



Halton Hills new ActiVan officially hit the road in a ribbon cutting ceremony Saturday in Acton. On hand to cut the ribbon were (left to right) Dave Pyke, from the Acton Lions Club, Murray English, representative from the Ministry of Transportation, Ken Burgoyner, from the Georgetown Lions Club, and Gerald Renne, chairman of the ActiVan advisory committee.

**With ActiVan '2'**

**Disabled on new wheels**

It was a happy moment for the disabled of Halton Hills as the new ActiVan officially hit the road following a ribbon-cutting ceremony Saturday afternoon.

After travelling approximately 100,000 miles and carrying about 450 passengers a month, the first ActiVan had worn out.

To fund the \$40,000 vehicle, the Ministry of Transport gave \$20,000, the Acton and Georgetown Lions Service Clubs \$10,000, while other donations from churches and service clubs gave \$10,000.

The second ActiVan has many improved features such as more room inside, wheelchairs sit at the front, windows are tinted for privacy, and contains an AM/FM radio.

**Halton Region:**

**Unhappy with dangerous goods rail study**

By BRIAN MacLEOD  
Herald Staff

Halton Region has told the federal government to go back and study the transportation of dangerous goods more closely.

In a response to studies for the Toronto Area Transportation of Dangerous Goods Task Force, Halton "is telling the federal government they're wrong."

"They should look at it in a more comprehensive fashion," Regional Commissioner of Planning Rash Mohammed said Feb. 10.

The studies are looking at three potential routes, two of which would increase transportation of dangerous goods by rail by as much as 50 per cent through Halton.

One option is to leave the existing system of transportation coming from all different directions, and simply implement technological advances to make the system safer.

Another route, called the Parkway Belt, starts in Milton and heads directly east just south of Brampton and Woodbridge.

The third option, called the Northern Corridor, would bring dangerous goods just west of Georgetown then east just south or north of Bolton.

The Northern Corridor could easily cost over \$1.5 billion and it's by far the most expensive of the three.

The Region's response to the studies says Halton "opposes any re-routing of dangerous commodities to rail lines existing or proposed in Halton as a means to provide a bypass for Metro Toronto."

The studies don't deal with many concerns raised by Halton Region, said Mr. Mohammed.

"Why don't we send the whole task force home and spend the money on a lot of other things," said Burlington Councillor Walter Mukewich.

The task force costs about \$1.8 million.

Halton's response listed a number of objections to the studies. The objections include:

—the majority of Halton's railway crossings, where 60 per cent of the accidents occur, are on a grade which makes them more dangerous for travel;

—because Halton is composed mainly of small communities, especially in the north, its emergency response facilities are not as adequate as Metro's;

—no attention was given to dangerous goods transported by road;

—re-routing trains would require more train restructuring at junctions like Milton. Such "shunting" may increase the risk of accident;

—re-routing would require more terminals for train to truck transport in Halton, thereby increasing the potential for accident;

—should a derailment occur near any of Halton's three major waterways the potential for disaster exists.

The last point includes "a very high degree of risk," the response report says.

There would be a big increase in train traffic near Bronte Creek, Oakville Creek and the Credit River (Silver Creek), said Mr. Mohammed.

"Spillage of dangerous goods into any one of these major watercourses could result in an environmental disaster which could potentially impact on the water quality of Lake Ontario."

"Because of the relative isolation of these crossings, early containment of a spill would be next to impossible," he added.

Georgetown, Acton and Milton all draw their water from underground water sources and contamination of

those sources would be "potentially disastrous," said Mr. Mohammed.

He agreed with implementing improved technology, safety devices, monitoring and speed regulations and buffer zones suggested in the task force study.

The response also objects to the task force's use of potential deaths as a measurement of risk. The task force predicts that the current average risk of 4.1 deaths per year from a train accident could be reduced to only one a year with the Northern Corridor.

No one has yet died from a train accident involving the transportation of dangerous goods in Canada,

the task force report says.

But the number of deaths does not necessarily give a true picture of the risk, said Mr. Mohammed. He cited the 1979 Mississauga train derailment as a case in which no one died, but many people were at risk.

Also, the report doesn't deal with real or potential injuries, including those which may arise several years after a train accident, said Mr. Mohammed.

He wants the government to identify high risk areas so response can be co-ordinated better.

Mr. Mohammed also called for full documentation of all dangerous goods travelling by rail.

**Georgetown south subdivision changes**

The town will hold another public meeting to discuss rezoning bylaws for Halton Hills Village (formerly Enterac) subdivision.

Town council has already approved three of the five rezoning bylaws governing the lands in Georgetown South but an initial public meeting on the remaining two rezoning applications did not discuss some revisions to the subdivision.

The revisions include:

—changing residential lots to increase various frontages and effect better subdivision design on land east of Mountainview Road;

—relocation of the community park west to the Eighth Line;

—relocation of the high school site to the former community park site and the extension of the block south adding about 3.6 acres to the subdivision;

—the creation of two reserve blocks adjacent to the high school;

—the development of the former high school site for an additional 133 single family residential lots including the extension of the subdivision further south to include about 6.4 acres of additional residential land.

Enterac has now submitted a first phase proposal for lands involving the area west of Mountainview Road, said the town's Deputy Planning Director Bruce MacLean.

By rezoning the remainder of the lands, council and Enterac will be in a position to go ahead with the subdivision if the phasing is approved, said Mr. MacLean.

Town staff are currently evaluating the proposed phasing and a report will be prepared for councilors, he said.

**One small fire**

Firefighters were active last week attending to resuscitator calls and one small fire.

Firefighters rushed to 28 Moultrie Cres. in Georgetown Feb. 10 at 9:08 a.m. A blanket had been ignited by a space heater causing approximately \$100 damage and no injuries.

The fire department attended a resuscitator call Feb. 10 at 9:11 at McKenzie-Smith Public School in Acton. Firefighters administered oxygen to a male who was having breathing problems until the ambulance arrived.

Firefighters responded to a resuscitator call Feb. 10 at 7:04 p.m. When they arrived at 196 Churchill Rd. S. the ambulance was already there.

Feb. 11 at 7:38 p.m. the fire department sped to 328 Orville Rd. in Acton to attend to a resuscitator call. Firefighters administered oxygen until the ambulance arrived.

Firefighters attended to a resuscitator call at 7:41 a.m. Feb. 14 at 128 Church St. in Acton.

**Sent to hospital**

Robert Courtney, 25, of Kitchener was treated and released from the Georgetown and District Hospital following an 11:05 p.m. accident Feb. 10. A 1986 black Ford was travelling northbound on Main Street while a 1981 maroon Datsun, driven by a 26-year-old Oakville woman, was travelling westbound from Ewing Street. The Datsun proceeded to make a left turn. A charge of failing to yield the right of way was laid. Both vehicles received severe damage.

**Loses control**

Feb. 9 at 9:35 a.m. a 1986 grey Ford Escort, driven by a 28-year-old Guelph man, was eastbound on the 22 Sideroad approaching a curve. The Ford lost control and struck the rear of a 1985 blue Suburban Chevrolet. The Chevrolet was stuck in the ditch when it was struck by the Ford. The Ford received moderate damage while the Chevrolet received light damage.

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Each councillor received their basic pay of \$7,751.04 and the mayor picked up \$19,354.96.

But the town kicked in a contribution to the Canada Pension Plan for each councillor and just over \$200 for the mayor.

Six councillors, including the mayor, were paid \$5,387 to attend conventions last year.

The convention money was divided up like this: Mayor Russ Miller \$1,122, Councillor Marilyn Serjeantson \$1,040, Coun. Al Cook \$1,018, Coun. Betty Fisher \$587, Coun. Joe Hewitt \$1,328 and Coun. Pam Johnston \$290.

Only three councillors claimed for mileage last year. The Mayor claimed \$1,220.87, Coun. Serjeantson claimed \$51 and Coun. Hewitt claimed \$69.

Five members of the Committee of Adjustment were also paid for their services last year.

Barry Whitworth received \$420, Clare Rieppma was paid \$490, as was Coral Greaves, William Richmond was paid \$420 and Al Pilutti received \$455.

**Restricted parking area**

Parking on Campbell Court in Acton is soon going to be severely restricted.

Residents of Campbell Court presented councillors with a 17-name petition in January asking for the stricter parking regulations.

The town's general committee decided Feb. 15 to prohibit parking everywhere on Campbell Court except for a section on the west side of the street between Kingham Road and a point 32 metres south.

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