

Three North Stars were converted to freight carriers, each capable of carrying nine tons of goods.

A number of passenger-carrying North Stars were modified to provide increased seating accommodation for the tourist services. The conversion programme is continuing.

At Winnipeg, the Company constructed a new and commodious stores building for the efficient handling of the airline's materials and supplies.

A modern engine test house was also built at Winnipeg, incorporating the first airline-operated test cell in North America for turbine-propeller engines.

New ticket offices were opened at Calgary, Ottawa, Chicoutimi, Seven Islands, Moncton and Saint John. In a number of cities, existing offices were enlarged and renovated for the better handling of the increased passenger traffic. Telephone answering facilities were further expanded to ensure rapid reservations service.

TCA's overhaul of RCAF aircraft at Winnipeg was concluded in July, following decision of the Air Force to reassume responsibility for that work. Of the 666 employees who had been hired on a temporary basis for the defence contract work, 352 were ultimately absorbed into the airline's organization on a permanent basis.

#### *Airport and Airway Facilities*

Important improvements to Canada's airports and airways were made by the Department of Transport in 1955. Major runway extensions were either undertaken or completed at Calgary, Saskatoon, Winnipeg, the Lakehead, Windsor, London, Timmins, Toronto, Fredericton and Gander. All of these were beneficial to airline operations.

High intensity and medium intensity approach lighting was installed at a number of additional airports. Further progress was made in the installation of very high frequency radio-range facilities. A radar ground control approach unit was placed at Gander and plans formulated for a number of future installations of this type elsewhere in Canada. All of these new facilities are calculated to improve flying regularity.

New terminal buildings of modern design were constructed at Calgary, Saskatoon, Sudbury and Timmins. A sizable extension was added to the Ottawa terminal building and work began on a badly needed Montreal airport terminal to serve both domestic and international flights. Inadequate passenger and cargo handling facilities remain a problem of the first urgency at many Canadian airports, but the past year did see significant progress.

TCA and the Department of Transport continued the cooperative and constructive relationship that has marked their association since the initial planning of a trans-Canada airway.

#### *Routes*

At the close of the year, TCA was operating on 23,714 miles of air routes in Canada and to the United States, the British Isles, continental Europe, Bermuda and the Caribbean area. The airline, which began in 1937 with an initial route of 122 miles, has grown into one of the world's foremost air transport organizations, serving Canada's needs both at home and abroad. The scope of the Company's operations can be seen in the route map on pages 14 and 15.

TCA has from the outset recognized a responsibility to provide a balanced service to Canadian communities both small and large. In 1955, the Company operated to twelve cities having metropolitan populations of between 25,000 and 100,000, and fifteen cities of less than 25,000 population. Few of the continent's scheduled airlines provide service to such a high proportion of communities having a relatively small traffic potential.