

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013**

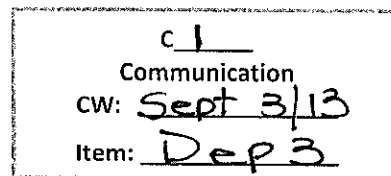
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**The Committee of the Whole recommends:**

- 1) That the deputation of Mr. Dan Tersigni, Communication C1, dated August 7, 2013, Communication C2, petition, and Communication C10, be received;
- 2) That the following be approved in accordance with Communication C6 from the Commissioner of Engineering and Public Works, dated August 29, 2013:
  1. That the deputation by Dan Tersigni be received; and
  2. That staff prepare a report for a future Finance and Administration Committee, in order that the issue of train whistle cessation may be considered as part of the 2014 Budget Deliberations; and
- 3) That Communication C3, from Diane Berdini-Palmer, dated August 29, 2013, be received.

August 7, 2013

City Clerk's Office  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1  
[clerks@vaughan.ca](mailto:clerks@vaughan.ca)



To Whom It May Concern:

Residents adjacent to the railroad in the Town of Kleinburg are getting much more than they bargained for when it comes to disruptions from train whistles at all hours. This rail line owned by the Canadian Pacific Railway (CP Rail) is an audible nuisance to the residents. The high number of trains and the high decibel levels of their whistles leave these families with sleepless nights in their own homes.

Residents in Kleinburg are confused and frustrated at having been misled. A Whistle Cessation was called for in Kleinburg and put in place for the Nashville and Major Mackenzie Road crossings years ago; everyone then thought their lives would return to an expected peaceful normality, unfortunately that didn't happen. The problem here is that the task of Whistle Cessation was started and not completed.

CP Rail is required by Transport Canada to sound the whistle at least a quarter mile prior to a crossing, as well as at the crossing itself. The crossings on either side of Nashville Road, being Huntington Road and Kirby Road to the north, and Cold Creek Road to the south are in such close proximity to each other that whistles blown approaching and at these crossings are effectively heard throughout Kleinburg at all hours. When acquiring the Whistle Cessation for Major Mackenzie Drive and Nashville Road someone dropped the ball by not including the Huntington Road, Kirby Road and Cold Creek Road crossings as well.

Let's finish what was started, and complete the Whistle Cessation project for Kleinburg. The residents deserve what was promised and should be allowed peaceful habitation of their own homes throughout the night and day.

Note: Currently estimated freight train frequency for the Canadian Pacific track in Vaughan is 16 to 21 freight trains per twenty-four hours. CP freight trains operate 24/7, and unlike passenger trains they do not operate by a set schedule, trains can be expected at any time during the day and night. Please note that the frequency may change without notice. For safety and security reasons CP Rail does not provide specific train time information to the public.

Sincerely

A handwritten signature in black ink, appearing to read "Dan Tersigni".

Dan Tersigni  
[StopTheWhistle.ca](http://StopTheWhistle.ca)

encl:  
Deputation Request Form  
Petition  
Physical Signatures  
Digital Signatures

cc:  
Julian Fantino, MP, Vaughan, [julian.fantino.c1a@parl.gc.ca](mailto:julian.fantino.c1a@parl.gc.ca)  
Marilyn Iafrate, Ward 1 Councilor, [marilyn.iafrate@vaughan.ca](mailto:marilyn.iafrate@vaughan.ca)  
Jeffrey A. Abrams, City Clerk's Office, [Jeffrey.Abrams@vaughan.ca](mailto:Jeffrey.Abrams@vaughan.ca)  
Rose Magnifico, City Clerk's Office, [rose.magnifico@vaughan.ca](mailto:rose.magnifico@vaughan.ca)



c	<u>2</u>
Communication	
cw:	<u>Sept 3/13</u>
Item:	<u>Dep 3</u>

**Communication C2**  
**COMMITTEE OF THE WHOLE**  
**SEPTEMBER 3, 2013**  
**Deputation 3**

The City Clerk's Office has received a petition from Mr. Dan Tersigni regarding StopTheWhistle with summary wording below.

The total number of signatures on the petition are: 123 (unverified by the City Clerk's Office of the City of Vaughan at the time of the Committee of the Whole meeting).

"The City of Vaughan and Transport Canada

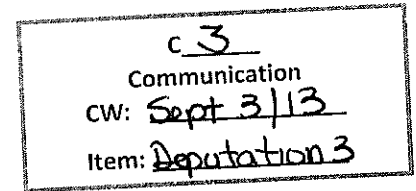
Greetings,

Whistle Cessations are required for Huntington Rd, Kirby Rd & Cold Creek Rd, in the Town of Kleinburg. The residents are entitled to peaceful enjoyment of their homes. The previous undertaking of Whistle Cessations did not encompass all the appropriate crossings, leaving the town residents to suffer this auditory assault day and night.

A copy of the entire petition document containing a total of 25 pages is on file in the office of the City Clerk.

**Subject:**

FW: Deputation 3: Mr. Dan Tersigni with respect to train whistle cessation at various locations.



**From:** Diane Berdini-Palmer [mailto:short-stuff@rogers.com]

**Sent:** Thursday, August 29, 2013 12:38 AM

**To:** Clerks@vaughan.ca

**Cc:** Iafrate, Marilyn; Tarantini, Maria; Ward 1 Support Staff

**Subject:** Deputation 3: Mr. Dan Tersigni with respect to train whistle cessation at various locations.

**September 3<sup>rd</sup>, 2013-Committee of the Whole**

**Deputation 3: Mr. Dan Tersigni with respect to train whistle cessation at various locations.**

On behalf of my Vaughan community in the Keele Street & Teston Road area, I wish to stress that consideration to an **'Anti-Whistling Bylaw'** be allowed in communities like ours. I have been pursuing this issue for a few years now and appreciate the opportunity to be heard.

I do understand the importance of train whistling and that the trains were here before the land was built on; but the reality is that the areas in question are growing "communities" now with hard-working families that I think (and hope you agree) are entitled to a good nights' sleep! Or to be able to sit in our backyard peacefully without jumping out of our skin every time a train goes by. Really...it's that bad!

Although the train whistling is a huge issue/annoyance any time of day, the concern for our main area in Vaughan is the after hour trains that travel north / south bound across Teston Road on the east side of Keele Street coming and going through the Maple GO Station. Along with two other railroad crossings north of the Maple GO Station, which are in the middle of farmer's fields that don't even have roads that lead to them anymore as far as we can see. As mentioned, I totally understand the purpose of sounding the train horn when coming to and proceeding through intersections, but in the wee hours of the night...every hour on the hour or even every 15-20 minutes some nights at 1am / 2 am / 3am... it's driving us crazy! There's got to be another way!

It's impossible to leave our windows open (especially during the spring, summer and fall times when you enjoy fresh air the most) as you literally jump out of your skin every time it goes by. It's not even a 'beep'; majority of the time its blaring! Even with all windows closed, it is still *'nails down a blackboard'* cringing. Very disruptive to the quality of life as far as I'm concerned.

I do have multiple emails (including photos) back and forth from Marilyn Iafrate, Councillor - Ward 1's office. Should any of my previous communication with the Vaughan Councillor and her team over the past few years be warranted, I would gladly forward them on.

A quick mention that I truly appreciate the efforts of Marilyn Iafrate, Councillor - Ward 1 and her team whom have pursued our concerns profusely and kept the communication open. Thank you!

As a community, we have been patient and hope that great consideration will finally be given with regards to this "noisy" complaint.

Thank you for your time.

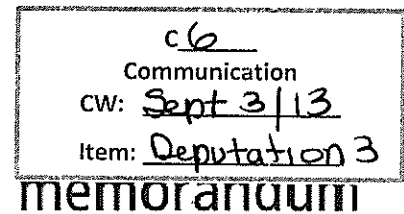
Sincerely,

Diane Berdini-Palmer

B: 905-305-5939

H: 905-553-0313

E: [short-stuff@rogers.com](mailto:short-stuff@rogers.com)



**DATE:** August 29, 2013

**TO:** Mayor and Members of Council

**RE:** **Deputation By Dan Tersigni – Whistle Cessation**  
**Committee of the Whole Meeting – September 3, 2013**  
**Ward 1**

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**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the deputation by Dan Tersigni be received, and
2. That staff prepare a report for a future Finance and Administration Committee, in order that the issue of train whistle cessation may be considered as part of the 2014 Budget Deliberations.

**Background - Analysis and Options**

The Huntington Road, Kirby Road and Cold Creek Road rail crossings are all on the Canadian Pacific (CP) Mactier Subdivision, as shown in Attachment 1. These three crossings are all at grade crossings.

The procedures for requesting train whistling cessation are outlined within the September 22, 2008 Committee of the Whole Report (Item 15, Report No. 44). Refer to Attachment No. 2.

There are currently no agreements in place for train whistle cessation at any at grade crossings. Any consideration to cease train whistling at a particular railway crossing, will require additional safety improvements including, but not limited to, a detailed safety assessment/review, new safety measures (such as flashing lights and gates) as well as additional insurance premium costs. Costs associated with this work can approach \$350,000 per location.

In view of the above, staff will review the issues raised by the deputant and bring forward a report to a future Finance and Administration Committee, given the significant financial requirements associated with these initiatives.

**Attachments**

1. Location Map
2. Extract from Council Meeting Minutes of September 22, 2008, Item 15, Report No. 44, of the Committee of the Whole

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Paul Jankowski'.

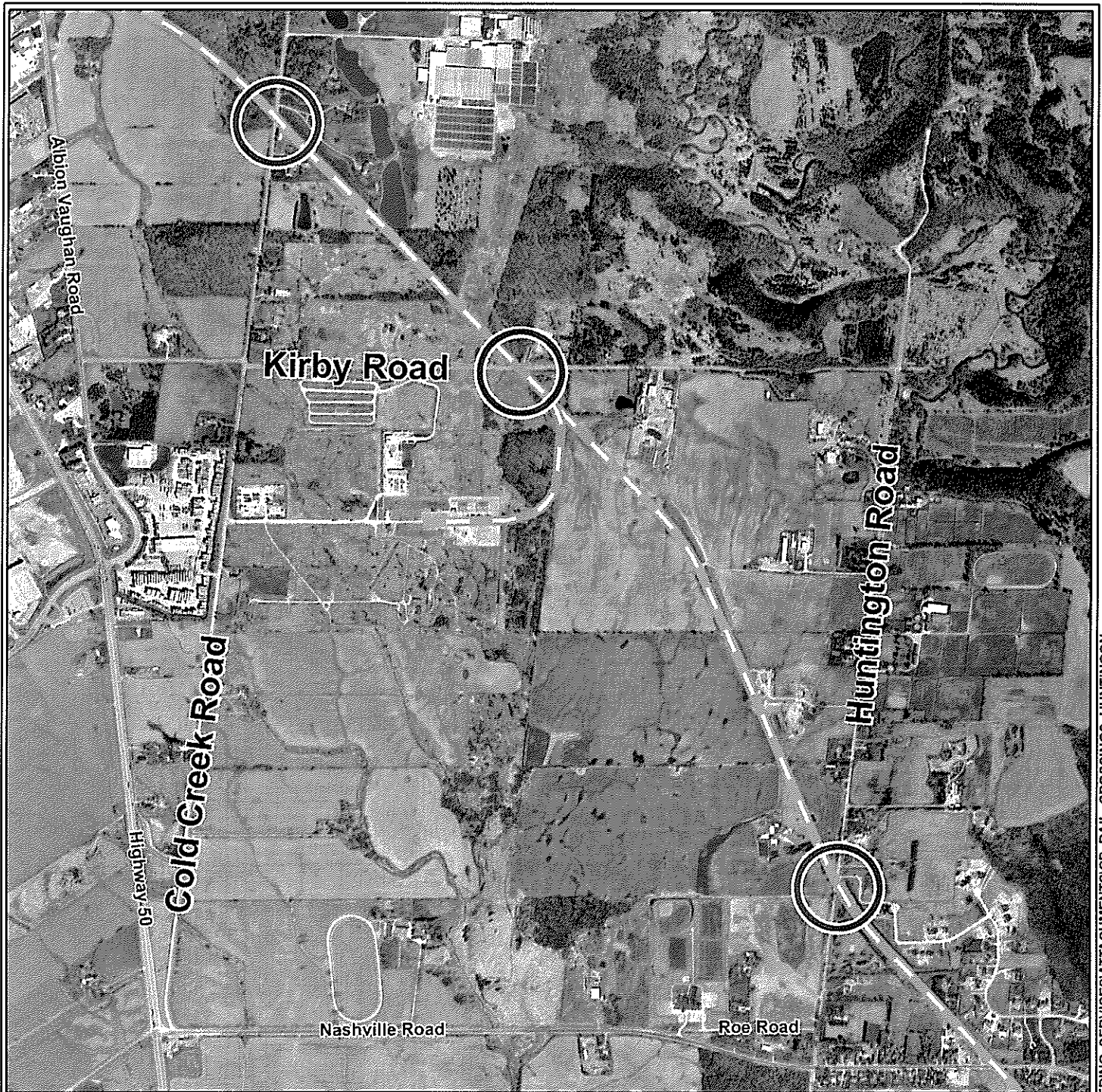
Paul Jankowski, P. Eng.  
Commissioner of Engineering and Public Works

A handwritten signature in black ink, appearing to read 'Jack Graziosi'.

Jack Graziosi, P. Eng.  
Director of Engineering Services

Copy: MaryLee Farrugia, Commissioner of Legal & Administrative Services/City Solicitor

# ATTACHMENT No. 1



## LOCATION MAP

### CP Railway Crossings at Cold Creek Road, Kirby Road, and Huntington Road

#### LEGEND

— Railway

○ CP Railway Crossing

Note: Aerial photography acquired in spring, 2012



NOT TO SCALE

F:\Common\ENGINEERING SERVICES\ATTACHMENTS\CP\_RAIL\_CROSSINGS\_HUNTINGTON

# ATTACHMENT NO. 2

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 22, 2008

Item 15, Report No. 44, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 22, 2008.

15

#### TRAIN WHISTLING CESSATION

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated September 15, 2008, be approved; and
- 2) That staff contact Mr. Paul Mantella of the Nashville Area Ratepayers' Association to advise of the requirements of the report and that the Region of York also be so advised.

#### Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor recommends:

1. That this Report be received for information;
2. That should Council wish to request train whistling cessation at railway crossings, Staff recommend commencing the process for such a request as outlined in this Report;

#### Economic Impact

Should Council wish to request a cessation of train whistling at particular railway crossings, all costs associated with such an endeavor would be borne by the City. These would include railway safety consultant costs, costs of new safety measures such as flashing lights and gates, and insurance premium costs. York Region estimates that the costs for these safety measures can range from \$60,000 to \$100,000 for pedestrian gates, and potentially more for vehicular gates. York Region also estimates that the cost of a railway safety consultant is \$3,000, and that the costs to create an education program range from \$2,000 to \$5,000. Pursuant to Council direction of December 10, 2007, the Engineering Department is preparing a Report to be brought forward with the 2008 Capital Budget respecting costs.

#### Communications Plan

Should Council wish to request a train whistling cessation at a particular railway crossing, the City would be required to notify the general public of such a proposed prohibition. Furthermore, the City would be required to notify all railway trade unions, pursuant to Canadian Rail Operating Rules.

#### Purpose

The purpose of this Report is to provide Council with an outline of the process for requesting a train whistling cessation at grade railway crossings in the City.

#### Background - Analysis and Options

There have been complaints in relation to train whistling at various railway crossings throughout the City, including railway crossings along Nashville and Coldcreek Roads, as well as the railway crossing near Steeles Avenue and Conley Street. Attached are the lists of railway crossings in the City. Canadian Pacific Railway has advised where train whistling cessation is already in place. The City is awaiting this information from Canadian National Railways. The following

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 22, 2008

#### Item 15, CW Report No. 44 – Page 2

procedures apply to requests for train whistling cessation. It should be noted that train whistling cessations would only apply to railway crossings at grade, and not railway overpasses or underpasses. Furthermore, the train operator would still have residual discretion to use the train whistle in emergency situations and to warn workers who are performing maintenance on tracks.

- Canadian Railway Operating Rules

Train Whistling requirements are controlled through the Canadian Rail Operating Rules (hereinafter the "CROR"). Rule 14(L)(ii) requires train whistling for all public crossings "except as may be prescribed in special instructions". The relevant railway company can initiate an exception by issuing a special instruction to its locomotive engineers, which eliminates the application of Rule 14(L)(ii).

Transport Canada sets out the guidelines that must be followed in order for a special instruction to be issued. First, the municipality must contact the relevant railway company to discuss the matter. In the case where the municipality is not the responsible road authority, the responsible road authority must also be contacted. It is also incumbent upon the municipality to contact the various trade unions representing railway employees, as well as to notify the general public about the proposed whistling cessation. Once these parties have been contacted, the municipality, Railway Company, and road authority (if applicable) are to conduct a detailed safety assessment of the rail crossing.

The safety assessment will be conducted by a railway safety consultant, who will determine whether the safety measures in place satisfy Transport Canada requirements for whistle cessation. Depending on the character of the railway crossing, Transport Canada may require safety measures such as flashing lights, bells, gates, and signs. Factors such as the train speed limit and the number of tracks dictate the requisite safety measure. In addition, the railway safety consultant will look at traffic density, sight lines, adjacent public buildings, evidence of trespassing problems in determining whether the railway crossing qualifies for whistle cessation.

Once the safety assessment is concluded, the railway company may agree to have the whistling discontinued at the relevant railway crossing. The railway company may also request that a Transport Canada inspector inspect the railway crossing to confirm that it meets the requirements of the guideline.

- York Region Requirements

It is necessary to contact York Region in order to have whistling cessation at railway crossings on Regional Roads. On February 21, 2008, York Regional Council adopted a policy for the cessation train whistling at railway crossings of Regional Roads. York Region would consider supporting train whistle cessation if the following conditions are satisfied and all costs are incurred by the local municipality requesting the train whistle cessation:

1. A safety audit is completed by a specialized safety consultant (railway safety consultant)
2. The safety audit is approved by Transport Canada
3. If there are pedestrians in the area of the crossing, pedestrian gates must be installed
4. An education program is developed for the affected area
5. The whistling prohibition is implemented only between the hours of 10:00 p.m. and 6:00 a.m.

Some of these requirements mirror those in the CROR. However, the education program and the time frame requirements are unique to York Region.



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 22, 2008**

#### **Item 15, CW Report No. 44 – Page 3**

It should be noted that the Town of Richmond Hill passed a Resolution requesting that all costs for implementing train whistling cessation affecting Regional Roads remain the responsibility of the York Region. It is not clear what effect, if any, this Resolution has.

- **Canadian National Railway Requirements**

Canadian National Railways (hereinafter "CN") requires that the safety assessment be sent to Transport Canada for review and comment, even though the CROC guidelines do not require Transport Canada consultation. If Transport Canada agrees that whistle cessation is appropriate, CN requires that the municipality pass a by-law prohibiting whistling at the location under review. When the by-law is passed and any additional safety measures have been put into place, Transport Canada will issue a letter to the railroad exempting it from compliance with the whistling regulations at the particular location. Once CN receives this letter, CN will instruct their train crews to cease whistling at that location. Any costs in relation to the safety assessment and the installation of additional safety measures are to be borne by the municipality.

- **Canadian Pacific Railway Requirements**

Canadian Pacific Railways (hereinafter "CP") also requires Transport Canada involvement after the safety assessment has been conducted. Once Transport Canada completes their review and approves the whistling cessation, CP requires that the municipality enter into an insurance agreement with CP, rather than passing a by-law prohibiting train whistling. Costs of the insurance premiums are shared with the municipality. CP will issue special instructions to their train crews to cease trains whistling at the particular location, once the insurance agreement is executed. Any costs in relation to the safety assessment and the installation of additional safety measures are to be borne by the municipality.

#### **Relationship to Vaughan Vision 2020**

This report is in keeping with the Vaughan Vision in that it speaks to enhancing and ensuring community safety, health and wellness. The necessary resources have not been allocated.

#### **Regional Implications**

The City would need to contact York Region for train whistling cessation in relation to any railway crossings that are situated on Regional Roads. The City would also need to comply with York Region's policy for train whistling cessation, as outlined above.

#### **Conclusion**

There have been complaints in relation to train whistling at various locations throughout the City. If these railway crossings are at grade, the City can engage in a process whereby train whistling can be ceased. This process can potentially alleviate neighbourhood concerns regarding noise, while addressing public safety. A Report on costs is being brought forward for the 2008 Capital Budget.

#### **Attachments**

1. List of CP railway crossings in the City
2. List of CN railway crossings in the City

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 22, 2008**

Item 15, CW Report No. 44 – Page 4

**Report prepared by:**

Chris G. Bendick  
Solicitor

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Dep 3 c10



c10
Communication
CW: <u>Sept 3/13</u>
Item: <u>Dep 3</u>

Submitted by: J. Versigne

the  
**Whistle**  
.ca

**SIGN THE PETITION**

Sponsored by:

**YourWayOut.ca**

## Whistle Cessation Kleinburg: Huntington Road, Kirby Road, Cold Creek Road

- 380 concerned residents have signed a petition to request a Whistle Cessation be put into effect immediately for the railroad crossings at Cold Creek Road, Huntington Road and Kirby Road.
- Whistle Cessation was adopted by the City of Vaughan at Rutherford Road and Major Mackenzie Drive and Nashville Road, overlooking subsequent crossings leaving residents of Kleinburg still affected by train whistles
- Transport Canada and Canadian Pacific Railway (CP) confirm current estimated freight train frequency for the CP Rail travelling through Kleinburg is 16 to 21 trains per 24 hours, operating 24/7 on no set schedule, day and night (as per email attached)
- Train whistles must begin blowing “at least” a quarter mile before each crossing, rendering the Cessation in place for the Nashville Road crossing ineffective as the close proximity of the next crossing makes the whistles overlap
- The Canadian Tire Mega Distribution Site in Bolton, will greatly increase the train activity through Kleinburg to the CP Rail Intermodal Facility located at Highway 50 and Rutherford Road which will be most active at night<sup>\*1</sup>, promising delivery to every store<sup>\*2</sup>. Most petitioners were probably unaware of this fact.
- The development of hundreds of new homes on the former site of the Kleinburg Golf and Country Club, will also see hundreds more disgruntled residents.
- The residents of Kleinburg are entitled to peaceful enjoyment of their homes, the previous undertaking of Whistle Cessations did not encompass all the appropriate crossings leaving the town residents to continue to suffer day night.
- Costs: for flashing lights, bells and crossing gates (York’s Transportation and Works Committee dated June 11, 2008), the federal government provides grants up to 80% of the fund for the installation of railway safety crossings (all here being two-lane rural, \$208,000 each). The City’s share of the annual insurance premium per crossing is between \$500 and \$650 per annum (taken from the June 8, 2001 Committee of the Whole Records).
- Finally, the Regional Municipality of York, Transportation and Works Committee, June 11, 2008 Report to the Commissioner of Transportation Services recommended adopting a Policy On Anti-Whistling at railway crossings of Regional Roads. Regarding Train Whistling Cessation, Item 15 Report No. 44 of the Committee of the Whole adopted without amendment by the Council of the City of Vaughan at it’s meeting of September 22, 2008, Huntington Road, Kirby Road and Cold Creek Road are listed, have not yet been addressed (as per attached).
- By placing flashing lights, bells and crossing gates at these three locations, eliminates the auditory assault to the residents of Kleinburg and also creates a safer environment at these crossings, which will in turn save lives.

### Sources:

- 1 Bolton Distribution Centre ([www.caledon.ca](http://www.caledon.ca))  
Coleraine Drive  
Transportation Considerations  
December 2011  
BA Group Transportation Consultants
- 2 Canadian Tire Real Estate Limited ([www.town.caledon.on.ca](http://www.town.caledon.on.ca))  
Proposed Warehouse Distribution Centre  
Coleraine Drive and Healey Road, Town of Caledon  
Official Plan Amendment and Zoning By-law Amendment Applications  
POPA 12-03 & RZ 12-05  
November 26, 2012



Dan Tersigni <dantersigni@gmail.com>

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## Train frequency E-2013-02-13-03950

1 message

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Community Connect <Community\_Connect@cpr.ca>

Thu, Feb 14, 2013 at 12:48 PM

To: "DAN@YOURWAYOUT.CA" <DAN@yourwayout.ca>

Hello Dan

Thank you for your inquiry.

Current estimated freight train frequency for the Canadian Pacific track at Vaughan, ON is 16-21 freight trains per 24hrs. CP freight trains operate 24/7, and unlike passenger trains we do not operate by a set schedule, so trains can be expected *at any time during the day and night*. Please note that the frequency range is only an estimate and may change without notice. For safety and security reasons we do not provide specific train time information to the public.

You may also wish to provide the following information to your client when looking at purchasing a house within proximity to our tracks.

CP is a federally regulated company, and we are required by law to sound whistles at all public crossings within Canada as prescribed by the Canadian Railway Operating Rules (CROR). The rules apply 24 hours a day and the whistle must be sounded even if the crossing has lights, bells and crossing arms. The train whistle must begin at least a quarter mile before each crossing, and is sounded in a sequence of 2 long - 1 short - 1 long whistle. The sequence may be repeated according to the speed of movement, with the last long whistle held until the crossing is fully occupied. In areas where there are crossings in close proximity, the whistle must still be sounded at each crossing. The train whistle is a significant safety appliance, which provides a last warning to the public of an approaching train. CP takes public and employee safety very seriously, therefore it is CP's position to sound the train whistle at every public crossing. The only exception to the whistling regulations are crossings where federally approved whistle prohibitions have been put in place. There is a whistle cessation in place for the crossing at Nashville Road. Please note that the whistle will still sound in the event of a safety concern such as trespassers or animals on the track or adjacent right of way.

As with any similar heavy industry, there are inherent noise and vibrations from our operations which may affect neighbouring properties. We encourage home buyers, builders, and property developers to spend time at the location to get a sense of what to expect when living in proximity to our rail line.

Kind regards,

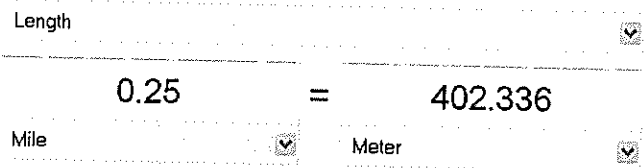
Christine Brown

Community Connect | Canadian Pacific | 1-800-766-7912 | [community\\_connect@cpr.ca](mailto:community_connect@cpr.ca)



○ Rail Crossings with Whistle Cessation in effect

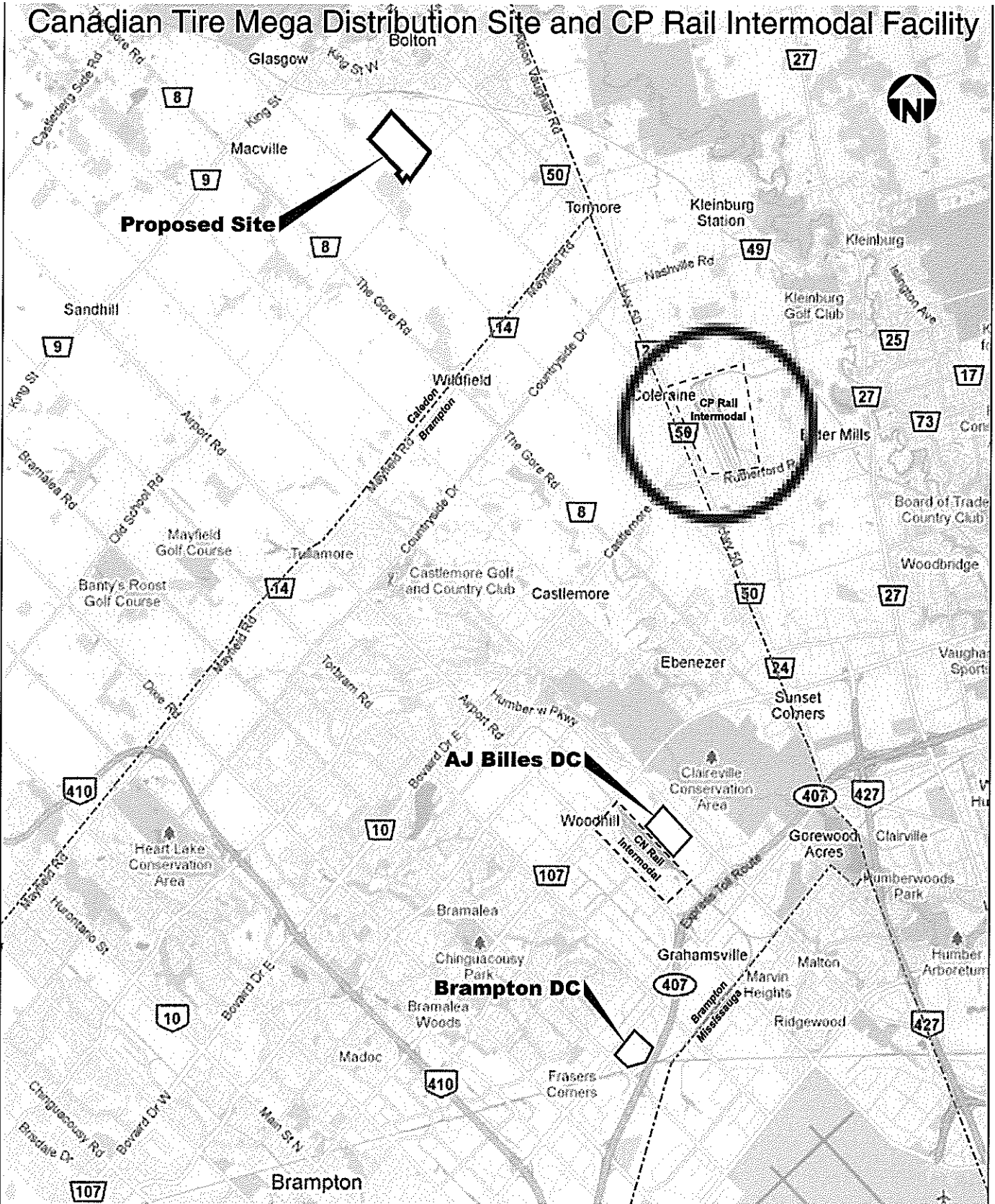
○ Rail Crossings requiring Whistle Cessation



# Canadian Tire Mega Distribution Site and CP Rail Intermodal Facility

DRAWING FILENAME: P:\57\67\38\Graphics\Fig01-03.dwg

DATE PLOTTED: November 29, 2011



**SITE LOCATION**



Bolton Distribution Centre  
5767-38 December 2011

Figure 1

**Table 1**  
**Anti-Whistling Implementation Costs on Regional Roads**

		Cost Per Location				
		Regional	Local Municipality for Anti-Whistling			Total
# Lanes	Environment	Flasher and Gates	Pedestrian Gates	Safety Audit	Education Program	
2 – lane	Rural	\$200.000	No sidewalk	\$3.000	\$5.000	\$208.000
4 – lane	Rural	\$250.000	No Sidewalk	\$3.000	\$5.000	\$258.000
2 – lane	Urban	\$200.000	\$80.000	\$3.000	\$5.000	\$288.000
4 – lane	Urban	\$250.000	\$80.000	\$3.000	\$5.000	\$338.000

**Costs to install the necessary safety devices to implement anti-whistling at railway crossings vary based on geometrics**

Should a crossing location that is being considered for an anti-whistling by-law not have all appropriate safety warning devices in place, the installation of the necessary devices is required. The Federal government provides up to 80% of the funding for the installation of railway safety devices.

The Regional Municipality of York, Transportation and Works Committee,  
June 11, 2008



Item 7, CW Report No. 12 - Page 2

If it meets the Transport Canada guidelines for anti-whistling and an exemption is made, the municipality will be required to execute an insurance agreement whereby it pays a share of the costs of the annual insurance premium per crossing. In this case, staff have been advised by St. Lawrence and Hudson Railway that the premium would be approximately \$1,000.00 to \$1,300.00 per year. The City's share of the insurance premium would be 50%, or between \$500.00 and \$650.00 per annum.

OF/gg

Committee of the Whole, June 18, 2001  
Train Whistling at the Level Crossings  
on Rutherford Road, Major Mackenzie Drive  
and Nashville Road West of Highway #27



*The City Above Toronto*

Clerk's Department  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
Canada L6A 1T1

Tel (905) 832-8504  
Fax (905) 832-8535

**FOR INQUIRIES:** PLEASE QUOTE ITEM & REPORT NO.

September 26, 2008

Mr. Denis Kelly, Regional Clerk  
The Regional Municipality of York  
17250 Yonge Street, Box 147  
Newmarket, ON  
L3Y 6Z1

**REGION OF YORK  
CLERK'S OFFICE**

**FILE No. -** *906*

Dear Mr. Kelly:

**RE: TRAIN WHISTLING CESSATION**

Attached for your information is **Item 15, Report No. 44**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment by the Council of the City of Vaughan at its meeting of September 22, 2008.

Sincerely,

*Sybil Ferrerolas*

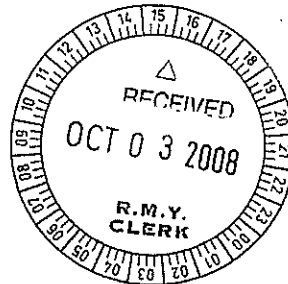
*for* Jeffrey A. Abrams  
City Clerk

Attachment:

Extract

1. List of CP railway crossings in the City
2. List of CN railway crossings in the City

JAA/pa



15.4

Attachment #1

**CP Railway Crossings in the City**

CP Mactier Subdivision (North-South)

9.95 Islington Ave (whistle cessation in place)  
10.10 CNR (grade separation - no whistle required)  
10.30 Highway #407 (grade separation - no whistle required)  
10.48 Humber River (grade separation - no whistle required)  
11.15 Highway #7 (grade separation - no whistle required)  
11.49 Woodbridge Ave (grade separation - no whistle required)  
11.56 William St. (grade separation - no whistle required)  
11.77 Kipling Ave (whistle cessation in place)  
11.90 Private Road (whistle cessation in place)  
12.5 Langstaff Road  
13.70 Highway #27 (grade separation - no whistle required)  
14.13 Rutherford Road (whistle cessation in place)  
15.47 Major Mackenzie Drive (whistle cessation in place)  
16.70 Nashville Road (whistle cessation in place)  
17.28 Huntington Road  
18.48 Kirby Road  
19.15 Cold Creek Road  
19.71 Albion Vaughan Townline Road (whistle cessation in place)

**30**

**DEPUTATION – MR. DAN TERSIGNI  
WITH RESPECT TO WHISTLE CESSATION AT VARIOUS LOCATIONS  
IN THE CITY OF VAUGHAN**

**The Committee of the Whole recommends:**

- 1) That the deputation of Mr. Dan Tersigni, Communication C1, dated August 7, 2013, Communication C2, petition, and Communication C10, be received;**
- 2) That the following be approved in accordance with Communication C6 from the Commissioner of Engineering and Public Works, dated August 29, 2013:**
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