

Lower Mainland Inter City Rail

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This option shows an Inter City Rail passenger service from Vancouver to Chilliwack, an Inter City Rail from Vancouver to Seattle WA, and an Inter City Rail from Vancouver to Whistler.

Interurban Inter City Rail

The train would run along the Interurban from Chilliwack to New West and the BNSF/CNR from New West to Vancouver. The station stops would be at Chilliwack (Sardis), Abbotsford, Thunderbird Show Park, Langley City, Surrey (Newton), New West (Braid), and Vancouver Pacific Central Station.

The Interurban line would be upgraded to double track from 232nd St to Cloverdale. The line would be elevated over the CPR and Clayburn Rd in Abbotsford, and under the coal train tracks west of 232 St in Langley. A new tunnel at New West would separate the passenger trains from the freight crossing the Fraser River. A connection to the Expo Line in Langley at 200 St.

Rerouting the freight trains from the Interurban to the BNSF between Scott Rd and Cloverdale (except local) would keep the rail line free for passenger rail.

The trains would be either hydrogen powered multiple units or bi-level coaches with Tier 4 low emission diesel locomotives or bi-mode locomotives if the line is electrified from Langley City to Vancouver. Room for station platforms up to 270m.

Amtrak Inter City Rail

The BNSF tracks would be moved from the White Rock and Crescent Beach waterfront to an alignment east of 184 St in Surrey. The BNSF freight trains would use a new single track from Cloverdale to Mud Bay and continue on the existing alignment.

The station stops would be similar to the HSR at Vancouver BC, Surrey BC (Newton), Bellingham WA, Everett WA, and Seattle WA.

The Amtrak trains would use the Interurban from Cloverdale to New Westminster and continue on the BNSF/CN line to the Pacific Central Station. There would be a direct transfer to the Whistler Inter City Rail and the Chilliwack Inter City Rail.

Amtrak Inter City Rail Continued

The new alignment would allow for higher train speeds and reduce the overall travel time. If the average speed of the passenger train is 100km/hr then the travel time from Vancouver to Seattle would be 144 minutes where as the travel time by car is around 180 minutes.

The use of Tier 4 locomotives reduces carbon emissions. The line could also be electrified to lower carbon emissions further.

Whistler Inter City Rail

The line would run from Vancouver to Whistler Creekside with stations at Waterfront, Ambleside (West Van), Lions Bay, Britannia Beach, Squamish, Whistler Creekside, and Pemberton.

A new tunnel across the Burrard Inlet would connect the rail line to the Pacific Central Train Station. The tunnel would also provide a second access to the North Shore for freight trains. There would be a direct connection to Amtrak Inter City Rail and the Interurban Inter City Rail.

Initially one train running from Vancouver to Pemberton and return in the morning and one return trip in the afternoon. Bi-Level coaches similar to the West Coast Express would be used with dual mode locomotives to allow the train to run on the overhead electric wires from the Ambleside station through the tunnel to Downtown Vancouver.

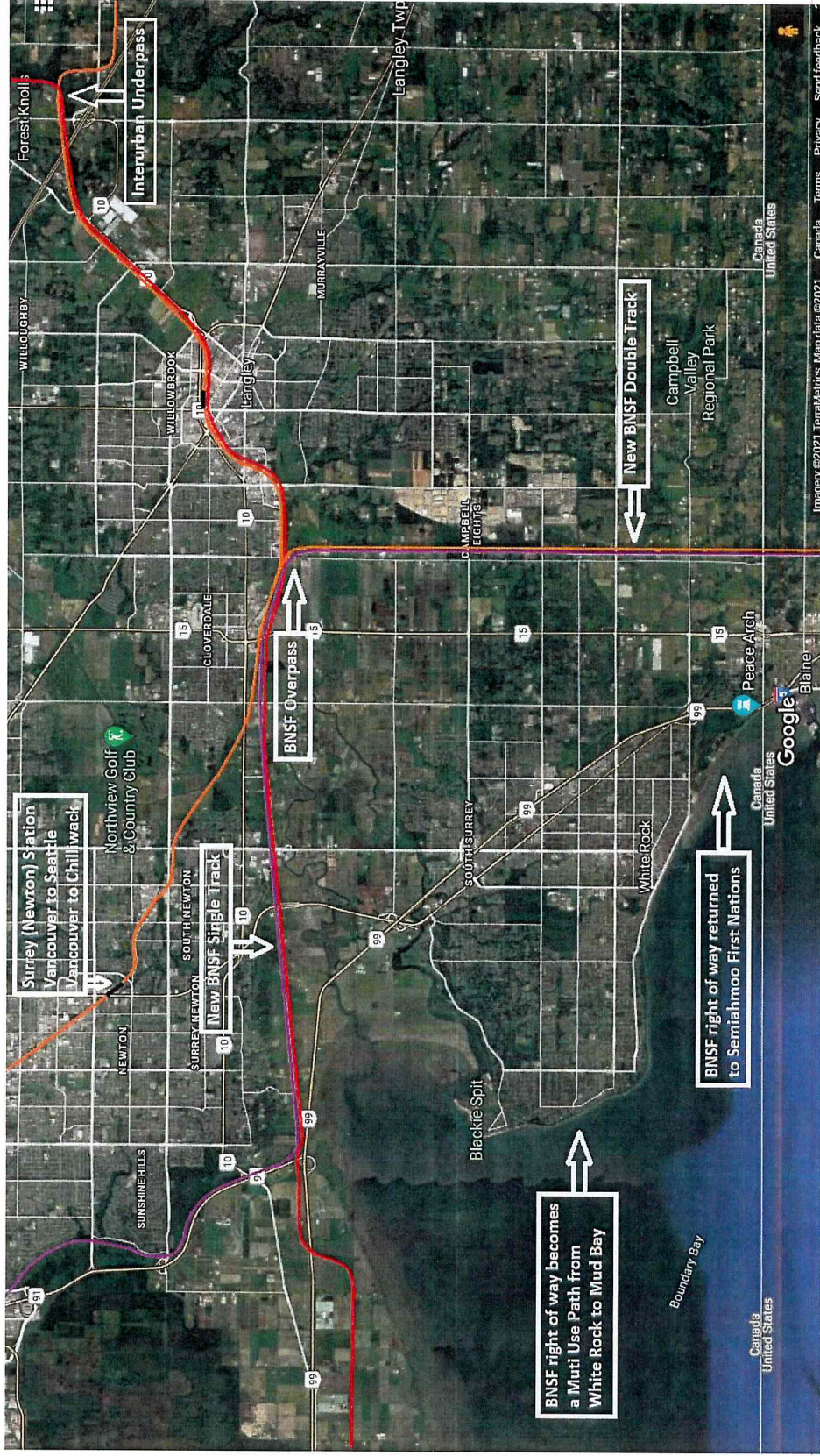
An additional train would run from Squamish to Vancouver and return during rush hours or continue throughout the day if required. Bi mode multiple units would allow the train to run on overhead electric lines from Ambleside through the tunnel under Burrard Inlet to Pacific Central Station.

If the average speed of the passenger train is 60km/hr then the travel time from Vancouver to Whistler would be 121 minutes and the travel time from Squamish to Vancouver would be 66 minutes.

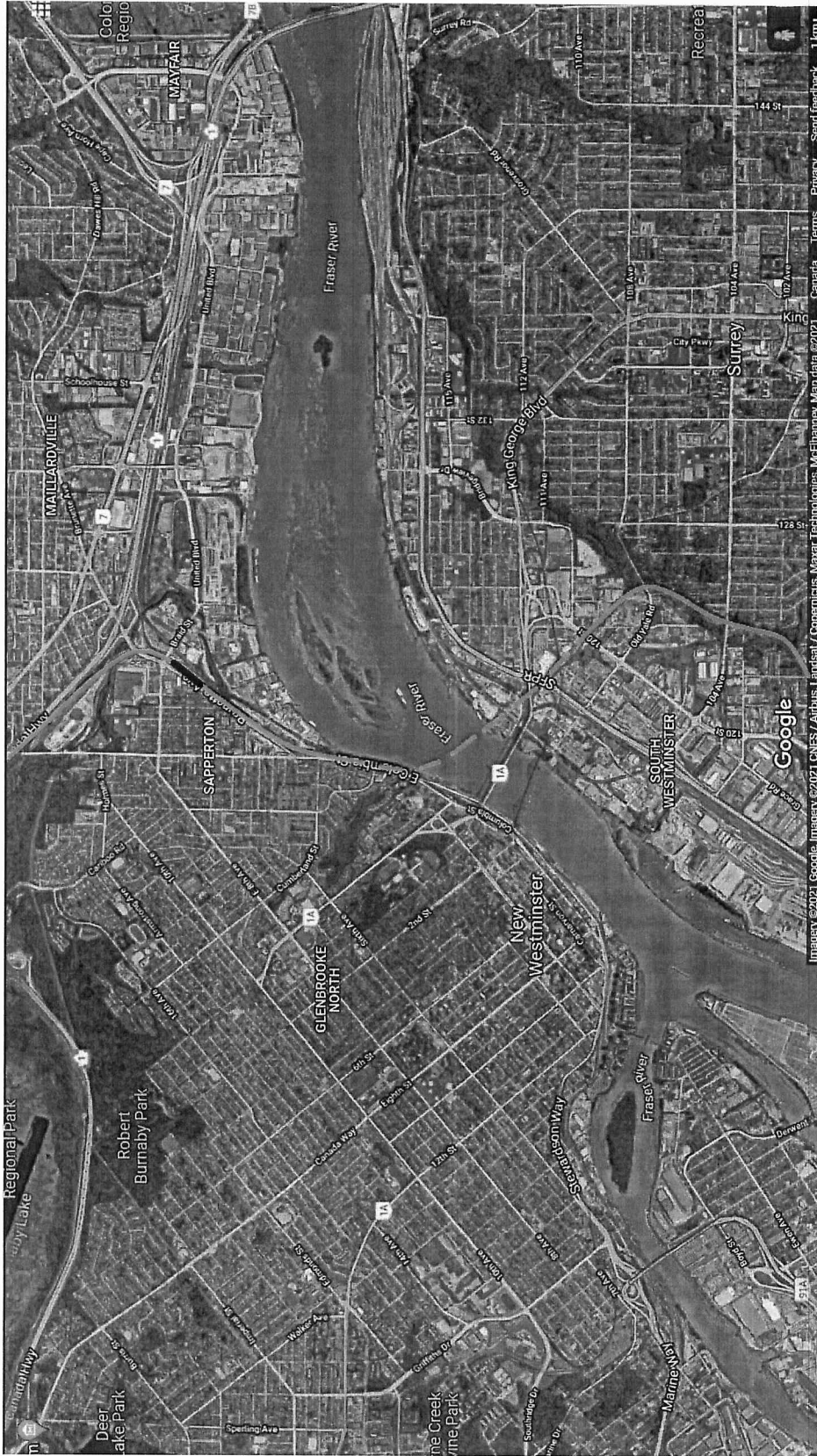
Disclaimer

The author is not a professional planner, consultant, or a member of any group. The option is an idea for Inter City Rail in the Lower Mainland.

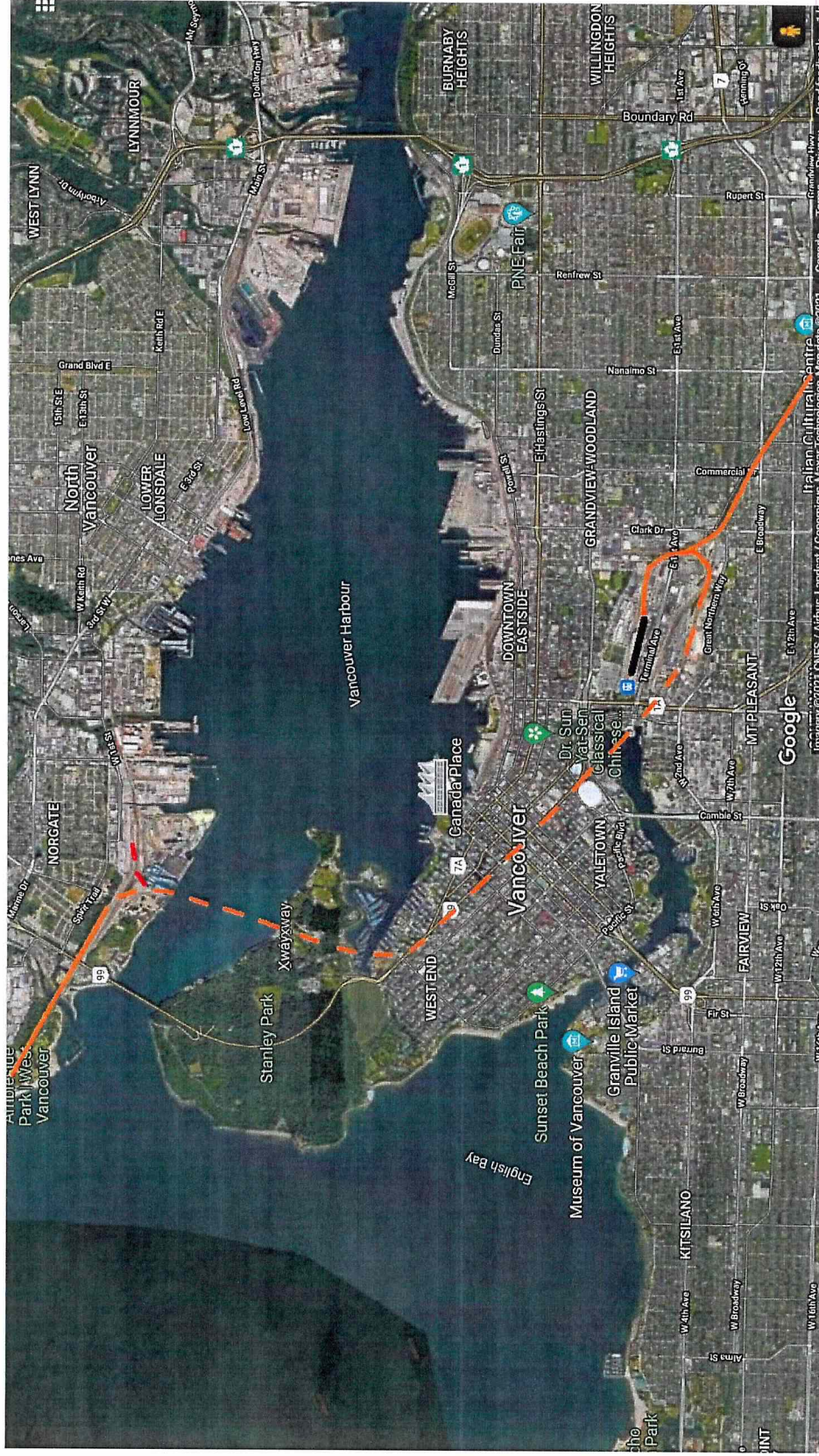
Surrey and Langley



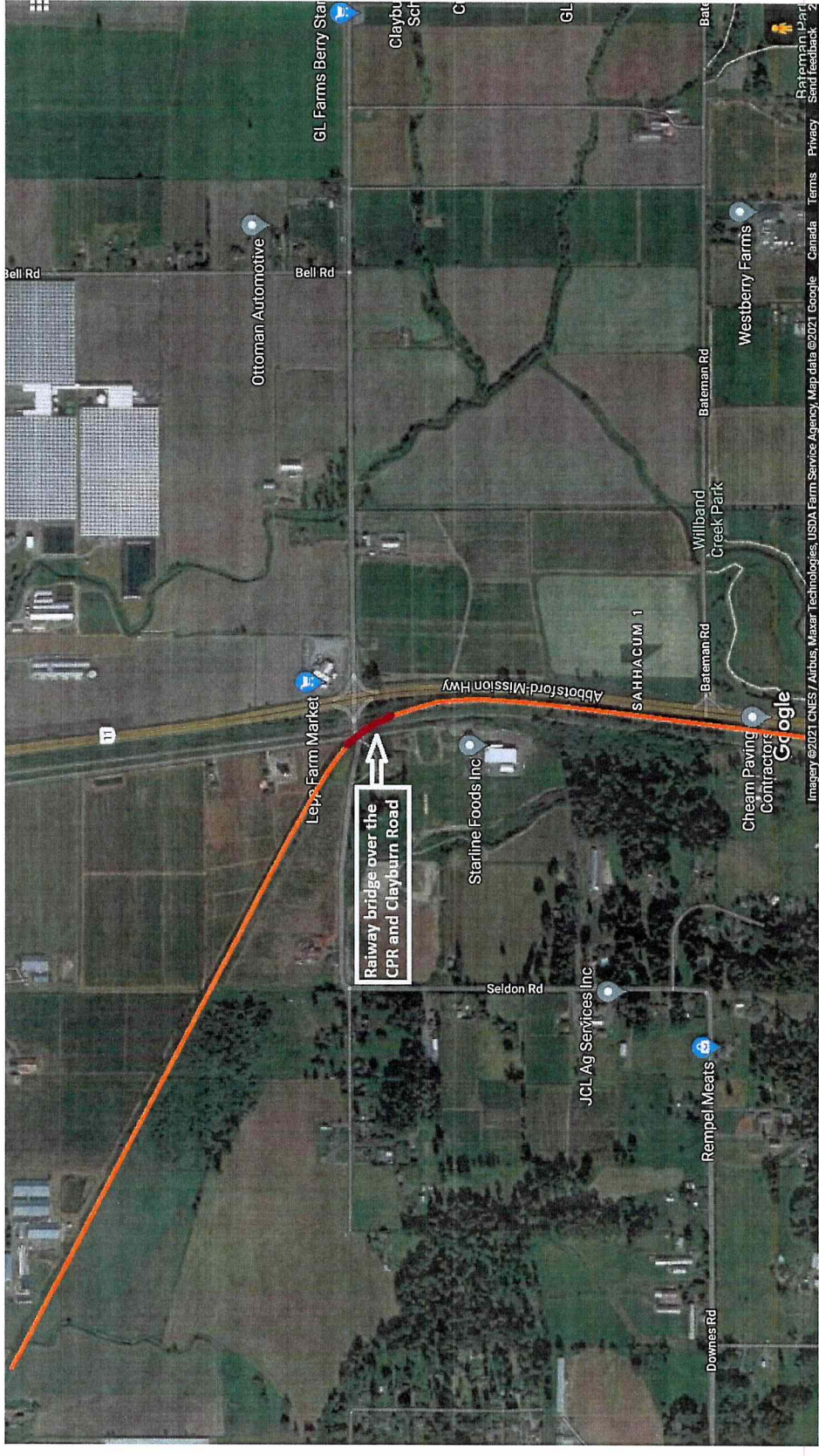
New West



Burrard Inlet

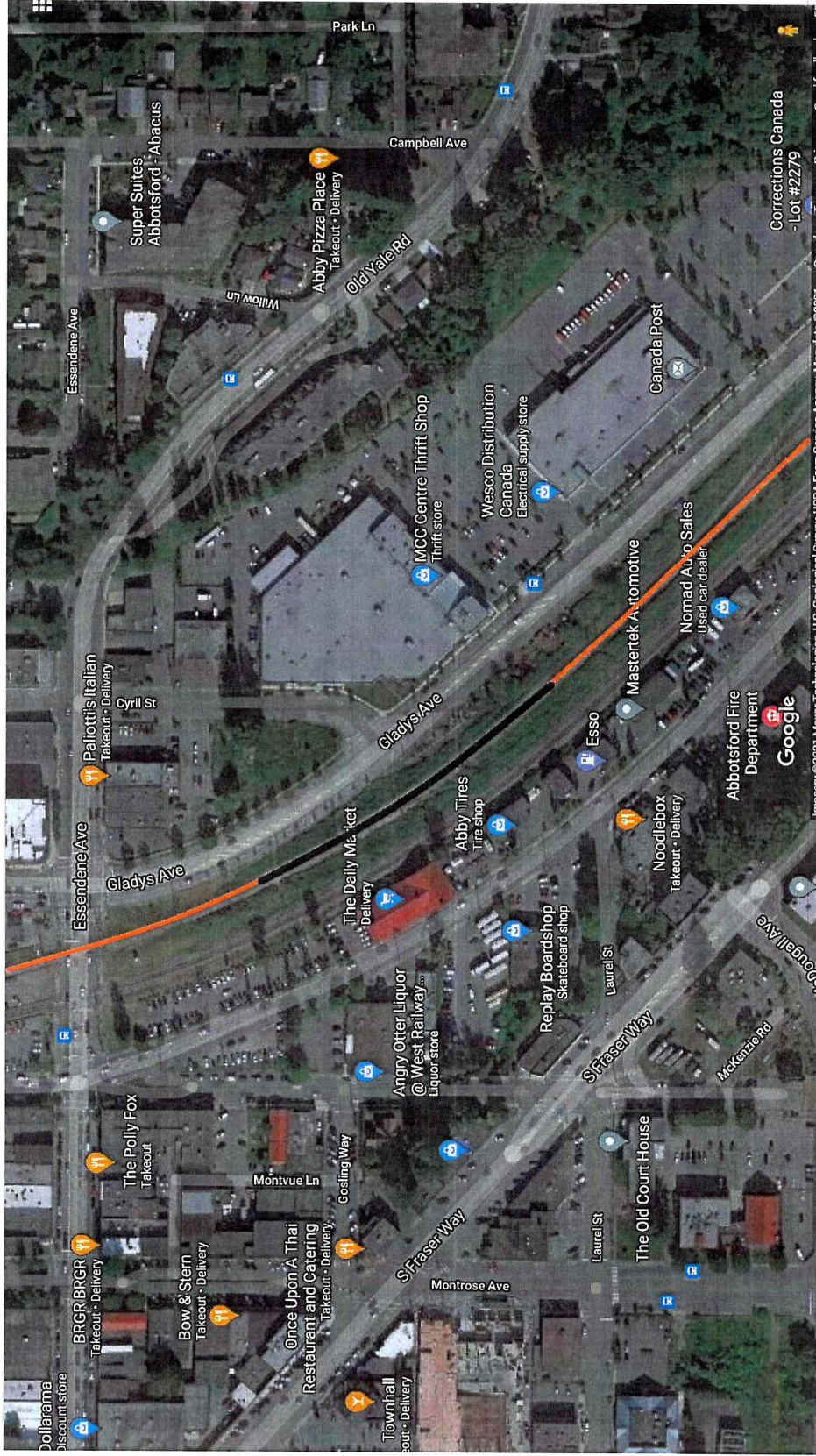


Clayburn Rd

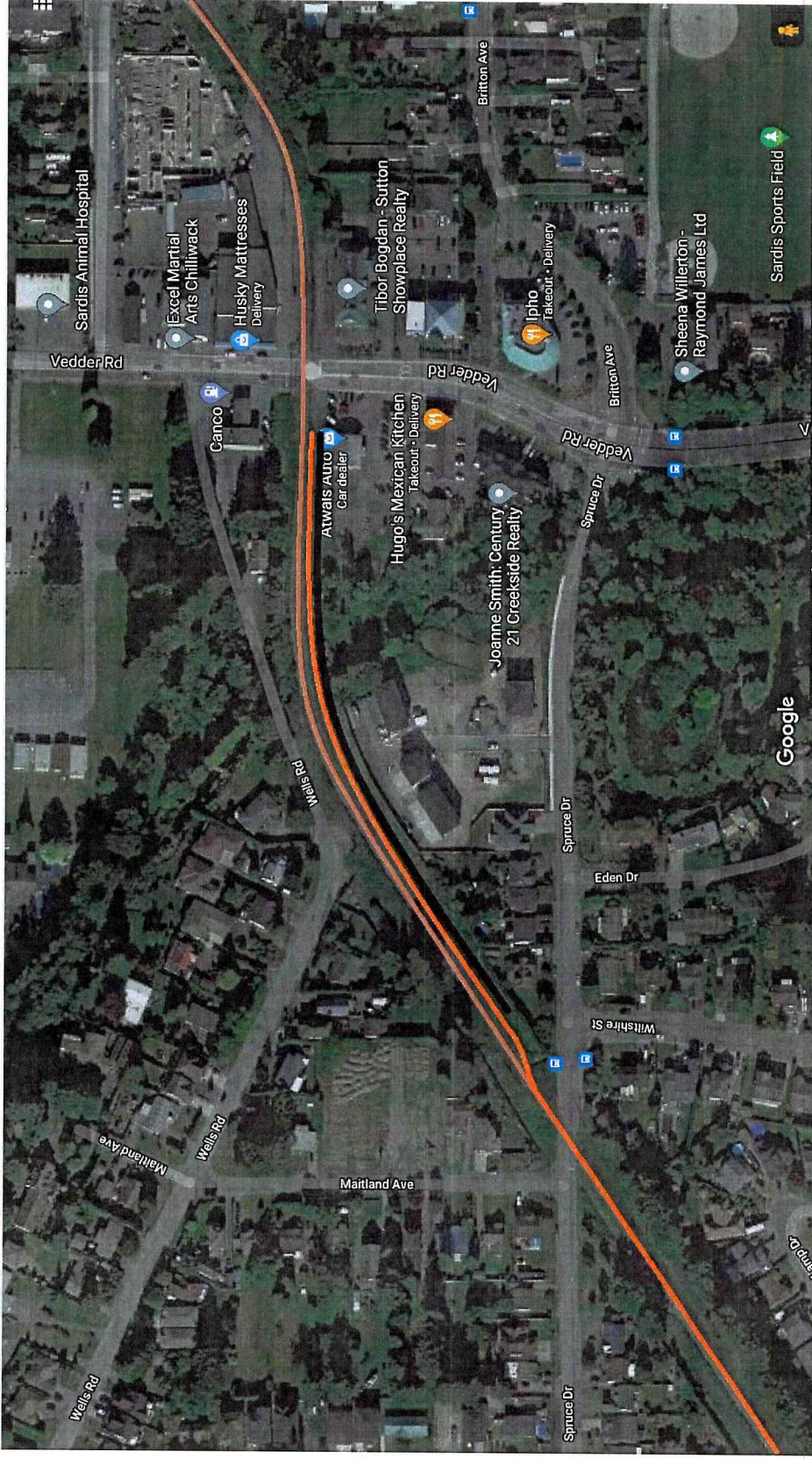


Railway bridge over the
CPR and Clayburn Road

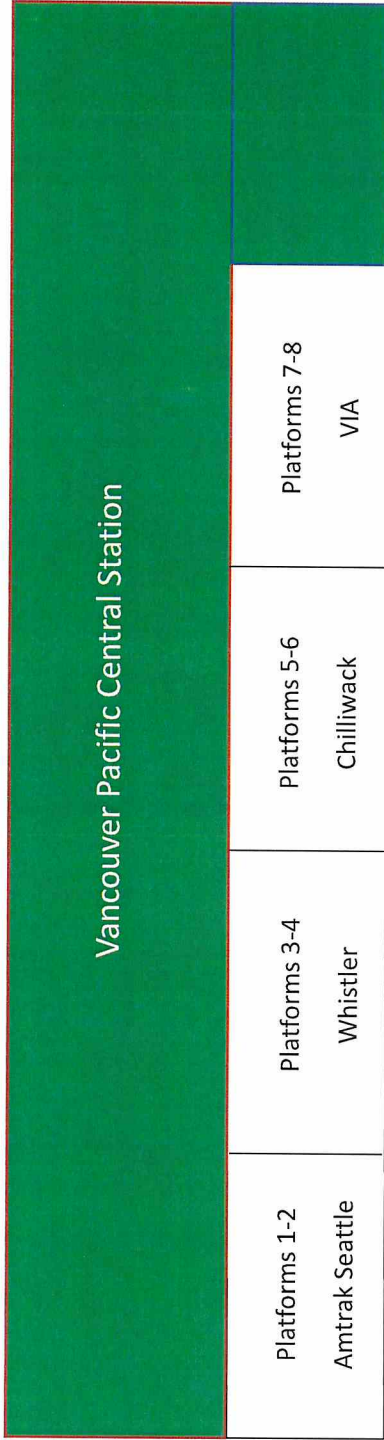
Abbotsford



Chilliwack (Sardis)



Vancouver Pacific Central Station



Vancouver Waterfront Station

