

Wimpey Subdivision Puts Park School at Capacity

As of Thursday, January 4, Park Public School, on Hyde Park Drive, is fresh out of teaching space.

Georgetown public school board declared the school saturated after reviewing class levels at a meeting Wednesday in their Newway Dr. office.

Park School's enrolment has been swelling since families began occupying homes in the Wimpey development in the town's west end. Two portable classrooms have been added to expand the number of grades to 11, and a third portable will be ready sometime this month.

Still, the facilities have been overtaken by registration. Inspector D.G. McDowell in attendance at the Wednesday meeting, concurred with the board's decision to draw the line. Some of the classes are approaching the 40 mark and one split class has pupils from grades one to four.

Chapel Street school with class levels comparatively on the low side will absorb new pupils coming into the Park school area.

Y-Sponsored Ski Classes Draw 40 Eager Beginners

Forty outdoor types ages 8 to adult assembled atop a North Halton Golf course slope Saturday morning all with a single ambition — they want to be able to stand on a pair of skis, start downhill, and arrive at the bottom in an upright position.

They're members of the Georgetown Y's class for beginner skiers, first lesson for which was held Saturday. Director is Stan Hegstrom, and instructor, Randy Hibbert and Jane McNally, who not too long ago were Hegstrom pupils.

"We had only an inch of snow for the first lesson, but that's sufficient for a class of beginners," the director told *The Herald*. "First time out we try to get them used to their skis and little else."

He said the class will get four sessions in basics this month

to bring them to the stage where they can negotiate the hill with safety and confidence.

"We start them out with a snowplow (skis turned inward) to give them the confidence they need and then progress from there adding other turns as they show improvement," he said.

Hegstrom said some US ski schools start the pupils on short two-foot skis and have them parallel skiing immediately forgetting about snowplow. "We don't advocate the snowplow as a good skiing method but I feel it has a place in beginner instruction because it gives the pupil something to rely on as a safety measure. They only know if they start to lose control on a downhill run they have this good slowing-system," he said.

He said novice skiers who

don't take instruction tend to leapfrog the snowplow and then stay with it exclusively before attempting anything else.

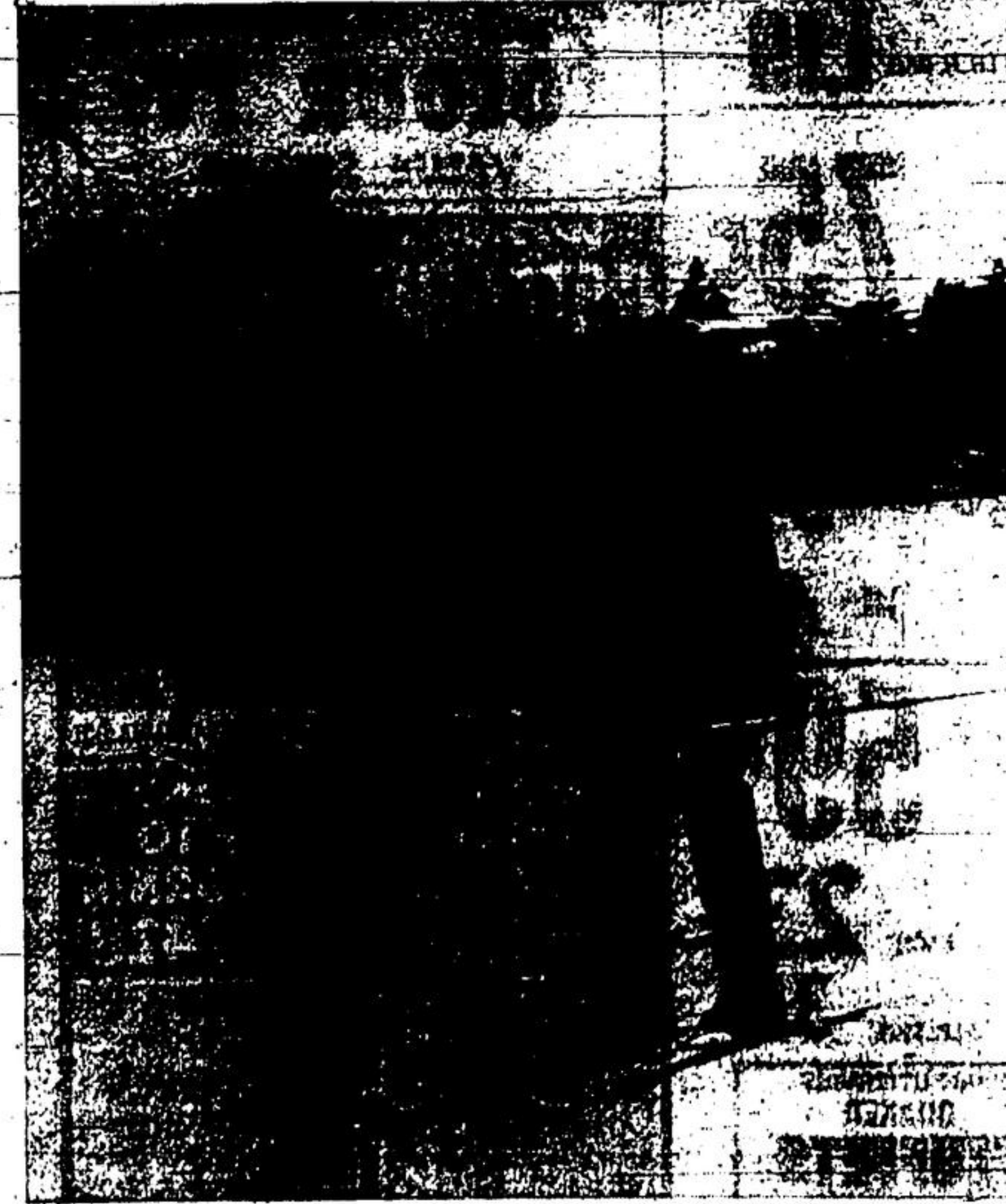
The minimum age for the course is eight because younger beginners don't have the strength in their legs to control their skis.

Though Saturday mornings have proved the best times for instructors and pupils Hegstrom said he regrets it conflicts with Saturday morning hockey. "There are a lot of good potential younger skiers playing hockey at the same time the lessons are available and we'd like to have some of them out, but I guess there's no way around it," he said.

The lessons will run on through February if enough interest is shown.



Jane McNally with group of ski novices



Randy Hibbert watches pupil Bob McNally start downhill.

Children in W. Ward's Elementary Park development are currently being bussed to Park School, however those assigned to Chapel Street will walk because of the shorter distance.

Park's crowding will be eased when a school is constructed in the west end.

SOCIAL and PERSONAL

On December 30th, Mr. and Mrs. Norman Ward, 48 McGillivray Cres. entertained Mr. and Mrs. Robert Brown of New Toronto and Mrs. Nora Pickersgill of Pusky, Yorkshire, England.

Mr. and Mrs. David Meakin, 46 Prince Charles Dr. and their daughters Julie and Heather went to Ottawa for the Christmas holidays to visit their parents Conroy J.W. and Mrs. Meakin and Mrs. and Mrs. Albert Lotan.

Mr. and Mrs. William Thompson, 51 Prince Charles Dr. were visited on Christmas Day by Miss Hazel Wesson of Toronto. On Sunday, New Year's Eve, they welcomed their son Joel, daughter-in-law Romayne and their children Julie and Jennifer of Ottawa as guests.

Mr. and Mrs. James Beckett and their children Jane, Scott, Kimberley and Cathy, 42 Prince Charles Dr. welcomed her mother Mrs. William Lyne and her sister-in-law and husband Mr. and Mrs. Garry Ruttie and their children Melody and David of Brampton as guests for the holiday.

Family gathering at New Year's. Mr. and Mrs. H. Cox and two sons, of Richmond were holiday visitors at the home of her sister, Mr. and Mrs. Thomas J. Kent, 41 Langstone Cres. Also visiting was their other sister, Mr. and Mrs. E. Stasyshyan, of Willowdale, and their parents, Mr. and Mrs. Charles Pope of Belhaven.

Mr. and Mrs. William Gordon, 24 McGillivray Cres. and their children Johanna, Ian and Andrew travelled to Kitchener where they stayed with Mr. and Mrs. James Courtney for the Christmas holiday. On New Year's day Mr. and Mrs. Gordon were visited by Mr. and Mrs. William Storchhouse and Laurie-Ann of Toronto.

Mr. and Mrs. Lorne From had had his sister Mrs. Harvey Copland of Apsley and her two daughters Leading Air Woman Mary Copland of Clinton and Leading Air Woman Jane Copland of Camp Borden, staying with them. For the New Year's celebrations Mr. and Mrs. From visited her mother Mrs. Ann Moss of Galt.

On Friday December 22nd, Mr. and Mrs. George Lane, 20 Byron St. were visited by Mr. and Mrs. James Lane of Galt. On Christmas Day they had a number of guests. Mr. and Mrs. Gordon Lane, Main St. N., Mr. and Mrs. George Lane Jr. Queen St., Mr. and Mrs. Winston Campbell, Mr. and Mrs. Stan Paeker, Georgetown and Mr. and Mrs. William Lane of Georgetown.

Mrs. Mary Wagt of Amersfoort, Holland came to Canada to attend the wedding of her first grandson which took place in Guelph on December 23rd, 1967. She has been staying with her daughter and son-in-law Mr. and Mrs. Ernie Rosset, 53 Windsor Rd and her daughter and son-in-law Mr. and Mrs. Peter Joopman of Erin. Mrs. Wagt plans to return home in March.

On Saturday December 30th, Mr. and Mrs. Thomas Ledwidge, 27 Byron St. had visitors. They were her parents Mr. and Mrs. William Wade of Toronto, her brothers and sister-in-laws Mr. and Mrs. Roger Wade and sons Mark and Jeff of Willowdale, Mr. and Mrs. William Wade Jr. and Anthony of Newmarket, Mr. Raymond Wade of Toronto and Mr. and Mrs. Alex Sage and children Michael, Brad and Kerol of Scarborough.

Mr. and Mrs. Karl Heisler, 18 Hale Drive, had his brother-in-law Mr. Heinz Wetzig and son Walter of Hamilton with them on New Year's Day. At midnight on New Year's Eve Mr. and Mrs. Heisler phoned his brother and sister-in-law, Mr. and Mrs. Robert Heisler and children Christine and Eddie of St. Peter, California. At 1 a.m. on New Year's Day their eight year old daughter Sylvia phoned Lawton, Ok. LaHogue to speak to her aunt Linda, Magie and James Jr. She wished them a Happy New Year and invited them to visit Georgetown this summer.

Promise Action to Remedy Fourth Line Intersection

The Hwy. 7 'black spot' at the Fourth Line, east of Norval, will soon be erased, Dept. of Transport spokesmen promised following a meeting with Chingucousy Reeve Cyril Clark Wednesday. The reeve had called an inquiry following a rash of accidents, one of which claimed two lives.

"There are several recommendations we can make regarding the corner," pointed out Richard Shannon, DOH traffic engineer for this area. "However, we will only be able to come to any definite conclusions after we complete the necessary groundwork."

Reeve Clark recommended that a portion of the row of trees be removed from the southwest corner of the intersection, giving better visibility in both directions. Township engineer, Kenneth Comyns, will look into the township's option on the land on the corner.

Mr. Shannon commented: "Until we complete the necessary groundwork, we wouldn't want to make any concrete recommendations. Next week, we will measure the traffic flow on the two roads, make visibility sightings, check the traffic's average speeds and general observation of the traffic signs. We don't want to make any suggestions that are going to prove a greater headache than we already have."

LIGHTS NO-HBLP
Quite often, double white lines aren't the answer. Neither are flashing amber lights or even regular traffic lights. I don't think lights will be recommended in this case at all. If they were, we would find the

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number of rear-end collisions increased considerably. The general traffic flow would be slowed down too and we certainly don't want that," Mr. Walker added. The others agreed.

FOUR CARS

The consultation ended with the most likely solution being widening of the highway to four lanes to accommodate left turns on the centre lanes, or 'storage lanes' as Mr. Shannon termed them.

L. E. Walker, executive engineer to the deputy minister of highways commented, "The accidents that occur at this intersection aren't of the ordinary sort. A great number of them involve vehicles which pull out to pass slower cars they are following. And unless the driver of the following car is familiar with the area, quite often he won't realize that the car ahead is perhaps slowing down to turn at the concealed intersection ahead."

"If the leading car makes a right-hand turn travelling west on Hwy. 7, everything is fine. However, the accidents occur when the car proceeds to make a left-hand turn down the 4th Line. A case in point is the double fatality a couple of weeks ago at this corner.

"In 1965, only one accident was reported at this corner. In 1966, four, and in 1967 our records show ten accidents. In these three years, six collisions were of the type Mr. Walker mentioned." Mr. Shannon added: "Five others involved cars on the Fourth Line travelling north and being hit while making left hand turns onto the highway."

"But doesn't this simply reflect the increased number of cars using the highway?" Reeve Clark questioned.

NUMBER DOUBLED
Robert Knight, Peel County planning engineer replied: "In 1965, about 1,255 vehicles used the Fourth Line West. In 1967, the number increased to 2,843 vehicles. This is a two-way average per day taken over a period of seven days each time. As you can see, traffic has doubled."

"This is correct," Mr. Shannon answered. "However, quite often, the only difference between a minor collision and a fatality is a matter of inches.

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