

Complex Keele St. CNR Terminal Will Classify 6,000 Cars Daily



Mr. J. L. Cann, project director of the new C.N.R. Marshalling Yards in Vaughan Township explains how the yard will operate when completed to a group of Concord ratepayers. (Photo by Barbour)

The CNR held open house at their partially completed Toronto Yard on Keele Street, south of Maple, May 26. A steady stream of visitors toured the yard by bus all afternoon.

Starting at the south end of the yard, just south of No. 7 Highway, the bus drove north, under the highway to the other end of the yard just north of the Langstaff Sideroad. The visitors had pointed out to them the preliminary construction for the administration building, immediately north of No. 7 Highway which will house not only the huge analog computer controlling the operation of the yard, but incorporate as well, a 100-bed hotel for the accommodation of railwaymen. Several control towers were also to be seen, each one vividly painted a different colour.

While one group of visitors, and a model of the administration building, the visitors were ushered into the other half of a railway coach to have the operation of the yard explained to them by means of coloured slides and a working model.

The slides had been taken during the construction and showed various phases of the work - such as the unloading of the 650,000 cubic yards of gravel which have been used to provide proper drainage. Four million cubic yards of earth were moved to level the yard, and the entire site, 1,000 acres in all, has been underlaid with a drainage system. After viewing the pictures

As each train moves toward the receiving yard, the initials and numbers of every freight car are recorded and checked against the advance list received previously from the train's point of origin. A punch card is made for each car, including information as to its content and destination.

The engine of the train is sent to the service area on the west side of the yard for inspection and servicing, while a switch engine pilots the train to the hump. The hump is a small hill over which the cars are pushed. As each car reaches the crest of the hump, the hump foreman pushes a button directing the car to its correct classification track. He receives, by teletype, instructions from operation control in the main administration building, indicating where each car is to go.

As each car rolls down the hump, its speed is regulated by an analog computer according to its weight and other factors. There are two tracks over the hump, making it possible to classify two trains at the same time.

From the classification yard, in the centre of the project, the cars are assembled in one of the two departure yards, which lie on either side of the yard. The cars are arranged in

consoles in a special room of the administration building will view a 30 foot long track diagram of this area. Moving trains will be seen as lights on the diagram and push buttons will line up the switches directing the movement of the trains.

CTC has been in use by the CN since 1951, with more modern equipment going into use every year. The Toronto yard installation is the world's most modern one. The latest electronic devices synchronize and control all operations and a freight car will spend less than half the time it would spend in a conventional shunting yard.

On its completion, the yard will employ between 1,000 and 1,500 people. When the expected "piggyback" operation is tied in with the rest of the yard, there will be approximately 2,500 people employed on the site.

Within the yard itself, there will be 156 miles of track (enough to go from Toronto to Kingston), 13.4 miles of roads, six major bridges and four major buildings. The yard will be able to classify 6,000 cars daily, using 530 track switches. Communications throughout the yard is provided by seven separate control areas, each equipped with radio, telephone, teletype and talk-back speakers.

The project was started in the spring of 1961 and at the present time, a little more than one-third of the track has been laid. It is expected that the first test trains will go through the yard in November 1964. All the telephone lines are already attached to the downtown Toronto offices.

To date, 2,000 people have visited the project. Mr. J. L. Cann, the project director, was on hand to greet the visitors and explain the operation of the yard. He indicated that tours of the yard would again be arranged in about a year's time. When the administration building is completed it will include an observation deck for the public from where the operation of the yard can be watched.

Local Youth Group Present Offerings

Last Sunday at Brown's Corners Church the youth groups of the Christian Education Department presented their mission offerings to the work of the church in a special service conducted by Rev. Dr. A. F. Binnington.

Acting for the Hi-C group whose leaders are Mr. and Mrs. Bruce Armstrong, were Tom Arnold and Gordon Brown; Explorers were Dorothy Craigie and Mary Lyn Snider, whose leaders are Mrs. Rae Donaldson and Mrs. Sam Snider. The Sigma C group has recently changed leadership and was not represented, nor were the Messengers; but presentation from the Tyro group was made by leaders Jim Hood and Paul Steffler.

Receiving the offerings for the church were Mr. William Middleton, secretary of missions, and Mrs. Walter Craig, chairman of the Christian education committee. Dr. Binnington was in charge of the service, and Mrs. A. W. Miller was soloist with Mrs. Donald Reesor at the organ.

ANNUAL CHICKEN BAR - B - QUE

MAPLE LIONS CLUB
SHUR-GAIN FARM, MAPLE

Thursday, June 20th, 5:30 to 8:30 p.m.

Adults \$1.75 Children \$1.00

Tickets Limited, Make Reservations By Contacting Lorne Wells, AL. 7-2483 Or A Member Of Maple Lions Club.



TOWN OF RICHMOND HILL NOTICE COLLECTION OF REFUSE (other than Domestic Garbage)

The following is the schedule of areas and dates for refuse collection in the Town of Richmond Hill.

AREA No. 1
Bounded by Elgin Mills North Side
Bayview Ave., East Side
Crosby Ave., South Side
C.N.R. right-of-way West Side

The above does not include Crosby Avenue. This area includes all that part of the Town lying east of the C.N.R. right-of-way and north of Crosby Avenue with the exception of Crosby Ave. itself.

THIS AREA TO BE COLLECTED ON THE FIRST THURSDAY IN EACH MONTH

AREA No. 2
Bounded by Crosby Avenue North Side
Bayview Ave. East Side
Town Limits South Side
C.N.R. right-of-way West Side

This area includes all that part of the Town lying east of the C.N.R. right-of-way and south of Crosby Avenue, including Crosby Avenue itself.

THIS AREA TO BE COLLECTED ON THE SECOND THURSDAY IN EACH MONTH

AREA No. 3
Bounded by Elgin Mills Rd. North Side
C.N.R. right-of-way East Side
Town Limits South Side
Yonge St. West Side

This area includes all the part of the Town lying west of the C.N.R. right-of-way to Yonge Street, including both sides of Yonge St.

THIS AREA TO BE COLLECTED ON THE THIRD THURSDAY IN EACH MONTH

AREA No. 4
This area includes all the part of the Town lying west of Yonge St., with the exception of Yonge Street itself.

THIS AREA TO BE COLLECTED ON THE FOURTH THURSDAY IN EACH MONTH

All refuse will be placed out for collection by 8.00 a.m. on the day of collection in each area.

All refuse must be placed in containers for collection which can be handled by two men.

The only exception to the above is refuse which cannot be placed in containers such as: Limbs, Old Furniture, etc.

No refuse will be picked up except on the scheduled days for each area.

Any refuse which is placed out loose that should be and could be in containers will not be picked up.

Your co-operation is requested in complying with the above.

O. S. WHALEN,
Works Commissioner.

NOTICE OF APPLICATION BY THE CORPORATION OF THE TOWNSHIP OF VAUGHAN FOR APPROVAL OF A BY-LAW IMPOSING A WATER RATE AND TO DISPENSE WITH A VOTE OF THE ELECTORS.

TAKE NOTICE THAT:

1. The Council of The Corporation of the Township of Vaughan intends to apply to The Ontario Municipal Board for approval of the construction of the works referred to in Schedule "A" hereto at an estimated net cost of \$165,000. The works are watermains to be constructed under the authority of the Public Utilities Act and it intends to charge a part of the cost of the works as a special rate upon lands that will or may derive or benefit therefrom and also a special tax upon the lands fronting or abutting upon any highway or other public communication in, through or along which the watermains are laid.

2. The amount of \$165,000. shall be raised by the sale of debentures payable over a period of 20 years. It is proposed to raise a part of the annual payment by a special rate in each year of the currency of the debentures upon all of the rateable property in the area described in paragraph 3 hereof not exceeding four mills in the dollar and to raise a part of the annual payments by a special tax of 15c per foot frontage upon the lands in the said area fronting or abutting upon any highway, lane or other public communication in, through or along which the watermains are laid. The following is an example of the annual charge on an average dwelling property having a frontage of 100' and assessed at \$3,500.

Special rate of 4 mills (maximum)	\$14.00
Special tax of 15c per foot frontage	\$15.00

Each consumer in the water area will pay for the water at the normal Township rates as provided in By-law 2414 which will be a minimum of \$42.00 per annum giving the consumer a maximum consumption of 52,000 gallons per annum. It is anticipated that the above receipts will be sufficient to pay the annual payments on the debentures without any further charge to the area or to all of the rateable property in the Township.

3. The area upon which such water rates is to be levied is described as follows:

The lands situate in the Township of Vaughan in the County of York being all of the lands contained in Registered Plans 2468 and 3541 excepting thereout and therefrom the northerly 214 feet of Lots 15 and 16 according to said Plan 3541.

4. Application will be made to The Ontario Municipal Board for an order to dispense with the assent of the electors to the undertaking of the said works.

5. Any ratepayer may, within 21 days after the first publication of this notice, send by prepaid post to the Clerk of the Township of Vaughan at the address given below, a notice in writing stating his objection to the approval of the construction of the said works or to the imposition of the special rates or to the order dispensing with a vote. The notice shall state his objection and the grounds of such objection.

6. The Ontario Municipal Board may approve the said special rates pursuant to the statute and may approve the said works and may order that the assent of the electors shall not be required but before doing so it may appoint a time and place for a public hearing when any objections will be considered.

DATED at the Village of Maple this 6th day of June, 1963.

James M. McDonald,
Clerk,
Maple, Ontario.

THE CORPORATION OF THE TOWNSHIP OF VAUGHAN SCHEDULE "A"

Concord Water Area
Waterworks Construction - 1963

A. Description of the Work	FROM	TO	Size	Approx. length
Hwy. No. 7	Keele Street	E. limit R.P. 2468	12"	3025 ft.
Hwy. No. 7	Dufferin Street	E. limit R.P. 3541	12"	3325 ft.
Keele Street	Hwy. No. 7	S. limit R.P. 2468	12"	1450 ft.
Dufferin Street	Hwy. No. 7	N. limit R.P. 3541	12"	1455 ft.
Concord Rd.	Hwy. No. 7	Well Site	12"	1450 ft.
TOTAL LENGTH				12" 10,705 ft.

Southview Dr.	Keele Street	Baldwin Ave.	6"	2595 ft.
Rockview Gdns.	Keele Street	Baldwin Ave.	6"	2550 ft.
Hillside Ave.	Hwy. No. 7	Baldwin Ave.	6"	2290 ft.
Baldwin Ave.	Hwy. No. 7	Southview Dr.	6"	1345 ft.
Vaughan Blvd.	Hwy. No. 7	N. limit R.P. 3541	6"	1445 ft.
King High Drive	Dufferin Street	Vaughan Blvd.	6"	2850 ft.
Lawrie Road	Concord Rd.	Vaughan Blvd.	6"	1270 ft.
TOTAL LENGTH				6" 14,345 ft.

B. Estimate of Cost

1. 12" Watermain		\$20,092.50
(i) 2115 ft. c.i. @ \$9.50/ft.		68,720.00
(ii) 8590 ft. c.i. @ \$8.00/ft.		
2. 6" Watermain		\$16,150.00
(i) 3400 ft. c.i. @ \$4.75/ft.		\$38,307.50
(ii) 10,945 ft. c.i. @ \$3.50/ft.		
3. Valves		\$16,500.00
(i) 33-12" valves in chambers @ \$500.00 ea.		\$ 1,800.00
(ii) 6-6" valves in chambers @ \$300.00 ea.		\$ 3,720.00
(iii) 31-6" valves in w/boxes @ \$120.00 ea.		
4. Hydrants		\$11,475.00
(i) 27 hydrants off 12" main @ \$425.00 ea.		\$14,625.00
(ii) 39 hydrants off 6" main @ \$375.00 ea.		
5. Service Connections (Corporation Portion)		\$16,000.00
200 domestic connections @ \$80.00 ea.		
6. Special Crossings		\$ 4,500.00
Hwy. No. 7 at Dufferin Street, Concord Road and Vaughan Blvd. - Lump Sum		
7. Engineering and Contingencies - Lump Sum		\$27,110

Total Estimated Construction Cost **\$239,000.00**
Less the cost of 12 inch oversized mains described in Part "A" of this schedule, in excess of the cost of 6 inch mains required to serve the Concord Water area, charged to the Edgeley Water Area under authority of By-law Number 2829. **\$74,000.00**

Net Estimated Cost **\$165,000.00**



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Stuart S. Greenham, Branch Manager Ph: 884-7425

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- | | |
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Fred M. Pugh, 98 Boyer Street,
Stouffville
Ph: 640-2604
Harold (Hal) Gibson, 36 Rose
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Stouffville
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