

ITEM 8
MANAGER'S REPORT NO. 6
COUNCIL MEETING 87/01/26

RE: LETTER FROM MR. TIM WIENS, NO. 802 - 6282 KATHLEEN AVENUE,
BURNABY, B.C. V5H 4J4
PROHIBITION OF TRAIN WHISTLES

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 JANUARY 21
FROM: DIRECTOR ENGINEERING
SUBJECT: B. C. HYDRO RAIL - CENTRAL PARK LINE
PROHIBITION OF TRAIN WHISTLES

RECOMMENDATION:

THAT Mr. Wiens be sent a copy of this report.

R E P O R T

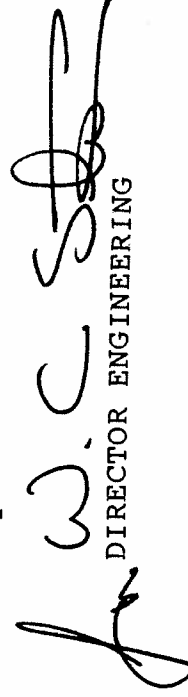
Reference the submission of Tim Wiens, 802-6282 Kathleen Avenue, Burnaby, B. C., V5H 4J4, appearing on this evening's Council Agenda.

The B. C. Hydro rail line is one that is used solely for the movement of freight. The number of businesses taking advantage of the rail service have been dropping in the last few years. In Burnaby there are now no businesses west of Royal Oak Avenue that use rail service other than the occasional dropping off of a boxcar at the warehouse at Telford Avenue and Beresford and the team track siding at Central Park. The majority of freight now on this track is destined for the warehousing area west of Boundary Road in Vancouver. How much longer this warehouse use in Vancouver will continue is not known with certainty, although there is the general consideration that the land is becoming too valuable to remain as warehousing.

In addressing the question of bringing down an anti-train whistling bylaw for the Central Park rail line, we would advise that this was looked into some years ago. At that time we were advised that before any consideration would be given to the approval of such a bylaw all existing level crossings would have to be signalized. The cost of such signalization would have to be borne by the applicant, the Municipality of Burnaby. The installation costs would be in excess of one million dollars plus the ongoing yearly maintenance of approximately \$56,000.

It should be pointed out that even with an anti-train whistle bylaw in place, the final decision as to whether there is a need to sound the whistle rests with the train engineer. We have however, contacted the B.C. Hydro rail division and requested that they try to minimize the amount of whistling used in their train operations.

In view of the above information, it is our opinion that the light train usage (3-5 trains per week) and the future uncertainty of the entire train operation together produce a very unfavorable cost/benefit ratio from the costs associated with enactment of an anti-train whistle bylaw.


DIRECTOR ENGINEERING

HB:m1

cc: Chief Public Health Inspector