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Friday, January 29, 1982

TWENTY-FIVE YEARS OF SERVICE

Happy birthday, GVAS

Teams of dedicated volunteers answer calls each day to comfort individuals caught in emergencies

When you're in the business of saving lives and treating people for serious injuries, it's difficult to take time away from work during the Christmas season.

Gerard Wilcox, a 25 year veteran of the Georgetown Volunteer Ambulance Service, which celebrates its 25th anniversary next month, and his partner John Lightowler, spent Christmas Eve with their families, but were "on call" as the ambulance back-up unit for Georgetown, Acton and surrounding areas.

The Wilcox-Lightowler crew is just one of 20 pairs of ambulance drivers and attendants who man the Ambulance Service located on Chapel St. Each man works an average of 12 hours per week. Mr. Wilcox and his partner weren't at the am-



You have to be physically fit and between the ages of 18 and 60 if you'd like to join the GVAS. The experience with the organization, now about to celebrate its silver anniversary, can open doors in a number of other fields, and the rewards, as the GVAS brochure points out, come simply by helping other members of the community caught in an unfortunate predicament. In a demonstration staged for Herald reporter Dave Rowney, GVAS members Peter Wolfe (left) and John Lightowler carefully prepare to send a "victim" to hospital.



ulance station Christmas Eve because they are not the first response crew (there is always a first response team and a back-up crew), but had to be prepared to be at the station in less than three minutes if the need arose.

The volunteer ambulance crew man the station during the night shift from 6 p.m. until 6 a.m. while the provincial Ministry of Health employ crews during the day shift.

Generally, with the first big snowstorm of the year the ambulance service is called upon often for their services, Mr. Wilcox says, because of car accidents and people slipping on the ice. However, Christmas Eve is usually a quiet period because most people are home, Mr. Wilcox says.

Boxing Day is an entirely different story though, because everyone is again taking to the streets in their cars to take advantage of post-Christmas sales, he says.

Transferring patients to different hospitals or from home to hospitals is becoming more prevalent for the Georgetown Volunteer Ambulance Service says their president Daryl Giberson.

Christmas Day usually involves a number of transfers of patients from the hospitals to their homes and back again, says Mr. Giberson.

Because of the specialized nature of medicine and the expertise of certain hospitals in one specific area, Georgetown ambulance crews now spend a greater portion of their time on patient transfers to hospitals in Galt, Kitchener and Toronto and other areas, Mr. Giberson says.

What are the rewards for a volunteer ambulance crewman? "You get satisfaction out of the job if you like the job you're doing," Mr. Giberson says. Helping people who can't help themselves is certainly rewarding he says. "Attending the annual Christmas dinner and the summer picnic is our pay," the president says.

Citizens of Georgetown and outlying areas who volunteer for the ambulance service do so for various reasons, says Mr. Wilcox. He and a number of other residents from Georgetown offered to continue operating a volunteer service in 1956 after the Georgetown funeral director informed town council their

service would be stopped because it was unprofitable to maintain.

One of the biggest problems for ambulance crews is getting stretchers around small corners and down staircases, says Mr. Wilcox. But he adds that very often the ambulance people can call on the police or available neighbors for help with stretchers.

Having to treat innocent youths who suffer from accidents or injury is one of the worst parts of an ambulance attendant's job says president Daryl Giberson.

Continued on Page 3



History of change while saving lives

After operating Georgetown's unprofitable ambulance service for a number of years, local funeral homes decided in 1956 to discontinue that part of their business.

But by January of the following year, citizens concerned that community life was endangered without an ambulance service decided to establish a volunteer operation, electing officers and setting duty rosters to ensure that there were always two people on duty.

The town purchased an ambulance that had belonged to the H.C. McClure Funeral Home and the volunteer service operated out of a garage on Cross Street, overlooking the downtown core. A year later, another vehicle was added to the service.

During the past 20 years, the ambulance service has changed, improving its response time with electronic alerting devices and stepped-up training programs. In 1973, the GVAS swept to first place in the Ontario Ambulance Drivers Association first aid competition and later competed internationally in Nebraska,

although they did not finish among the winners.

During that same 20-year period, it established headquarters on James Street, adjacent to Remembrance Park, and more recently moved into the old firehall on Chapel Street. Equipment

has continually changed at the GVAS garage and the present-day GVAS operates two vehicles, with one kept in reserve.

In 1981, dispatching ambulances via the town's Maple Avenue firehall ceased; calls are now relayed through a Brampton office.



Modern electronics enable ambulance attendants of the Georgetown Volunteer Ambulance Service (GVAS) to take calls and alert members almost in a step. GVAS member John Lightowler (above) jots down information at the GVAS headquarters at the corner of Guelph and Chapel Streets. Before the volunteer service began 25 years ago, ambulances for the former town of Georgetown were operated by local funeral homes.

Herald stories and photos
by Dave Rowney

Anti-newsprint bylaw threatens \$500 fines

Region wants residents to 'bundle up' by April 1

By CHRIS AAGAARD
Herald Staff Writer

Haltom region's planning and public works committee has rejected Halton Hills' request to defer the region's April 1 deadline for mandatory separation of waste newsprint from other trash.

While declining to act on Halton Hills' motion, the committee has instructed regional staff to work closely with local public works departments, coordinating programs aimed at encouraging the public to participate in the separation scheme. In addition, the committee's recommendation, which will be discussed at regional council next Wednesday, assures that storage bins for newsprint will be set up at landfill sites and at the Armatong Avenue, Georgetown, transfer station.

Anticipating serious garbage disposal problems for Esquering residents, Halton Hills Coun. Russ Miller, chairman of the region's solid waste management sub-committee, will meet with private garbage collection companies which serve the town's rural area to iron out any problems concerning the April 1 deadline.

Although members of the waste management sub-committee anticipate no drastic

crackdown on offenders, a bylaw passed in December can, technically, impose \$500 fines on residents who refuse to separate newsprint from trash and haulers who take unseparated garbage to the dump.

Working with the region, local municipalities will largely be responsible for promoting the program. Whether the region or local bylaw enforcement officers will charge offenders has not yet been decided.

"Obviously, no one is going to go around opening up people's garbage to enforce the bylaw," Ann Mulvale, assistant chairman of the public works committee, told The Herald. "Over a period of time, the people who are likely to be charged are chronic offenders."

Coun. Miller expressed concern two weeks ago at a town council meeting that private garbage collectors and rural residents may not be ready for the newsprint separation program. He persuaded council to call for deferral of the April 1 deadline, suggesting later there should be at least a six-month delay before the bylaw comes into force.

Meanwhile, the region's anti-



BRUSHING UP ON STYLE

The weather might have been lousy Saturday for driving, but it was great for cross-country skiing at the Terra Cotta Conservation Area, according to (left to right) Ted Richardson from Toronto and Len Wood and Karen Walters, both from Mississauga. This was Mr. Richardson's first time skiing in Terra Cotta but Mr. Wood and Ms. Walters said they come out to the conservation area often.

(Herald photo)

Gun charges hearing to resume Feb. 8

A preliminary hearing into charges of extortion, possession of a weapon dangerous to the public peace and use of a firearm during the commission of an offence laid against two Croatian priests from the Croatian Centre near Norval began Thursday in Milton Provincial Court and will continue Feb. 8.

A request for a publication ban was granted to the lawyer

for 42-year old Mladen Chivalo and 71-year old Berto Dragicevic, defendants in the case.

The two were charged June 22 by Halton regional police after a complaint was received from several employees of Fairmount Amusements. The firm had been operating carnival rides on the Croatian premises near Norval June 13 during Feast of St. Anthony celebrations.

Tories to continue budget battle - MP

By BOB THOMPSON
Herald Special

The Progressive Conservatives will fight for a new government budget as diligently as they wrangled with Ottawa over the constitution, John McDermid says.

The Brampton-Georgetown MP said Monday as Parliament prepared for its winter session, that the Opposition is prepared to put "tremendous pressure" on the Liberal Government to scrap its November budget and start again.

Business community representatives have already demanded that the federal government amend its budget to provide more incentives for the Canadian businesses hit with inflation, high interest

rates and a worsening recession that is grinding the country's economy to a halt.

"There will be tremendous pressure from us," Mr. McDermid maintains, "but there will also be the same pressure from their own side."

Mr. McDermid, as part of a government task force on employment opportunities, toured Canada the past three weeks. He said, residents greeted the federal budget with "cynicism" because it penalized people with retirement plans and workers paid health and dental benefits as well as eliminating investment incentives for the business and manufacturing leaders.

Mr. McDermid said the government's budget and its

"waffling" on economic measures "haven't done much for the morale or spirit of Canadians."

"We'll go after them hot and heavy to withdraw the budget and start again," he said. "I would hope they would listen to us."

But business associates across Canada have complained about the crippling interest rates and homeowners, preparing for another series of home defaults in the spring, have begun to organize yet another round of demonstrations aimed at high mortgage rates — partially caused by the government's monetary policy.

— Courtesy of Brampton Times.

Trustees want uniform approach to industries in co-op education

By ANI FEDERIAN
Herald Staff Writer

The Halton board of education doesn't want its schools to be a nuisance to local companies.

In an effort to promote co-operation across the region and save industries from being harassed, the board passed a motion Jan. 14 to uniformize local high schools' appeals for industry support of their co-operative education programs.

The programs, offered here since the early 1970s, place students in an actual work environment within their community to develop work skills and self-confidence, as well as benefit from resources and specialized equipment not available in Halton schools.

Students get to apply knowledge and skills they're acquiring in school to a practical work environment, while earning one or more credits toward their graduation diploma.

The move to bring the program out from under the wings of individual teachers and schools and place it under the guidance of the board of education is expected to improve publicity for the program among students and the business community and make it more widespread.

"We're trying to organize it regionally so it's handled the same way at all the schools, and so that not all schools are bothering the same companies at the same time," technical

education co-ordinator Orien Calver told The Herald. "We want to work in co-operation with industry, not harass it."

Calling it a worthwhile program, Mr. Calver hopes centralization will expand it with greater numbers of students participating.

"It's been a very heavy burden on teachers who have been (setting up co-operative education programs for their pupils)," he said. "After a couple of years, it becomes very demanding on the teachers, who put in untold numbers of hours to keep it running smoothly, and they don't want to do it anymore."

With aid from the Halton board, teachers involved will get some relief, Mr. Calver said.

The board administration plans to form three co-operative education area committees in north Halton, Burlington and Oakville, to monitor local student placements and provide communication with businesses.

Trustees also decided to appoint a current employee of the board for a two-year term beginning Sept. 1 to develop and co-ordinate the program which requires students to put in at least 180 hours of placement time to earn a diploma credit.

Currently, there are about 250 high school students taking part in such programs in Halton, most of them in Grade 11 or 12.

Although enthusiastic about the board's participation in the program, trustees Betty Fisher and Betty Walker are concerned about transportation problems students in Halton Hills may be facing when enrolling in co-operative education.

"It's different in the north," trustee Fisher said. "We don't have public transportation other than for going to Guelph or Toronto."

She fears that with transportation to job placements being the responsibility of students themselves, the program will die in Halton Hills.

Mrs. Fisher pointed out during the board meeting that the comparative lack of industry in the north may end up placing many Halton Hills students in work positions in south Halton where industries are more concentrated. This

possibility makes the issue of transportation worthy of serious consideration. Not many high school students have cars. Thus, without considering the problem of transportation, the program may be doomed in the north, warned Mrs. Fisher.

However, business co-ordinator Al Renner, the man responsible for developing the co-operative education report trustees were discussing, doesn't see transportation problems in the north as a serious obstacle. He thinks most placements can be arranged close to the school, eliminating that problem.

If placements are arranged that require transportation, he expects car pools can be arranged and a solution found locally.

"I don't think transportation is the main barrier," Mr. Renner said. "But convincing businesses to think that taking on a placement student is good for them in the long run is. It's a selling thing we have to do."

Convincing businesses that co-operative education is a viable program will be the job of the region now, as it has been of the individual teacher promoting community links for their students.

The program isn't just looking for support from big businesses. One-man firms can make excellent placements for Halton students, Mr. Renner said.



TUNE-A-FISH

With television programming what it is today, even a cat can get tired and want to do a little channel hopping. This fellow decided that among his favorite shows are old "Sylvester" cartoons and film documentaries on birds. However, most of the shows are simply for the "dogs", and a cat's time is better spent ruining the furniture.

(Herald photo)