

The Yonge Street subway.*One of the city's new light rail cars.*

Spadina to the northern suburbs. The first leg of the east-west Bloor-Danforth line opened in 1966, and it was extended in 1968 and 1980. The entire system is now 33.8 miles long, with fifty-nine stations.

Toronto's cars and stations are neat, clean, pleasant and well-lighted but not, on the whole, as glamorous as Montreal's. Yorkdale Station, however, is in a class by itself with a spectacular 570-foot rainbow of neon tubes called "Arc en Ciel." When a train enters the station the lights go on and off in coloured patterns. It was paid for by the province and private donors.

Suburban Growth

Subways are for downtown and in the opinion of the people who run Toronto's, it has gone about as far as it can go.

Metropolitan Toronto's master plan, designed to encourage growth in the suburbs, emphasizes light rail transportation. The name is somewhat misleading—some light rail cars are as heavy as subway cars and often more expensive. Light rail systems are cheaper to install and maintain, how-

ever, since the cars can run singly, on exclusive rights of way or twisting city streets, and they use overhead trolleys for power. They can be combined in trains of varying lengths to accommodate loads from 5,000 to 20,000 passengers an hour. Toronto's first light rail cars were put into service in September, 1979.

Streetcars and Buses

Toronto once had 744 streetcars, the largest fleet in North America. When other cities abandoned them in the 1950s, Toronto did not, but they are now coming to the end of the line. New light rail cars, running on the streetcars' old tracks, will replace 170 of them this year.

Toronto has trolley buses, standard buses, mini-buses and intermediate buses (thirty feet long) too. Fifty per cent of Toronto's buses are less than ten years old. The mini and intermediate buses carry passengers on feeder routes and pick up handicapped people at their homes. This year the city is testing twelve articulated buses, sixty feet long, that bend in the middle, and one articulated streetcar.