

Minister's daughter crowned 1987 Queen of Markham Fair



Nineteen-year-old Wendy Ford, (centre), Markville Road, Markham, is the 1987 Queen of Markham Fair. Wendy was the judges' choice out of nine entries in a gala Pageant Friday night. The first runner-up was Annika Hannan, (left), R.R. 1, Unionville, and second runner-up was Susan Ilott, (right), Main Street North, Markham.



Annika Hannan, the Pageant's first runner-up, dances with her escort for the evening, Craig Thompson, Rupert Avenue, Stouffville. Craig's sister Lori was the Fair's Queen in 1986.



Eight years ago, Marilyn (Ilott) Tufford, (left), was the Queen of Markham Fair. The year was 1979. Here, she pins a corsage on her sister Susan, second runner-up in this year's Pageant. —Jim Thomas

Lifetime memories

Lori Thompson, Markham Fair Queen of 1986 called it "a once-in-a-lifetime opportunity." The 20-year-old Riverston student addressed an appreciative audience at the conclusion of her reign Friday night.

She was presented with an engraved plaque by Fair past-president Mrs. Mary Beare.

"I enjoyed every event," Lori said, some apparently more than others. The horse-pull, she explained, was a little bit scary.

"Having experienced the Miss C.N.E. competition, Lori described the Markham Pageant as "real professionalism." She presented her successor, Wendy Ford with her crown and banner.

Runners-up were Annika Hannan, R.R. 1, Unionville, and Susan Ilott, Main Street North, Markham.

Parents in England

Phone call collect gives good news

By JIM THOMAS

MARKHAM — A nineteen-year-old Markville Road girl is the 1987 Queen of Markham Fair.

Wendy Ford, daughter of Rev. and Mrs. Gordon Ford of Bramalea, was selected from a group of nine lovely contestants at a gala pageant and dance Friday night. Runners-up were Annika Hannan, 18, of R.R. 1, Unionville and Susan Ilott, 19, of Main Street North, Markham.

Other entries were Vivian Mitchell, Thornhill; Suzanne Craig, Unionville; Edna Chua, Unionville; Linda McLaren, Markham; Ann Halsey, Markham and Juliette Macmillan, Stouffville.

Judges were Fair past-president Alma Walker; Fair 1st vice-president Dave Morrison and Jean Barclay, owner of The Wedding Room in Stouffville.

The committee chairperson was Linda Lewis, Markham. The evening's MC was Buntly Webb, also of Markham.

Wendy, a green-eyed brunette, was sponsored by the Markham Preservation Society. She hasn't missed a Markham Fair in nine years.

Volunteer work is important to Wendy. She's given of her time at Markhaven and Participation House including a tutoring program there while a student at Markham High. She's presently involved with the Children's Aid Society also in a volunteer capacity.

Extra-curricular activities include — camping, boating, downhill skiing and needlepoint.

Her escort Friday was Wayne Edwards, Sir Galahad Place, Markham.

Wendy said her father and mother were on holidays in Europe at the time and unaware of her participation in the Pageant. She called them (collect) at Manchester, England, Friday night.

Wendy says she's looking forward to attending all four days of Markham Fair (Oct. 1, 2, 3 and 4), and the C.N.E. Pageant next fall.

The crowning ceremony was performed by Lori Thompson, Fair Queen of 1986. Lori was described by Fair past-president Mary Beare as "one of the most gracious girls I've ever had the pleasure of working with."

Safety is No. 1 with Simcoe Transit

By JIM THOMAS
GORMLEY — Safety's a top priority.

Alberta Witiuk, operations manager at the Gormley division of Simcoe Transit Company stresses this point. And the company's concern is visible in their record; no fatalities in 18 years.

"Touch wood," Alberta says from her office headquarters on Cardico Drive, R.R. 1, Gormley.

Alberta praises the competence of the division's 125 drivers, some of whom have been with the firm more than ten years. They take their work seriously, she says.

Eighty per cent are female and twenty per cent male. Professional training is provided on location, Alberta explains.

Simcoe Transit was first established at Sutton. A third branch is located in Oshawa. The Gormley division serves 75 schools with 115 vehicles. A single full-size bus costs between forty and fifty thousand dollars. Fourteen new ones are set to roll Sept. 8.

The operators, says Alberta, take great pride in their work. They have their own social club, enjoy barbecues and ball games, a Christmas party and a safety awards' dinner and dance.

The average driver puts in three hours a day, 7:30 to 9 a.m., and 3 to 4:30 p.m. The pay rate, (large bus), is \$30 daily.

Some operators take their buses home. Pre-schoolers are welcomed as passengers providing they don't pre-occupy the

mother's attention.

An operator must be age 21 to qualify. This is a Ministry requirement. After 65, each must undergo an annual road test.

Free professional training is provided on location.

Alberta maintains a list of spare drivers she can call on in emergencies. One operator remains on standby at the office.

Summer work is optional.

Prior to the start of the fall term, the Cardico division holds a drivers' meeting at the Victoria Square Community Centre. Operators are assigned their routes. Anyone in doubt is advised to take a "dry run."

Alberta doesn't envision any problems opening day. "Day two is the worst," she says, "that's when we learn about children from new homes we didn't know about."

Coping with kindergarten pupils requires "a special touch," Alberta explains. These are the kiddies who identify their residence as "the little white house on the corner," she notes. In such situations, two-way radio contact is important. All Simcoe buses are radio equipped.

Alberta says the company enjoys excellent co-operation from all school principals. "Riding a bus is a privilege, not a right," she points out, "we work hand-in-hand."

Each school also has its own safety program, she explains.

Educating the public on 'rules

of the road' with regard to school buses is an on-going concern, says Alberta. York Regional Police, she points out, are very cooperative, even to warning motorists if a proper identification isn't obtained. The stop-arm, now mandatory on all school buses, is an added safety feature, she notes.

Simcoe Transit Company has responsibilities too. The firm employs a full-time safety supervisor. Kathy Winterflood of Stouffville serves as a "watch dog" on all Cardico-based routes and reports infractions to head office. Wilf Morley of the York Region Public School Board of Education also keeps an eye open for driver error and calls in reports. "Mr. Morley has a tremendous responsibility," Alberta says.

With respect to the buses themselves, Alberta describes them as "the safest full-size vehicles in North America." Simcoe also provides mini-buses, vans and wheelchair vehicles.

All undergo thorough inspections at least twice a year, Angela says. None is kept more than ten years, also a Ministry requirement, she explains.

All repairs are completed in Cardico's five-bay garage.

Angela says there's an on-going need for both full and part-time drivers. She refers to operators as "very special people doing a very special job."

Their passengers are very special too, she concludes.



Alberta Witiuk is the operations manager working out of the Cardico Drive headquarters of Simcoe Transit Company. This division, located at R.R. 1, Gormley, operates 115 buses in addition to 115 in Oshawa and 100 at Sutton. Safety is the firm's top priority, Alberta says, with all vehicles kept in tip-top shape. Drivers too are excellent, she states. A free professional training course is provided on location. In Simcoe's 18 years of operation, not a single fatality has been recorded. —Jim Thomas