

ITEM 2
MANAGER'S REPORT NO. 11
COUNCIL MEETING 87/02/16

RE: B.C. HYDRO RAIL SPURS IN BURNABY
(ENQUIRIES AT REGULAR COUNCIL MEETING 1987 FEBRUARY 02)

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

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TO: MUNICIPAL MANAGER 1987 FEBRUARY 10
FROM: DIRECTOR ENGINEERING
SUBJECT: B.C. HYDRO RAIL SPURS IN BURNABY, ENQUIRIES,
REGULAR COUNCIL MEETING 1987 FEBRUARY 02

RECOMMENDATIONS:

THAT the above report be received for information purposes.

R E P O R T

Council, at the regular Council Meeting held on 1987 February 02 received an enquiry regarding usage of the rail spurs along the B.C. Hydro Railway right-of-way in the Municipality (Central Park Line).

In responding to Council's enquiry we have prepared a line sketch of the B.C. Hydro Central Park line showing those rail spurs that appear to be in use. We have crossed into the City of Vancouver to indicate the two spurs that are located in the city and which are dependent on the main line through Burnaby.

We have numbered each usable spur track and will note below our observations of usage.

- (1) This spur serves the Vancouver Distributors warehousing. It appeared to be well used with 6 - 8 rail cars on the sidings on the day of inspection.
- (2) This spur serves a number of warehouses. It would appear to be lightly used with only one car observed on the day of inspection. Some warehousing in this area has been demolished while others show little activity.
- (3) This spur serves the purpose of a team track. A team track is where box cars are left to be unloaded into trucks for distribution.
- (4) This spur serves a warehouse on Telford Avenue and Beresford. The warehouse spur has not been in use for some time and the warehouse is advertising a lease.
- (5) This spur is on Antrim Avenue and serves warehousing of E.F. Industries. It is lightly used with only one box car on the siding on day of inspection.
- (6) This spur serves Sauder Wood Mill. Track is rusty and does not appear to be used very much if at all.
- (7) This spur serves Fibreplas Products. No rail cars were noted on day of inspection.

(Cont'd.)

- (8) This short spur serves a warehouse on Gilley Avenue. Receives continued use and was occupied by one box car on day of inspection.

(9) Serves a number of properties and receives fair usage.

(10) Serves a number of properties and receives fair usage.

(11) This spur serves Burnaby Insulation Supplies. No rail cars were noted on day of inspection.

(12) This spur serves the function of a team track. From rust on rails it does not appear to receive much use and was vacant on day of inspection.

(13) This spur serves the Domglass plant which is now in a non production state. This property is scheduled for redevelopment that will not require a rail spur.

(14) This is a multi-use spur and serves approximately seven different properties. It does not appear to be a heavily used spur with some properties sidings being quite rusted over.

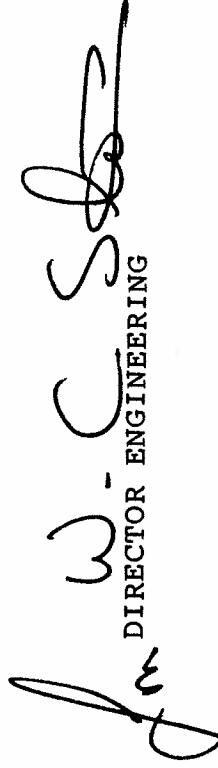
The above information was obtained by observation only. Should Council wish for more accurate details it will be necessary to contact each business and enquire of their future plans related to rail service.

B.C. Hydro Railway advise that a requirement of the Railway Act is to provide rail service to their customers. At this time there is no indication that such service would discontinue. However, it is also expected that over time, the indicated freight rail users west of Royal Oak Avenue both in Burnaby and in Vancouver will continue to decline in number. The formulation of the adopted Metrotown Development Plan contemplated the eventual elimination of this freight rail line west of Royal Oak Avenue.

If additional information is received, it will be provided to Council as appropriate.

HB:dp

cc: Director Planning & Building Inspection
Director Finance


DIRECTOR ENGINEERING

NO. DATE REVISION APPRVD.

B.C. HYDRO RAIL
CENTRAL PARK LINE
EXISTING SPURS

CORPORATION OF THE DISTRICT OF BURNABY
ENGINEERING DEPARTMENT
TRAFFIC DIVISION

DESIGNED BY _____
CHECKED BY _____
APPRVD BY _____

SCALE N.T.S.
DATE FEB 87
DRWG NO. _____

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