

Inside

A&E	Go 10	Kellie Ann Zupet	Go 9
Advice Columns	Go 6	Living	Go 6
Around Town	Go 4	Money	Go 16
Bridge & Chess	Go 17	Movie Listings	Go 10
Comics	Go 17	Style	Go 8
Crossword Puzzle	Go 17		
Food	Go 13		
Gary Smith	Go 12		
Health & Fitness	Go 7		
Horoscopes	Go 6		
Journal	Go 5		

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**ON THE COVER:**  
Debbie Travis shares  
the secrets of her success  
with Spectator readers  
at Hamilton Place  
tonight.  
Photo by John Rennison,  
The Hamilton Spectator

**Cornered** by Mike Baldwin

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"You're not angry enough. Come back again tomorrow."



It's not all pale

Brown and taupe are  
fine for spring. Go 9

Conceptis Sudoku by Dave Green

9		5		8			
3		2		7			
	6		3				9
4		1		2			
6		7		4			
	8		6				1
5		3		9			
2		6		3			
	7		9				4

Difficulty Level ★★★

4/12

Sudoku is a number-placing puzzle based on a 9x9 grid with several given numbers.

The object is to place the numbers 1 to 9 in the empty squares so that each row, each column and each 3x3 box contains the same number only once.

The difficulty level of the Conceptis Sudoku increases each

Conceptis  
**SUDOKU**  
数独

day as the week progresses.

Look for the solution to today's puzzle in GoThursday.

6	9	2	7	4	1	5	3	8
3	4	5	9	6	8	1	2	7
7	8	1	3	5	2	9	6	4
5	6	4	8	2	9	3	7	1
1	2	7	6	3	5	8	4	9
9	3	8	4	1	7	6	5	2
8	5	9	2	7	6	4	1	3
2	1	3	5	9	4	7	8	6
4	7	6	1	8	3	2	9	5

Difficulty Level ★★

4/11

StreetBeat

You can't miss the sound of a train

Residents of fast-growing Waterdown have mixed feelings about hearing plenty of train whistles



PAUL WILSON

When the railroad came to Waterdown nearly 100 years ago, the village decorated the main drag and cheered the arrival of the chugging, steaming, clanking iron horse.

Now some townspeople are cursing the day their forefathers let the noisy brute into town. They want it silenced and the City of Hamilton is now trying to help them.

The Canadian Pacific Railroad started laying the line on a 30-kilometre stretch from the Guelph Junction to Hamilton in 1910. The work was done with some steam-powered machinery and a lot of muscle. It took two years and \$1 million.

Waterdown historian Sylvia Wray explains that the only way to bring the line through the village was to follow the bed of Grindstone Creek. They diverted the creek to the west side of the valley. And where the tracks were to cross under Dundas Street, they went right past John and Ada Vance's big white house. The railway made them an offer they couldn't refuse and commandeered the place for the station.

They held the official opening on July 1, 1912. "The train changed Waterdown dramatically," Wray says.

There were stops at Mountsberg, Carlisle, Flamborough Centre, and up to nine trains a day. Students could take it to Waterdown High. Farmers could transport eggs and butter to Hamilton Market. And Waterdown could begin to entice new citizens. Work in the city, live in the country.

That campaign certainly worked. Waterdown is bursting at the seams.

It's not the train that made it happen. Passenger service on the CP line died in the 1950s. The car killed it.

But the freights lumbered on. And the houses got closer and closer to that



THE WATERDOWN-EAST FLAMBOROUGH HERITAGE SOCIETY

A photograph taken in 1911 shows railway construction in Waterdown, at Grindstone Creek and Highway 5. John and Ada Vance's large white house became the village train station. The Canadian Pacific Railroad started laying the track on a 30-kilometre stretch from the Guelph Junction to Hamilton in 1910. It took two years and \$1 million to complete the job.

old line.

Take Laurendale Avenue, for instance. Big places there, going for close to \$400,000 these days. Some of the houses went up in the early '90s and some of the people have been complaining about that line ever since.

They don't mind it rolling past their back yards, hauling steel, cars, tools, toasters. What's got the populace in a froth is the whistle the train sounds when it crosses Parkside Drive.

High school teacher Ed Mizzi has

lived beside the tracks since 1993. He knows the trains were there a long time before that. But he's sure there are more of them than there used to be.

The whistles wake him up in the night. They drown out his TV. He would have moved on long ago, "but my wife doesn't want to."

Thirteen years ago, before amalgamation, he made a presentation to municipal council and got nowhere. He gave up.

But others carried on the fight, as

did Margaret McCarthy, Hamilton councillor for Ward 15. And the city commissioned a \$7,000 safety assessment.

CP will look over that report, now almost complete. If CP and Transport Canada are convinced it's safe, the whistle could be silenced.

CP spokesperson Ed Greenberg says that between four and nine trains use that line on an average day.

And each one of them, he says, blows its whistle at the Parkside level crossing, as required by law. Two long,

one short, one long, day or night.

"It takes more than a mile to bring a fully loaded freight train to a full stop," Greenberg says. In other words, it's better to have cars, trucks, pedestrians and wildlife clear the path when they hear a whistle than for a long train to try to apply the brakes.

"Our company's view is that train whistles are a vital safety device," Greenberg says. "But we will work with the community."

Of the more than 400 centres that the CPR passes through, about 10 per cent have some sort of whistle cessation regulation in place.

One obstacle to killing the whistle had been the trucks going in and out of the Opta Minerals plant. Its driveway was so close to the line that trucks sometimes had to sit right on the tracks when making a left turn off Parkside.

Company spokesperson Don McMillan says they spent \$500,000 last year on a new driveway. He says the operation, which began on the site in 1876 as the W.R. Barnes company, has been a target for the neighbourhood. "Everybody thought all those trains are ours. In fact, almost none of them are."

He does agree the trains are loud. "If you have the door open for fresh air and a train goes past, it's hard to talk on the phone."

But directly across the tracks, a fine new home is nearly complete. In fact, Cor Vanderkruk, owner of Connon's Nurseries, hopes to move in today.

This is his retirement castle. And he hopes that the stillness will be broken many times by the sound of a train whistle.

"People said, 'What are you doing?' But there's something nice about a train. It's romantic."

There's one coming now. We hear the whistle long before it emerges from the trees. At the crossing, the arms drop and the bells clang.

It turns out to be just two locomotives, wheels squealing. Still, it's wonderful, Canadian as it gets.

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