

Ontario GO-train to replace CNR early bird all passengers may be bussed from Guelph

Revelation that the Ontario government will accept the responsibility for transportation of passengers who normally take the early morning CNR train from Guelph to Toronto, once the new GO-train service is initiated in the Fall of 1973 was made at a meeting of Esquering Council Monday night by Hugh Clelland, manager of project development for the Government of Ontario transit.

Clelland appeared at the meeting along with James Brown, rail operations engineer with the Transportation Operations branch to ask council's feelings about the location of a storage area for the new GO-train passenger cars.

Council previously stated a preference that the passenger car bedroom be located on the east side of the Seventh Line crossing close to Georgetown, because of possible traffic tie-ups

at the crossing. However, the transit department has since conducted a survey and the representatives returned Monday night to ask that council consider a location on the west side of the Seventh Line.

Will replace

Conversation switched to the early morning Guelph-Toronto train, which normally arrives in Georgetown at 7.02, when Clelland told council an early morning GO-train leaving Georgetown at 7.05 will replace it.

Clelland said no arrangements have been finalized, but he did mention the possibility of a bus service between Guelph and Georgetown, one that would presumably pick up passengers in Acton.

Subsequent GO-trains will depart from Georgetown at 7.25 a.m. and 7.45 a.m., he said. GO-trains will arrive back in

Georgetown in the evening at 5.48 p.m., 6.08 p.m. and 6.28 p.m. Clelland said the 6.28 train will replace the present CNR return train which arrives in Georgetown at 6.31 p.m.

Still on

A second CNR train which travels between Stratford and Toronto, arriving in Georgetown at 8 a.m. and returning at 5.35 p.m. will continue to operate even after GO-train service starts, Clelland said.

The government transit department has suggested three locations for the passenger car storage area, one on the east side of the Seventh Line and the other two on the west side.

Clelland said Monday night he can't foresee anymore than a one minute delay at the Seventh Line crossing when the GO-train passes. He pointed out each train has just six cars. However, he admitted the trains will produce

some noise when they are generating their engines. He suggested a location west of the Seventh Line crossing would be ideal, since there is a natural bush there which helps to muffle the noise.

"What about the people who live on the Sixth Line? We don't really care about Georgetown," Deputy-revee Russell Miller asked.

"Well Georgetown are quite concerned," Clelland replied with a smile.

"In actual fact they let these engines run all night don't they?" Councillor Dick Howitt interjected.

"Yes they're on idle," Clelland answered.

Councillor Len Cox pointed out there is a greater open space to the south of the tracks on the Georgetown side of the Seventh Line than there is on the township side. He also maintained council

must consider the people who drive to work on the Seventh Line.

"It might impede our motorized traffic," he suggested.

Resident speaks

Sixth Line resident John Robson who was also in attendance said there are eight residences to the south of the tracks on the township side of the crossing but none to the north up as far as 22 Sideroad.

Reeve Tom Hill pointed out that there is also a good bush area and a new growth of pine north of the tracks, which he felt would help to muffle noise.

Robson offered the suggestion that all three proposals be scrapped and the rail car bedroom be constructed parallel to Indusmin Quarries near Acton,

where he claimed there is already an evening noise factor. Clelland asked council for a firm commitment soon, explaining his department hoped to be able to negotiate voluntary land sales.

"We don't have sufficient time to expropriate," he said.

In an obvious reference to Ontario Hydro's alleged failure to keep council informed about proposed locations for their 500 KVA power line, Councillor Dick Howitt concluded.

"Municipalities are kept uninformed so often, that when we do get a department that does let us know about proposals, I think we should be good enough to talk it over."

Council agreed and promised the representatives an answer soon.



MISS ACTON Fall Fair 1972, Valerie Mitchell a Grade 11 student at Acton High School impressed judges and audience alike with her beauty, poise and talent at the Fair's Friday night show in the arena. Valerie was chosen Miss Acton Fall Fair from a field of nine girls. (Photo by D. Gibbons)

The Acton Free Press

VOL 113 - No. 21 ACTON, ONTARIO, WEDNESDAY, SEPTEMBER 20, 1972 Twenty Minutes - Fifteen Cents

Fall Fair draws record crowd

It wasn't just fair - it was excellent!

Saturday's attendance at Acton fair rose to a new record as gate receipts topped last year's by \$400. "I don't know how you'd ever guess the attendance figure," secretary-treasurer Mrs. C. W. Swackhamer admits. There is no charge for children, and hundreds trooped in as part of the long parade. Certainly the figure would top last year's estimate of 10,000 people attending on the two days.

Perfect weather brought forth local people and many visitors. They came early and stayed late.

The entire fair board under Bert Hinton was well pleased with the fair, despite some difficulties with the operators of the midway.

Commercial exhibits were thronged. The saddle horse classes were termed "outstanding" and heavy horses were also good. There were more sheep entries than usual, and the cattle classes had to be rushed along to completion.

Great parade

Top float of the parade was the Acton School of Dance entry, bearing a bevy of beautiful dancers and 5,000 tissue flowers. It was headed by four prancing reindeer, Karen Hillman, Diane Bousfield and the Civiolo twins with Santa Claus Sue McPhail. "It made a month's work worthwhile" beamed teacher Joyce Carpenter.

This float also won first in its category for service clubs and organizations.

In second place was the Acton Figure Skating club float with many youngsters. Third was the impressive Legion float with a model of the cenotaph and Ernie Kirschner highlighted in his Horse Guards uniform.

Novelty floats

Winners in the novelty float category were The Old Lady in the Shoe entered by the Figure Skating Association, Bill Taylor in disguise and the Thunderjet 500 model car.

In the business and industrial float category first place went to

the Bank of Montreal, which handed out welcome samples of money (pennies) and candies. Second was the Eramosa Flower Mart, whose float, bedecked with trellised flowers, held the Miss Acton Fair contestants. Third was A. and J.'s place, formerly Milady boutique.

Judges for the competition were Mrs. Ann Katz, Gary Dawkins and Mrs. Donna Metcalf.

In convertibles

Officials and dignitaries led the parade, including Bert Hinton with wife Mary and daughter Cathy; ladies' president Mrs. E. Archibald, Reeve Oakes and

Mrs. Oakes, M.P.P. Jim Snow, candidate Terry O'Connor, reeve Tom Hill, Citizen of the Year Dave Dills, sheriff Mac Sprowl, life member Sandy McLean, Miss Anguette Carol Somerville, Halton Dairy Princess Karen Marshall, Queen of the Shorthorn Lassies Cathy Lasby and Furrow Queen Mary Anderson, Rud Whiting with cheerleaders, and the beaming Miss Acton Fair contestants.

Acton Citizens' Band surrounded their musical colleagues of the George Harvey Secondary School, Toronto, who didn't parade before; more music from the Guelph Royalties and the Shaynes.

Many marchers

Adding to the length of the parade were entries including L. and L. Motors, the Ramettes, old cars, Cedar Valley riders, dogs, Calvinettes, Hanover High-Lites majorettes with the Canadian champion Bonnie Carter, Arkel Mini-Marchers, about 60 guides and brownies, 4-H club with calf, minor sports teams in uniforms, huge and tiny tractors, a bus full of Y supporters, Lions and Lionettes with a giant birthday cake; a scout and cub float and finally the fire truck, St. John ambulance truck and an innovation - the Youth Council cleanup crew.

Decorated bikes and trikes joined in at Knox church.

M.P.P. George Kerr and Warden Swanborough missed the parade but joined in the opening speeches; others there were Mr. Whiting and Mr. O'Connor. Official words of opening were said by J. D. Tate.

(Continued on Page Two)



POPULAR MIDWAY rides and games of chance attracted much of the record crowd at Saturday's annual Acton Fall Fair. Perfect weather brought both local folks and visitors out for the fair and last year's gate receipts were exceeded by \$400. (Photo by J. Dills)

Only 75 register

Only three night school classes will definitely operate this term, after registration Tuesday which co-ordinator Boris Shean termed "dismal". About 75 people came to registration night at the high school, spreading numbers too thin over the courses offered.

The upholstery class is full and registrations are cut off. There could still be one or two more in the sewing class says Mr. Shean. Typing will also run for sure and can take more.

Borderline

He wants to promote the borderline classes - bridge, needlecrafts and pottery, which have nearly enough applicants to begin.

Classes start the week of Oct. 2 and there is still time to register, at the high school or by contacting the board office at ZE 19220.

Begin work at arena

Dalton Engineering contractors moved their equipment into the Acton arena Monday morning immediately following the Fall Fair cleanup and work on bracing the west wall against the wind began yesterday (Tuesday).

Area manager Harold Townsley estimates the job will take three weeks. However, he says the work will not interfere with the September 30 Lions Club Fall Frolic dance. Work on the lower part of the wall is expected to be completed by then.

Parks board is still awaiting a wind analysis report on the entire building.

Lists next week

Complete lists of prize winners will appear in next week's Free Press. Space in today's issue is devoted mainly to a general account of the fair and pictures.

Halton Liberals give nod to Rud

An overflowing crowd of Liberals gave MP Rud Whiting the nod to represent them in the 1972 election campaign. The nomination meeting was held in The Galaxy Club in Oakville Tuesday and Whiting was acclaimed.

A pipe band, jazz band and a group of young cheerleaders set the pace for the placard-waving Liberals. Brochures and signs that read "Whiting works for people," were in abundance.

Reviews record

In his speech Whiting thanked the large audience for attending. He reviewed his own record and the record of the Prime Minister. Whiting suggested that so far the most important thing the

opposition has brought up in this riding has been the posting of signs. "If that is the most important criticism I receive, I'll consider it flattering after being in the house for almost five years."

Guest speaker

Minister of Corporate and Consumer Affairs Bob Andras was the guest speaker. He followed the theme "Whiting works for people," picturing the MP as a diligent, hard working servant while he heaped praise on Trudeau for his leadership and decisiveness during his first term as PM.

Whiting received a standing ovation at various times during the evening.

Applications swamp warden

Applications are pouring in by the hundreds to Halton county warden Swanborough for Passports to Halton. Clerks at the county building haven't had time to count, the mail is coming in so fast.

(A copy of the application form appears again in today's Free Press).

Passports will be mailed out soon to applicants, with more details concerning special tour hours.

Acton stops

First stop for tourists through Acton is the park and Fairy Lake. The centennial committee is planning a display in the arena for visitors to see and will provide information on new houses, restaurants, etc.

Details of the second stop, at Beardmore, are still being arranged.

At the two Beaumont mills in Georgetown and Glen Williams, workers have agreed to work the two weekends involved and take off two other days of the week so visitors may see everything in operation.

Change charge

The Ontario Electric Railway Association in Nassagaweya has agreed to charge only half price for rides on the two weekends. Halton county museum in Nassagaweya waives admission charge for passport holders.

Some groups will be taking the trip by bus, such as senior citizens and school classes.

Tours will be taken on three successive weekends, starting Sept. 30 and Oct. 1. Object is to get 16 stamps in your passport.

Esquering steers "middle" course in controversy

Esquering Council has drawn sharp criticism not only from neighboring municipalities but also from some of its own rate-payers after presenting a brief to the Solandt Commission last Wednesday night in which it endorsed as the better of two alternatives Ontario Hydro's proposed middle route for its 500 KVA power transmission line.

Representatives of the township councils of Esquering, Chinguacousy and Toronto Gore, the Coalition of Concerned Citizens, private businesses and individual ratepayers presented briefs or addressed the Commission at a special open meeting at Central Peel High

School. The two man commission headed by Dr. Solandt was appointed by the Ontario government to consider the implications of the Pickering to Nanticoke power line.

The middle route, favored by Ontario Hydro passes through the extreme northern end of Chinguacousy and through a southerly portion of Erin and Eramosa, but does not affect Esquering. The southern route would pass directly through Esquering south of Georgetown somewhere between Five and 10 Sideroad, then swing north running parallel with a north-south line which may split the township's Fourth Concession, passing through

many properties.

Howitt speaks

Speaking on behalf of the township, Councillor Dick Howitt, who serves on both council and planning board received a cool reception from the predominantly Chinguacousy audience when he said Esquering supports Hydro's middle route.

"It may seem like a selfish attitude, but the council of Esquering was put there to look after the concerns of Esquering residents and nobody else's," he explained.

He claimed council was not aware Hydro was considering an alternate route to the south until the Solandt Commission hearings

commenced in August. Council has not been consulted by Ontario Hydro at any time, he said.

Howitt's explanation failed to convince Mrs. Peter Branch whose property on Lot 1 Con. 10 south of Georgetown would be cut in half by the alternate southern route.

"You haven't bothered to inform us. This map is in your township office. How do you explain this?" she asked.

Later Mrs. Branch's husband Peter said he was glad to hear Esquering Council favor the middle route.

"I understand our council has been taking the middle route in these courses of action ever since

Confederation," he cracked.

Mr. Branch expressed the hope Ontario Hydro officials will visit Esquering before they finalize a route for the north-south line.

Wants contact

Howitt said that since council has not been contacted about the north-south line he would not comment on it. However, he emphasized council would like to have more to say about it.

Dr. Solandt said he would not advise on the north-south line because municipalities have not been advised about it.

In answer to a question from the floor, a Hydro spokesman said that the area where the north-south and alternate east-

west lines would run together would probably require a right of way width of 775 feet. He said Hydro will suggest to Esquering Council that an area north of Lot 22, Con. 5 where there are now two gravel pits, might be a good crossing area.

The spokesman said it was Hydro policy to try to avoid historical sites such as the Scotch Block house on 10 Sideroad which is owned by Councillor Howitt. He later apologized for using Councillor Howitt's name.

Citizen's brief

Speaking for the Coalition of Concerned Citizens, Rick Symmes, a resident of Esquering recommended that Hydro be

required to put in an interim plan to allow sufficient time for further study and a second look at putting the line across the parkway belt proposed in the Toronto-Centred Region plan. It is believed the parkway belt will be located just north of Highway 5.

Symmes asked that if Hydro was to be given more land they first be required to prove they are making full use of all the right of ways they now have.

"Wherever it goes, the line should be in a more palatable form with a limit on the number of towers abreast," he said.

Symmes said deliberations

(Continued on Page Two)