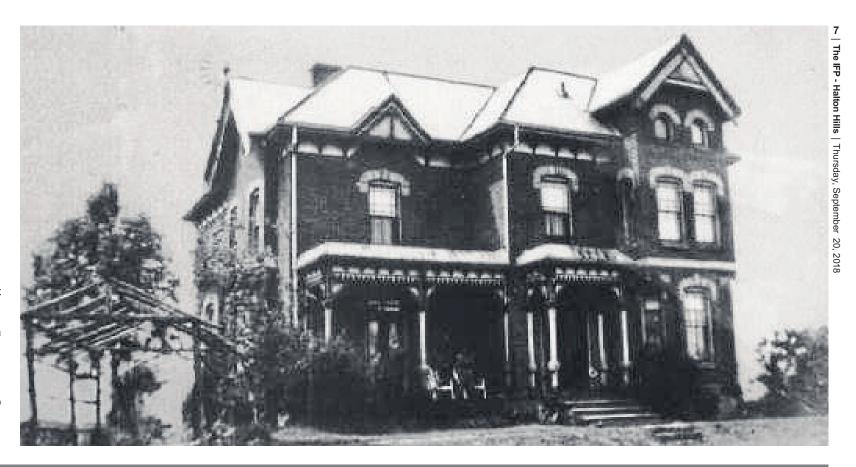
## THE WAY WE WERE

Still a landmark on McIntyre Crescent, this stately Queen Anne style home was built and owned by the Reid family, farmers in the area for over 150 years. The two-storey structure features a stone foundation, hip roof with flat sections, brick chimney, segmentally arched windows with dichrome brick labels, stone sills, two-storey bay with gable roof, corner brackets and drops, one storey bay on the side, a front entry with sidelight, multi-light transom and large label with keystone above. Now serving as a multi unit condominium, it is a listed heritage property. -Submitted by Heritage Halton

HHH photo



**■** OPINION

## IN THE DRIVING SHED

## WORKBENCH A REMINDER OF BLACK FRIDAY IN CANADIAN AVIATION HISTORY, WRITES TED BROWN

This summer we've done a few projects around the farm, most of them involving concrete.

Most recently, the driving shed floor was poured, giving me a clean floor to work on equipment.

The worst part of that job is preparing for it, which involves cleaning out the shed, right to the walls.

Decades of accumulated 'stuff' had to be cleared out to be able to pour the



TED BROWN Column

floor. And one item was my old work bench.

I refer to it as the Avro workbench.

More than 55 years ago, Jack Roughley lived up the road from us in Limehouse. Both Jack and his wife Ada were good friends of my parents, and Jack worked on aircraft engines at Orenda, a division of Avro Canada in Malton.

Feb. 20, 1959, is known as Black Friday in Canada's aviation community. On that day, Prime Minister John Diefenbaker rose in the House of Commons and scrapped the Avro Arrow project, affecting thousands of employees many of them Georgetown residents.

People who owned houses in Georgetown were leaving in the night, walking away from houses they simply couldn't afford.

It was a sad day.

Years after the Avro Arrow was scrapped, the buildings were cleared of equipment and several wooden machinist workbenches were among those items.

Jack, in his typical entrepreneurial way, decided to take advantage of those workbenches, and he had a truckload of them

dropped off in his front yard.

He sold them off at about \$5 each, and they were pretty good value, since they were eight feet long by 32 inches wide.

Dad decided he could use one, so he bought one and placed it in one of the little outbuildings on the farm, to become a workshop.

That workshop was never really very convenient, so over the years, the old workbench became buried in 'stuff'.

Fast forward 40 years, my nephew Rob developed a passion for tinkering.

Whenever he was bored, he'd come over to the farm and tinker with a lawn mower, a chainsaw or any other thing he found interesting, usually under the watchful eye of dad.

And after we lost dad in 2003, Rob still dropped by to tinker, and he later ran

his landscaping business from the driving shed.

Rob and I decided to liberate the old Avro workbench from under 40-odd years of junk and move it to the shed.

Once cleared off, we grabbed each end and tried to lift it. After the first attempt, I knew moving it was probably going be followed up with a two-Tylenol night.

Constructed of full size two- by eight-foot pine planks on top, screwnailed to a four- by four-inch frame and legs, (some of which are made of hardwood,) that bench weighs a ton.

After much struggling and groaning, the bench once again saw the light of day, and Rob and I moved it over to the shed, using the front-end loader on the tractor.

Uncovering a little bit of history, we discovered a

little metal plate attached to the underside of the bench, stamped 'Property of Avro Aircraft, Malton, Ontario.'

Moving ahead 14 years, The Sidekick and I found ourselves moving the Avro workbench out of the way (this time using a skid steer loader) to clear the way to pour the new concrete floor.

I was reminded of that metal plate under the bench - yup, still there.

And once that concrete is fully cured, the bench will return to its resting place in the shed, to once again be useful, as well as remain a small reminder of a Canadian aircraft that affected countless people living in Halton Hills a half century ago.

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