



Stella Jane Bridgen and Wayne Joseph Sumbler recently exchanged wedding vows in a candlelight ceremony at St. Joseph's Church. The couple is residing in Acton.

Bride carries horseshoes for good luck

A candlelight ceremony marked the wedding of Stella Jane Bridgen, daughter of Mr. and Mrs. Robin E. Bridgen of Acton and Wayne Joseph Sumbler, son of Mr. and Mrs. E. Sumbler of Welland, Ontario at St. Joseph's Church in Acton on July 5.

Given in marriage by her father, the bride wore a full-length crinoline with long train in lieu of a full-length gown with sheer long sleeves with old-fashioned lace cuffs, scalloped neckline with lace torso. Her knee-length veil was lace trimmed and held by flowered lace pearl Juliet cap. She carried a bouquet of yellow roses, white carnations and baby's breath, as well as a horse shoe for good luck.

Beth Reynolds of Acton was maid of honor, while Sue Bridgen, sister of the bride, Phillis Bridgen,

Police start 'plaza squad'

It's called the "Plaza Squad" and likely to be a permanent fixture within the Halton Regional Police force.

Police Chief James Harding announced formation of the new plain clothes squad at a meeting of police commission members Thursday afternoon. The special unit was recently created in response to numerous calls for police help at plazas and malls in the region. Shoplifting, loitering and vandalism are among the many problems experienced in particular shopping areas.

sister-in-law of the bride, Diana Sumbler, sister of the groom and Maria Pellegrino, cousin of the groom were bridesmaids. They wore apricot and yellow peu de sole floor-length gowns with floral tops and plain skirts and carried baskets of yellow and white daisies and orange carnations.

Gabriel Pupo of St. Catherine's served as best man, while Steve Bridgen, Allen Bridgen brothers of the bride from Acton and Georgetown, Tim Sumbler, brother of the groom from Welland and Rick Turpin of St. Catherine's, were ushers.

Guests from as far away as North Bay were received at Holy Ghost Parish Hall in Welland. Special guests were Mr. and Mrs. Joseph Veltri from Welland, the groom's grandparents. After honeymooning in Niagara Falls and Sauble Beach, the couple moved to their Acton home.

Several showers were held in honor of the couple, including a hall shower at St. Andrew's in Welland, hosted by Mrs. Irene Sumbler with about 90 people in attendance, a house shower given by Ellen Bridgen, mother of the bride, and a stag for the groom held in Welland, and thrown by Gabriel Pupo and Les Sumbler, father of the groom.

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Parents and children alike will learn about a big chunk of this area's history while enjoying a pleasant day of rides on exhibits of the golden age of electric railways.

The museum is situated on the old roadbed of the Toronto Suburban Railway which once was an integral part of transportation in Halton Hills. The electric cars ran between Toronto (at Keele and St. Clair) through Eldorado Park, Georgetown, Acton and Guelph with stations at many of the smaller villages and hamlets. The first car made its inaugural trip through what is now Halton Hills on April 14, 1917. Regular service was maintained until Saturday, August 15, 1931, when the last train ran from Guelph to Toronto.

According to John McDonald in his book Halton Sketches, large crowds gathered at each intersection and station to give a farewell to the last train. It would be missed because trains reputedly would stop anywhere along the line either to pick up or deposit passengers. There are stories about crews of the high speed electric trains, ahead of schedule, stopping near a trout stream and taking fishing poles out to try their luck.

Actually the Toronto Suburban Railway was 50 years ahead of its time. It was reputed to be the most unprofitable electric line in Canada but it provided a fast freight and passenger service between Toronto and Guelph which was the envy of other centres during 14 years of operation.

Many local merchants used the freight services because of its "same day" delivery. Picked up in Toronto in the morning by TSR trucks items would be delivered by afternoon at Georgetown, Acton or Guelph and intermediate points. And, of course, the



Young and old alike enjoy the fun rides through lovely Nassagaweya woods at the Halton County Radial Railway Museum.

"radial" was a popular means for excursions to such places as Eldorado Park, near Huttonville. The park, owned by the TSR, was opened in 1925 and is still used.

Stations between Georgetown and Guelph included Limehouse on the Fifth Line south of the village and Dolly Varden on the Fourth Line called "Scott's Stop" because of its proximity to Ray Scott's farm. It continued on to Acton where the station stood on Main St. S., now converted into a private residence. There were also stations at Norval, Blue Springs, Eden Mills, etc.

Electric powered trains were the rage in North America at the turn of the century but the term "radial railway" which most people called the TSR was unique to this area. It was used to describe several lines which "radiated" from Toronto.

But its proximity to the Grand Trunk Railway, now the CN, increasing use of the automobile for transportation, trucks competing for freight, establishment of bus

lines and the presence of The Great Depression sounded the death knell for the TSR.

Ironically, although the roadbed was built to high standards, it was reputed to be the cheapest line built in the world with the least investment per mile. The line started out as a small suburban street railway in Toronto, with 10 miles of track. It was acquired by railroad contractors Mann and Mackenzie in 1911, the former being Sir Donald Mann, an Acton boy who became wealthy through contract work and a legendary figure in Canadian railroad history.

It is not difficult to follow the roadbed of the Toronto Suburban Railway today, especially in the rural areas, but much of its bed has been obscured in Georgetown and Acton.

In Acton the line crossed Fairy Lake on a long bridge called appropriately "the big bridge." Some of the bridge's posts still remain in the lake.

When the Ontario Electrical Historical

Association searched for a site for a museum to perpetuate the golden age of electrical railways in Ontario they found the old roadbed in Nassagaweya township ideal for their purpose. They laid down rails through the concession, transported the CN station from Rockwood there, built car barns and transported antique equipment from the TTC to the site, where it has been restored to working order.

Although the Nassagaweya site has been declared a museum it is ironic that the Ontario Government is now studying the possibility of electrifying GO trains, the modern equivalent of the TSR. It is possible passengers and freight may once more be travelling to and from Toronto on trains powered by electricity.

History, indeed, does repeat itself.

The museum is a pleasant place to spend an afternoon and it is open on Sundays.

CORRECTION

Due to an error on the part of Beaver Lumber, our insert in last week's paper was incorrect.

Page 1 —

Fibreglass insulation — the coverage of R12 and R20 have been transposed and should have stated . . . R12 — covers 90 sq. ft. promotional retail \$14.95 Reg. \$16.25, R20 — covers 50 sq. ft. promotional retail \$13.95 Reg. \$15.10.

Page 3 —

Aluminum storm windows do not feature tempered glass as stated.

Page 7 —

Shower cabinet is plastic not metal as stated.

Beaver regrets any inconveniences they may have caused the customers.



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