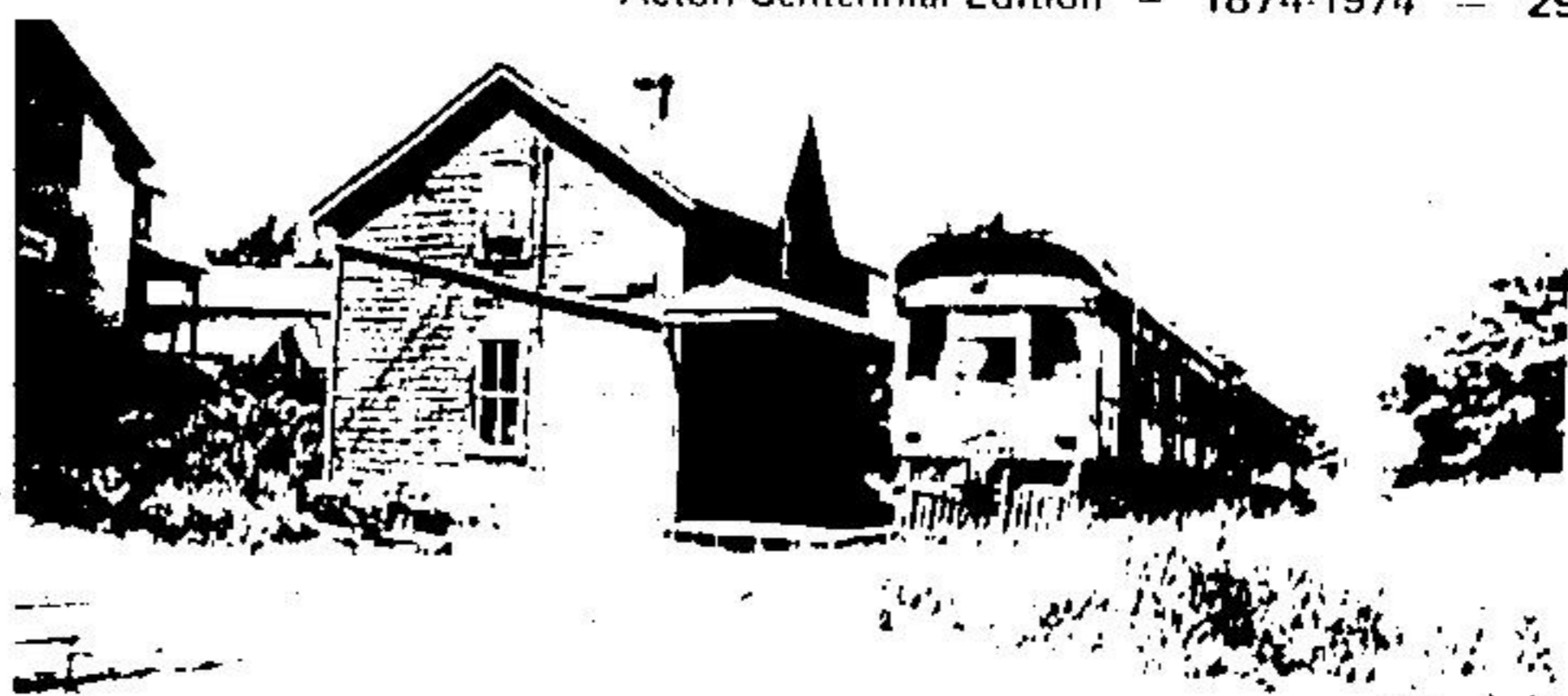
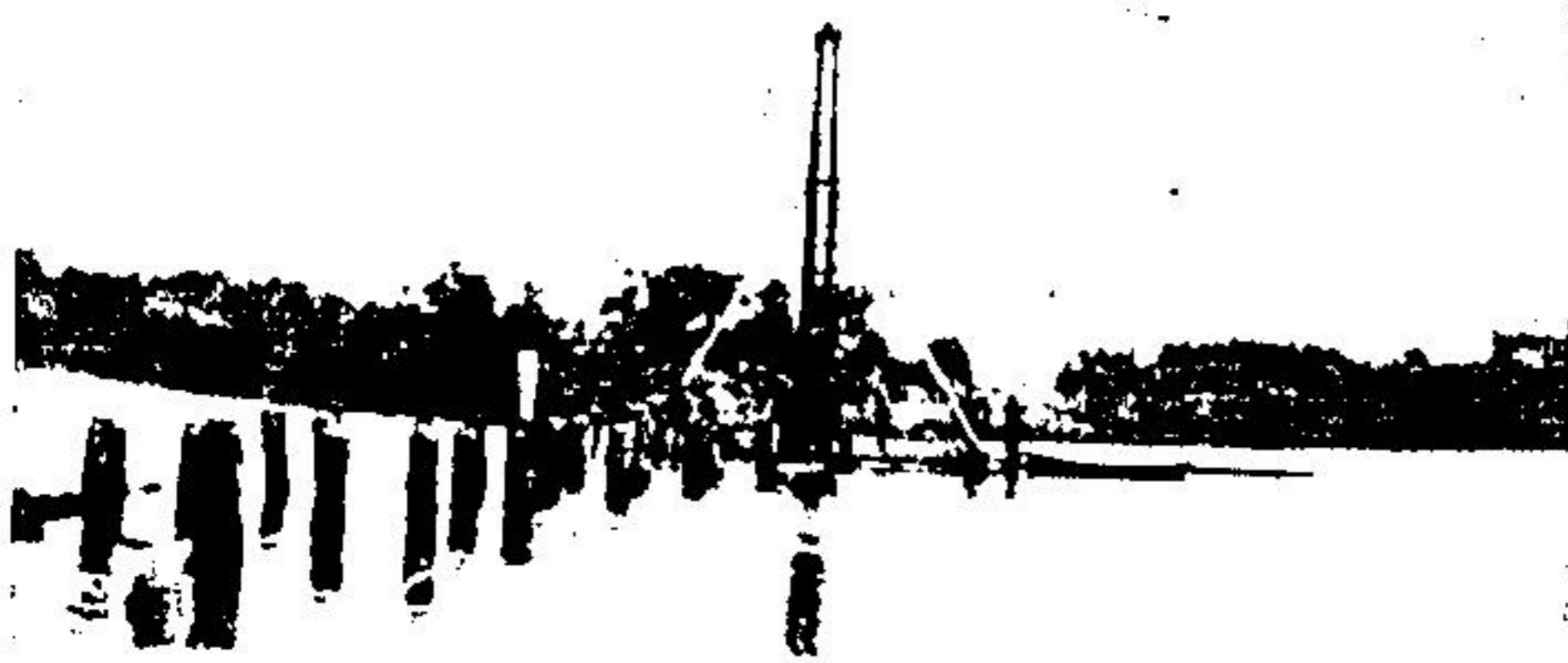




STEAM ENGINES were used to help in the construction of the radial line which ran through town. The railway was completed in 1917 but the project was abandoned and the tracks taken up in 1928.



RADIAL CAR pauses in Acton, at the station on Main St., en route from Toronto to Guelph. It was the GO train of its day, but eventually failed. The right-of-way remains. The station is now used as a house.



TRACKS FOR THE radial line are due after these stumps are driven into Fairy Lake. Vestiges of the popular old electric line remain in the lake.



KINGSHOTT FAMILY car with aunt Ann Holmes Lambert inside is parked in front of their home. The Mill St. building included E. E. Barr's grocery store and Jim Gardiner's jewellery and watchmaking business. The family lived above the stores and at that time there was an egg grading station in the building as well. John Kingshott sold the grocery business to Mr. Barr. The car was a tan eight-cylinder Studebaker President with a rumble seat.

Acton Free Press
 JOE H. WACKING, EDITOR

FRIDAY MORNING, OCT. 22, 1975

THE ACTON STATION.

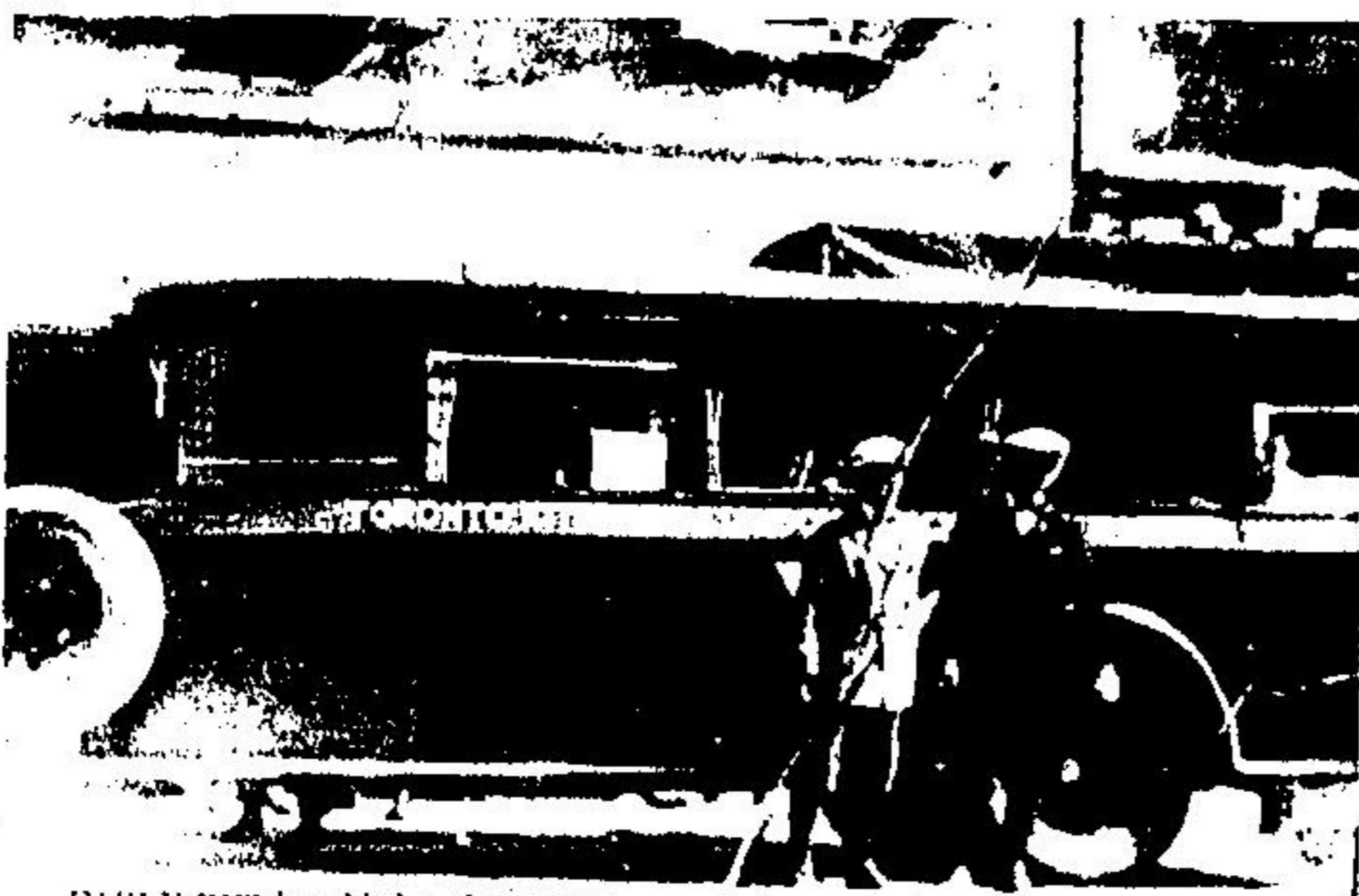
The following communication in reference to the deplorable state of the approach to our railway station was published with much pleasure. If we thought it would be the means of effecting any change for the better, we would gladly give the Grand Trunk with a reserved, and in some instances, a partial disregard of all sense of decency in respect to the public convenience. Acton station has for years had the reputation of being the worst on the whole line, and the most difficult of access. Climbing over or under freight trains, scrambling over coal sheds, and wading ankle deep in mud, is the every day experience of people who have business there. The miserable little building, too, is not only a disgrace to the Grand Trunk but a standing reproach and eye sore to our otherwise attractive village. We hope to see a change before a great while.

Ms. Editor:

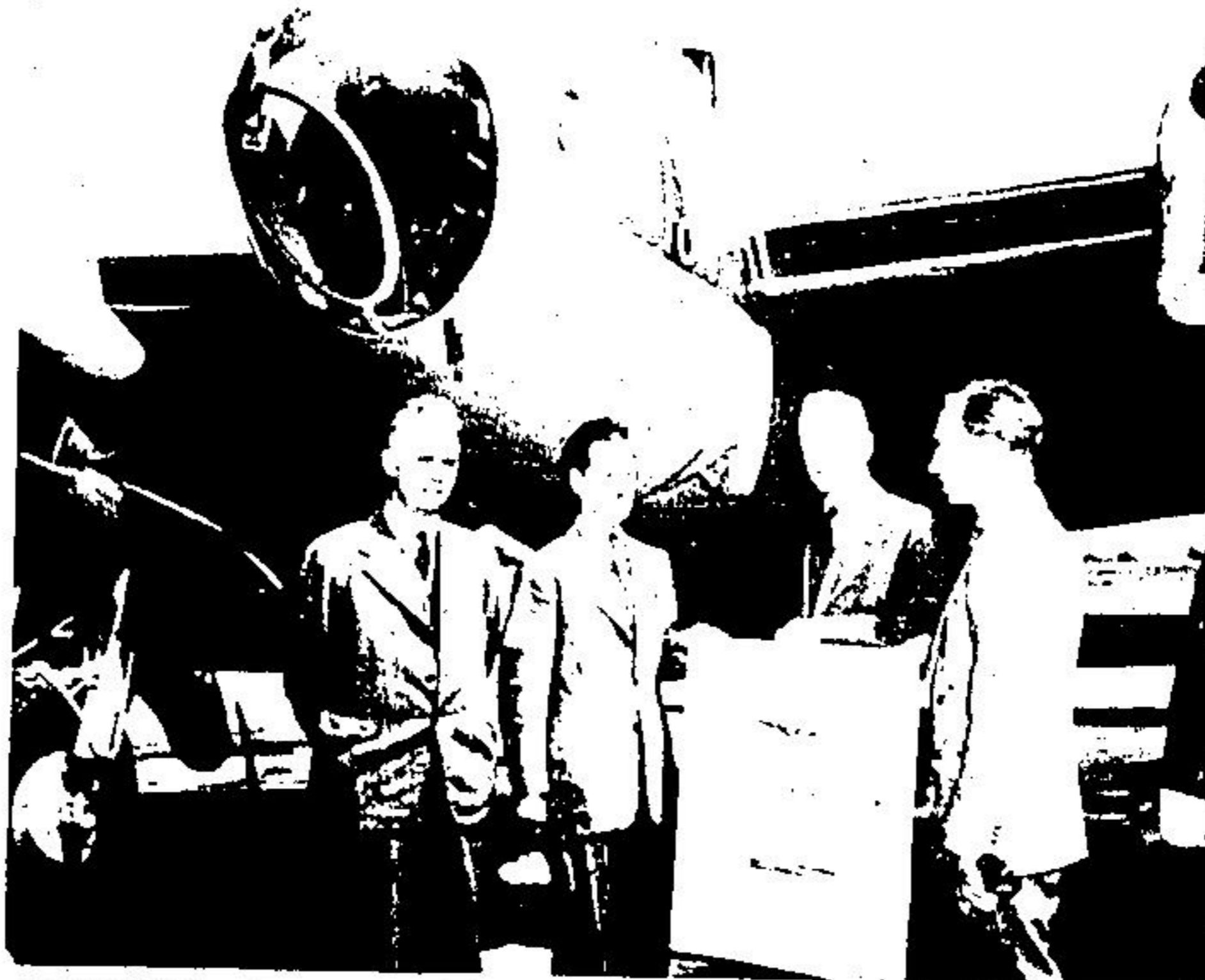
Could you not call the attention of your Town Fathers, or Railway officials, to the deplorable state of the approach to the station, or rather to the want of any safe mode of access at all? As matters now stand, no one leaving the station after dark can do so without running an imminent risk of either breaking his neck in trying to thread his way over and through the wood piles, or having his head crushed to jelly by the wheels of the freight cars which usually stand stretched across the head of the street, and under which he is obliged to creep if he can reach the sidewalk leading down to the town.

Now, Mr. Editor, I don't make this up. I state the matter as an absolute fact of personal experience. As a correspondent has had occasion to leave the station only by a rather long and dark track he was obliged to the door, and you can see the last part of the way from the station. It is a disgrace to the place and well worth a public notice. I am sure you will be glad to see it published, and I will be glad to hear of any steps you may take to improve it.

Yours truly,
 J. M. D.



EARLY BUS heralded a change in transportation methods. ONE OF the boys is Norman Hinton.



A MOSQUITO bomber was named after Acton in World War II in recognition of a successful scheme to sell war bonds. Seen receiving a plaque at special ceremony are the late G. A. Dilks, Ted Force and Amos Mason with a representative of the R.C.A.F. The bomber was built in Malton.



CAR FROM electrical radial line which ran from Toronto to Guelph.



A special notice
 to be read to the
 public about your interests and your
 medical help

PAY UP.

All persons who hold a Royal Warrant
 are requested to call on us at once
 without further delay. All accounts
 remaining unpaid on the 1st of Oct. 1975
 will be charged as arrears. Please
 contact us at once. At the time
 of your payment in money, and most
 cases, we are determined to collect
 all arrears this month. Please attend
 to this also, we are in the pain of
 having to go to court. Sincerely
 Yours,
 J. M. D.