



So That's How It Works

Representatives of Richmond Hill Town Council were among the many guests who attended the recent "open house" at the metallurgical laboratories of Falconbridge Nickel Mines Limited, located on Yonge Street at Roosevelt Drive. They saw how the company conducts its extensive research programs in many areas, including environmental control.

In the above photo Laboratory Metallographer Rene Beland (seated) explains the use of special metals research equipment to (left to right) Ward 6 Councillor Lou Wainwright, Mayor William Lazenby, Regional Councillor Lois Hancey and Mrs. William Lazenby.

Hancey, Rowe Say Controversial Corner Will Remain Dangerous

Richmond Hill Councillor Lois Hancey told a meeting of York Regional Council last week that she didn't think the installation of traffic signals at the intersection of Highway 11 and Stouffville Road was the answer to cleaning up the potential hazard posed by the controversial corner.

Mrs. Hancey made her comments following discussion of a letter from the Ministry of Transportation and Communications, in which it stated it would proceed with the installation of signals at the corner.

The department made a study of the intersection, which was the scene recently of a double fatality, following correspondence with council and its engineering committee. The department said that its study indicated that southbound vehicles wanting to make a left turn onto Stouffville Road were approaching the intersection too fast and were having difficulty turning as a result.

To improve the situation, advance turn signs would be installed approximately 700 feet in advance of the intersection, and supplementary turn signs placed at the intersection itself.

Mr. Wilkes said that a review of the sight distance from the left turn lane indicated it was adequate to enable left turning vehicles to turn in safety, if proper care were taken by the driver.

He said also that, although the normal signal warrants weren't completely met, because of the difficulties experienced by motorists at the corner, the department would proceed with the installation of signals.

"I don't think signals are the answer," said Councillor Hancey. "It takes guts to

admit mistakes. I think the designers should admit it."

She said she would like to hear what York Regional Police Chief Bruce Crawford had to say about the matter.

Fellow Richmond Hill Councillor Gordon Rowe said there were still going to be accidents at the corner.

"I defy anyone to make that turn without stopping," he said.

A motion by Mrs. Hancey to send the matter back to the engineering committee, was carried by council.

Another intersection, which was also the scene recently of a two-car collision, in which four people were killed, was up before council for discussion.

A report of the engineering committee recommended that the commissioner of engineering be authorized to begin the design of channelization and signalization for the intersection.

The Township of Georgina had requested council to investigate the feasibility of installing traffic control signals at the intersection.

FOUR KILLED

A subsequent traffic count showed that seven accidents — four of which were subject to correction by the installation of lights — and the total summer weekday traffic using the intersection added up to a combination six percent greater than that required to pass the warrants.

The report did not include the four-person fatality, which occurred at the intersection September 29.

The engineering report also stated that, before this corner of two-lane roads is signalized, it should first be channelized, at least to the extent of providing four lanes through the intersection.

A traffic signal without this channelization

would decrease the capacity of the road by about 40 percent.

Reconstruction of the road is expected to begin early in the next year.

Richmond Hill's request to lower the existing speed limit on Bathurst Street between Elgin Mills and King Roads, was turned down for the time being.

The town had requested that it be lowered from 50 mph to 40 mph, and that warning signs be erected.

However, as reconstruction of the road is now underway, and the design for the whole roadway will be 60 mph, it was felt that a 50 mph speed limit would be safe at all points along the new roadway.

During the period of reconstruction, traffic will be slowed to less than 40 mph and part of the road will be closed as well.

It was also pointed out that the whole matter of speed would be re-assessed following completion of the road.

REAL SCHMOZZLE

Council turned down request from the Town of Markham for temporary lights at the intersection of Bayview Avenue and Laurel Road.

The York engineering committee, which is chaired by Markham Mayor Anthony Roman, recommended that the request be denied.

Speaking to the matter, Mayor Roman said that "to put lights in without channelization creates a real schmozzle."

Councillor Bob Adams, also of Markham, said the lights wouldn't cause much of a backup and would give traffic wanting to use Bayview a chance to get out.

Robert Hodgson, commissioner of engineering, said that reconstruction of Bay-

view would be going on in 1974; putting in signals now would be premature because of the congestion.

Council approved a request from King Township to close one of its roads during the Lloydtown Rebellion Day Celebration October 13, but the same request on two other roads in the township failed to win approval.

Closed from 9 am to 7 pm will be Church Street from the limits of Schomberg to the 19th Sideroad.

The township had also sought closure at 19th from Highway 27 to the junction with Concession 10 of Lloydtown, and Concession 10 from Highway 9 to the village.

In its report, which was passed without comment, the engineering committee stated that, of the above roads, Church Street was a regional road, while the others were township roads.

It said too that Church did not give access to the highway.

Autumn Walk Sun.

Glen Haffy Conservation Area abounds in beautiful fall color.

A five mile autumn walk is scheduled for the area Sunday, starting at 10:30 am. Conducted by Ron Hudson, a Toronto Naturalist, the outing is sponsored by the Metro Conservation Authority.

Hikers will cross some of the most rugged and beautiful terrain in the area, including an extension of Glen Haffy known as the Dingle—one of the more exciting lookouts on the Oak Ridges moraine.

At times hikers will climb to about 1,500 feet above sea level—perfect vantage points to view the panorama of reds, oranges and golds.

Walkers should wear clothing and footwear suitable for hiking. Bring along your lunch, binoculars and camera.

The Glen Haffy Area is located just south of Mono Mills and Highway 9 on Airport Road.

For further information please contact the authority at 630-9780.

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Home Food Freezers Should Be On Separate Electric Circuits

In the last few months the spiralling cost of food, particularly of meat, found many families investing in food freezers. So great was the demand that most dealers ran out of stock and the manufacturers were hard pressed to fill orders.

New owners and old should know that although these machines do a wonderful job of preserving food, and by making bulk purchases available make real savings in the cost of food possible, there is always the possibility of a substantial loss.

Recently a London couple lost 439 pounds of beef

when their new freezer blew a fuse while they were away on vacation, and this is not an isolated case — similar losses have been experienced in this area. In some cases it has proved impossible to entirely eliminate the odor of rotting food from the freezer when everything possible has been done. This could mean that the owner will never be able to use this expensive piece of equipment again.

The only sure protection, says an Ontario Hydro spokesman, is to have home freezers and refrigerators plugged in to their own separate 15-amp circuits. Hydro would also like to see appliance manufacturers place warning stickers on these units, strongly recommending they be connected to separate circuits. This would save people a lot of grief.

Another suggestion is the use of Fusetron-type fuses in household circuits. This would accommodate the "starting load" of fractional horsepower motors better than a normal fuse, but they cannot be considered a cure-all.

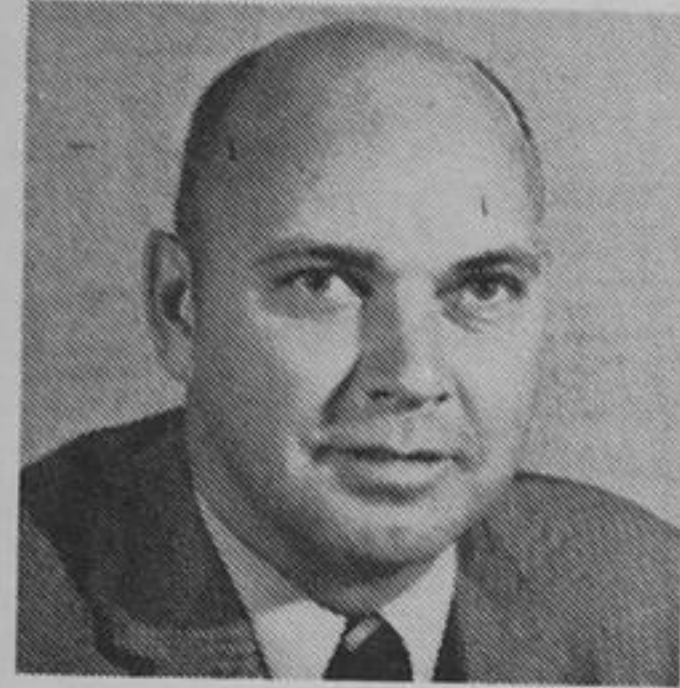
handled a number of claims for food spoilage resulting from blown fuses or appliance breakdowns while the owners were away, recommends that anyone going away on holiday arrange to have someone check the house, especially the food-keeping appliances, at least twice a week, with authority to have repairs made immediately, if needed. A further safety measure, particularly in the event of thunderstorms, is to make sure unneeded electrical equipment is disconnected during holiday absences.

An insurance company director, whose company has

an insurance company director, whose company has

an insurance company director, whose company has

1010 on your radio gets you a GOOD WEEKEND!



Charles Doering



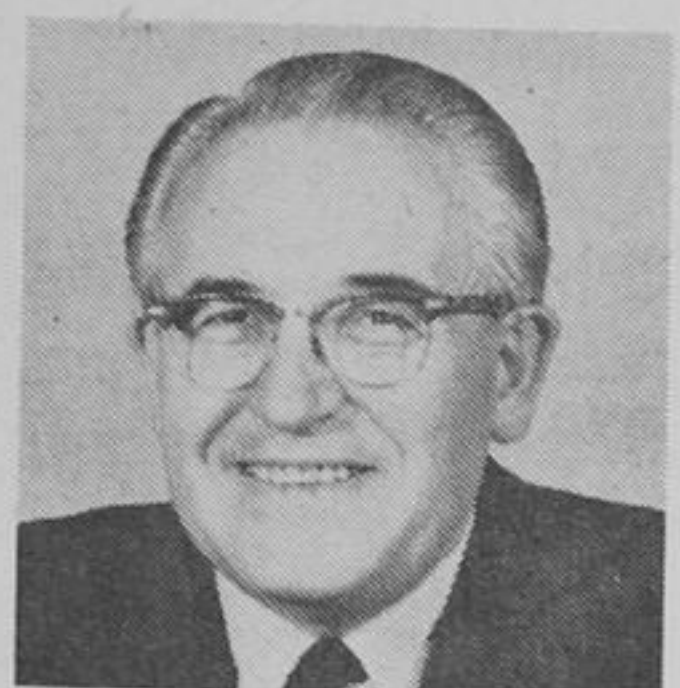
Don Daynard



John Bradshaw



John Dolan



Ray Sonin



John Woodbridge

Weekend weather may be uncertain—but weekend 1010 radio, never! CFRB puts more into weekends so you'll get more from them.

Weekends are the time you want plenty of service. That's what you get on CFRB. News of what's happening and where. Sports results. Traffic and road conditions. Gardening help and news. Short features that give you a chuckle or make you think. Business comment. Interesting things to do. Weather of course. Intelligent discussion. In summer—CFRB's Harbour Patrol and recreational activities. In winter—Peter Head reports on skiing and snow conditions. And CFRB music...music...music. To do things by, or just relax.

Some 40 people work behind the CFRB 1010 microphone to bring you good weekends! These include:

- John Belanger • John Bradshaw • Caroline Carver • Bob Church • Arthur Cole • Jim Coleman • Don Daynard • Bill Deegan • Jack Dennett • Charles Doering • John Dolan • Mit Dunnell • Charlie Farquharson • Bob Greenfield • Peter Head • Bob Hesketh • Dave Hodge • Leslie Laking • Jim Lampman • Bill McVean • Richard Needham • Paul Regan • Neal Sandy • Henry Shannon • Prior Smith • Ray Sonin • Allen Spraggett • Bill Stephenson • Erik Thorsen • Wayne Van Exan • Earl Warren • Brian Williams • John Woodbridge.

CFRB 1010

There's more where this comes from!

Economy never looked better.

Who says an economy car has to be an import? Who says economy can't be beautiful? Economy never looked better than with our small economy car. The 1974 Pontiac Astre. It's Canadian built, but priced below many of the top-selling import models. Surprising isn't it?

So buying an economy car doesn't mean you have to forego style for price. The new low-profile front end look of the Astre is just the beginning. It's backed up by four body styles; the economical Coupe, the versatile Hatchback, the spacious Safari Wagon, and the business Panel Van.

Inside, Astre is comfortable, with Premier plaid cloth and vinyl trims over deep full-foam seating, and the head and legroom rivals many bigger cars.

The standard lightweight aluminum-alloy 2300 cc engine is very easy on gas, and gives you all the get-up-and-go you need.

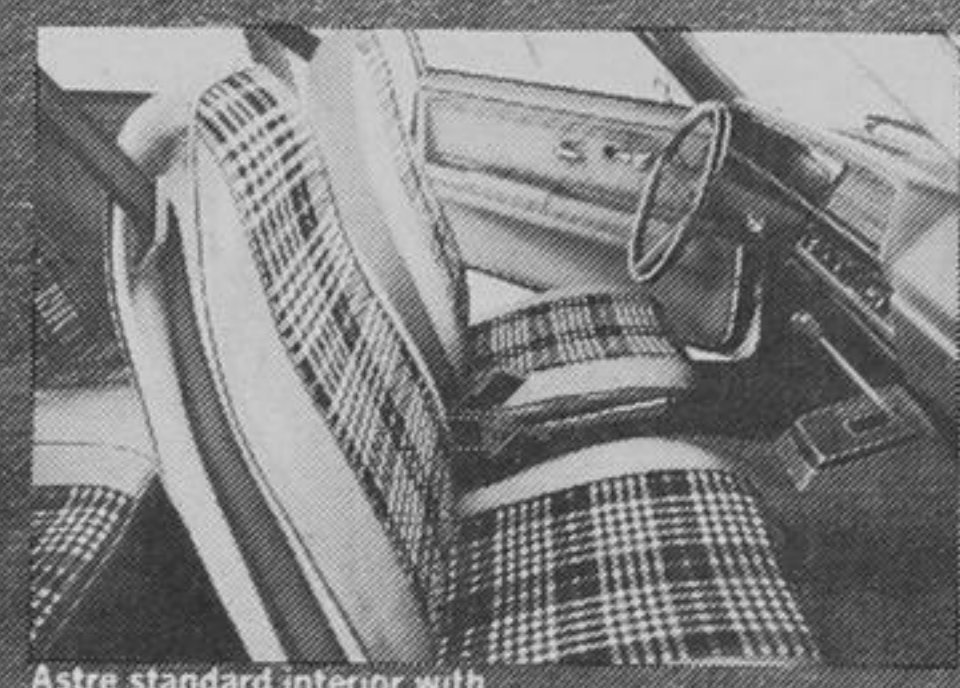
Want to add a little more to your Astre? Check out the GT Hatchback and Safari Wagon, the Salon Deluxe Coupe, and the Safari Custom Wagon.

The 1974 Pontiac Astre. A Canadian-built economy car that's beautiful. Now you know why economy never looked better. See your Pontiac Dealer.

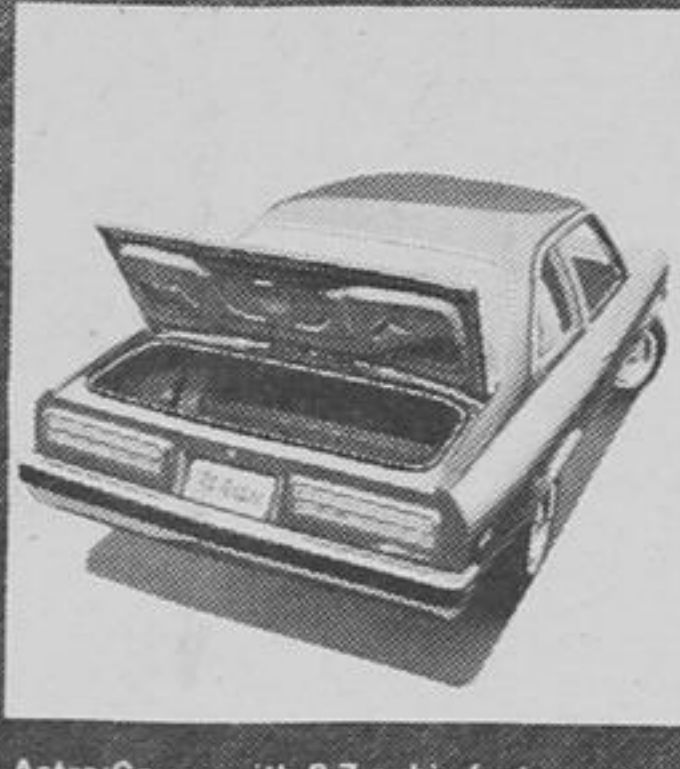


Above: Astre Hatchback Coupe

Below: Astre Safari GT



Astre standard interior with Premier plaid cloth and vinyl trim.



Astre Coupe with 8.7 cubic feet of usable trunk space.



Astre Hatchback...the rear seat folds down, doubling the load capacity. (From 9.3 to 18.9 cubic feet.)

PONTIAC Astre

Buckle up for safety.

Some of the equipment shown or mentioned is optional at extra cost.