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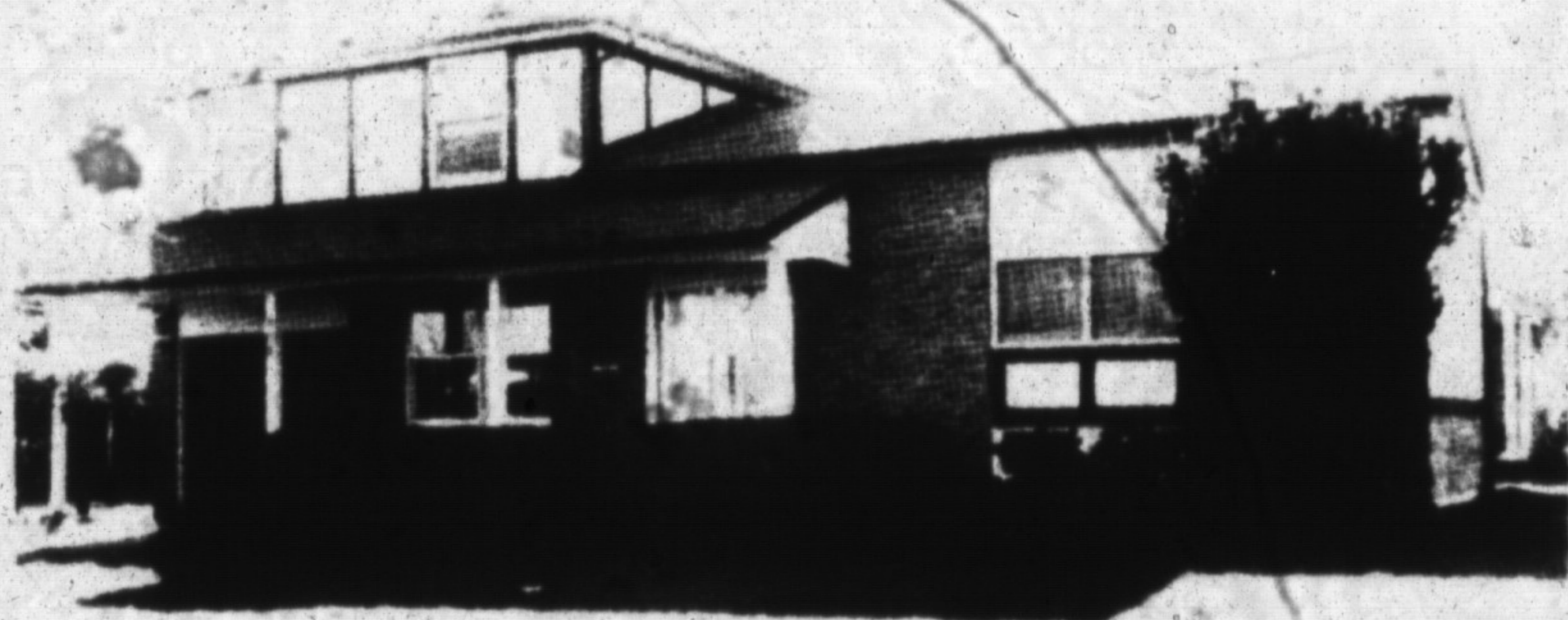
Milton 'Y' Nursery School students go for an imaginary ride in a space shuttle thanks to NRS Realty. The company donated its Santa Claus Parade float's centrepiece to the nursery. From left the riders are Darren Yorke, Natasha Cannon and Matthew Derry. Among the floats on the parade route Sunday afternoon was this one (photo below) entered by Milton Mall and Zellers. The Champion sponsored the tractor. The parade attracted a record crowd.



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Back entrance to Kelso to be fenced

In an effort to promote safety Milton council voted to permanently fence off the Sixth Line north of Steeles Avenue atop the Niagara Escarpment. But critics say it's not the safest option and it discourages use of the Bruce Trail.

Ward 2 councillor Les Laughren argued that it would be more effective just to install a better gate. "Why use a fence?" councillor Laughren wondered aloud. "Why not use a gate? It has greater options. If we have a gate, instead of a fence, we could, should the need arise, get emergency access."

The old Sixth-Line, a path essentially which is a back entrance to the Halton Region Conservation Authority's Kelso park, has been closed since 1987 in an effort to cut down vandalism and trespassing on HRCA property. The gate has been smashed on at least two occasions by vandals. Some trespassing at Kelso continues to be a problem.

Councillor Laughren asked how emergency vehicles could gain access to the hills at the rear of Kelso should someone be seriously injured or in the event of a forest fire. Public works director John Matthews replied that in the event of an injury, at least, the only option would be to carry the injured person out. If a forest fire broke out, he added, emergency vehicle could probably bull the fence down.

Those considerations aside, however, some nature enthusiasts deplored a plan to cut off parking near the gate — fence.

"I feel you're anti-Bruce Trail," escarpment resident Don Pelz told council. "You're defeating the purpose of the Bruce Trail. No parking signs are defeating the purpose of the trail. No one's going to use it and the Bruce Trail (Association) will change the routing. I agree with the closure. I do not agree with no parking."

Bob Edmonston, the assistant general manager of HRCA, replied

that parking is "a dilemma. What we do not want to create is another access to Kelso."

Two weeks ago someone who had apparently taken a mountain bicycle in over the fence had an accident on HRCA property, Mr. Edmonston said. "Right now they're getting in through the gate and we've got to make sure they do not do that."

Councillor Laughren said "BMX bikes do not strike me as much of a threat" to HRCA property.

Councillor Brian Penman, a member of the HRCA board, noted that several years ago an accident on city property in Brampton involving a motorbike resulted initially in such a large liability settlement, "it threw the insurance industry into a tizzy."

It is up to HRCA to determine "when and if" an area will be opened up for public usage, Mr. Penman said.

While deciding in favour of the more permanent fence, council left open the question of how hikers on the Bruce Trail will gain access to the woodland paths beyond the fence. At present there is a small ladder arrangement, over the fence, which is viewed as unsatisfactory for small children and elderly hikers.

The fence will be beefed up and there will be no parking in the immediate area, but a more convenient turnstile is contemplated as an alternative to the ladder.

LAC Minerals, a nearby quarrying company, had access to their property through the Sixth Line gate. The company will build a new access about 70 metres away, at no cost to the town.

Although council approved the motions as presented, a bylaw which would have made them immediately effective was tabled pending a legal report on technicalities relating to road ownership. Some councillors are worried that if they close the road for five years (as proposed), they may lose legal title to it unless they open it once in a while.

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