

Advertorial

## Wishing you a happy and healthy 2013



**NATURALLY SPEAKING**  
with  
**Louisa McCarley**  
RHN, ROHP/RNCP

Here at Willow Lane Natural Foods we carry many foods and supplements to help you on your way this year. Whether you want to lose a few pounds or increase your fibre intake, we have solutions for you. Why don't you begin this year with dropping in at your local health food store?

## FitSMART Shakes

### Shake it up, quickly and easy

- FitSMART shakes are a smart addition to any day. They contain 20 grams of high quality whey protein, 10 grams of prebiotic fibre and 22 vitamins, minerals and enzymes in every shake. They are delicious and only contain 140-160 calories per serving (depending on the flavor).
- Replacing just one meal a day with a FitSMART shake can help to accelerate weight loss and keep you satisfied.
- FitSMART shakes are a perfect post-workout or after school snack. They come in 3 flavours: Old Fashioned Vanilla, Chocolate Crème and Strawberry Dream.

### Try this delicious shake:

2 scoops of Chocolate Crème FitSMART shake, ½ banana (cut up, frozen), 250ml (1 cup) almond milk. Combine and mix in a blender.

If you are on the run all the time, try 2 scoops of Strawberry Dream put it in your Shakercup and take it with you. When at work or at the gym add 1 cup (250ml) of water and shake it up, ready!



**FREE Shakercup with your FitSMART shake purchase while quantities last.**

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75 Mill St. E., Acton  
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## 'Comfortable, reliable' GO Train service resumes in Acton - commuters happy

Twenty-five Acton area commuters boarded a 6:28 a.m., eastbound GO Train at the new Acton stop on Monday morning for the inaugural run of the service. At 7:46 a.m., another 20 commuters caught the second morning train, which got them into Union Station at 9:08 a.m.

Although no one cracked a bottle of champagne across the first engine of the 10-car train, there was an excited murmur from the crowd of commuters, politicians, media and Metrolinx officials on hand as the train's horn sounded as it crossed the Mill Street tracks.

For many, the rush hour weekday train service means a shorter, easier commute without the need for a connecting bus to the Georgetown train, or a drive to the Milton GO station. For Acton commuter Dave Egan, a regular GO user since 1990, the train will save him time and hassle. "GO Train service is predictable and I don't have to worry about the weather and the cars and it is a lot less stress," he said while waiting to board the first train to head to his downtown Toronto job.

Egan said he would normally drive to Georgetown, or even Bramalea, to catch a GO Train. He said he will relax on one leg of his daily commute and do work on the other.

Acton resident Abdul Sheikh has used the GO system for 15 years and is

looking forward to the convenience of the train. Until Monday, he took a GO bus to Georgetown to catch the train daily to Union Station. "This is so much easier and faster," Sheikh said.

Commuter James Hamilton of Acton said he "loves to use GO transit" and is pleased that there are two afternoon/evening trains. "A lot of times with the afternoon trip from Toronto to Acton there are only a few busses that come into Acton. With the two trains, if I have to stay a little later at work, I can."

Mayor Rick Bonnette, who boarded the first train and took a symbolic ride as far as Georgetown, dismissed earlier "fear mongering" that commuters' cars would clog Church Street. "I ran into three people who walked here today – one from Brock Street, one of the Legion (area) who said they were glad to get some exercise and planned to continue walking to the stop," Bonnette said.

Later he told Town Council that Acton was "lucky" when it comes to public transit, recounting a comment made to him earlier Monday morning by a Metrolinx director. "He said I should feel very lucky that Halton Hills, with a population of 60,000, has two GO Train stops, and I think that says it all. I think we are pretty lucky that we do have two stops in the same community," Bonnette said.

For Acton commuter Robert Kellogg the GO Train means more sleep for his young family. "We have one car in our family, so my wife, so we have to get up with the kids and bring them into town, and now she can leave them sleeping and I can walk up here," he said, adding the train is a "Godsend".

Monday's resumption of service after a 21-year break – GO Trains stopped in Acton from 1990 to 1993 – was nostalgic for Acton's Jean Marcoux. He was the night operator for CNR at the former Acton station for 15 years. VIA cancelled service in 1967 and GO Train service was cancelled almost 21 years ago. "This is a big day – it's great that commuters can catch a train right here in Acton," Marcoux said.

For Bruce McCuaig, President and CEO of Metrolinx, the \$3.8-million Acton station with its heated shelters, bike shelters, ticket kiosks and, initially, parking for 50 cars, is what Metrolinx and GO are all about. "We're very happy to be serving the residents here in Acton," McCuaig told reporters invited onto a warm GO Bus idling in the parking lot, between the first and second train.

Asked about weekend service, McCuaig said they always look at ways to expand service, but must find places to park more trains overnight. "Our limitation in

Acton, Guelph and Kitchener is the storage facility that we have for trains that we have in Kitchener, where we have storage capacity for two trains right now, and we will be seeing how we can expand that service," he said, adding they need more trackage because it is mostly single track.

McCuaig said they anticipate between 40 and 100 commuters to use the Acton GO Train stop daily, and will carefully track those figures. Asked about the 1993 cancellation of Acton GO Train service, McCuaig stressed that the bottom line was that, "we are here." "We're very excited about providing the service, and to ensure the service grows into the future is by having it used," he said.

The unstaffed station includes three Presto payment devices and one ticket vending machine, two heated shelters – a third will be added by the end of the month – a fully-accessible platform, closed-circuit television, and a public announcement system.

On a very cold Monday morning, riders on the first two trains were treated to coffee and donuts by the contractor, and the Acton BIA handed out swag bags filled with information and treats by local merchants.

GO reported that on Tuesday 32 commuters had caught the 6:38 a.m. GO Train in Acton and 21 caught the second train.

## A history of Acton rail and passenger service

It was not easy for local officials to get the province to agree to GO Train service in Acton more than 20 years ago, and it was not any easier to convince them to resume that service on Monday, but commuters boarded two early morning trains, and returned home on two late

afternoon/evening trains.

The suggestion for a GO Train from Toronto to Acton caused quite a war of words back in 1987, when then-Halton MP Otto Jelinek suggested the Town spend \$50,000 to build a train station in Acton so Toronto shoppers could come to

town and head home by 2:15 p.m. "This would not serve the people of Acton, and we told Otto to shove it," wrote Mayor Rick Bonnette in a history of Go Train service in Acton.

Then-Acton Councillor Bonnette said at that point he realized they needed to secure land near the Hide House and rail line for a future station. It took them four years, but he and Mayor Miller reached a deal with CNR paying \$50,000.

Bonnette said he and then Hide House owner Steve Dawkins lobbied long and hard for a GO Train stop, and in 1990, the David Peterson Liberals at Queen's Park agreed to fund the service.

Although the Liberals suffered an election defeat to the Bob Rae New Democrats, GO Train service began in October 1990. One year into their term, the NDP, citing low rider ship, threatened to stop the service, and again local politicians lobbied hard

to keep the trains, but after almost two years, GO Train service was cancelled.

The new Acton station was approved as part of the Georgetown-to-Kitchener Extension Environmental Assessment in 2009, for service by late 2011, but was delayed, partially due to negotiations with the Hide House, which has a non-exclusive lease with the Town to use part of the parking lot for its customers.

In 1856, the Grand Trunk brought train service to Acton – the station, built in 1908, was located beside the Beardmore leather warehouse which is now the Hike House. The line became part of the Canadian National Railway system, and CNR stopped service in 1967, but the stop continued to serve Via Rail, and from 1990 to 1993, GO Trains.

From 1917 to 1931, Acton rail service was also supplied by the Toronto Suburban Railway.

Come and celebrate a  
**SURPRISE 60<sup>TH</sup>**

for  
**Len Christopher**

Saturday, January 12, 2013  
Gord McCutcheon Auditorium

Acton Legion  
7:00pm



**Food.....fun.....Dancing to the Orange Men**