

ENGLEWOOD RAILWAY DECOMMISSIONING PROJECT INFORMATION SHEET

Project Overview

Western Forest Products has contracted Westcan Rail Ltd. to carry out the decommissioning of the Englewood Railway. Westcan Rail Ltd. has provided railway dismantlement services across Canada for the last 27 years.

The project scope includes the safe removal of the existing 90-kilometre rail line, and the dismantling and removal of nearly 400 railcars. Existing bridges and trestles will not be removed through this project. With the exception of required safety approvals, the work is being carried out under the existing authorizations for the rail line, and in compliance with applicable legislation.

To complete the project, railcars will be moved to existing reload sites along the rail line, removed from the track, and dismantled. The rail line will be removed starting at the south end of the line near Vernon Lake and will progress north along the line to Beaver Cove. Starting at the end of rail, a tracked excavator will use a special attachment that separates and lifts the rail and spikes from the ties. The detached rail will be placed to the side of the rail bed. At this point, as much of the hardware will be picked up as possible. What cannot be picked up will be retrieved with a magnet at a later stage.

Then, using a special attachment on the excavator/loader, the rail ties will be lifted from the ground, collected by a wheeled loader and piled at the side of the rail bed. With the exception of a five-kilometre stretch of the rail line and the Woss Reload area, the existing rail ties are made from cypress and have not been treated with creosote. Any ties that were treated with creosote will be stacked in tarped piles along the rail line outside of the riparian management areas.

Once the ties have been removed from the rail bed, a loader will be used to grade the ballast to allow trucks to drive in, pick up and remove the ties, hardware and rail. The removed items will be stored at the reload sites, packaged and shipped south, most likely to a barge facility in Campbell River for shipping to the Lower Mainland or other destinations.

Anticipated Timeline

The project is expected to take twelve to fourteen months to complete, recognizing that additional time may be required due to weather-related work stoppages.

Safety and Environment

The project will be carried out in compliance with applicable laws, permits, and Western's policies and procedures relating to worker safety, forest stewardship, and environmental management. This includes specifications for detailed workplace safety plans, fire preparedness and response, rainfall shutdown, riparian management, invasive plants and spill contingency planning.

What to Expect

During the project, active work sites along the rail line will be closed to public access. Western is prepared to discuss how best to provide notification of these closures through social media or other mechanisms.

Materials from the project will be removed by trucks and transported by Highway 19 to Campbell River.

At the end of the project, the rail bed will be left at road grade condition. Closure signage will be posted at all sections of rail bed at road crossings. Western will continue to have access to bridges and trestles that were previously used by both the train and vehicles.

For More Information

If you have any questions related to this project, please contact:

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