

Commuter train must continue, update service

The Guelph-to-Toronto commuter train must continue, with updated service, the Canadian Transport Commission ruled last Wednesday.

The application of the Canadian National Railways for authority to discontinue the passenger train service between Guelph and Toronto, provided by trains 886 and 887, was refused.

The committee will reconsider the application in a year, and the C.N. is directed to report on the feasibility of alterations and promotion of the service, aimed at reducing losses and improving service.

The C.N. has been instructed to operate with modern equipment, and the 100-seat coaches presently in use are to be removed. The feasibility of operation of trains co-ordinated with bus service is to be investigated. Future transportation needs of the area are to be studied by C.N. and every effort to reduce costs is to be made.

At hearings in Guelph in March and April, briefs and individual witnesses all favored the continuance of the service, with the exception of the Gray Coach Lines which indicated it could provide alternative service.

The application was also heard in Owen Sound. The commuter operates Mondays to Fridays, and George Paul opens up the station here in the mornings for the half-dozen or so passengers to wait outside. The train stays in Guelph overnight. Traffic is light out of Guelph, with little pick-up until it reaches Brampton, the report states. About half the total passengers enter at Weston. About 400 to 500 passengers are carried each day.

80 per cent subsidy
The committee determined the service incurred actual losses and it is likely to continue to be uneconomic. The service will operate with an 80 per cent subsidy on losses incurred. This replaces the old system of direct annual subsidies.

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Subsidy would amount to \$117,848 a year based on the 1969 loss.

Findings in report
The report states "The accommodations for passengers on these trains are not of the standard that customers of the C.N.R. have a right to expect. Specifically, the 100-seat coaches, built in 1919, are crowded and uncomfortable, and have no air-conditioning. The

surprising thing is that so many people are prepared to put up with conditions as they are, and ride regularly on these trains. "Canadian National is clearly capable of a better effort. It is inconceivable there are not modern coaches in the railway's inventory that could be substituted for these relics of a by-gone age."

Reduce losses
"We are not fully persuaded

that C.N. has investigated as fully as it can, possible alterations and improvements in the service that might render it profitable or, at the very least substantially reduce the losses it now incurs."

"Canadian National must make the effort to co-ordinate and harmonize the operation of this train with those of public transportation by highway. "The probable future trans-

portation needs of the area justify the continuance of this service."

The commission decision is the first under the 1967 National Transportation Act, which says the government must pay up to 80 per cent of losses on lines which the commission decides are uneconomic but must be continued.

The commission ordered discontinuance of six other lines in

south-western Ontario, including trains between Toronto and Palmerston, Palmerston and Owen Sound, Palmerston and Southampton, Stratford and Kincardine, and Stratford and Goderich. All were operating at losses.

Acton's hearing
In Acton, a hearing was held when presentations were made opposing the closing of the station. Many of the same points

were made here as were later made at the hearing in Guelph on the application to discontinue the commuter trains.

Council, the Chamber of Commerce and high school students were among those supporting continued railroad service here at the previous hearing in Acton.

A group of Rockwood citizens made a presentation at the hearing in Guelph in April.

Ask quarry trucks to use 22 Sideroad

A representative of Industrian Quarries near Acton and a representative of ratepayers living in the area of 17 Sideroad will attend a special meeting of Esqueping Council, this afternoon (Wednesday).

Purpose of the meeting is to request trucks hauling from the quarry travel south on the Third Line, then west on 22 Sideroad to Highway 25 instead of using the present truck route (south on the Fourth Line and across 17 Sideroad), until council has had time to arrange a meeting with officials of the Department of Highways and Department of Transport.

Present petition
John Michie and Dick Looye headed a deputation of 22 ratepayers, who presented a petition to council Monday night, asking that the township's designated truck route be changed from the Fourth Line and 17 Sideroad to the Third Line south to 22 Sideroad and west to Highway 25. The petition carried 42 signatures.

Mr. Michie told council ratepayers are not concerned about licenses issued to township residents, but are concerned about those issued to non-residents. He asked that the issue of licenses to non-residents be restricted.

Accuses council
Mr. Looye claimed more than 90 trucks per hour now travel on 17 Sideroad and accused council of creating a nuisance in designating the truck route.

"Why didn't you ask the people first?" he queried. "You tried to

make legal what is morally wrong," he continued.

Mr. Looye's accusation provoked a heated discussion involving himself, deputy-reeve Tom Hill and councillor Ken Marshall.

"That's one thing we need in this township, someone to guide our morals," councillor Marshall replied facetiously.

Councillor Marshall asked what assurance Mr. Looye had there would be no trucks on the road, when he first built his house.

"But why do you have to issue permits to non-residents who make a profit out of it?" Mr. Looye snapped back.

It was Mr. Looye's contention that if council could pass a motion making the Fourth Line and 17 Sideroad a designated truck route it could also pass a motion changing the route to the Third Line and 22 Sideroad.

Safety factor
Mrs. A. J. Markham expressed concern for the safety of children on 17 Sideroad.

"This is number one. This is why I'm here," she told council. "I can't see making it a truck route is making it safe," she went on.

Mr. Michie pointed out Nassagaweya township were in much the same position.

"They have truck routes where they don't want them and they can't do anything about it now," he said.

Shorter route
Dorothy Stone, another member of the deputation explained the present truck route is

between four and six miles long, while it is only one mile across 22 sideroad.

"Wouldn't it be cheaper to build up one mile of road than the four to six miles?" she asked.

Councillor Marshall reminded the deputation Minister of Mines Allan Lawrence is bringing out a new act to govern the operation of quarries. It was councillor Marshall's impression that under the new act the Department of Highways would build roads adequate for truck use.

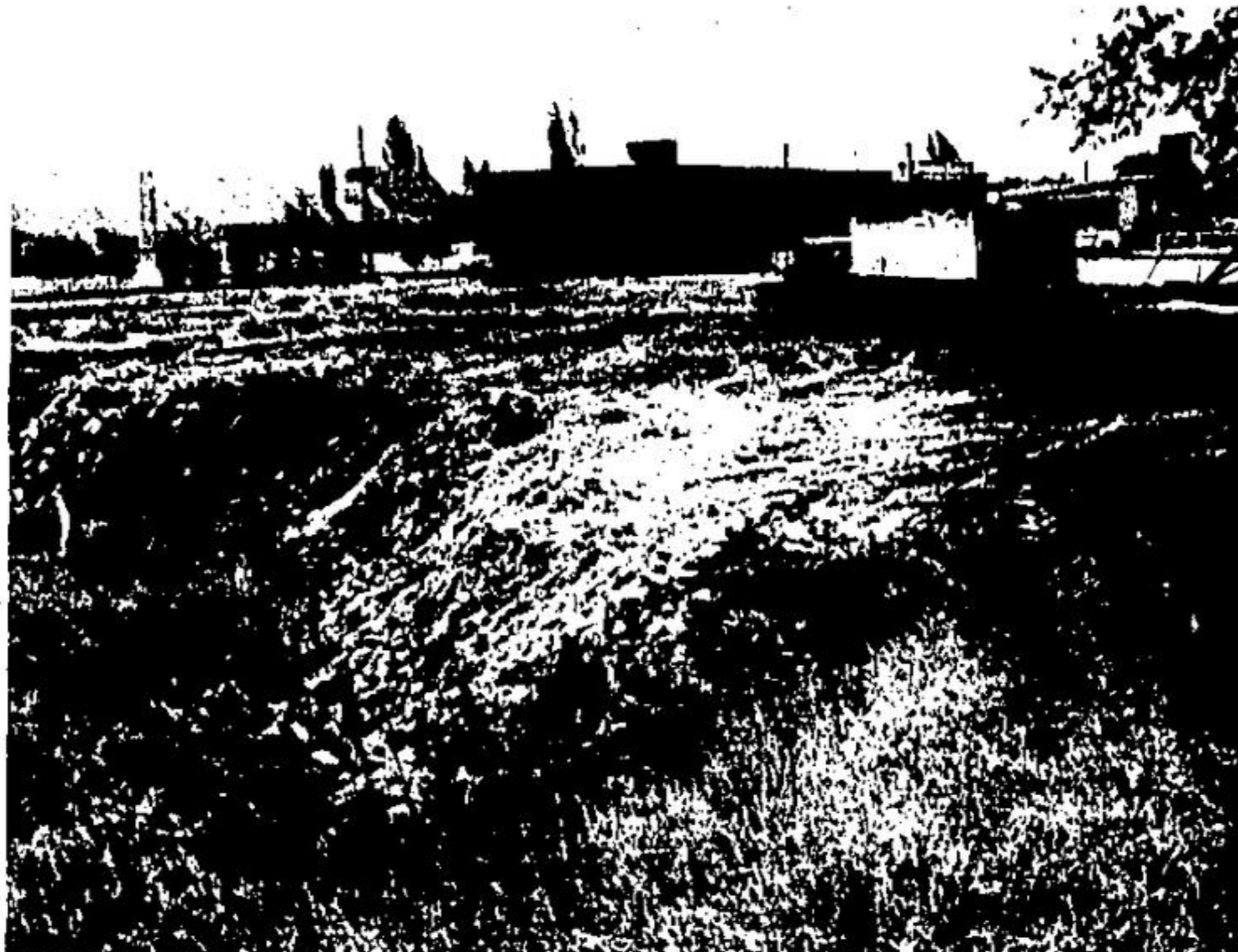
Councillor Marshall was also curious why members of the deputation had not attended a publicly advertised meeting Mr. Lawrence held in Brampton in June.

Miller sympathizes
Councillor Russell Miller sympathized with the deputation. He admitted it seemed rather foolish to have a truck route six miles in length, when there is a shorter route.

Councillor Wilfrid Leslie thought council should ask the Department of Highways to construct a truck route.

Council agreed to have roads superintendent C. E. "Bud" Snow look after two final requests from the deputation.

A. J. Markham asked that permits for pup trailers be cancelled immediately. "They come barreling down there 65 miles an hour," he complained. Duilio Marcolini requested signs be erected on 17 Sideroad for the protection of children.



TRUCKERS have been busy this week dumping fill on land at the corner of Queen Street and Churchill Road, site of a proposed four store plaza. Contractors

are presently awaiting approval of the Ontario Municipal Board and issue of a building permit before beginning construction.—(Staff Photo)

Continue study on human skeleton

No positive identification has yet been made on a human skeleton found in a shallow two foot deep grave near Aberfoyle last Friday, Guelph OPP told the Free Press, this morning (Wednesday).

The skeleton is presently undergoing examination at the Forensic Science Laboratory in Toronto and police say it will likely be a week before a decision is made.

Protruding shoe
The skeleton was discovered Friday morning by 18 year old Ray Mischuk on his parents' property the Silver Birch club on the Corwin Road, near Aberfoyle. A shoe protruding from the ground led Mischuk to discovery of the body. He went to the house to look for information in the encyclopedia, when he also found a bone sticking out of the earth.

Call police
Guelph OPP were called and together with criminal investigators from OPP headquarters in Toronto arrived

at the scene and began digging operations. After considerable digging, the body along with a pile of rotting clothing was sent to the Toronto laboratory. It is believed the body measured approximately five feet three inches in length.

The grave is near an entrance to the Mischuk fishing lodge, a few feet from the road and in a clump of bush.

Missing persons
The site is in an area where at least four persons have been missing for some time.

Marianne Schuett, 10, of Kildee disappeared in April 1967, when a man picked her up in a car.

Lynda White, 20, a co-ed at the University of Western Ontario disappeared the same day she wrote a French examination in November 1968.

Two boys in the area have been missing for some time as well: Keith Henry, 9, of Waterloo since July 1963 and Frank Jensen, 9, since February 1968.



MAYOR LES DUBY snipped the ribbon to officially open the brand new Acton branch of the Toronto-Dominion Bank, Monday afternoon. Looking on are

George Smithson (left), general manager of the bank's Ontario division and Acton branch manager Don McDonald.—(Staff Photo)

Chamber suggests liquor plebiscite

Acton Chamber of Commerce is in favor of a liquor plebiscite at municipal election time in December and intend to inform Acton Council of their position by letter.

President John Shadbolt told the Free Press this week the Chamber feels a plebiscite should be held whether facilities are available in town or not. Delay in holding a plebiscite would act as a deterrent to motels or restaurants locating in town, he intimated.

A plebiscite must be held if the question receives a majority vote of council, according to Mr. Shadbolt. He expects to receive further information on the matter from the Liquor Control Board soon.

Claims by-law violated referred to solicitor

Esqueping deputy-reeve Tom Hill told Golden Horseshoe Dragway critic Peter Bowman Monday night, he had better contact the township solicitor if he wished to dispute the wording of the new by-law licensing and regulating the racing of motor vehicles.

Mr. Bowman told council the by-law passed at last week's meeting restricted racing in September and October to Fridays and Saturdays from 3 until 11.30 p.m. and made no mention of Sundays. He claimed the dragway operated Sunday, completely contrary to the by-law. Gates opened and car motors started revving up at 11 in the morning according to Mr. Bowman. This, he contended, represented a violation of the township's Sunday sports by-law, which was drawn up in accordance with the Lord's Day Act.

"I'm no lawyer, Peter," deputy-reeve Hill replied. "Our solicitor drew these up. If you want to argue them with him, argue them with him. I'm not going to argue at all," the deputy-reeve added.

In answer to Mr. Bowman's question about why the dragway was in operation at 11 a.m., deputy-reeve Hill answered "If he wants to break the Lord's Day Act, he'll have to take the consequences."

Heated discussion
In an effort to draw the discussion to a close, councillor

Ken Marshall said he thought council should thank Mr. Bowman for bringing the matter to their attention and promise him they would look into it.

"Does that mean, Mr. Marshall, you think it's okay for motors to start at 11?" Mr. Bowman asked.

"It means, Mr. Bowman, I think you've had enough to say and it's time you sat down," councillor Marshall shot back in no uncertain terms.

Mr. Bowman proceeded to take a seat.

Scout, cub leaders urgently needed

Members of the scout group committee are seriously concerned about the lack of leaders

Drugs seized
Seizure of a substance, presumed to be marijuana, was made by two Acton police officers Saturday morning. They were making a check of a vehicle about 12.30 p.m. when they located the substance.

It is anticipated a charge will be laid by the R.C.M.P.

Girl hurt Saturday

Karen Coles, 12, was knocked off her bicycle Saturday afternoon and hurt her lip and teeth when she fell. The girl was riding her bike on Main St. N. and a car driven by Malcolm Hill, Main N., was backing into a driveway, when the accident occurred. Police investigated.

Sow grass seed on Lakeview parkland

Parks employees were busy last week harrowing and planting grass seed on parkland situated on the Lakeview side of Fairy

Lake, adjacent to Elizabeth Drive.

A fence is also to be erected eventually to prevent cars from using the land as a place to turn around.

Switch date for meeting

A meeting to explain details of the International Fellowship Incorporated student exchange program, originally scheduled to be held at the high school tonight (Wednesday) has been switched to tomorrow (Thursday) night in the cafeteria at 8.

At the September 24 meeting of Acton Parks and Recreation Committee, vice-chairman Bob Laughlin said he had received a price of 85 cents per foot for steel highway type fencing with all hardware included.

Arena manager Harold Townsley was instructed to obtain a comparative price for wire rope fencing. The committee will then have a look at their budget and make a decision at an administration committee meeting. Approximately 500 feet of fencing is required.

A special report: A chilly day with C.N. commuters

Following the Canadian Transport Commission's sharp criticisms of the commuter trains which pass through town each day, columnist Wendy Thomson made the trip Monday to see for herself — and Free Press readers — just what a commuter's life is like.

By Wendy Thomson and Commuters

Commuters must be special people with an inner strength that some lack. I joined the crowd on Monday when two errands called me into Toronto. Since buses make me vigorously ill, the C.N. train was the only answer to my transportation problem.

A phone call to the Zenith number in Guelph provided me with the information that there was one train to Toronto at 6.49 a.m., (return 6.30) all given in a tone that seemed to suggest that I was putting the agent to an unnecessary amount of trouble, and I almost found myself apologizing for disturbing him at 7 in the evening.

Headed, chilly
Monday, 6.49, found me at the C.N. station in Acton, cold and hungry. Rising at 5.45 gave me plenty of time for everything but eating. The platform was cold and silent, the pitch dark an unwelcome place for a lone woman to stand. I learned later that the station was open, if I'd come out of my huddle long enough to walk around to the door.

What do women do with their families if they drive their husbands to the station?

Bundle them out of bed and into the car so early?

Splatter, rear
Just as a splinter of dawn light appeared between the black clouds and the eastern stretch of track, the train roared in from the west, four fairly substantial-looking coaches that aged considerably as they got closer. The six people from Acton joined 13 from Guelph.

On board, I settled myself, preparing for an interesting trip, listening to the small talk. The seats weren't uncomfortable, but not comfortable either. They were just there. No one tried to nap as there was no place to rest your head unless on the window.



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