

File No.: 04-1000-20-2024-236

August 1, 2024

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of April 12, 2024 under the ***Freedom of Information and Protection of Privacy Act*** for:

**Regarding the March 29, 2024 derailment of the Stanley Park Train, record of the incident report, repair report and colour photographs of the damage and the incident site.**

All responsive records are attached. Some information in the records has been severed (blacked out) under s.15(1)(l) of the Act. You can read or download this section here: [http://www.bclaws.ca/EPLibraries/bclaws\\_new/document/ID/freeside/96165\\_00](http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00).

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, [info@oipc.bc.ca](mailto:info@oipc.bc.ca) or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2024-236); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,

*[Signed by Cobi Falconer]*

**Cobi Falconer, MAS, MLIS, CIPP/C**  
**Director, Access to Information & Privacy**

If you have any questions, please email us at [foi@vancouver.ca](mailto:foi@vancouver.ca) and we will respond to you as soon as possible. You may also contact 3-1-1 (604-873-7000) if you require accommodation or do not have access to email.

Encl. (Response Package)

:ma

**To:** Rosemary Yip

**From:** Derek Puzzuoli, P.Eng.

**cc:** Trevor Gauthier, Gerhard Wilcke, Michael Wrinch, Younes Rashidi, Erin Martin-Serrano

**Doc #:** 23-080-MEMO-002

**Date:** 2024-03-31

**Re:** 2024-03-29 Incident Response

In response to the derailment incident which took place on Friday, March 29, 2024, at approximately 4:30 PM, Hedgehog performed two site visits, the first to review the damage and potential causes, and the second to survey the repairs, gather inputs from repair technicians, and witness a function test of the system after repairs.

During the first visit on 2024-03-29, the following notable observations were made:

- The incident took place on the curve following the 'pony shack', highlighted in Figure 1.

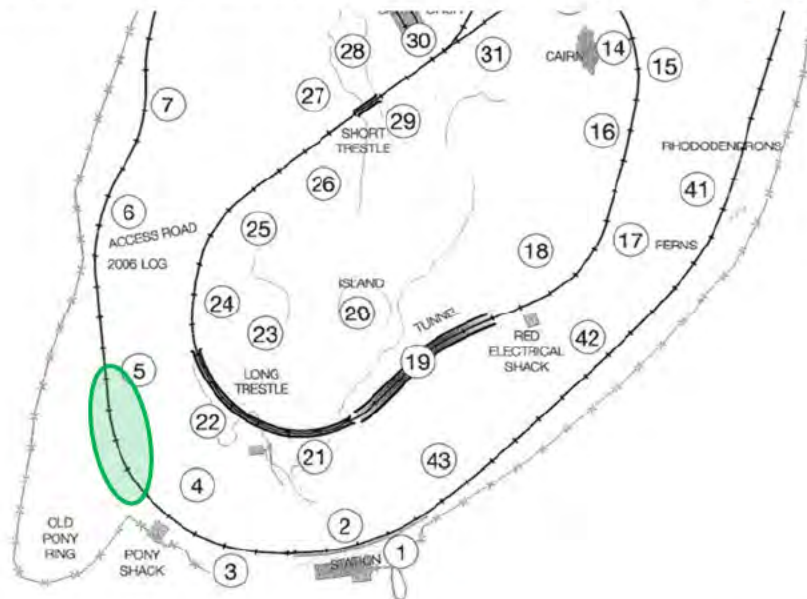


Figure 1 - Track Layout (direction of travel is indicated by incrementing numbers)

- Based on initial visual inspection and feedback from operators, the incident affected only the final carriage on a 3-carriage train. The specific carriage was A7908 'Coal Harbour', which was most recently refurbished and commissioned for operations.
- The derailment rotated and separated the forward bogie from A7908. A brake linkage was broken as a result of the impact with the ground and track components. Non-destructive testing of the bogie and carriage frame is required prior to resumption of operations.



*Figure 2 - Derailed Carriage (damaged brake linkage highlighted)*

- The remainder of the train functioned normally once disconnected from the derailed carriage.
- A visually noticeable depression formed in the area of the track where the incident occurred, which is an area that is known by operators to be sensitive to environmental events.



*Figure 3 - Depression in Track*

- Significant rainfall was experienced approximately 48 hours prior to the event, which can lead to settling of the track in sensitive areas.
- One of the train operators noted multiple instances of feeling as if a carriage was 'dragging' in the area prior to the incident.

From the above, multiple root causes are plausible, most notably the condition of the track's foundation following recent weather events, as well as differences in wear-in between the newly refurbished carriage and those previously in service.

During the second visit on 2024-03-30, the following was observed:

- A&B Rail re-leveled and re-aligned the section of track affected.



*Figure 4 - Track Repairs*

- Carriage A7908 was repaired by replacing the brake linkage and re-assembling the bogie to the carriage. The unit appears to function normally, but not connected to a train. Additional inspection is required before operating this unit.
- The system was reconfigured with 5 carriages drawn by a single locomotive, rather than 2 trains with 3 carriages each. This is one of the standard configurations used by train operations and should not have any negative affect.
- A function test was performed by travelling over the repair multiple times, inspecting the track under load, and adjusting the track as needed. None of the previously reported binding or dragging were observed during function testing.

By repairing the track and temporarily removing the affected carriage from service, it is believed that the potential causes of a recurrence of the failure have been eliminated. Pending approval from TSBC, operations may resume. A further investigation of A7908 is required prior re-introduction. It is recommended to have a technician onsite for the remainder of operations and to closely monitor the area of concern as well as the ground conditions in general given the recent weather events.

Regards,



Derek Puzzuoli, P.Eng  
Lead Mechanical Engineer  
Hedgehog Technologies Inc.



## Report an Incident or Hazard

Thank you for submitting your report.

The information you provided will be reviewed by Technical Safety BC. Please note that Technical Safety BC only responds to reports that are relevant to Technical Safety BC oversight. Completed investigation reports are available at [www.technicalsafetybc.ca/safety-information/incident-data](http://www.technicalsafetybc.ca/safety-information/incident-data).

### Submission Receipt

<b>Submitted</b>	<b>30 Mar 2024 04:48:43 PM</b>
<b>Incident / Hazard</b>	
Type of Report	<b>Incident: A failure of a regulated product, work or operation that caused damage or injury.</b>
Date (When did the incident occur?)	<b>29 Mar 2024</b>
<b>Address/Location of Incident or Hazard</b>	
Street Number	<b>680</b>
Street Name	<b>Pipeline</b>
Street Type	<b>Road</b>
Street Direction	<b>N</b>
City	<b>Vancouver</b>
Province	<b>British Columbia</b>
Postal Code	<b>V6G1Z4</b>
Description	<b>Train was being driven to train barn to put away for the evening. There were no passengers, just a driver. Train had travelled through the curve in the area between 'Pony shack' and the first access gate to perimeter trail when the last carriage derailed. The train travelled some distance from the derailment point before coming to a stop. Another worker saw what was happening and called to driver to stop. Staff noted that the front bogie on the derailed carriage had detached. Train staff noted damage to the track where the wheel dragged over the ties. Train staff were unable to determine if there was damage to the bogie.</b>
<b>Injury</b>	
Number of Injured persons	<b>None</b>
<b>Damage</b>	
Damage Description	<b>Bogie was detached but at the time, workers were not able to determine if bogie was damaged. There was damage noted to the track ties and marking on the rail.</b>
Damage Rating	<b>Moderate</b>
Type of Equipment Involved	



Type of Equipment	<b>Amusement devices</b>
Unit	
Unit Number	<b>A7908</b>
Contact Information	
<b>Primary Contact</b>	
Name	<b>Rosemary Yip</b>
Email	<b>rosemary.yip@vancouver.ca</b>
Phone Number	<b>s.15(1)(l)</b>
<b>Alternate Contact</b>	
Name	<b>Krista Moyls</b>
Email	<b>krista.moyls@vancouver.ca</b>
Phone Number	<b>s.15(1)(l)</b>
Attachment(s)	
Attach Photos or Documents	<b>Bogie #4 A7908 jacked up.jpg</b> <b>IMG_0685.jpg</b> <b>IMG_0683.jpg</b> <b>IMG_0682.jpg</b> <b>IMG_0681.jpg</b> <b>IMG_0680.jpg</b>

**From:** "Yip, Rosemary" <rosemary.yip@vancouver.ca>  
**To:** "Neale, Brian" <Brian.Neale@vancouver.ca>  
"Shergill, Mandeep" <Mandeep.Shergill@vancouver.ca>  
"Traviss, Rob" <rob.traviss@vancouver.ca>  
**CC:** "Moyls, Krista" <Krista.Moyls@vancouver.ca>  
"Goh, Bryan" <Bryan.Goh@vancouver.ca>  
"Bevilacqua, Sergio" <Sergio.Bevilacqua@vancouver.ca>  
**Date:** 3/30/2024 2:22:47 PM  
**Subject:** Re: A7908 Passenger Cart SPT

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Thanks very much for this report, Brian.

Rosemary Yip  
Train Operations Team Lead  
Cel: s.15(1)(l)

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**From:** Neale, Brian <Brian.Neale@vancouver.ca>  
**Sent:** Saturday, March 30, 2024 1:56:47PM  
**To:** Shergill, Mandeep <Mandeep.Shergill@vancouver.ca>; Traviss, Rob <rob.traviss@vancouver.ca>  
**Cc:** Yip, Rosemary <rosemary.yip@vancouver.ca>; Moyls, Krista <Krista.Moyls@vancouver.ca>; Goh, Bryan <Bryan.Goh@vancouver.ca>; Bevilacqua, Sergio <Sergio.Bevilacqua@vancouver.ca>  
**Subject:** A7908 Passenger Cart SPT

#### A7908 Wheel Chair Cart

- A7908 wheel chair cart derailed off the track. One brake linkage at front right side was damaged/broken, see pics.
- We lifted the cart up and the bogie was re-aligned and put back onto the track, cart then lowered back on to bogie.
- Unit was then moved into the train barn so that track could be repaired by vendor.
- We replaced the broken linkage with a used one and secured with new cotter pins, re-installed bogie hold down clamps and torqued
- Adjusted brakes on cart and checked for any other damage, some small scrapes on outer edge off wheels, no other damage found
- Checked over all the other train passenger carts, checked all brakes, all bogies assemblies are good no defects
- A7908 is repaired see pics. Unit will be taken out of service until it can be inspected Sunday by Technical Safety B.C.

#### A7739 Green Train

- Unit running rough, found bad spark plug, changed all spark plugs , running good now
- Slow oil leak at fuel pump, replaced pump with new one, tested running good, no leaks

*Brian Neale*  
*Dayshift Foreman*  
*Heavy Equipment / Tire Shop*  
s.15(1)(l)



**TECHNICAL FIELD REPORT****Our File:** V83290**Inspection Date:** 2024-04-09**Purchase Order:** Pay by Visa**City of Vancouver**955 Evans Avenue  
Vancouver, BC V6A 4C8Attention: Ms. Rosemary Yip  
Owner: City of VancouverInspection of Chance Train components  
Location: 250 West 70th, Vancouver

As requested, visual examinations and magnetic particle inspections were performed on the above-described equipment, in accordance with documents provided by Hedgehog Engineering (#28-080-WI001). The specific items examined and our inspection findings were as follows:

1. Carriage Frame & Base Platform (Coal Harbour - A7908) (3.2) - no defects noted.
2. Railing & Roof Support (3.3) - no defects noted.
3. Bogie #4:
  - Fasteners (3.4) - no defects noted.
  - Truck Structure (3.5) - no defects noted.
  - Wheels (3.6) - no defects noted.
  - Axels/Shafts (3.7) - no defects noted.
  - Suspension (3.8) - no defects noted.
  - Wheels & Suspension Hardware (3.9) - no defects noted.
  - Brake Lever Arms & Links (3.10) - no defects noted.
4. Bogie #6:
  - Fasteners (3.4) - no defects noted.
  - Truck Structure (3.5) - no defects noted.
  - Wheels (3.6) - no defects noted.
  - Axels/Shafts (3.7) - no defects noted.
  - Suspension (3.8) - no defects noted.
  - Wheels & Suspension Hardware (3.9) - no defects noted.
  - Brake Lever Arms & Links (3.10) - no defects noted.
5. Hitch Bars (3.11) - no defects noted.
6. Splice Bars (3.12) - no defects noted.
7. Splice Fasteners & Hardware (3.13) - [New Hardware \(VT\) only](#) - no defects noted.

**INSPECTION ONLY****Inspector:**

Ryan Tinkley, M.E.T., A.Sc.T.

**Appendix**



Figure 1: Coal Harbour Carriage ID



Figure 2: Bogie #4

**Appendix (cont'd)**



Figure 3: Bogie #4 ID



Figure 4: Bogie #6

**Appendix (cont'd)**



Figure 5: Bogie #6 ID





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