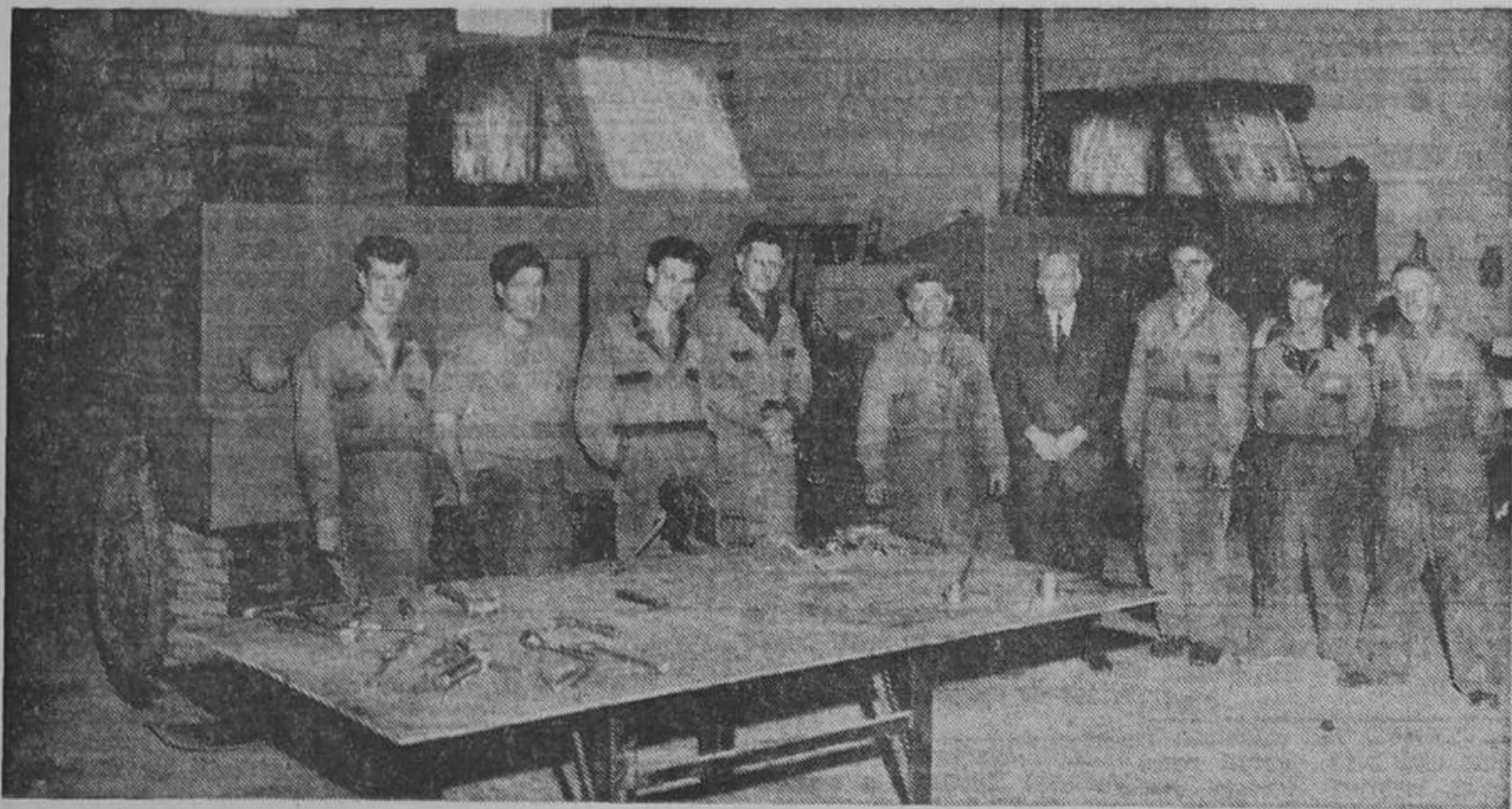




## Destination - Canada's Western Oil Fields

Ready to roll on its 2,100-mile journey to the western oilfields is the Camtred carrier shown above. It has been designed as a crane carrier and utility vehicle and the platform is adaptable for the mounting of a crane, boring machine and oil well drilling rigs.



## These Men Built The Camtred Carrier

Pictured above are the key men of the Camtred crew whose skilled workmanship produced the unit in the background. Comprising steel men, certified operators and welders, they are (left to right): Dan Taylor, Howard Oversby, Doug Maskell, Norman MacMillan, Joe Porteous, P. T. Kelly, Les German, Archie Porteous, John McLean.

**BY M. C. FRY**  
"Well, there goes our C-516," exclaimed P. T. Kelly with a tone of pride in his voice, and it was apparent that this feeling of pride was reflected by all of the company's staff who waved good luck farewells to Archie Porteous at the wheel of the new 12-ton Camtred crane carrier. Archie waved back as he revved up the powerful diesel engine of 220 h.p. and the heavy vehicle gathered speed along Industrial Road, on the first stage of its 2,100 mile run to Saskatoon, Saskatchewan.

This feeling of pride in accomplishment could also be reflected in local residents, as this heavy crane carrier (rated as "the strongest in Canada") was designed and built right here in Richmond Hill, of 80% Canadian material, by Camtred Limited, of which P. T. Kelly is executive vice-president and general manager. There is only one other manufacturer of this type of vehicle in Canada.

The C-516 crane carrier left the Richmond Hill plant last week, and, after thorough test checks at North Bay, Port Arthur and Winnipeg, will be delivered to its new owners, Western Foundations Limited, Saskatoon, where a crane with a 20-ton lift capacity will be mounted. In the oil fields, this utility type of crane will be used for various heavy lifts, pipe laying, backhoe and other purposes.

Readers will recall from the photograph that appeared in the January 10th issue of "The Liberal" that it was a Camtred P&H carrier crane that lifted the town's heavy front end loader after it had crashed through the ice on the Mill Pond.

**Aurora Rail Service**  
**Ends After 110 Years**  
One hundred and ten years and one month after the first passenger train in Upper Canada from Toronto to Aurora stopped at the Aurora CNR station, regular service will cease.  
The service will be no more after June 22 and only flag-stops will be made. At present, there are only two regular daily stops, one north and one south and three flag-stops.  
First train to Aurora arrived on May 16, 1853, which helped write an end to several prosperous stage coach routes on Yonge Street; since then commuters' cars and buses have reduced the railstop's usefulness. It took two hours to make the first trip to Aurora.

At the Camtred plant in Richmond Hill, carriers, floats and trailers are manufactured, and all types of heavy vehicles are rebuilt and repaired. Right now, a high lift North-West crane may be observed in the plant yard, mounted on a caterpillar frame—which will be scrapped and the crane mounted on a Camtred carrier. Designing and improvements in other carriers by re-design is effected by designer-draftsman Norman MacMillan, who has eleven years of specialized experience in this field.

Plant superintendent Joe Porteous with 33 years of high lifts and rigging experience in oilfields and mining areas along with the plant's certified men of experience in similar fields team up to produce precision built, rugged carriers with the full knowledge of just what work, hazards and punishment that these vehicles will receive when in operation in remote spots, perhaps 3,000 miles distant from the plant.

Brief specifications of Camtred carriers are: Built for the mounting of cranes having a lifting capacity of 15 to 40 tons at an angle of 10 degrees. Canadian steel is used through-

out, purchased from Drummond-McCall Company, Ltd., distributors for the Steel Company of Canada and from Dominion Bridge Company, Ltd. Cummins diesel engines are used exclusively, and transmission is through ten speeds forward and two reverse; rear drive is through dual tandem wheels, on which are mounted Firestone or Seiberling tires 1000x20, 12-ply nylon. For safety, and protection of the rear end transmission — a specially designed solid outrigger beam has been incorporated — that may be slid out from its housing when heavy loads are lifted by the crane. Though these vehicles are capable of rolling along the highways at high speed, the automatic governor is set for a maximum speed of 50 mph.

Steel vans for tractor trailers are also constructed, and at present the largest van ever built in Canada is now completed. All steel and welded, this coast-to-coast van will be used for hauling furniture and heavy goods. Dimensions are 38 feet in length, eight feet in width and a height of nine feet, the maximum permitted on the highways.  
Cab enclosures for tractors and trucks are also produced

by Camtred. . . . "Yes" said Mr. Kelly, "cabs take a terrific beating . . . so we have designed and produced a rugged welded steel cab that we believe is the strongest in Canada."

"Yes indeed", Mr. Kelly told "The Liberal", "we are happy that we located our plant here in Richmond Hill — especially so, to find other local manufacturers and suppliers on whom we can rely for furnishing some of our needs." These include Street Bros Auto Electric, Stuart Enamelled Products Limited, Richmond Hill Automotive Supply for tube, fittings, nuts, bolts, etc., and the Leho Machine Shop for special machine work.

Though the Camtred plant has an area of 6,000 square feet, influx of orders makes necessary the erection of a building to the south for heavy manufacture, with a building along the east wall for a light machine shop, tool room and storage of stock.  
With a reputation for such dependable, precision engineered products, it is hoped "that the world will make a beaten path to their door" — Camtred Limited, in Richmond Hill.

## Fun For Whole Family Planned For May 18

The co-operation of the weatherman and the people of the district is all that is needed to make Richmond Hill's 114th annual spring fair a success. A varied and attractive program is planned for next Saturday, May 18, and should prove for local people a pleasant alternative to battling the heavy traffic of the first long week-end.

Richmond Hill's annual spring fair is one of the oldest in Ontario and continues to be an important event in the community. It is an established community institution and each year hundreds of people travel back to enjoy it and renew old acquaintances.

The saddle and hurdle events are again attracting entries from some of Canada's finest horses and riders. Competition in the various classes promises to be keen providing a thrilling show as top equestrians vie for attractive prizes and many coveted trophies.

A visitor to the fair may easily spend several hours on the bleachers enjoying the many thrills of the horse show. It is expected that more than 100 head of cattle will be entered in the York County Jersey Show. As in former years this show is attracting entries from herds which are always among the winners at the Canadian National Exhibition and the Royal Winter Fair, and other top national and international shows.

In the afternoon at 4 p.m. the York County Dairy Princess will be chosen. The girls will be judged on the expertness of their handling of all steps of the milking process, on per-

sonality and poise. It would be well worth your while to watch the charming young entrants in this contest go through their paces with speed and efficiency. The winner of this competition will go on to compete at the C.N.E. for the title of Ontario Dairy Princess.

The life of a dairy princess is described by Diane Fierheller of Edgeley in Elizabeth Kelson's column "Rambling Around" on the editorial page of this week's issue of "The Liberal".

At the cavies and rabbit show, you may be able to test the truth of the old saw that if you pick up a guinea pig by its tail its eyes will fall out — but don't let the owner catch you at it. Expert horseshoe pitchers will be strutting their stuff during the afternoon program, and you will be thrilled as you watch them display their skill and make seemingly impossible shots with the greatest of ease.

Lots of amusement will be provided on the midway with its variety of rides, games and refreshment stands. The fair executive and committees, headed by President Lloyd Beatty promise that the 1963 fair will live up to all expectations, given good weather.

## Janis Nicholls Wins Two Gold Medals At Festival

Pianist Janis Nicholls, 13 years old, a grade nine student at Richmond Hill High School won two gold medals in competition at the York Music Festival held at Woodbridge last week.

She was also awarded a \$25 scholarship. Her brother, Ken Nicholls, 16, was awarded a gold medal in the accordion solo class under 17 and a silver medal in the accordion solo class under 19. Ken was also awarded a \$25 scholarship, the only one given to an accordionist at the festival. He was a gold medalist at the Peel Festival two weeks ago.

Area winners are as follows: Piano duet under 16 - (1st) David Wark, Thornhill and Janis Nicholls, Richmond Hill; Bach class under 16 - (3rd) Janis Nicholls; piano solo under 11 - (1st) Gloria Bowes, RR 2, Maple; piano under 14 (Variations on Three Blind Mice) - (1st) Janis Nicholls, (2nd) Jeanne Valentine; duet piano under 12 - (1st) Gloria Bowes, Jane Nunn, Richmond Hill; class 15 and under - (2nd) Janis Nicholls.

Accordions solo nine years and under - (1st) Gordon Barentin, Richmond Hill; accordion solo 11 years and under - (2nd) Christine Peat, Richmond Hill; accordion duet 12 and under - (3rd) Gordon Barentin and Kelvin Parke, Richmond Hill; accordion duet 15 and under - (2nd) Paul Schlichter, Gormley and Allen Miller, Richmond Hill; (3rd) Garry King, and Mark Sunderland, Richmond Hill.

Accordions solo class 17 and under - (1st) Ken Nicholls, Richmond Hill; accordion solo, 19 and under - (2nd) Ken Nicholls.

The pianists with the exception of Miss Valentine are students of Miss Judy Nicholls. Miss Valentine is a student of Miss Elizabeth Harwood. The accordionists are students at Mundinger's.



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