




# SAY NO TO DIESEL TRAINS AND DEMAND IMMEDIATE ELECTRIFICATION

Metrolinx and the Province of Ontario plan to run over 400 diesel trains a day through our West-end neighbourhoods without considering the people who it will affect the most. Diesel trains will spew fumes, create noise and divide our neighbourhoods.

Diesel exhaust is a known threat to human health, especially the health of children and seniors. Health effects “include increased prevalence and severity of asthma and other respiratory diseases, diminished lung function, adverse birth outcomes, childhood cancer, and increased mortality.”

Metrolinx has indicated a vague plan to electrify this corridor in 15 years, but there is no funding or commitment in place to do so. Furthermore, electrification 15 years from now means a whole generation of children will grow up inhaling noxious diesel exhaust. In order to protect our health, save our neighbourhoods, and advance Ontario’s green economy, **we need to electrify now.**

## **Voice your concerns to Metrolinx and the Provincial Government. Tell them that you demand:**

-  Clean and modern electric trains to run along the Union Station to Georgetown Corridor
-  No new investment in diesel technology
-  A new environmental assessment that considers electrification as an alternative to diesel.

What you can do:

- 1.** Visit [www.cleantrain.ca](http://www.cleantrain.ca) to find out how to have your voice heard.
- 2. Mail, call, or email** your MPP, Premier McGuinty ([premier@gov.ca](mailto:premier@gov.ca)), John Gerretsen, Minister of the Environment ([minister@ene.gov.on.ca](mailto:minister@ene.gov.on.ca)) and James Bradley, Minister of Transportation ([jbradley.mpp@liberal.ola.org](mailto:jbradley.mpp@liberal.ola.org))

Tell your neighbours, friends and family.

**WE MUST GO ELECTRIC NOW!**

***clean-train-coalition***  
TRANSIT FOR A HEALTHY CITY [www.cleantrain.ca](http://www.cleantrain.ca)

The Clean Train Coalition represents the communities along the rail corridor. We believe that a healthy environment and vibrant neighbourhoods depend on smart investment in public transit infrastructure. Build it once, build it right!

METROLINX IS PLANNING TO RUN MORE THAN 400 DIESEL TRAINS EVERY DAY ON THE UNION STATION TO GEORGETOWN RAIL CORRIDOR. THAT'S A DIESEL TRAIN EVERY 3 MINUTES.

THEY ARE PLANNING TO DO THIS WITHOUT CONSIDERING THE PEOPLE WHO WILL BE AFFECTED THE MOST. THESE DIESEL TRAINS WILL BE SPEWING TOXIC FUMES FOR MILES AROUND.

Here are the results of a recent study published in the New York Times outlining new findings of even higher health risks from soot particles in the air. These particles are the type found in the fumes emitted from diesel trains.

**WE MUST GO ELECTRIC NOW!**

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**The New York Times** **Environment**

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ENVIRONMENT SPACE & COSMOS

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## Analysis Finds Elevated Risk From Soot Particles in the Air

By FELICITY BARRINGER  
Published: June 2, 2009

A new appraisal of existing studies documenting the links between tiny soot particles and premature death from cardiovascular ailments shows that mortality rates among people exposed to the particles are twice as high as previously thought.

Dan Greenbaum, the president of the nonprofit Health Effects Institute, which is releasing the analysis on Wednesday, said that the areas covered in the study included 116 American cities, with the highest levels of soot particles found in areas including the eastern suburbs of Los Angeles and the Central Valley of California; Birmingham, Ala.; Atlanta; the Ohio River Valley; and Pittsburgh.

The review found that the risk of having a condition that is a precursor to deadly heart attacks for people living in soot-laden areas goes up by 24 percent rather than 12 percent, as particle concentrations increase.

A variety of sources produce fine particles, and they include diesel engines, automobile tires, coal-fired power plants and oil refineries.

Comparing exposure within the New York and the Los Angeles metropolitan areas, the study found that the risks were evenly distributed in the vicinity of New York while some areas around Los Angeles, including neighborhoods near the Ports of Los Angeles and Long Beach, had elevated health risks.

The extended epidemiological analysis, which draws on data gathered from 350,000 people over 18 years, and an additional 150,000 people in more recent years, was conducted for the Health Effects Institute by scientists at the University of Ottawa.

The institute was created by the Environmental Protection Agency and the industries that it regulates with the goal of obtaining unbiased studies.

The link between fine particles, the diameter of which is smaller than a 30th of a human hair, and cardiopulmonary disease has been established for two decades, and the E.P.A. has regulated such emissions since 1997. In 2006, despite mounting evidence that the particles were deadlier than first thought, the agency declined to lower chronic exposure limits.

The United States Court of Appeals for the District of Columbia Circuit declared that decision inadequate, and the Obama administration is now considering what level is appropriate.

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