

A6/TORONTO STAR, FRIDAY, NOVEMBER 26, 1982 *

THE METRO PAGE

City halts CP Rail project

Eggleton retaliates for 'sneaky' razing of rail station

By Tom Kerr Toronto Star

Toronto Mayor Art Eggleton ordered a "dead halt" to a billion-dollar downtown development planner by CP Rail in retaliation for the "sneaky" demolition of the historic West Toronto railway station.

"As much as we need that development, I'm not going to sit here and do nothing while they deliberately flout the law," an angry Eggleton said yesterday in ordering "an immediate end to negotiations."

In a telegram to CP Rail president W. W. Stinson, Eggleton said the company will be prosecuted for this "illegal act, which amounts to vandalism and corporate irresponsibility."

The city has made preservation of the old station in the west-end Junction Triangle (Dundas, Dupont and Annette Sts.) one of the conditions for approval of any large-scale redevelopment of the 160 acres of railway lands downtown.

No permit

With the proposal still on the table, CP Rail brought in a demolition crew from Ottawa early yesterday and reduced the historic landmark to rubble over the objections of city officials and without obtaining a demolition permit.

Eggleton, who arrived on the scene minutes after the rail crew refused to obey city orders to stop, was still fuming last night about the "irresponsibility" of it all. He said he was not warned about the demolition.

"I'm angry, outraged and disgusted that this huge corporation would deliberately flout the law in such a manner," he said. "A fine isn't enough."

The company has been charged under the Ontario Building Code Act with razing the building without a demolition permit, which carries a maximum fine of \$10,000.

The five Ottawa-area men carrying out the demolition were issued summonses for proceeding without a permit, which carries a maximum fine of \$100 each.

CP Rail spokesman Stephen Morris said the company doesn't believe it needs a demolition permit because the railway is a company under federal charter and the building was on railway property.

Fall deadline

Admitting that no prior warning had been issued to the city, Morris said the railway had made it clear there was a fall deadline for the building to be either physically removed or demolished.

"We had no options," he said, "because we're committed to a third line for improved GO service in the spring."

CP boarded up the station in 1979 and offered it to the city or historical society for \$1, and later offered to help in the cost of relocating it.

But city planners felt it could be preserved — probably on the same site — without affecting the railway's plan to bring a third rail line in.

Eggleton said he sent a letter to the railway in September asking for a further meeting about turning it into a farmers' market.

Marathon Realty, the real estate arm of CP Rail, handles negotiations for the proposed downtown redevelopment and CP Rail looks after negotiations for the West Toronto station. Marathon vice-president Bob



Here today . . . Only rubble and a lot of ill feelings were left yesterday after CP Rail without warning razed the West Toronto rail station, which was to be preserved as a historical landmark. Toronto Mayor Art Eggleton, left, who was on the scene in minutes, called the move "sneaky."

Malone said the city was told that the future of the historic station couldn't be linked with the downtown development.

He said CP informed him last week that it was going to demolish the station on Thursday, the 24th.

At that time, Malone said he contacted Eggleton's office about an early meeting to discuss the station. He didn't say that the station was to be demolished, and Eggleton's appointment book was full.

"I was only acting out of courtesy because of the mayor's apparent desire to incorporate the station into the development of railway land," Malone said. "I thought he'd like to know the decision to demolish it."

Eggleton said he had no idea that Malone wanted to report the station was to be demolished.

"I didn't know there was any urgency since he didn't say what it was all about. I thought it was to discuss the farmers' market proposal."

No excuse

"I doesn't excuse CP proceeding illegally without any word to the city," he said.

A disturbed Malone said, "I hope on reflection he will reconsider. The development of the railway lands are pretty important to everyone."

The West Toronto station was one of the few built in the "old house form" and was of historical significance because it was at

the junction of railway lines for the old town of West Toronto Junction, which joined Toronto in 1869.

"I'm just horrified," said Diana Fancher, president of the West Toronto Junction Historical Society. "Our group has been spending considerable time the last year figuring out how to save the station. We thought we were dealing with CP in good faith."

"I'm just so flabbergasted words won't come," said Heather Broadbent, president of the Ontario Historical Society.

She said there has been a rash of railway station demolitions recently and the company seems to be able to do what it wants without regard for anyone.

JAN WILKIE/TORONTO STAR