

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule No 6

ROBERTS BANK RAILWAYMurrayville, B. C.
November 4th, 1969

A meeting was held in the Municipal Hall, Murrayville, B. C. on Tuesday, November 4th, 1969 at 9:30 a.m.

Present Were:

Mayor Poppy and the Municipal Clerk, and the meeting was also attended by Mr. Scales, the Engineer for the C.N.R., and Mr. Don Eckford, the Engineer for the Canadian Transport Commission. Mayor Nicholas of Langley City attended for discussion of the first item.

Coal Dust

Mayor Poppy stated that both municipalities are concerned over the possible dust problems from these trains, and this matter had been raised in a letter to Mr. Purves of the C.N.R. Mr. Scales stated that he would investigate what type of cars are to be used by the C.P.R. in the hauling of this coal, and also enquire if any arrangements have been made for dust control. An earlier statement by the C.P.R. indicated that sufficient moisture would be retained in the coal for summer transportation and, in fact, some moisture would have to be removed during winter transportation to prevent freezing.

Mayor Nicholas then left the meeting.

River Road

Mayor Poppy stated that the Municipal Council was concerned over the level crossing at a fifty-eight degree angle across the railway at this road diversion. He also stated that a possible future west railway leg could pose future problems if a diversion road and level crossing is provided over this leg at this time. The traffic count on this road at the present time does not indicate a particularly heavy use of the road, but future industrial and other developments further east could increase this traffic volume considerably over the next few years. Mr. Eckford replied that without definite plans for development of the area, it is difficult to anticipate what should be required. He suggested that protection of the crossing should be a requirement, and pointed out that the present plans indicate the number of trains would appear to be three each way per day. This means six movements over the crossing in a twenty-four hour period, and these would have to be at forty miles per hour. In reply to a question from Mayor Poppy, Mr. Eckford stated that the type of protection would be flashing lights. Mayor Poppy stated that the area is subject to fog and, perhaps, bells should be provided as well as the flashing lights. Mr. Eckford suggested that the road diversion at this location should be at a much smaller angle than the one shown on the plans. This would probably mean a much longer crossing over the railway because of the angle, but with the proper protection this should not be any particular problem. He stated that the twelve percent reverse curves shown on the plan for the road could propose vehicular traffic problems. Mayor Poppy asked how long the delay would be at the crossing when it is being used by a train. Mr. Scales replied that there is a minimum of a twenty second advance warning, and the train would be one mile long, which would take approximately one and three-quarter minutes at forty miles per hour. It is intended that the trains shall travel at forty miles per hour because they have to travel at this speed to activate the switching device from the main railway. However, if the trains did slow down to something like twenty miles per hour, then quite obviously it would take three minutes.

Mayor Poppy summarized the discussions as follows:

1. A realignment of the road diversion will be considered by the C.N.R. and presented to Council for consideration.
2. It appears not possible to justify a request for a grade separation on this road.

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3. The future leg on this railway or increased traffic demands could result in the need for a grade separation.
4. The provision of a grade separation in the future should be the subject of an agreement between the C.N.R. and the Municipality, in which the C.N.R. accepts responsibility for any costs over and above the amount that could be obtained from the railway crossing fund.

TERMINATION

The meeting terminated at 10:15 a.m.



MAYOR



CLERK

DJD/as
6.11.69