

Limestone boulders just small part of Indusmin's trade



INDUSMIN ROCKS ON THEIR WAY TO Bruce peninsula, where they will be used in a breakwater at the nuclear power station there.



FROM BOULDERS to finely crushed gravel — 20 types of rock are delivered from Indusmin.

The Limehouse boulders occasionally, seen wending their way carefully through town on flat bed trucks are just one part of the business done by Indusmin Quarries.

Located at the south-east corner of Acton, the quarry produces about 20 types and sizes of rock, which can be mixed to Ministry of Transport and Communication specifications to create over 40 different blends, sold for different purposes.

Rocks produced ranged from the boulders, weighing in at up to 15 tons each, down to limestone powder, like that being used between the lock-stones in the new red side-walks being laid here.

Construction is the major use for Indusmin's products, with limestone playing an important role in every part of the process. The limestone is part of the concrete used, it is used under roads, under driveways and basements, in asphalt and in concrete blocks.

Process
Getting the rock is a complex process involving a maze of conveyor belts, crushers and huge mountains of gravel.

Topsoil is first stripped to the level of the bedrock by scrapers. The land removed is used in other sections of the quarry to reclaim older production areas, the slopes being graded and replanted to restore the land to its original state.

Holes are drilled into the rock ten inches across and sixty feet deep. These are filled with two dry explosives, called Iregel and Anfo. These are electrically started, and will become inert if they get wet. Eighteen feet of gravel, which is easy to find at the quarry, is put into the hole on top of the explosives, to direct the force of the explosion outward instead of upward.

Each blast sends 30,000 tons of dolomite limestone sliding down to the floor of the Pit.

This rock will last only three or four days of production, when another blast will be needed.

The rock, now at the bottom of the cliff, is taken to a primary crusher and sorter, which starts the rock on its way to being a finished product.

The rocks are dumped into a spinning crusher with an opening at the bottom. From here they move the underground conveyors which take them to various mountains of gravel, depending on their size. Each of these mountains sits on top of another crusher, and more conveyor belts.

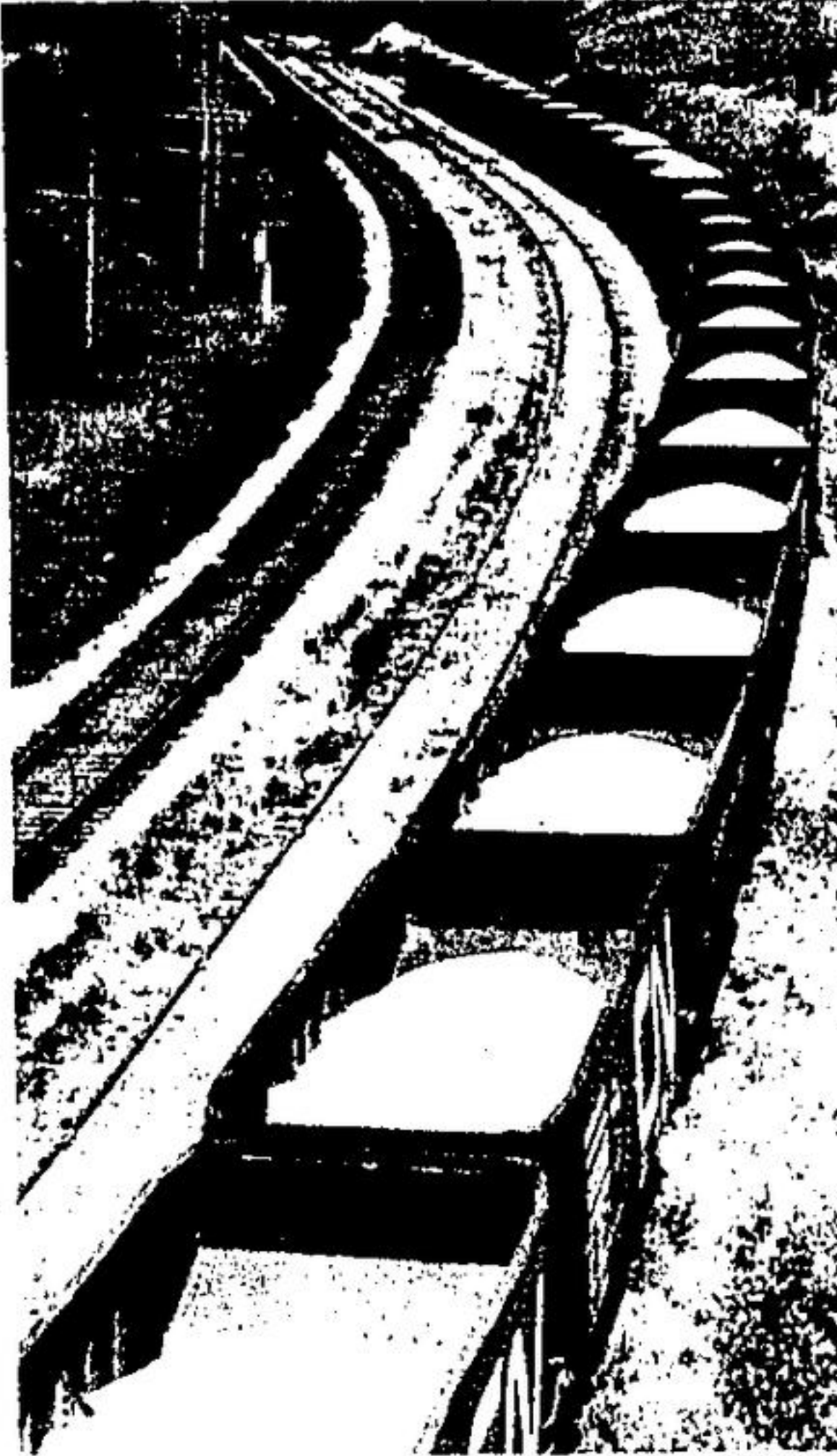
Loading
In the end, rocks are conveyed to the loading tower, where they are loaded into trucks and railroad cars for shipping. Most customers are in the Toronto and Hamilton areas, although some Indusmin rocks find their way further afield.

The large boulders, for instance, are being used at the Bruce Peninsula for a breakwater at the hydro station there.

50 years
Even at this fantastic rate of production around 10,000 tons a day, there is enough rock left in the 900 acres owned by Indusmin to last 50 years. The quarry has been in operation since 1962 when it was known as Acton Limestone. In 1967 it was taken over by Indusmin.

At present, only about 50 people are needed to transform all that raw rock into carefully graded final product, and the figure includes office staff. Most of the work is done by huge machines; the drill that punches the sixty foot holes in the rock, the crushers and the conveyors are what makes it possible to produce so much so fast.

Tennessee Ernie Ford's 16 tons just wouldn't stand up to the pace.



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Two car collision

Halton Regional Police estimate \$200 in damages to each vehicle following a two-car collision August 23 on Young St. Drivers involved were William Lusty, 43 Main St., and Gary Pickles, 119 Tidey Ave.



THE REGIONAL MUNICIPALITY OF HALTON PUBLIC NOTICE

IN THE MATTER OF The Public Utilities Act, R.S.O. 1970, Chapter 390

TO: All persons requiring temporary or permanent termination of water service.

AND TO: All persons engaged in the construction and plumbing industry within The Regional Municipality of Halton.

TAKE NOTICE THAT from the first (1st) day of January, 1978, any person who requires the termination of water service, whether temporary or permanent, by use of the shut-off valve or curb stop for the service pipe is required to obtain permission from the Regional Municipality of Halton;

AND THAT failure to obtain authorization may result in prosecution pursuant to the above specified statute and the by-laws of The Regional Municipality of Halton;

AND THAT authorization for termination of water service may be obtained from the Director of Public Works of The Regional Municipality of Halton at 3027 Harvester Road, Burlington, Ontario, L7N 3G8.

DATED at Burlington, this 24th day of August, 1977.

JOHN E. BYRNE
DEPUTY CLERK, THE REGIONAL MUNICIPALITY OF HALTON

Assure impact studies — committee

Work on the draft regional plan moves ahead as three more draft policy papers were approved for incorporation in the plan by Halton Region Planning Committee. The papers concerned energy, rural settlement and the waterfront. The committee met Aug. 23.

At the urging of Councillors Roy Booth of Georgetown and Ron Planche of Oakville the committee asked that a statement concerning future energy developments be added to the policy on energy. The statement would require future facilities and corridors for the generation and distribution of energy to progress under the Environmental Impact Assessment Act.

The province could still choose to bypass the act (as it did recently in the case of the proposed nuclear generating station at Darlington), but the inclusion of the statement in the region's official plan would make it less easy to do so, councillors felt.

The draft paper contained policies designed to control adverse impacts of utility corridors on adjacent lands by co-ordination of municipal

interests in utility routing and by promotion of multi-use corridors.

A second set of policies called for energy conservation by reduction of energy wasteful travel, promotion of energy-efficient settlement patterns and housing designs and a commitment to more energy-efficient municipal facilities and projects.

The draft policy paper concerning rural settlement established a total rural population of 26,800 in Halton by the year 2001. It called for the population to be added to the rural area at the rate of not more than 100 additional residential lots per year, or approximately 350 persons per year.

According to the paper the goal of rural settlement policies to ensure growth is managed in accordance with the maintenance of regional cohesion, local community identity and a high quality natural environment.

Once all the draft policy papers have been approved by the planning committee they will be incorporated into

a draft regional plan. When this plan is approved by regional council it will be submitted to local councils and planning staffs. Subsequently, the plan will be taken to the public for consultation.

Pat McLaughlin, chairman of the planning committee, said the draft plan should be before the public by the end of October, with the final plan being prepared by the end of December.

In other business the

committee approved an amendment to the Georgetown official plan. The amendment concerned 7.8 acres of land immediately west of Mountainview Rd. between John St. and River Dr. It redesignates the land from low density residential to medium density residential.

The amendment was approved with the proviso that treatment of a small watercourse crossing the property

be agreed upon by the Credit Valley Conservation Authority and the town of Halton Hills prior to any development.

In a final point of business the planning committee decided to send one member from each municipality to the Downtown Symposium given by the ministry of housing. The symposium on downtown cores will be held Nov. 1 and 2 at the Royal York Hotel in Toronto.

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NOTICE
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All buses transporting public, secondary & trainable retarded pupils, will operate on the same routes & schedules as for the 1976-77 school year.

For further details contact the principal of your school, or the following bus operations:

Acton — Tyler Transport 853-1550
Milton — Esqueewing Busline 877-4448 (Murray Inglis)
Georgetown — Elementary Schools 270-0561 (Charterways)
Secondary Schools 877-2502 (Vern Kirley)

Esqueewing Area — Esqueewing Bus Lines 877-4448

Nassagaweya — Murray Inglis 854-2171

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