

TCA ENDS ANOTHER YEAR

Trans-Canada Air Lines carried more than 3,440,000 passengers in 1960 as it introduced jet travel on trans-continental and trans-Atlantic air routes.

This was a seven per cent increase over the number of passengers carried in 1959, when TCA broke the 3,000,000-passenger mark for the first time in its history, president G.R. McGregor revealed recently in an annual review.

PASSENGER CAPACITY INCREASED

TCA met the increasing demand for air transportation by making more than three billion seat-miles available to the travelling public in 1960, an increase of nine per cent over the previous year. Occupied seat-miles rose by 8.5 per cent to a record two billion, maintaining the airline's passenger-load factor at 66 per cent.

The total number of aircraft miles flown rose to more than 60,000,000 in 1960, approximately 10 per cent more than in the preceding year, while total revenue ton-miles jumped 11 per cent, to a new high of 231,435,000.

Air-freight traffic expanded at approximately twice the rate of passenger traffic, with the airline carrying more than 17,400,000 ton-miles of freight in 1960, an increase of 15 per cent over the figure for 1959. Air-express traffic increased 7.6 per cent to 2,855,000 ton miles, while mail traffic increased 2.3 per cent to 11,164,000 ton-miles.

Trans-Canada Air Lines introduced jet travel to Canadians on April 1, 1960, with a daily transcontinental Douglas DC-8 flight serving Montreal, Toronto and Vancouver. On June 1, the airline began daily jet flights across the North Atlantic between Canada and Great Britain.

WINNIPEG ON JET-ROUTE

Winnipeg was added to the transcontinental jet-route later in the year with the inauguration of a second daily cross-Canada flight. Calgary and Edmonton will get DC-8 jet service early in 1961. The airline inaugurated trans-Atlantic "Super Constellation" service from Halifax to London in the summer of 1960. On January 5, 1961, the Nova Scotia capital received DC-8 jet service, connecting it to both Montreal and London.

The giant jets flew 307,000,000 revenue-passenger miles in 1960, almost 15 per cent of the total revenue miles flown, and carried close to 140,000 passengers.

On May 28, one of the big jets established two official trans-Atlantic speed records, which TCA still holds. The DC-8 covered the 3,332 miles between Ottawa and London in five hours, 55 minutes, and the 3,247 miles between Montreal and London in five hours, 44 minutes.

DOMESTIC FLIGHTS

Flight frequencies on many domestic routes were increased in 1960. During the summer months, TCA provided more than 725 round-trip

seats daily across the continent, the more than 1,500 round-trip seats weekly across the Atlantic to the United Kingdom and continental Europe. In association with BOAC, with which TCA has a commercial agreement, more than 3,000 round-trip trans-Atlantic seats were made available weekly.

One of the most significant accomplishments in Canadian aviation during 1960 was the development by TCA of an entirely new fare structure for North American routes, giving TCA the lowest passenger and cargo rates on this continent, and including many other passenger benefits.

The new passenger tariffs, effective January 2, 1961, substantially reduced fares on routes over 600 miles in length, maintained fares on routes in the 400 to 600-mile range at close to present levels, and increased fares on routes under 400 miles in length.

In addition, TCA has converted its "Viscount" fleet to 54-seat economy-class aircraft and introduced economy-class service on all its North American routes. The airline also initiated round-trip excursion fares 25 per cent lower than even the new low economy fares on virtually all routes during eight months of the year.

TCA passengers now benefit from the highest baggage allowances - 44 pounds for economy-class travel and 66 pounds for first-class travel - and the lowest excess-baggage rates - 1/2 of one per cent of the applicable economy fare - in North America.

NEW MONTREAL AIRPORT

With delivery of the first DC-8 in February, TCA took partial occupancy of its new \$20-million engineering and maintenance base at Montreal, the world's first such base designed exclusively for turbine-powered aircraft. By spring the base was in full operation, employing almost 3,000 persons in the overhaul and maintenance of the DC-8's and of the piston-engined "Super Constellations" and "North Stars", and in ancillary functions. "Viscount" and "Dart" engine overhaul will continue to be carried out at Winnipeg.

The base was officially opened on December 15 by Transport Minister Léon Balcer.

Construction began late in 1960 on new maintenance and overhaul facilities at Vancouver and Halifax, both designed to handle turbine aircraft.

The first of 23 Vickers "Vanguards" ordered by TCA were delivered in December. These 425-mile-an-hour, 96-passenger turbo-prop airliners, designed for TCA's medium-length domestic, trans-border and southern routes, will go into service starting February 1, 1961.

RETIREMENT OF PISTON CRAFT

The last passenger-carrying "North Star" retired from scheduled service west of Toronto at the end of October, heralding the beginning of the end of TCA's piston-engined fleet. By the summer of 1961, the airline expects to