

# Commuter service urged in briefs

Guelph County courthouse was full Monday evening, as the Canadian Transport Commission began its review of passenger train services operated by Canadian National Railways between Guelph and Toronto.

Chairman of the hearings, D. H. Jones, Q. C., in giving a brief rundown of the situation, mentioned the service was being run at a loss and was being subsidized in excess of \$250,000 each year. He pointed out that the service must be reviewed every no more than five years, and was ahead of the five year period due to the proposal of a GO train to Georgetown.

Mr. Jones concluded "There must be a public hearing before any decision of discontinuance is made. We must decide if the service is still uneconomic, and if it is, whether to continue it or not."

The evening hearing was set in order that people could appear without having to take time off, and meetings continue till everybody has been heard.

**Lists losses**  
H. J. Pye spoke for C.N., listing losses on the Toronto-Guelph service in recent years. In 1971 losses were \$340,412 and \$356,486 in 1972. The 1973 claim, not as yet certified, is \$394,423.

Chairman Jones pointed out that this includes the recent considerable fuel increases. David Sutherland, from the Ministry of Transport and Communications, submitted a possible bus and rail schedule between Toronto and Guelph. With the discontinuance of trains 986 and 987, buses would leave Guelph terminal at 6:10, 6:35, and 7 each morning arriving in Georgetown 40 minutes later. There passengers would transfer to the GO train, arriving in Toronto at 7:50, 8:15, and 8:40. Return trips at night would involve an extra five minutes. Fares might be less under the new structure, 40 cents from Acton to Toronto, and .65 cents from Guelph.

Not easiest  
Wellington County MP, Alf Hales, pointed out "The 7 Highway between Guelph and Georgetown is a windy, twisty road, not the 401 and certainly not the easiest road to operate a bus." He questioned the 40 minute Guelph-Georgetown time, and suggested that, instead of returning the three diesel engines to Toronto (leaving the coaches in Georgetown each night) the GO service be continued through to Guelph and the trains left there ready to run in the morning.

When passenger parking at the Guelph bus terminal was questioned, it was disclosed this aspect had not been looked into.

On to Guelph  
He felt, since Guelph has a population of 65,000 and is growing, this service should be replaced by an equivalent one—Toronto to Guelph. It would save the 80 miles of

deadhead and expense, and enable existing car pools to be discontinued. "If people are going to commute, it is our duty to provide them with a good commuter service."

When might this service start? The premier has indicated late April, Mr. Duncan from the government said.

In a brief, Mr. Hales pointed out that in this time of energy crisis, traffic pollution, request for car pools, and so on, it seemed strange to be confronted by the CTC asking discontinuance of the present rail service.

Full time?  
Could this become a full

## Objection

Although it was not read at the hearings in Guelph, Halton Hills council had sent a letter to the meeting objecting to the removal of the two commuter trains, at least until the GO train is extended from Georgetown through to Guelph.

He queried whether there had been any contact with Georgetown planning board to see what impact the new system would have on the area and mentioned the type of growth and problems it might bring. He concluded that the municipality did not want this type of service on the edge of Wellington county.

A continuance with revised timing and added cars was also requested by R. Smart, speaking for Guelph city council.

During the reading of his brief one point was brought into the open and discussed thoroughly with D. M. Duncan, representing the province and with commission chairman D. H. Jones.

Two criteria must take place before the GO bus service would be established—first, the trains 986 and 987 must be discontinued; secondly the federal government and the province of Ontario must come to an agreement regarding the subsidy necessary for establishing the bus line.

Therefore there is at this time no clear cut alternative to the existing passenger service. J. Magee, CTC commissioner, summed it up: "Regarding

the Guelph-Georgetown service, we are just left up in the air as to what the alternative service might be."

A brief from the Railway Brotherhood stated their belief that an increase in train use would follow the present energy crisis.

Four people who had registered to give briefs were not present. Mr. Jones thought this might be due to the weather and said he therefore would accept written briefs. When asked after the hearing why the GO train could not continue past Georgetown and service Guelph as well Mr. Duncan replied that the bus would be only one-third the cost. GO train service would not be worth it for the 22 people boarding at Guelph.

## Town engineer

Robert Austin has been hired as deputy town engineer for the town of Halton Hills at a salary of \$13,500.

Twenty-seven-year-old Robert Austin, a native of Sudbury will start work here March 25. He is a 1970 graduate in civil engineering from University of Guelph

and is a professional registered engineer. At present he is employed with the Ministry of Transportation and Communications in Downsview.

He was chosen from 20 applicants. Six were interviewed by the Works committee, February 12.

# Lions mercury hits \$81,000

The Acton swimming pool campaign is showing headway. With only two weeks in operation Lion club canvassers have managed to send the Mill St. thermometer up some degrees and campaign manager, Vic Bristow, reports, "returns are gratifying."

Residents are giving the workers a warm reception according to the enthusiastic organizer who feels that, if interest stays buoyed, the goal will be fast reached. "Keep your eye on the thermometer," is the word from the Lions. Pool committee includes Art and Don Gordon, Ray Evelan and Don Murdy.

The pool fund began with \$70,000 already in it. This sum was comprised of \$65,000 from the Acton reserve fund, and \$5,000 from the Esqueving fund before regional government.

The thermometer now indicates an \$11,000 rise, with business and industries responsible for contributions of \$9,400, and resident collections \$1,600.

"Our estimated cost is set for approximately \$250,000 and we have a long way to go," say the Lions. The committee asks that all Actonites not contacted to call into headquarters. "Drop in and have a cup of coffee,"

say the Lions who say that swimming pool chatter is also available to everyone.

## Single car accident

On Feb. 17, a single car accident on highway 24 in Brisbane area resulted in injury to Gertrude and Walter Schroeder, both of R.R. 3, Acton.

According to investigating officer, Provincial constable B. R. Redpath, of the Guelph O.P.P. total property damage was estimated at approximately \$425.

# O.P.P. report charges laid during past week

The reporting week of February 10 to 16 was a busy one for officers of the Acton O.P.P.

There were 41 general occurrences ranging from lost keys to a false bank alarm.

Three local men were arrested on warrants for other police departments. One was arrested for Georgetown, one for Milton Police

Dept., and one from Mississauga Police Dept.

An out-of-town man was arrested in town and charged with "possession of marijuana". He is to appear in Milton Court on May 22.

One local youth was charged with common drunk as a result of an occurrence on Main St. S. He was arrested and placed in Milton jail for the night.

A local man was charged with "Driving Under Suspension" and is to appear in Milton Court, on March 13.

Two sick persons were assisted by the local O.P.P. and taken home after they collapsed on the street, one on Elgin St. and one on Willow St. N.

A local woman was charged with "supplying liquor to minors"; the charge was laid after three 16-year-olds were served beer in the Dominion Hotel. She is to appear in Milton Court on February 27.

There were no accidents investigated by the Acton O.P.P. detachment for the week of February 10 to 16.



ACTON O.P.P. have acquired a shiny new white police cruiser. Here, Constable Murray McCrae starts out on patrol.

—Acton OPP obtained a second cruiser last week. Until now the Acton force has worked with one cruiser.

## 'GOOD TIME BY ALL'

The ACTON AGRICULTURAL SOCIETY held their annual LADIES NIGHT DANCE at the Band Hall on Saturday Feb. 16/74 with dancing to the music of Bob & Corey.

The DOOR PRIZE of a card table was won by Mr. Russell Taylor, with SPOT PRIZES going to Mrs. L. Marshall, Mr. Fyfe Somerville, Don and Ida Matthews, Mr. Don Brown and Mrs. Doris Brown.

A tribute was given to Mr. R. L. Davidson, a Life Member of the Society, who has been a member for almost 50 years.

A good and warm time was had by all. "The Secretary"

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