

York's transportation still lacking

By Lydia Pawlenko

York University is a distinct, identifiable community, not just part of an endless, shapeless, sprawling suburbia. Yet in terms of adequate transportation services, the recognition of our needs has certainly been a slow process.

For many people, arriving here is a long and frustrating struggle. By the end of the school year, those of use who spend three hours of commuting daily, will have spent 18 days on the TTC.

In 1970, Ralph Day, then chairman of the TTC, said that the planners of York University were repeatedly approached by the TTC during the early stages of planning, but ignored commission correspondence, "The result is that York University is located in the middle of a 20,000-car parking lot and commission buses have to go out of their way to serve campus buildings."

After years of complaint from

the York community, the TTC buses progressively ventured on to campus grounds. Transportation



problems have been somewhat eased by the opening of the York University route, which circles around campus and heads towards Wilson station of the Spadina subway. This improvement came only after continuous pressure from the administration, CYSF, and local politicians.

The CYSF has been demanding that three new bus shelters be constructed, but so far have managed to obtain only one at

Thompson and Steeles. An ultimate dream is "to extend the subway directly to York, or even the provision of express bus service from the subway."

A dream it will probably remain, unfortunately. The TTC's deficit is escalating rapidly, and projections for 1980, even with fare increases, are in the 80-million range.

Our own York University bus service, which runs to Finch and Islington subway stations, has also ran into a deficit problem, and has had to cut its schedule in half.

Apparently the TTC, Canada's largest transit system, is quickly destroying itself by providing

more and more service to low density suburban areas. John Sewell explained the dilemma, earlier this year, "Cars are not expensive to the government since the private owner bears much of the cost including fuel, insurance, storage costs, and so on, whereas public transit, which is much less costly to the individual, requires tax dollars for support. Providing worse transit service, as a number

of cities appear to be doing, is one way that governments pass transportation costs on to the individual."

Are we to assume that transportation services to York will deteriorate in the future?

Gertrude Stein once made what was considered to be a wonderful comment on suburbia, "there's no there, there!" But we are here, here! deficits or not.

Save dollars on car repairs

By Jerry Menezes, Joel Ross, & Ross Golfetto

A group of York students prompted by a sociology project, and spurred on by the number of car users on campus, decided to investigate the price differences for a specific car repair.

One of the group members needed a brake job done on his 1975 Plymouth Fury. His car was taken to Victor's Tire Centre (1677 Avenue Rd.), at which another group member works, and an honest estimate was given on the status of the brakes and the price to have them fixed. Inspection of the brakes brought out three facts: a) a complete brake service job was needed and would cost \$102.95, b) a new master cylinder was not required, c) and the car still had another 2,000 to 4,000 miles before the brake job had to be done. The car was then taken to seven service stations in the vicinity of York Campus.

Three of the seven stations removed a front and rear wheel. All said that the brakes had only a few days to one week left. Norm's Gulf Service (Keele & Finch) estimated the brake job would be \$196.79. At an Esso station (Finch & Weston) the same job would cost \$125.00. Post Shell Keele & Finch) quoted a price of \$173.00 and the mechanic also said that a new master cylinder would be required bringing the total cost up to \$243.00.

At two of the remaining stations, even though the wheels were not removed, the price quoted was an estimate of what a complete brake job would cost. Ludy's Sunoco Service (Finch, just W of Weston Rd.) estimated the job to be \$120.00, and at the Esso Car Clinic (Jane & Finch) the quote was \$178.00.

The last two stations said a new master cylinder was required and no mention was made about a brake service job. Texaco (Dufferin & Finch) would charge \$79.00 for a new master cylinder, while the Texaco (Weston Rd., just N of Sheppard) quoted \$75.00

Therefore, as can be seen from the above figures, the same brake job can cost you anywhere from \$102.95 to \$196.79, a difference of \$93.84. York students concerned about getting true value for their dollar on car repairs should shop around.



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