

**New programs**

# Educators forge links with police, ARF

Tests will be conducted after school starts to see if some new Addiction Research Foundation inspired programs make the grade in Halton schools.

Education Director Em Lavender announced Thursday that programs which board teams wrote this summer will be field tested this fall.

Later on the material on drug and alcohol education will spread throughout the board's schools.

The new programs are just one part of the closer relationship between the board and ARF and other institutions.

ARF training consultant Dick O'Brien will put aside about half his time to train guidance depart-

ment staff members starting in October.

O'Brien said the ARF commitment to the school board is one of the largest made in Halton.

"The board has been extremely co-operative and encouraging. I'm especially pleased with what they're prepared to do," said O'Brien.

He predicted that in a year guidance and special service staff will have had practical training with adolescent drug and alcohol problems.

The co-operation from the board was better than expected, said O'Brien.

He will run two training sessions per week with an average of ten persons per session.

Staff training for teachers and the aid to secondary school principals to arrange evening programs for parents have been agreed to in principle, but have yet to be fully negotiated, according to O'Brien.

However, under the work with guidance staff and others in the school, O'Brien said he would be making them aware of facilities in the community which can help them.

On another front, Lavender told trustees that board staff will meet representatives of the Halton Regional Police to seek advice from officers and determine ways of maintaining a liaison.

Meanwhile the board will add its weight to that

of others, to have changes made to the Petty Trespass Act. The board wants to increase the severity of penalties when someone is convicted.

A copy of ARF's study is on its way to the provincial ministry of consumer relations "to emphasize the importance of its previous recommendations that lifestyle advertisements for alcoholic consumption be eliminated."

Earlier this year ARF released a major study which demonstrated that the use of drugs and alcohol in Halton schools is widespread. The study also showed that elementary school youngsters are experimenting with alcohol and drugs.



The floats in this year's playground finale parade were great and there was a large crowd downtown to watch the children.

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# Churchill North residents continue stop sign fight

A delegation of Churchill Road North residents will appear before Halton Hills council next month to continue their fight for stop signs to curb speeding on the street.

Concern on the street about speeding and the request for stop signs at Churchill and Norman and McDonald was first brought to the ward one councillors' drop-in this past spring.

After a few months of study the engineer brought back a report earlier this summer calling for a 10 km per hour speed reduction, a school safety patrol, crosswalks and school area signs.

Halton Regional police endorsed the plan and council approved the engineer's recommendations. The report made no mention of stop signs.

Friday spokesman for the group of residents who want stop signs, Tom Oliver, once again attended the drop-in to discuss the situation.

He said homeowners are disappointed stop signs weren't approved by council and unhappy they weren't even discussed.

Councillor Ross Knechtel explained just because residents request stop signs doesn't mean the town will approve them. He noted studies have repeatedly shown they don't work.

Knechtel said the situation on Churchill North is different than on Churchill South. In their report on Churchill South police said speeding wasn't a problem, council disagreed and approved two stop signs.

However in the case of Churchill North police found speeding was a problem and recommended, along with the engineer, a speed limit reduction and measures to improve safety for children going to school.

Since the police suggested the speed limit reduction it is up to them to enforce it, Knechtel declared. He added council had to give the engineer's and police

recommendations a chance and if they don't work then council can then suggest something else that might help, like stop signs.

Grubbe agreed since the police suggested the speed limit reduction the police are on the spot to enforce it.

Oliver informed the councillors residents believe stop signs are the solution to the speeding problems, but they do applaud the measures suggested by the engineer and police and approved by council.

Crosswalks however will help only during the brief time children are going to and from school, Oliver observed the accidents on the street during the past year caused by speeders didn't take place during school hours.

How would a lower speed limit help when too many drivers are ignoring the present speed limit?

Oliver pointed out residents waited for some time for the report and when it finally came to council the town failed to inform homeowners it was on the agenda.

The Churchill North residents realize Acton has only three voices on council so they must take their case to the entire council if they hope to succeed.

Grubbe said the Acton councillors accepted the engineer's report because they felt it was a strong beginning to

solving the speeding problem, albeit probably was not the final answer. It is difficult to get council to approve stop signs so Acton's representatives supported the report because it had a chance of passing.

Oliver said crosswalks wouldn't have prevented a single accident he could remember in the past year. "Stop signs have a potential to prevent accidents," he said residents believe there is no chance of preventing accidents and slowing traffic on the long straight street without stop signs.

Knechtel said council will probably do one of three things: approve stop signs, send the subject back to the engineer for further consideration or simply

receive the delegation's comments and defer the issue to another meeting so councillors can consider the question.

Both Knechtel and Grubbe warned even if the town approves stop signs they won't go up right away since they must be approved by the region. Stop signs were approved for Churchill South but aren't up yet because they haven't even been brought before regional council.

The present plans for Churchill North must also still have regional approval.

Grubbe said she was concerned if the stops signs are referred to the engineer the crosswalks, lower speed limit and school area signs will also be lost until the entire subject is thrashed out again.

# Teacher pact silences

Halton Board of Education found itself unable to carry out the threat of revealing details of labor talks with two sets of employees.

A publication ban was raised concerning the new settlement with Halton Elementary Teachers' Association and talks with the Association of Professional Service Employees.

A pact was struck between the board and teachers last week. Details are expected to be released after the two sides ratify the one-year agreement. Ratification is expected to take place early in September.

Comment can be made, according to salary committee chairman Cam Jackson, only after the status of negotiations with the service employees shifts from the conciliation stage.

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THE HALTON BOARD OF EDUCATION

**SCHOOL BUS SCHEDULES 1980-1981**

Unless notified, all buses transporting public, secondary and the trainable mentally handicapped pupils will operate on the same routes and schedules as for the 1979-80 school year with the following exceptions:

1. A.M. - White Oaks Secondary, General Wolfe and Montclair students living north of Britannia Road will ride regular Percy Merry routes and transfer at Percy Merry Public School to White Oaks Secondary routes No. 6 and No. 7.

P.M. - Afternoon routes for White Oaks and General Wolfe students will operate as in 1979-80. Montclair students north of Britannia will ride regular Percy Merry routes as in 1979-80.

2. A.M. - Milton High School and E.C. Drury High School students living south of Derry Road and east of Hwy. 25 will ride regular Percy Merry routes and transfer at Percy Merry Public School to P.M. No. 4.

P.M. - Two Percy Merry routes will leave Milton High School and E.C. Drury High School in the afternoon.

3. A.M. AND P.M. - Montclair students living on and south of Britannia Road will ride regular White Oaks Secondary routes.

For further information, contact the principal of your school or the following operators:

**NORTH EDUCATION AREA**

Acton	Tyler Transport	853-1550
Georgetown	Travelways	877-4448
Elementary	Charterways	843-1008
Secondary	Vern Kirby	877-2502
Milton Nassagaweya/Esquesing	Travelways	877-4448

**EAST EDUCATION AREA**

Oakville	School Principal	
Elementary	Travelways	335-7010
Secondary		

**WEST EDUCATION AREA**

Burlington	Elementary & Secondary	Travelways	335-7010
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Bill Herd Chairman E. S. Lavender Director

**GEORGETOWN MAJORETTES**

**Baton Twirling Lessons Registration**

Thursday, Sept. 4 at Holy Cross Church Hall

Maple Avenue

Registration from 6-8 o'clock

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