

VOLUNTEERS CREATE NEW PLAYING FIELD

-The Daily Mercury, Guelph,
May 13, 1991

By summer's end, the teenagers at Portage Canada near Salem, Ontario hope to be playing baseball and soccer on a field they helped build with their own hands.

The former drug addicts and young offenders at the centre joined volunteers to put their energy to good use, raking, picking up rocks and helping level the field before planting grass seeds this past weekend. "We'll take care of it, it'll grow this summer and hopefully we can use it at the end of the summer," MaryAnn Chrisjohn, facility director at Portage Canada said.

Portage, located near Salem, is operated by the Ontario Ministry of Correctional Services. Originally a centre for rehabilitating young men, modelled after a Portage centre in Quebec, it's now expanded to include women.

The Telephone Pioneers of Canada, formed by 700,000 telephone employees across North America, funded the project for the sports field. Members from the London-area local of the group were out in full force Saturday to share their energy for the project. The new sports field will be therapeutic, Chrisjohn said.

"Having a sports field out here is a very big piece of our therapy. We need to know how to enjoy ourselves."

The first Portage Canada was opened in Quebec 50 years ago to treat those with drug dependencies. The facility's headquarters is in Montreal.

SPRING STARTUP - AN EQUIPMENT CHECK-LIST

-TURF & RECREATION

March/April 1991

Here is a simple check list to follow prior to placing your equipment into service after winter storage.

- (1) Check pressure in all tires and inflate to the manufacturer's specifications. Uneven pressures can affect quality of cut.
- (2) Check battery, battery posts, and connections. Clean posts and connections and protect them with a thin coating of bearing grease. Check the battery for electrolyte level and fill to the recommended level with distilled water if needed.

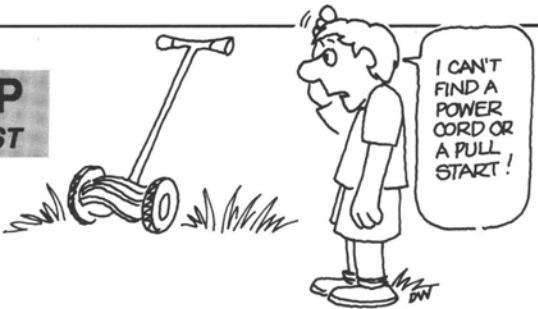
Charge the battery if necessary. (Note, always wear safety glasses when working around any lead/acid battery). If it is necessary to remove or replace a battery, always remove the ground (usually black) cable first and connect it last.

- (3) Drain any old fuel remaining in the fuel tank and refill with new fuel. This may not be necessary if fuel stabilizer was added to the fuel system when the equipment was put into storage last fall.

(4) Drain old engine oil and remove and replace old oil filters. Refill with fresh oil of the type and weight recommended by the engine manufacturer. Again, this might not be necessary if oil and filter changes were performed during off-season servicing.

- (5) Start the engine and check its performance. If it will not start or runs rough it's possible that fuel tar deposits have accumulated in the fuel system. Check and clean the carburetor, fuel pump, fuel lines and shut-off valve.

Check to be sure the engine has "spark". If not, and the engine has a



magneto-type ignition system, a thin film of rust may have formed on the flywheel magnets and/or the coil. It may be necessary to remove the fan housing and flywheel so flywheel magnets and coil can be cleaned. If the engine ignition system has a coil, condenser, and distributor, these should be checked and replaced if faulty.

(6) Radiator liquid level needs to be checked. If coolant was drained for the winter or if coolant level is low, add as needed. Use the appropriate type of coolant and water-to coolant mixture recommended by the engine manufacturer. Avoid using more than a 50% concentration of coolant.

(7) In the hydraulic system, it's a good idea to drain and refill with fresh hydraulic fluid once a year. (This may not be necessary if the unit is still new and has relatively few hours of running time). Check your owners manual for the recommended hydraulic oil change intervals.

Always change the hydraulic system's oil filter before placing the equipment back in service, regardless of the number of hours the equipment has been in use. The filter is excellent and inexpensive insurance.

(8) Check belt drives. Belts can "take a set" if they are held in tension in one position for long periods. With the engine off, move each belt slowly by hand and look for distortions, or "bows", in the belt - these can cause it to slip or come off. Running a belt for a few minutes may straighten it out. If the bows don't go away, the belt must be replaced.

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