

Underground in Toronto and Montréal



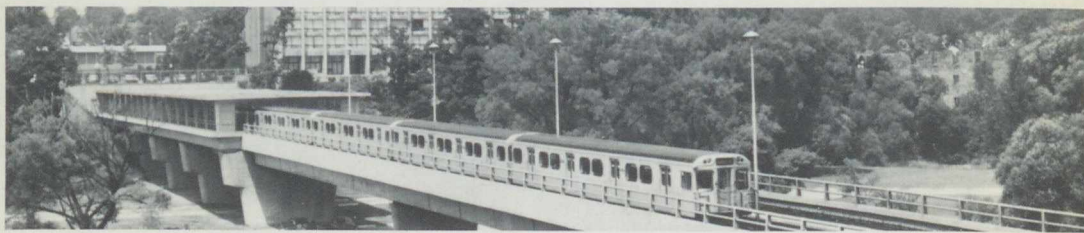
Urban mass transportation fell on hard times in most of North America after World War II. Everybody moved to the suburbs and became first two-car and then three-car families. Old subway systems grew grimy and went into debt, and street car operators went off their trolleys as more and more commuters clogged more and more highways, filling the air with noxious fumes.

Meanwhile Toronto and Montréal were moving in a somewhat different direction. Toronto's subway system began taking shape in the early fifties, and it was soon one of the city's most

appealing assets. The trains are clean, reliable and fresh smelling. The fare is subsidized and transfers are free.

Montréal's Metro is newer and more spectacular. It is part of a great underground-overground complex of shops, theatres, covered promenades, restaurants, hotels and office buildings. One can travel all over downtown winter-time Montréal, shopping, dining and attending the theatre, without stepping out in the cold.

The deep blue enamel cars, designed by Jacques Gillon, are linked in nine car trains. They have clean and simple lines and big quiet rubber wheels. The stations are designed by different architects and decorated by different artists.



Toronto Transit Comm.

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