

Acton branch of Cancer Society joins Wellington unit

BY MAGGIE PETRUSHEVSKY
The New Tanner

STILL FLY CCS BANNER

The Acton Branch of the Canadian Cancer Society has chosen to join the Wellington County Unit of the Canadian Cancer Society (CCS).

Branch president Cathy Gerrow says three Cancer Society branches - Georgetown, Milton and Acton - were joined as the North Halton Unit.

When CCS in Toronto announced it was

closing the Georgetown office earlier this year, the branches were given the option of joining the CCS's Oakville unit.

"We decided to align ourselves with the Wellington Unit," Gerrow says. "It serves all of Wellington but the office is in Guelph. It made a lot more sense to us to go with Wellington than to go to Oakville or Burlington."

Gerrow anticipates little change for local

volunteers and service users. The unit is mostly the depot where individual branches order and receive their supplies, for instance, so most patients and service users will have little contact with the new office.

New people looking to contact the office by telephone can still do so without long distance charges and anyone looking for the physical office on Speedvale Avenue West in

Guelph will find it only slightly further away than the old office in Georgetown, she says.


Since each branch was largely autonomous, canvassing, daffodil sales and transportation will continue to be run by local volunteers as they always have been, she says.

And the Acton transportation coordinator remains in place so volunteers and service users will find it's pretty much business as usual for those connected to the Acton branch of the Canadian Cancer Society.

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What's Inside



An Acton man gave his 100th blood donation last week. Story and photo on Page 3.



Talk about spooks. There's plenty of them at a rural Acton location. See photo on Page 5.



Acton BIA has a new coordinator with experience in electronic media. See Page 11.

Five candidates for two local seats

Santa Claus in Acton on November 18

Santa Claus will make his first official visit to Acton on Saturday, November 18 as the star of the Acton Firefighters' parade.

The theme for this year's parade will be "21st Century Christmas," parade chairman Bill Spielvogel explains. It starts at 1 o'clock sharp from the McKenzie-Smith Bennett Middle School on Acton Boulevard and proceeds down Mill Street to Main and then to Prospect Park.

Generous cash prizes for floats entered in the parade include: \$100 for first overall and \$50 each for first in school, first commercial, first service club and first other.

Acton Fire Fighters' Association sponsors the Santa Claus parade annually.



FLAME FIGHTER: As firefighter Rick Vranic looks on, Acton's John Minieuci tries his hand at dousing a fuel fire at one of the demonstrations at the Churchill Road fire station on Sunday during an open house, hosted by the Halton Hills Fire department. - Frances Niblock photo

Election on Nov. 13 for local Council

By FRANCES NIBLOCK
The New Tanner

There's a five-way race for the two local Acton seats on Halton Hills Council, giving voters a choice of credible candidates. There's also a two-person race for the Ward 1 and 2 regional seat.

The retirement of veteran councillor Norm Elliott left one of the two local Acton seats and initially, it looked like there might not be much of a race for position.

The Ward 1 local candidates include:

Diane Biggs

Biggs is the owner of the former YMCA building on Mill Street. She's works in human resources with a Woodbridge company.

"I want to see Acton develop - I've seen too many small towns fade into the woodwork and become bedroom communities," Biggs said as she filed her papers late on Friday just before nominations closed.

Asked what issues she'll focus on in her campaign, Biggs said she'd like to see Acton develop into a "prosperous, booming city," find something for loitering youths to do, bring more businesses to Acton and work to return GO Train service to Acton.

Dobbie Frizzell

Frizzell, who sat as a Halton Hills Hydro commissioner, is a retired hydro

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No barrier arms by Christmas

Barrier gates will not be installed by Christmas at the Fourth Line railway crossing as promised by the federal transport minister.

Although federal officials said installation of the safety gates at the crossing, where four people have died in the past 10 months, would be fast tracked, it won't happen before the New Year, according to Halton Hills traffic coordinator Bob Butrym who met with Transport Canada officials last Thursday.

"You'd have to steal it (the barrier gate) from some other crossing somewhere to put it up (at the Fourth Line)," Butrym said on Monday, adding it takes a minimum of three months to get the gates from the United States.

"There's also some design time - the

application has gone in and the money will be approved, but the problem is actually getting it installed, Butrym said, refusing to speculate when the gates might be installed at either of the Acton locations.

The same consultant hired to design improvements, including barrier arms, at the Main Street North rail crossing, is designing the Fourth Line crossing. Transport Canada recommend gates be installed at Main Street North following a review of the rail line after the death of a gravel truck driver at the Fourth Line crossing last November.

Six trains use the tracks through Acton daily. Daily traffic counts show approximately 6,000 vehicles cross the tracks on Main Street North daily and 900 cross at the Fourth Line.

Butrym said the timing of improvements to the Main Street North crossing is tied to a decision whether traffic lights will be installed just south of the tracks at Main Street North and Highway 7, as suggested by Transport Canada.

"There'd be some sort of preemption system, so if you're heading south on Main Street, as soon as the railway system kicked in and the gates started to come down, it would give an advance green to clear any southbound traffic out of there so hopefully people won't stop on the tracks," Butrym said.

The barrier gates will cost \$200,000 to install at both crossings. Transport Canada will pay 80 per cent of the total, 12.5 per cent by the Town and 7.5 per cent by the railway.

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