

Safe Schools Program

for
dation

Dr. Peter Jaffe, co-chair of an initiative called Sustainable Strategies for Safe Schools, was on hand on Friday at Glen Cairn PS, to introduce a "resource package" that will aid Ontario schools with their efforts to create a safe environment for students across the province. The project is funded by the Ontario Trillium Foundation with a 3 year \$589,200 grant.

For more of the story
turn to page 14



Dr. Peter Jaffe Discusses Half Million Dollar School Initiative

Ontario Trillium Foundation Funds Three Year Grant

By Terry Heffernan

An Ontario Trillium Fund grant to support the Safe Schools programs in Ontario was announced last Friday at Glen Cairn Public School in London. The Sustainable Strategies for Safe Schools initiative was developed in partnership with the Centre for Children & Families in the Justice System, the Centre for Addiction and Mental Health, the Centre for Research and Education on Violence against Women and Children and with consultation with four School Boards in Ontario, including Thames Valley District School Board. Other consulting agencies include the Ontario Principal's Council, Ontario Public School Boards' Association, the Elementary Teachers Federation of Ontario, the Ontario Secondary School Teachers Federation, the Ontario Association of Police Chiefs, the Association of Local Public Health Agencies and the Ontario Ministry of Education. The Ontario Trillium Foundation will fund this initiative with a three year \$589,200 grant.

Dr. Peter Jaffe, who co-chairs the project and is also involved with the Centre for Research and Education on Violence Against Women and

Children at UWO, said the resource package is not so much new ways to fight the battle to provide a safe environment for students so much as a guide to access existing programs that educators may not be aware exists. When asked why he thought this initiative would work any better than the programs that are already in place and not being used, Jaffe

replied that Sustainable Strategies for Safe Schools is simply not another program. "It's a guide through the jungle" of programs in place and the resource package, allows educators "take a look in the mirror", determine what is needed for that particular problem and then access "the right program for the issue." He said "there are great programs in

place but no one is using them." He hopes the strategy will bring these programs in play and help advance the cause of safe schools in Ontario. "You don't learn to run a marathon in a single day. It takes time to train, to understand and set realistic goals and objectives that are right for your school. Sustainable Strategies seeks to bridge the gap between knowl-

edge and the practical problems of implementation that face so many schools today."

The package will be tested with the participation of four school boards in Ontario. The Thames Valley District School Board, Toronto District School Board, Limestone District School Board and the Rainbow District School Board will pilot the project. The eventual aim is

to distribute the packages to 4,900 elementary and secondary schools in Ontario. The package contains video and printed material that guides the users to assess their needs, find and access the proper program that will provide a possible solution to the school's issue.

WE CARRY
CarStory

with
Bill Sherk

www.carstory.com

Frank Dick of Ruthven, Ontario, remembers a motor trip taken over 50 years ago: "In November 1954, Peter Dick (no relation), Jerry

Los Angeles To Detroit In a 1941 Buick Limousine

Nickels, and I set out from Detroit to deliver a brand new 1954 Cadillac Coupe De Ville to a dealer in Los Angeles. We had seven days to get it there. "While travelling through the desert in one of the southwestern states at around 2 a.m., we came upon two men at the side of the road with car trouble. We stopped to offer our assistance and found that they had a flat tire and no wheel wrench.

We helped them get their tire changed, and they were so thankful, they offered to pay us.

"We refused to take anything. Then one of them asked where we were heading and we told him we were going to LA. He said he lived in LaCanada, a suburb of LA, and that he had an apartment built in his garage and we were welcome to use it for as long as we wanted to.

"Needless to say, we took him up on his offer and we moved in when we arrived in LA. After delivering the Caddy to the GM dealer, we were without wheels. Cliff (our host) was a dealer in sports cars and said he would help us find transportation at a reasonable cost (we were quite poor by now).

"What he came up with was a beautiful 1941 Buick limousine for only \$125.00. This limo was equipped with a glass partition which separated the driver from the owner and was activated by push button. It also had an intercom for communication between driver and owner. With that car, we toured around southern California, then drove it back to Detroit. We travelled part way on Route 66 and the Buick was a gas guzzler, but in some states, gas was only 11 cents a gallon. "At the border, we were told we could not bring the car into Canada because it was illegal for a Canadian to import a used car from the U.S. We left our Buick on a street in Detroit, and amazingly it was still there when we went back on the weekend. We left the car there

and used it only on weekends, driving all over Detroit and feeling very important.

"The following spring, we decided to sell it and took it around to some used car lots. All we got for it was \$25.00. I have owned many cars in my lifetime and they have all been special in their own way, but that old Buick stands out as No. 1 in my memory." We want to say thank you to our readers who send in their stories. When a reader's story is published in CarStory they receive a copy of Bill Sherk's book "60 Years Behind the Wheel: The Cars We Drove in Canada 1900-1960".

To share your stories or photos e-mail bill@carstory.com or write Bill Sherk, 33 Oak St. E., P.O. Box 10012, Leamington, ON N8H 2C3.

