



TRUCK TRAFFIC on Derry Rd. between Walker's and Appleby Lines has resulted in the lowering of the speed limit from 50 mph to 36 after the Halton Public Works Department had received complaints from road residents. Residents said the heavy volume of trucks travelling at 50 or 80 kmh created a traffic hazard. This truck is turning into the Sherman Sand and Gravel entrance, from which most of the trucks come and go.

On Derry Road

Speed limit falls to 36 mph

Lowering the speed limit on Derry Rd. between Walker's and Appleby Lines from 50 miles (80 kilometres) an hour to 36 mph (60 kmh) was approved by the Halton Public Works committee at its meeting Wednesday, Oct. 25.

Following complaints from residents on that section of the road, Public Works Director R.W.J. Moore wrote in a recommendation to the committee, "This is a situation where conditions have been allowed to deteriorate on a main traffic thoroughfare through an over-generous land separation policy."

"Although it is a disservice to commerce and the travelling public on one of our most important regional roads, we consider the residents' complaints about noise, inconvenience and particularly danger to children are legitimate and should be recognized," he said.

The section of Derry Rd. is the border between Milton to the north and Burlington to the south.

One reason for the concern is the number of gravel trucks coming and going from the Sherman Sand and Gravel yard at the western end of the section.

Included in the committee's correspondence was a letter from D.H. Greenfield of 4020 Derry Rd. W.

In a letter dated Sept. 5, he said, "I am writing to you on behalf of myself and several neighbors who reside on the south side of Derry Rd. between Appleby Line and Walker's Line. On the north side of our road, Sherman Sand and Gravel operate a sand and gravel pit and approximately 1,000 truck trips per day travel to and from the pit."

Mr. Greenfield said, "The volume of traffic and the speed limit of 50 mph on the road has led to numerous near misses from trucks passing or travelling at or near the posted speed."

"Recently, Mrs. Greenfield was almost forced off the road by a truck passing a

second truck on the same side as she was driving. Again, two weeks ago, a modern car travelling at or over the speed limit nearly collided with the rear of a car that had turned west of Walker's Line."

"The trucks," he said, "we realize, do have an advantage over our passenger cars in that the driver is much higher above the road and can see farther. However, this seems to give the truckers a false sense of security and they drive to the limits."

"In general," Mr. Greenfield said, "we consider the 80 kmh speed limit to be somewhat too high for our security."

He said the passage of trucks travelling at 50 mph caused a wind slipstream

which was hazardous for children on bicycles.

The noise of trucks travelling at 50 mph was also raised.

Moore said in his report the problem would not go away. "Through past errors we have permitted a number of locations similar to the one in question to develop and as traffic volumes increase, no doubt more complaints will be received."

He said the region's new plan allows the region to regulate points of access on regional roads.

Fluoride opposed in Acton

More Acton residents are against fluoride in their drinking water, than in favor of it, according to a newspaper survey carried out last week by The Acton Free Press.

Halton Regional Council has approved a by-law to introduce fluoride to Acton's water supply, leaving Milton as the only Halton community not fluoridated. Milton residents loudly protested a suggestion that fluoride be added to the town's water supply.

The Acton survey was similar to one run by The Champion two months ago—a newspaper ballot asking if people were in favor or not, and if they would like to have a plebiscite on the question.

According to the Free Press, replies ran 105-15 against adding the substance to the drinking water, and the big majority wanted a vote on it.

Results were turned over to Acton's regional councillor Pat McKenzie, who does not plan to seek re-election to a regional seat but will run for a local area council seat. McKenzie said whoever is elected to replace him should follow it up at the region in December.

Committee approves job title changes

Halton Public Works Committee approved changes in job descriptions at its meeting Wednesday, Oct. 25.

On the recommendation of Public Works Director R.W.J. Moore the positions of Senior Supervisor, Design-Construction; Chief Foreman, East District; Sewer Crewman, West District; and Chief Mechanic were changed to Manager-Design, Manager-Construction, District Superintendent, District Works Clerk and

Foreman Mechanic respectively.

Moore said there will be a slight increase in cost, but no additional employees.

The changes come in the wake of council's approval for the establishing of an operations centre in Oakville at 1130 Speers Rd. and a similar centre in the west at the Skyway Pollution Control Centre.

The change in the designation of titles is the result of the forming of operation centres.

Knox Church 16 now historical site

In the year 1844 a Presbyterian congregation was formed in a school house on the banks of the 16 Mile Creek on the Dundas Highway. In 1845 a one-quarter acre of land on which to build a church was donated by Mr. Triller.

The congregation bought another quarter acre for a cemetery for the sum of five

pounds. A committee was formed and a plan for a frame building was set up at a cost of 112 pounds. In 1846 the church was opened and dedicated. In 1899 the church was remodeled and bricked, which is the present building. This building will be declared an historical site on Sunday, Nov. 5 at 7.30 p.m. A special service has been planned.

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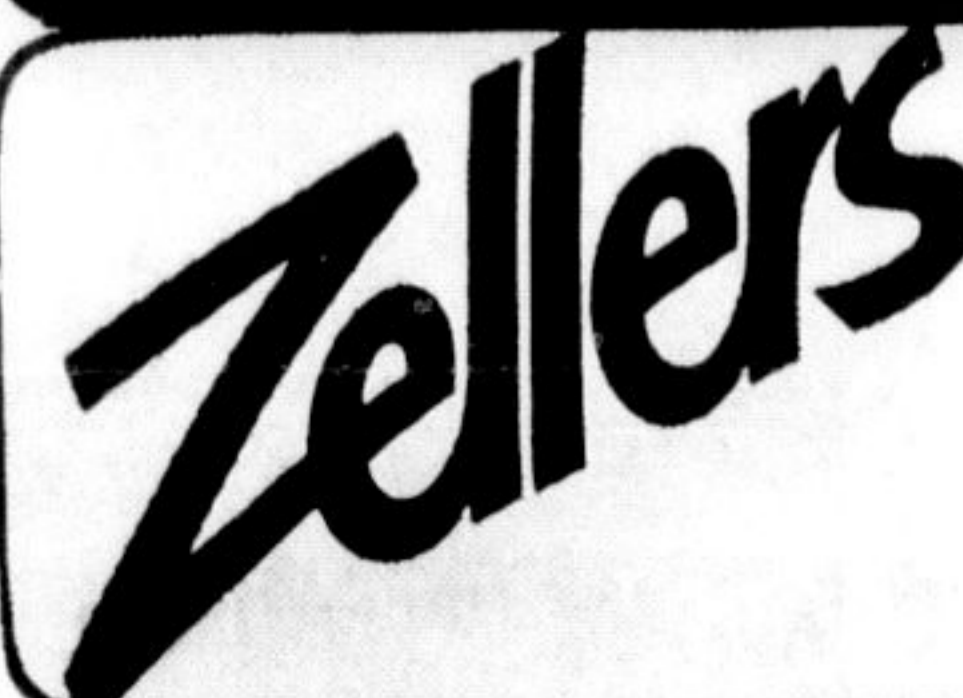
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