

Preparations Underway For Generating Station Changeover to 60 Cycle

Estimate Plants Supplying 25-cycle Power to Southern Ontario Will Have Been Changed Over to Operate at 60 Cycles by 1961

Now in the fourth year of the 25- to 60-cycle changeover of equipment in 904,735 Southern Ontario homes, farms, stores, offices and factories, the Ontario Hydro announced recently that initial steps are being taken on another important phase of its giant "Operation Standardization"—the changeover to 60 cycles of generating stations supplying 25-cycle power to the southern section of the province.

Making the announcement, Hydro Chairman Robert H. Saunders said the first hydro station affected would be the newest of the Commission's two plants at DeCew Falls, near St. Catharines. Engineering specifications are being prepared to change over one of the two units at this plant in 1954, so that this generating station can begin supplying approximately 61,000 kilowatts of 60-cycle power to the Hydro's Southern Ontario System by the Fall of that year.

The Hydro Chairman said 1954 would mark the start of a generating plant standardization program that would keep pace from that time with general changeover in the Southern Ontario "25-cycle island." It is expected that approximately 982,000 kilowatts of 25-cycle generation will have been switched over to 60 cycle by about 1961.

The DeCew Falls plant, one unit of which was installed during World War II, and the other in 1947, was the last of the Ontario Hydro's major water-power generating stations built to produce 25-cycle current. Recent hydraulic development such as the Chenuaux, Des Joachims, and Otto Holden stations on the Ottawa River, and the giant Sir Adam Beck-G.S. No. 2 at Niagara, are all designed to generate power at 60 cycles.

Mr. Saunders said that as well as adding power to the Southern Ontario 60-cycle system generally, the changeover of the one unit at DeCew would provide even greater service security to growing 60-cycle loads in the Niagara and Hamilton areas.

The remaining unit at DeCew, now supplying approximately 61,000 kilowatts of 25-cycle electrical energy to Southern Ontario, will not be changed over until near the end of the generation conversion program. It will be needed to provide 25-cycle power for the last areas to be affected by the general switch from 25 to 60 cycles.

Standardization of the one unit at DeCew Falls will necessitate the erection of approximately one mile of steel-tower transmission line, linking the converted unit with 60-cycle lines going to the Hydro's Burlington Transformer Station.

Mr. Saunders said the expense of changing over 25-cycle generating stations was included in original estimates covering the total cost of standardization in Southern Ontario. He added that the latter figure was now being revised, in the face of growing material and labor costs, steadily increasing demands for power, and a heavier saturation of frequency-sensitive equipment requiring changeover, than was originally anticipated.

The Old DeCew DeCew Falls is the site of another Ontario Hydro plant, a station built in 1898 and famous as "the cradle of hydro-electric power in Ontario." This plant is already delivering 60-cycle power to Southern Ontario customers.

For many years it provided power to residents in the Burlington and Oakville areas at the unusual frequency of 66 2/3 cycles. Generators at the plant were adjusted to 60-cycle operation early in 1951, when the Hydro's standardization program reached these areas.

A lot of the better things in life come to the people who wait—on themselves.

The groom is always called the lucky man. In some cases it might be the gal's father.



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Gives Vivid Story of England's "Big Fog"

By George Abell of Stouffville

Every part of the world has its own cross to bear as a result of Old Mother Nature. Japan has typhoons, India has baboons and the United States has tycoons but once in a while London has a fog that takes the prize for nastiness and discomfort.

To think that only a few weeks ago I told you that there was fog here. For the past three days this part of the country has been enduring a period of fog that makes what we had a month ago look very weak indeed.

Last week the weather was cold, damp and quiet and when the two million chimneys of the "Big Smoke" kept filling the air with smoke and soot a chemical change took place. Instead of one part of water and two parts of air the atmosphere became a yellowish black mixture made up of equal parts of soot, smoke and what seemed to be well used dish water. It was possible to breathe this mixture but not to see through it more than three feet.

As it thickened up on the first day (Friday) nobody paid much attention but when at three in the afternoon you had to be underneath a street light to see any glow the fog warnings went out and everyone that could leave their work got home as fast as

they could.

The suburban train service was good that first afternoon but very noisy because when fog service is on there are torpedoes placed on the track at each signal point and station approach that go off like young bombs when the first wheel hits them.

The bus service was soon about 100% disorganized. Timetables were forgotten and by six p.m. a lot of them were pulled out of service or just run into the nearest open place to wait for better times.

The garages and parking lots were full of cars left by their owners and there was hardly a hotel in London that wasn't full and had stranded travellers put up in the lobby and billiard rooms.

The next day (Saturday) the only change was that the fog had become blacker and the frost thicker. The queerest sensation was the quiet and absence of all usual sounds. Imagine a place of fifty thousand people, a few Saturdays before Christmas and hardly a soul in the shopping district all day long. No private cars were running, a few buses were on their routes but as most of them had their conductor walking ahead with a flashlight they made very little noise and no speed. Not one plane droned in the sky and the only regular sound for three

days was the rattle of trains in the distance punctuated by the bangs of torpedoes as they went along. In the evening I made for the public library and before reaching the main street a hundred yards away had wandered twice into private driveways on the left. (You always seem to bear left in a bad fog for some reason). A short way along the deserted main street I bumped, and I do mean bumped, into a man carrying a bulky object. He turned out to be a fellow immigrant pal of mine, late of the Royal Canadian Regiment and he started telling me the usual tale of woe about the long and cold trip he'd just had to get home from London. Lucky for us there was a door at the sidewalk's edge with a feeble light coming through the glass panel. On the glass it said "Coach and Horses, saloon bar" so we went in to finish our talk in the warmth and to see what the coach looked like.

So much for Saturday. Sunday was just the same, only the frost was thicker and the yellow fog had seeped in everywhere during the night. A news bulletin at noon said that the cattle which had arrived in London for the big Smithfield agricultural show were showing signs of distress. Eleven head

have died and the rest have been fitted with gas masks. That's the trouble with cows or anything else from the country. They are so used to breathing air that when they get to London they just can't take it like those of us who are used to the Big Smoke.

But today (Monday) the sun is shining, the roads are full of traffic and the sky is full of planes. The Big Fog is a memory and I for one hope we never see another.

One-third of the home accidents occur in the kitchen, says a safety authority. Is that what they put on the dining room tables?

We've never heard just what is the origin of the yawn. Let's just blame it on married life.

England has a post office on wheels, but the paper letters are written on remains stationery.

Both are Superb!

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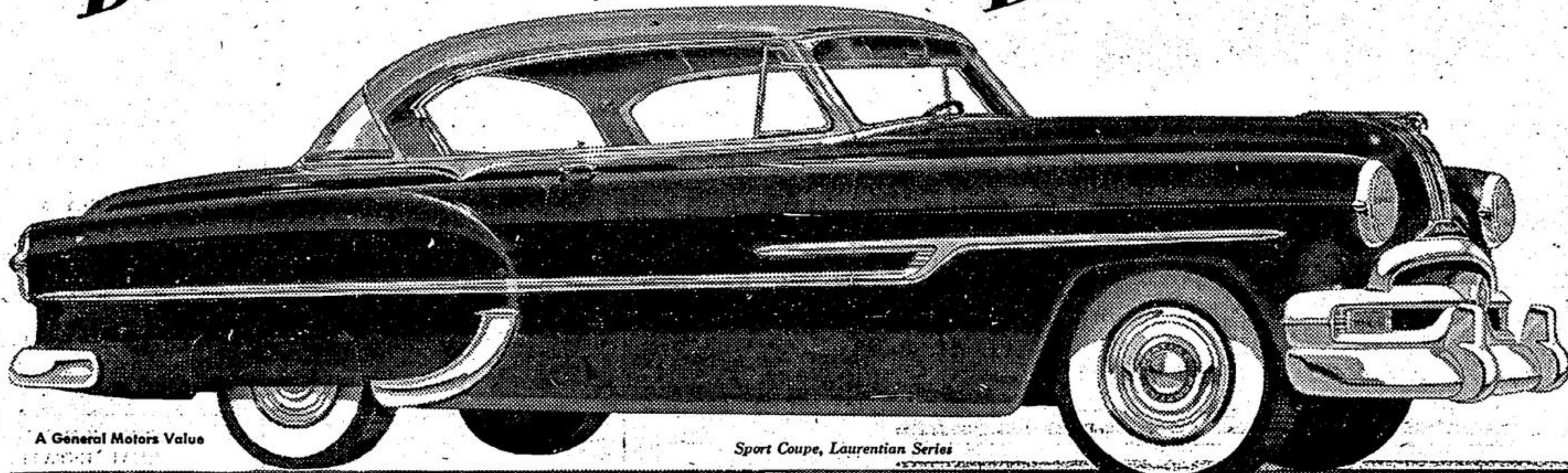
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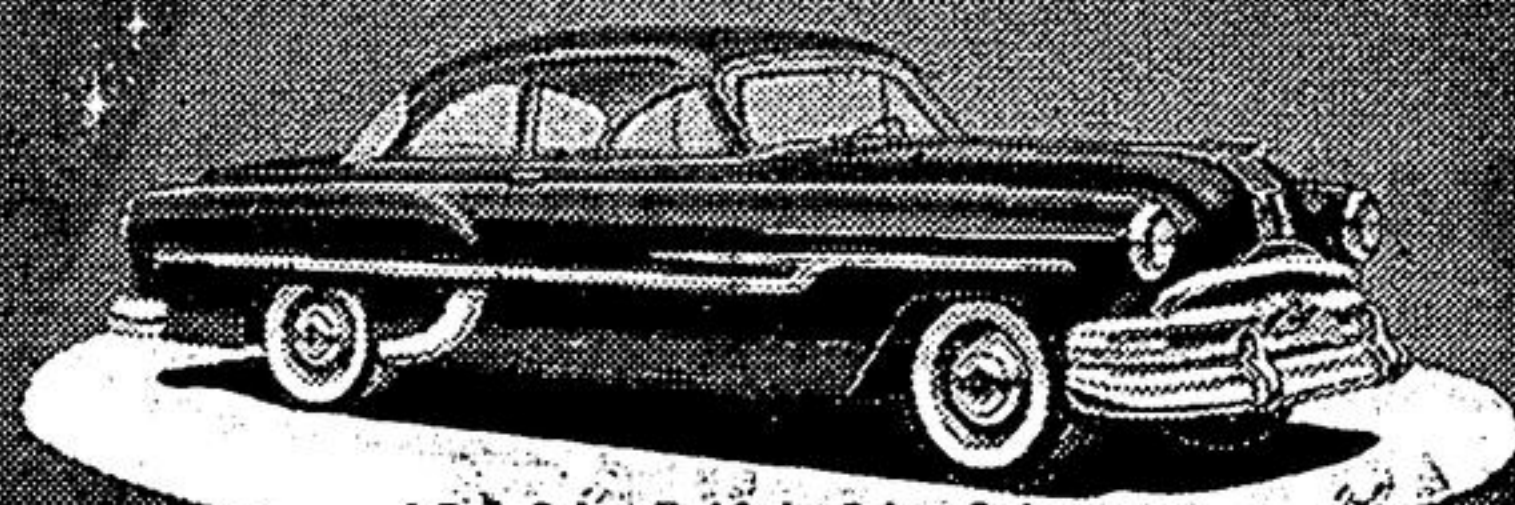
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