

Four O.S.D. clocks synchronized to give perfect time

Dominating the ever-changing scenery around Ontario School for the Deaf campus these days is an 80 foot high and 10 foot square clock which adds a touch of beauty to the scene, jutting high into the sky above the one-storey and two-storey buildings that comprise the school.

Completion of the clock has been a gradual affair. It began with the tower's brick construction last fall, and early in December workmen lifted into place the four clock faces, each six feet square, that face north, south, east and west from high above the campus.

Last week electricians instal-

led the intricate mechanism that keeps the clock hands forever turning; soon the hour hands and second hands will be installed. (They should have gone in last week too, but the manufacturer shipped the wrong type and they will be replaced as soon as possible.)

Besides decorating one of Milton's tallest structures and being visible from half of town, the clocks are special in that they are electronically controlled to correct themselves if they ever run too fast or too slow.

Bob Pettigrew, foreman of Ainsworth Electric who super-

vised the installation of the mechanism, explained the clock hands are driven by four individual motors, synchronized with each other to run at the same speed at all times. "The movement in the clocks will operate in temperatures in excess of 50 degrees below zero without heaters or thermostats, and is not affected by the strain of ice or wind," Mr. Pettigrew pointed out.

The whole system is controlled by an electronic relay which checks the timing of the four clocks once each hour, 24 hours a day and seven days a week. This relay is geared to correct

any imperfections in time, beginning at five minutes before the clocks reach any hour point.

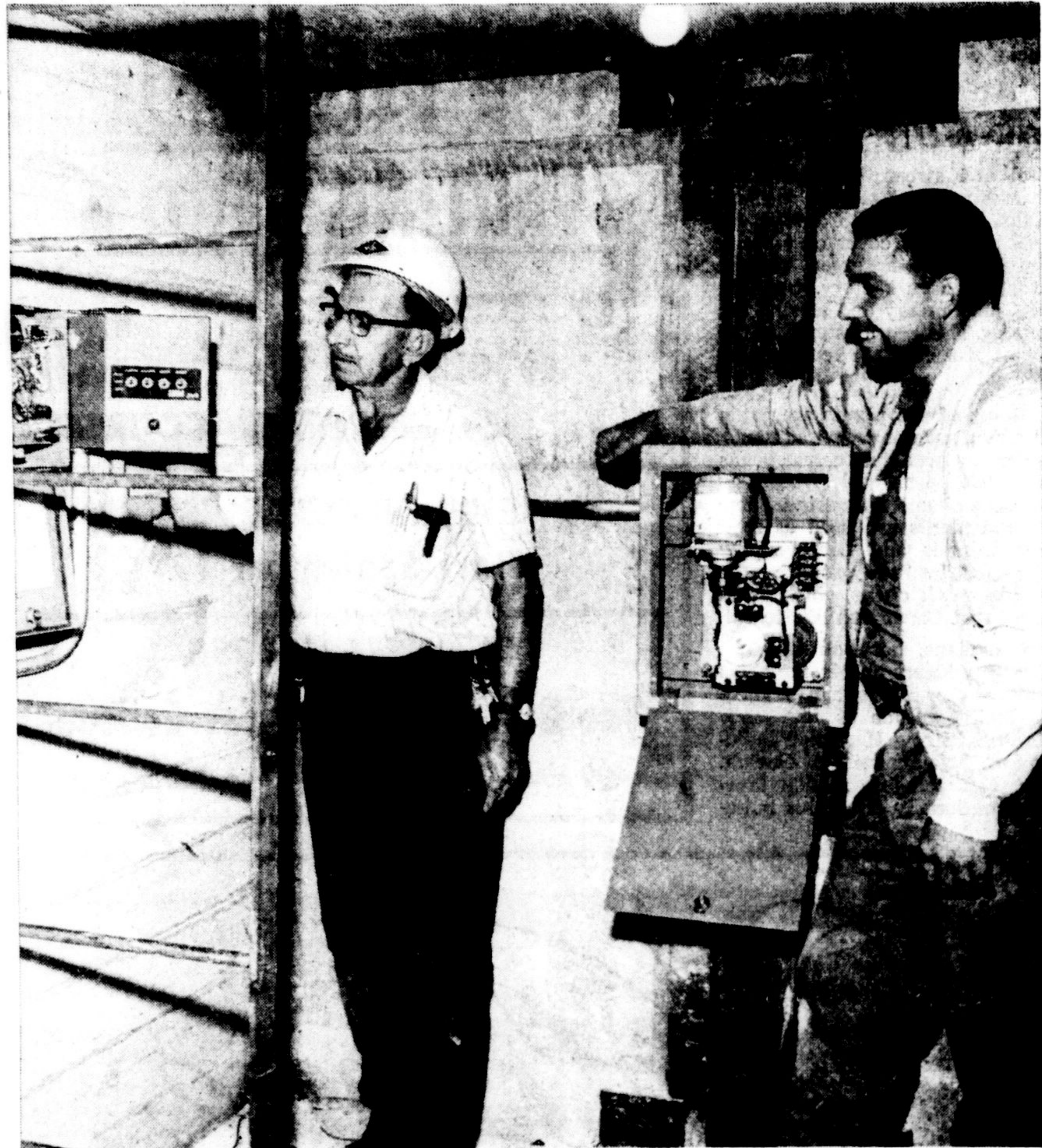
Thus, if three of the clocks said 2:53 p.m. and the fourth clock read 2:51 p.m., when the

time came to 2:55 p.m., the electronic relay goes to work. In the five minutes preceding 3:00 p.m. it would either hurry up the slow clock or retard the three last ones, so that by 3:00 p.m.

all four will be giving out the correct time.

And the relay is set to correct even a few seconds' difference in the four clock faces.

The four faces of the clock are finished in marble, while the large hands are anodized aluminum, like the studs which indicate the hours of the day.



—Staff Photo

INSTALLING SYNCHRONIZED EQUIPMENT that will ensure the correct time on the four clocks in the Ontario School for the Deaf clock tower, are Ainsworth Electric company's foreman Bob Pettigrew and electrician Brian White. Bob is

shown with the synchronized mechanism that automatically corrects the timing, while Brian stands beside one of four small motors that will drive the hands on the clocks.



—Staff Photo

TIME ON THEIR HANDS . . . Electricians Brian White and Al Murray appear to have time on their hands, but they're really holding two of the 80 foot high clock tower at Ontario School

for the Deaf. The tower, located at the rear of the administration building entranceway, has four clocks facing north, south, east and west which are visible from anywhere on the O.S.D. campus.

Institute members enjoy tour of Adelaide Hoodless home

The St. George home of Adelaide Hunter Hoodless, founder of the Women's Institute of Canada in 1897, was one of the places visited by Mountain Union W.I. on their August 17 picnic and sightseeing tour.

Miss Hoodless was a pioneer advocate of the teaching of Domestic Science (Home Economics) in schools; active in the establishment of the MacDonald College at Guelph and College of Ste. Anne de Bellevue; and the establishment of the National Council of Women.

The group also visited the Royal Botanical Gardens at Hamilton.

Lunch was at the Stoney Inn and dessert at Stoney Creek Dairy.

Host at the Hoodless home- stead was Mrs. Lackman, who lives in the home and conducts tours through it.

The group of 40 members and nine guests included some visit-

ors from Scotch Block W.I. and Nassagaweya W.I.

They examined needlework displays and learned much of the life of Miss Hoodless.

President Mrs. Fred Harbottle took pictures of the tour and at

the end of it, Mrs. Velma Norris, second vice-president thanked the bus driver and Mrs. M. Readhead who had arranged the tour and acted as guide. Mrs. Readhead was presented with a small gift of appreciation.

—If you must drive after drinking, drive a nail, then you'll only hit your hand.

—That darned grass is starting to grow again.



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Wood and coal are probably the most economical fuels to buy—but they're also the least efficient. And sooner or later you'll get tired of slaving over a dirty furnace—then what?

You can choose between a liquid fuel or so-called "flameless" heating. Or natural gas. All of them claim to be the best. Who should you believe?

Initial installation costs are higher for liquid fuel equipment than for gas. A gas unit has fewer moving parts, needs less maintenance and therefore lasts longer. In order for "flameless" heating to compete in operating cost, it requires extra-thick insulation throughout the home.

If your home had extra-thick insulation, no matter what kind of heating system you use, you'd naturally cut fuel costs. With extra insulation or normal insulation, a gas heating system means lower fuel costs by far.

You never have to order natural gas—it's always there. A good, old-

fashioned Canadian snowstorm can't stop natural gas from heating your home. Storms can stop trucks. They can also knock out power lines—and very often do. Unless you have your own generator, "flameless" heating can give you the cold shoulder, just when you need a warm house. Let's face it—nothing is as dependable as natural gas.

With modern gas heating there are no hot and cold "layers" of stale air. Dust and dirt particles can be filtered from the air and humidity controlled. Wouldn't you rather have a heating system that took care of these vital functions?

When you get right down to it, modern automatic gas heating has the edge in just about every department. But if you're still not convinced, maybe this will help; if you install a gas conversion burner in your existing furnace now, or install a brand-new gas design furnace—we'll spread out the cost of the installation in easy monthly payments—over 5 years if need be.

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— NOTICE —

BURLINGTON BOARD OF EDUCATION

SCHOOL BUS SCHEDULE

1966-67 SCHOOL YEAR

Commencing Tuesday, September 6, 1966

PART I — PUBLIC SCHOOL PUPILS

- (a) **W. E. Breckon**
For pupils in kindergarten to grade 6 residing in West Pinedale survey and the area of Pinedale survey not serviced by Elizabeth Gardens Public School — pick ups will be at junction of
— Pinedale Ave. — Riverside Dr. at 8:20 a.m.
— Pinedale Ave. — Mullin Way at 8:22 a.m.
— Pinedale Ave. — Parkside Cr. at 8:25 a.m.
- (b) **Clarksdale**
For pupils in kindergarten to grade 6 in Leighland Road and Westland Survey area, pick up will be at junction of Brant St. and Leighland Road at 8:40 a.m.
- (c) **Elizabeth Gardens**
For pupils in kindergarten to grade 6 in Pinedale Survey, pick up will be at junction of
— Wedgewood Dr. — Woodhaven Dr. at 8:45 a.m.
— Forestwood Dr. — Woodhaven Dr. at 8:47 a.m.
— Pinedale Ave. — Linbrook Road at 8:50 a.m.
- (d) **Fairview**
Routes and pick up times will be the same as for the 1965-66 school year. Kindergarten pupils will be advised individually by telephone as to pick up times.
- (e) **Kilbride**
Routes will be the same as for the school year 1965-66. First pick up will be on Trafalgar-Burlington Town Line at 8:15 a.m. Kindergarten pupils will be advised individually by telephone as to pick up times. Grades 7 and 8 pupils attending Fairview will be picked up by high school buses.
- (f) **John A. Lockhart**
For kindergarten and pupils in grades 1 to 4 inclusive residing on the beach boulevard. First pick up at municipal house number 924 at 8:20 a.m. Bus will travel easterly with stops at the following house numbers: 1006, 1092, 1156.

- (g) **Maplehurst**
Grades 7 and 8 pupils from Fairfield area will assemble at Fairfield Public School for pick up at 8:30 a.m. Grades 7 and 8 pupils from Woodview area will be transported on the regular routes with buses operating on the same schedule as for the 1965-66 school year.
- (h) **Rolling Meadows**
Routes will be the same as for the 1965-66 school year. First pick up at the junction of the Burlington-Trafalgar Town Line and No. 5 Highway at 8:30 a.m. Kindergarten pupils will attend the afternoon class. Grades 1 to 8 pupils residing in Beaufort and Tyandaga Subdivisions will be picked up at 8:10 and 8:15 a.m. respectively.
- (i) **John T. Tuck**
(1) Routes and pick up times will be the same as for the 1965-66 school year. Kindergarten pupils will attend the morning class.
(2) For pupils in kindergarten to grade 4 residing in the Woodland Estates Survey, pick up will be at junction of Rexway Dr. and Walker's Line at 8:40 a.m.

- (j) **Woodview**
(1) Routes and pick up times will be the same as for the 1965-66 school year. A map showing location of bus stops and scheduled times is available at Woodview Public School.
(2) Kindergarten pupils will attend Maplehurst Public School for the morning class and will be picked up with the grade pupils.
(3) Grades 7 and 8 pupils will be picked up by Maplehurst Public School and will be picked up by regular buses.
- (k) **Special Class Pupils**
(1) Children attending the Opportunity Class at Fairview School will be transported on the regular bus routes.
(2) Children attending the Opportunity Classes at Rolling Meadows who require transportation will be transported on the regular bus routes.
(3) A map showing location of bus stops and scheduled times has been distributed to all other children who attend these classes and who require transportation.

PART II — SECONDARY SCHOOL STUDENTS

- (a) **Nelson High School**
(1) Students who reside north of the Queen Elizabeth Highway. Routes and pick up times will be the same as for the 1965-66 school year.
(2) Students who reside in Mountain Gardens, Clarksdale, and Rolling Meadows area. A map showing the location of bus stops and scheduled times is available at Nelson High School.
(3) Students who reside in the Burlington Central High School area. A map showing the location of bus stops and scheduled times is available at Nelson High School.
- (b) **M. M. Robinson High School**
(1) Students who reside north of the Queen Elizabeth Highway. Routes and times will be the same as for the 1965-66 school year.
(2) Students who reside south of C.N.R. and in Aldershot area. A map showing location of bus stops and scheduled times is available at M.M. Robinson High School.
- (c) **Waterdown High School**
A map showing the locations of bus stops and scheduled times is available at Waterdown High School.

For Further Information Please Telephone NELSON 4-6958