

ITEM	2
MANAGER'S REPORT NO.	20
COUNCIL MEETING	78 03 13

Re: TRAIN SPEEDS - SPERLING AVENUE CROSSING

The following report from the Municipal Engineer contains information on an inquiry that was made by Council on 1978 February 06.

This is for the information of Council.

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78 03 02

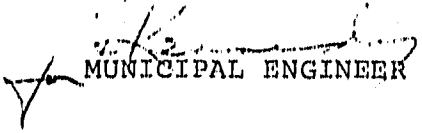
TO: MUNICIPAL MANAGER
FROM: MUNICIPAL ENGINEER
SUBJECT: TRAIN SPEEDS - SPERLING AVENUE CROSSING

In response to an enquiry item of Council we wrote to the Burlington Northern Railway to ascertain if and when the present slow order on that section of track immediately west of Sperling Avenue might be removed. In their reply, dated 78 02 27 (copy attached), they have advised that due to the unstable ground conditions in the area, the slow order, which was ordered by the Canadian Transport Committee, must remain in effect until ground conditions stabilize.

It should also be noted that the detector locations have just recently been adjusted to compensate for the reduced speed of the train. What this has done is to reduce the time the gates were previously down (long before the train arrived) but does not alter the actual time a train will take to cross Sperling Avenue.

In short it appears at this time that vehicular traffic on Sperling Avenue will have to suffer the added delays until such time as an overpass location is resolved and the structure built.

The above and attachment are for the information of Council.


MUNICIPAL ENGINEER

HB:cc

Att.

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COUNCIL MEETING 78 03 13

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BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Seattle Region

HB AS
VK
EEO

600 Third Avenue
Seattle, Washington 98104
Telephone (206) 464-1900

Corporation of the District of Burnaby
4949 Canada Way
Burnaby, B.C., Canada V5G 1M2

February 27, 1978

File: Work Order 4455

Attention: Mr. E. E. Olson, P.E., Municipal Engineer

Gentlemen:

With reference to your letter of February 13, 1978, written by Mr. H. Bacon, concerning the automatic flashing light signals and gates at the Burlington Northern trackage where Spurling Avenue crosses within the City of Burnaby.

On August 3, 1976, the Burlington Northern, the Corporation of the District of Burnaby and the Railway Transport Committee met at the site of the crossing to attempt to correct the problem of the long gate "down times" being experienced by highway traffic account the fact that the starting circuits for these signals were set for the normal track speed for trains operating through this area. The long "down time" was a result of the fact that a slow order had been placed on the Burlington Northern trackage on the Vancouver side of the Spurling Avenue crossing. This resulted in the gates being down an exceedingly long time since the trains could not travel at so-called "track speed."

The slow order placed on the Burlington Northern trackage is a result of the geological formation over which Burlington Northern traverses. High speed train traffic causes undue vibration of the heavy peat found in the bog area and, therefore, the Burlington Northern was experiencing very severe and adverse track conditions. In order to overcome this problem, the slow order was placed and since that time, our severe adverse track conditions have been reduced to a minimum. We do not feel at this time that it would be safe to raise the speed throughout the area.

The solution to eliminate the long "down time" of the gates was resolved and the Order R-24413, dated February 21, 1977, was issued, requiring the Burlington Northern to shorten the start distances to accommodate the present track speed resulting from the slow order through this area. This has resulted in a shorter length of time of the gates being down.

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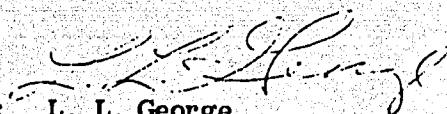
Due to the unstable condition across the peat bog, we cannot predict when stability will occur and, therefore, we are required to maintain the slow order.

This slow order was put in operation against Burlington Northern's better judgment by the Canadian Transport Committee who felt that the short period of time until the Kensington Avenue Overpass was constructed would not greatly inconvenience anyone.

It, therefore, appears that we will both have to live with the situation until such time as the Kensington Avenue Overpass is constructed and the existing Spurling Avenue crossing of our trackage is forever closed.

Sincerely,

C. F. Intlekofer
Director, Engineering

By: 
L. L. George
Engineer, Public Works

cc: Mr. J. J. Eisler, Regional Engineering Manager
Railway Transport Committee
Bentall One, 1719-505 Burrard Street
Vancouver, B.C., Canada V7X 1M6