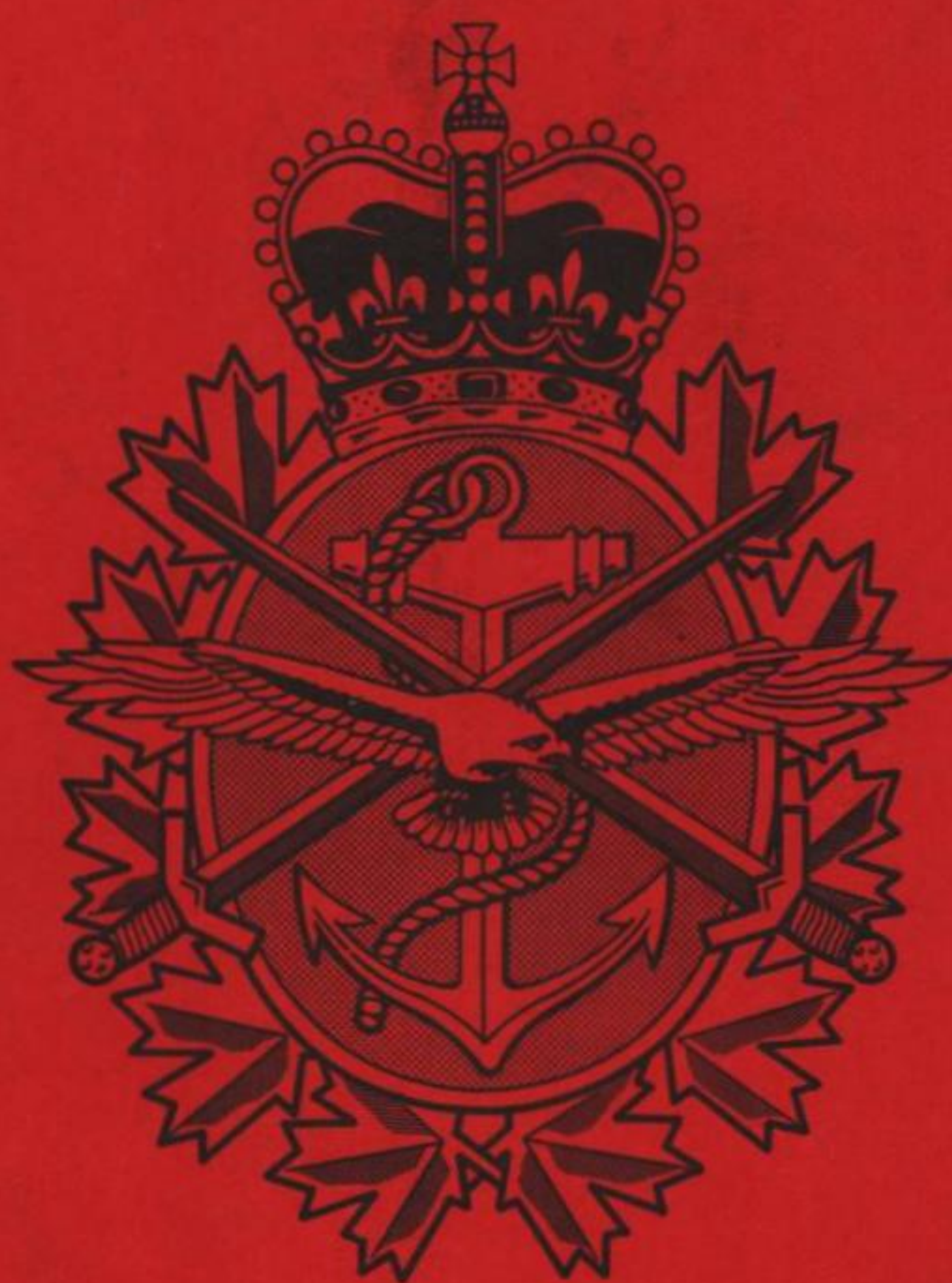


CANADIAN FORCES STATION

LOWTHER



INFORMATION BOOKLET

Dear Pt. Brown

Welcome to CFS Lowther.

This booklet contains information, which I hope will be of interest to you, concerning your new Station and its surrounding area.

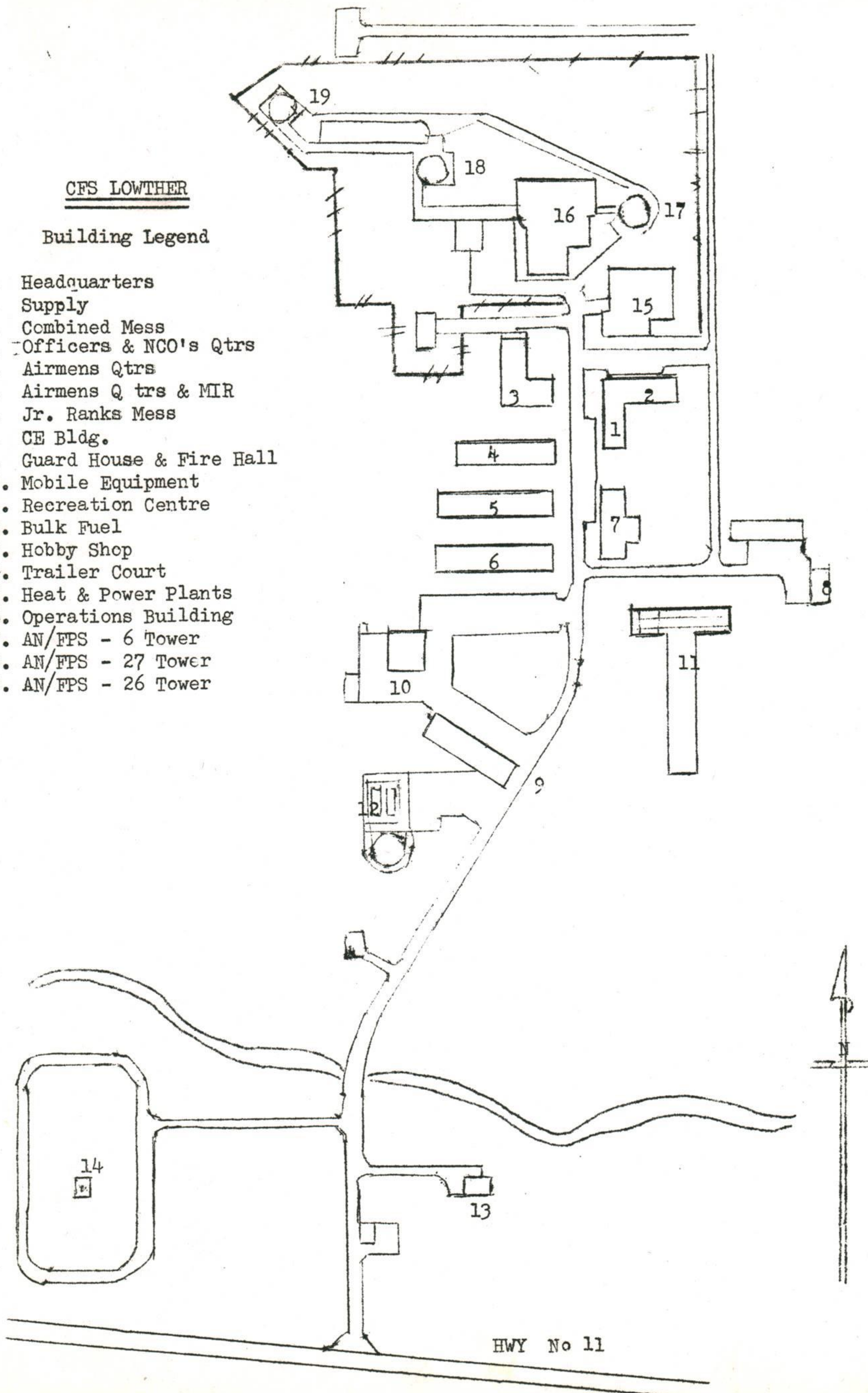
CFS Lowther lacks some of the amenities which you may have enjoyed at other units, but Station facilities are slowly being improved. Our social life is restricted by the 28 miles separating the Station from the town of Kapuskasing where most of our people live. However, service families are well received in the town, and your life here should be interesting and enjoyable.

We welcome the talent and experience which you bring with you to your job, and your active participation in Station activities is solicited.

W. R. MacLennan
Commanding Officer
CFS Lowther

Building Legend

1. Headquarters
2. Supply
3. Combined Mess
4. Officers & NCO's Qtrs
5. Airmens Qtrs
6. Airmens Q trs & MIR
7. Jr. Ranks Mess
8. CE Bldg.
9. Guard House & Fire Hall
10. Mobile Equipment
11. Recreation Centre
12. Bulk Fuel
13. Hobby Shop
14. Trailer Court
15. Heat & Power Plants
16. Operations Building
17. AN/FPS - 6 Tower
18. AN/FPS - 27 Tower
19. AN/FPS - 26 Tower

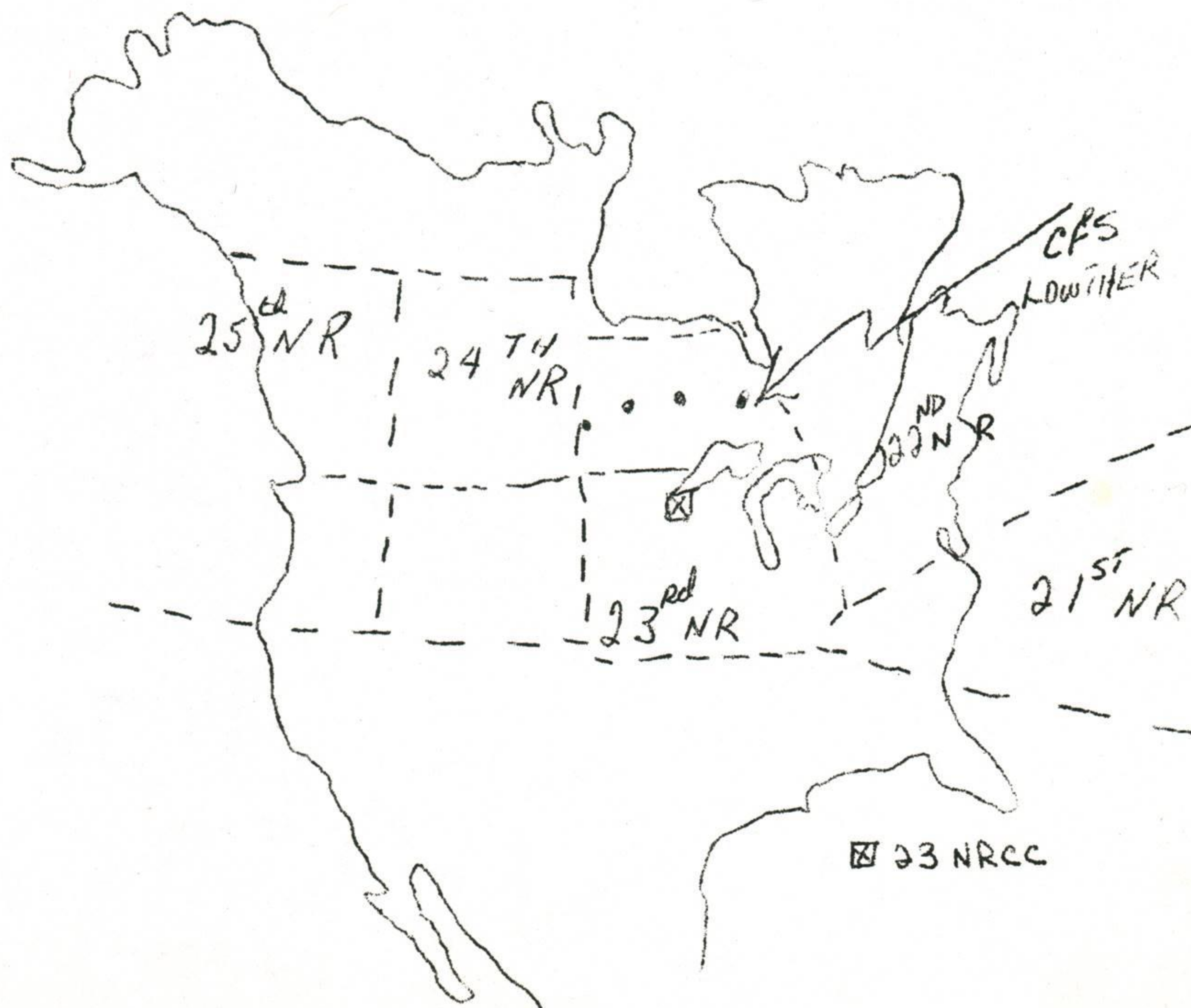


ROLE:

CFS Lowther (36 Radar Sqn) located near Kapuskasing Ontario supplies Long Range Radar Data to the 23rd NORAD Region Control Centre at Duluth, Minnesota.

Along with our sister Stations at Beausejour, Sioux Lookout, Armstrong, and Falconbridge, we provide to the 23rd NORAD Region, Search and Height coverage for the Air space north of the Great Lakes. This Radar coverage aids in the defence of the industrial centers of North America.

To assist the Battle Commander, we provide target acquisition, identification and height information to the control centre as well as providing a time division data link and air/ground/air facilities to aid in the command and control of our intercept missiles and aircraft.



HISTORICAL SYNOPSIS

The station was built by the USAF in 1957 and designated the home of the 639th AC & W Squadron with Major Bernice Allen as its first Commander. Installed equipment included the AN/MPS-7 Search Radar and the AN/MPS-14 Height Finder accompanied by VHF radios of type BC 639 and BC 640. VHF communications were provided by the AN/GRC-27 and AN/GRR-7. The unit became fully operational in 1958.

The Radar Improvement program brought the AN/FPS-26 and AN/FPS27 radars to the 639th at Lowther A.F.S.

SAGE implementation testing for the site was completed in February 1963 and the site was integrated into the SAGE System in March of 1963.

The 639th AC & W Squadron was turned over to the RCAF on 1 July 1963. Major General Benjamin Webster represented the USAF while Air Vice Marshall M.M. Hendrick accepted for the RCAF. The unit was renamed 36 Radar Squadron with Wing Commander I.D. Tenove, its first Commander. Since 1963, the unit has continued to operate most of the equipment which was installed prior to turnover.

The unit has added an enlarged and improved Junior Ranks Club, a two lane bowling alley, and recently a two sheet curling rink. Thirty-six bulk lease housing units recently constructed in Kapuskasing have provided needed accommodation for service families.

THE LOCALE

CFS Lowther is located on Highway 11 in the Cochrane District of Northern Ontario. It is 27 miles west of Kapuskasing (population 12,500) and 32 miles east of Hearst (population 3,000). The working language is English although about 65% of the population is of French Canadian extraction. The major industry is the Spruce Falls Pulp and Paper Mill in Kapuskasing.

One of Ontario's most noted hunting spots, this area also boasts a wide variety of other attractions for the fisherman, hunter or camper.

TRANSPORTATION

Public transportation to Kapuskasing is available by air, rail and bus. Personnel travelling by air can fly Air Canada to Timmins and connect with White River Airways to Kapuskasing. Personnel arriving by train from the south have available a daily CN train to Kapuskasing. Personnel arriving from the west have no train service directly to Kapuskasing, but must take CN to Longlac and Ontario Northland Bus to Kapuskasing. A daily bus service is available from east and west.

On arrival in Kapuskasing, personnel can obtain transportation to Lowther by phoning the MT dispatcher at 5-2277 Local 308 during normal working hours, or by phoning the Duty NCO or Duty Officer as applicable after normal working hours.

The following is a list of daily scheduled MT runs from Lowther to Kapuskasing:

.../2

<u>Nature of Run</u>	<u>Depart Unit</u>	<u>Depart Kap</u>
Shift Personnel	0015	0115
Mess Personnel	0415	0515
Shift Personnel	0600	0700
School Run (Mon - Fri)	0800	0930
Shift Personnel (Sat, Sun and Holidays)	0815	0930
Kindergarten Run (Mon - Fri)	1030	1600
Mess and School Run	1430	1600
Shift Personnel	1700	1800
Mess Personnel	1900	2000
Shift Personnel	2200	2255

STATION FACILITIES

BLHU'S

1. There are 36 BLHU'S located in Kapuskasing for CFS Lowther personnel. These are apartment type units and consist of 20 Three bedrooms, 15 two bedrooms and one one bedroom.

2. Allocation of these units is based on existing regulations.

TRAILER PARK

1. There is an 18 unit mobile home park on the station which is administered by a Trailer Park Council. The park is equipped with a wash house, children's playground, and a master TV Antenna. Services such as milk deliveries, dry cleaning, etc., are from Kapuskasing.

2. The allotment of trailer pads is under the control of the CAdO and all information in this regard may be obtained from him.

SCHOOLING

Excellent school facilities, both public and separate are available in Kapuskasing. Kapuskasing High School offers academic, vocational and business courses. In addition several secondary courses are offered at evening classes.

Kapuskasing also has an excellent public library.

CHURCH SERVICES

The station employs a Catholic and Protestant clergyman who visits the station weekly. Both clergymen are available for interviews on request.

Roman Catholic service is celebrated each Sunday at 1145 hours. Protestant Sunday School is held at 1430 hours in the Trailer Park Social Centre.

Churches of all major denominations are located in Kapuskasing.

BARBER SHOP

A barber shop is located in Barrack Block No. 6. The barber is in attendance every Tuesday from 0800 hours to 1200 hours. Haircuts are by appointment only.

LAUNDRY AND DRY CLEANING

Laundry and dry-cleaning services are provided from Kapuskasing.

CREDIT UNIONS

This station is a member of the Northern Ontario Military Credit Union. For further information, contact the CAdO or the SAO.

FILMS

This unit receives films from the Canadian Forces Movie Guild each week. Films are shown three times weekly in both the Junior Ranks and Sergeants Messes. Officers have an open invitation to attend showings in the Sergeant's Mess.

HOBBY SHOP

There is a small hobby shop on the unit. A nominal fee of \$1.00 per year is charged for membership. Members may use the shop at any time. A key is available at the guardhouse.

MEDICAL

There is an M.I.R. on the station, ~~where~~ minor medical work is done. Anything beyond the scope of the M.I.R. personnel is referred to one of two doctors in Kapuskasing who are under contract to the Station.

All medicals (service personnel) are done at the Infirmary at CFB North Bay.

DENTAL

A service dental officer from CFS Moosonee visits the station quarterly.

Because of this schedule, it is recommended that if there is a permanent dental officer at your unit, you undergo a thorough examination before arriving at CFS Lowther.

A civilian dentist in Kapuskasing is employed for emergency work.

DEPENDENT MEDICAL CARE

There are no medical facilities on the station for dependents, however, ten doctors reside in Kapuskasing and there is a modern hospital serving the community.

STATION LIBRARY

The Station Library contains over a thousand books, covering a wide range of subjects, not only for the serviceman but for his family. Over three hundred of these books are new. In addition to local procurement from service grants, the station is affiliated with the Regional Library. This allows for an exchange of 100 books every three months. Books can be obtained during normal working hours Monday to Friday.

POSTAL SERVICES

CFS Lowther does not maintain a Federal Post Office; this facility is at present located one mile from the station in the village of Lowther. Deliverable mail is brought to the station twice daily at 10:00 a.m. and 3:00 p.m. Stamps, Money Orders, C.O.D. parcels, and the registering of personal mail must be done at the Lowther Post Office.

The Station Orderly Room sorts the personal mail and distributes it to individual mail boxes located in the Recreation Centre. All living-in personnel receive a mail box upon arrival.

CANEX

CFS Lowther operates a small station exchange and grocery store. Most of the basic items needed for personal use are available in the exchange. The selection in the exchange is slowly being expanded to include a wider variety of items at attractive prices.

The grocery store stocks the basic canned items and other non-perishables. In addition, bulk orders for beef, pork, sausage, poultry and bacon are available for those who wish to avail themselves.

RECREATION FACILITIES

TEAM SPORTS

The following team sports are available on this unit:

- | | |
|---------------|------------------|
| a. Bowling | d. Flag Football |
| b. Curling | e. Softball |
| c. Volleyball | f. Broomball |

INDIVIDUAL SPORTS

The following individual sports are available:

- | | |
|--------------|-------------------|
| a. Golf | d. Darts |
| b. Badminton | e. Shuffleboard |
| c. Billiards | f. Pitch and Putt |

OFF BASE SPORTS

Off Base sports include:

- | | |
|-------------|------------|
| a. Golf | c. Skating |
| b. Swimming | d. Curling |
| e. Skiing | |

A swimming pool, complete with Sauna Bath, is scheduled for construction in the immediate future.

WINTER CARNIVAL

Each year the Station holds a Winter Carnival usually during the third week of February. Men, women, and children are involved in this week of merriment. The following are a few of the many events:

- | | | |
|------------|------------------|---------------------------------|
| a. Curling | d. Smoosh Race | g. Carnival Dance |
| b. Bowling | e. Snowshoe Race | h. Beard and Moustache Contest. |
| c. Bridge | f. Family Day | |

CAR RALLY CLUB

The Station has recently formed a Car Rally Club which holds one rally per month during the summer months.

MISCELLANEOUS

REPORTING

1. Listed below are procedures to follow when reporting to Station Lowther for duty:

- a. Normal Working Hours. If you arrive during normal working hours, you are to report directly to the Orderly Room in building number one;
- b. Silent Hours. If you arrive outside normal working hours, you are to request the Corps of Commissionaire on duty at the main gate to contact:
 - (1) the Duty Officer - if of Officer, WO or Sr NCO rank;

(or)

- (2) the Duty NCO - if of the rank of CPL and below.

2. A sponsor system has been initiated to better acquaint you with your new environment. In this connection, the following has been implemented for your assistance:

- a. On receipt of posting instructions a member of this unit is selected to act as your sponsor;
- b. You are advised by message the name of your sponsor, with a request that you address any queries pertaining to your posting to him.

3. Every assistance will be given to you by your sponsor, with particular attention to:

- a. Local environment,
- b. Station amenities,
- c. If married - civilian housing and bulk lease housing availability with estimated/actual rentals to be expected,
- d. Area academic and religious institutions,
- e. If single, barrack accommodation and storage facilities, and
- f. Transportation schedules providing service to and from the town of Kapuskasing.

BANKING

The following banks are located in Kapuskasing:

Bank of Montreal

Bank of Nova Scotia

Canadian Imperial Bank of Commerce

Northland Trust

Caisse Populaire

PRIVATE MOTOR VEHICLES (including snowmobiles and motorcycles)

1. Persons may use Station roads providing they comply with the following Unit regulations:

- a. be in possession of a valid driver's license and vehicle registration,
- b. have a current Certificate of Mechanical Fitness, and up to date DOT Safety Sticker, or an MSE safety check, and
- c. obtain a Station Decal from the guardhouse.

2. The speed limit on all Station roads is 15 mph. Persons must park only in designated parking areas, parking in other than these areas is prohibited. Station Standing Orders outline the penalties for traffic violations.
3. Personnel posted to Ontario from other provinces or abroad are to obtain a driver's license and vehicle license plates as soon as possible after taking up residence in Ontario. Prior to purchasing license plates, all cars brought into Ontario require a safety check which may be done by any licensed mechanic, who will provide a Certificate of Mechanical Fitness for a fee.
4. The Military Police will answer any further queries dealing with private vehicles.

THE MODEL TOWN OF THE NORTH IS FOUND AT...

Kapuskasing is in Ontario's northern farmland, the Clay Belt.

Some thousands of years ago a pre-historic lake laid wide deposits of flat-topped clay beneath its surface. When the lake had drained, the clay received a natural forest cover of evergreen trees, chiefly spruce.

Canada's native Indians found the climate of this northland area too harsh to flourish. Few travelled here. On their annual fur-trading trip to the Hudson's Bay Company post at Moose factory on James Bay, Indians passed a natural S-shaped curve in the river 150 miles south of Artic Watershed. They called this natural beauty spot 'Kapuskasing' or, 'the place where the river bends'. Occasional Jesuit missionaries or France-Canadian voyageurs were the only white men to pass by.

THE STEEL HIGHWAY

At the beginning of this century, a booming Canadian economy decided to build a transcontinental railroad through the wild, unpopulated Northland of Ontario. Many natural hazards had to be overcome. Chief amongst these were muskeg and the winter cold. One railway surveyor in the area reports becoming so ill from bad water obtained through an ice-hole that he cured himself with medicine in preference to Brandy.

In 1910, the pioneer J.A. Stewart tramped through the virgin bush and decided that the Indian's S-shaped curve would make an ideal site for a community. It was also a convenient bridging point for the railway to cross the Kapuskasing river. The steel tracks later became the Canadian National Railway's main northern line con-

necting with Toronto 500 miles to the south. J.A. Stewart later became a councillor of the community he had helped to found.

WORLD WAR INTERVENES

Realizing the potential of the Clay Belt, the federal government set up an Experimental Farm beside the Kapuskasing River to study the agriculture possibilities of the area.

When World War I started, the isolation of Kapuskasing made it an ideal site for an internment and prisoner-of-war camp. The first batch of prisoners arrived in December, 1914. They were immediately set to work clearing bush in rugged 30 degrees below zero weather. In the next four years, they cleared large areas of the future town-site. Conditions at the camp were far from easy. Intense cold in the winter and heat in the summer made life a misery for both prisoners and guards. The prisoners mutinied in 1916, demanding higher pay for their forced labour. They got it!! Chicken pox and bush fires struck the camp in the same year. The graveyard of prisoners who died in the camp may still be seen on the west side of the river, south of the highway. In the winter of 1917, two prisoners attempted an escape from the camp. After 14 days in the bush, they knocked on the commandant's door begging for food and warmth.

A FALSE START

Between 1917 and 1920, the Ontario government attempted to settle veterans and their families in the Kapuskasing area. The town was chosen because of its potential as farmland and for the beauty of its landscape. Soon, 100 selected families were trying to wrest a living from the sub-arctic farmland. Pioneer life for these veterans

was hard. How were they to support themselves until they had cleared enough land to grow and sell their first cash crop? Government subsidies poured into the area. Settlers were paid salaries to tide them through their early years. They were also provided with farm tools and wooden frame cottages. A few of these dwellings may still be seen in the area. By 1919, the town consisted of some nineteen houses, a store, school and meeting hall. There was three-quarters of a mile of gravel highway. There were few conveniences for men or women. Trains connected with Toronto three times per week bringing supplies and a woman who sank "almost to her knees" in the mud of the station platform.

The lonely life of the pioneer was broken by social nights, sing-songs and card games in an open air rink. Many fingers were frozen by housewives collecting snow to melt for washing water.

In spite of the efforts of the veterans, the colony was beaten by unusually long and hard winters. The summer months of July and August were warm but too short to allow crops to mature. By 1920, most of the veterans' families had returned south. Kapuskasing was deserted and, as one visitor at the time reported the meeting hall "was a pitiful sight--"...there were no records for the phonograph, the piano stool lay in pieces, the cloth of the billiard table was torn and the cues tipless."

The only lasting achievement of the veterans was to clear further areas of bush for later settlers.

A FIRM FOUNDATION

To sponsor the development of the North on firmer lines, the Ontario government leased large areas of woodlands in the Kapuskasing area to the Spruce Falls Power and Paper Company in 1920. The company commenced production of paper pulp in 1922 with about 500 employees. It adopted the policy of purchasing much of its cord wood from settlers and small contractors. At last settlers had a source of income outside their farms. Another company policy was to reforest areas of cut timber. It now plants about $1\frac{1}{2}$ million trees annually.

The town grew steadily in population as settlers flocked in. Many of them were French-Canadians from across the nearby Quebec border.

In 1926, the Spruce Falls company concluded a contract to produce newsprint for the New York Times. A hydro-electric station was built at Smoky Falls, 50 miles to the north, to provide power for the expanded production. Newsprint is still the premier product of the town. Spruce Falls continued to expand and now employs 2500 men in all its operations and produces 200 tons of pulp per day. In 1945, the Kimberly Clark Company of Canada began production of creped wadding for eventual conversion to their Kleenex line of products.

Kapuskasing became incorporated as a town on April 8, 1921. An almost unique street plan was adopted. Streets radiate from The Circle, a central shopping area, or run in concentric circles around it. This is in contrast to the rectilinear street plan of most North American cities. A second shopping area has developed on Highway

No. 11 on the south side of the town. A third shopping area is developing as a Plaza on the north-east side of the town.

By 1930, the town had a fine hospital, a progressive high school, a hotel and Civic Centre was built by the Spruce Falls Company and handed over to the town in 1964. It became a unique project for the community, containing municipal offices, recreational areas and the only magistrate's court in the Province with carpeting and a chandelier.

As recently as 1964, the expanding Model Town of the North incorporated two nearby suburban areas, Val Albert and Brunetville, bringing its population up to 12,500.

HANDY TELEPHONE NUMBERS

CO - 301

CAdO - 302

CGEO - 251

SlogO- 304

SCEO - 306

SAO - 311

MIR - 319

SOR - 318

MSE - 308

MP - 300

Fire - 333

CFS Lowther - 335 - 2277

Lowther to Kapuskasing calls are not long distance.

MILEAGES FROM KAPUSKASING

CFS Lowther - 27

North Bay - 305

Ottawa - 562

Toronto - 513

Montreal - 652

Winnipeg - 814

Thunder Bay - 376