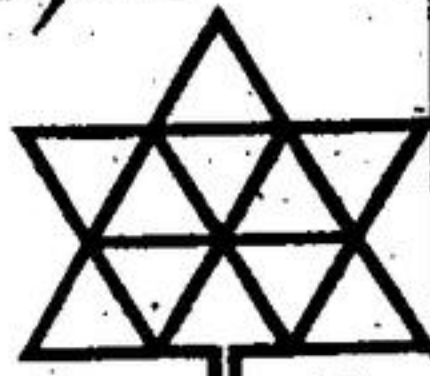


Centennial Report



1867 | 1967

by JOHN W. FISHER
CENTENNIAL COMMISSIONER

The Confederation Train and the Centennial Caravans will be criss-crossing Canada during the summer months of 1967 with exhibits of Canadiana.

During the second week of June we had test-run, set-up and dismantling trials for the Caravans at communities in the Ottawa area. It was quite an exciting operation — almost like a big army test exercise.

The first eight enormous tractor trailers — the largest vehicles ever to be used extensively on North American roads — travelled all the way to Ottawa from Calgary where the vans were made by the Alberta Trailer Company. The eight 73-ft. vehicles represented one of the eight Caravan units which will visit more than 700 Canadian communities in Centennial Year.

While the trailers were not decorated on the outside — nor did they contain interior exhibits for the trials, there was much exacting work to be done.

The setting up of a Caravan on site is like putting a giant Mechno set together. First the drivers must be able to bring the huge vehicles to the site, squeezing around tight corners, through underpasses and under wires, move the vans into a quadrangle formation on site and then remove the tractors.

Drivers — there will be 88 of them specially trained and under contract for the eight Caravans in 1967 — must be able to pack the vans with the skill of a precision machinist so that matching ramps and bridges can be placed quickly to connect the vans on site. (The ramp arrangement allows Centennial visitors to move easily through the huge trailers and view the exhibits in a complete sequence.)

Outside the trailer, in the quadrangle, large tri-axle forms go up next (tubular steel triangle construction) on which will be placed the external exhibits. When the set-up job is done — in about two hours' time — the complete set is on site ready for a colourful Centennial community fair.

On hand for the trials at Ottawa were observing officials of numerous organizations which will be involved with the Caravans — provincial police of several provinces, the RCMP — which will have security officers with the units in 1967, fire marshals, members of the Defense Production Department, the Canadian Government Exhibition Commission, the St. John's Ambulance Corps, the Chrysler company which provides the tractors and so on.

On the highways the Caravan units will travel in convoy 200 feet apart to allow traffic to pass easily. In convoy travel they will be under police escort at all times. A convoy will be a mile long. (One tractor alone with trailer is almost equal to eight car-lengths.)

So the arrival of a Centennial Caravan in your community won't go unnoticed very easily. Your local Centennial Organization.

ASHGROVE

City Hall, Movie are Features of W.I. Tour

On a brilliant, sunny morning, June 22, forty ladies, members and friends of Ashgrove Women's Institute, boarded a bus for Toronto.

First stop was the new city hall, an impressive building. Guides described everything as the ladies toured the building. They saw the mayor's office and the room where all the city affairs are discussed. Everyone went to the observation tower for a magnificent view of the city. Shopping and lunch followed, then to the theatre to see the movie "The Sound of Music." Those who haven't seen this have missed a wonderful treat. It is really marvellous and for music lovers, simply thrilling.

Next was Edwards Gardens to see the lovely flowers and rustic bridges over the streams, even a water wheel. At 7.30 they arrived for dinner at the Skyline Hotel and then home at 9.30. Thanks go to the committee, Mrs. Fred Nurse, Mrs. Vern Pickett and Mrs. Percy Cox for making the arrangements for such a memorable day.

Congratulations to Mr. and Mrs. Bob Ruddell on the birth of their second daughter, Monday, June 30.

25 Years Service in RCAF William Fenimore Retires

Senior NCO's and friends gathered at the Ramore Sergeants' Mess Friday evening to honour Warrant Officer William J. Fenimore on his retirement from the RCAF after 25 years of service.

Born in England in 1914, Warrant Officer "Bill" Fenimore grew up and attended school in Whitby, Ontario where his mother still resides. His military career began in April 1941 when he enlisted in the RCAF. He served overseas from September 1941 until August 1945 and de-mobilization. He re-enlisted September 1946 and has served at various stations in Ontario, Quebec and Saskatchewan. Since October



W.O. BILL FENIMORE

1965 Warrant Officer Fenimore has served at Ramore as Duty Operations Officer and Station Warrant Officer.

Warrant Officer Fenimore is married to the former Marjorie Evans of Georgetown, Ontario. The couple have one son, William John S., and plan to continue residing in Georgetown.

Guests at the mess dinner included the Commanding Officer Wing Commander Moore, Flight Lieutenant Murray, and members of the Sergeants' Mess. Flight Lieutenant Murray took the opportunity in a speech of farewell to review briefly the history of radar in the RCAF from its earliest "hush-hush" days to the present; a history with which Warrant Officer Fenimore has been intimately involved, and to pay tribute to Warrant Officer Fenimore's long service to the

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BRIDGE CLUB

It was another point night at Georgetown Duplicate Bridge Club in the Legion auditorium on Tuesday, June 21st. Eleven tables were in play with the winners being North-South, Bill Hamilton and Harry Frost; Lloyd Keir, R. Prust; W. Coats, R. Williams, Mrs. K. Campbell and Mrs. E. Merry. East-West, Mr. and Mrs. Reg Williams; Mr. and Mrs. R. Dickson; Mrs. Anne Pritchard and Mrs. Jen Thompson; Kay Harman and George Sully.

A team consisting of W. Coats, Brian Hamilton and W. Barber, Milton, with Duke Wilson, Georgetown, played in a tournament in the Royal York last week placing third.

Terms Faulty Trucks Like Russian Roulette

Halton Crown Attorney Peter McWilliams hit out at drivers of defective trucks and said by now they had no excuse in claiming in the courts that they had been confronted with emergencies when accidents resulted.

"Truck drivers should have all their equipment in perfect working order," he said.

"The consequences of driving a truck without it — and it goes out of control — are beyond the need for any emphasis on my part. They are immensely dangerous to the public."

The Crown Attorney said there is a need to get the mes-

sage over to truck drivers and asked Halton County Judge Allan B. Sprague to make an example of a convicted truck driver by giving him a stiff sentence.

Mr. McWilliams said truck drivers who operate faulty equipment are playing Russian roulette.

"It is important to bring home to other truck drivers trying to make as many runs as they can that they must have their vehicles in perfect working order," the Crown stated.

He said that trucks should be equipped with emergency brakes as it was a matter of "life and death".

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