

SCHOMBERG
AND
AURORA
RAILWAY

C. H. RIFF

The Schomberg and Aurora Ry. was originally projected to be constructed from Aurora, Ont., on the northern division of the G.T.R., to Schomberg, about 18 miles, and Ontario and Dominion subsidies were granted in aid of construction but nothing was done. The Metropolitan Ry. Co. acquired the charter and in 1900 obtained an act authorizing the operation of the line by electricity and varying the route. The new route connects with the Metropolitan Ry. (electric) at Bond Lake, 17 miles from Toronto, and runs in a north-westerly direction to Schomberg, about 15 miles. A contract was let to Mackenzie, Mann & Co. for construction, and work was started last year. Some difficulties in obtaining possession of the right of way have delayed construction.

Application is being made at the current session of the Ontario Legislature for an act to extend the time for the completion of the railway, and empowering the township of King to pay to the Co. the bonus agreed on, notwithstanding anything contained in the act of 1901. This act confirmed an agreement between the Co. and the township by which a subsidy of \$12,000 was granted on consideration of the Co. completing the line by Oct. 15, 1901.

February 1902

Schomberg and Aurora Ry.—The award of the arbitrator, Judge Winchester, in the action of Capt. Armstrong, of Lloydtown, against the S. and A. Ry. Co., is not likely to be given out for some time. The proceedings arise out of what Capt. Armstrong says is a breach of the agreement when the Metropolitan Ry. took over the S. and A. Ry. from the original promoters. This agreement stated that the line was to be constructed to Lloydtown or near thereto, but the line as constructed does not touch Lloydtown. The plaintiffs state that there is a practicable route to the village, and the company alleges that there is not. Evidence upon this point has been heard by the arbitrator at length. (Aug., pg. 269.)

October
1903

Motor Car Being Tested on Schomberg and Aurora Railway.

A Galt, Ont., dispatch to Toronto papers, Sept. 19, stated that a gasoline motor car, built in the United States and imported by the Preston Car and Coach Co., has been operated between Galt, Preston and Berlin on the Galt, Preston and Hespeler Electric Ry., and added that the car had been sold to the Canadian Northern Ry. We are officially advised that the C.N.R. has not bought the car, but that arrangements were made with the Toronto and York Radial Ry. to try it on that company's line between Schomberg and Aurora, which is operated by steam.

The entrances and exits of this car are of the side centre entrance type. The car is double-ended and operated from a cab located in the corner of each end. The propulsion and regulation of the car is extremely unique and simple. The first car of this type manufactured has an engine of the four cylinder, four cycle type, cylinder dimensions $5\frac{1}{2} \times 8\frac{1}{4}$, develops, approximately, 36 h.p., under 600 r.p.m., and is direct connected to a 20 k.w. compound wound differential pole generator. This combined unit is mounted on a rigid frame work of rectangular form, which is brought up from underneath the truck and mounted on a saddle or spring suspension in such a manner that the movement of the truck imparts but little strain or jar to the power plant. This method of suspension appears to be practicable, and, from an operating point of view, is satisfactory as to change or repair of equipment. The motors of this car are of the compound wound type, having a heavy series winding and are of approximately 25 h.p. each and are geared to the axle in the usual manner. These motors are so connected to the generator that it makes a very flexible unit and entirely eliminates the resistance, controller and cable methods. The connection between the generator and motors is such that as soon as the gas engine is accelerated the shunt fields of the motors are pre-energized before the armature circuits of the motors are closed. This gives a cushioning effect upon the motors without resistance, which is unattainable under the ordinary methods, and also gives a combination of units which, to a great degree, protects itself from the misuse of the operator. The later cars built, including the one being tried on the Schomberg and Aurora Ry., have 6 cylinders, 54 h.p. engine, 30 k.w. generator and two 25 h.p. motors, the selling price in the U.S. being about \$11,500.

October 1912

Motor Car Under Test on Schomberg and Aurora Railway.

A short description of a motor car under test on the Schomberg and Aurora Ry., a division of the Toronto and York Radial Ry., operated by steam, appeared in Canadian Railway and Marine World for September. Since then, further information has been obtained.

The accompanying illustrations show the construction of the car. The truck is of a unique design, built up entirely of plate and structural shapes, a construction that is said to give the maximum strength for a given weight, lightening the construction materially. The wheel base is 120 ins., with 33 in. chilled cast wheels mounted on 4 in. axles. The journals operate in ball-bearing journal boxes, and are so arranged that the wheels and axles may readily be taken from the truck.

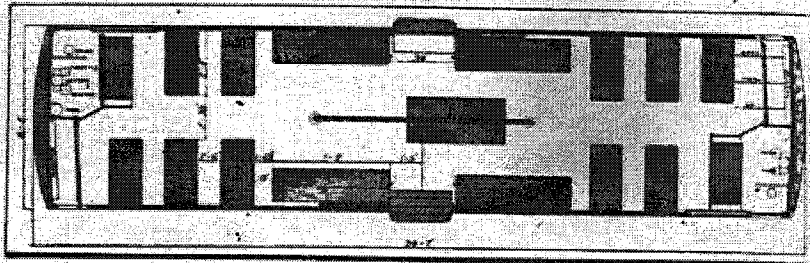
The motive power is a small gasoline engine, directly connected to a generator, the combined unit being supported from a frame supported from the truck on a spring suspension in such a manner that but little of the shock and impact of the truck is imparted to the motive power. The gasoline motor group contains a battery of four 4 cycle $5\frac{1}{2} \times 6\frac{1}{4}$ in. cylinders, developing 36 h.p. at 600 r.p.m. This unit is directly connected to a 20 k.w. compound wound

centre of each side frame steady the car and keep it level.

The general dimensions of the car body are 34 ft. 7 ins. over all length; 8 ft. 2 ins. and 7 ft. 9 ins. outside and inside widths; and total height above rail of 11 ft. 8 ins. The total weight is about 13 tons, with a seating capacity of 38, giving a small unit dead weight of car per passenger. Experi-

wooden cage about 8 ins. high, arched by a longitudinal hand rail at a convenient height.

The heat of the hot jacket water from the engine is utilized for the heating of the car. Filling the balance of the car ends not occupied by the motorman's cabin, there is a radiator similar in construction to that found on automobiles, through which air from the outside is drawn in and heated. A sliding curtain in the end regulates the



Interior Arrangement of Gasoline Electric Car.

ence has demonstrated that it is possible to carry as many as 125.

The car is of the side entrance type, double ended with a symmetrical arrange-

ment of air to be drawn in, as determined by the weather conditions. In hot weather, provisions are made for deflecting the current of hot air, and discharging it outside.

The braking consists of a rack and pinion, the rack operating a vertical plunger in an oil cylinder, the oil from the latter being forced into the brake cylinders, one of which is mounted on each side of the car frame, the plungers bearing directly on the wheel.

The consumption of gasoline is said to be a gallon for from four to six miles of operation under normal conditions.

The car was under test from Oct. 3 until on into November, making two round trips per day between Schomberg and Aurora, a distance of 15 miles, or a daily running of 60 miles. All the passenger traffic was handled by this one car. Daily observations have shown the economy of operation claimed for it, the fuel and oil averaging about 4 cents a mile. While giving satisfactory service, it was considered that better operation could be obtained on lines with less steep gradients. On this line, the maximum is 4½%. The conclusions drawn were that the most satisfactory service could be produced on branch lines with grades not exceeding 2%, and for that service the car is well adapted.

In addition to the tests on the Schomberg and Aurora Ry., a trial trip under more satisfactory conditions was made as far north as Cambridge on the Canadian Northern Ontario Ry., on which it was learned that, on the level, the car could produce a speed of from 40 to 42 miles per hour, and could generate as much as 32 k.w.



Gasoline Electric Car under Test on Schomberg and Aurora Ry.

differential pole generator. This comprises the power station of the car. To each axle there is geared in the usual manner a 25 h.p. compound wound motor, provided with a heavy series winding. These motors have a direct flexible connection from the generator, dispensing with the resistances and controllers. The connection between the generator and motors is such that as soon as the engine is accelerated, the shunt fields of the motors are pre-energized before the armature circuits of the motors are closed, giving a cushioning effect to the motors without the use of resistance and at the same time providing against the operator's misuse. The control of the car is entirely through the engine speeding up the latter to increase the car speed, and cutting off gasoline for coasting, eliminating standby losses.

The underframing of the car is also of steel of the same general construction as that of the car truck. It has a four point support on the frame. Nests of semi-elliptical springs at each end provide the main support for the car body, giving to the latter an easy movement, while at the same time lighter semi-elliptical springs at the

ment of the interior fittings. Inside the doors on each side are longitudinal seats, the balance being cross seats. The motorman's cabin is at the right hand side in the direction of operation. Here, the operation of the motors is controlled, cranking being



Truck of Gasoline Electric Car.

performed electrically by means of storage batteries, which are also used for illumination. The interior of the car gives little evidence of the nature of the power utilized, only the tops of the engine cylinders projecting through the car floor into a narrow

from the 20 k.w. generator. On the run from Galt to Toronto over the Grand Trunk Ry., when being delivered for the test, the trip was said to have been made in 2 hours, with the speed running up as high as 44 miles an hour.

December, 1912]

CANAI

This car was built in York, Pa., and was imported by the Preston Car and Coach Co., which has bought the manufacturing rights for Canada. The builders are truck manufacturers, not car builders, and it is probable that the body will have to be considerably changed in future construction, to meet Canadian conditions.

On the conclusion of the test on the Schomber and Aurora Ry. and C.N.O. Ry. the car was taken back to Preston, Ont.

JANUARY

1912

HUNTSVILLE
AND
LAKE OF BAYS

Huntsville and Lake of Bays Ry. Co.—The charter of this Co. has been acquired by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. (Ltd.) We are informed that it is intended to construct the line authorized from the north end of Lake of Bays to the south end of Peninsula lake this season if possible. The grading is comparatively easy and no bridges will be necessary on the 1½ miles. The line will be operated by steam. The Co. does not at present propose to take any action in reference to the line authorized to be constructed to connect Lake of Bays and Hollow lake. (June, pg. 191.)

August
1902

Huntsville and Lake of Bays Ry. Some preliminary work was done this season on the portage between Peninsula lake and Lake of Bays, but no arrangements have yet been made for the construction of the railway,

November
1902

Huntsville and Lake of Bays Ry.—We were advised Dec. 12 that track was being laid on this mile of railway across the portage between the Lake of Bays and Peninsula lake, near Huntsville, Ont. (Dec., 1903, pg. 423.)

January
1904

Huntsville and Lake of Bays Ry.—The Ontario Legislature will be asked next session for an act constituting C. O. Shaw, S. H. Jacobs, J. McKee, J. J. McNeil, H. F. Chiles, W. J. Moore, J. Whitesides, and A. Marsh, provisional directors in lieu of those mentioned in the act of incorporation, and conferring upon them all the powers of the original company.

February
1907

Schomberg and Aurora Railway

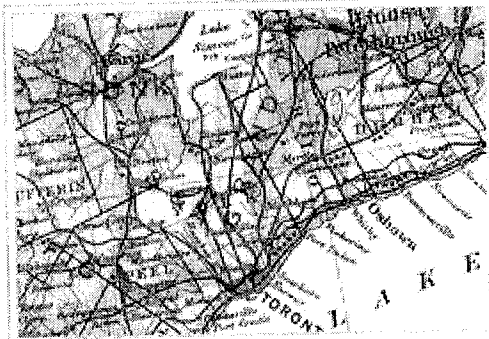
From Wikipedia, the free encyclopedia

The **Schomberg and Aurora Railway** (**S&AR**, also nicknamed the "Annie Rooney") was a 36 km long railway in Ontario, Canada, running from the town of Schomberg to Oak Ridges, just south of Aurora. It connected Schomberg to the Toronto and York Radial Railway (T&YRR) tram service running along Yonge Street, and from there into the Toronto city proper. The service ran for 25 years between 1902 and 1927; the rails were pulled up shortly thereafter.

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History



Map of the S&A circa 1915. See the small S&A and the pale yellow patch near the center of the image.

The S&AR started at the request of a Schomberg businessman who wanted to open the local produce markets to day-trippers from Toronto.^[1] The T&YRR had greatly increased visitors to similar markets in Newmarket and they were hoping to do the same for Schomberg. The company was chartered in 1896,^[2] and construction started out from the Bond Lake area south of Aurora in July 1899.^[1]

The line was completed and opened for traffic in August 1902, an oddity that used steam trains to connect to the much smaller electrified trams.^[1] There were four stations in total, Aurora, Eversley Station on Dufferin Street, Kettleby Station at the corner of Kettleby Road and Weston Road, and Schomberg Station in the

middle of Main Street in Schomberg. There were also numerous street-side whistle stops along the route, numbers 158 through 171. Because the railway operated on a small budget, it purchased extant buildings for its stations instead of constructing new ones.^[3]

There were four spurs, one to Mary Lake to serve a private line to the summer estates of Henry Pellatt and the Eatons (Eaton Hall), two smaller ones near Pottageville serving the Lloyd and Armstrong farms, and a small wye at Brillinger farm.

The S&AR operated independently for only two years before it was absorbed into the T&YRR family,^[4] part of William Mackenzie's railway empire. In 1916 the line was electrified^{[2][4]} and connected to the mainline on Yonge, allowing full interchange of cars. The line was never very busy, and as the T&YRR scaled back operations the S&AR was closed in 1927.^[1] Attempts by residents in Schomberg to reopen the line failed, and the rails were removed the next year.^[1]

Portions of the former right-of-way remain easily visible on aerial photos today, notably the portions closer to Schomberg. The final few hundred yards were incorporated into Dr. Kay Road in Schomberg, running between Main Street and the much newer Highway 27 to the east. Other portions have been incorporated in the nearby 19th Sideroad, Lloyd's Lane and Brule Trail, but development to the east of Highway 400 makes it more difficult to follow.

The Aurora station was converted into a restaurant before being demolished in the 1960s.^[2] The only S&AR building still in existence is a house in Schomberg that was once the terminus of the line.^{[2][3]}

Notes

- Hughes.
- Brown 2011, p. 79.
- McIlwraith 1997, p. 279.
- Stamp 1991.

References

- Brown, Ron (2011). *In Search of the Grand Trunk: Ghost Rail Lines in Ontario*. Dundurn Press. ISBN 9781554888825.
- McIlwraith, Thomas F. (1997). *Looking for Old Ontario: Two Centuries of Landscape Change*. University of Toronto Press. ISBN 0802076580.
- Stamp, Robert M. (1991). "Early Days in Richmond Hill: A History of the Community to 1930". Richmond Hill Public Library Board. |chapter= ignored (help)
- Hughes, Robert J. "The Toronto & York Radial Railway". Archived from the original on 2007-08-02.

External links

- King Township History & Heritage (<http://www.king.ca/Visitors/HistoryandHeritage/Heritage/Documents/king%20heritage%20map%20gallery.pdf>), includes a map showing the portion of the S&AR route in King, Ontario

Retrieved from "https://en.wikipedia.org/w/index.php?title=Schomberg_and_Aurora_Railway&oldid=693218812"

Categories: Transport in the Greater Toronto Area | Transit agencies in Ontario | Defunct Ontario railways | Interurban railways in Ontario | 1896 establishments in Ontario | 1927 disestablishments in Ontario

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CAMERA ON KING

PHOTOS & COMMENTS ON THINGS OLD & NEW

Friday, February 17, 2012

Vestiges of the Schomberg & Aurora Railway



The Schomberg & Aurora Railway (S&AR) existed from 1901 to 1966. It connected the village of Schomberg, in north-west King Township, with a station on the main line of the Ontario North Western Railway. The southern terminus was known as Schomberg, but the line also served the mill and the village of Ridgeville, and connected with the electric railway that ran up and down along the Schomberg Road. From 1902 to 1916, the S&AR, also known as the "Aurora Branch" (after a train stop and house was perched on the line but was then identified as "the house on the line" - a large electric house on the line), the Schomberg & Aurora Railway were interchangeable with the cars of the "house on the line" - a large electric house on the line. In the photo above, the Schomberg station is seen in the right. It was a red brick building that was converted for use as a train station. When the railway ceased to exist, the train station was used in its former use as a house. It is pictured today, below.

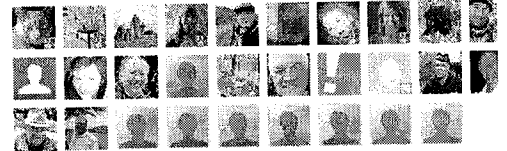


The one-time S&AR train station, in Schomberg, Ontario, Canada.

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About Me



Barry Wallace

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Barry (the right) Japan attacked Pearl Harbour / became a man the day I harnessed a team of horses for my grandfather / hitchhiked across Canada and back / named my high school sweetheart / spent 41 years in newspaper publishing / snowed out for the past 23 years / take a canoe over a car any day / proud father and grandfather / writing, historical

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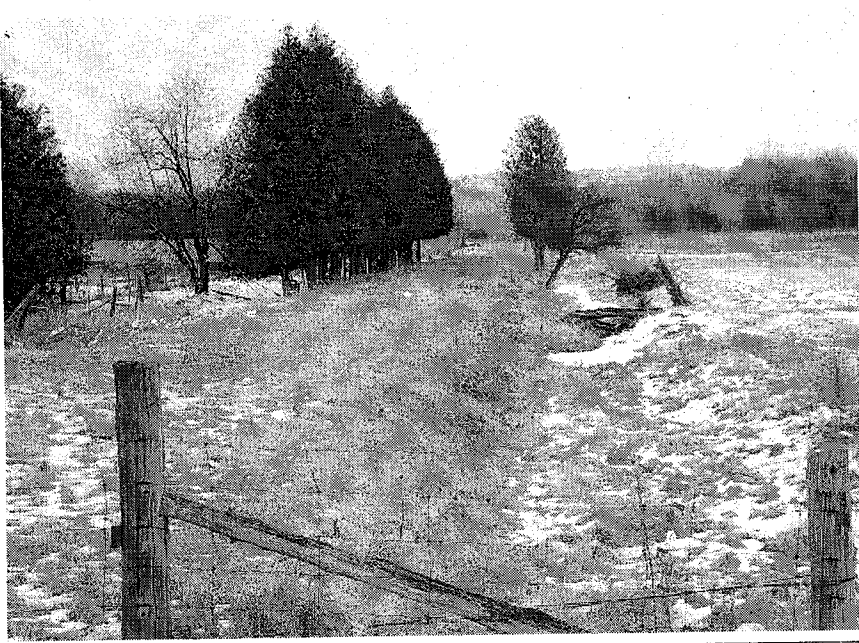
- 2015 (345)
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- 2013 (245)
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 - April (27)
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All the King's horse
Round the Bend &
Market turns a
Sir Henry's barn do
away
Winter incompete
construction
We may get some
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Parking problems &
GO Train passen
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King
King Oaks all but
Holland Marsh find
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Thank God for rail
Blind John Stoll &
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New railway pedest
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Vestiges of the Sch
& Aurora Railway
Do you know where
streetlights are?

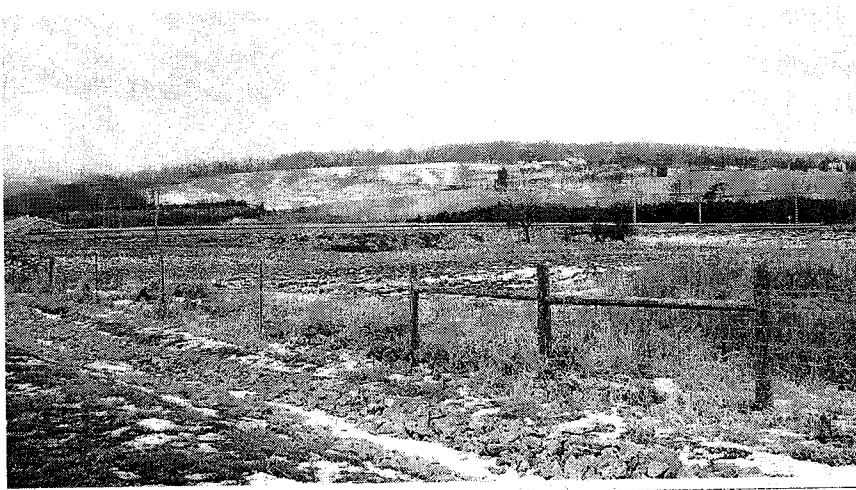
Eaton Hall - then &
Do these things still
Phil Chadwick on T
Thomson
Toronto winters - 50
century
Fallen warrior near
Ansnerfeldt
Non-wintery look of
Trails
New old wood barn
Dog training at Cole
House-roofs horizon
Changes to the Kin
Skidroad?
Villa Fiori - the first
Hall
Laskey Links?
Canal relocation air
complete
Where has our wint

► January (20)

► 2011 (4)



Three kilometres east of Schomberg, the raised track bed of the Schomberg & Aurora Railway can easily be seen today, from King's 8th Cemetery on a slight elevation to the east of the highway. The view is of a looking east from the hill. From the corner of the highway, the railway track bed runs north of the cemetery, before making a long, straight line to the east, where it crosses the highway. The track bed is visible as a raised embankment. The cemetery is on the left, and the highway is on the right. The track bed runs parallel to the highway for a short distance before turning east towards the corner of the highway and the Aurora Road.



Looking northwest from the corner of Western Road and the railway, the view is of a large, rounded hill which presented a steep incline for the cars to start. The hill is covered in trees and shrubs. The drop in elevation from the point at which the cars started is about 100 feet. The hill is located between the Kettleby Station and the the Portageville. The distance is about 2 km.



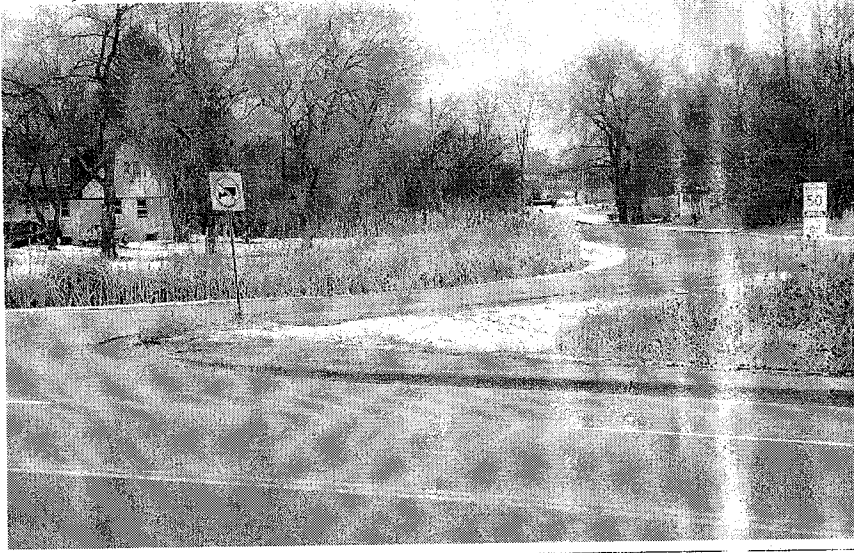
The S&A's Kirtisby station was on the south side of the road, just north of the old Kirtisby farm. Concession a hundred years ago. Today the site is occupied by this modest general store and hardware shop.



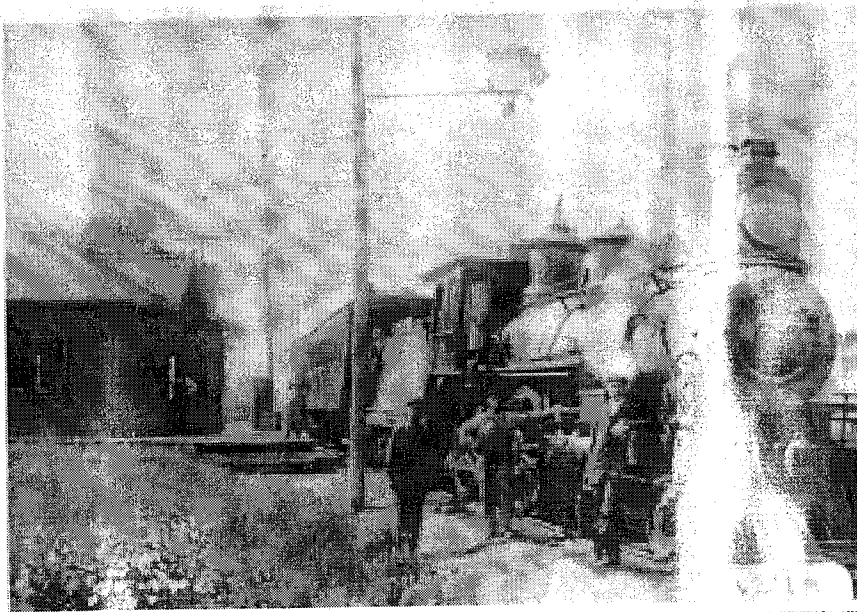
The one-time railroad right-of-way today serves as a private driveway. The old right-of-way is now an assumed logging street. King Hills Lane and the old right-of-way. Site of the bridge between the 18th and 19th. Side road.



Above one of the more picturesque sections of old S&A right-of-way. The trail is on the grounds of a former logging camp (the old Paton House). The trail is now a logging trail that leads to the gatehouse at the Deform Station. The trail is now a logging trail that leads to the gatehouse at the Deform Station. The trail is now a logging trail that leads to the gatehouse at the Deform Station.



Although a long way from the village of Schomberg, the Schomberg Road (Old) bridges angle north east from the King Road, just west of Yonge Street, along the old line S&A route. On the south side of the King Road, the old railway angled south east for a couple of hundred metres before ending at the station and the place that became known as Schomberg Junction. Below is a historical photo of a S&A train at the Schomberg Junction Station, on the west side of Yonge Street. It was here that passengers could transfer between the S&A train and the Toronto & York Radial Railway's electric trolleys on Yonge Street. This photo would have been taken some time between 1900 and 1910.



Historical photo of a S&A train at Schomberg Junction Station. Old photo by Barry Wallace.

The view is from the north if you wish.

Barry Wallace

Posted by Barry Wallace at 2:00 AM

Recommend this on Google

6 comments:



Daniel McConachie March 27, 2012 at 6:43 PM

Barry, you missed the former S&A Station site. It was electrified on the 6th Concession (West of King). It is just north of the Kettleby Station, and on the west side of the road. It is now a house. There is more. If you are interested you can contact me. Chris

Reply

Christopher Creighton March 27, 2013 at 6:54 PM



I just came across this page this evening. I would be interested in any information about the S&A.

Thanks

Christopher Creighton

Reply



Maury July 8, 2013 at 10:04 AM

Hi Barry, you mention that the old photos are from the Wiki. Can you point me in the right direction?

Reply



Ashley85 August 7, 2013 at 11:46 AM

Hi Barry, I really enjoyed viewing all the pictures above. Thank you.

Wondering if anyone knows of a gas station/ pop shop that was on the track between Lyddown-aurora rd just west of Weston rd.... any information would be greatly appreciated.

Thank you

Reply



Anonymous December 6, 2014 at 9:37 AM

Hi Barry, I was at a model train show in September and noticed one of the S&A combine shown in your first picture. The photo appears to be copied from a website. The combine in the picture is hooked up to a unique baggage car and was taken at the Schomberg station. If you are interested, I can e-mail you a copy. I am a model railroader and am planning to build the combine. Thanks, Peter (peter@rogers.com)

Reply



Clay July 1, 2015 at 7:48 AM

In 1970 they filmed a movie on this area. Any chance of a photo of the tracks and station?

<http://www.youtube.com/watch?v=NbfPHPxZ4>

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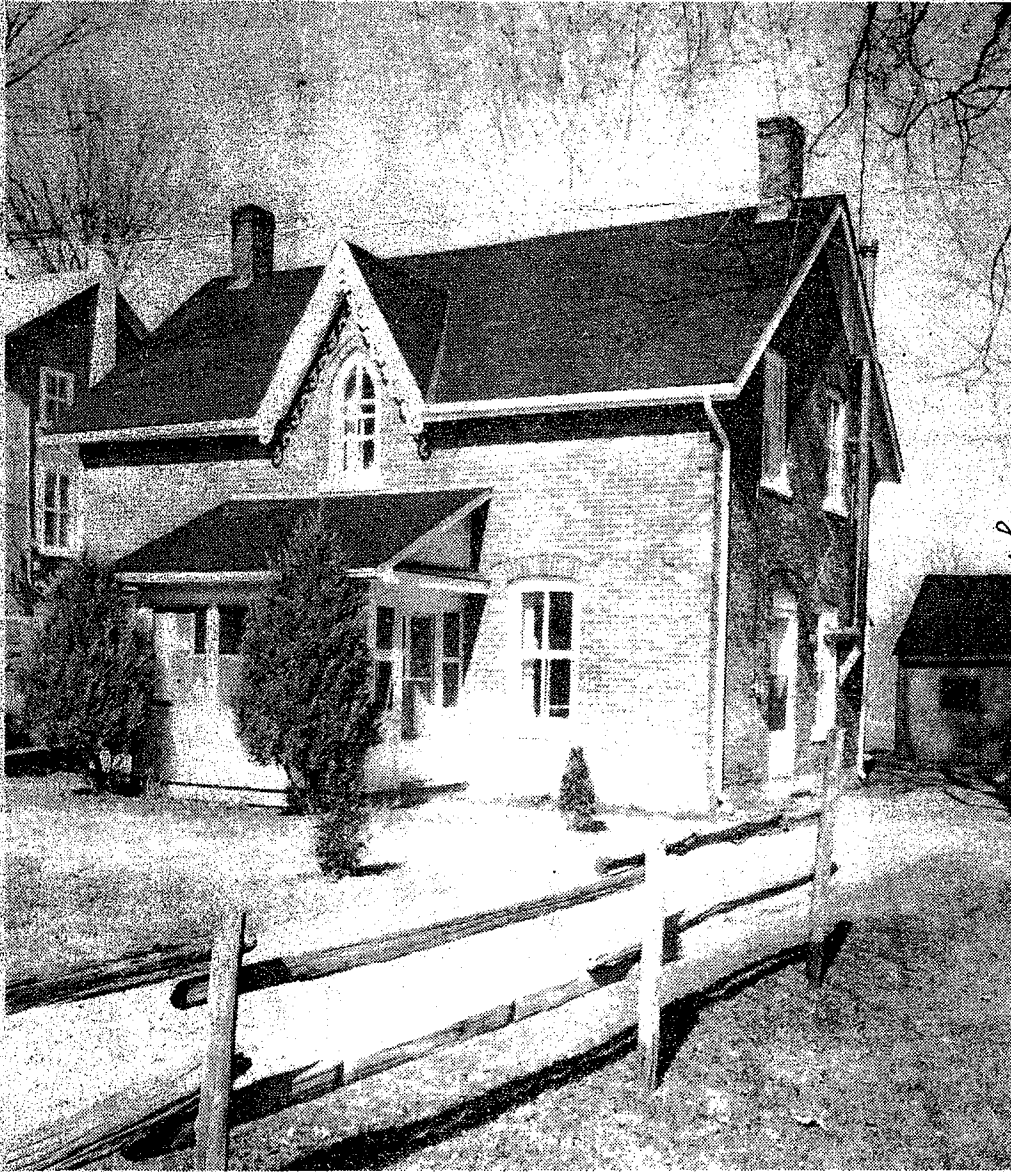
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er train station

Photos by Donald Glynn



Hundreds of people have found shelter in the 104-year-old dwelling which has spent many years as both a home and a train station.

part of the home's initial construction.

The Broomfields have provided the home with a few necessary improvements. It has been insulated, it received a new roof and eavestroughs, the pipes have been brought inside to prevent winter freezing and

added at the back of the home.

Steps lead up to this new room from the existing hallway. Completely finished in pine, it features an additional side entrance and high-quality Pella panel windows to both the back and side of the property. The exposure is excellent for collecting sunlight and a counter provides an ideal location for plant

life while creating a separate work area in this room.

The home, which has served so many people, continues to provide a warm, secure residence for a growing family. "This house definitely has its own character," said Mrs. Broomfield. "It has a heritage and people are always saying it's a happy, friendly place." ●

Schomberg home a fol

Mary Jane Coppes

SCHOMBERG — Set from the street by a long way and sitting on a lot is a house with a history. It is a home that ce a train station that e a home.

In 1902, requests for a by farmers from Ket and the surrounding rhoad were heeded by railway magnates, zie and Mann. They acted the Schomberg and Railway, which ran niles from the station in berg southeast to Bond e and Yonge Street in idges.

The station located on Yonge known as the S. & A. n was the connecting with the Metropolitan /, which began opera n 1889, and ran from o to Newmarket and itton.

egrating these systems ed the hauling of pro, Toronto by sleigh and and there was no more

waiting for merchandise to reach the rural stores.

Passenger service on the Schomberg and Aurora Railway began in 1903. A celebration was held, at which time a flatcar loaded with Schomberg citizens was taken from Schomberg to the other end of the line and back again for free.

Snow problems

According to Allan Anderson, who wrote an article for the Tottenham Times about the Schomberg train, "People fondly called the little train the Annie Rooney. Annie Rooney was a comic strip in which a trolley car has adventures with cattle on the track and other hazards, as did the Schomberg and Aurora. In winter, the S. & A got stuck in snowbanks and men had to be rounded up to dig it up. Then it would get stuck again and the men would have to be called back."

Soon after the introduction of passenger service, the Schomberg and Aurora Railway bought a house on

Main Street for use as a station. Historical articles indicate that the house was built by a blacksmith called Kitchen and is approximately 104 years old.

"There was a wooden sidewalk from the street to the platform and the station. The front room of the house was turned into a waiting room. There was an eight-foot counter with a ticket wicket. A safe was set in the northeast corner of the room and a pot-bellied stove in the southwest corner. Two benches were provided for passengers waiting for trains," Mr. Anderson reported in his article.

The train into Schomberg carried mail twice a day and three trains came in on Wednesdays. The Wednesday special brought buyers to the Schomberg market and took the buyers and produce back home. It also provided the hockey league, which included Thornhill, Richmond Hill and Bedford Park, and their fans with transportation to games.

About 1916, the line was electrified and the entire course

was called the M Railway. Steam tr appeared. An electric sign saying SCH replaced the train, trolley at each end. busiest days, the train to five trips.

In 1927 it was ar that the Schomber branch of the Met Railway was to be al and the tracks torn up. ly press reported the branch line is losin \$8,000 a year on oper penses in addition to ti ing charges and th (Toronto Transportatio mission) reports nothing done to make it pay."

Traffic on the line because of the availab cars and trucks for transportation of people and services.

When the railway peared, the station which ed the passengers was re to its former function home. The only traces station are a main washroom and a hollow behind one area in the room where the pot-belly had its outlet. However home has maintained a tional, old-fashioned mosphere.

Original elements

Exterior details, such V-shaped gable-end outside second floor, indicate the h is from another era. The la bright kitchen contains a wo burning stove which is cape of heating the entire ho. Twelve-foot ceilings in the ing and dining rooms reminiscent of earlier consti tion methods, as are the pine hardwood floors, und throughout the home, ene

Current owner the Broomfield, reveal the hardwood floor at, but bedroom is a re indeed that other ar and is original. Church's

The Regional

April 27

1984