

RE: ANTI-TRAIN WHISTLE BY-LAW  
BNR CENTRAL VALLEY AND LAKE CITY SPURS

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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ITEM 10  
MANAGER'S REPORT NO. 38  
COUNCIL MEETING 1984 05 28

TO: MUNICIPAL MANAGER 84 05 24  
FROM: DIRECTOR ENGINEERING  
SUBJECT: ANTI-TRAIN WHISTLE BYLAW  
BNR MAIN LINE AND LAKE CITY SPURS

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT:

Attached is the last report that Council received on the enactment of an anti-train by-law (Item 11, Report 52 dated 1983 August 22).

Staff have been advised that Burnaby's anti-whistle by-law has been approved by the Canadian Transport Commission effective 1984 April 27. This is the culmination of a longstanding effort to resolve a noise problem that has affected some residents who reside in the vicinity of the rail lines in question, and who have, from time to time, expressed their concerns about the problem to Council and staff.

HB:sp  
Attach.

cc: ( ) Chief Public Health Inspector  
( ) Traffic Supervisor

  
DIRECTOR ENGINEERING

ITEM 11  
MANAGER'S REPORT NO. 52  
COUNCIL MEETING 1983 08 22

RE: ANTI-TRAIN WHISTLE BY-LAW  
BNR CENTRAL VALLEY AND LAKE CITY SPURS

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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ITEM 10  
MANAGER'S REPORT NO. 38  
COUNCIL MEETING 1984 05 28

TO: MUNICIPAL MANAGER 83 08 16  
FROM: DIRECTOR ENGINEERING  
SUBJECT: ANTI-TRAIN WHISTLE BYLAW -  
B.N.R. CENTRAL VALLEY AND LAKE CITY SPURS

RECOMMENDATION:

1. THAT Council bring forward for consideration the Anti-train Whistle Bylaw covering the B.N.R. Central Valley Rail Line and its Lake City Industrial Park spurs.

REPORT:

The subject of bringing down an anti-train whistle bylaw has been raised many times over the past decade. The last report to Council on the subject was contained in the Council Agenda of 82 08 09, Manager's Report No. 46, Item 9, copy attached, which dealt with the steps then being taken to enact an anti-whistle bylaw for the B.N.R. Central Valley line and its spurs into the Lake City Industrial Park.

All of the prerequisites to final approval by the Canadian Transport Commission (C.T.C.) have been completed with the exception of a Council-approved bylaw, which is on the Agenda this evening. Once the bylaw has received final readings, it will then be sent to the C.T.C. for their approval and subsequent notice to the Railways involved, being the Burlington Northern and the Canadian National.

These measures are being taken under Federal legislation and are, therefore, applicable only to Federally-chartered Railways. Provincially-governed Railways such as B.C. Hydro do not come under Federal control and must, therefore, be dealt with under Provincial legislation.

A copy of the proposed Bylaw is attached.

EEO:HB:sp  
Attach.

cc: ( ) Traffic Supervisor  
( ) Municipal Clerk

  
DIRECTOR ENGINEERING

RE: LETTER FROM L. J. STUPAK, 8388 MANSON DRIVE, BURNABY, B.C. V5A 2C3  
ANTI-TRAIN WHISTLE BYLAW  
BNR CENTRAL VALLEY RAIL LINE

ITEM 10  
MANAGER'S REPORT NO. 38  
COUNCIL MEETING 1984 05 28

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Eng

ITEM 11  
MANAGER'S REPORT NO. 52  
COUNCIL MEETING 1983 08 22

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TO: MUNICIPAL MANAGER

82 08 05

FROM: DIRECTOR ENGINEERING

SUBJECT: ANTI-TRAIN WHISTLE BYLAW  
B.N.R. CENTRAL VALLEY RAIL LINE

RECOMMENDATION:

1. THAT a copy of the above report be sent to L.J. Stupak of 8388 Manson Drive, Burnaby, B.C., V5A 2C3.

REPORT:


Reference the submission from L.J. Stupak of 8388 Manson Drive, Burnaby, B.C., V5A 2C3.

The question of introducing the anti-train whistling bylaw in Burnaby has been the subject of previous reports which have pointed out the complexities of such a bylaw, the major one being that we have a number of rail lines running through the Municipality that involve different railway companies, i.e. Canadian Pacific, Canadian National, Burlington Northern and the B.C. Hydro. Those railways that are classified as inter-Provincial (the first three) come under the jurisdiction and regulation of the Canadian Transport Commission (Federal Government) while the last one (B.C. Hydro) comes under the jurisdiction and regulation of the Provincial Ministry of Transportation and Highways.

To pass an anti-train whistling bylaw that would cover the entire Municipality would require the approval of both the aforementioned authorities. From previous contact we know that a minimum requirement of both is that any road crossing of the rail line must be signalized and if the rail line has more than one set of tracks, the signals must include drop gates. We are unable to meet these requirements on the B.C. Hydro Central Park line or on the B.C. Hydro and C.N.R. rail lines in the Big Bend area below Marine Drive because of the lack of signals. The rail line of concern to L.J. Stupak, the Burlington Northern's Central Valley line, however, now has signals and/or signals and crossing gates at all public road crossings and would thus appear to meet the requirements for approval of an anti-train whistling bylaw.

In view of the above we will be applying to the Canadian Transport Commission regarding the feasibility of enacting an anti-train whistling bylaw to cover just the B.N.R. rail lines in the Central Valley and the Lake City Industrial Park spurs.

HB/ch

  
DIRECTOR ENGINEERING

ITEM 11  
MANAGER'S REPORT NO. 52  
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THE CORPORATION OF THE DISTRICT OF BURNABY

BYLAW NO. 8080

A Bylaw relating to the use of  
railway train whistles

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The Council of the Corporation of the District of Burnaby  
ENACTS as follows:

1. This Bylaw may be cited as RAILWAY ANTI-WHISTLING BYLAW.
2. The sounding of an engine whistle in accordance with Section 248(1) of the Railway Act (Canada) is prohibited in respect of the following highway crossings:

(a) Mainline - Second Subdivision - Pacific Division

<u>Name of Street</u>	<u>Mileage</u>
(1) Cariboo Road	147.23
(2) Piper Avenue	148.25
(3) Sperling Avenue	150.00
(4) Douglas Road	151.05
(5) Gilmore Avenue	152.36
(6) Boundary Road	152.70

(b) Lake City Industrial spurs with headblock at Mileage 146.35 and  
Second Subdivision

(1) Government Road	0.19
(2) Production Way	0.97
(3) Underhill Avenue and Eastlake Drive	1.94
(4) Lake City Way	2.42
(5) Venture Street	2.55

(c) Industrial spur with headblock at Mileage 1.16 Lake City  
Industrial spur

(1) Eastlake Drive	0.07
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(d) Industrial spur with headblock at Mileage 147.43 Second Subdivision

(1) Government Road	0.06
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(e) Industrial spur with headblock at Mileage 149.61 Second Subdivision

(1) Winston Street	0.06
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3. This Bylaw shall come into force on the day it is approved by order of the Canadian Transport Commission.

Read a first time this	day of	19
Read a second time this	day of	19
Read a third time this	day of	19
Reconsidered and adopted this	day of	19

M A Y O R

C L E R K