

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Municipal Hall,  
Murrayville, B.C.  
September 24, 1968

SPECIAL MEETING

A Special Meeting of the Municipal Council was held in the Municipal Hall  
Murrayville, B.C. on Tuesday, September 24th, 1968, at 2:00 p.m.

Present Were:

Mayor Poppy, Alderman Barichello, Blair, Booth, and Shuster. Aldermen  
Jensen and Woolley were absent from the meeting.

The following persons attended for discussion of the first item of business  
Mr. Hunter Vogel, M.I.A. and Mr. William Mearns, Mr. D. King, and Mr.  
R. Martin of B.C. Hydro.

B. C. HYDRO RAILWAY

Mayor Poppy stated that preliminary discussions had been held with representatives of the Authority regarding railway crossings and also the railway link to Roberts Bank, and it had been decided to hold a special meeting of Council to discuss the matter further.

Mr. Mearns displayed a map of the lower Fraser Valley, showing the existing railway routes in the valley and the proposed new line to Roberts Bank. He stated that Roberts Bank is unique as to location and potential for a deep sea port development, and pointed out that the Provincial and Federal Governments are working concurrently on the development of the port and industrial complex facility at Roberts Bank. It is hoped that the two governments will cooperate more closely in this development as time proceeds. It will be a big port with a heavy volume of traffic and will need a good railway link with free-flowing traffic. Unit trains will be used and these will be one mile in length, and these trains must travel without interruption. Coal will be the first commodity to be delivered to the port but enquiries have already been made regarding transportation and storage of lumber and automobiles and containers. He pointed out that the existing railway routes are not adequate to accommodate these trains because of the bottlenecks which would occur in certain areas particularly in the New Westminster and the Pattullo bridge area, and also priorities on these railways for the Trans Canada traffic.

Mr. King then displayed a map of the area between Tilbury Island and Roberts Bank and outlined some of the problems regarding the proposal that this area be used for the railway link. He stated that this railway route is already causing some concern because of the lack of stability across the Burns Bog on the existing railway. Some of the difficulties in engineering this link were enumerated as follows: ~~possible~~ <sup>possible</sup> flooding of land, need for bridging of Deas Island Tunnel, causeway would be required in the river and this would interfere with other uses in the Deas Island area, very poor foundation across the Ladner bog, and the railway line plus some of the marshalling yards would be in close proximity to the Ladner urban area. Mr. King stated that the limitations on this proposed route were so obvious that it had been decided not to pursue this proposal and alternatives had been sought. It has now been decided to build the railway along the general area where the dyking exists adjacent to Boundary Bay. There will be a greenbelt provided on the sea side of the railway line, and then a road which could be termed a marine drive along the shore of the bay. There would be overpasses over the railway at either end of this marine drive to provide access to the water area. He also pointed out that extensive development would have to take place on the flats contained in Boundary Bay before it could/made usable for recreational purposes, and this would mean that the actual recreation areas would be at least one mile from the proposed railway.

Mayor Poppy stated that the Langley Municipal Council had refrained from making any official statements on the proposed railway link and had not participated in the protest meetings on the proposed route for the following reasons:

1. Council feels the planning of the proposed railway link is based on solid evidence and reasoning
2. This route could result in the possible re-routing of the Great Northern Railway tracks away from White Rock
3. The plans do not call for any re-routing of the B.C. Hydro Railway in Langley
4. This development could result in possible secondary industrial development in the Langley area
5. The Council believes that all sides of all questions should be thoroughly studied, and it is necessary for responsible people to exercise co-operation in all forms of development on a comprehensive basis.

A discussion was then held concerning crossings over the railway in Langley Municipality. Mr. Martin stated there are two types of crossing:

(1) level crossing and (2) complete grade separation. The majority of crossings are level crossings and there are various means of exercising warning for traffic such as the train indicating its presence with blasts on the horn and with head lights flashing; there are also signs placed on the roads some of which are complete stop signs for all traffic, and then of course are the more protected crossings with automatic signalling devices. Discussions are being held with the Department of Highways to try to establish a set of criteria to determine at what point in traffic volume automatic signalling devices would be required. These discussions have not concluded, but this will form the basis for many decisions in the future regarding the automatic signalling installations on the various crossings. Mr. Martin stated that the crossings in Langley have been studied and then listed the crossings with suggestions as follows:

1. Jackman Road - visibility is generally good at this crossing and there is no traffic volume therefore no action is required.
2. County Line - there is already a grade separation at this point
3. Howell Road - this road should be diverted to make use of the grade separation of County Line Road
4. Coghlan Road - there is a fair volume of traffic at this crossing and it is possible that a flasher light will be installed at this location
5. Otter Road -- a flasher light will be installed on this road and eventually thought should be given to a possible over pass
6. Brown Road - this is a short dead end road and no action is required.
7. Springbrook Road - this is a major traffic route and discussions will be held with the Grosvenor-Laing organization regarding possible re-location of the railway line in relation to the road and to adjacent property. It is expected that eventually a grade separation will be provided at this point.
8. Livingstone Road - because of the close proximity to the interchange, it is difficult to provide a grade separation at this point but flasher lights will be installed
9. Topham, Smith, Crush and Worrell Roads all have stop signs and these will probably be improved to ensure that traffic comes to a complete stop at the railroad line.
10. Langley By-Pass - The track will be re-located to facilitate the building of a complete grade separation at this location.

Mr. Martin stated that the trains will be one mile in length and there will be one train each way per day at a maximum speed of 35 miles per hour. It would take approximately two minutes for a train to cross any road. Mr. Mearns stated that the proposals regarding crossings in Langley will be confirmed in writing.

On motion of Aldermen Booth and Blair, the B.C. Hydro Authority was requested to confirm as much information as possible in writing and any remaining items would be left for future discussion.

On motion of Alderman Barichello and Blair the Chairman of the Lower Mainland Planning Board is to be requested to arrange a general meeting of the board and to invite the representatives of the B.C. Hydro Authority to attend the meeting and to present their plans for the Railway Link to the Roberts Bank.

Mr. Hunter Vogel and representatives of the B.C. Hydro Authority retired from the meeting at this point.

LANGLEY SECONDARY SCHOOL AWARDS

Mayor Poppy stated the Citizenship Award is to be made on Wednesday, and the Scholarship on Friday, and he is unable to attend and he has asked Alderman Barichello to attend in his stead.

LANGLEY CHAMBER OF COMMERCE BANQUET

This banquet is to be held at Newlands Golf Club on Saturday, and Alderman Barichello was requested to represent the Mayor on this occasion.

GREENALL BUILDING

Mayor Poppy reported a request for this building to be relocated on one of the mobile home parks. The building was a portable building originally and it was felt that it would not be detrimental to having it located on a mobile home property.

On motion of Aldermen Blair and Shuster no objection will be raised to the relocation of this building on a mobile home park.

TERMINATION

The meeting terminated at 4:45 p.m. on motion of Alderman Booth.

*David E. Gray* Mayor  
*Donald E. Booth* (Blair)