

Murrayville, B. C.  
September 25th, 1969

ROBERTS BANK RAILWAY

A meeting was held in the Municipal Hall, Murrayville, B. C. on Thursday, September 25th, 1969 at 10:00 a.m.

Present Were:

Aldermen Blair and Woolley together with R. Peterson, (Assistant Superintendent, K.R. Major (Planning Officer) and D. J. Doubleday (Municipal Clerk).  
Also in attendance were Mr. W. J. Berry, representing the Salmon River Dyking District and Mr. Fisk and Mr. Scales, representing the Canadian National Railways.

Mr. Fisk stated that subsequent to the previous meeting with representatives of the Municipal Council, the C.N.R. had decided to revert to the original design for this railway link, which was prepared by Ipec for B. C. Hydro. He stated that plans, profiles, detailed drawings and a copy of the specifications were available, and would be left with the Municipal Officials for study. The proposals are basically the same as were presented by Ipec Engineers during previous discussions with municipal representatives.

In answer to questions raised the C.N.R. representatives provided the following information:

1. The capacity of culverts under the railway for drainage purposes will be reviewed before actual installation to determine their adequacy for the purpose.
2. Soil consultants will be used to provide further information on the question of possible land settlement as a result of the installation of the fill material.
3. The Road bed has been designed and will be constructed to provide for as much protection as possible against disruption of present land levels.
4. The slopes of the fill will be seeded to prevent erosion.
5. The grade separation structure over Rawlison Crescent will have a fifteen foot clearance and will be thirty-nine feet wide.
6. The Rawlison Road diversion will be north of the present road, and will be constructed to municipal road construction standards.
7. The level crossing at the River Road diversion will have the road crossing the railway at a sixty degree angle. This type of crossing is normally approved by the transport commission.
8. This crossing will be signal controlled.
9. It is expected that the C.N.R. will become a taxpayer to the Dyking District.
10. The C.N.R. normally holds back eight percent of the contract amount to cover any liens and/or damage claims which may be filed against the project.
11. The drainage ditches in the area will be kept operating during and after construction, and any possible erosion and/or silting which may take place will be made good afterwards. This point will be covered by a letter from Mr. Fisk's office.
12. The probable time for a train to cross over River Road, including the warning signal advance warning, would be approximately three and one-half minutes.

Alderman Blair stated that the municipality would refer the plans and specifications to the consulting engineers for study and report to the Council meeting to be held on Monday, September 29th, 1969. Mr. Fisk requested that after Council has received this report from the consulting engineers that some indication of acceptance of the detailed plans should be provided to both the C.N.R. and the Canadian Transport Commission.

- 2 -

Sept. 25/69

Roberts Bank Railway (Con't.)

A copy of the report prepared by Dayton and Knight Limited, concerning the drainage facility, over which the railway will pass and in which certain suggestions and recommendations were made, was presented to Mr. Scales for consideration in planning for and carrying out of this construction project. Mr. Scales suggested that local representatives make periodic checks of the work while in progress, and whenever a problem arises, he requested to be contacted so that the matter could be dealt with immediately. He stated that the resident engineer on this project will be Mr. Murray Robinson who will have an office at the Fort Langley station and his telephone number will be 534 - 9920. Mr. Scales office is at 7777 Hornby Street, Vancouver and his telephone number is 684 - 4737.

TERMINATION

The meeting terminated at 11:30 a.m.

DJD/ds