



COMMENT

Let's put the brakes on vehicle collisions

Rural Milton recorded a more than 35 per cent increase in car crashes last year and the town overall had more deaths on its roads than any other municipality in the region.

All in all, there were 18 deaths from collisions in Halton and eight of them were in Milton.

Aggressive driving — speeding, following too close and improper passing, etc. — causes 85 per cent of collisions.

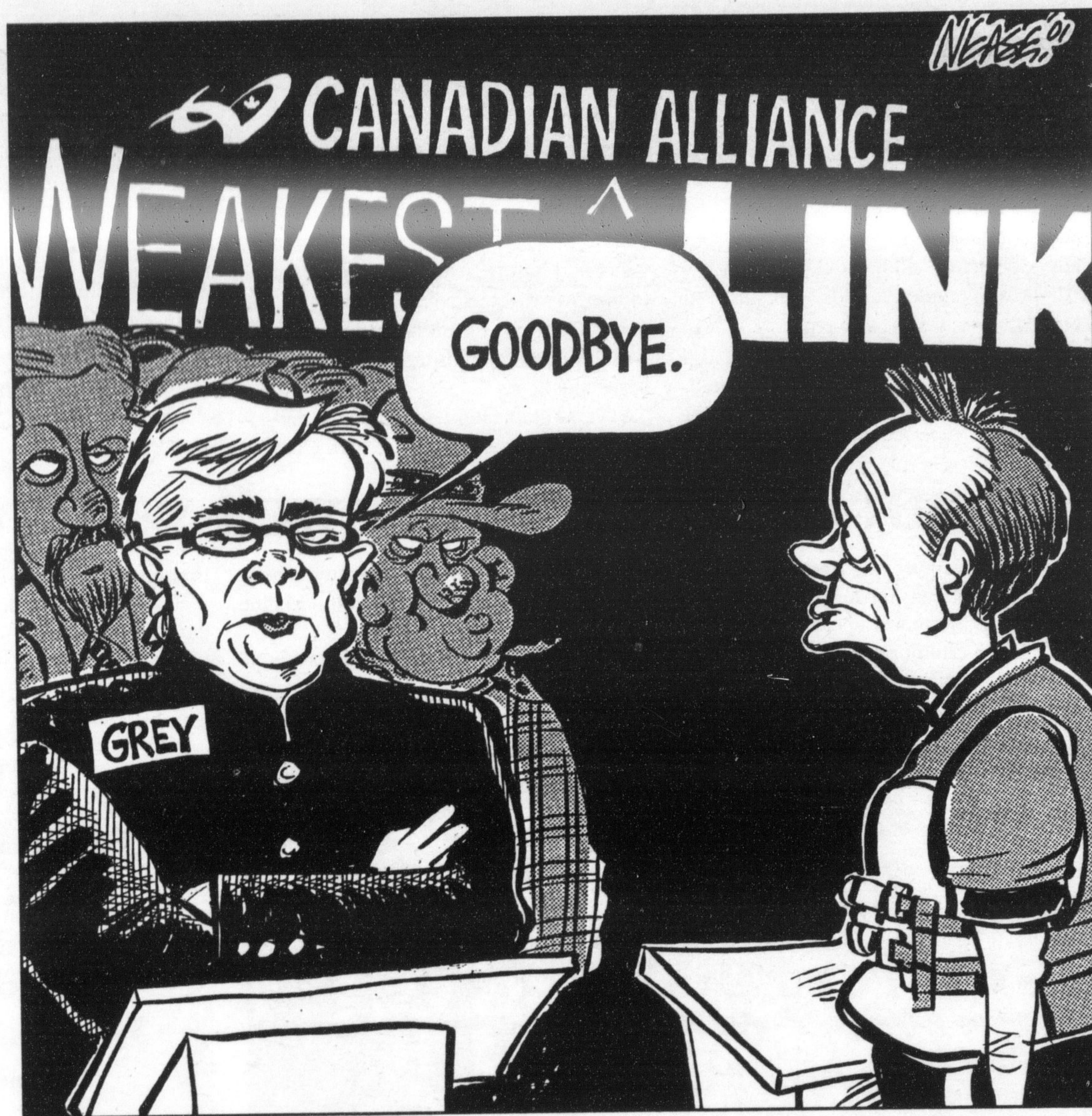
Our rural roads weren't built for speed and volume. Consider the sharp bends and knolls and then add a bunch of aggressive drivers. The collision rate will climb, no doubt about it.

While many problems are due to commuters traveling through town, there's a lot to be said about the actions of local drivers.

Motorists complain about speeders while many of them probably speed themselves. People complain about drivers not stopping for lights and stop signs, but do they always come to a complete stop?

As Road Safety Week approaches, help put the brakes on collisions by obeying the law.

It's that simple.



OUR READERS WRITE

Arthritis volunteers do outstanding work

Dear Editor:

Congratulations to the Zone Chairs Helen Powers, Marjorie Powys, Regina Featherstone, Jim Powers and Bev Mehlenbacher as well as the Royal Bank, the Knights of Columbus for the golf tournaments, the Aquatic Pool Program,

the donors and canvassers.

Their dedication to the critical arthritis cause during the yearly campaigns is outstanding. The Milton branch is in second position in the Halton-Peel region.

**Audrea Lear-Costigan, chair
Arthritis Society, Milton branch**

Do you have writing experience along with informed opinions on local issues? We're seeking a columnist. Please send us a note explaining why you want to be a Champion columnist. Include writing samples.

Intermodal executive says CN's Milton site selection worst he's seen in his experience

Dear Editor:

Re: Julian Reed's letter to the editor of April 10.

Mr. Reed is playing with the facts.

While it may be true that railways as an industry may be three times as fuel efficient as trucks, their intermodal product is, at most, 1.5 times as efficient when all fuel consumption (locomotive, truck and lift equipment) is tallied.

It's probably untrue that four extra trains per day will remove 300,000 trucks from the Toronto-Montreal corridor. Railroad intermodal service in North America has been historically unsuccessful in distances of less than 800 miles (1,300 kms). It's more likely that

this terminal is being built to serve the U.S. and international markets.

If the projections are correct, 300,000 trucks will be removed from the westbound 401 and QEW four and six-lane highways and rerouted to two lane rural roads in Halton. This terminal will not remove a single truck from GTA roads. In fact it will intensify congestion by concentrating the volume in a single area.

Pollution levels will increase substantially in the GTA. Long haul trucks tend to be replaced every two to three years and maintained by company garages thus producing lower levels of emissions. The local delivery fleets that serve rail intermodal terminals tend to be older,

owner-operated vehicles. These vehicles spend a considerable amount of time idling at in-and-out gates due to volume backlogs. They also spend the majority of the day in urban congestion.

Having spent 20 years in an executive position in the intermodal industry, I heartily endorse intermodalism.

Having visited in excess of 100 intermodal terminals across North America, I believe that CN's proposed location could be one of the worst site selections in my experience.

Mr. Reed ... something to think about on your daily commute.

**Mike McElhone
Campbellville**



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Pud

by Steve Nease

