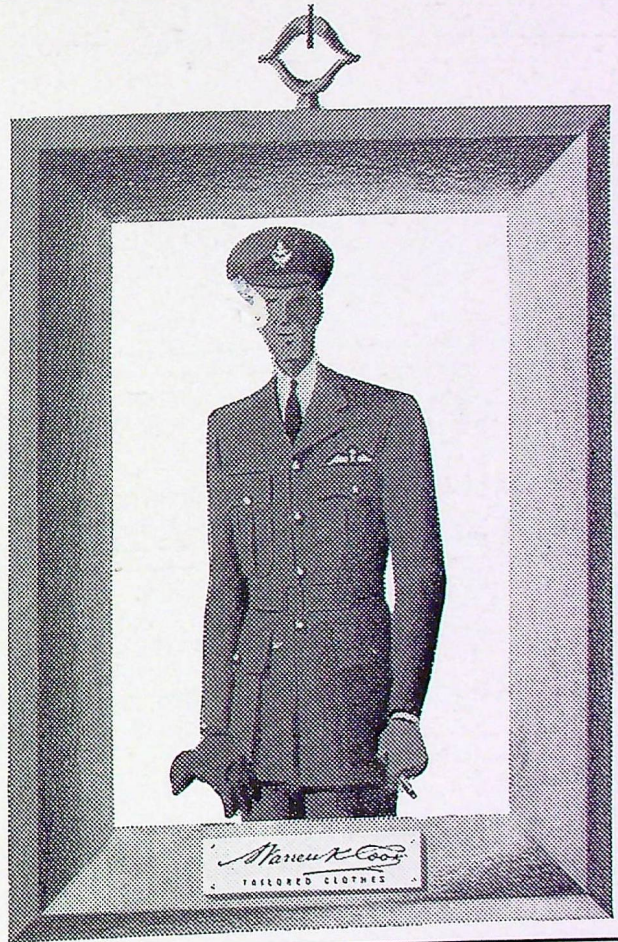
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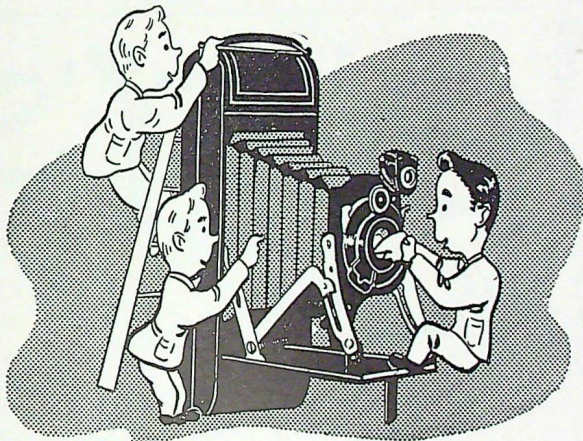
Phone 2500



STATION CHAMPS

CLIMAXING a long string of victories over other teams of the KTS—Headquarters League, the Airmen's Mess Bowling Team won through to a master finish over the Equipment Section's No. 1 Team this year. That qualified the Mess team for the play-offs with the "Wasps", the best of the Central Flying School runner-ups. Four straight wins over the much-touted "Wasps" left no room for doubt and the Airmen's Mess stalwarts walked away with the handsome trophy donated by the Imperial Tobacco Company.

That called for a picture in "Contact" and here it is. Seated from left to right are Flight Sergeant E. A. Bedard, Captain, Flight Sergeant Holseth, President of the C.F.S. League, Flight Lieutenant Walter Staveley, President of the Bowling Committee, Corporal Albert Patterson, President of the KTS-HQ League and Staff Sergeant Parrett, Canadian Postal Corps player. Standing from left to right are LAC L. Lamorre, Corporal W. Knowler, Sergeant G. Bogden and Corporal E. Cridland, players.



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D
R
O



DAILY newspaper of the Station is the publication known as D.R.O. Daily Routine Orders contain all the vital information of the day and their reading is compulsory.

Part I Orders concern administration and give the day's programme. Here are found the times of every important event given Air Force fashion from 0001 to 2359 hours. A glance shows when to arise (Reveille), when to breakfast, dine or sup, when to parade and when to stop work. Then follow the names of Officers and Airmen detailed for Station duties—the Orderly Officers, Duty Flight Lieutenants, Duty Medical and Duty Warrant Officers. There are special orders from time to time such as wearing summer dress, amendments to Station Standing Orders, and reprints of Command and Headquarters Orders. Part II D.R.O.'s concern Personnel and contain information necessary to Pay and Accounts as well as Records. They show the names of Airmen and Officers who have come on the Station and left it, where they came from and where they go. There are found all the little stories of life on the Station. Short, short, short stories tell of the Promotions, Changes of Address, Granting of Leave, Births, Deaths, Marriages and Divorces, who are sick and admitted to Hospital, and who have recovered and are back on the job. The daily preparation of these orders is the work of Corporals Albert Edward Patterson of Toronto and James Charles Nunn of Trenton. Both came originally to Trenton Station as civilian clerks, later deciding to join the boys in blue.

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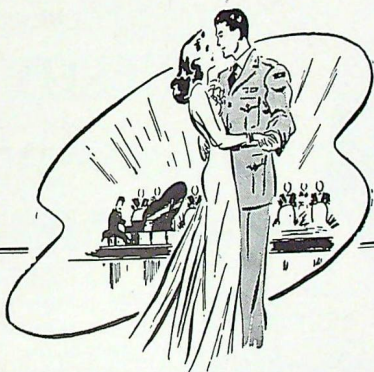


RECORDS

Sgt.-Major A. E. (Simon) Legris directs one of the most interesting and essential departments on the Station, the huge clearing house of documents, (personal and otherwise), postings, strength decrease and increase and so forth, known as THE RECORDS OFFICE. The genial WO2, who is anything but a slave driver, is little-known to the average man at Trenton, possibly because he is the first person we see on arriving and the last one to bid us farewell on our departure.

Organized in January, 1941, the Records Office has functioned under the direction of Sgt.-Major Legris since March of the same year. He, together with his assistants, Sgts. R. Watson and C. Parsons, LAC's Brennan, Pearce and Prudhomme, have originated several records systems which have been adopted by No's 1 and 3 Training Commands and incorporated in the syllabus of the School of Administration.

The Records Office, besides maintaining a record of all personnel on the station, their barracks, unit and vital statistics, originates that part of D.R.O.'s relating to postings, leave and temporary duty. It also publishes a quarterly directory of personnel movements which often contains five thousand names a month. Documents vital to the welfare of personnel during their stay on the station are in their custody.



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| Chemical Engineering | Radio |
| Chemistry, Mfg. Iron & Steel | Mining: |
| Chemistry, Mfg Pulp & Paper | Coal Mining |
| Chemistry, Mfg. Petroleum and Products | Mine Surveying and Mapping |
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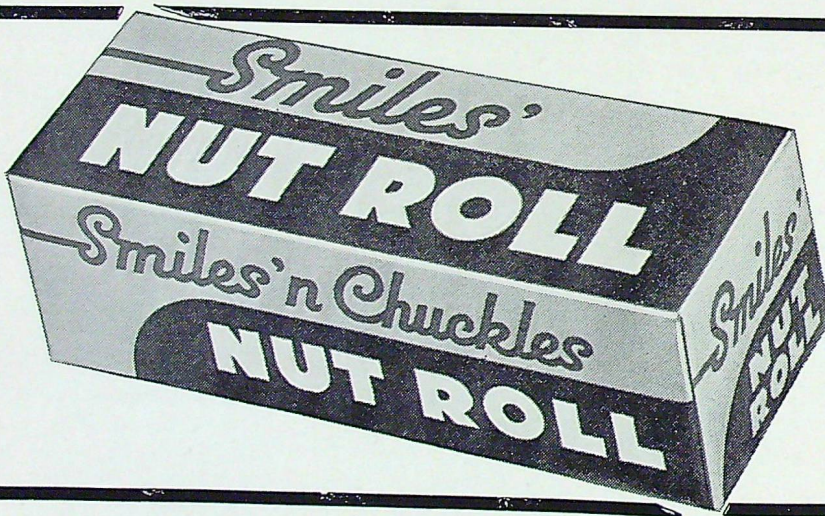
THE CALL of the land is taking **AC2 Robertson** of C. F. S. on spring farming operations . . . Congratulations to **Cpl's. Hoye and Hedge**, C. F. S., now sergeants both . . . We bid farewell to

Squadron Leader Denton Massey, who forsakes K.T.S. for No. 3 I.T.S., Victoriaville, Quebec . . . Wedding bells chime for **Cpl. Bell** of the Band . . . We trust **Captain Gabriel**, Canadian Dental Corps, had a pleasant leave . . . Our warmest congratulations to **Sergeant Major John Silver**, Station Warrant Officer, who attains the rank of WO1 . . . Handshakes are in order for **Sgt. Porter** of the Hospital, on his recent promotion . . . C.F.S. welcomes **Squadron Leader G. A. Hiltz**, late of R.C.A.F. Headquarters . . . Cheers for **WO2 Towers**, on that promotion of his . . . Hearty congratulations to **Flying Officer A. W. Ruby**, married at Toronto . . . Parachute Section's **Cpl. Gerow** (see last month's Topics) now boasts Sergeant's stripes . . . Happy to see **F/Sgt. Woolsey** back from sick leave . . . Cigars from **AC1 Collard** on the birth of a daughter in Vancouver, B.C. . . . "Nice going" **Cpl. Farrell**, Headquarters, he now wears Sergeant's stripes . . . An order of rice and old shoes for **LAC Fraser**, recently married . . . Repeat this for **Sgt. Rittinger** of C.F.S., married at Regina, Sask. . . . Welcome **Flying Officer Shaw** to the navigation section of C.F.S. . . . Best wishes to **Flight Lieutenant McLernon** married in Westmount, P. Q. . . . Congratulations to **Sgt. Wigney**, (brown bomber), Headquarters, on becoming a **F/Sgt.** . . . Calls "echoing faintly o'er field and lea"



take **LAC's Raw and Arbuckle** of C.F.S. back to the land for a spell . . . Greetings to **Sgt. Findlay**, lately out of the hospital . . . **LAC Christensen** of C.F.S. has embarked on the sea of matrimony . . . **Flight**

Lieutenant Doney of radio and concert fame has been transferred to No. 6 Repair Depot . . . Farewell to **LAC Thompson** of the Band, he goes to Rockcliffe . . . Hearty congratulations to **Flying Officer Duncanson**, on the birth of a daughter . . . Back from leave, **F/Sgt. Hemphill** looks fit as a fiddle . . . C.F.S. welcomes **Flying Officer "Eddie" Thompson**, well-known Canadian Rugby star, lately arrived from Camp Borden . . . Jumps for joy from **F/Sgt. "Ed" Brackenbury**, it's a boy . . . Back to the land movement has claimed **LAC Wain** and **AC1 Milton** of Headquarters for the nonce . . . Congratulations for **LAC Denyes**, of C.F.S., on the birth of a son . . . No. 1 Wireless School, Montreal, P.Q., has claimed **Flight Lieutenant J. H. Arbick**, we are sorry to see him go . . . Felicitations are in order for **Flying Officer G. K. Graham**, it's a boy . . . Glad to see **AC1 Wood** back from sick leave . . . Also **LAC Stewart**, who returns to us full of vim and vigour . . . We heard about that leave, **Cpl. Acton**, it sounds like the real thing . . . A hearty handshake for **F/Sgt. Saunders**, proud father of a baby daughter . . . Here's a health to **F/Sgt. MacDonald** of Headquarters, now a **WO2** . . . We trust **Sgt. Bennett** of the Signals Section had a pleasant leave . . . Welcoming Signals are flying for **Flying Officer W. C. Brown**, newly arrived from Hagersville.



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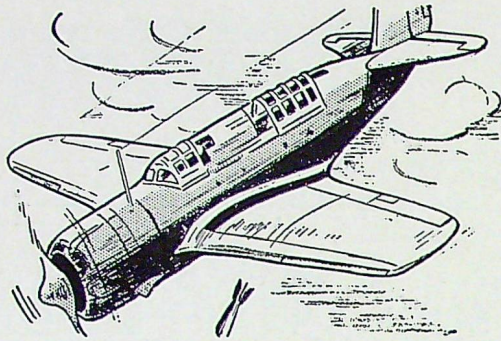
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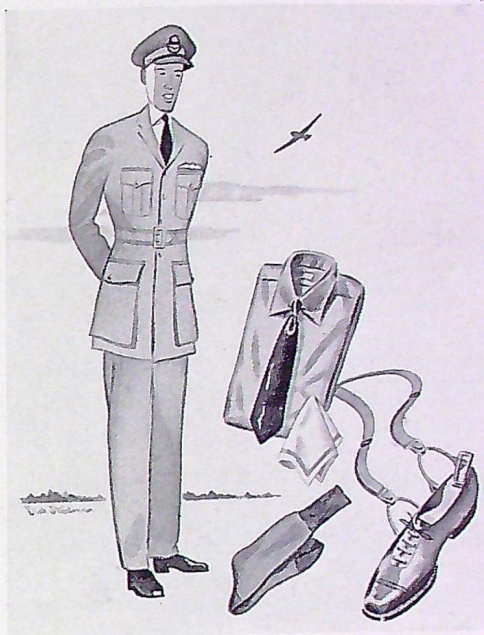
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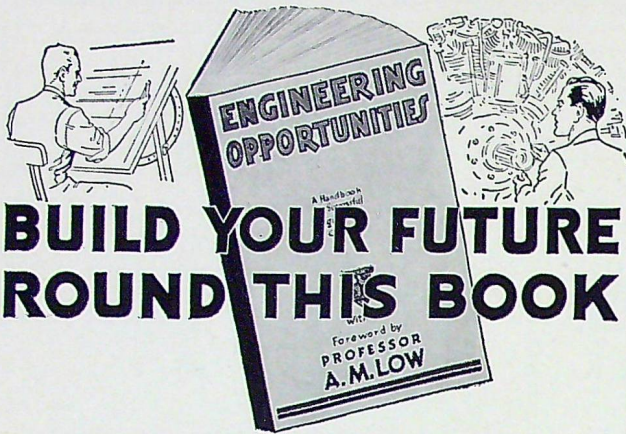
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GENERAL

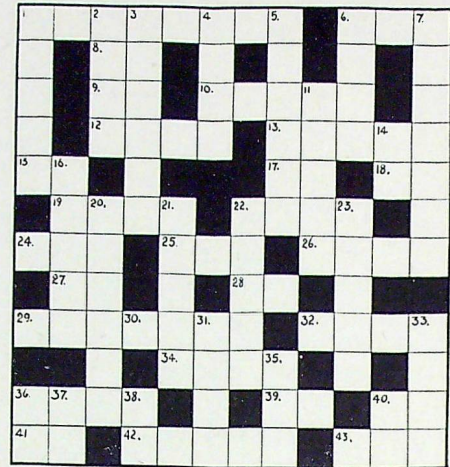
- A.M.I.C.E.
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Across

1. W.O. i/c K.T.S.
6. Fatigue man.
8. One (French)
9. Bachelor of Science (Abb.)
10. Course plus drift
12. Jews
13. What life in the R.C.A.F. should be
15. Celebration
17. Royal Artillery (Abb.)
18. Most of us miss her nowadays.
19. New arrivals meet this F/Sgt.
22. What we do between 17.30 and 06.30 hours.
24. Who should read D.R.O.'s
25. A good one is needed for some orders
26. Sunday should be regarded as this
27. United Church (Abb.)
28. Upon
29. New
32. Where officer cadets are trained
34. Place for building
36. You'll never find it on the lake at Trenton
39. Opposite to B.C.
41. Part of Officer
42. What people seldom do when you are broke

43. What the sergeants do on parade

Down

1. What we come before here
2. An officer of this station
3. What we troop each day.
4. Place where you get your wings
5. "A" is missing from a famous falls
6. What the R.A.F. think drill is
7. Joy, a return to flying as pilot
11. "But sir, I've never had a—"
14. Before noon
16. Smell
20. A good mathematician
21. Southern state
22. This bite is dangerous
23. Loan (slang)
31. River in Africa
33. Never do this to your coat on parade
35. "We must—"!
36. Toward
37. "—Week" in Winnipeg
38. And (Latin)
40. Pilot Officer (Abb.)

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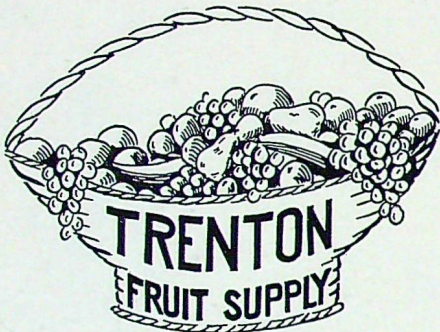
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(15) Do. (17) R.A. (18) Ma. (19) Dent. (22) Fast. (24) You. (25) Ear. (26) Holy
(27) UC. (28) On. (29) Orleans. (32) O.C.T.U. (34) Site. (36) Tide. (39) A.D.
(41) Of. (42) Treat. (43) Co.

Down

(1) Board. (2) Ruby. (3) Ensign. (4) S.F.T.S. (5) Niagara. (6) Joke. (7) Ecstasy.
(11) Crash. (14) A.M. (16) Odour. (20) Euclid. (21) Texas. (22) Frost.
(23) Touch. (31) Nile. (33) Undo. (35) Eat. (36) To. (37) If. (38) Et. (40) P.O



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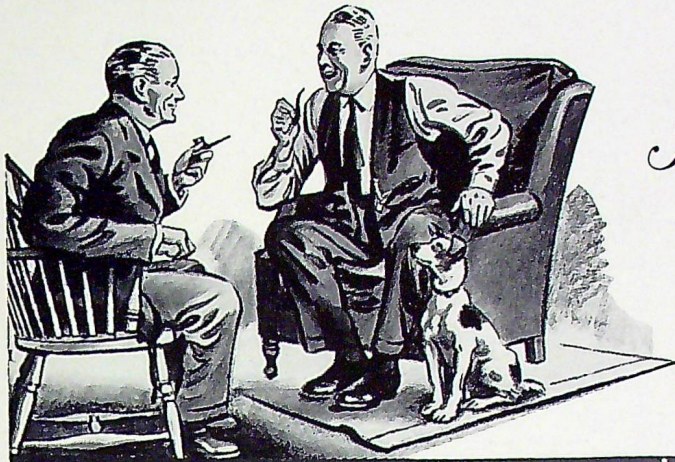
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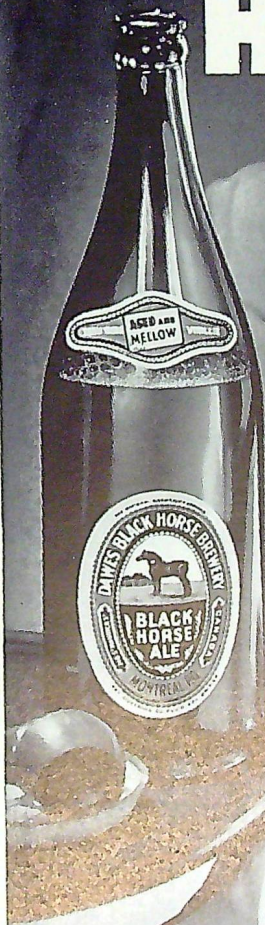
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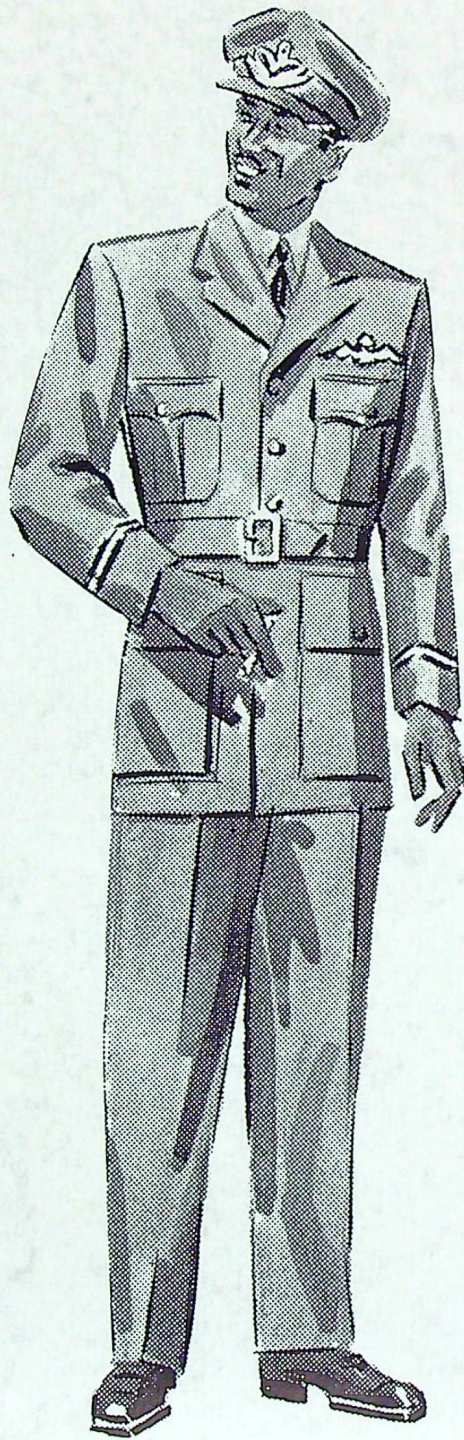


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