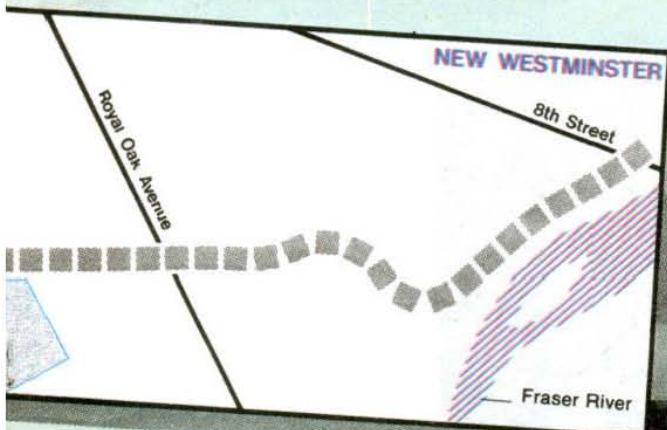


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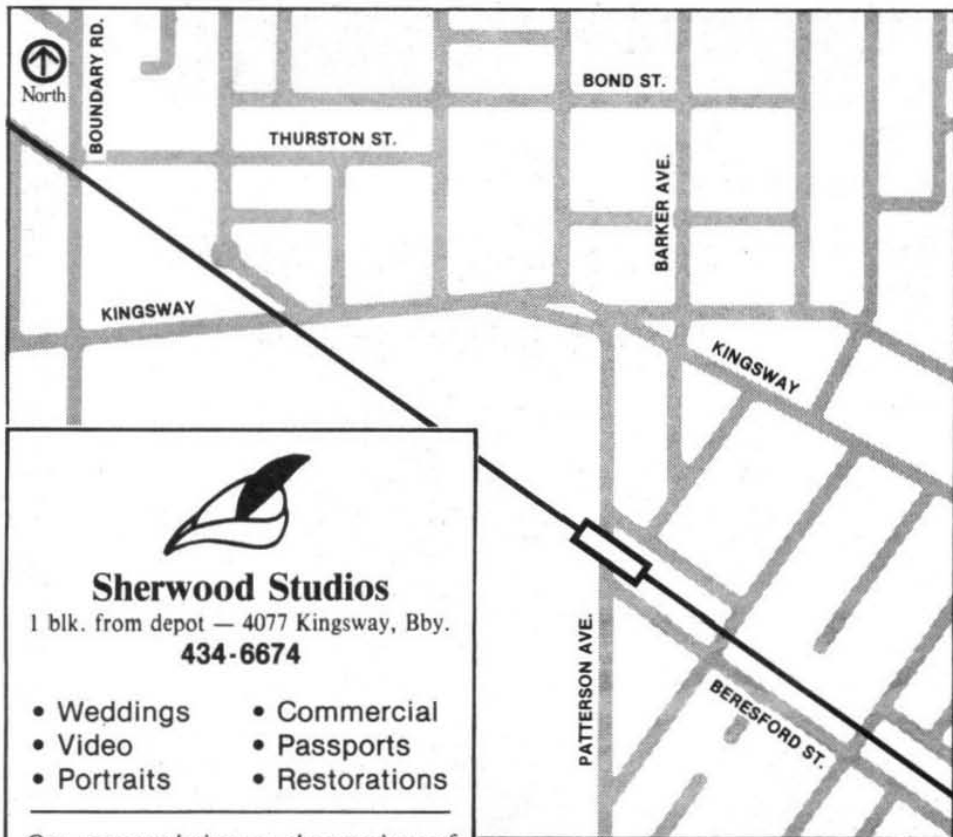


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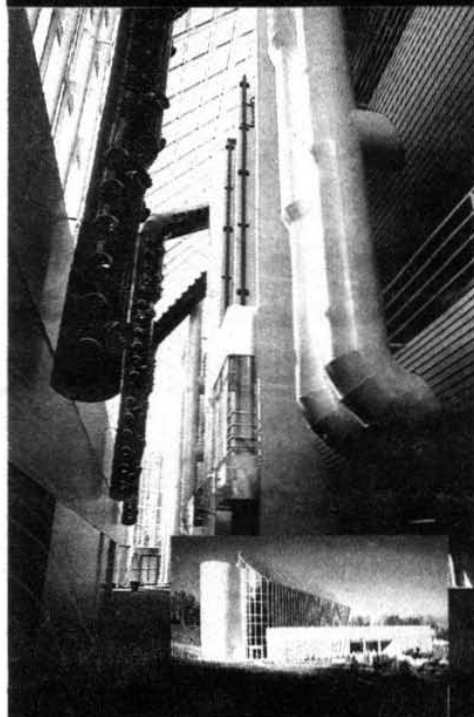


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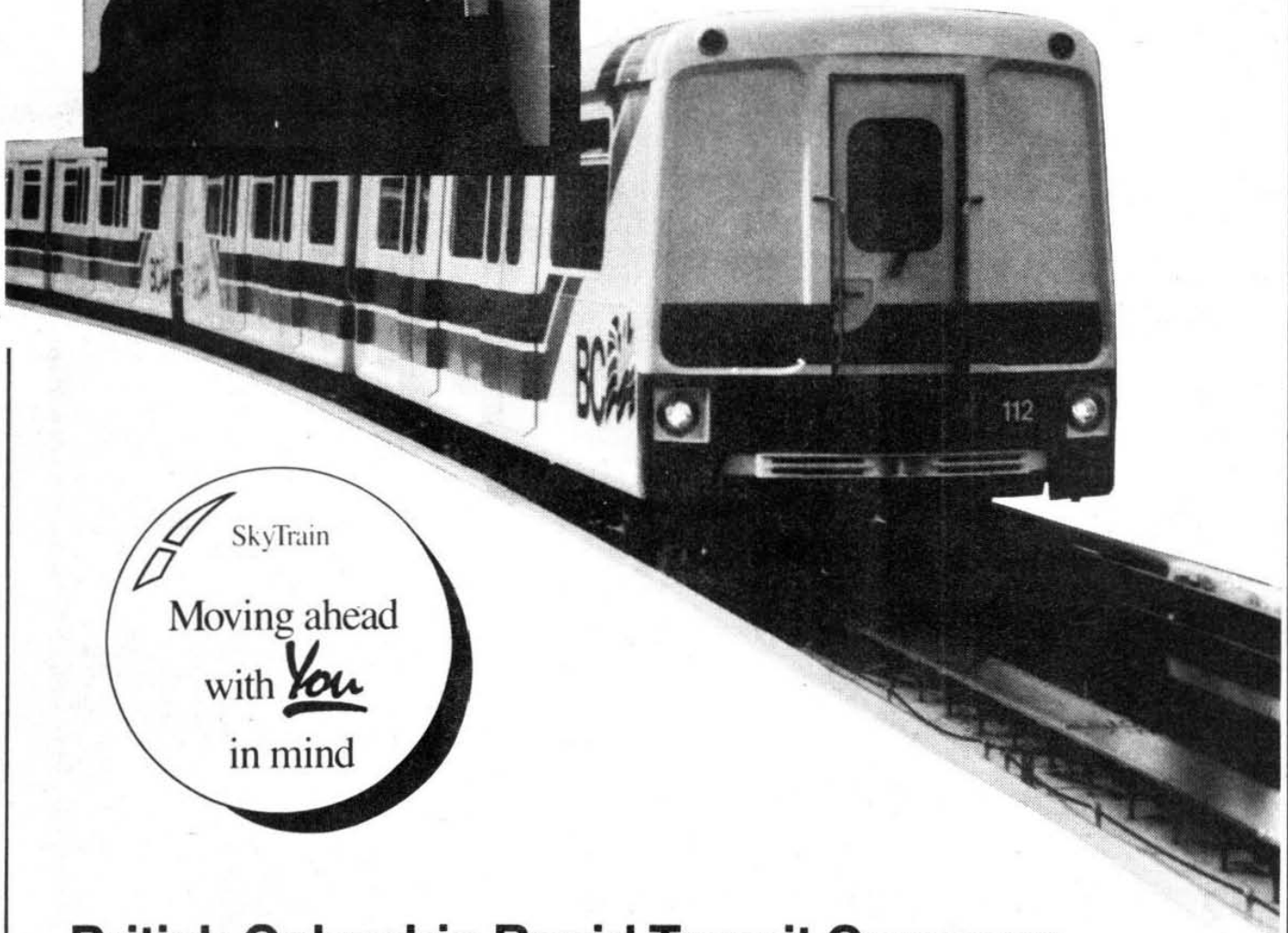
Peter B. Thomson
(604) 430-3533
Suite 220, 3700 Gilmore Way
Burnaby, B.C. V5G 4M1

DISCOVERY PARKS

Welcome Aboard SkyTrain



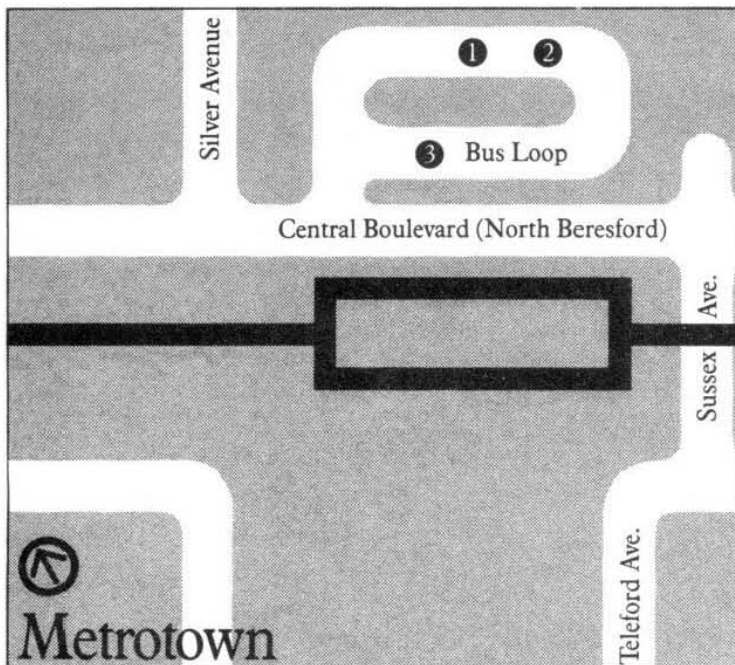
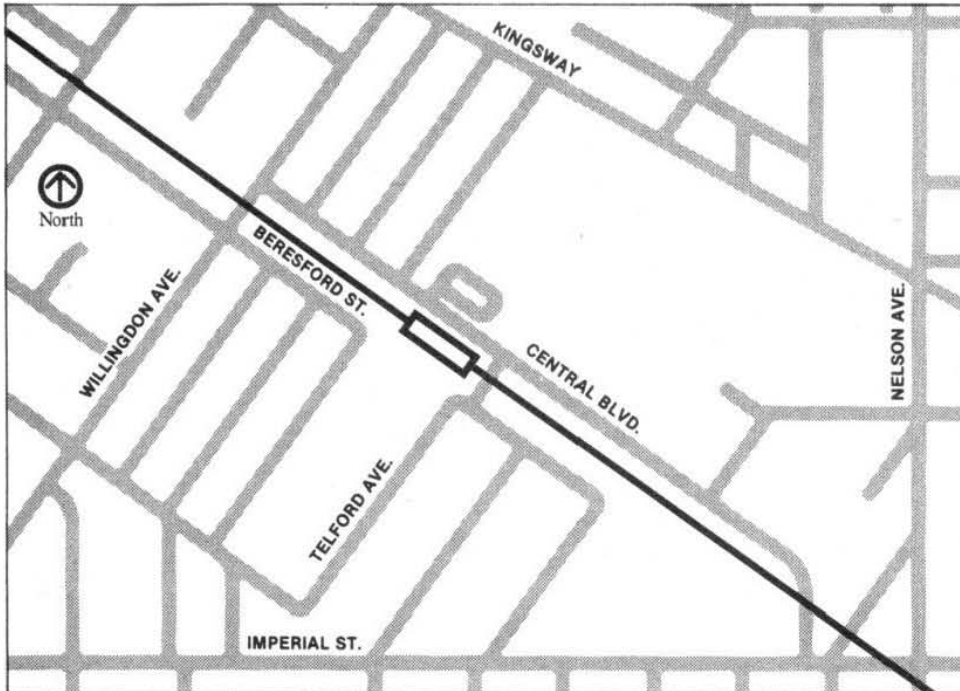
Mike is one of 80 rapid transit front-line staff. His job is to make your SkyTrain journey both comfortable and safe. Rapid Transit Attendants are aboard the trains to offer you a helping hand, to give directions and to answer your questions. They can even operate the trains, if needed. There are staff like Mike on every train, and they're easy to find. They're the people wearing smiles and buttons that say, "Moving ahead with you in mind." So come along for the ride and catch a smile with every SkyTrain.



British Columbia Rapid Transit Company

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METROTOWN



Bus Information

- 1 41 UBC
- 2 130 Suncrest
- 3 130 Kootenay Loop

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Municipal Population Figures for Yesterday, Today, Tomorrow

While population growth has levelled off in some metropolitan area municipalities, significant increases can be expected in a number of communities according to forecasts prepared by the Greater Vancouver Regional District.

The biggest increases, over the next 15 years, are forecast for Surrey, Langley City and Township, Maple Ridge/Pitt Meadows, Richmond and the north-east sector municipalities of Coquitlam, Port Coquitlam and Port Moody.

Surrey's population, estimated at 178,000 today, is expected to jump 58%, to 218,850 by the year 2001.

In the City of Vancouver population is expected to decline slightly while in other municipalities, like North and West Vancouver, Burnaby, New Westminster and White Rock, little change is anticipated according to the GVRD study.

The location of land supply within the metropolitan area is a major factor in the distribution of future population growth. In recent years

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there has been a decline in the growth of apartment households and a growing demand for ground-oriented housing. The availability of land for residential accommodation is greatest in Surrey, the Langleys, the north-east sector area and Maple Ridge/Pitt Meadows.

The forecasts include the Langleys and Maple Ridge/Pitt Meadows because they are within the metropolitan area covered by the Federal census, though these municipalities are not within the boundaries of the GVRD.

	1961	1981	1986	2001
Vancouver (including University Endowment Lands)	387,794	419,290	413,100	393,750
West Vancouver	25,454	36,890	36,500	36,350
North Van. City	23,656	34,295	34,950	35,550
North Van. District	38,971	65,515	65,750	72,750
Lions Bay	—	1,080	1,100	1,250
Burnaby	100,157	136,485	142,000	145,250
New Westminster	35,104	38,525	39,550	39,800
Coquitlam	29,218	61,050	70,600	95,700
Port Coquitlam	8,111	27,570	29,250	35,450
Port Moody	4,789	14,940	16,350	23,300
Belcarra	—	—	450	550
Richmond	43,323	96,150	111,250	138,250
Surrey	70,838	147,340	178,900	281,850
Delta	14,597	74,810	79,800	88,600
White Rock	6,453	13,550	14,150	14,400
Langley City & Township	16,950	59,740	68,000	114,350
Maple Ridge & Pitt Meadows	18,935	38,670	43,550	61,000
Total	826,384	1,268,280	1,347,200	1,580,500

*Totals do not add up because they include unincorporated areas.



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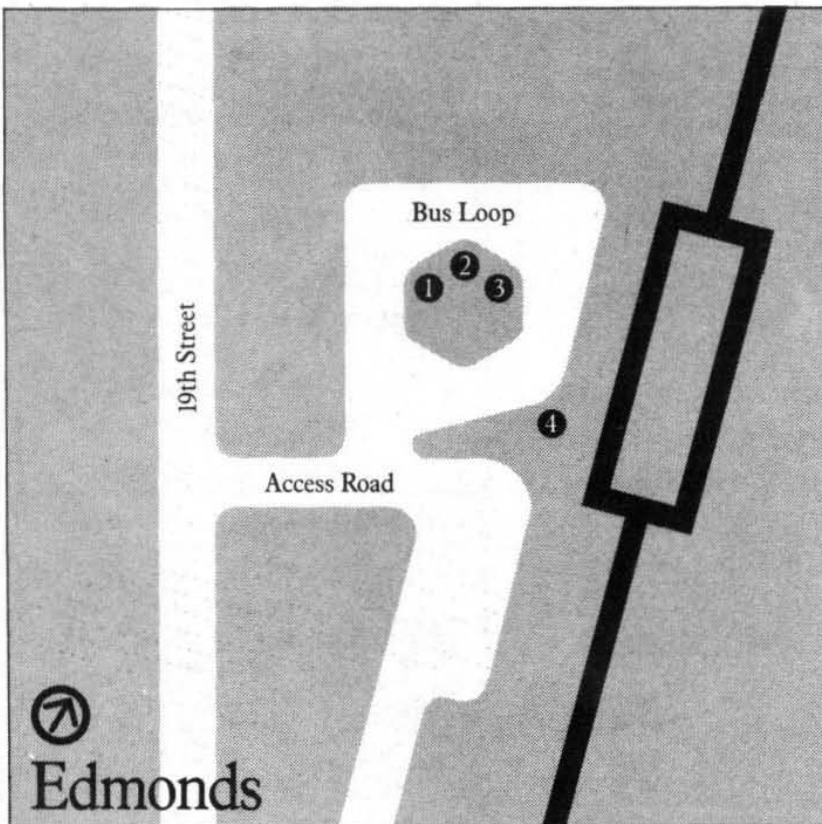
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Kingsway at Edmonds

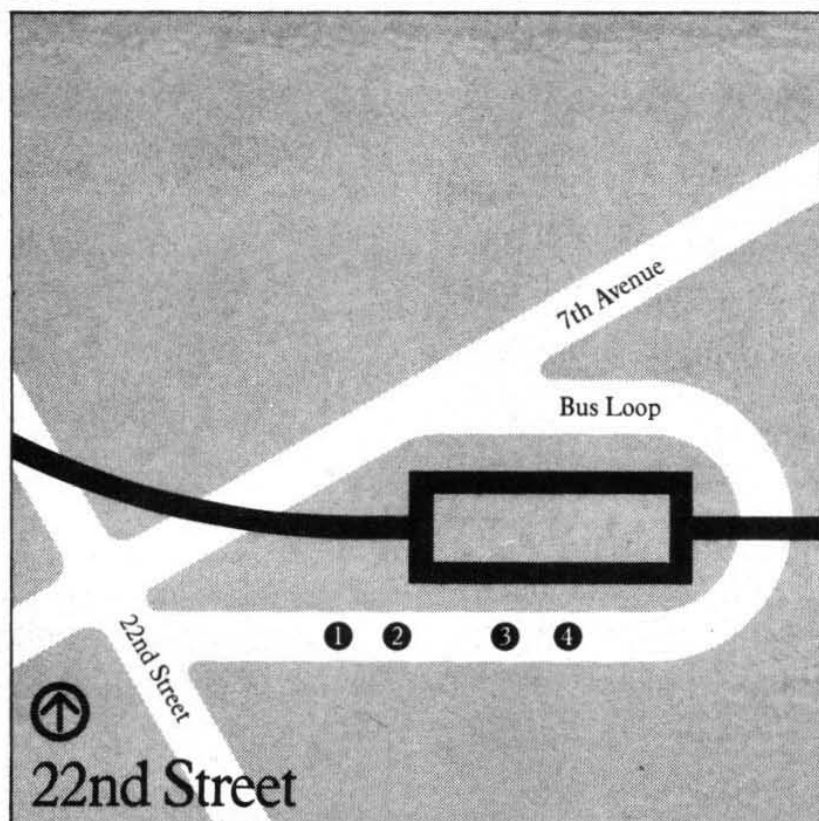
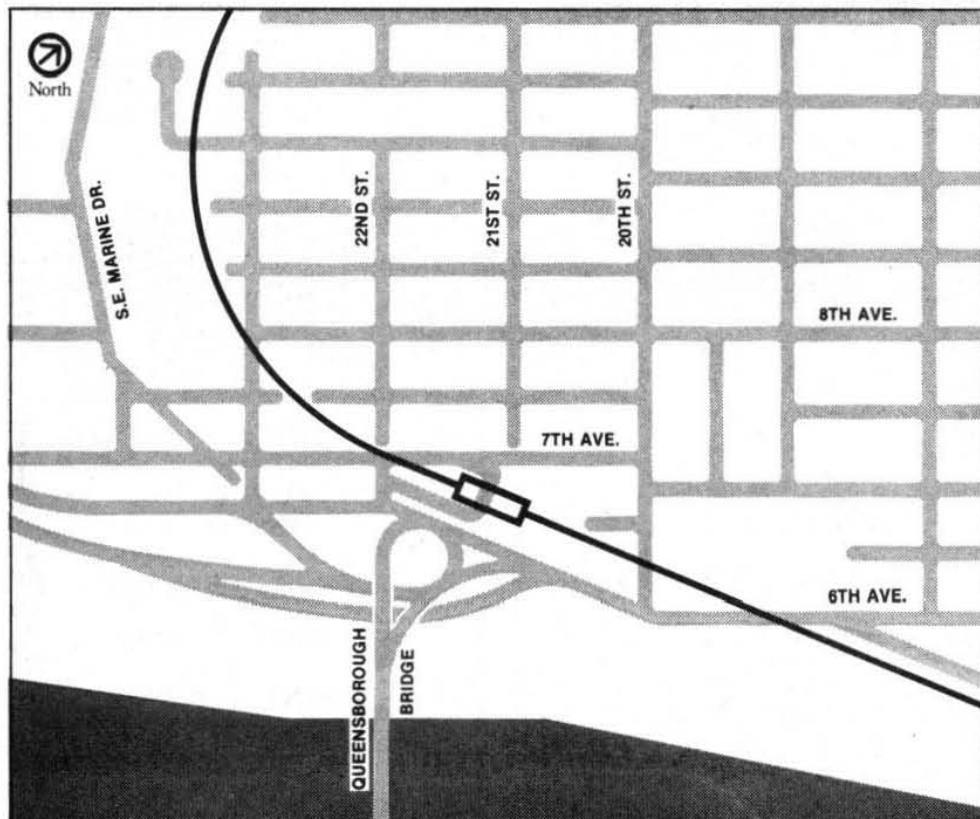


Bus Information

- | | |
|---------------------|-------------------------------|
| 1 131 Kootenay Loop | 3 114 Edmonds Loop |
| 132 Kootenay Loop | 4 114 Burnaby South/Vancouver |
| 2 142 SFU | (peak hours) |



22ND STREET



Bus Information

- | | |
|--------------------------|--------------------------------|
| 1 100 Airport | 4 100 New Westminster Station/ |
| 2 108 Cumberland/Elliott | Port Coquitlam Centre |
| 3 413 Richmond Exchange/ | |
| New Westminster | |



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Rapid Transit — Costs

A new funding formula, announced by the province and the Vancouver Regional Transit Commission, will help cushion the cost of the system to local taxpayers.

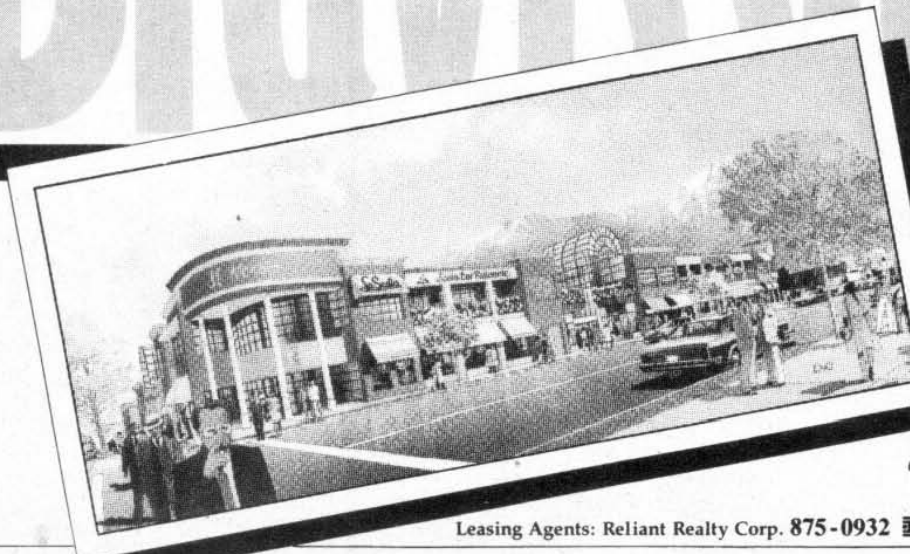
Basically, the government has agreed to consider the rapid transit line the equivalent of a secondary highway by providing a \$275 million grant to cover half of construction costs.

The new financing package also allows for a graduated mortgage which spreads the impact of debt servicing over a number of years.

The third major part of the funding package is a new 60%/40% split between the province and local municipalities in covering the transit operating deficit, and a return next year to the original 35% revenue target.

It reduces the burden considerably on local taxpayers and "recognizes what is basically a new high-technology substitute for an inter-municipal highway," said Vancouver mayor Mike Harcourt when the formula was announced. "While Rapid Transit is initially more expensive than an all-bus system, within a decade of start-up, it will be more cost-effective."


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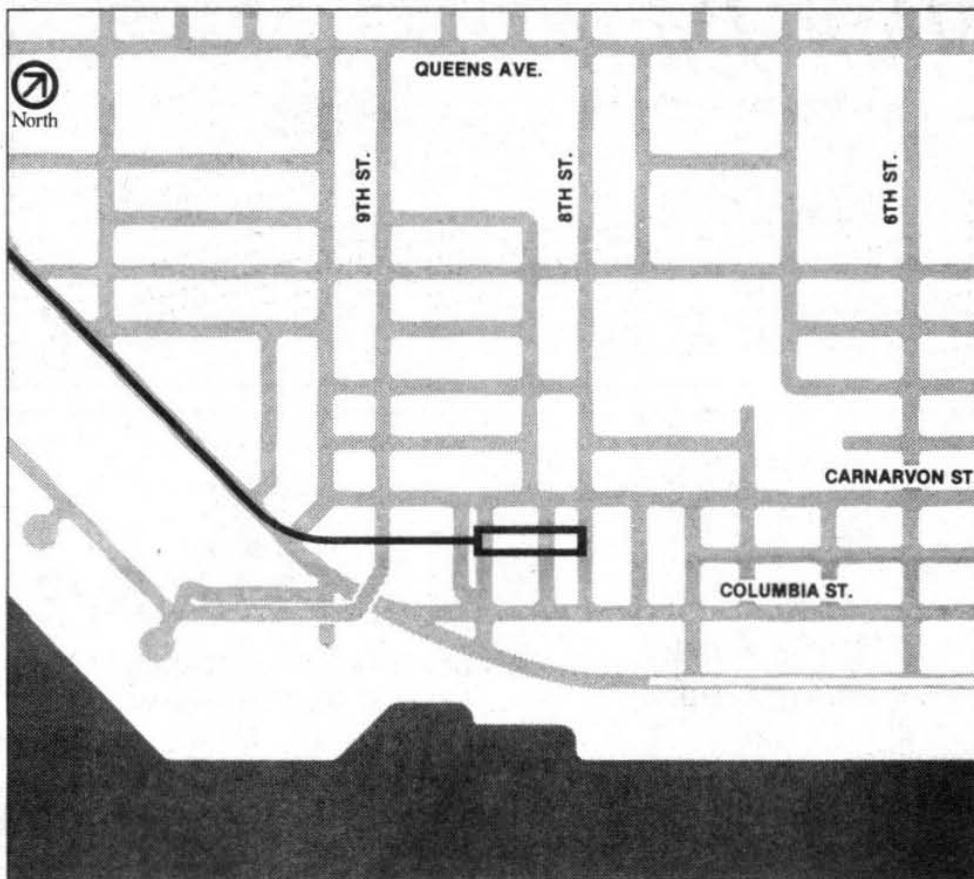
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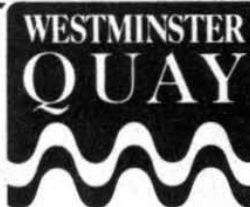
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Bus Information

- | | | |
|------------------------------------|-----------------------------|------------------------------|
| 1 100 Airport | 6 320 Langley | 10 154 Coquitlam Rec. Centre |
| 2 147 Coquitlam Centre | 7 321 White Rock Centre | 11 155 Coquitlam Rec. Centre |
| 148 Ioco | 8 100 Port Coquitlam Centre | 12 112 Vancouver |
| 3 102 Queensborough/Annacis Island | 9 106 Vancouver | 319 Vancouver (peak hours) |
| 108 22nd Street Station | 102 Loughheed Mall | 320 Vancouver (peak hours) |
| 4 120 Vancouver | 108 Cumberland/Elliott | 321 Vancouver (peak hours) |
| 5 319 Scottsdale Mall | | |



New Westminster

SkyTrain! Welco



TOGETHER, WE'VE BUILT A HIGHWAY IN THE SKY.

The launch of SkyTrain marks both the successful completion of a major enterprise and the dawn of a new age in transit service for British Columbia. By working together, we've built a world-class Rapid Transit system that's second to none for comfort, convenience and safety.

Computer-controlled and powered by electricity, SkyTrain means time savings, fuel savings and a breath of fresh air for all Greater Vancouver residents. But the benefits from this project spread far beyond SkyTrain's 22 kilometre line.

During its construction phase, SkyTrain created thousands of jobs for British Columbians. And now that the system has been launched, SkyTrain has created an additional 250 permanent positions.

What's more, SkyTrain has opened up new opportunities for high technology development in B.C. Rapid Transit technology first applied in Vancouver is now being marketed around the world.

What began as an ambitious plan for our future has become a dazzling reality. And together, we made it all happen.

TAKING THE HIGH ROAD TO COMMUTER CONVENIENCE.

SkyTrain transforms the task of 'people-moving' into a science, with time-saving features right down the line.

You board at any of SkyTrain's 15 stations, conveniently located along the line, from New Westminster to Vancouver's waterfront.

Aboard SkyTrain, you glide along a special guideway at speeds of up to 80kph—completely separated from traffic congestion and level crossings.

Automatic train control makes possible SkyTrain's fast, frequent timetable. But should you miss your train, relax—there's another arriving every 4 minutes during peak hours.

That's one giant leap in commuter convenience. What's more, you can fly SkyTrain for the same ticket price as commuting by bus or SeaBus.

me to the future.



And to help facilitate the smooth introduction of SkyTrain to your total transit service, we're making changes to bus routes in several stages over a 15 month program of Bus/SkyTrain integration.*

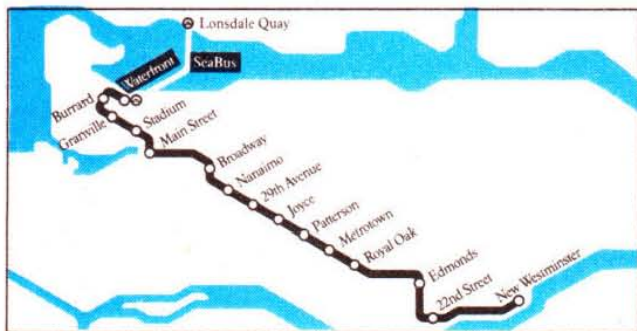
Overall, SkyTrain is an exciting new departure in transit with the potential to move British Columbia right into the next century.

And it's all yours to experience today.
Welcome aboard.

*For a complete listing of bus route changes effective January 3, 1986, pick up "The SkyTrain Connection - Bus/Rapid Transit Integration Phase One," now available at public libraries, information centres, community centres, BC Transit Administration Offices, SeaBus terminals and all FareCard and FareSaver outlets.

A detailed brochure outlining bus route changes in Phase Two will be available in late February at these same locations.

And look for the brochure "SkyTrain Flight Plan," offering a wealth of information on how to use your new Rapid Transit service, at some of the locations noted above.



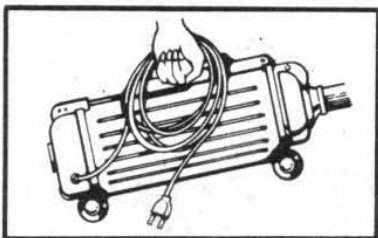
BC
Transit

Moving ahead with you in mind.

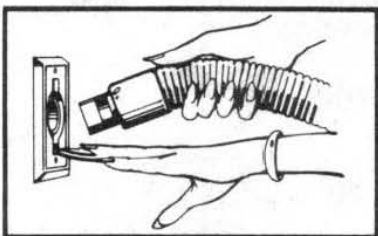
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		One Zone	Two Zones	Three Zones
Peak Fares (Before 9:30 a.m. and between 3:00 and 6:30 p.m. Monday through Friday)	Adult	\$1.00	\$1.35	\$1.75
	Concession*	\$.50	\$.70	\$.90
Off-Peak Fares (Between 9:30 a.m. and 3:00 p.m. and after 6:30 p.m. Monday through Friday; all day Saturdays, Sundays and holidays)	Adult	\$1.00	\$1.00	\$1.00
	Concession*	\$.50	\$.50	\$.50
DayPass (Weekdays after 9:30 a.m. and all day Saturdays)	Adult	\$2.25	\$2.25	\$2.25
	Concession*	\$1.15	\$1.15	\$1.15
(All day Sundays and Holidays)	Adult	\$2.00	\$2.00	\$2.00
	Concession*	\$1.00	\$1.00	\$1.00

*Concession Fares apply to senior citizens with Pharmacare cards, students to Grade 12 with valid GoCards, and children (5 to 11 inclusive). Children under 5 ride free when accompanied by an adult.

Fares Please

SkyTrain fares won't put another dent in your budget. As all regional transit services are integrated, you'll find no changes from the rates that apply on buses and the SeaBus.

A valid transfer from any bus will get you aboard SkyTrain. If your trip starts with rapid transit, the ticket you buy at the station will

serve as a bus transfer until the expiry time printed on its face.

The length of your trip affects the cost during peak hours only — before 9:30 a.m. and from 3 to 6:30 p.m., Monday through Friday.

For trips that start during those hours, your fare depends on the number of zone boundaries you cross.

To buy a ticket as you enter a station, just press the appropriate buttons on the machine and it will display the right amount for you to pay.

Machines accept Canadian bills — \$1, \$2 or \$5 — as well as coins. Yes, they'll make change!

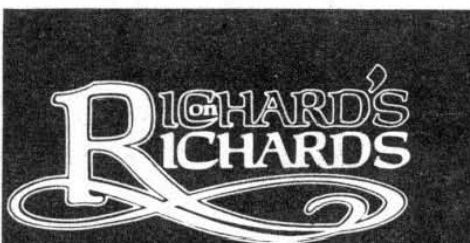
They will also dispense a special DayPass that allows unlimited riding on all parts of the system until 4 a.m. on the following day.

Machines sell DayPasses after 9:30 a.m. on weekdays and any time on Saturdays, Sundays and holidays. Bus drivers will continue to sell them on Sundays and holidays only.

The new weekday passes are sold at a flat rate, but you can use them during afternoon peak hours as well as other times.

Flat rates apply for a single one-way trip of any length during off-peak hours. Off-peak fares are paid on weekdays between 9:30 a.m. and 3 p.m., and after 6:30 p.m. They also apply all day on Saturdays, Sundays and holidays.

If you use transit services often, you'll save money with other options for payment: a FareCard to cover all your rides for the month, or a book of discounted FareSaver tickets. Details are given on another page of this guide.



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FareCard is a monthly pass that's good for unlimited rides. It's all you need for SkyTrain and any Greater Vancouver bus, including the SeaBus and the West Vancouver "Blue Buses".

The more you ride, the more you save. The price of a FareCard usually works out to the cash fare of 40 trips a month. And it's transferable, so your FareCard can be on the go with a friend even when you're at home.

Five different kinds of FareCard are tailored to your travel needs. Check the details at your FareDealers — Royal Bank branches, 7-Eleven stores, post-secondary institutions, and the other outlets listed on this page.

FareSavers are handy books of 10 tickets for the price of nine. The price depends on whether you use them for travel in one, two or three fare zones during peak periods.

For any trip that starts aboard SkyTrain, you must validate your FareSaver ticket by having it stamped at the ticket machine. Your validated ticket acts as a transfer for buses or SeaBus.

Books of FareSavers are available from most of the listed FareDealers, and from many convenience stores and other outlets in the Lower Mainland.

FareDealers — Saving Places

FareCards and FareSavers are available from these sources and other commercial outlets in the Lower Mainland:

- 7-Eleven stores
- Concert Box Offices
- Vancouver Ticket Centre
- Infocentres at downtown and suburban malls
- Woodward's stores
- Eaton's stores
- Elco Credit Union
- I.W.A. and Community Credit Union
- Mt. Pleasant Credit Union
- North Shore Credit Union
- Main Chinatown Ticket Centre and Ling Yau Bookstores
- The Bay Downtown
- Bank of Montreal, Chinatown
- Royal Bank branches (FareCards only)
- Post-secondary institutions (FareCards)



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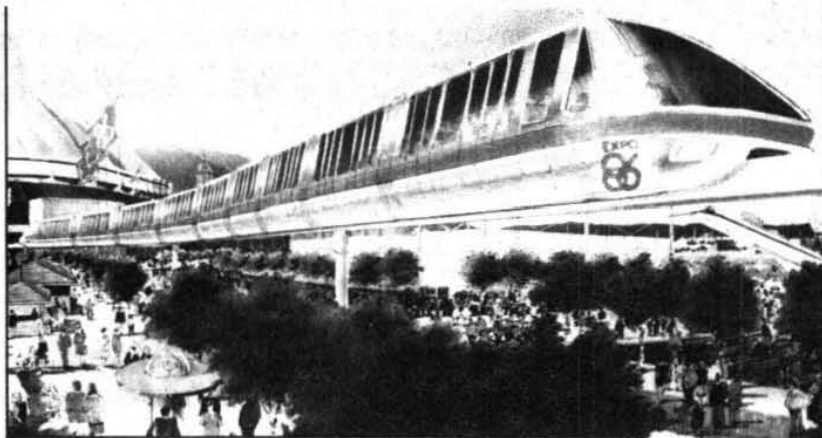
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SkyTrain Comes Out On Top

Compared to eight other rapid transit systems in North America, opened in this decade or soon to be opened, Vancouver's SkyTrain emerges as the most cost-effective system with a capital cost per kilometre per weekday passenger of \$450.

At the other end of the scale, the Miami system operates at a massive \$2510 per passenger kilometre with Baltimore, Buffalo, Pittsburgh, Portland and San Diego running at between \$510 and \$2360.

In Canada, Edmonton's transit cost is \$1460 and Calgary is \$540.



EXPO 86 and SkyTrain — How Do I Get To The Fair?

When you use rapid transit to get to EXPO 86 from May to October, you'll be riding one of the latest developments in Canadian transportation technology — Advanced Light Rapid Transit.

It's the most advanced, cost-effective people-mover system available in the world today and it was designed by the Urban Transit Development Corporation of Ontario. During Expo, the system will showcase Canadian technology to the world, both in action as it takes visitors to the site, and in display at the BC Pavilion.

How do you get to the fair using SkyTrain?

Rapid transit provides easy access to three of the four Expo gates. Main Street Station will drop you off within walking distance of the main gate on Quebec Street. Waterfront

Station provides almost doorstep access to Canada Pavilion via the new Howe Street overpass. And Stadium Station will drop you just two short blocks from the B.C. Place gate.

After you've toured Canada Pavilion, SkyTrain will take you from Waterfront Station over to Stadium Station where you'll board the Expo monorail (5.6 km) into the main Expo site — or you can take the monorail between the two sites. Remember, there is no access to the Expo monorail from Stadium Station. You must board either at Canada Pavilion or at one of the monorail stops in the False Creek grounds.

Your Expo pass is good for both the rapid transit shuttle service and the monorail between the two Expo sites. For more information on bus connections to SkyTrain stations, consult the information panels located at the entrance of each station or call Transit Information via the information telephone. From other locations call 324-3211.

IANs

The task of designing, supplying and installing the Integrated Alarm Notification System (IANs) for SkyTrain was given to ADT Security Systems, a company whose roots began in Canada in 1891 in Vancouver.

The computer-based system provides two-way signalling of emergency detection and response information between the 15 passenger and 4 sub stations and the SkyTrain's Control Centre. Spanning three municipalities, the IANs information is in the form of alarm signals, control signals, Public Address broadcasts and emergency telephone dialogue.

The system was designed, engineered, installed and tested in a scant 15 months. The IANs provides monitoring and control of over 2,500 points, emergency telephone communication with hundreds of system phones and emergency public announcement capability throughout the line either centrally or locally controlled.

The IANs serves numerous roles in the system. Besides performing emergency functions, it accomplishes many incidental tasks, e.g. each morning the passenger station's rolling entrance grilles are raised, station lighting turned on and escalators and/or elevators are enabled for public use. The ADT system not only initiates the station's coming to life but serves to protect life.

When an emergency presents itself, say, a fire on or near an escalator, the IANs operator may respond to the situation efficiently and effectively, i.e.:

- The smoke detector in the vicinity sounds a signal to the station's transponder.
- The alarm is annunciated locally, remotely (to the station Fire-fighters' Command Post) and to Central Control.
- The IANs operator is notified of the signal visually and audibly.
- The operator's screen displays the alarm description, the event printer records the alarm and the system's alarm logging stores the alarm and all related data.
- Once the operator acknowledges the alarm, an emergency instruction display presents itself informing the operator of a prescribed response.
- Typically, he may depress one of the IANs console telephone lines automatically connecting him to the pertinent municipal fire department.
- After dispatching the fire trucks, he may disable the escalators via an IANs keyboard entry, make suitable emergency public announcements and send evacuation signals.
- Once the fire department is on the scene, the captain in charge may communicate with the IANs operator and other firemen located throughout the station via the IANs emergency telephone system.
- The IANs Operator can follow the whole scene visually and by noting various monitoring signals of opened doors, shutdowns, etc., occurring during the fire department's presence. The operator may even, via keyboard entry, control the CCTV camera in the vicinity of the escalator to display the fire's condition on his console CCTV monitor.
- If desired, the operator may command various items to turn off or on as needed, e.g. shutdown station lighting, and will be able to confirm the successful operation of his commands by taking note of equipment monitoring signals being reported at the console.

As can be seen, regardless of the emergency scenario, the concept of the IANs proves effective and versatile.

The Safest System on Earth: Design and Operating

When Vancouver began its search for a rapid transit system, uppermost in the minds of engineers was the need for safety and security combined with efficiency and service: these were the prime design goals.

The Advanced Light Rapid Transit system was chosen because its state-of-the-art technology offered vast improvements in design and operation over other more conventional systems presently in use. Efficiency



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was improved through the use of Automatic Train Control, and security enhanced by the use of closed-circuit television surveillance and other emergency systems.

Key to the Rapid Transit system is the Automatic Train Control (ATC) which organizes the movement of trains along the 22-kilometre line, under the direction of highly-trained operators who monitor the position and movement of every train on video display screens.

ATC is used around the world on some 20 rapid transit and mass transit systems. Vancouver's system will be the sixth to operate without drivers or attendants in the front cab. Instead, attendants will circulate throughout the train stations, checking tickets, assisting passengers with information and providing a security presence. Specially trained to deal with emergencies, each rapid transit attendant (RTA) will carry a radio for immediate contact with central control.

In addition, closed-circuit television permits train controllers to keep a continuous check on platforms and waiting areas at each one of the 15 stations.

On the 114 rapid transit cars and in the stations, there are several security measures for passenger safety. Each car has an intercom which allows two-way communication with central control staff at the press of a button. If you are unable to talk, merely pressing the button will trigger a security alert and help will be sent to the next station.

There is also a yellow strip alarm within easy reach of passengers. Touching the strip mounted above the windows will notify central control of an emergency situation on the train.

Security was one of the top criteria in station design as well. Corridors are straight and uncluttered with few alcoves. Stations are brightly lit and all platforms, escalators and elevators will be monitored by closed-circuit television.

Each station has two sets of telephones, one for use in emergencies to request police, fire or ambulance and a second to provide transit information.

At the platform edge, there's a highly visible yellow strip (also easily felt underfoot by the visually impaired) to warn passengers to keep back from the rails. If a person or object does fall onto the rails, a track

intrusion sensor instantly warns central control. Power is cut off and trains are stopped in the vicinity.

The Vancouver Rapid Transit system has one of the most advanced transit fire control systems in North America. Heat and smoke detectors are monitored both at stations and on rapid transit trains and sprinkler systems are located at critical points.

The 114 rapid transit trains are designed and manufactured to the highest safety standards in North America. All vehicles are constructed of fire, flame and smoke retardant and toxic-proof materials.

Passengers living near the line when it goes into operation in January will find Rapid Transit refreshingly quiet. Gearless motors and steerable axle trucks will eliminate the familiar screech of metal wheels against rails as trains round the curves.

Automatic Train Control

When Vancouver broke new ground way back in 1890 with the earliest form of urban transit — electric streetcars — the city had a population of 14,000.

Now, nearly 100 years later, the population has swelled to 1,356,000 and Vancouver has again taken the lead in rapid transit technology with the introduction of automatic train control capable of moving between 10,000 and 30,000 people per hour. It's the ultimate level of sophistication in the relationship between man and minicomputer and it makes Vancouver a world leader in the application of computerized train controls.

Computers control the movement of trains, while highly-trained operators control the computers. Vancouver's system of automatic train control — SELTRAC — delivers unprecedented levels of precision, consistency and safety. It's been tried and tested in practical conditions and some of its key components have been in use in Europe for more than a decade.

A SELTRAC system now controls express trains hurtling between cities in West Germany at speeds of up to 200 kilometres an hour (124 mph) and another guides train movements on a West Berlin subway line.



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The system was developed by a West German firm and refined and modified for rapid transit in co-operation with the Urban Transportation Development Corporation, the designers of Vancouver's driverless rapid transit system.

SELTRAC also controls trains in Metropolitan Toronto and in Detroit, Michigan.

Actually, when it comes to describing how rapid transit trains operate, "driverless" is a misnomer, says deputy project administrator Tom Parkinson.

"Because there are three computer systems controlling SkyTrain, human error is eliminated in all the crucial areas of scheduling, equipment, safety operations and vehicle control."

SELTRAC has a built-in, fail-safe design; computers talk continuously to each other, even deliberately sending false messages occasionally just to test the system. Redundancy and back-up systems to take over and keep the trains running should a primary system fail are central features of SELTRAC.

Three linked mini-computer systems and more than a thousand microprocessors form SkyTrain's control. The top floor of the three-storey control tower at the vehicle control and maintenance centre in Burnaby houses the central operators, their television display monitors and keyboards connected to the computer nerve centre. This is the system Management Centre (SMC), the overall strategic level of control which dispatches trains, establishes hours of service, orders train arrival and destination announcements at stations, provides voice communication for passengers in emergencies, and provides other housekeeping functions, such as ensuring trains keep to the timetable.

The Vehicle Control Centre (VCC) is the heart of the automated train control system. Its nine linked mini-computers control functions vital to the safe operations of rapid transit trains. In just six-tenths of a second the VCC and each train in the system will have exchanged information about speed, braking instructions, train location and condition of equipment. The fail-safe precautions in the VCC computers are the most elaborate of all.

The Vehicle On-Board Control (VOBC) computers are the final hardware link in the automatic train control system. Two computers on each train (primary and backup units) relay communications from the Vehicle Control Centre. Vehicle On-Board Control also tells the Control Centre several times a second exactly where the train is on the track.

Here, too, redundancy is the keyword. Although each train is equipped with two computers, only one is required to run the train; the second listens and cross-checks all communications received from the Control Centre. The computers take turns performing primary and back-up roles, switching automatically every hour.

One of the greatest virtues of SELTRAC is its ability to respond quickly to the dynamics of passenger demand, by altering schedules to deal with developing situations: an important fact considering passenger capacity on Rapid Transit is expected to exceed 30,000 people hourly by 1989.

RTA demonstrates another part of the job — checking passenger tickets to determine right fare was paid. Inset photo shows use of emergency telephone, which connects caller with security staff at the central control facility. One is located at each station.



"SkyTrain" Accessible to Handicapped

Vancouver's new Light Rapid Transit system is the latest in people-mover technology with Vancouver being only the sixth in the world to use computer-driven trains without drivers. But how does it measure up in terms of meeting the needs of the travelling disadvantaged?

"Very well," says B.C. Transit's consulting rehabilitation engineer Katherine Hunter. "Vancouver's new Advanced Light Rapid Transit system compares very favourably with other transit systems in the world.

"Wherever possible the system is barrier-free for the convenience of those with visual, mobility or hearing impairments."

Several key features including access by custom transit vehicles (handyDART), elevator access in most stations, Rapid Transit Attendants

and special station and train design systems have been combined to give the elderly and travelling disadvantaged a smooth ride with a minimum of complications.

"And most importantly for wheelchair users," adds Hunter, "the gap between platform and train is one of the smallest for any transit system in the world — approximately 50 mm or two inches either way.

"Under normal operating conditions trains are level with the platform."

For those who use handyDART to get to the station, elevator access to platform level is provided in all but one station (Granville Station) and this will be added at a later date once development goes ahead around the station. All stations have escalators. Those who cannot use the escalator can expect to take a shuttle bus between Granville Station and a nearby station.

handyDART drivers will be supplied with maps indicating drop-off and loading bays, elevator locations and other pertinent information.

Dispatchers have been briefed on the system so they can better help people determine if Rapid Transit suits their travelling needs. All registered Custom Transit users will be issued a free Rapid Transit pass.

Because safety is of paramount concern at Rapid Transit, all train attendants and emergency response personnel including police, fire and security have been given specific training in assisting the travelling disadvantaged.

And in case anything goes wrong, says Hunter, closed-circuit television monitoring all station platforms, escalators and elevators will ensure that passengers are always under someone's eye when they use Rapid Transit.

For more information ask for the brochure "Travelling Tips for People with Special Needs". Visually impaired people, please contact the C.N.I.B. for an instructional cassette on Rapid Transit use.

We're going places together.

Pemberton Houston Willoughby Inc. wishes to congratulate B.C. Transit on the opening of their light rapid transit system "The Spirit of B.C." We are pleased to have participated in the financing of this significant British Columbia project.

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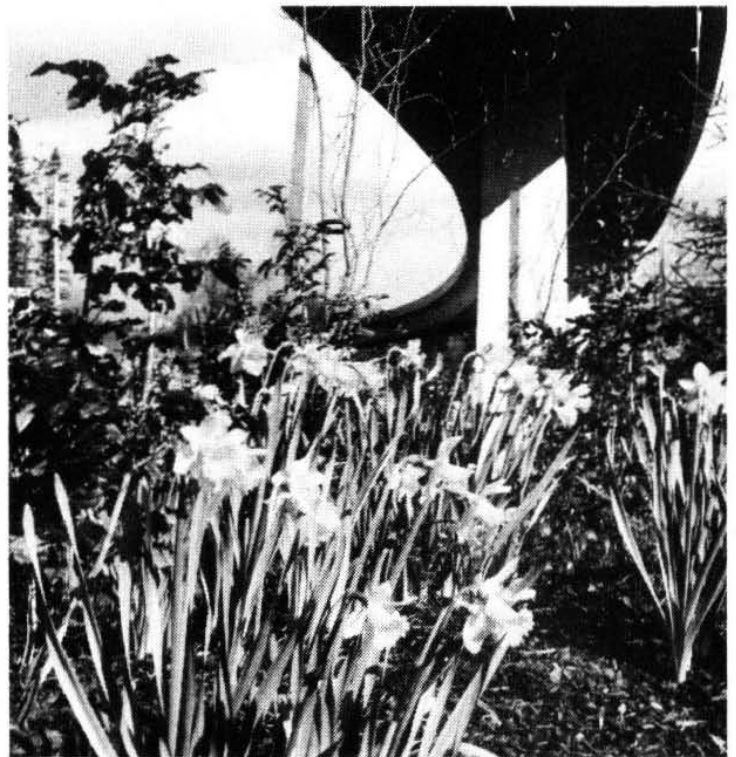
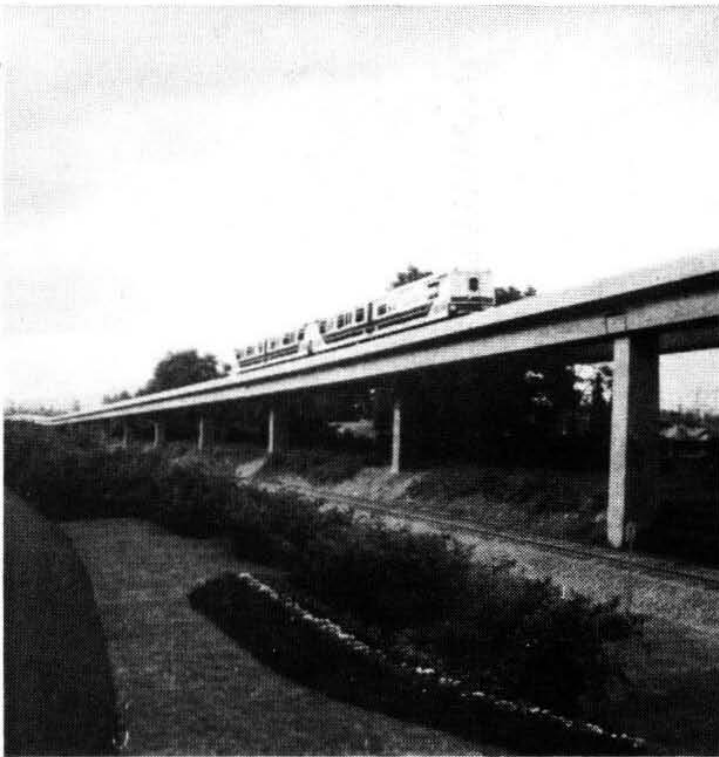
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BRITISH COLUMBIA PARKWAY

British Columbia Parkway is a sensational new 50 acre linear park serving the one million-plus residents of the Lower Mainland.

Stretching 19 kilometres (12 miles) from Vancouver to New Westminster, it will connect 32 existing parks and will ultimately tie into the Kitsilano and Stanley Park Seawalls, two of the region's most popular recreation facilities. It will also join together a variety of special features which will dot the course of the Parkway, including unique plazas, children's playgrounds and floral displays. Centred within the most populated corridor of the region, British Columbia Parkway will serve more than 250,000 neighbouring residents. It will also be a major tourist attraction, particularly for the 15 million expected visitors to Expo 86 and will be viewed by more than 30 million rapid transit passengers each year.



Inspired by the Hon. Grace McCarthy, Minister Responsible for B.C. Transit, British Columbia Parkway is attracting interest from around the world.

The Parkway is becoming a reality through true community spirit. Its Advisory Board, headed by Chairman Philip Owen, is made up of volunteers. Private citizens, ethnic groups, governments of all levels, students, service clubs and youth groups like the Boy Scouts and Girl Guides are all contributing.

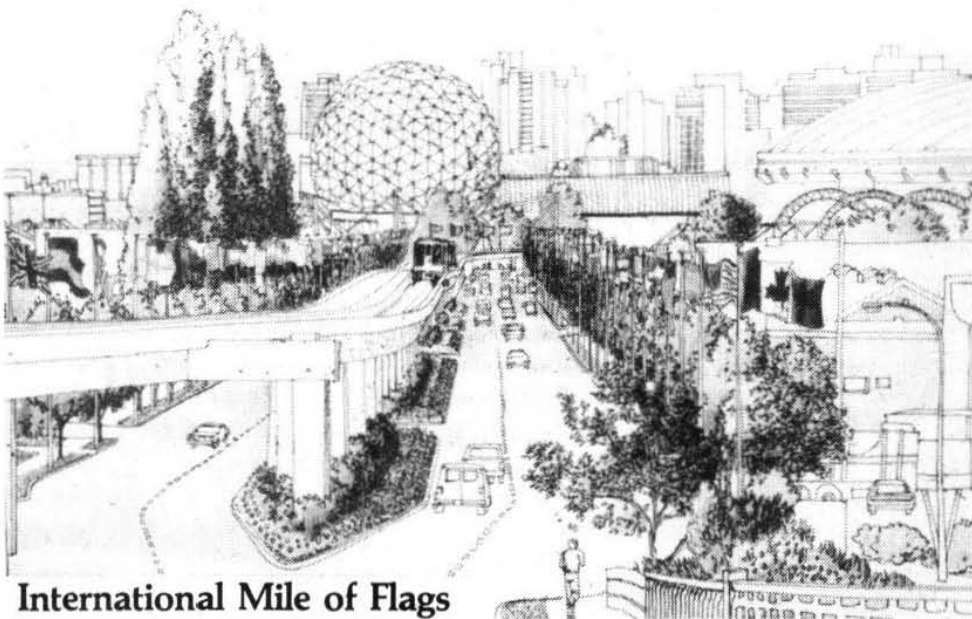
The list of contributors is growing, but at the time of publication, this was the list of donors.

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International Mile of Flags

Lining the causeway along Terminal Avenue leading to the eastern entrance of Expo 86, this promenade of flags will be a colourful reminder to local residents and millions of visitors of their heritage.

Each country will be represented by their corresponding flag, flying atop a 30' aluminum ground-mounted, tapered pole which has been anodized for protection.

Many ethnic groups, companies and individuals have already

sponsored the flag and flagpole of their native country. This involves a one-time donation of \$1,500 for exclusive sponsorship, which covers the cost of the flag, the pole, the lighting and provision of maintenance for the pole, with no more than three sponsors per flagpole. Recognition of donations will be in the form of a plaque attached to the flagpole.

The International Mile will be completed by spring of 1986, in time to complement the opening of the British Columbia Parkway in March.

Royal Canadian Legion Remembers Parkway

The Vancouver Zone of the Royal Canadian Legion, in celebration of the Legion's 60th Anniversary, donated 10,000 tulip bulbs to British Columbia Parkway. The Hon. Grace McCarthy, Minister responsible for BC Transit, planted the first of the bulbs in Thornton Park, assisted by Jack Holdom, the Vancouver East Zone Commander, and Owen Taylor, the Vancouver City Zone Commander.

The bulbs are the first of a donation of a mile of tulips, to be planted on Terminal Avenue.

The Legion's red blaze of tulips will adorn the median underneath the rapid transit guideway, forming a gateway to EXPO 86.

"This colourful tulip mile will be a spectacular reminder of the tremendous contribution made by Canadians in the two World Wars, and the continuing efforts of the Royal Canadian Legion today," said Mrs. McCarthy.

Tulip Mile Committee Chairman Arnold Bernard noted that the bulbs were specially developed for the Royal Canadian Legion by Dutch growers, in appreciation of Canada's war contribution to the Netherlands.

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BRITISH COLUMBIA PARKWAY

7-Eleven Food Stores donates \$600,000 for bicycle trail along British Columbia Parkway

The 7-Eleven Food Stores corporation has made a donation of \$600,000 to British Columbia Parkway, which will enable the construction of a bicycle trail along the length of the 19-kilometre linear park. Company chief executive Frank Farr and The Hon. Grace McCarthy, Minister responsible for BC Transit and the Parkway project, made the joint announcement of the gift at a special ceremony at Central Park in Burnaby last June 2.

"When the Minister announced the British Columbia Parkway concept would include a recreational bicycling trail, we became interested because of our long involvement in bicycling activities. In addition, because our head office is in Burnaby, and a large part of the cycling trail is in Burnaby, the project had some extra appeal for us," said Farr. The 7-Eleven company has a long tradition of involvement in cycling activities in Canada, the U.S. and internationally. It holds numerous bicycle safety clinics and offers a children's bike safety education program.

It also sponsors Grand Prix bike racing events and sponsors a major cycle racing team. Three Canadian cyclists from British Columbia, in-



cluding Alex Stieda of Coquitlam, are members of the 7-Eleven racing team which competes annually in the Gastown race in Vancouver, now one of the events in the cycling Grand Prix circuit.

7-Eleven's contribution to the Parkway will build 16 kilometres of three-metre-wide asphalt path in the Parkway (wider in some areas where the cycle trail will be two-way), separated for most of the distance from a limestone chip jogging path for pedestrians. Mrs. McCarthy said

the cycle path will be known as the 7-Eleven Bicycle Trail and will be marked by special signs and a bicycle logo.

"The 7-Eleven company, through this generous gift, indicates what good corporate citizenship is all about. The organization's success in British Columbia is expressed in their donation to the British Columbia Parkway and I want to praise them for their contribution," said the Minister.

Special park for disabled kids to be built along the Parkway by BCTV and Variety Club

Several hundred invited guests gathered in Burnaby's Central Park last April 19 to learn of a special Parkway feature — a specially-equipped park for disabled children, to be built by British Columbia Television and the Variety Club. It will be located just west of the lawn bowling green in Central Park, near Patterson Station on the ALRT line. The Hon. Grace McCarthy, BCTV president Don Smith and Variety Club chief barker George Pitman together unveiled a sign at the site of the special park. The municipality of Burnaby has agreed to make a portion of Central Park available for the playground.





Molson's Builds \$400,000 Parkway Jogging Path

Molson Brewery of B.C. Limited has donated to British Columbia Parkway funds to build The John Molson Way, a jogging path in the Parkway alongside the new rapid transit line.

Molson's president Jack Beach said the gift is part of the company's bicentennial celebrations. Next year marks the 200th anniversary of the founding of the company by John Molson in Montreal.

Jack Beach made the formal announcement of the contribution to the Hon. Grace McCarthy at a special luncheon held in B.C. Place Stadium.



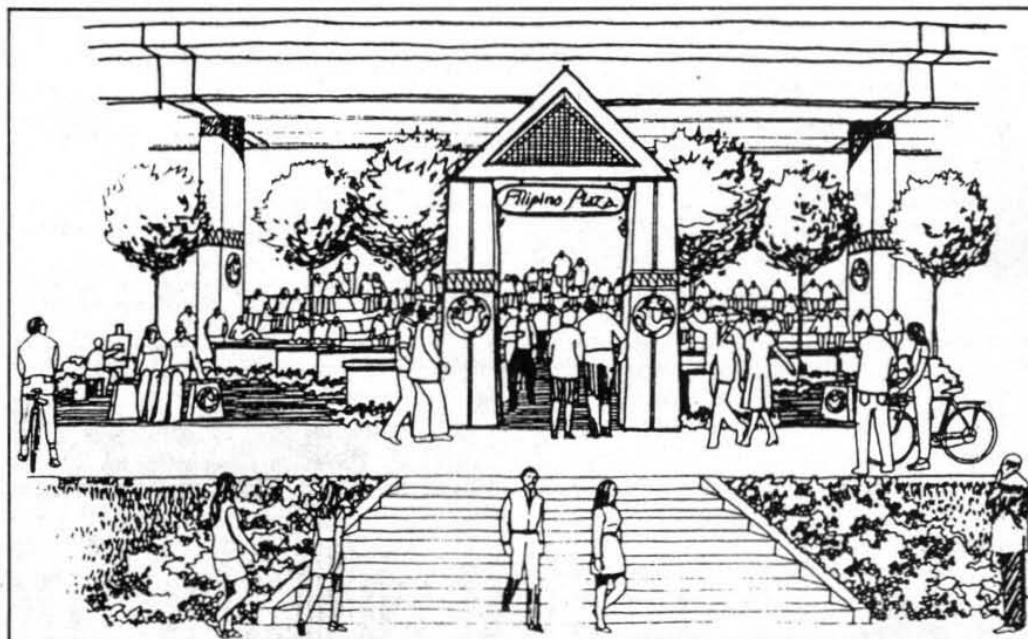
Ethnic Communities Pitch In

Ethnic communities throughout the Lower Mainland have come up with imaginative and creative ideas for British Columbia Parkway. At publication date, commitments had been made for an: Austrian Garden; B.C. Lions Chinese Garden; Dutch Mile, Filipino Plaza; German Community Plaza; Greek Community Plaza; Piazza d'Italia and the Polish Community Plaza. In this picture, the Hon. Grace McCarthy, Minister Responsible for B.C. Transit, accepts a donation of 100,000 bulbs from Nick Masee, representing the Dutch community.



Students at BCIT build competition-winning design by fellow student

Students in the landscape horticultural program at the British Columbia Institute of Technology in Burnaby have gone from their classroom to translate a winning landscape design into plants and pavers along the British Columbia Parkway. Student John Pearson won a class design competition which required students in the program to originate a design/build project, and he and his fellow students spent several weekends this spring to implement his design.



Drawing by designer Beter Morelos shows what the Filipino Plaza will look like, with plaza and amphitheatre beyond the archway.

A guide to bus route changes effective January 3, 1986

Bus Route	Change from previous route	SkyTrain/Network Connection Point
#9 Boundary Loop/Alma	Will provide a SkyTrain connection at Broadway Station.	Broadway Station
#20 Granville	Will provide a SkyTrain connection at Broadway Station.	Broadway Station
#21 Victoria	Will provide a SkyTrain connection at Broadway Station.	Broadway Station
#25 Brentwood/Blanca/UBC	Will provide a SkyTrain connection at Nanaimo Station.	Nanaimo Station
#27 Kootenay Loop/ Champlain Heights	Will provide a SkyTrain connection at Joyce Station.	Joyce Station Kootenay Loop
#29 29th Avenue Station/ Elliott	Will be extended northbound along Slocan from its present terminus at Slocan and Kingsway to 29th Avenue Station.	29th Avenue Station
#41 Metrotown Station/UBC	The Burnaby South portion of this route will terminate at Metrotown Station.	Metrotown Station
#100 Port Coquitlam/ New Westminster Station/ Airport	Eastbound and Westbound buses will connect with SkyTrain at 22nd Street Station. Every second trip from 22nd Street Station and from the Airport will operate via Willard and Trapp.	22nd Street Station New Westminster Station
#102 Lougheed Mall/ Annacis Island/ Queensboro	Will provide a SkyTrain connection at New Westminster Station.	New Westminster Station Lougheed Mall
#106 New Westminster Station/ Vancouver	Will terminate at New Westminster Station.	New Westminster Station
#108 Cumberland/Elliott/ 22nd Street Station	The westbound route will terminate at 22nd Street Station. Service via the Willard and Trapp route and the Edinburgh and 22nd Street route will be discontinued. Service will be provided by the #100 to the Willard and Trapp area.	22nd Street Station
#112 New Westminster Station/ Vancouver	Will terminate at New Westminster Station.	New Westminster Station
#114 Edmonds Loop/ Burnaby South	Will provide a SkyTrain connection at Edmonds Station.	Edmonds Station
#120 New Westminster Station/ Vancouver	Will terminate at New Westminster Station.	New Westminster Station
#130 Suncrest/Kootenay Loop	Will provide a SkyTrain connection at Metrotown Station.	Metrotown Station Brentwood Mall Kootenay Loop
#131 Edmonds Station/ Kootenay Loop	Will be extended from Edmonds Loop to Edmonds Station.	Edmonds Station Burnaby Municipal Hall Brentwood Mall Kootenay Loop
#132 Edmonds Station/ Kootenay Loop	Will be extended from Edmonds Loop to Edmonds Station.	Edmonds Station Burnaby Municipal Hall Brentwood Mall Kootenay Loop
#142 SFU/Edmonds Station	Will be extended from Edmonds Loop to Edmonds Station, providing a direct link between SkyTrain and Simon Fraser University.	Edmonds Station
#147 Coquitlam Centre/ New Westminster Station	Will terminate at New Westminster Station.	New Westminster Station Lougheed Mall
#148 Ioco/ New Westminster Station	Will terminate at New Westminster Station.	New Westminster Station Lougheed Mall
#154 Coquitlam Rec Centre/ New Westminster Station	Will terminate at New Westminster Station.	New Westminster Station
#155 Coquitlam Rec Centre/ New Westminster Station	Will terminate at New Westminster Station.	New Westminster Station
#319 Scottsdale Mall/ New Westminster Station	Will terminate in off-peak hours at New Westminster Station. In peak hours, this route will connect at New Westminster Station and continue to downtown Vancouver via its existing route.	New Westminster Station
#320 Langley/ New Westminster Station	Will terminate in off-peak hours at New Westminster Station. In peak hours, this route will connect at New Westminster Station and continue to downtown Vancouver via its existing route.	New Westminster Station
#321 White Rock Centre/ New Westminster Station	Will terminate in off-peak hours at New Westminster Station. In peak hours, this route will connect at New Westminster Station and continue to downtown Vancouver via its existing route.	New Westminster Station

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People at the Top — Rapid Transit's Nerve Centre

The Vehicle Control and Maintenance Centre (MSF) is the nerve centre of the entire Rapid Transit system: Phase One from Vancouver to New Westminster; Phase Two from New Westminster across the Fraser River into Surrey; and the eventual Third Phase connecting New Westminster with Coquitlam.

The centre, nestled into a reclaimed gravel pit in Burnaby, is a good neighbour. Despite the activity, there is no noise created and no fumes. As well as being home, at the end of the day, to 114 rapid transit trains, the people at the MSF handle vehicle control computers, communications and closed-circuit television signals. And they ensure that all electrical, computer and mechanical parts of the system are maintained.

After the trains have been cleaned inside and out, they are stored on eight kilometres of track energized with 600 volts of direct current — hazardous to everyone, dogs and children included!

Because trains can stop or start in any direction without warning, the 20-acre yard is completely fenced to prevent unauthorized access. And while the centre is out of bounds to the general public, the 250 on-site workers must also be careful. Working procedures are strict with regard to which workers are authorized to go where, when and for what purpose.

The bottom line is expressed by these words affixed to the 10-foot-high fence: "Danger — High Voltage — Trespassers may be electrocuted."

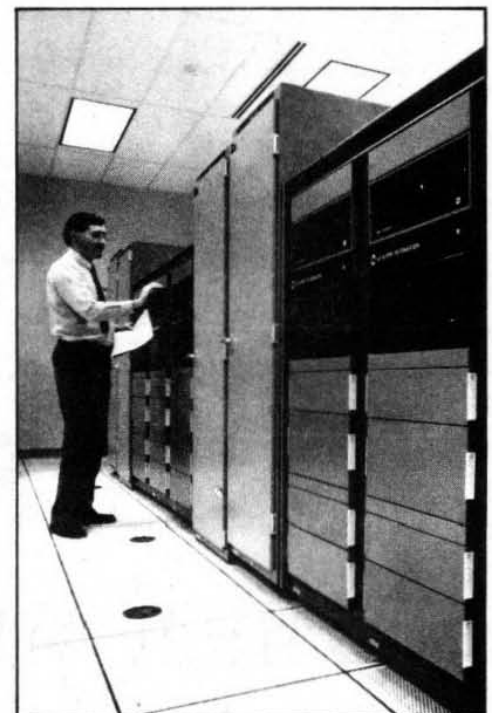
Like any modern transportation system, Vancouver's rapid transit line will depend on skilled staff and complex electronics. Computers which control the movement of trains, and the highly-trained operators who control the computers, are all in the Vehicle Control room overlooking the yard.

There are four key stations:

- A supervisor's desk with television screens and communications equipment for monitoring all situations.
- A large console staffed by three controllers directing automatic train control — each with a color television screen showing the location and status of all trains. Behind the colour screens is an array of 45 black and white television screens

showing the platforms of each station. These enable controllers to see the approach and departure of trains and the build-up of passengers, to anticipate potential problems or schedule service for unusual demands. They also allow the controller to select between five and 15 security cameras in each station.

- The third station in the control room is the communications panel where staff operate three public address systems: for the yard, the stations and the trains themselves. Two large internal telephone systems control power supply and an alarm system which includes electronic intrusion detectors along the fences. This station also has direct lines to emergency services and transit information lines.
- The fourth station is a security desk where most of the communications features are duplicated, together with banks of security television cameras sequenced by computerized switching.



SKYTRAIN SAVERS



Eat in only
Not valid with other promotions

\$100 off any Boggle Burger

(1 coupon per customer)

**6743 Kingsway
Burnaby**
**2043 W. 4th Ave.
Kitsilano**
**64-8th St. New West
(By The Station)**


\$5.00

Value when two or more people have two or more dinner entrees.

Diego Dollars

Value when four or more people have four or more dinner entrees.

\$10.00



SEVERIN'S RESTAURANT
6669 Kingsway at Sperling
Burnaby, B.C. 438-7295

Valid Monday — Thursday
 Expires March 31/86

\$15.00

Value when six or more people have six or more dinner entrees.

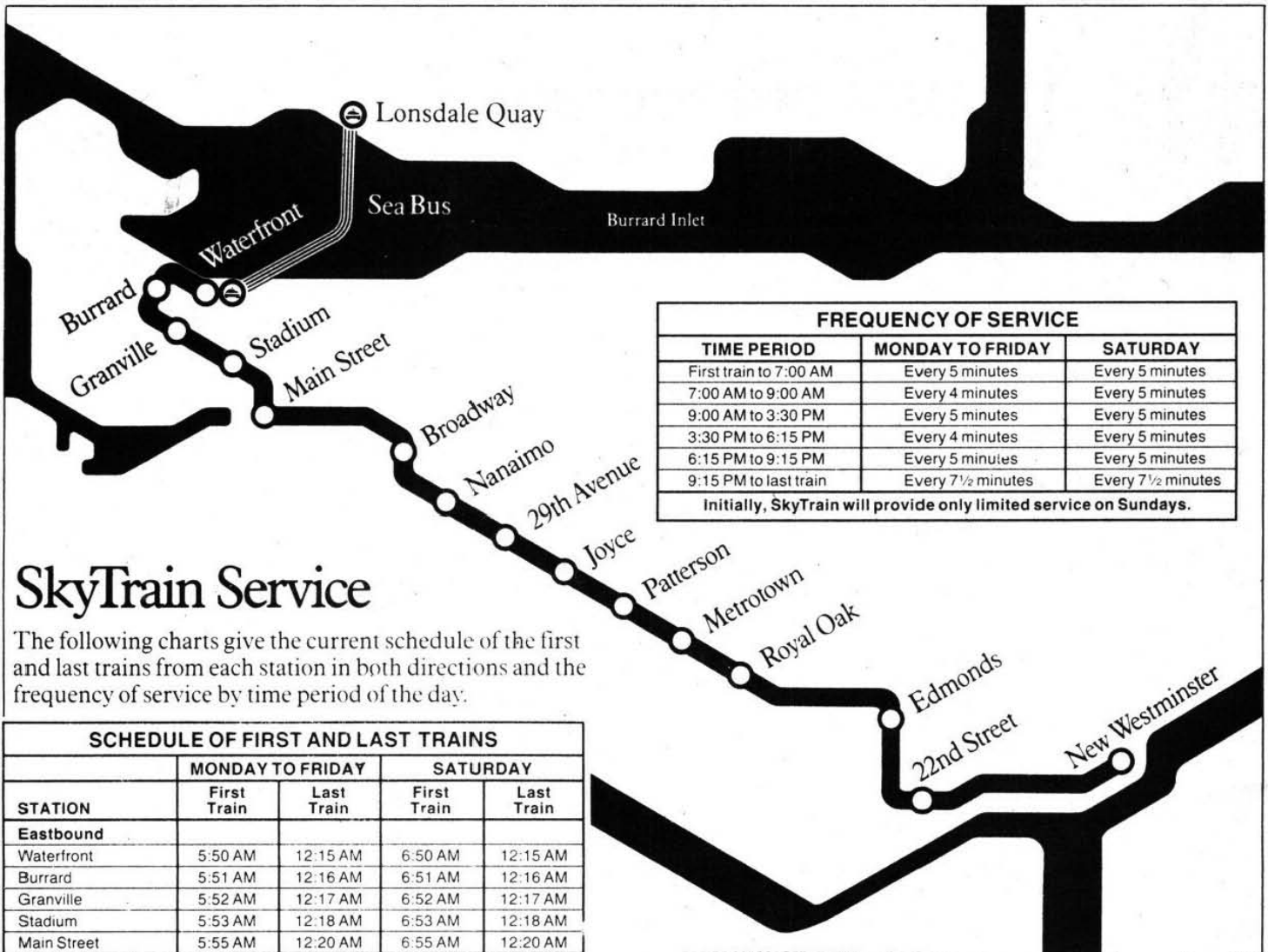
Diego Dollars

Value when eight or more people have eight or more dinner entrees.

\$20.00

THE SKYTRAIN ROUTE

With 15 stations conveniently located along the way.



FREQUENCY OF SERVICE		
TIME PERIOD	MONDAY TO FRIDAY	SATURDAY
First train to 7:00 AM	Every 5 minutes	Every 5 minutes
7:00 AM to 9:00 AM	Every 4 minutes	Every 5 minutes
9:00 AM to 3:30 PM	Every 5 minutes	Every 5 minutes
3:30 PM to 6:15 PM	Every 4 minutes	Every 5 minutes
6:15 PM to 9:15 PM	Every 5 minutes	Every 5 minutes
9:15 PM to last train	Every 7½ minutes	Every 7½ minutes
Initially, SkyTrain will provide only limited service on Sundays.		

SkyTrain Service

The following charts give the current schedule of the first and last trains from each station in both directions and the frequency of service by time period of the day.

SCHEDULE OF FIRST AND LAST TRAINS				
	MONDAY TO FRIDAY		SATURDAY	
STATION	First Train	Last Train	First Train	Last Train
Eastbound				
Waterfront	5:50 AM	12:15 AM	6:50 AM	12:15 AM
Burrard	5:51 AM	12:16 AM	6:51 AM	12:16 AM
Granville	5:52 AM	12:17 AM	6:52 AM	12:17 AM
Stadium	5:53 AM	12:18 AM	6:53 AM	12:18 AM
Main Street	5:55 AM	12:20 AM	6:55 AM	12:20 AM
Broadway	5:58 AM	12:23 AM	6:58 AM	12:23 AM
Nanaimo	6:01 AM	12:26 AM	7:01 AM	12:26 AM
29th Avenue	6:02 AM	12:27 AM	7:02 AM	12:27 AM
Joyce	6:04 AM	12:29 AM	7:04 AM	12:29 AM
Patterson	6:06 AM	12:31 AM	7:06 AM	12:31 AM
Metrotown	6:07 AM	12:32 AM	7:07 AM	12:32 AM
Royal Oak	6:08 AM	12:33 AM	7:08 AM	12:33 AM
Edmonds	6:11 AM	12:36 AM	7:11 AM	12:36 AM
22nd Street	6:14 AM	12:39 AM	7:14 AM	12:39 AM
New Westminster	6:17 AM	12:42 AM	7:17 AM	12:42 AM

	MONDAY TO FRIDAY		SATURDAY	
STATION	First Train	Last Train	First Train	Last Train
Westbound				
New Westminster	5:20 AM	11:45 PM	6:20 AM	11:45 PM
22nd Street	5:23 AM	11:48 PM	6:23 AM	11:48 PM
Edmonds	5:26 AM	11:51 PM	6:26 AM	11:51 PM
Royal Oak	5:29 AM	11:54 PM	6:29 AM	11:54 PM
Metrotown	5:30 AM	11:55 PM	6:30 AM	11:55 PM
Patterson	5:31 AM	11:56 PM	6:31 AM	11:56 PM
Joyce	5:33 AM	11:58 PM	6:33 AM	11:58 PM
29th Avenue	5:35 AM	12:00 AM	6:35 AM	12:00 AM
Nanaimo	5:36 AM	12:01 AM	6:36 AM	12:01 AM
Broadway	5:39 AM	12:04 AM	6:39 AM	12:04 AM
Main Street	5:42 AM	12:07 AM	6:42 AM	12:07 AM
Stadium	5:44 AM	12:09 AM	6:44 AM	12:09 AM
Granville	5:45 AM	12:10 AM	6:45 AM	12:10 AM
Burrard	5:46 AM	12:11 AM	6:46 AM	12:11 AM
Waterfront	5:47 AM	12:12 AM	6:47 AM	12:12 AM





WARNING: Health and Welfare Canada advises that danger to health increases with amount smoked — avoid inhaling.



the feeling

THE FLEECE

Our *ON YOUR MARK* fleece sweatwear for men and women is made exclusively for Mark's Work Wearhouse from only the best 50/50 cotton and polyester, Canadian made fleece. They are styled with the finest attention to detail for unsurpassed comfort and style — and the colour selection is endless.

At \$16.99 each for the pant and top, no one else offers better quality and value in fleece.

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Wearhouse**
More than just great workwear.