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| ITEM                 | 18         |
| MANAGER'S REPORT NO. | 30         |
| COUNCIL MEETING      | 1978 04 17 |

Re: TRAIN SPEEDS - SPERLING AVENUE CROSSING

Appearing on this week's agenda as Item 3 on page 103 is a report on train speeds, and more specifically, the slow order for the track adjacent to Sperling Avenue.

The Engineering Department received a letter dated 1978 April 12 from the Burlington Northern Railway after Item 3 was processed earlier this week. This letter is the subject of the following report from the Municipal Engineer.

This is for the information of Council.

\* \* \* \* \*

78 04 14

TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
SUBJECT: TRAIN SPEEDS - SPERLING AVENUE CROSSING,  
ITEM 2, MUNICIPAL MANAGER'S REPORT NO. 20,  
1978 MARCH 13

Further to our report of 78 04 05 we would advise that we have now received a reply from the Burlington Northern Railway to our letter of 78 04 05 (copy attached).

In essence, what they are saying is that the original slow order was imposed because of the unstable peat conditions west of Sperling Avenue and that they believe the conditions still exist but will, however, in the near future, re-evaluate the situation.

The above is for the information of Council.

  
MUNICIPAL ENGINEER

HB:cc  
Att.  
c.c. ( ) Traffic Supervisor

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ENGINEERING DEPARTMENT  
Seattle Region

800 Third Avenue  
Seattle, Washington 98104  
Telephone (206) MAin 4-1900

HB  
Mr. E. E. Olson, P.E.  
Municipal Engineer  
The Corporation of the District  
of Burnaby  
4949 Canada Way  
Burnaby, B.C. V5G 1M2

April 12, 1978

File: W.O. 4455

Attention: Mr. H. Bacon; Traffic Supervisor

Dear Mr. Olson:

With reference to your letter of 78-04-05 concerning the slow order on the Burlington Northern Main Line as it affects the Sperling Avenue crossing in Burnaby:

Apparently there was a misunderstanding as to the inference in my letter concerning the slow order of our tracks. What was meant to be said was that the reduction in starting time for the circuits of the signals and gates at the Sperling Avenue crossing was put into effect by Order No. R24413 issued by the Canadian Transport Commission.

The signal starts at the crossing for trains approaching Vancouver, B.C., are established for 20 mph and for a time of 25 seconds prior to the time the train enters the crossing. The starting times for trains leaving Vancouver heading to White Rock are established for 30 mph and beginning the warning at 25 seconds away from the crossing. The slow order to which everyone seems to refer to is a 10 mph slow order established by the railroad from a safety standpoint due to the fact we are crossing the peat bog at some point towards Vancouver from the Sperling Avenue crossing. I believe this answers Question No. 1 in the third paragraph of your above referenced letter.

In answer to Question No. 2, yes, the condition that warranted the slow order still does exist.

In regard to Question No. 3, at this moment we do not know what the solution would be to solve the problem which is geological in nature.

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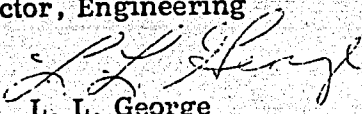
Our people will, in the near future, make an inspection of the area involved in the slow order to determine if it is possible for us to raise the speed restriction slightly and keep a close check on the area to determine if alignment problems would develop.

However, we would be unable to change the starting circuits on this Sperling Avenue crossing without approval of the Canadian Transport Commission and we would not attempt to request a change until such time as it had been determined that a substantial increase in speeds could be obtained without detrimental effect to the alignment of the railroad across the peat bog.

I trust you will keep the railway posted as to the future of the proposed Kensington Avenue overpass.

Yours truly,

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 St.  
Vancouver, B.C. V7X 1M6