



# INFORMATION BOOKLET



THE  
**Technical Training School**

ROYAL CANADIAN AIR FORCE  
ST. THOMAS - ONTARIO





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in the City of St. Thomas*

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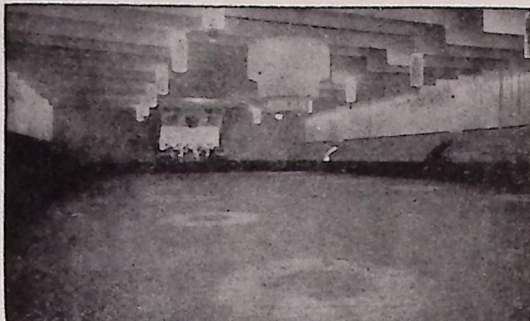
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# GREYHOUND

*Lines*







THE  
**Royal Canadian Air Force**  
**TECHNICAL TRAINING SCHOOL**  
**ST. THOMAS, ONTARIO**

This publication has been produced for the purpose of acquainting newcomers to the Technical Training School with some of the interesting facts about the School, the City of St. Thomas and surrounding country.



ISSUED BY PERMISSION OF  
WING COMMANDER J. H. KEENS, A.F.C.  
Commanding Officer



EDITED BY  
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J. H. KEENS, A.F.C.  
Commanding Officer

## Welcome to the Technical Training School



It is always a pleasure for me to welcome new arrivals to the Technical Training School and I know that when you have become accustomed to its great size and have learned to find your way about you will be impressed with the facilities it offers to carry on the very important job it is doing in relation to the British Commonwealth Air Training Plan.

You will find that the standards set at this School are rather high and that you are expected to be diligent in your studies and smart in your personal appearance when not actually under instruction. It is usually found that a smart airman is a good airman. Make the most of your time at this School. The benefit of your training in the Air Force will long outlast the war and in years to come your service will be amongst your happiest memories.

J. H. KEENS,  
Commanding Officer.

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### Wing Commander J. H. Keens

Our present Commanding Officer was born and raised in Toronto. His first association with flying was when he was given provisional appointment to the Royal Naval Air Service in July 1915. His early training was received at the Curtiss Flying School, located on the Western Sandbar of Toronto Harbor, where the Island Airport is now located.

Going overseas in November 1915, he completed his flying training at Royal Naval Air Stations at Chingford, Essex, and Eastchurch, Isle of Sheppey, the latter corresponding to the Bombing and Gunnery School of today. Posted to No. 3 Wing R.N.A.S. at Manston, Kent, in June 1916, he flew to France the following month. After nine months of bombing a post-

ing came to No. 10 Naval Squadron—a fighter squadron. A severe wound in June 1917 necessitated his removal from flying duties for seven and a half months. Demobilization from R.A.F. came in February 1919.

In peacetime Wg. Comdr. Keens was associated with the business world but kept in close contact and was actively associated with the Toronto Flying Club and Toronto Scottish Regiment. On the outbreak of war he joined the R.C.A.F. (September 10, 1939) and for a time was engaged in recruiting and staff duties, later being posted to command No. 5 Manning Depot at St. Hubert and Valcartier, Quebec, where he remained from May 1, 1941, till his appointment at T.T.S. on November 11, 1941.



## FORMER COMMANDING OFFICERS

### Group Captain R. Collis

To get a complete picture of the service of Group Captain Collis it is necessary to go back prior to World War No. 1. He began his engineering career in 1909 as an indentured apprentice. Completing his apprenticeship, he enlisted in the Royal Flying Corps, in June 1912, and worked with men who later became famous pilots and, like himself, hold important posts in the British Air Force. Under the tuition of Lieut. A. M. Longmore, R. N.—now Air Chief Marshal Sir Arthur M. Longmore—Air Mechanic Collis made his first solo flight on January 17, 1913, after a total of two hours and five minutes dual instruction. Five days later he graduated for his "Wings" with a total of seven hours and twenty minutes flying time.

In May of 1915 the young aviator was posted overseas as a Sergeant Pilot. The next month he was given his commission "for services rendered in the field." From 1915 to 1917 he served in the Royal Flying Corps and Royal Air Force as technical instructor, flying instructor, pilot and A.I.D. test pilot.

In 1917 he was posted to Canada as Officer in charge of Engine Instruction on the staff of No. 4 School of Aeronautics, Toronto. He organized and commanded the Men's School of Technical Training, Leaside. After the war he returned to England with the R.A.F.

He came back to Canada in 1923 and since has held many important posts, e.g., Officer in charge of Ground Instructional School, Camp Borden; Commanding Officer No. 2 Operational Squadron, High River, Alberta; Resident Inspector, A.I.D., Montreal; Chief Trade Test Officer, etc.

Since the beginning of the present war Group Captain Collis has organized and commanded No. 1 Manning Depot, Toronto, from which unit he was posted to T.T.S. on January 22, 1940, where he remained till November 18, 1941, when he was posted to Headquarters.



GROUP CAPTAIN R. COLLIS

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### Group Captain D. C. M. Hume

Group Captain Hume also has an impressive record of service and was with the R.C.A.F. in the early days. In 1925 he was the Commanding Officer of No. 1 Repair Depot at Ottawa. Later he was sent to England (on exchange) to serve with the R.A.F. Returning to Canada, he was posted to Camp Borden to command what was then known as the Ground Training Wing. From that Ground Training Wing eventually grew No. 1 Technical Training School. This Ground Wing was later moved to Trenton and Group Captain Hume went with it and remained there till just before war was

declared. For a brief space he was in No. 1 Training Command, Toronto, but was sent to St. Thomas on November 1, 1939, and remained till he became ill. He was posted to Headquarters, Ottawa, as the first Director of Technical Training on February 6, 1940.

In addition to having a thorough knowledge of the practical side of Technical Training, Group Captain Hume understands the theory which underlies the practical aspects of the work. He has written books on aerodynamics and these books have made a great contribution to the instruction of the men in the R.C.A.F.





**Senior Medical Officer  
WING COMMANDER H. A. PEACOCK**

A graduate of McGill University (1926). He interned at Hamilton General Hospital (1926-27) and was awarded a Fellowship in Medicine at Mayo Clinic (1927-31). He was then associated with the McGregor Clinic in Hamilton (1931-39). In 1926 he was given a commission as Prov. Lieutenant in the R.C.A.M.C. Later, on its being organized, he was attached to 119(B) Squadron (Auxiliary) as M.O. On the outbreak of the present war he was transferred from R.C.A.M.C., where he held the rank of Lieutenant-Colonel to the R.C.A.F. and was given his present rank of Wing Commander.



**Senior Administrative Officer  
SQUADRON LEADER N. McLEOD**

In the last war Sqn. Ldr. McLeod served from 1915-1919, first with the Royal Engineers and later with the R.A.F. In 1926 he rejoined the R.A.F. and was posted to No. 5 Flying Training School at Sealand, Chester, where he received his wings. Later he was posted to No. 4 Army Co-operation Squadron, where he remained till 1931, when he went on the reserve list of Air Force officers. In 1936 he was called back and posted to No. 8 Flying Training School as Squadron Adjutant and finally as Station Adjutant. He remained in this post till January 1940, when he was posted to Canada and came to T.T.S.



**Squadron Leader Administrative  
SQUADRON LEADER C. N. McLOUGHLIN**

Sqn. Ldr. McLoughlin was first commissioned in 1928 and learned to fly at Digby, in Lincolnshire. In the following year he was sent to No. 12 (Day Bomber) Squadron at Andover. In the same year he was attached to the Fleet Air Arm and did the Mediterranean Cruise during the spring of 1930 in the Aircraft Carrier "Furious." In the spring of 1931 he was in a Seaplane Flight at Lee on the Solent, England, and the following year was appointed adjutant at the R.A.F. Record Office. In 1936 he was appointed Adjutant to the Chief Flying Instructor at Royal Air Force Base, Leuchars, Scotland, and in 1939 was Station Adjutant at No. 12 Flying Training School, Grantham, and at No. 1 Flying Training School, Netheravon. He was posted to Canada and arrived January 25th, 1940.



**The Station Adjutant  
FLYING OFFICER W. L. MARSHALL**

F/O Marshall comes to us from Western Canada. From 1924-1928 he was a captain in the 10th Machine Gun, Winnipeg Battalion (N.P.A.M.). He was commissioned in December 1940 in the R.C.A.F. and went at once to Trenton. On January 25, 1941, he was posted to T.T.S. as O.C. of No. 3 Squadron, 1 Wing. Later he became Adjutant of No. 2 Wing, then O.C. of Headquarters Squadron and for a time Administration Officer 2 before being given his present post of Station Adjutant.



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**Senior Accountant Officer  
SQUADRON LEADER A. R. SINCLAIR**

Comes from Toronto, where he spent most of his life and where his business activity was carried on. An accountant by profession, Sqn. Ldr. Sinclair has been in the service almost since the outbreak of the war in 1939 and has been on the Station longer than most of the other officers. He came to the R.C.A.F. from the Army, where he held rank of Lieutenant.



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**Senior Equipment Officer  
SQUADRON LEADER L. A. ROSENTHAL**

Sqn. Ldr. Rosenthal is a member of the permanent force of the R.C.A.F., having enlisted on May 15th, 1926. He served first at Camp Borden, then at Headquarters in Ottawa. Subsequently he went to Rockcliffe Operational Station, from which he was posted to No. 3 Training Command at Montreal. He came to T.T.S. to assume his present position on September 19th, 1941.







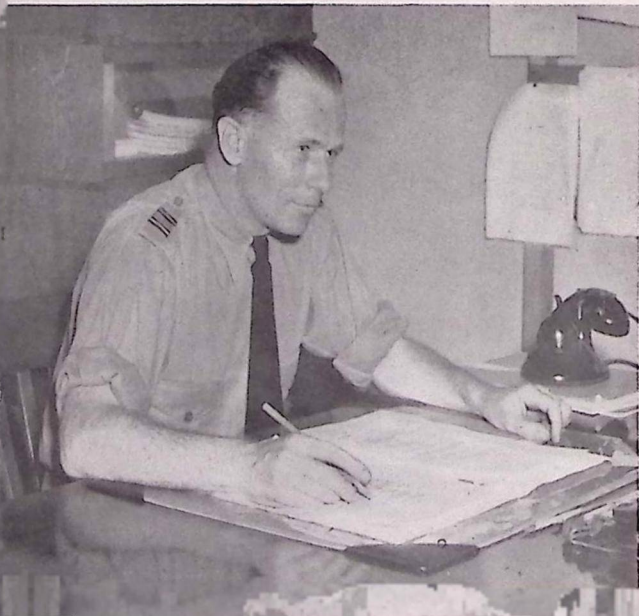
**Officer Commanding Aero-Engine School  
WING COMMANDER B. H. ROLLES**

Wg. Comdr. Rolles joined the Royal Navy in 1908. The following year he was invalided to serve six years apprenticeship in the Naval Dockyard at Chatham. Rejoining the Navy in 1916, he was posted to the R.N.A.S. in May of that year. He spent 11 years at Aeroplane and Armament Experimental Establishment on aircraft performance and research work. In 1933 he was awarded the Curtis Memorial Prize, R.A.F., and became Associate Fellow of Aeronautical Society. He came through the ranks as WO/2 and WO/1 and was finally granted a commission in 1935 and was posted to the Central Trade Test Board, R.A.F. In the early months of the war he was an engineer officer at A. & A. E. E., working on some of the new types of aircraft which are now proving themselves in the war over the sea and Germany.



**Officer Commanding Airframe School  
WING COMMANDER H. J. ADKINS**

Wg. Comdr. Adkins has been in uniform since he was nine years of age. He began in the Blue Coat School and on completion of the course there became an apprentice engineer. In 1904 he joined the Royal Navy as an Engineer and served on many ships. In 1906 he was serving in H.M.S. "Challenger" in Australasia and the South Pacific when the Royal Australian Navy was formed. In 1912 an experiment was made by the Navy and a group was chosen to form the Royal Navy Air Corps. Wg. Comdr. Adkins was one of the group. On its formation in 1914 he was transferred to the Royal Naval Air Service. In 1915 and 1916 he did experimental and research aircraft work at Eastchurch. In 1916 he went to Cranwell on research and training, during which period His Majesty the King was officer in charge of boys' training. In 1918 he was posted to Biggin Hill on the formation of the R.A.F. He has seen service in almost every part of the world. Posted to T.T.S. in January 1940.



**Squadron Leader Technical  
SQUADRON LEADER A. G. VINCE**

Sqn. Ldr. Vince has seen much service. During the last war he served in the Royal Navy, spending much of his time in submarines. In 1924 he enlisted in the R.C.A.F. as an AC/2. He was first posted to No. 1 Repair Depot at Ottawa, then to Camp Borden, Trenton, No. 1 Training Command at Toronto and finally to T.T.S. on October 29th, 1939. He gradually won promotion till in 1931 he was made WO/1 and given his commission in 1940. Sqn. Ldr. Vince is an outstanding illustration of a man who, by his own ability, has risen to a senior position.



**Officer Commanding Headquarters Squadron**

(Station Administrative Officer No. 2)

**FLYING OFFICER R. K. ARMSTRONG**

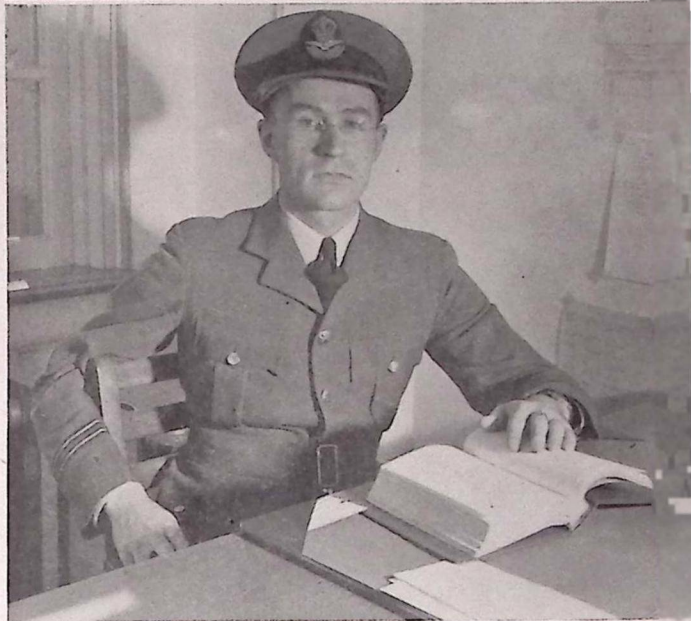
In the last war F/O Armstrong was an Artillery Officer till 1917, when he transferred to the R.A.F. and served there till after the Armistice. In December 1940 he enlisted again and was given a commission in the R.C.A.F. He was posted to Trenton for a course and then came to T.T.S., where he was given the post of O.C. of No. 1 Squadron, 2 Wing. He was transferred to the position of Station Administration Officer No. 3 and finally to his present post.



**Officer Commanding E. & A.T.S.**

**FLIGHT LIEUTENANT J. E. CORRIGAN**

Flt/Lt Corrigan was born in Ottawa and spent most of his life there. He attended the University of Toronto and graduated in Commerce and Finance. In January 1939 he joined the permanent force of the R.C.A.F. and after taking the Equipment Course at Trenton was posted to Camp Borden. He has the distinction of being the first officer posted to Uplands No. 2 S.F.T.S., which, we believe, was the first S.F.T.S. actually in operation under the Commonwealth Plan in Canada. From Uplands he went to No. 5 Equipment Depot at Moncton. He was later posted to T.T.S. as Officer Commanding E. & A.T.S.



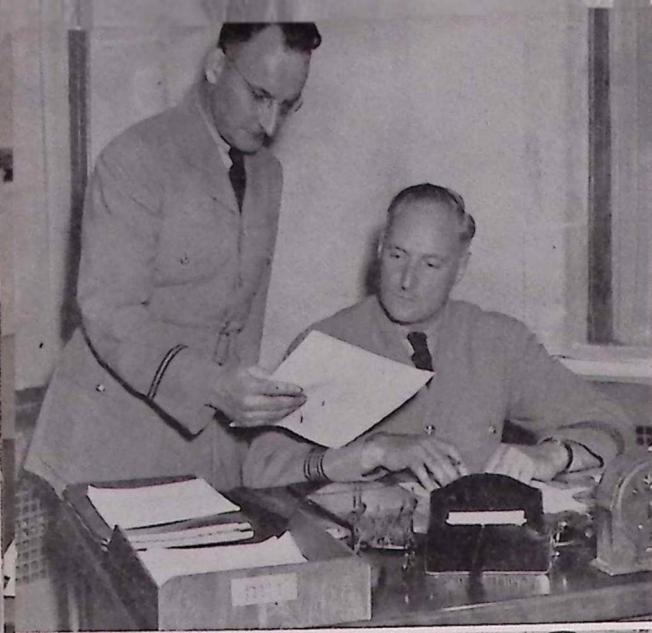
**Officer Commanding No. 1 Wing**  
**FLIGHT LIEUTENANT W. G. COOKE**

Flt/Lt Cooke enlisted in November 1914 as a private and served till the end of the last war. In 1917 he was transferred to the Royal Flying Corps, where he won his wings. In April 1940 he was back in the service again and was recruiting officer at Moncton, N.B. Later he was posted to Montreal and Windsor. He came to T.T.S. on February 17, 1941, as Officer Commanding No. 2 Squadron, 2 Wing. He was later promoted to his present post.

Flying Officer W. E. Tuer, Adjutant of No. 1 Wing, was commissioned December 19, 1940. He went first to Trenton and in January 1941 came to T.T.S. as Officer Commanding No. 3 Squadron, 1 Wing. He was later transferred to No. 2 Squadron, 2 Wing, and finally became Adjutant in February 1941.







**Officer Commanding No. 2 Wing  
SQUADRON LEADER H. N. C. WILLIAMS**

Sqn. Ldr. Williams was commissioned in the R.A.F. in 1925 and served till 1927. At that time he had the misfortune to break his leg in a rugby game (Army vs. Royal Air Force) and though his team won, he lost—quite a bit. He had only three hours of night flying to get his wings, but the injury was too much just at that time. He is the oldest member of the Officers' Mess. He came here as a Flying Officer in command of No. 1 Squadron, 1 Wing.

**Adjutant No. 2 Wing  
FLYING OFFICER E. HENDRY**

Served in the last war for two and one-half years in the Royal Navy. On January of this year he was commissioned in the R.C.A.F. and sent to Trenton and then to T.T.S.



**OUR CHAPLAINS**

Left to right: Flt/Lt M. C. Davies (C. of E.), Flt/Lt H. Cotton (United Church), Flt/Lt Lewis (R.C.) and Flt/Lt T. E. D. Smeaton (R.C.).



**Medical Officer in Charge of Surgery  
SQUADRON LEADER C. S. WILSON**

Sqn. Ldr. Wilson is a graduate of Queen's University, Kingston, Ont. After completing his medical course he interned at Henry Ford Hospital in Detroit, where he specialized in surgery. On completing this work he practised in Kitchener, Ont. In September 1940 he enlisted in the R.C.A.F. and was given the rank of Flying Officer. He was at once posted to St. Thomas, later to Newfoundland, where he spent five months. While there he supervised the building of the Sir Frederick Banting Hospital. When the building was completed he was posted back to T.T.S. (June 1941). During his first posting here he organized the department of surgery. Prior to this time surgical cases from T.T.S. had to go to London for treatment. This department meant a great advance in the care of the men here.



**Assistant Provost Marshal  
FLIGHT LIEUTENANT A. R. CUMMING**

In the last war Flt/Lt Cumming served as a Lieutenant in the 7th Field Battery (Montreal) of the Canadian Field Artillery. In July of 1918 he was transferred to the Royal Air Force. In August of 1940 he was commissioned as a Flying Officer in the R.C.A.F. At once he was attached to Headquarters in Ottawa as O.C. of the Security Guard there and also at Victoria Island. In December 1940 he was posted to Camp Borden as A.P.M. and remained there till February of this year, when he was transferred to the same post at T.T.S.



**Officer Commanding the Security Guard  
FLYING OFFICER V. C. SMEATON**

In the last war F/O Smeaton served in the Princess Patricia's Canadian Light Infantry. After the war he was attached to the First Machine Gun Brigade, Montreal (N.P.A.M.). In the early days of the present war he was second in command of the Second 43rd Battery, R.C.A., and held the rank of Captain. In August 1940 he joined the R.C.A.F. and was posted to Rockcliffe Operational Station, then to No. 1 C.A.C. Detachment in St. John, N.B. For a time he was attached to the Parliamentary Guard in Ottawa, then came to T.T.S. F/O Smeaton is a graduate of McGill University in Engineering.



**Nursing Sister in Charge  
NURSING SISTER F. M. OAKES**

Sister Oakes is a graduate of Kitchener-Waterloo Hospital (1930), where, since her graduation, she has been engaged as Operating Room Supervisor. In December 1940 she enlisted in the R.C.A.F. and was posted at once to T.T.S., where she has remained up to the present time.





# Station Facts



On the morning of August 6, 1937, a heavily loaded truck pulled up at the side of the road on No. 4 Highway. From it emerged workmen with picks and spades. By noon a small hut had been erected, the first field office of a giant building project. Ten days later the stripping of the ground was well under way and excavation had commenced in preparation for what is now No. 1 Squadron, No. 1 Wing of the Royal Canadian Air Force Technical Training School.

Three months later the dining hall began to take shape, followed by Wing Headquarters Offices. By February 1938 the Power House, Administration Building and Hospital had seen the light of day and still tons of limestone kept arriving in an endless chain from Queenston Quarries near Niagara Falls. From this hive of activity grew an organization that was to turn out its thirteen-thousandth trained airman by its second anniversary.

Turning back the pages of the calendar, two dates in 1939 stand out—November 1 and December 4. On the first date the Ontario Government loaned the buildings and grounds to the Department of National Defence for the duration of the war, and on the second the first group of airmen arrived at St. Thomas for training in technical trades. Let us look at 1940. On January 25, one hundred and

and thirty-seven Royal Air Force personnel arrived from England. March 18—the escalator training system introduced. November 15—five additional workshops completed, and finally on November 1, 1941, came the official opening of the Airmen's Recreation Hall.

The project, from a building point of view, is complete. It covers 487 acres. It takes ten minutes to walk the length of its frontage on the highway and two hours to pass through its corridors. There are 2,500 doors.

Of the kitchen, it is said that a large herd of cattle is disposed of every day and that fifteen thousand doughnuts are made at one time.

But only from a building point of view is the project complete. This secondary objective has been reached but the goal in our primary objective still lies ahead. Each incoming Entry presents a new opportunity and a fresh challenge. This opportunity will be welcomed and the challenge taken up. We shall continue to give our utmost to the British Commonwealth Air Training Plan.

*"I will not cease from mental fight,  
Nor shall my sword sleep in my hand,  
Till we have built Jerusalem  
In this our green and pleasant land."*

—WILLIAM BLAKE.



## Greetings from the Mayor of St. Thomas

On behalf of the City of St. Thomas I am glad to welcome the drafts of new men coming regularly to the R.C.A.F. Technical Training School.

We wish specially to make the men from the other provinces feel at home in our midst. St. Thomas is a city of friendly folk and we know you will soon prove this from your own experience. We invite you to make use of our parks and playgrounds, our places of worship, our centres of recreation and amusement and our splendid shopping and business facilities. Welcome to the men of the Air Force.

(Sgd.) GEO. DYER,  
Mayor.



## An Outline History of St. Thomas

*By Thos. Keith, Managing Editor,  
The St. Thomas Times-Journal.*

The history of St. Thomas is closely linked with the beginning and development of the Talbot Settlement, which was founded in 1803 by Colonel the Honourable Thomas Talbot. This settlement embraced the whole of the present County of Elgin and portions of the Counties of Essex, Kent, Middlesex and Norfolk. This immense tract of land was granted by the Crown to Colonel Talbot, an Irishman of good family, upon the recommendation of General John Graves Simcoe, the Lieutenant-Governor of Upper Canada, for whom Talbot had acted as private secretary from 1791 to 1794 and during that time had travelled with the Governor through this part of Upper Canada, landing at the spot which later became Port Talbot. Talbot was so pleased with the country that after the Napoleonic wars, in which he served as an officer of the Northumberland Regiment in Flanders and at Gibraltar, he applied for, and was granted, five thousand acres of land on the understanding that he would convey fifty acres out of every two hundred to an actual settler. He was also commissioned to dispose of other parts of the land

and he did so to settlers who had, for the most part, come from the rural sections of England, Scotland and Ireland, in addition to some of the United Empire Loyalists from the United States.

St. Thomas, which bears the Christian name of Colonel Talbot (the "Saint" being added for euphony), came into existence about 1810, first as a hamlet situated at the foot of the hill on the Valley of Kettle Creek, just west of the present city. It gradually extended up the hill till it finally spread out over the plateau. By 1825 it had assumed village proportions, but was not incorporated till 1853, when it had a population of thirteen hundred. By 1870 the village had grown to nearly two thousand. At this date the steam railways had arrived and in the early seventies the Loop Line of the Great Western Railway (later the Grand Trunk and now part of the Canadian National System) and the Canadian Southern Railway (now the Michigan Central, New York Central System) were opened, and the village grew rapidly. The village was incorporated as a town in 1872 and as a city in 1881.



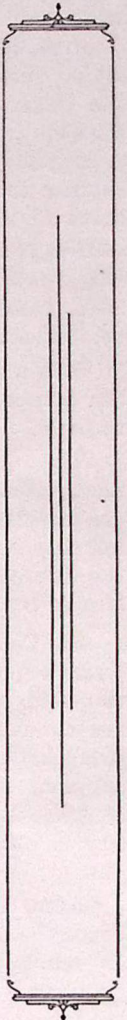
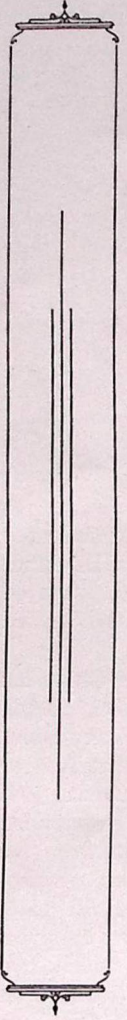
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# PLAN OF THE CITY OF ST. THOMAS



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\* TO R.C.A.P. No. 1  
Technical Training School





Recent figures estimate the population of the city proper at seventeen thousand five hundred, and with the suburbs (but not counting the R.C.A.F. Technical Training School) at almost nineteen thousand. On account of the fact that its growth was largely a result of the expansion of the railways, it became known as "The Railway City" and up to the present day this association is still close. At present five railways run into St. Thomas: The Michigan Central (N.Y.C. System), the Wabash (line leased from the C.N.R.), the Pere Marquette, the Canadian Pacific and the London & Port Stanley (radial). The first three of these deal principally with traffic from the United States coming into Western Ontario, this being the short route between Chicago and New York.

St. Thomas is also known as "The Flower City," a title earned a couple of decades ago as a result of its leadership in civic floral beautification.

It is a city of homes. Sixty-two per cent of the homes are owned by the people who live in them.

The racial origin of the people is predominantly British. Ninety-five per cent of them are directly of British stock and of the remaining five per cent, the majority were born in the United States. Similar figures would be true of the area which comprises Elgin County.

St. Thomas has an excellent and adequate water supply with a thoroughly modern filtration and pumping plant. Its electrical power for commercial, industrial and domestic consumption comes from Niagara Falls. It is also supplied with natural gas for cooking and heating. Keeping pace with modern trends, the city in 1927 replaced its street car system with buses.

Alma College, a pioneer institution in the education of young women, is established here. In addition to this school, there are eight primary and three secondary schools, one of the latter being a school dealing specially with vocational training. The Y.M.C.A. and the Y.W.C.A. structures are quite modern.

All the major denominations have churches in St. Thomas, the oldest church building being that of St. Thomas' Anglican, which was built in 1824 and where once a year service is still held. The building itself is surrounded by a

churchyard, where the headstones remind us that many of the original pioneers lie buried there. Colonel Talbot used to worship in this building but he is buried in picturesque St. Peter's Cemetery at Tyrconnell, on the shore of Lake Erie, near his old home at Port Talbot.

The city has several parks, chief among them being Pinafore Park on the southern edge of town. Just how Pinafore Park got its name we have not been able to discover, but it is a fine little park and the city is justly proud of it. It is equipped with a good ball ground, a grandstand, picnic grounds and a small lake for boating. It is within easy reach of the city and well worth a visit. The garden at Waterworks Park is one of the floral show places of Western Ontario. Athletic Park, as its name implies, is almost exclusively devoted to sports.

St. Thomas is situated on King's Highway No. 3, which runs along the north shore of Lake Erie between the Detroit River and the Niagara frontier. It is also on No. 4 Highway, which leads to Port Stanley, the chief lake port and summer resort on the north shore of Lake Erie, eight miles south.

It is the county town of Elgin and is surrounded by a rich country engaged in mixed farming, including the growing of fruits and tobacco. There is also much dairying in the neighborhood. Elgin County, founded in 1851, was named in honor of the eighth Earl of Elgin and Kincardine, who was Governor-General at the time.

Some noteworthy events in the history of the city:

St. Thomas was occupied during the War of 1812 by United States troops under the command of General McArthur.

The first medical school in Upper Canada (established in 1824) was established here.

It was a garrison town from 1838 to 1840.

Jumbo, Barnum & Bailey's big elephant, once the favorite of the London Zoological Gardens, was killed on September 15, 1885, in a train accident.

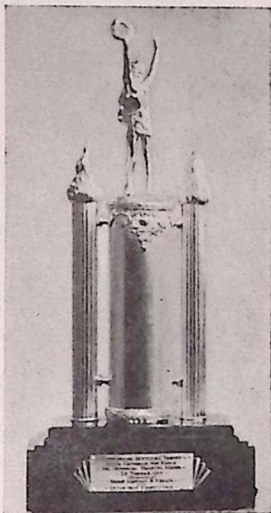
St. Thomas, then the most westerly point in the proposed plan, was the first municipality to sign up for the electric power generated at Niagara Falls. This power was turned on for the first time in 1911.



# What Awaits You in Sports



## THE COMMANDING OFFICER'S TROPHY SERIES



The major emphasis in sports is placed on the Commanding Officer's Trophy Series. This Trophy was donated by the second Commanding Officer of the Station, Group Captain R. Collis. It

is up for monthly competition. There are schedules arranged for Inter-Squadron events and the Squadron gaining the greatest number of points has possession for a month.

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### The Interest Finder

Shortly after your arrival on the Station, you will be presented with an Interest Finder Card. It is hoped that when you receive this card on parade you will fill in the required particulars, which will give the various Station Committees an opportunity of helping you to enjoy your favorite games and hobbies.

If you have a hobby or an interest not shown on this Finder and feel that you would like to have an opportunity of carrying it on while here, call in at the Y.M.C.A. office and the supervisors will advise you, if possible, of the opportunity of meeting others who are interested in the same hobby.



## THE Y.M.C.A. AT T.T.S.

There are three Y.M.C.A. secretaries on the Station. These representatives work in close co-operation with the various committees in the promotion of all activities having to do with the welfare of the men.

In addition to these activities the "Y" sponsors the following:

**The Camera Club**, which meets every Wednesday in the Camera Club room in No. 2 Wing. During the week the members meet for discussion, the study of photography, the developing of films, etc.

**The Public Speaking Class**, which meets once a week under the direction of Flt/Lt H. Cotton, one of our Chaplains. Its members study parliamentary procedure and practise public speaking.

**Movies** are shown in the Drill Hall every Tuesday, Friday and Saturday evenings. The films for the Saturday show are provided by the Canadian Legion.

**Weekly Dances**—During the winter months your Station "Y" co-operates with the T.T.S. Girls in organizing a dance each Friday night. These dances are held in the Y.W.C.A. in St. Thomas and have proved to be extremely popular. The girls of the Station Clerical Staff provide the partners and the lunch.

**Summer Tours**—The "Y" arranges numerous tours to places of interest in this county. These tours start with the "Maple Sugaring Off" trips of early spring and end with the "Apple Harvest Tours" of the late fall. From one hundred and fifty to two hundred airmen take part in each tour. The transportation is supplied by the people of St. Thomas. The tours provide an outing for the airmen and are also of educational value.

**Niagara Falls Tours**—Frequently during the summer tours to the Falls are arranged with the co-operation of the Provincial Government. The airmen are taken through the Niagara country and conducted to some of the spots of historic interest by competent guides. An excellent meal is served and those who take part are more than enthusiastic about this idea. That these tours are popular is proved by the fact that there is never a spare seat in the buses.

**The Station Library** has nearly 4,000 books on its shelves. Technical books as well as general books are available. It is run by the

Station Library Committee in conjunction with the Y.M.C.A. and is open from 1300 to 2100 hours.

**Home Hospitality**—Through co-operation with various groups in London and St. Thomas, the Y.M.C.A. is able to provide to many airmen invitations for Sunday meals. If you want a Sunday dinner in a friendly home, call at your Station Y.M.C.A. Office and it will be arranged. Between 200 and 300 airmen take advantage of these kind offers each Sunday. You will find a warm welcome awaiting you in the homes of St. Thomas and London.

**Entertainment**—In off duty hours many men would find it hard to pass the time if various features were not provided for their amusement. The "Y" tries to meet this situation by providing entertainment of one sort or another almost every night in the week. Variety Concerts and plays are brought in, amateur shows gathered from among the airmen are sponsored. Groups of men are taken to outside points to provide concerts in the community.

In return for the latter feature the people of the community have responded most generously and provide entertainment in many forms for the men. The new Recreation Hall is proving most useful in filling a part of this need.

**Legion Courses**—The Canadian Legion has undertaken as one of its specialties to sponsor educational courses for the troops. At T.T.S. the "Y" acts as their representative, and at present approximately 450 men are taking one or another of the courses.

**The Aircraftman**—Once a month news and items of interest are gathered together and from these the Station Paper is compiled. The "Y" supervisor edits this publication and it seems to fill a need for a channel of expression for the opinion of the men and also gives them an outlet for good-natured fun at the expense of their friends or rivals.

**Sports Sheet**—Each day a mimeographed sheet is prepared and circulated on the Station. This sheet gives results of previous day's games, in the Commanding Officer's Trophy Series and also the current day's schedule. In addition it gives notices of interest to the men about entertainment and any other feature that might be of interest or help to them.

\* \* \*

### St. Thomas Citizens' Committee

This Committee was organized by Captain Military District No. 1, and is actively engaged in running a club room.  
C. H. Smith, Auxiliary Services Officer for



### **T.T.S. Women's Auxiliary**

This is a group for the wives of the Officers and Airmen stationed at the T.T.S. It meets every Thursday in the Y.W.C.A., St. Thomas, at 3 p.m. D.S.T. The ladies are invited to enjoy this opportunity to get acquainted and to spend a pleasant social period. The Auxiliary was

formed for the purpose of organizing social events and entertainments for the men and as much as possible to help care for their welfare. This group is the recognized Women's Auxiliary to the Station, and men are urged to invite their wives to become members.

\* \* \*

### **St. Thomas Active Service Club**

This Club was organized by the Citizens' Committee and is located on Talbot Street. It

is equipped with chesterfields and easy chairs and a supply of reading and writing material.

\* \* \*

### **Red Shield Service Centre**

These Club Rooms, situated on Talbot Street, are very comfortably furnished and provide a meeting and resting place. They are bountifully supplied with magazines and reading material. If you want a quiet place to go and read, you will find it there. On the other hand, if you wish to while away a few minutes

in games, you may retire to the back room, where equipment is provided. Free writing material is also available, and many airmen make this a place where they write their letters home. There is also a canteen where a light lunch may be obtained.

\* \* \*

### **The Salvation Army Hostess House**

This House is located at 13 Wellington Street. Temporary accommodation is provided for the wives and families, mothers and lady

friends of airmen. Meals are served at reasonable rates, and friends of airmen are cordially invited to avail themselves of these facilities.

\* \* \*

### **The Canadian Legion of St. Thomas**

The Canadian Legion Hall on John Street is open to men on active service from early morning till late at night. You are invited to

call in and take advantage of the many services being rendered on these premises.

\* \* \*

### **Knights of Columbus**

Knights of Columbus Club rooms are located over the Dominion Bank at the corner of

Southwick and Talbot Streets. Airmen are welcome there at all times.

\* \* \*

### **St. Thomas Y.M.C.A.**

Your uniform is your membership. In addition to the "Y" services rendered on the Station, you are invited to make full use of the equipment in the local Y.M.C.A., which includes showers, swimming pool and gymnasium.

#### **Special "Y" Services to You**

A clean-up room,

A study room,

Free writing material,

Free checking service,

Wednesday dances in the social room.

Weight-lifting club for men of the Active Service.



## The Y.W.C.A.

**Renting of Apartments**—It is now possible to look for rooms in St. Thomas with a minimum amount of trouble. A central bureau has been set up in the recreation hall on the Station and is under the direction of their National War Services Committee. The bureau is taking care of the problem of securing rooms, and under this rooms registry service fully indexed and detailed information is available concerning rooms and apartments for rent.

**The Club Rooms** are open to wives of R.C.A.F. personnel on Tuesday, Wednesday and Thursday afternoons. Activities promoted

are a swimming class at Alma College and a gym and recreational class in the local gymnasium. Special outings and picnics are on the summer schedule.

**Personal Service**—Airmen will find the Secretary ready and willing to talk over problems. Wives and families may make the Y.W.C.A. their meeting place.

**Meeting Trains and Buses**—If your wife or lady friend is going to arrive in St. Thomas at a time when it is impossible for you to meet her, you may communicate with the Y.W.C.A. and a representative will meet the train.

\* \* \*

## London Citizens' Auxiliary War Services Committee

The Citizens' Committee of London serves this Station excellently by providing a stage show every two weeks in the Drill Hall. The four troupes which produce these entertainments put on splendid programs which you are invited to enjoy.

**The Active Service Club, London**—This Club, located at the corner of Queen's Avenue and Wellington Street, is operated by the London Citizens' Auxiliary War Services Committee for the benefit of men on active service. You are welcome at all times to take advantage of its social facilities.

\* \* \*

## Churches in St. Thomas

**Anglican**—St. John's, Flora Street.

St. Luke's, Wellington Street East.

Trinity, Wellington Street.

**Baptist**—Centre Street Baptist, Centre Street.

Broderick Memorial, Fifth Avenue.

Hiawatha Street Baptist, Hiawatha Street.

**Church of Christ Disciples**—Princess Avenue.

**Christian Science**—Princess Avenue.

**Pentecostal Tabernacle**—Talbot Street.

**Presbyterian**—Knox, Hincks Street.

Alma, Alma Street.

**Roman Catholic**—Church of the Holy Angels, Talbot Street.

**United Church of Canada**—First Church, Curtis Street.

Grace Church, Balaclava Street.

St. Andrew's, West Avenue.

**Salvation Army Citadel**—St. Catherine Street.

\* \* \*

## Places of Interest in St. Thomas and Vicinity

Port Stanley is one of the largest summer resorts in Western Ontario. During the summer its facilities for picnics, dancing, bathing and fishing make it most popular with the men. There is hourly service on the L. & P. S.

Springbank Park is about three miles west of London and may be reached by bus. This spot has long been a favorite family picnic ground. There are beautiful gardens and a zoo.

\* \* \*

## Theatres

**In St. Thomas**—

Capitol Theatre

Granada Theatre

Columbia Theatre

**In London**

(Downtown)—

Capitol Theatre

Loew's Theatre

Patricia Theatre

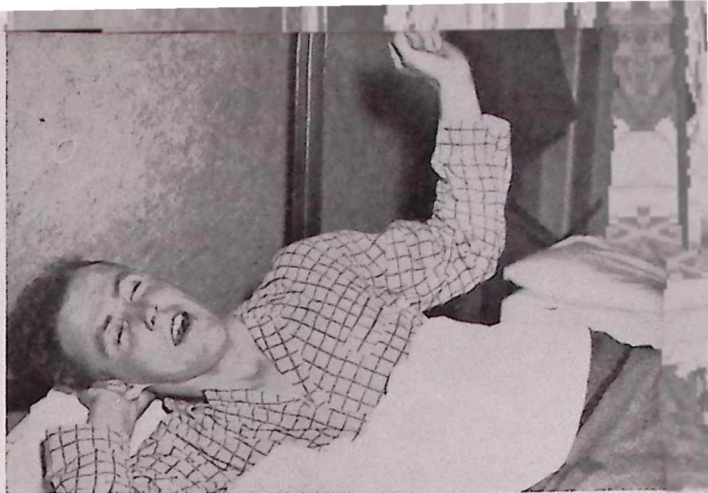
Centre Theatre

Grand Theatre



## A DAY IN THE LIFE OF AN AIRMAN

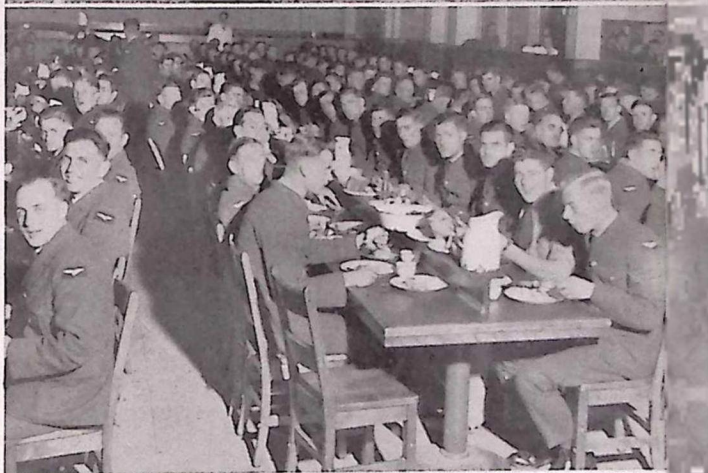
We have never found the man who wakes the bugler, but the bugler has just succeeded in waking this trainee, along with the thousands of other trainees at T.T.S. Can you read his thoughts?



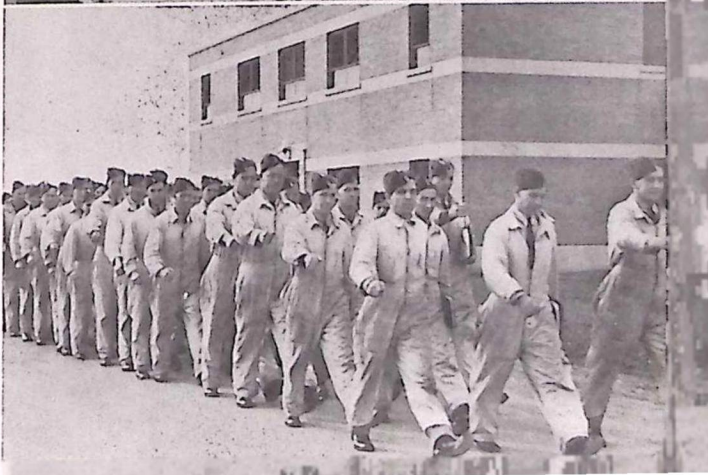
Ensign hoisting parade held daily on Parade Ground. Times vary according to season of year; earlier in summer, 0745 hours, and in winter, 0915 hours.



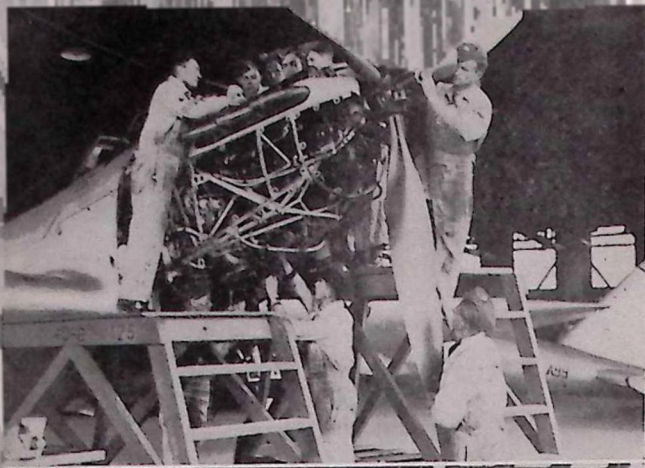
Training develops a hearty appetite, and from the expression on the faces of these men we can see that meal time is always welcome. A section of the Airmen's Dining Hall is shown here.



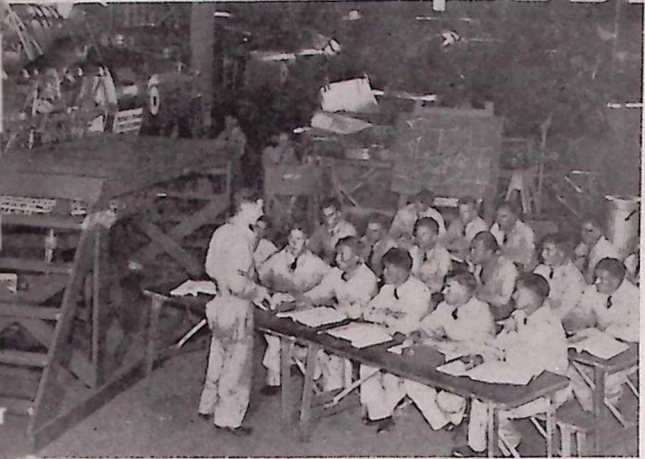
After breakfast classes are held. A group marches off to begin the day's instruction. Classes run from 8.00 a.m. to 4.30 p.m., with breaks for lunch and rest in the morning and afternoon.



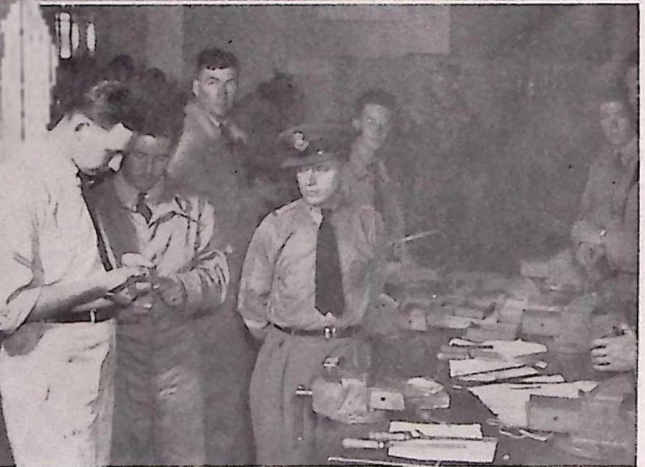




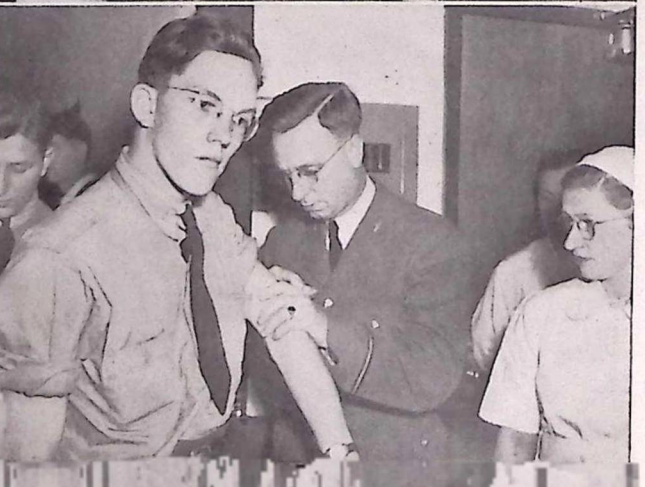
It is essential that ground crew be familiar with the many types of aircraft now in use. Here we have a group learning the intricacies of a Merlin engine as one of the many parts of their technical training.



When aircraft become damaged it is necessary that they be repaired and put back in service as rapidly as possible. T.T.S. shows the men how to do this with the utmost efficiency and the least possible delay. This training also applies to the regular routine check-up through which each aircraft must go at stated intervals.



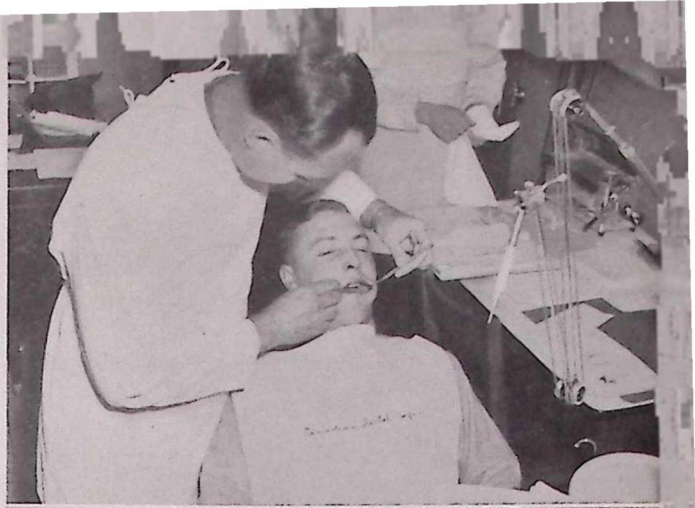
Modern aircraft have an intricate electrical system. Service men must understand it thoroughly. This scene shows one of the officers guiding a group through the amazing mass of detail that must be mastered before proficiency is obtained.



"An ounce of prevention!" Each trainee is carefully and thoroughly examined at intervals during his training. In order to safeguard health as much as possible, immunization inoculations are given for various diseases.



Care of the teeth is important and every effort is made to keep them in good condition. Statistics show that the average recruit enters the service with seven cavities. This condition is soon corrected.



The umpire calls him out. Sometimes a photo finish is almost necessary. Sports are enjoyed by the men and enthusiasm runs high at times, but after the game the men are all over it and friends as usual.



Here we see two of the men "mixing it up" a bit. All work and no play makes any trainee dull and ample free time is given to prevent such a situation occurring.



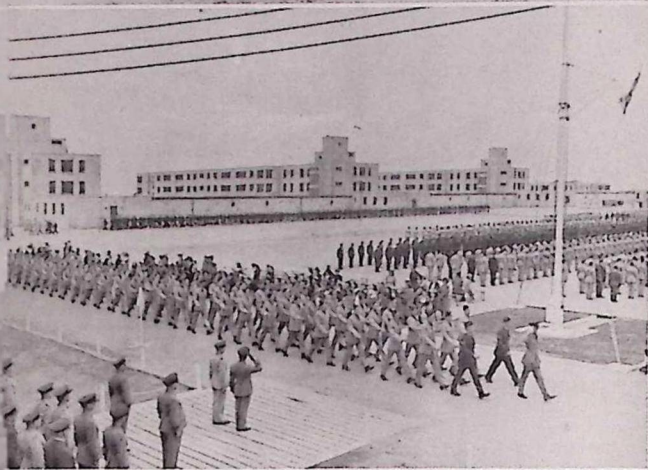
Each Friday night the "Y" organizes a dance in cooperation with the T.T.S. Girls. This photo shows the dance held on Hallowe'en and if appearances mean anything the group seems to be having a good time. At these parties the Station Orchestra is in attendance and always adds greatly to the evening's enjoyment.



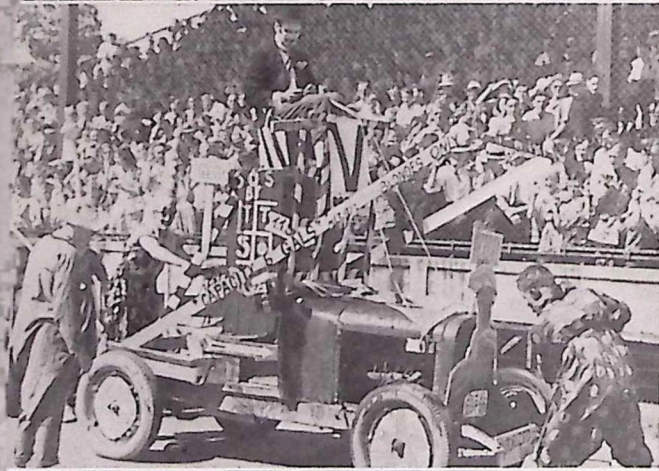




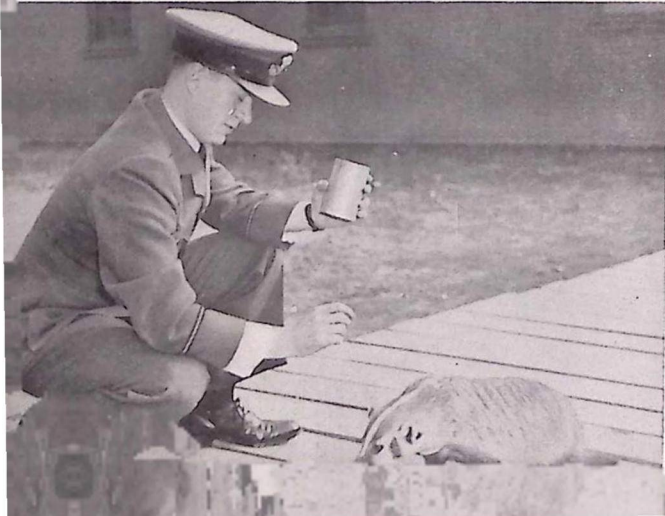
Sports days are held from time to time and competition is keen. Here we have a beautiful high jump. The jumper easily clears the bar at 5 feet 6 inches and shows excellent form.



Parade ground where organized drill takes place. The trainees are here seen in a March Past with Air Vice-Marshal Croil taking the salute.



At one of the Sports Parades. The boys seem to be in carnival mood.



### THE MASCOT, "OSCAR"

A nine-month-old badger, Oscar was sent to the Station in care of F/O Morton (seen in picture) as a gift from members of the Lloydminster (Alberta or Saskatchewan as you like) Gun and Crow Club. Oscar seems to take his job seriously as he is very friendly to the men in Air Force Blue but is a bit chary of strangers.





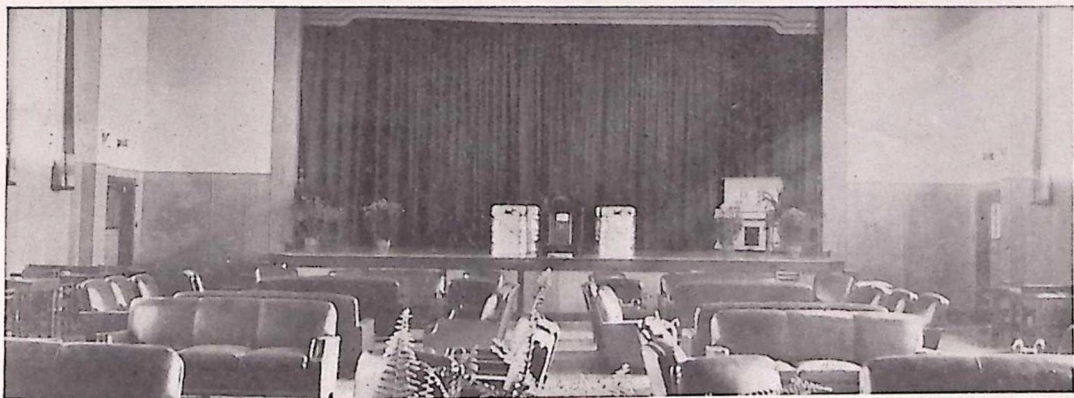
During his visit to Canada, H.R.H. the Duke of Kent visited T.T.S. He is seen here with the Hon. C. G. Power (Air Minister), the Hon. M. F. Hepburn (Premier of Ontario), Group Captain R. Collis, and other dignitaries

**FIRST ROW**—Left to Right: Air Vice-Marshal H. Edwards, Air Member for Personnel; Group Captain R. Collis; The Hon. C. G. Power, M.C.; His Royal Highness the Duke of Kent; Hon. Mitchell F. Hepburn.

**SECOND ROW**—Left to Right: Wilson Mills, Esq., M.P.; J. P. Bickell, Esq., Registrar of Motor Vehicles (Province of Ontario); S. L. De Carteret, Deputy Minister for Air; Air Vice-Marshal L. S. Breadner, D.S.C., Chief of the Air Staff; Air Commodore Brookes, O.B.E., A.O.C., No. 1 Air Training Command.



The Station Band which provides the music for all parades. The Band is under the direction of Flight Sergeant A. Green



The stage and part of the interior of the new Recreation Hall



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