A TRAVELING PERFORMANCE
SPACE ON
THE RAIL LINES OF
NORTH AMERICA

BY

CLINTON SEAN DANIEL
CUDDINGTON

B.E.S., The University of
Manitoba, 1992

A THESIS SUBMITTED IN
PARTIAL FULFILLMENT OF
THE REQUIREMENTS FOR THE
DEGREE OF
MASTER OF ARCHITECTURE

In

THE FACULTY OF GRADUATE
STUDIES

School of Architecture

We accept this thesis as
conforming to the required
standard.

THE UNIVERSITY OF BRITISH
COLUMBIA

April 1998

© Clinton Sean Daniel
Cuddington, 1998
In presenting this thesis in partial fulfilment of the requirements for an advanced degree at the University of British Columbia, I agree that the Library shall make it freely available for reference and study. I further agree that permission for extensive copying of this thesis for scholarly purposes may be granted by the head of my department or by his or her representatives. It is understood that copying or publication of this thesis for financial gain shall not be allowed without my written permission.

Department of ARCHITECTURE

The University of British Columbia
Vancouver, Canada

Date APRIL 1st 1989
ABSTRACT
This is a thesis study of the possibilities offered by the circuit of rail lines running throughout North America. With the track as a connective site touching diverse locations, a series of mobile interventions have been designed to create traveling performance installations. Primary to this investigation is a discussion of the role architecture can have as a signal. Acting as a visitor to places along the line presently utilized only as a function of the railroad, a series of rail cars can work to activate the dormant soul of the periodic stops of a road show. Five stops have been identified here to establish a way in which to see environments a rail line typically finds itself. The beginnings of a list of stops one may prepare for on a tour of the lines.

A narrow perspective has been displayed towards the way in which an extensive but fragile network of rail lines could be reincorporated back into the social experience of the city. Track originally laid as a North American link for travel and exchange has continued over time to be seen rather as a number of regional zones than one unbroken site. The completion of the two longest lines in Canada became a primary tool towards the realization of a national dream connecting the two coasts, binding the country. Broadening the possibility of usage of the lines can work to save the essential quality of the site; an unbroken passage. Without the compliance of all territories touched by the presence of the line, sections are certain to be blocked by the construction of unrelated private developments that dismiss the need to maintain a complete circuit. Redeveloped over any portion of the line can only place associated rail space and structure in the focus of physical and typological erasure.

As this project informs a site's possible new usage, inherent qualities of the site may be brought forward in a way the original site function could not; a set of rail lines binding the sides of a galley loading area can be transformed into a collection area for a jazz concert, a strip of land between two spurs in the rural landscape, the temporary stand for a horse auction. Small tests establish information about the site's future growth or define minimal standards of future built form. Groundwork will be laid to inform the next move beyond this thesis exploration. Interventions such as these give the city and the network between cities a possible source upon which to establish a contemporary direction for development. To respect the history and presence of a stop may allow us to reach a place of integration with existing site conditions rather than abandonment of the components that comprise the industrial voice of the city.
TABLE OF CONTENTS

01 ➔ Title page
02 ➔ Abstract
03 ➔ Table of contents
04 ➔ Presentation
05 ➔ Site model series
06 ➔ Vertical circulation car
07 ➔ Admission car
08 ➔ Bleacher car
09 ➔ Public washroom car
10 ➔ Private sleeper car 1
11 ➔ Private sleeper car 2
12 ➔ Stage car
13 ➔ Generation car
14 ➔ Flatbed transport car
15 ➔ Site 1
16 ➔ Site 1 model photographs
17 ➔ Site 2
18 ➔ Site 2 model photographs
19 ➔ Site 3
20 ➔ Site 4
21 ➔ Site 5
22 ➔ Site 5 model photographs
23 ➔ Entry sign car axonometric
24 ➔ Bleacher car details
25 ➔ Acknowledgement
site model series
2nd level

1st level

front elevation

side elevation

C1

VERTICAL CIRCULATION CAR

scale 1/4" = 1'-0"
roof plan

1st level

C4.1 section

side elevation

C4

PUBLIC WASHROOM CAR

scale 1/4" = 1'-0"
roof plan

1st level

C9.1 section

side elevation

C9

FLATBED TRANSPORT CAR

scale 1/4" = 1'-0"
site 2 entry (top) cleave arial (middle) seating (bottom)
tandem line perspective

site plan 1/20" = 1'-0"

S3

FIELD

3.1 site section 1/20" = 1'-0"
tandem perspective

site plan 1/30" = 1'-0"

S5

loading dock

5.1 site section 1/20" = 1'-0"

5.2
bleacher car details

component folding

section 1/4" = 1'0"

hydraulic detail 1/2" = 1'0"

D3

BLEACHER DETAILS
Thank you

Jeannine Cuddington, Fred Cuddington, Monica Berdin, Eric Roberts, Todd Falkowsky, Nick Sully, Mike Lafoy, Scott Edwards, Scot Geib, Graham Coleman, Derek Breen, Peeroj Thackre, Annabel Vaughan, Katherine Isaac, Ron Walkey, Steve Sushi, Natasha Cuddington, Shoshana Sperling, Linda Sperling, Lisa Grover, Peter Gzowski + Paul Butterfield