

Over 1,000 People Present

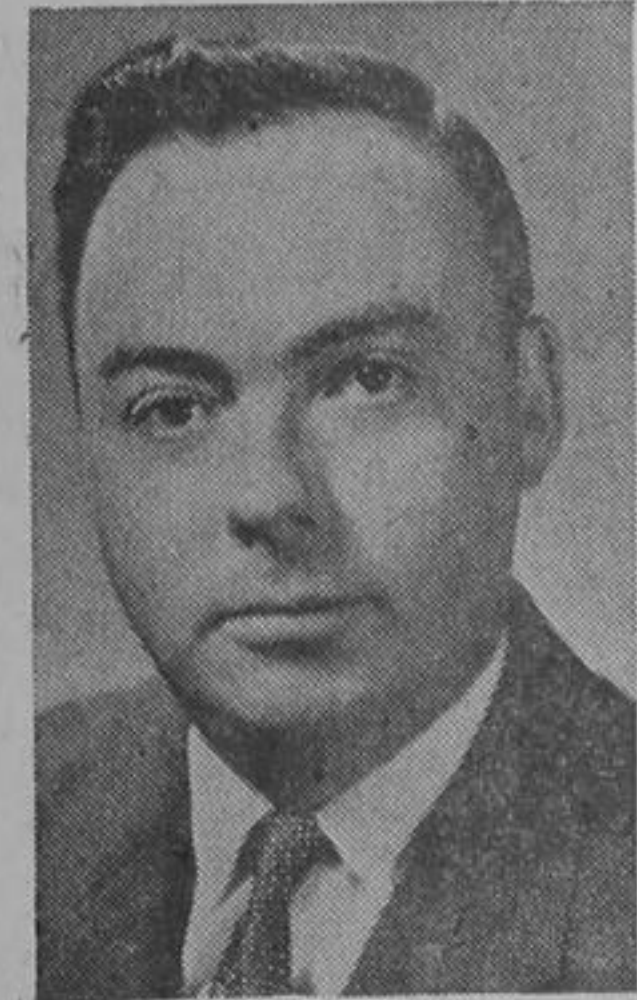
Reeve John Perry Promises To Lead Vaughan Ratepayers In Fight Against New C.N.R. By-Pass

Strong Criticism Of Metro Planning Board

Vaughan Township ratepayers will continue the fight to keep the Canadian National Railway marshalling yard away from Maple and to seek an alternative route for an access rail line for Metropolitan Toronto to the one proposed across the southern end of the township. Wednesday evening they heard Reeve John Perry on behalf of Vaughan Township Council agree to lead them in battle.

Strong objection to the power Metropolitan Planning Board wields over Vaughan Township in regard to its development was voiced. It was claimed Metro is placing the access rail line and marshalling yard outside its boundaries because it lowers property values. The ratepayers heard Reeve Perry regret a township council being "the lowest rung in the democratic process."

Over 1000 Present
Over a thousand strong, Vaughan ratepayers, the entire township council and some members of the planning board augmented with Markham Township ratepayers and the Markham Township Council assembled in the huge dance pavilion at Mart Kenney's



REEVE PERRY TO LEAD FIGHT

ran on the Seventh Concession of Vaughan. Four senior officials of the CNR were present: Mr. J. L. Cann, Director of the Toronto Terminal Project; Mr. Jack Sutton, project engineer for the hump yard; Mr. Vic Cox, access line engineer; and Mr. Beard, property co-ordinator. Reeve Perry in opening remarks, commented, "Some citizens feel council has been remiss in not making a statement regarding the Canadian National Railway plans. I've not been con-

cerned about being quoted in the press, but we have been working. Only two days after the announcement, March 11, we met with the authorities and asked them then to change the spur to a more westerly position." "The railway comes to Vaughan or it doesn't. If it doesn't there is no worry. If it does it is the work of your elected body to see that there is proper planning and engineering. An alternative rail route through the township has not been given to us. If there is we will say which route we favor; we'll make a straightforward decision."

Demand Westerly Move For Yard
In regard to the marshalling yard which the C.N.R. intends to construct on Keele St. (Concession 4) between Steeles Avenue and Maple, Reeve Perry stated, "We have demanded that the yard be moved to a more westerly position. We are prepared to lead the fight to move it to a more westerly position."

"This is a national project," he went on, "I can't see how we can avoid the access line and the marshalling yard. The ratepayers suggest they are disappointed in township leadership. Because this is foisted upon us you say you are deprived of democratic rights. This is the first time I've seen anyone concerned. Are you aware we can't make any decision without the august bodies of the Metropolitan Planning Board and the Department of Municipal Affairs?"

"We have been trying to have our wishes presented to the proper sources. We have been working on your behalf, let anyone stand up who thinks we haven't been working." No one stood up. Reeve Perry then announced after Mr. Cann's speech, a 15 minute film of the marshalling

yard of the New York Central Railway at Pittsburgh and Youngstown would be shown, then written briefs from the various ratepayers committees would be heard, after which there would be a question period with participants asked to come to the front and use the microphone.

Director of Project Speaks
The project director, Mr. Cann, then spoke using a prepared brief. In his speech Mr. Cann offered no alternative route for the access (or by-pass) rail line, nor for the marshalling yard. Nor in the question period following did Mr. Cann give the impression the CNR authorities had any intention of changing their present proposed locations to any great extent. He did reiterate, however, CNR President Donald Gordon's statement on March 11, to the effect, "concentrated organized opposition would do it." That is could stop the project.

Mr. Cann insisted the announced position of the yard was the only practical location. He said to move the rail line, "ten miles north was entirely out of the question." Mr. Cann, answering a question as to who proposed the ultimate route stated, "It was proposed by some people who felt it would be a good route", and he said an independent engineering firm had confirmed this view.

The independent firm is DeLew Cather of Canada Ltd., consulting engineers, who Mr. Cann pointed out had had extensive experience in rail traffic problems in Cleveland, Detroit, etc.

The project director under questioning admitted to only one change in the rail route, this being from a former location "in the vicinity of Thornhill High School."

When Mr. Don B. McCaskill of the Thornhill Ratepayers asked Mr. Cann if he would make suggested alternative routes available, the director answered there were none, and Mr. McCaskill finished his questioning by saying, "I suggest this may not be the case."

In the speech prior to the questioning, Mr. Cann first scrutinized the problem of terminal congestion in Toronto. He submitted, "In the next 25 years, another million people are looked for within the Metro area, and an additional half-million in the rest of the planning area around the city."

"Industry employs nearly two-fifths of Toronto's working force and retail outlets provide jobs for well over one-fifth of the workers. Rail transportation is essential to these enterprises and the production is reflected in our freight traffic pattern," said Mr. Cann.

Mr. Cann pointed out local traffic in the Toronto Terminal area

was increasing nearly twice as fast as through traffic. He pointed out the wide industrial and commercial zone expanding at an accelerated pace around the perimeter of the city. He told of studies of the traffic patterns to discover where a new route should go.

"About a year ago, we first commenced discussions of our plans with the Metropolitan Toronto Planning Board," said Mr. Cann, "the area encompassed for purposes of Metropolitan planning is much more extensive than the administration area of the Metropolitan Council and includes Toronto, Vaughan, Markham and Pickering Townships."

(Mr. C. J. Laurin and Mr. E. W. Anstey, Markham and Vaughan representatives on Metro Planning Board, both have stated the first details they obtained of the route were at the March 11 meeting at which the board was asked to approve the plan. The non-elected staff of the Metro Planning Department were consulted, according to the South-West Thornhill Property Owners Association.)

Avoid Land Speculation
When it became clear where the route should go, the CNR officials prepared to acquire the necessary land. "The railways know from experience the difficulties that have arisen in the past from a premature announcement and, above all, we knew that we must avoid the penalties of land speculation," pointed out Mr. Cann. He said further it would not have been possible to go before each and every local group with the proposals. As it was practical to do so, Mr. Cann said, detailed plans were made available, and stated there was still considerable detail work to be done, and that it would be at least five years before the project could be completed.

Want To Be Fair
Mr. Cann said, "Human considerations are never ruthlessly thrust aside — it is far from our intention to ride roughshod over any party in the face of this or any other development project."

"Having due regard to established areas and residential development we have to locate the yard with its access routes on the shortest possible economical route for both construction and operation and trains. These are tremendous considerations in a project of this size. In addition, we had to come up with a solution that would offer the best long-range plan for the future land development in the Metropolitan Planning Area," said Mr. Cann.

Pointed out was the fact, "we were obliged to locate the line within the maximum gradient effect encountered on adjacent lines by the trains destined to op-

erate over the new route." Mr. Cann said, "We have taken pains to ensure grade separation at major streets, highways, and from any crossings on the Canadian Pacific Railway and this has been no mean achievement."

"We know that it would be impossible to take sidings from every foot of the line, but we also know of many points along the access line which will be ideal for the purpose," said the speaker.

Will Co-operate With Townships
"Although this is the line we have chosen, I want to add that if any township council feels there are alternative routes which will be feasible in terms of our necessary considerations and wishes to authorize one or more professional engineers to act on its behalf, we will be happy to co-operate," said Mr. Cann.

Schools Near Tracks
On our existing tracks, we have many examples of schools which are contiguous to our rail lines," Mr. Cann pointed out. He also said, "there will be security fence along the right of way."

According to information from the Southwest Thornhill Ratepayers Committee there are five schools in the Thornhill area in close proximity to the proposed route. In addition to safety hazard, the noise of diesel engines is considered to be detrimental to the conduct of classes.

Level Area Needed For Yard
Regarding the proposed site of the marshalling yard, Mr. Cann said, "The area shown is one of the most level in the vicinity. For all practical purposes, the yard area is level and to lower the elevation by as much as a foot involves huge quantities of materials."

Mr. Cann claimed, when Mr. J. R. Hubbard of Thornhill questioned moving the yard nearer highway 400, that it would cost a huge sum. "Five million cubic yards of dirt to move, if it is nearer highway 400, to make it as level as possible," said Mr. Cann.

"True, but we are dealing with huge sums anyway. How much more would it cost?" asked Mr. Hubbard.

Mr. Cann said the yard was estimated to cost \$35,000,000.00 and estimating the additional material at even 50c a yard, this would make it a \$25,000,000.00 additional cost of material to move the yard nearer highway 400.

Mr. Cann also said, "Another consideration is the fact that it is close to the centre of gravity of the various support yards around Toronto."

Payroll Half Million Per Month
There will be numerous buildings of modern construction in the yard, the biggest of which will be the freight sheds. Five

hundred men will be employed in this building. There will be approximately 1,500 to 2,000 men working in the yard and in addition there will be main line train crews who will be based at this point and we will have a payroll of more than half a million dollars every month," said Mr. Cann.

Mr. Cann stated the lighting of the yard would be of street-light height and the lamps would be similar to those used in shopping areas. Talk-back speakers with a range of 100 to 200 feet will be at several points about the yard. Portable "walkie-talkie" type radios mounted on a man's belt will be used.

Explaining the yard Mr. Cann said it would be a hump yard, where an entire train is pushed at a slow speed over an artificial hill or hump. On the way down various electronic devices come into operation to retard, switch, and control the speed of the cars as they move by their own momentum down the hump to their respective classification tracks. He claimed the "main operation for the hump will be located at a point which is farthest from any established settlement in this particular area."

Mr. Cann said, "I would like to close by reiterating the principle that having taken a close look at the broad picture, we in the CNR are impressed with the fact that our proposal for the yard and access line offer the best long-range facility for future land development in the Metropolitan planning area."

Film Shown
After the 15 minute film was shown the audience did not seem to feel impressed with the yard as depicted, but felt the movie was too "silent" as only one diesel was heard to blow its horn. One person pointed out the yard in question was between two roads and no homes were discernible in the background.

Ratepayers Speak
Restricting those speaking to Vaughan ratepayer groups only, Reeve Perry then called on those prepared with briefs from Maple, Concord, and Thornhill areas.

Mr. John Keffer spoke for Concord and reiterated the objections of ratepayers to the fact the line will probably become a "throughway rather than a by-pass" rail line, it cuts through established residential areas, lowers value of potential taxable land, unlikely to attract industry, hazard to children, noise, air pollution, ruins planning at Maple and further residential planning.

Mr. John Mendelson appearing for the Maple and District Ratepayers Association, lashed out at the manner in which the project was planned and approved without the knowledge of the council. He felt the Metro Plan-

ning Board should not "possess the authority we must accept." He deplored the fact a plan of subdivision at Maple was approved just before the CNR proposal was made public. (Through this subdivision Maple hopes to obtain a water supply). He did not think it made for an "intelligent or far-seeing solution." The report objected to the beautiful Maple countryside becoming polluted with noise and fumes from the trains. The fact desirable industry was not likely to locate near the yard was noted. Mr. Mendelson claimed, "Metro puts it out here to move its objectionable industry. I consider it nothing more nor less than an indication of more objectionable and reprehensible things to come." (One man claimed it was the forerunner of the stock yards.)

Thornhill Ratepayers
D. B. McCaskill gave the South Thornhill Ratepayers group report. It contended the line should not be put in any populated section, but in an unpopulated area, or out of Vaughan Township altogether. The brief listed most of the objections already mentioned and listed 1,000 homes as being adversely affected. He claimed the attraction of industry was the only thing the project could offer and that there was already a shortage of industrial land in the area. He felt it would be difficult to prove damage to homes immediately adjacent to the access line and felt the rail line could be a major cause of slum development.

A representative from Steeles' Corners, Yonge St. and Steeles' Avenue, said new blue-printed subdivisions were in jeopardy there.

From the Pinecrest Racetrack, an official wanted to know if entrance to the racetrack property would be fixed up if the line rose above the entrance. He was assured by the rail line engineer "an access road to the property will be provided."

A ratepayer wanted to know, "Are you going to congest our highways in Vaughan and ruin our roads which we have little enough of now and would like to keep them?"

Mr. Cox assured him the earth moving equipment would operate within a right of way and the ballast would come by rail.

A ratepayer, Mr. Freer, at No. 7 Highway and Keele St. wanted to know what the C.N.R. intended to do with his property. Mr. Cann, after ascertaining whether Mr. Freer wanted an answer in public, said, "we are approaching you with the idea of selling out." "What if I don't want to sell?" asked Mr. Freer. "You are not forced to sell," answered Mr. Cann.

Several ratepayers wanted to know how far away from the yard and line home owners would be compensated for damages to property values which Mr. Mendelson said had already fallen by 20 per cent. The property co-ordinator said at present only compensation was assured those within the marshalling yard.

A questioner asked who was going to pay for these properties, since the CNR had been in the red for so many years now.

"That is up to Mr. Gordon and the powers that be in Montreal," answered Mr. Cann. The meeting closed with the assurance from Reeve Perry all the briefs would be studied carefully by township officials.

FOR QUICK RESULTS USE "THE LIBERAL" CLASSIFIEDS PHONE TU. 4-1105

CANADIAN CANCER SOCIETY
Richmond Hill Unit

FACT FOR THE WEEK:
A donation to the Canadian Cancer Society is an investment in health. Support your Volunteer Canvassers' appeal.

The most intensive medical search in history is going on for a drug that will cure cancer. Although no "wonder drug" has yet been found there are a number of chemicals that assist in the treatment of cancer.

DEPT. OF HEALTH TWP. OF NORTH YORK

Your Child and Traffic Safety
Our chief responsibility as parents is to develop for our children a comprehensive safety programme — one that combines adequate protection with progressively increasing education in the fundamentals of safe behaviour. It must be related to the developmental level of the child and be integrated into the normal day to day child-rearing programme. There must be a gradual transition from complete protection at one year of age to more dependence on safe behaviour, wisdom and experience at 5 or 6 years.

CARL E. HILL, M.D., M.O.H.
(first in series of 4 articles)

SEALED TENDERS addressed to the undersigned, and endorsed "TENDER FOR RECONSTRUCTION OF TRAINING WALL (STAGE 3), SUTTON (BLACK RIVER), ONT."

will be received in the office of the Secretary, until 3.00 p.m. (E.D.S.T.)

WEDNESDAY, MAY 13, 1959

Plans and specification can be seen and forms of tender obtained at the office of the Chief Engineer, Department of Public Works, Ottawa, Ontario, at the office of the District Engineer, 385 Yonge Street, Toronto 1, Ontario, and can be seen at the Post Office at Sutton West, Ontario.

To be considered each tender must be accompanied by one of the alternative securities called for in the tender documents. Tenders must be made on the printed forms supplied by the Department and in accordance with the conditions set forth therein.

The Department, through the Chief Engineer's office (H. & R.), or through the undersigned, or through the office of the District Engineer at Toronto, Ont., will supply blue-prints and specification of the work.

The lowest or any tender not necessarily accepted.

ROBERT FORTIER,
Chief of Administrative Services and Secretary

Department of Public Works, Ottawa, April 14, 1959



CANADA



This photograph shows A PART OF THE NEW MAPLE DISTRICT MARSHALLING YARDS; it illustrates the effect that this would have on property values within a radius of three miles, and on the whole development of the village of Maple. The photograph shows only a few miles of track; the completed marshalling yard will have 500 MILES OF TRACK, will be completely fenced in (that is, there will be no private or commercial access to the yard), will be brilliantly lit at night and will, be working night and day 365 days a year.

MAPLE DISTRICT MARSHALLING YARDS

DUFFERIN DRIVE-IN

APRIL 23, 24
Thurs., Fri.
AN AFFAIR TO REMEMBER
(Cinemascope) (Color)
Cary Grant
Deborah Kerr
RACERS
(Cinemascope) (Color)
Kirk Douglas
Cartoon

APRIL 25, 27, 28
Sat., Mon., Tues.
BOY ON A DOLPHIN
Cinemascope (Tech.)
Alan Ladd
Sophia Loren
STOPOVER TOKYO
Cinemascope (Tech.)
Robert Wagner
Squirrel Crazy
Cartoon

APRIL 29, MAY 1
Wed., Thurs., Fri.
CAMPBELL'S KINGDOM
(Technicolor)
Dirk Bogarde
Barbara Murray
DANCE WITH ME HENRY
Abbott & Costello
Bone Ranger
Cartoon

THEATRE AND SWIMMING POOL
fun spot for all
ON DUFFERIN STREET SOUTH OF NO. 7 HWY