


FW: Columbia Western Rail Grade

Friday, February 2, 2018

1:10 PM

Subject	FW: Columbia Western Rail Grade
From	York, Don H FLNR:EX
To	Hawkings, John FLNR:EX
Cc	Dexter, Justin B FLNR:EX; Upward, Dan A FLNR:EX
Sent	Monday, October 3, 2011 10:41 AM
Attachments	 Rail Grade ...

John,

It might have slipped you mind but I have not heard back from you concerning my previous email to you of Septemeber 1st (below). If you could acknowledge you have received my previous email that would tell me you are aware of our proposal. Thanks.

Don York, RFT
Development Technician
BC Timber Sales - Arrow Field Team
Ph. 250-365-8651
Email Don.York@gov.bc.ca

From: York, Don H FLNR:EX
Sent: Thursday, September 1, 2011 4:31 PM
To: Hawkings, John FLNR:EX
Cc: Upward, Dan A FLNR:EX; Jansen, Peter W FLNR:EX; Scown, Ken W FLNR:EX
Subject: Columbia Western Rail Grade

John,

I am development technician with BCTS in Castlegar and I have made an inquiry with Dan Reiben (Recreation Officer) who works in the same office as I do about the possibility of using a portion of the Columbia Western Rail Grade north of Cokendahl for potential logging access. He suggested that I make contact with you as you administer this part of the rail grade for the Ministry of Forests, Lands and Resource Operations. Most our operating areas are accessible with convention roads however part of our Bulldog operating area is somewhat inaccessible due to steep slopes and the only good access is occupied by the rail grade. We were hoping we could use some of the existing rail grade on a temporary basis for accessing some of our harvestable timber. We understand that other forest contractors or companies have used part of the Kettle Valley Rail grade in the Boundary area in the past.

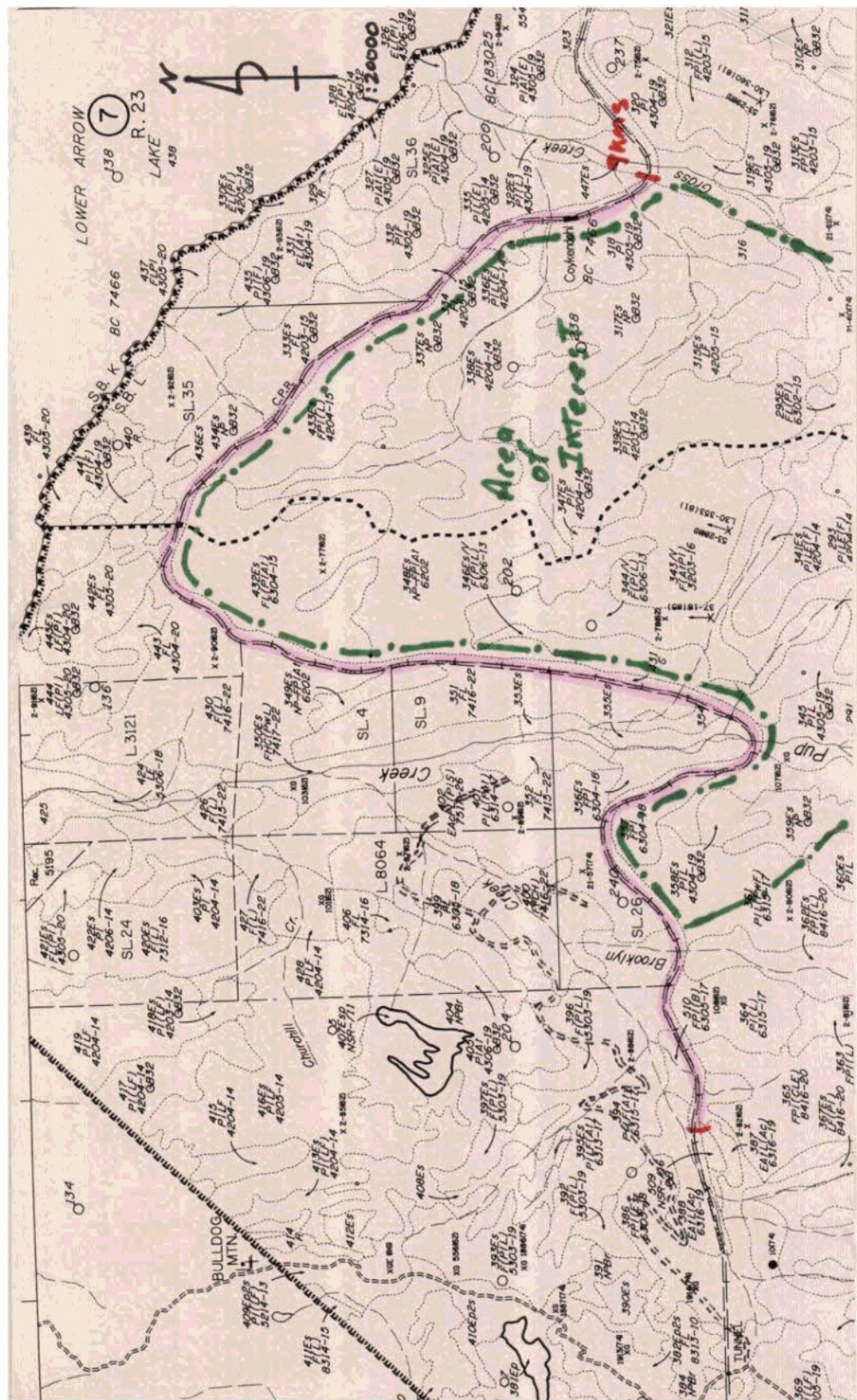
We fully understand that this rail grade is currently used for recreational purposes during the spring and summer months and would do everything we could to protect the existing improvements. It might mean restricting the use of the rail grade for harvesting operations only during winter months which I think we could work with. Cut blocks would be kept to 40 hectares in size and we would manage for visuals as we are normally required to do in most areas. If there was any ruts or damage to the rail grade during hauling we would repair this before the

tourist season. We believe harvesting operations would be compatible with the current use of the rail grade in that there could be the possibility of making further improvement to the grade in conjunction with harvesting operations depending on the work required. We have participated in such improvements in the past. The restoration of Porcupine Creek Stone culvert is one area where we were able to provide some financial assistance to the maintenance of the stone culvert under a large fill.

I have attached a map showing the portion of the rail grade we are interested in using which is marked in pink highlight. The length is about 9 kms and we would likely construct a small spur to connect to the grade from our road system east of the Brooklyn tunnel. We have no formal Timber Sales plans ready at this time as we first have to acquired permission to use the rail grade from your department which we are now doing. The attached map also show the general area of interest for harvesting we interested in marked in green. This is broad area and not a final size of any harvesting. Any proposed blocks would be much smaller in size to that shown. More specific plans and details would be provided later.

If you have any questions or concerns please feel free to contact me by phone or email using my contact information below.

Don York, RFT
Development Technician
BC Timber Sales - Arrow Field Team
Ph. 250-365-8651
Email <mailto:Don.York@gov.bc.ca> Don.York@gov.bc.ca



RE: Columbia Western Rail Grade

Friday, February 2, 2018

1:11 PM

Subject	RE: Columbia Western Rail Grade
From	York, Don H FLNR:EX
To	Hawkings, John FLNR:EX
Cc	Upward, Dan A FLNR:EX; Jansen, Peter W FLNR:EX; Scown, Ken W FLNR:EX; Phillips, Todd FLNR:EX; Mazzocchi, Rick A FLNR:EX; Dexter, Justin B FLNR:EX
Sent	Wednesday, October 26, 2011 10:26 AM

John,

Thanks for getting back to us on our inquiry.

To answer your questions, there will be no BCTS timber sale sold in the Cokendahl area in next 2 years as we have other timber sales already planned in other areas. We would however be are looking to fully develop a timber sale in the area over the next 5 years and we are likely to start doing some preliminary recce work next year.

As to the operating time frame it will really would depend on how much merchantable timber is available in the Cokendahl area. We don't really know that yet as we have not completed any timber recces. If you want a rough estimate I would say from the time we start logging in the area to the time we complete all our obligations we might looking at a 10 year time frame. That's a very rough estimate so don't hold me to that. I will know much more next year. Our preference is to keep the operating time frame as short as possible.

We can discuss our plans with your once I have a draft development plan put together sometime next year. We are just at a very preliminary stage with our proposal. The main thing I needed to find out was that you had no major objections to us moving forward with our plans and from what you have indicated below we can move to the next step.

I am sure we can work with yourself and the volunteer groups involved. We've always have had good working relationship with other agencies and volunteer groups in the past. If you would like a field review or two we can do than once we get more defined plan in place. We look forward to working with you.

Don York, RFT

Development Technician

BC Timber Sales - Arrow Field Team

Ph. 250-365-8651

Email Don.York@gov.bc.ca

From: Hawkings, John FLNR:EX
Sent: Monday, October 24, 2011 4:34 PM
To: York, Don H FLNR:EX
Subject: RE: Columbia Western Rail Grade

Hi Don,

Sorry for the delay in responding. Since the transfer of the rail grade from Tourism BC (Crown Corp) to MTCA and then to FLNRO we are still trying to determine how industrial use of the Trail can work

without compromising the recreation values. As you are likely aware, the Trail is maintained entirely by volunteers, and our program does not have any funding to operate or maintain the trail. Unlike a road, we do not have an engineering budget or a revenue framework to support industrial use. Further, we have not had success in mitigating damage to the trail by logging trucks where arrangement to 'restore the condition' of the surface have been made. Under Tourism BC, industry was required to pay a fee (both flat rate and per cubic meter) for use of the Trail, this was effective because it gave the stewards the opportunity to hire contractor specifically to grade and in some cases resurface the trail.

The intention in managing the trail is not to discourage industrial use. I am sure we can come up with an arrangement but I would certainly like to discuss conditions and seek opportunities to recover costs to maintain the trail in light of potential impacts. Any resources would go directly to volunteers or our programs costs for that specific portion of trail.

I would be happy to discuss further. What time frame do you anticipate; will this be over a number of years?

Thanks,
John

From: York, Don H FLNR:EX
Sent: Thursday, September 1, 2011 4:31 PM
To: Hawkings, John FLNR:EX
Cc: Upward, Dan A FLNR:EX; Jansen, Peter W FLNR:EX; Scown, Ken W FLNR:EX
Subject: Columbia Western Rail Grade

John,

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We fully understand that this rail grade is currently used for recreational purposes during the spring and summer months and would do everything we could to protect the existing improvements. It might mean restricting the use of the rail grade for harvesting operations only during winter months which I think we could work with. Cut blocks would be kept to 40 hectares in size and we would manage for visuals as we are normally required to do in most areas. If there was any ruts or damage to the rail grade during hauling we would repair this before the tourist season. We believe harvesting operations would be compatible with the current use of the rail grade in that there could be the possibility of making further improvement to the grade in conjunction with harvesting operations depending on the work required. We have participated in such improvements in the past. The restoration of Porcupine Creek Stone culvert is one area where we were able to provide some financial assistance to the maintenance of the stone culvert under a large fill.

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harvesting we interested in marked in green. This is broad area and not a final size of any harvesting. Any proposed blocks would be much smaller in size to that shown. More specific plans and details would be provided later.











<< File: Rail Grade Coykendahl.pdf >>

If you have any questions or concerns please feel free to contact me by phone or email using my contact information below.

Don York, RFT
Development Technician
BC Timber Sales - Arrow Field Team
Ph. 250-365-8651
Email <mailto:Don.York@gov.bc.ca> Don.York@gov.bc.ca

RE: Washout Pics

Friday, February 2, 2018
1:16 PM

Subject	RE: Washout Pics
From	Les Thiessen
To	Hawkings, John FLNR:EX
Cc	XT:Johnson, Richard FLNR:IN
Sent	Monday, May 7, 2012 9:07 PM
Attachments	<div> Brooklyn-05</div> <div> Brooklyn-07</div> <div> Brooklyn-09</div> <div> Brooklyn-13</div> <div> Brooklyn-17</div> <div> Brooklyn-19</div> <div> Brooklyn-20</div> <div> Brooklyn-23</div> <div> Brooklyn-25</div> <div> Brooklyn-26</div>

Hi John,

Here are some pics of the washout. A few pics of the flume upstream are included. The rack up against the flume looks clean of debris so it doesn't look like any type of debris flow came down the channel. The channel does not appear unusually scoured. This appears to be just a case of high runoff rain on snow event - the trash rack at the culvert may have been partially plugged which would not have helped. It may have been better not to have the trash rack as this creek is not large enough to mobilize the large woody debris especially with the flat gradient approach to the culvert inlet. The water only rose about 1.2 - 1.5 m above the creek bed approach, but this was enough to begin the piping action of the sandy fill and ultimately resulting in a complete washout.

There will continue to be some minor sloughing of the banks as the slopes want to attain their natural angle of repose. The west end is a hazard at this time with tension cracks in the fill. Hopefully no one stands too close to the edge. Some equipment should flatten the slopes near the top edge.

In order to re-instate access it appears an ATV or pick-up access road could be constructed upstream. For low bed access the cost would be substantially more.

Les Thiessen
250 551 0654
SNT ENGINEERING LTD.

From: Hawkings, John FLNR:EX [<mailto:John.Hawkings@gov.bc.ca>]
Sent: Friday, May 04, 2012 8:27 AM
To: 'Les Thiessen'
Cc: XT:Johnson, Richard GCPE:IN
Subject: RE: Washout Pics

Whenever you or Rick would be available is fine. I have been told that further issues are unlikely but I just want to have some professional eyes on it.

Further information: the work was done in 2004, during Tourism BC's ownership. All reports are that this drainage is dry most of the year and no one recalls seeing more than a foot of flow. I have been told that logging recently occurred above the location.

Here are some pictures of the construction and one year after construction.

John

From: Les Thiessen [<mailto:les@snteng.ca>]
Sent: Thursday, May 3, 2012 6:06 PM
To: Hawkings, John FLNR:EX
Subject: RE: Washout Pics

Hi John,
That is unfortunate the original design did not accommodate the flows. Neither Doug or myself remember any work done at the site as this was done while we were working for MFR.
We are assuming MFR did the original work?
Monday would work better for me if you think it can wait. Rick is probably available earlier.

Les Thiessen
250 551 0654
SNT ENGINEERING LTD.

From: Hawkings, John FLNR:EX [<mailto:John.Hawkings@gov.bc.ca>]
Sent: Thursday, May 03, 2012 11:48 AM
To: 'Les Thiessen'
Subject: RE: Washout Pics

Hi Les,

Just spoke to **s.22** he was out at the location two days ago. He is reporting that that just a couple of days before the washout, **s.22** pulled a sizeable log away from the Grizzly. Apparently the 3 foot culvert, geo-textile and fill was placed about 10 years ago at a cost of about \$50,000. As well the flume was rebuilt and the stewards were trying to maintain but said this was difficult.
s.22 reported that water may have built up to about 6-8 feet behind the fill prior to the washout.

I was wondering if you or Rick would be able to take a trip out and give us an opinion on any further risks. **s.22** estimates the washout may be up to 200 feet across with tension cracks and crumbling on both sides extending to 500 feet. I expect the main event is over and there will be more crumbling but with recreation homes and private property below it would be prudent to have a professional set of eyes.
I have washouts on 4 sections of rail trail across the province, and I have no doubt more issues will arise. I would be prepared to draw up a rate based contract to cover these issues as they arise and perhaps continue the work related to further inspections.

Thanks,
John

From: Les Thiessen [<mailto:les@snteng.ca>]
Sent: Wednesday, May 2, 2012 2:28 PM
To: Hawkings, John FLNR:EX
Cc: XT:Johnson, Richard GCPE:IN
Subject: RE: Washout Pics

Yes, just heard this morning. Rick passed on some facebook photos. Rick did not identify this as a structure as it was only 1000mm diameter. His notes indicate a dry channel.
Would be nice to know the cause - BCTS may have had logging in the watershed? Curious why the flume was not effective.
Also heard they had problems here 12 years ago and installed a trash rack and geotextile (for maybe surface erosion?).
Not sure if this was preventable or not - do trail stewards go out during high rain on snow events? maybe part of the trail is still inaccessible?

Look forward to more details.

Les Thiessen
250 551 0654
SNT ENGINEERING LTD.

From: Hawkings, John FLNR:EX [<mailto:John.Hawkings@gov.bc.ca>]
Sent: Wednesday, May 02, 2012 2:00 PM
To: 'Les Thiessen'
Subject: FW: Washout Pics

Hi Les,
Not sure if you have heard but there appears to have been a significant washout or slope failure on the C&W just east of the Bulldog Tunnel. I am still trying to get more details.

John

From: Al Skucas [<mailto:askucas@telus.net>]
Sent: Tuesday, May 1, 2012 6:18 AM
To: Hawkings, John FLNR:EX
Cc: 'Leon Lebrun'; 'Harold Sellers'
Subject: Washout Pics

Passing along pics taken by the C@W group.

This is located about 1 ½ km east of the Bulldog tunnel.

Pic 3 shows how unstable this is, with more washout of the fill to be expected.

Al Skucas
President &
Rockies/East Kootenay
Director-Trails BC
president@trailsbc.ca
<http://www.trailsbc.ca>
<http://www.facebook.com/TrailsBC>

250-489-1083
(c)250-417-9110

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2012.0.1913 / Virus Database: 2411/4973 - Release Date: 05/02/12

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Checked by AVG - www.avg.com
Version: 2012.0.1913 / Virus Database: 2425/4975 - Release Date: 05/03/12

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2012.0.1913 / Virus Database: 2425/4976 - Release Date: 05/03/12



s.22




















RE: Brooklyn slide/trailer

Friday, February 2, 2018

1:19 PM

Subject	RE: Brooklyn slide/trailer
From	Hawkings, John FLNR:EX
To	York, Don H FLNR:EX
Cc	Upward, Dan A FLNR:EX; Jansen, Peter W FLNR:EX; Dexter, Justin B FLNR:EX
Sent	Tuesday, May 22, 2012 8:45 AM
Attachments	 RE Washo...

Hi Don,

I had Les Thiessen, P.Eng. review the site a couple of weeks ago. I have attached his comments. I would be interested in any updates or thoughts after your recce.

I would be very interested in discussing with BCTS. We will shortly be looking at options to restore recreation trail use but if there are some efficiencies that can be gained in working with BCTS to restore vehicle/truck access, it would be useful to discuss.

My next steps will likely be to arrange for a more detailed assessment of options.

John

From: York, Don H FLNR:EX

Sent: Tuesday, May 15, 2012 12:06 PM

To: Dexter, Justin B FLNR:EX

Cc: Upward, Dan A FLNR:EX; Jansen, Peter W FLNR:EX; Hawkings, John FLNR:EX

Subject: Brooklyn slide/trailer

Justin,

Just to advise we will be doing aerial timber recce's this week and will be flying over the landslide on the Columbia Western Rail Grade above Brooklyn on Wednesday May 16th and will be doing a bird's eye assessment of the landside area. Any info or photos we collect we can share with you. I don't know what the overall remediation plan will be and who will be taking the lead. I guess at some point there will have to be discussions with the various interest groups and stake holders. As previously mentioned BCTS still has an interest in using a portion of the rail grade on a temporary basis for logging and maybe we can be part of a restorative effort in terms of re-establishing some kind of trail/road in exchange for some access. I don't think we would be able to restore the grade as it was unless special funding was obtained, as there is such a huge fill that is gone. We could maybe look at construction a temporary road around the slide area if it is determined to be feasible. A lot more assessment would be required. The slide site as far as I know has not been assessed for safety so that is also another consideration that has to be addressed.

To change the subject, Justin, we have 10 foot x 4 foot box trailer (TR 0394) that has been sitting in the compound in Castlegar for a long time unused. It has not been used or insured for the last 3 years. When it was used it was usually used for hauling recreation building materials to and from recreation sites and trails. It has good sized tires so it can take a fairly heavy load. Maybe you could use this trailer over in Nelson or at least insure it here so you have it available to use. If it doesn't get

used the wheel bearings have a tendency to dry out over a long time just sitting around. If you have no use for this trailer in the foreseeable future could you let us know. We can then make plans or a decision around it's future or declare it as surplus.

Don York, RFT
Development Technician
BC Timber Sales - Arrow Field Team
Ph. 250-365-8651
Email Don.York@gov.bc.ca

RE: Re: Brooklyn slide

Friday, February 2, 2018
1:20 PM

Subject	RE: Re: Brooklyn slide
From	Hawkings, John FLNR:EX
To	York, Don H FLNR:EX
Sent	Monday, June 18, 2012 9:12 AM

Thanks Don. It is not urgent, I am just trying to ascertain some information for impacted vacation property owners downstream. We will be doing some work on Wednesday (and I will be on site at some point during the day) to pull back the edges of the slope at the slide site to reduce further sloughing into the creek. It would be useful to have a discussion at some point about the longer term plans for the site and options to repair or reroute that may be influenced by BCTS intentions to haul along the grade.

Thanks,
John

From: York, Don H FLNR:EX
Sent: Monday, June 18, 2012 8:16 AM
To: Hawkings, John FLNR:EX
Cc: Jansen, Peter W FLNR:EX
Subject: Re: Brooklyn slide

John I got your message about some questions you had about the Brooklyn slide. I am out in the field for the next two days this week. I can make contact with you by phone on Wednesday if you are around. If it is really important to talk to someone before then you can also contact **s.22** **s.22** who was also on the flight with me and knows about the slide and may be able to answer your questions. I think he is in the office today.

Don York, RFT
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Email Don.York@gov.bc.ca