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## The York Gymnuisance

Think your lecture halls are crowded? Try the gym

by Nicholas Davis



Looking to break a sweat and keep in shape? Don't consider using York's only gymnasium — even if you find out how. Students seem to be spending more of their time trying to get into the gym than using it.

Those looking to participate in organized sports have to juggle to make time for athletic recreation. University athletes are not limited to members of York's 26 varsity teams. Most students just want to make some time to keep active and stay in shape.

Some students join a team in an intramural league. Others just find a way to get into the gym and shoot some ball.

At Canada's third largest university you would think students would only be battling their tight academic schedule to use the campus gym. But at York, making time to get into the gym is part of a daily workout.

"We have excellent facilities for a very small high school," says varsity basketball coach Bob Bain. "We are supposed to be a major university. I think the physical education facilities we have for our students are disgraceful."

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## Buses not a better way for many students

by Pina D'Agostino

York students are frustrated with the transit system and are taking the bus less.

"It takes me a year just to get from Sentinel and Finch, and that's just five minutes away by car," said York student Steven Pavan.

The Toronto Transit Commission said average weekday ridership for York's only express route, Route 106A coming from the Wilson Station, dropped by 595 riders between 1990 and 1991, according to commission statistics.

"There has been a general system decline from year to year since the economic recession; in fact 1992 ridership figures have declined even more since 1991," said Mary-Anne George, senior transportation planner in the TTC's Operational Planning Section.

George added the 1992 figures are not yet available and may not even be compiled, due to budget cuts.

Students feel the drop in student ridership is due largely to inconvenient routing systems, rate increases, and a question of too much time spent on the bus.

"It takes too long. The routes are too long," said Sandy Novielli, who drives in from Mississauga.

Since most students have stopped taking buses, they are now driving in hoards, creating traffic bottlenecks around the York campus and York parking lots.

"The construction is also a big headache for TTC operational people — it's almost impossible to maintain a schedule under the existing conditions," George said.

Many York students also live outside the Metro area and need to use the Vaughan Transit system in addi-



photo by Wayne Todd

Transit commuters line up for the fastest route off the Downsview campus. Toronto transit authorities say the express route has become less popular.

tion to taking the TTC.

York student Sheri Passero, a Vaughan resident who drives to York said, "It takes too long. It costs me about \$5 a day to take the bus, when with the same amount I could fill half a tank which lasts me about a week."

TTC Metropass rate has been hiked to \$67 from \$56.50 since March 2.

Vaughan resident, Micheal Marchetti was quick to say, "The Vaughan Transit stinks. If there was a bus that sat two people and played the music I liked, I'd take it."

To facilitate the routing system, Mary Lynn Reimer, Master Planner at York has been trying to work through the TTC with Vaughan Transit. The plan is to try and get Route

107, which comes from the Vaughan area, to come into the York campus.

Nothing has been discussed for riders coming from the greater Toronto area.

The Vaughan routing process is very complicated because it involves another jurisdiction, Reimer said. It also means a longer route and a greater TTC expense which the city cannot afford as they are already facing cut-backs, she added.

According to George, a formal request has not yet been made.

York Federation of Students vice-president Michelle Chai said she was not aware of any plans about the re-routing of the Vaughan Transit.

Chai encourages students, however, to approach the federation and

voice their opinions on transit issues. Perhaps a lobbying group can be established through the YFS, she said.

Siendro Tigley is one student who thinks the TTC is getting better.

"I drive, [but] when the car's not working, I take the bus. When the weather's nice, I take the bike, or I walk," he said.

According to Reimer, the proposed subway line that would run from the future Sheppard station would benefit York student riders.

But the service would not be ready for at least eight years, said Reimer. "There are many political loop-holes,

some levels [of government] are more supportive than others."

The commission is hosting a forum on Oct. 28 from 12:00 to 1:00 in York's Senate Chamber. Everyone is invited to attend and share their observations in respect to the TTC.

Among those attending are TTC planning staff, York parking and security staff, and Peter Struck, assistant vice-president on physical resources.

Upcoming routing changes will also be announced concerning Steeles West Route 60 and Keele Route 41, which are set to enter York Blvd.

## Shuttle bus service not efficient, students say

by Margo Reid

The shuttle bus system which replaced the "call-in" escort service at York has still not won user support after one year.

"Call-in" escort vans were replaced with a scheduled shuttle bus last year, but there is still growing concern over the safety and efficiency of the revamped system.

"There has been a slow and consistent assault on the escort service in order to save money," said Nikki Gershbain, president of the York Federation of Students.

"This change to the shuttle service from a 'call-in' causes a loss in ridership because the 'call-in' system was more efficient," Gershbain said. "Secondly, people

using the service less would justify [security's] reason for getting rid of the service altogether."

Director of student security and parking services Tom Arnold, who coordinates the escort system, did not return repeated phone calls.

Security has organized a dual program of "scheduled" and "call-in" escorts this year, after receiving evaluation forms from the community.

"The shuttle service is ineffective and it only stops at three stops on campus," said Elissa Horscroft, who is a frequent user of the service and strongly prefers the old "call-in" system. Horscroft also said she has to wait longer than expected for the shuttle bus because it doesn't always leave a

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