



Elongated buses similar to this one would be used on Mississauga's Bloor and Dundas transit routes.

Report urges city buy elongated buses

By JOHN STEWART

A report has recommended Mississauga buy 16 elongated buses for its Bloor and Dundas transit routes.

The report, prepared by a task force studying elongated and double-deck buses, has been presented to general committee.

Ryk Stryland, senior consultant with Interbase Incorporated (IBI), which is conducting the city's Official Plan Review, said the task force had concluded that the elongated or articulated bus was the most feasible way of easing the "crush" situation on the two routes.

An articulated bus is either 53- or 60-foot long compared to the standard 40-foot bus and it has an accordion-type joint between the front and rear sections.

The task force's support for the articulated bus over the double-deck bus was based on several factors.

The height limit of 13-feet six inches for vehicles in Ontario means that the upper section of the double-decker would be uncomfortable for passengers.

An articulated bus has a maximum capacity of 180 and a smaller turning radius than a standard bus. Passengers can be processed faster and the bus is cheaper to operate, according to the report.

Stryland said the price of articulated buses is about double that of a standard bus, but overall operating costs are lower. The high-capacity vehicles use slightly more gasoline per mile than standard buses; labor cost is lower; and more passengers are carried in fewer total miles because fewer buses are required.

"The net result is that for number of people carried, you use less fuel," Stryland said in response to a question about rising gasoline prices.

The one major disadvantage of the elongated buses is that they are not quite as manoeuvrable in heavy traffic, but Stryland suggested there would be no problem on the Dundas and Bloor routes, which carry 60 per cent of the city's total transit riders.

The report warned that the city's bus system, which has 75 per cent of its riders either going to or coming

from Metro Toronto, is only a secondary one in terms of long-term transit development.

A primary facility will have to be introduced when the need arises, it stated. From a ridership of 50,000 per month in early 1970, the city bus system has grown to the point where 600,000 fares per month are expected by the end of next year.

In past, transit systems have responded to changes in travel patterns; but now, an active role to shape those patterns is needed, according to the report. Increasing operating and capital costs are inevitable and there will be a financial burden on taxpayers, the report said.

The task force recommended Mississauga investigate the potential for established reserved bus lanes during 1975, as well as an automatic fare system, possibly to come into operation, in late 1975 or early 1976.

General committee referred the report to its staff for comment.

The report was based on months of research, including a controversial trip to Europe by Stryland, Mayor Martin Dobkin and transit manager Ed Dowling.

While in Europe, the task force members visited several centres where high-capacity buses are operated. The report contained information on bus systems in Stuttgart, West Germany; Gothenberg, Sweden; Zurich, Switzerland; and Paris, France. Bus manufacturers were also interviewed.

The report also included color slides taken in Europe of various models of articulated and double-deck buses.

Representatives of the ministry of transportation and communication, of the Toronto Area Transit Operating Authority (TATO) and of Halton and Peel Regional governments received copies of the report.

A spokesman for TATO said his group, in conjunction with MTC, would certainly review the feasibility of articulated buses.

But he warned that, "We sometimes find that these prices tend to become inflated when we try to start purchasing."

AN 'INVALUABLE' TRIP

A trip to Europe was "invaluable" in preparation of the report to the city on high-capacity buses, says Mississauga Mayor Martin Dobkin.

The mayor, who was heavily criticized by fellow councillors for making the fact-finding trip, said the information gathered in interviews with transit officials in Europe and observation of the systems there contributed significantly to the report.

The mayor made the trip with consultant Ryk Stryland and city transit manager Ed Dowling.

"We gathered reams of material and data that was background to the report and which didn't even get into it," he says.

Dr. Dobkin says there was no other way of getting

information comparable to the face-to-face interviewing (through an interpreter) which members of the task force were able to carry out.

He says requests for written submissions from various transit operators and bus manufacturers in Europe would not have been nearly as valuable as the first hand experience gained. "There's just no comparison."

During a debate on the trip following Dobkin's return earlier this year, councillor Ron Searle charged that the mayor could have got just as much information by going down to talk to the Toronto Transportation Commission as by going to Europe.

Committee dumps proposal to expand pool-fence law

A bid to get fencing around above-ground pools has been defeated by Mississauga's general committee.

Councillor Bud Gregory, who proposed the idea, said he was concerned about the safety of children. The pools are usually about four feet high.

When Councillor Mary Helen Spence suggested the fencing would cost more than the pool and some people couldn't afford it, Gregory replied that the safety of children was more important than the economics of the pool-buyer.

Mrs. Spence said a four-foot wall on the pools was sufficient and putting a fence around them was "a little bit ridiculous."

"Are we going to say that because people can't

afford a fence, they are not allowed to have a pool?" she asked. "Are we going to fence every creek in Mississauga?"

K.A. Cowan of the engineering department told the committee that the pool-fencing issue had been researched for several years.

"There are two distinct points of view: an additional fence is added safety, but whether it is required is a policy decision," he said. "There's no absolute way of dealing with this."

The committee asked for a further report on fencing of above-ground pools before council votes on the bylaw.

Beware bogus money

Counterfeit \$50 and \$100 bills are "creating great havoc" among local merchants, according to detective-sergeant Ken Whale of Peel fraud squad.

Police have seized over \$18,000 in counterfeit bills since the beginning of the year, and the bills appear to be turning up in greater numbers during the Christmas season.

Sergeant Whale says that counterfeiting is becoming "a major problem" and warned merchants to use caution when accepting large bills.

He explains that the new, multi-colored bills are not known to have been counterfeited with any degree of success because of technical

difficulties, so fraud artists have concentrated on reproducing the older \$50 and \$100 notes.

Whale says a recent issue of counterfeit \$100 bills are so good that they are almost impossible to detect with the naked eye.

"The only way to tell if a bill is genuine," he adds, "is to lay it side-by-side with a bill you know is good and compare."

On counterfeit bills the portrait of the Queen will appear greyish and less life-like. While some of the bills are almost flawless, on others the "Bank of Canada" micro-lettering runs into the shoulder and neck portion of the portrait.

The bills are produced by "a number of individual operators" who usually attempt to pass them at large malls, Whale says.

Normally they will purchase a small item to get the bill changed. Counterfeiters have also been known to buy airline tickets at the airport with bogus bills, then cash them in later.

If you get caught by a counterfeit bill, don't try to pass off your problem to someone else. Police warn that the penalty for knowingly uttering counterfeit money is up to 14 years imprisonment.

Pamphlets on phony money are available from the fraud squad at 453-3311.



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Spot checks by Peel police

Peel regional police force will be conducting selective spot checks on cars over the holiday season looking for drinking drivers.

"We will be concentrating

on areas where we have experienced problems in the past," said a police spokesman.

He added that police are concerned with the increasing number of traffic

fatalities linked to alcohol.

"We hope this will serve as advance warning to drink in moderation and consider the possible consequences of having that one more for the road," the spokesman said.



BINGO

Bingo is the name of the game. Rose Hinman holds sophisticated card at Christmas Bingo at Cawthra Senior Citizens Centre Friday.

He gets 6 months for striking cop

A 20-year-old Mississauga man has been jailed for six months for assaulting a policeman outside Newport Hotel in Port Credit.

John David Landry of 279 Lakeshore Rd. E. was arrested March 27 after a fracas outside the hotel in which a police officer received minor injuries. He was released on an undertaking but failed to appear for court on Aug. 6.

After the crown attorney presented his evidence in court, Landry said, "I don't know what's coming off."

"The fight was inside, not

outside the Newport Hotel," he explained. "The officer grabbed me and walked me towards the car. When he opened the door, he grabbed me again. I hit him and took off."

Judge John Ord sentenced Landry to six months definite, six months indeterminate for assaulting the policeman, and six months concurrent for failing to appear.

Landry's record included three previous convictions for assault causing bodily harm.

IDENTIFY PROBLEM

Mississauga is considering putting an identification sign and the city crest on the south wall of city hall at a cost of \$2,900.

City hall, at 1 City Centre Dr. beside Square One shopping plaza, is not well enough identified, according to many city councillors.

A report by planning commissioner Russ Edmunds has made several recommendations concerning the municipal centre.

Most of these recommendations were referred to the 1975 budget committee for consideration.

Edmunds recommends landscaping for the property alterations to the council chamber and revised access to the building to accommodate the handicapped.

Mayor Martin Dobkin told the committee that the sign outside the Robert Speck Civic Square would soon be corrected to read "City of Mississauga" instead of "Town of Mississauga".

Mississauga became a city last Jan. 1.

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