

Campey's Chronicle

Newspaper is student staffed

STOUFFVILLE - The Tribune has a competitor. It's called 'Campey's Chronicle'. The editor is John Campey, working out of Stouffville Dist. Secondary School. John Campey is enthusiastic about his newspaper. His staff, that included only six last year, has been increased to fifty. The paper is totally run by students with the exception of a few staff advisors, he said. According to the editor, The Chronicle has 'general' freedom of the press.

The most recent edition, the second since September, has sold 380 copies at ten cents each. But they have even greater ambitions, hoping to expand outside of the school, if sales outlets can be found.

Student staff workers include - Ron Ferguson, Julie Bell, Jennifer Dragan, Rita Prospero, John Hopper, James Alty, Gail Dragan, Debbie McDermott, Rick Briggs-Jude, Sharon Trammer, Jim Wilson, Josh Leitch, Debbie Marshman, Pierre Waite, Clara Viscardi, Heather Connolly, Susan Palmer, Jane Curtis, Sheila Monaghan, Jill Turner, James Reesor, Joan Stainton, Velma Marzinotto, Susan Tufford, Bill Sanderson, Rick Peach, David Herbert, Richard Browning, June Mosley, Susan Smith, Paul Howard, Brian Ratcliff, Gavin Johnston, Diane Butterworth, Hedy deGroot, Sharon Bennett, Danuta Kamocki, Shirley Aiken, Bill Giles, David Harris, Anand Singh, Darlene Hosken, Rosemary Marzinotto, Coleen Farmer, Linda Dyson, Ken Thompson, Ethel Brown, Joanne Gould, Susan Christie, Becky Herbert, Laurie Bell, Susan Viscardi and Susan Dunkeld.

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Dice loaded against commuter

By John Medcof  
The dice have been loaded against the experimental Toronto-Barrie commuter train. The TTC subway would be a dead loss without surface buses feeding into it, but apparently, nothing has been done to provide feeders on the trial service.

The apparent costs of the trial service are extortionate. On Oct. 16, 1969, I rented a demonstration train from CN, getting 12 coaches for \$1,800, according to the regular CN train rental rate, at \$150 per coach. I made a profit of \$305.41, which I donated to the Provincial Government. The suggested present rate of \$3,570 charged daily to the Government by CN for 8 coaches is about \$446.25 per coach and a thundering deficit is inevitable.

A five-week period is too short to establish regular traffic patterns. People won't break up car pools or travel methods for a temporary arrangement. Several significant stops have been omitted. Bradford is beyond the 35-mile breakeven point for commuter services.

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Every Bradford ticket should be a profit-making ticket if costs were properly calculated. Lack of stops at Downsview and St. Clair means that everyone must go downtown to Union Station. Today, the present equipment is 2 heavy diesel locomotives and 8 heavy coaches with a capacity of about 500 seats. This is too much for a new service, operating alongside established GO buses, we must expect a small passenger load of about 100 at first, with a slow buildup as traffic develops. Stouffville service started in 1971 with one dayliner, within three months it doubled. Two dayliners would be sufficient to start for Barrie, then add dayliners up to five and then switch to the conventional and more costly heavy train.

With the deck thus stacked against the trial, the opponents of commuter service will undoubtedly point to the defects of the "Election Special" in their efforts to delay a proper commuter grid. However, with all its drawbacks, it's better than nothing.

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