



**Art on the
Spadina Line**



Virtual Tour

TSA

TORONTO
SOCIETY OF
ARCHITECTS

TSA

**Ready to explore
your city?**

**Grab your PRESTO Card
because we've got a
special transit-themed
virtual tour ready for
you!**

**Join us as we explore
the 15 art-filled and
uniquely-designed
stations that make up...**



The Commuter's Art Gallery,
THE SPADINA LINE

Departing from the standardized design once used across all TTC stations, the Spadina Line features uniquely designed stations with significant public art components

**EXIT AND
YONGE TRAINS
NORTHBOUND**

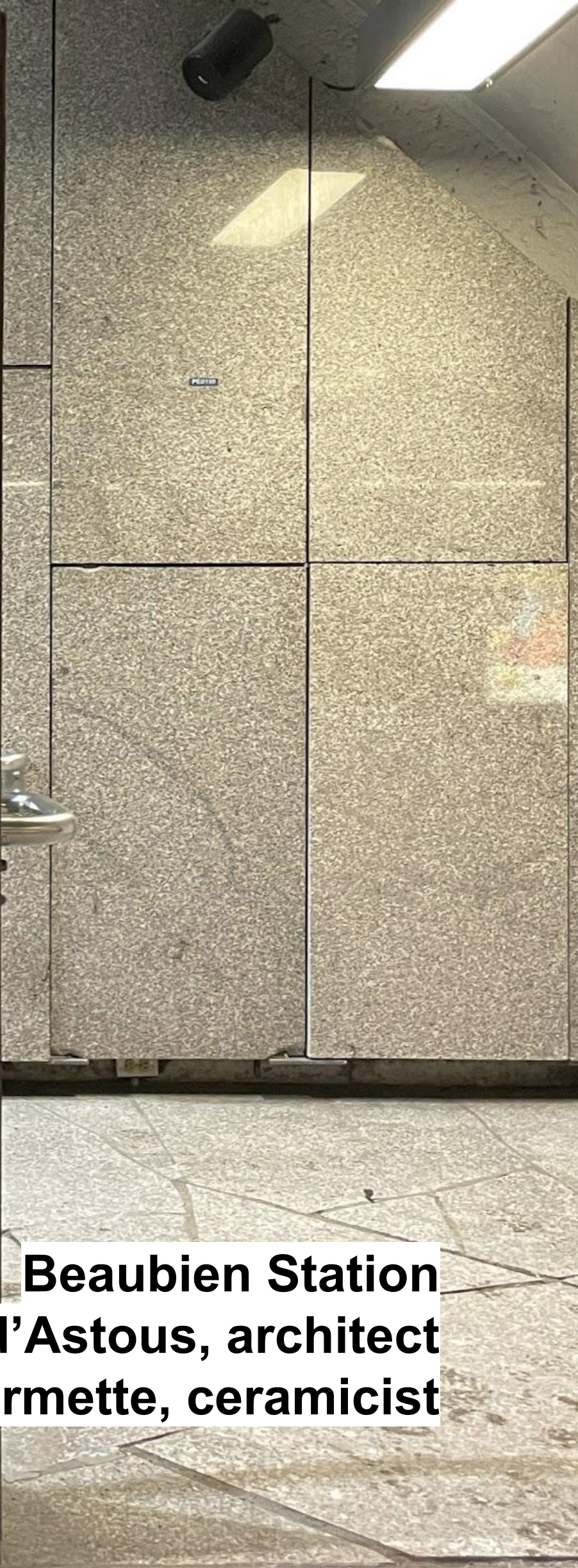
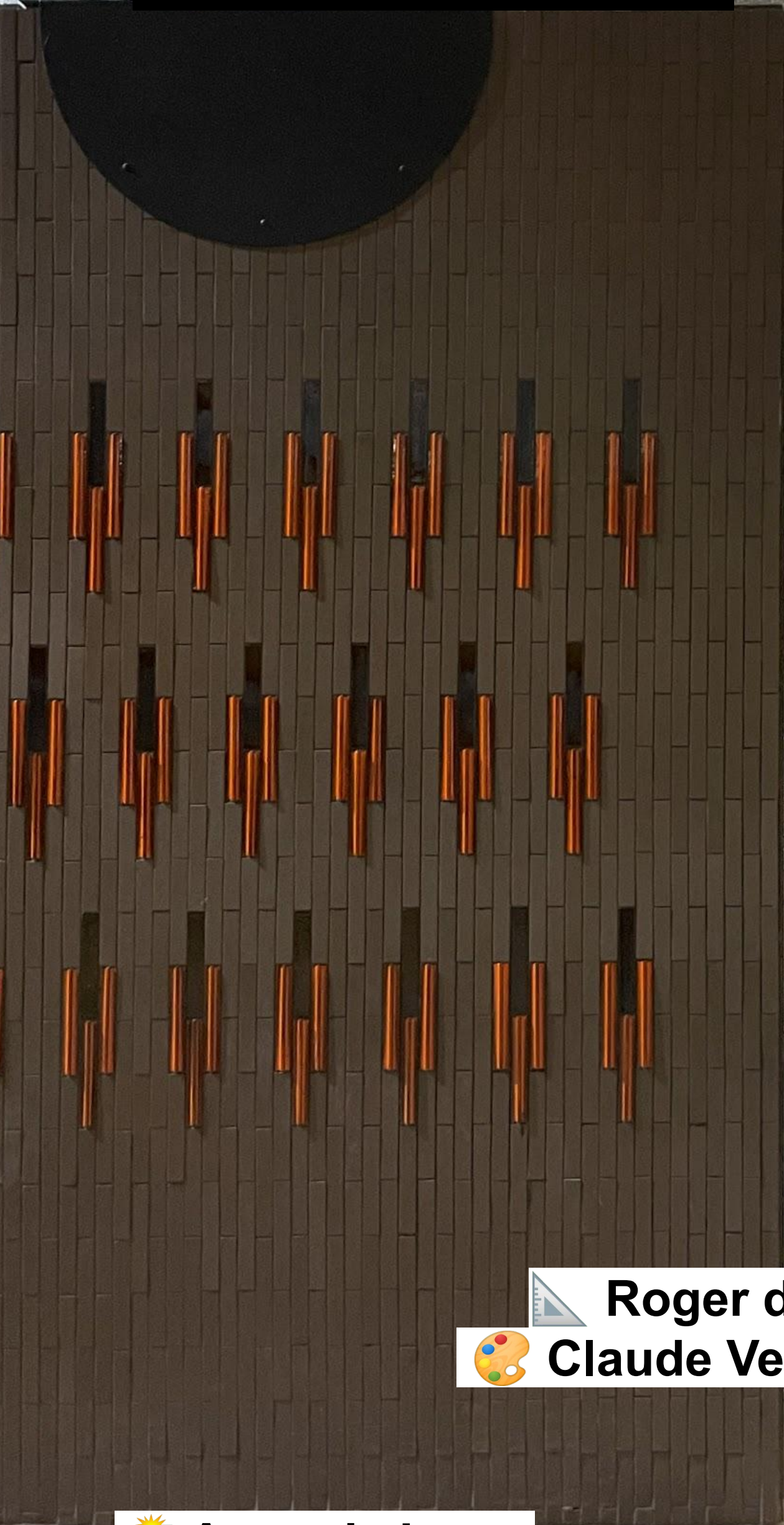
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 **BLOOR-YONGE STATION**

Pictured here: The clean-lined, functional and durable standardized design by John B. Parkin Associates

 **City of Toronto Archives, Fonds 1567, Series 648, File 212**

These gallery-quality stations were inspired by the Montreal Metro which opened in 1966, and similarly showcases the work of multiple architects and artists



Beaubien Station



Roger d'Astous, architect



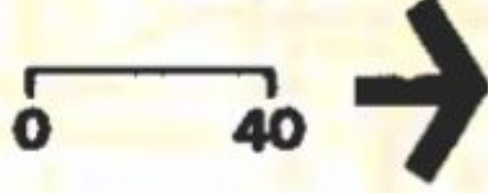
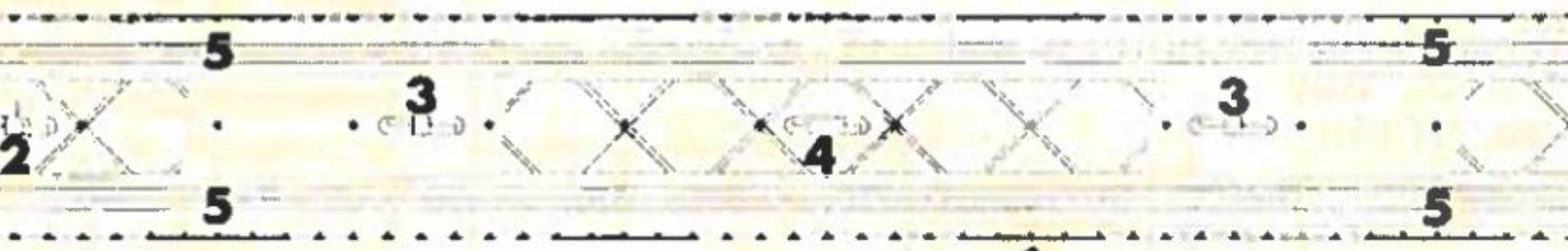
Claude Vermette, ceramicist



Amanda Large

Built over two periods, the 1970s stations were designed by 3 different architecture firms and feature Canadian artists, while the 2017 extension was designed by 8 firms and incorporates work by national and international artists

DRAWING OF YORKDALE STATION



PLATFORM PLAN:
3 fire hose cabinets



The art didn't come without controversy—concerns over public spending almost put a halt to the Spadina Art Project

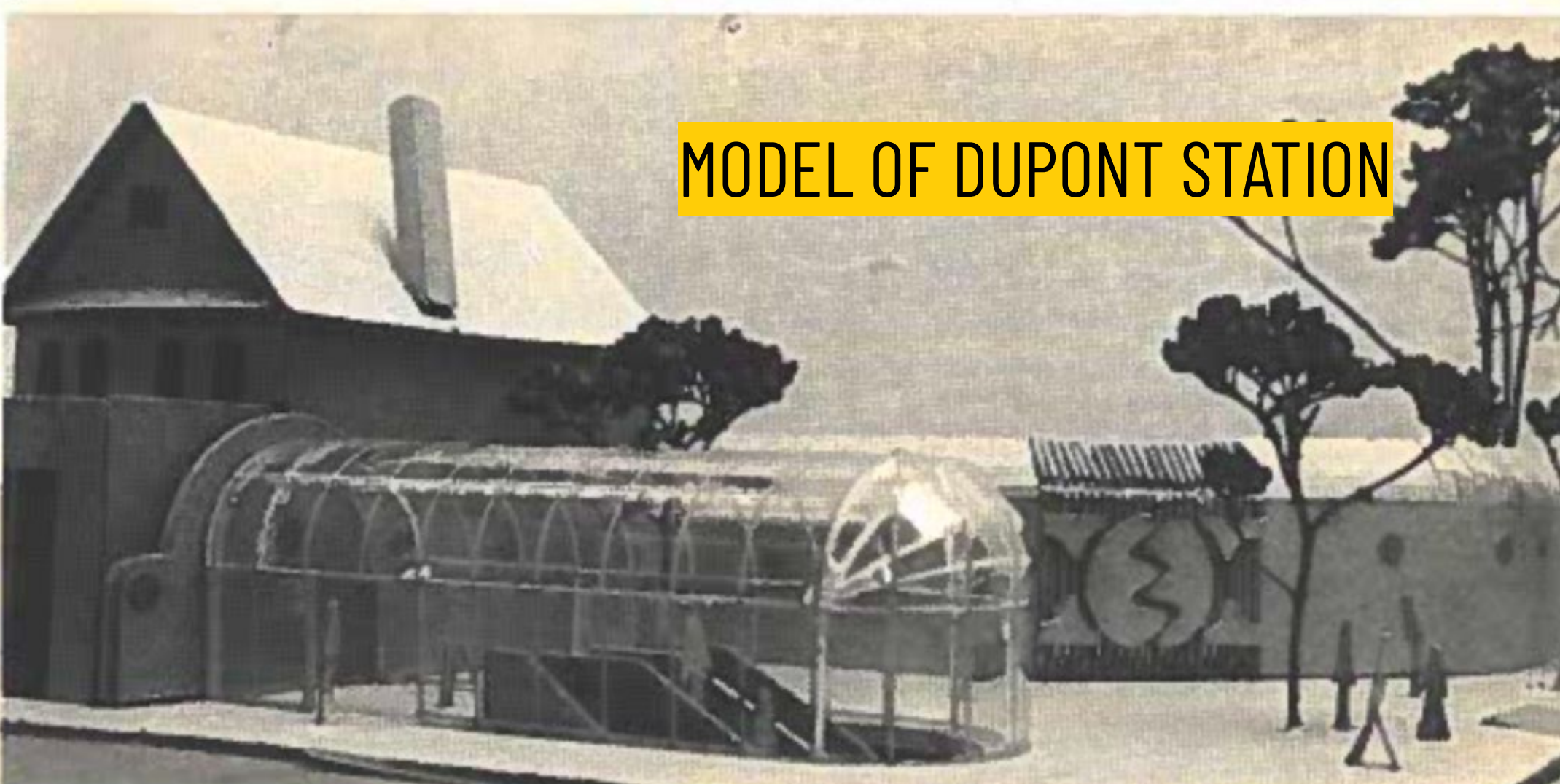
Thankfully, concerned citizens advocated for their importance through an exhibit at the AGO and private donors started a fund to ensure the art project would continue



2



MODEL OF DUPONT STATION

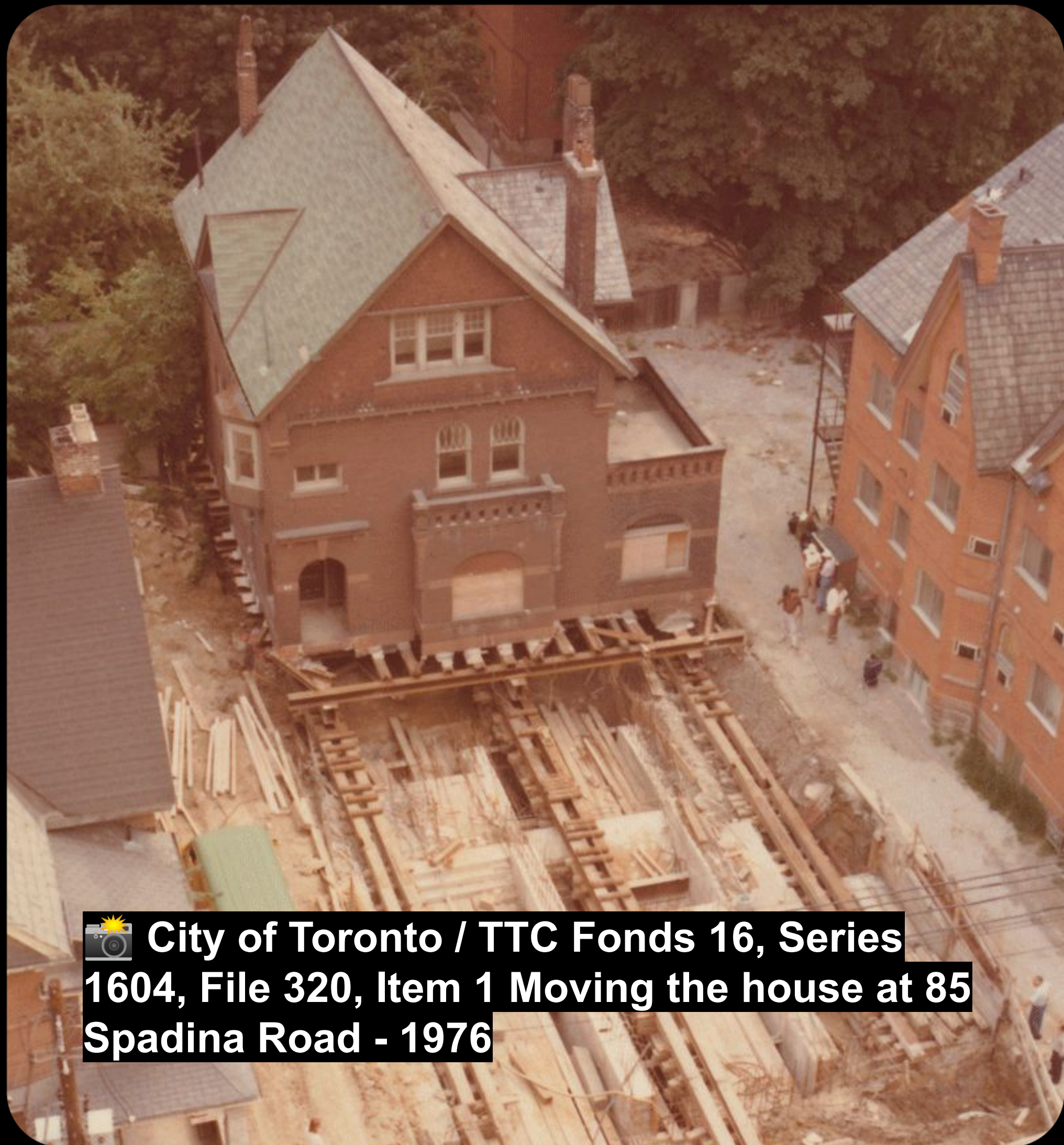


Spanning 19.5 km and 15 stations, it takes some time to visit all stops so we're breaking this tour into two parts—one exploring the 1970s stations and another for the 2017 extension...





We'll start today's tour at the line's namesake—**SPADINA STATION**—and one of the TTC's most unique entrances: the former home of Toronto lawyer Norman Gash



 **City of Toronto / TTC Fonds 16, Series 1604, File 320, Item 1 Moving the house at 85 Spadina Road - 1976**

Designed by Robert Ogilvie in 1899, the TTC decided to conserve the exterior of this typical Annex home to keep with the area's character. The modification was executed by Adamson Associates in 1974

Inside, the station is filled with lively art pieces including...

...**Morning Glory** by collage painter Louis de Niverville whose work expresses a visionary world often wrought from childhood memories...




...and **Barren Ground Caribou**, a quilt that brings the tundra to Toronto by Joyce Wieland, a Canadian experimental filmmaker and mixed media artist passionate about ecological issues

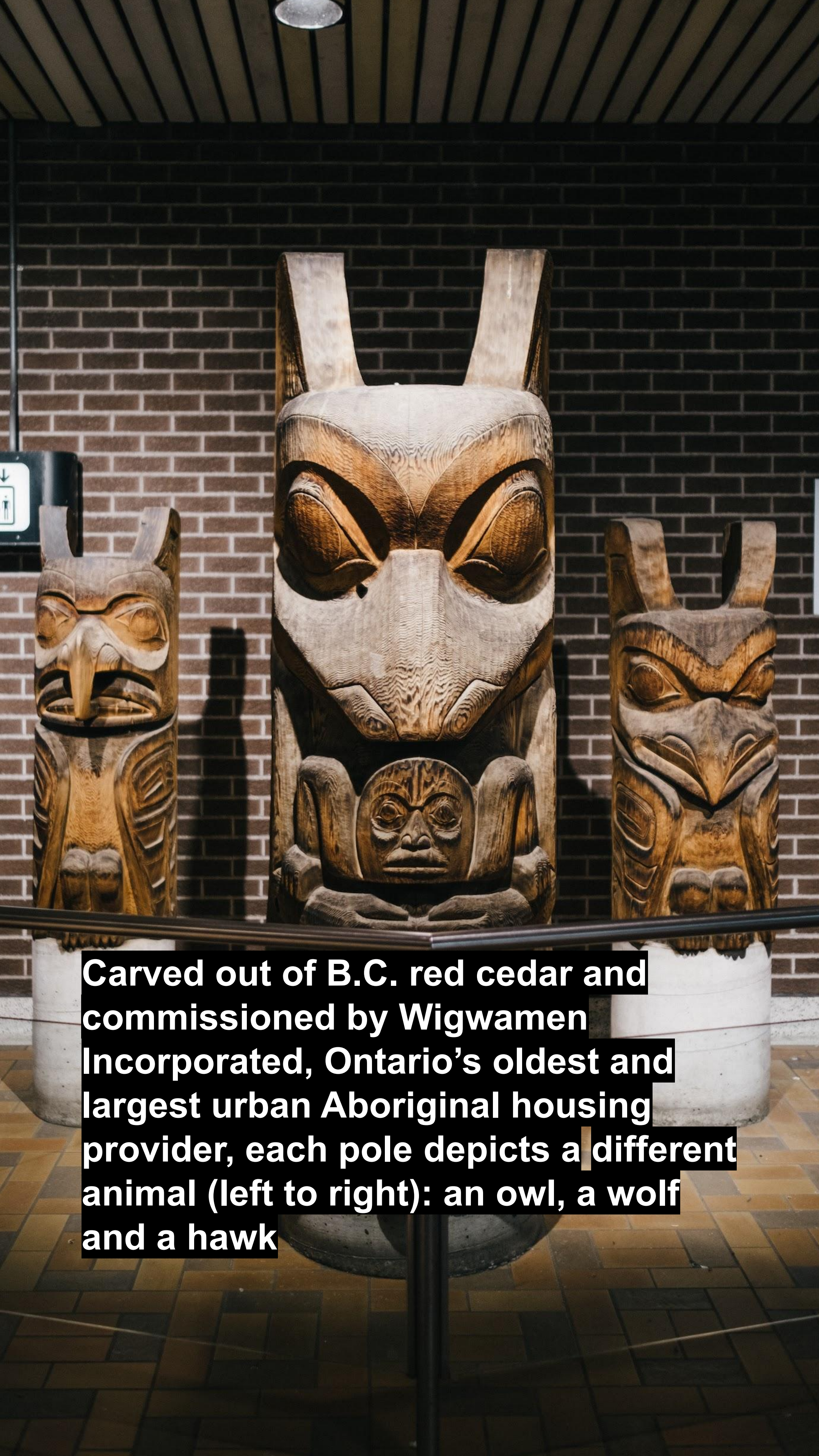




Pop over to the Bloor Street entrance and you'll see the K'san Village House Posts



 **Fedelia O'Brian, Murphy Green, and Chuck Heit of the Gitskan First Nation**



Carved out of B.C. red cedar and commissioned by Wigwamen Incorporated, Ontario's oldest and largest urban Aboriginal housing provider, each pole depicts a different animal (left to right): an owl, a wolf and a hawk



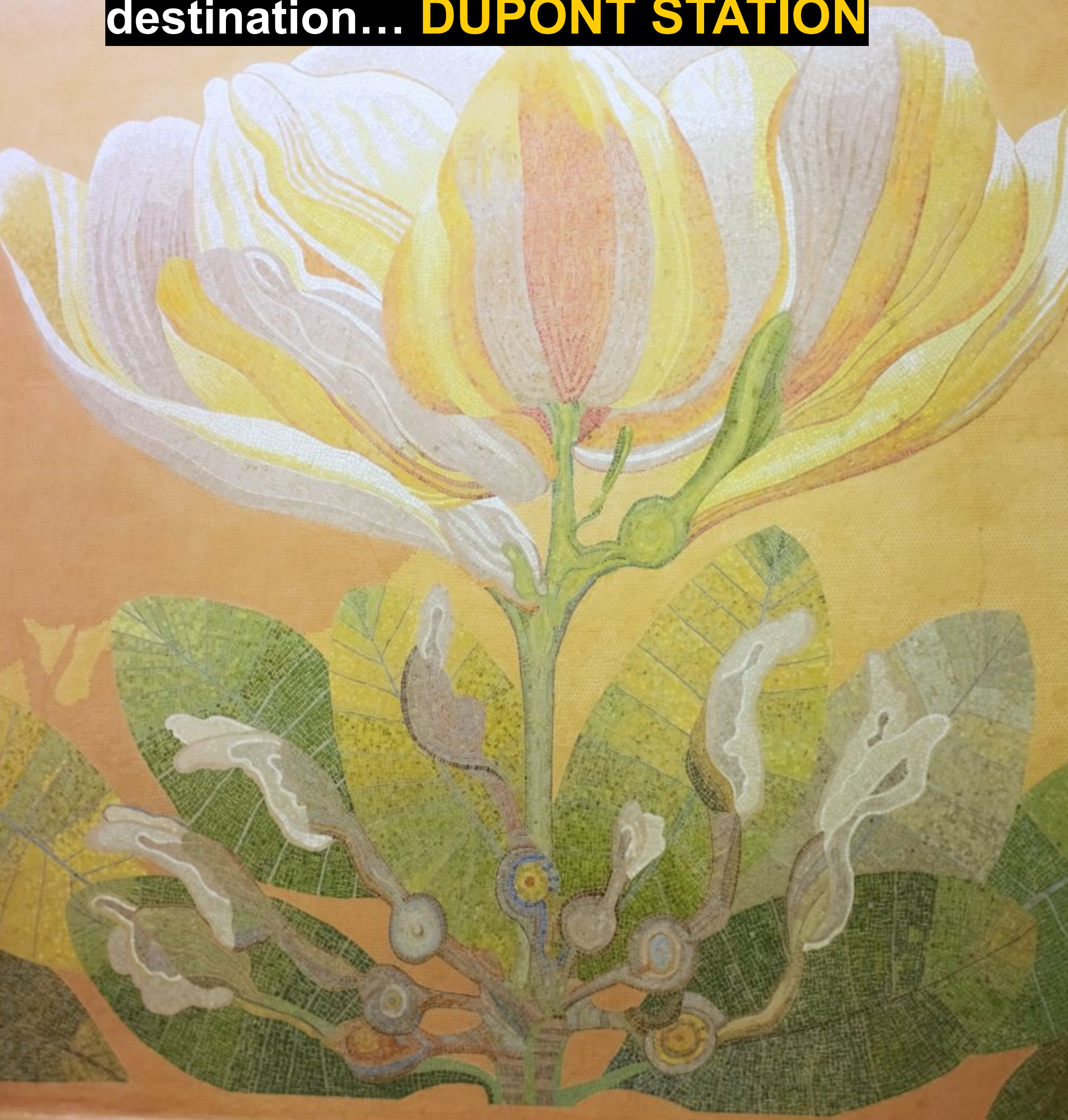
As you explore the station you might have noticed the different tiles and long tunnel connecting platforms

Spadina Station was originally opened in 1966 as part of the Bloor-Danforth subway line. Rather than build a separate station for the new line, the TTC combined both but each has its own period character

1960s

1970s

Ok, time to go to our next stop. Head downstairs and hop onto the northbound train to arrive at our next destination... **DUPONT STATION**



Here, the seamless collaboration of architects Dunlop Farrow Aitken and glass mosaic artist James Sutherland results in a total work of art



You can't miss Sutherland's **Spadina Summer Under All Seasons** which includes two large-scale mosaics at platform level depicting fairy tale like flowers and plants...





...as well as a series of smaller mosaic flowers which line the mezzanine level overlooking the tracks. Many Spadina Line stations were designed with mezzanines for better passenger orientation

Outside, the garden theme continues with greenhouse-like entrances — orienting people to and from the subway while providing covered shelter for those waiting for the bus

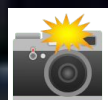


Even the elevator added in 2020 was made to match the rest of the bubbly exterior!


Although none of the original Spadina Line stations were designed with accessibility in mind, the line is undergoing changes to address the needs of all users



No place is too utilitarian for artwork—check out this amazing sculptural door by artist Ron Baird which gives access to the electrical substation



Courtesy of Ron Baird



As you head back down to the train platform, take a sneak peek at the latest addition to Dupont station, an art piece at the mezzanine also designed by James Sutherland!

The Force that Through the Green Fuse Drives the Flower



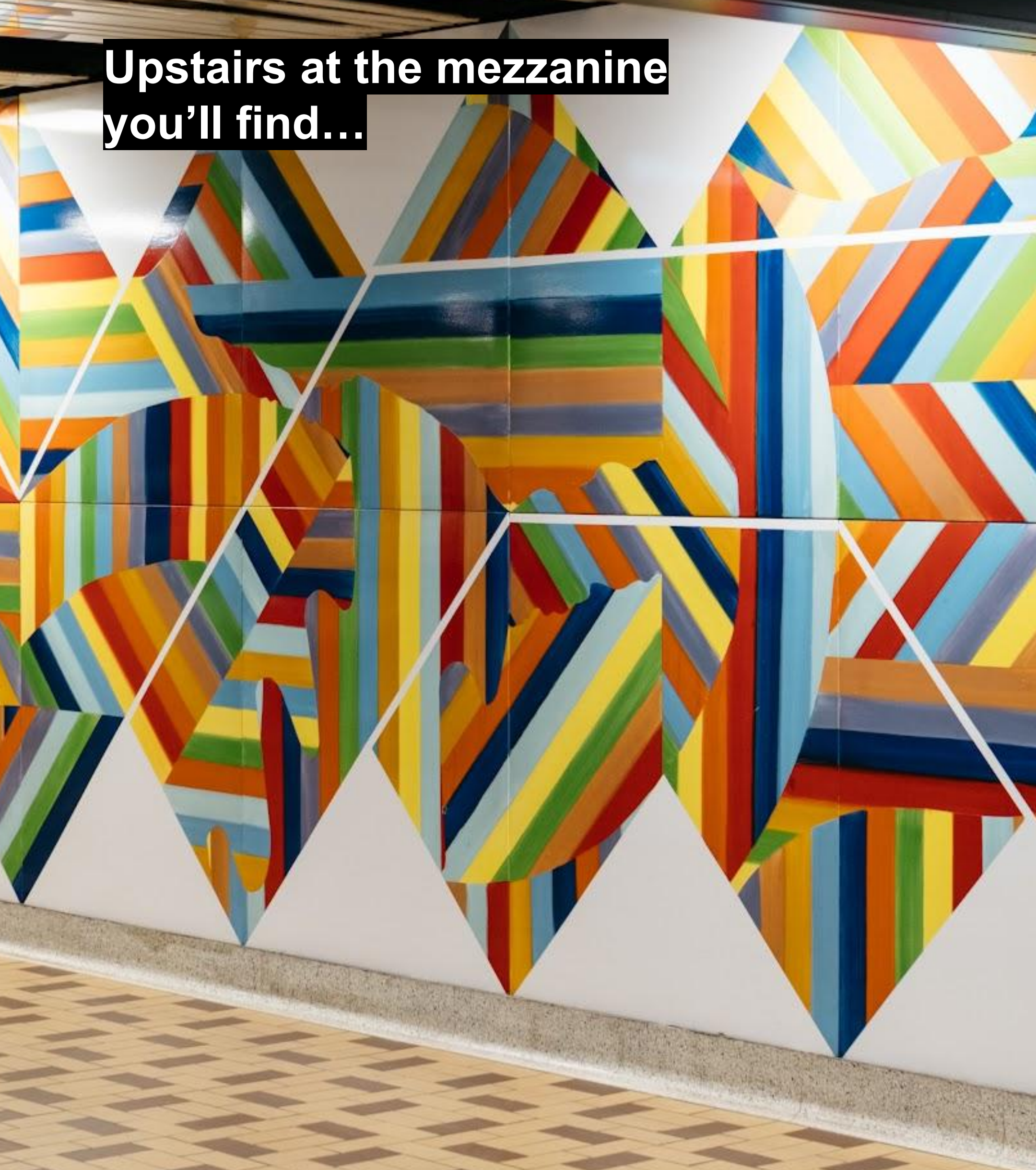
As you continue your way northbound, take a quick look at **ST. CLAIR WEST STATION**—one of two stations in this line designed in-house by the TTC

ST. CLAIR WEST



Subway

Upstairs at the mezzanine
you'll find...



Tempo, an enamel mural by the
Toronto-born painter and drummer
Gordon Rayner...

...and **The Commuters**, a 2017 series of 42 bronze snails by Rhonda Weppeler and Trevor Mahovsky





Each shell was cast from an every day item found or bought nearby



Head outside into the Nordheimer Ravine and you'll find another recent addition—a mural by artist Paula Gonzalez-Ossa (Bomba) and residents of the nearby Na-Me-Res Native Men's Residence depicting native plants




**Take one last look at the station
before hopping back on the train to
our next stop...**



...Arthur Erickson and Associates' heavy yet light filled **EGLINTON WEST STATION**



The image shows the interior of a transit station under construction. The most prominent feature is the ceiling, which consists of a grid of large, square concrete coffers. The floor is paved with light-colored bricks in a herringbone pattern. In the center, there are glass-paned double doors leading outside. Above the doors is a sign that says "Danger". To the right of the doors, there is a sign with the number "109" and some smaller text. A person in a dark jacket is standing near the left side of the frame, and another person in a high-visibility yellow vest is crouching near the right side. The walls are made of light-colored concrete. The overall atmosphere is one of a modern, well-lit transit hub in progress.

Soon to be known as **CEDARVALE STATION**, much of the interior is covered in construction hoarding as it awaits the completion of the Eglinton Crosstown, but the beautiful coffered ceiling and wide-open floor plan are still clearly visible

At platform level you'll find **Summertime Streetcar** by Canadian Gerald Zeldin, an artist specializing in capturing objects in transition





A photograph taken from underneath a concrete overpass, looking out towards a snowy landscape. A chain-link fence runs across the middle ground, with a concrete pillar supporting the overpass structure. In the background, there are bare trees and a clear blue sky. The ground is covered in snow, and there are some dark spots, possibly puddles or debris.

Time to hop back on the train to our next stop!

Take a look at the Allen Expressway as you leave the station—the only portion of the Spadina Expressway that was ever built

The Spadina Line was a companion piece to the expressway, but only the subway was fully built after fierce opposition eventually cancelled the expressway project even though a portion had already been built




 **City of Toronto Archives, Fonds 124, File 8, Item 53**



You'll know you've arrived at our next stop—**GLENCAIRN STATION**—when you're enveloped in the warm glow of **Joy**



 **Adamson Associates, Architect**

The image shows the interior of a subway station, likely Union Station in Toronto. The architecture is characterized by large, curved concrete beams and a prominent skylight structure. The skylight consists of multiple parallel, arched concrete ribs that support a series of glass panels, allowing natural light to filter into the space. The floor is made of light-colored tiles, and there are glass railings and stairs visible in the background. A person can be seen walking in the distance. The overall atmosphere is one of a modern, well-lit public space.

↗ Designed by world renowned Quebecois-Abenaki artist Rita Letendre, the skylight is Letendre's only remaining major public art piece in Toronto—the other 11 having been either destroyed or covered over



Rita Letendre inspects glass for the renewal of Joy

 **Helena Grdadolnik**

Even this piece had originally suffered the same fate—removed at the artist's request after significant deterioration due to water damage

Thankfully a new version with improved glass technology was recently installed to make sure **Joy lasts for many years to come**



While the 1977 skylight featured painted art glazing, today's version features art colours sandwiched between two glass panels—over 800 in total—and is based on her 1970s painting “Ixtepec”!

Keep heading north and you'll arrive
at **LAWRENCE WEST STATION**

Just upstairs you'll find
Spacing...Aerial Highways, a giant
mural that emerges from the station
to span the Allen Expressway...



 **Dunlop Farrow Aitken, Architect**

 **Claude Breeze, Artist**

Look at it go! ↘



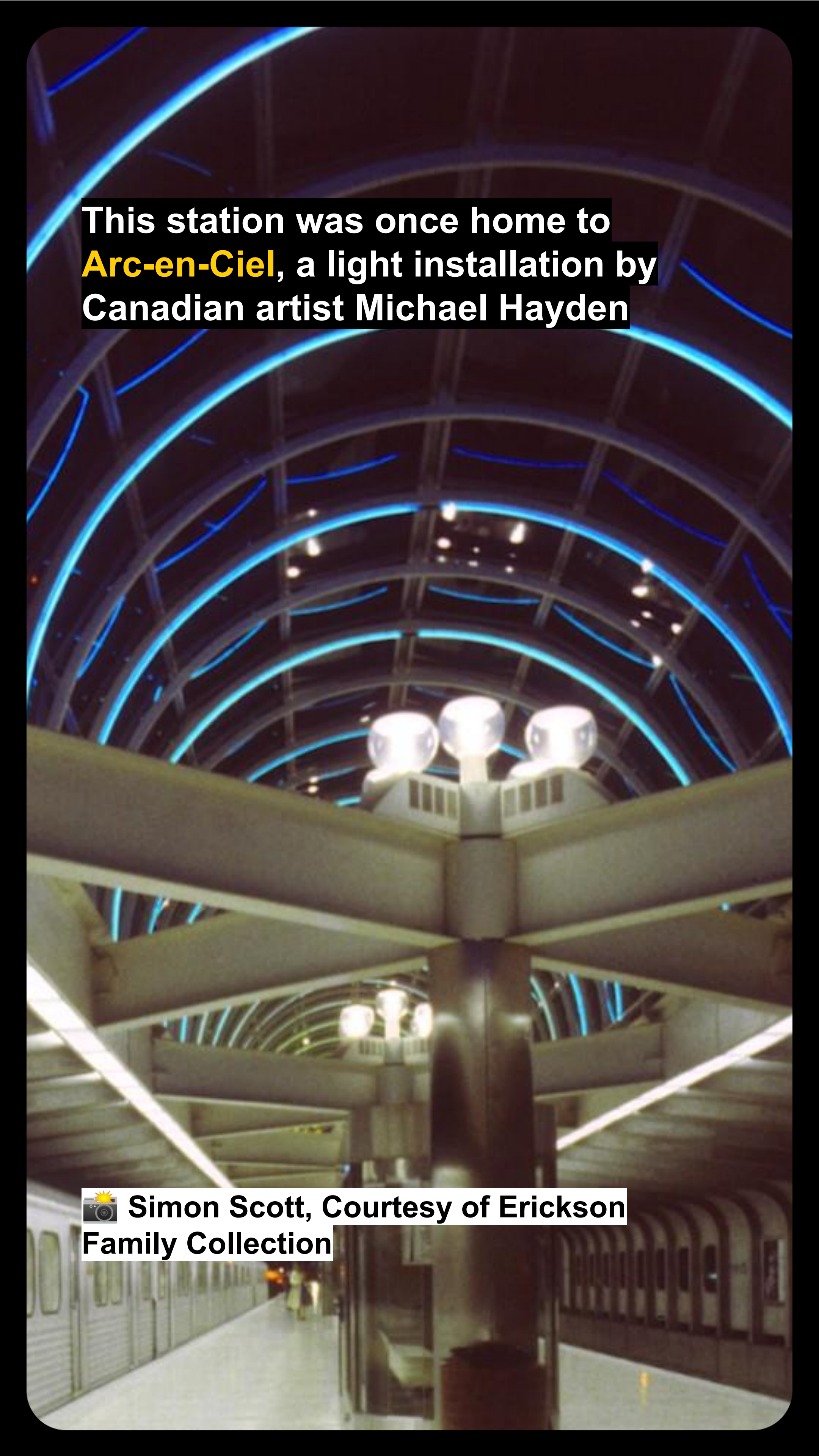
↓↓ ALLEN EXPRESSWAY

Back on the train to our next stop...



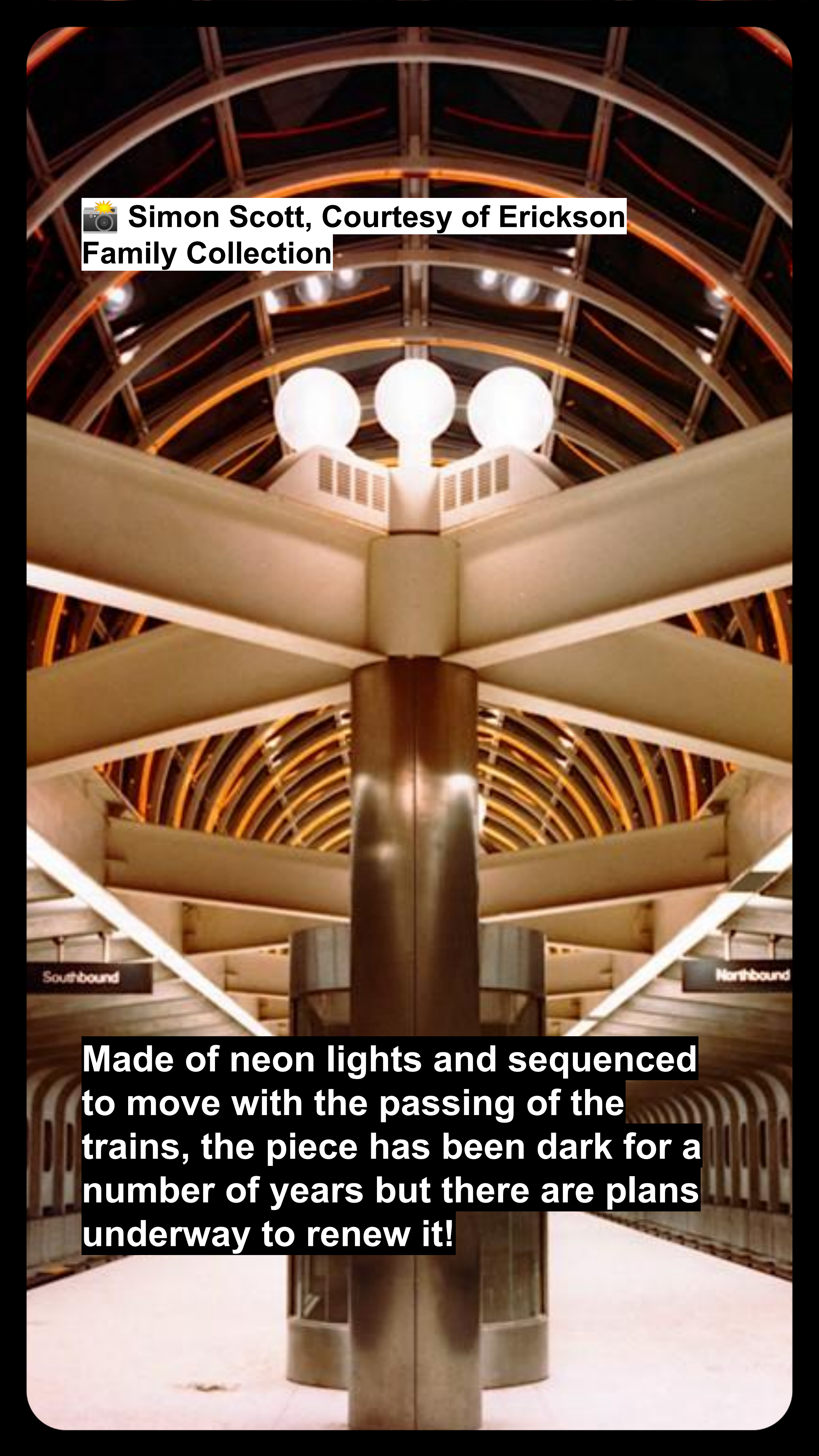



Arthur Erickson and Associates' second station, YORKDALE STATION



This station was once home to **Arc-en-Ciel**, a light installation by Canadian artist Michael Hayden

 **Simon Scott, Courtesy of Erickson Family Collection**



 **Simon Scott, Courtesy of Erickson Family Collection**

Made of neon lights and sequenced to move with the passing of the trains, the piece has been dark for a number of years but there are plans underway to renew it!



The station's very recognizable stainless steel exterior protects it from road salt




Simon Scott, Courtesy of Erickson Family Collection

Our next stop is the last of the original 1977 stations (and another one designed in-house by the TTC): **WILSON STATION**

WILSON

Often uncredited, the person behind these in-house stations was Herta Freyberg, the TTC's Superintendent of Architectural Designs, Subway



 **The Subway Sign Committee, Herta Freyberg, Supervisor of Architectural Design, Subway Construction Branch; P.L. Baker, Director of Public Relations and Chairman of the Subway Sign Committee; R.B. Kelly, Assistant Director of Public Relations; and J.G. McGuffin, Assistant Superintendent of Transportation, June 1964, The Coupler**

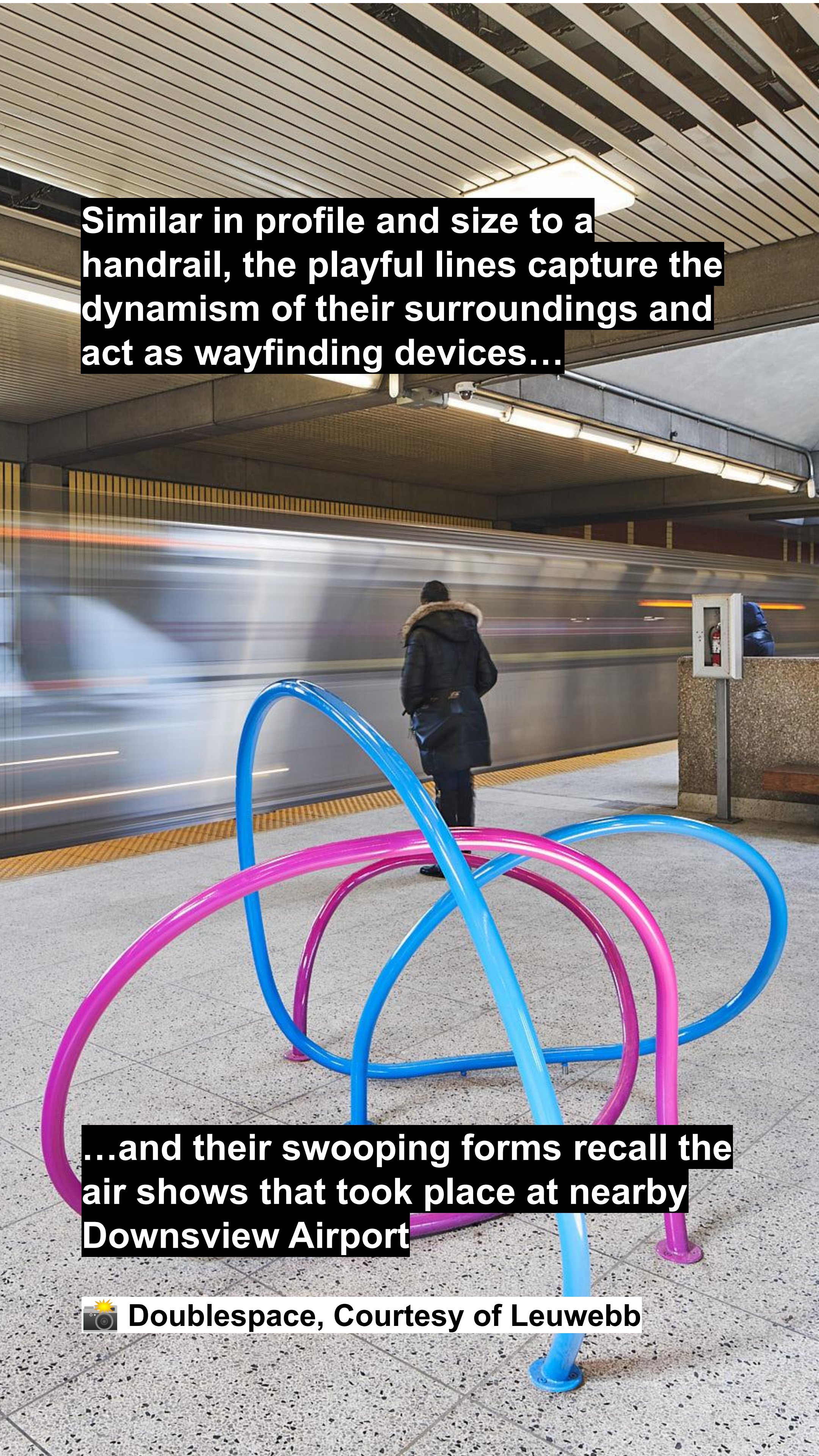


Similar to St. Clair West, this station features an eclectic mix of art-pieces from different eras, including...

LeuWebb Projects' 2019 **Outside the Lines**—10 brightly coloured installations that make their way through the complex station



Doublespace, Courtesy of Leuwebb

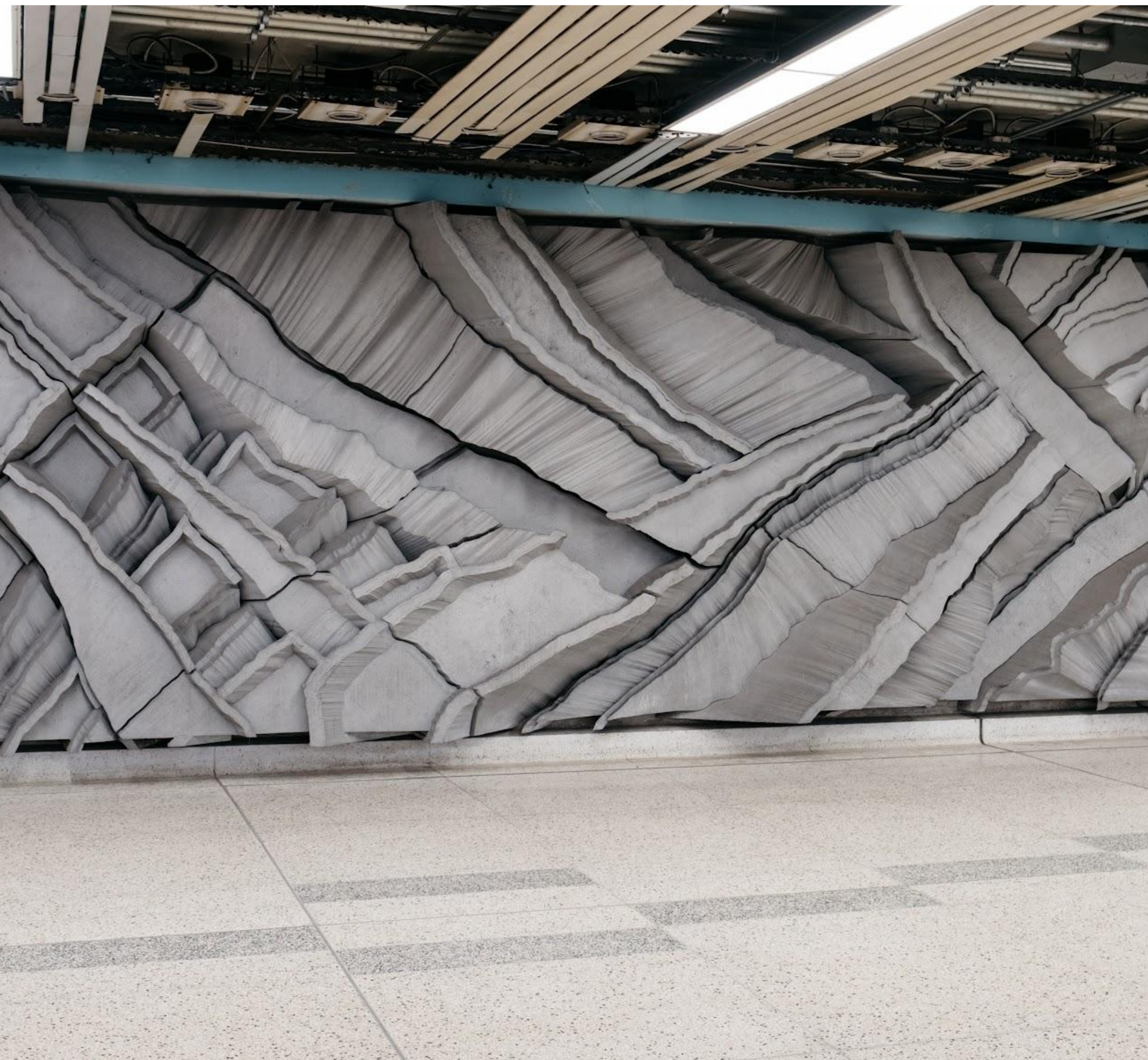


Similar in profile and size to a handrail, the playful lines capture the dynamism of their surroundings and act as wayfinding devices...

...and their swooping forms recall the air shows that took place at nearby Downsview Airport

 **Doublespace, Courtesy of Leuwebb**

At the mezzanine level, you'll also find Ted Bieler's **Canyons** from 1978, a cast aluminum sculpture evoking the layers of rock and earth in underground excavations



... and if you venture through the station's many paths you'll encounter new murals including...



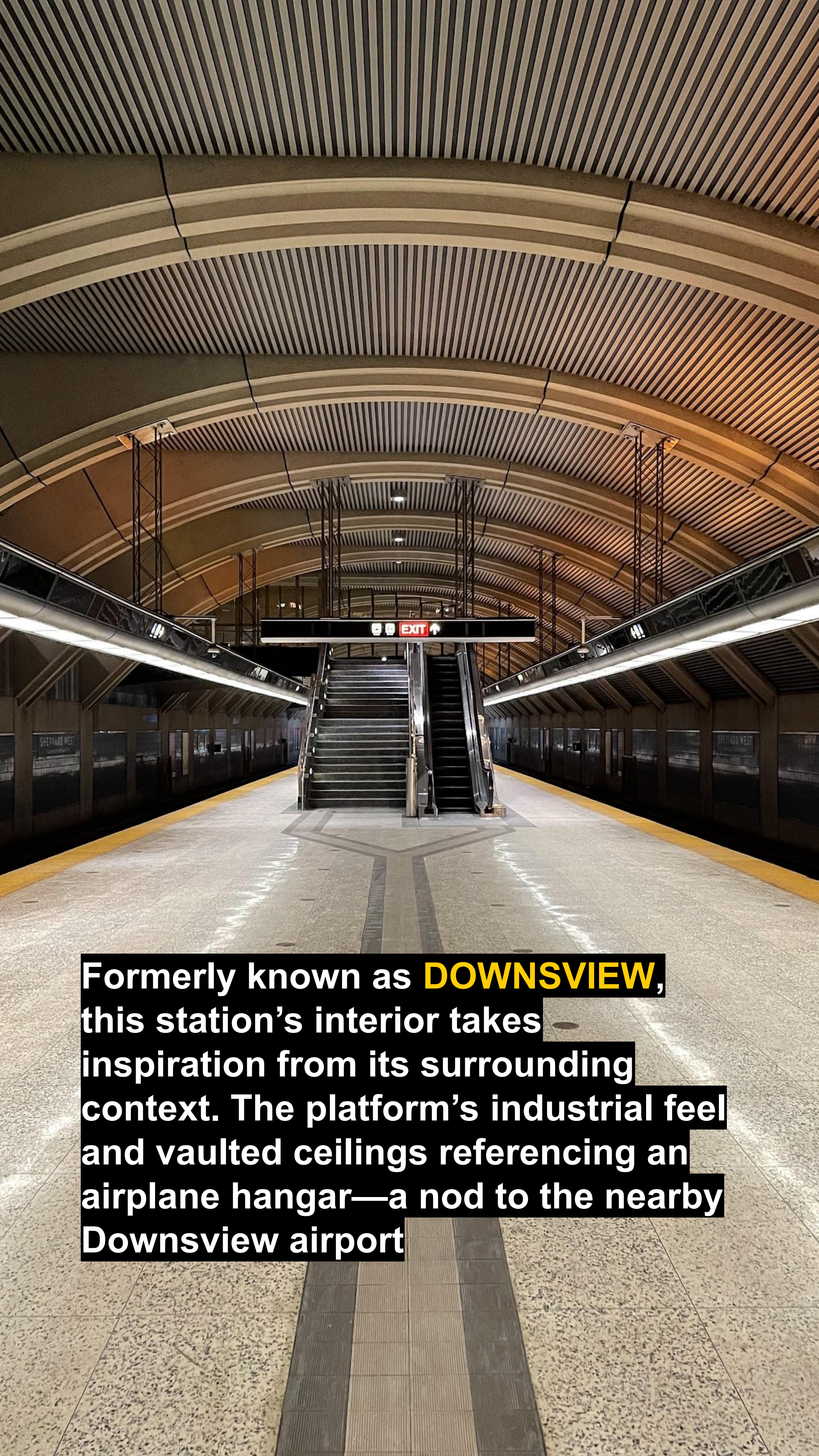
Air & Earth by Shalakh Attack, a Canadian-Chilean artist. This mural forms part of Daily Migration, three murals telling the stories of migration shared by the community



As a former terminal station, Wilson is home to the Wilson Yard—the TTC's largest subway yard and bus garage that makes use of former airport lands

Almost time for a break in this tour
but first, one last stop: a 1996
one-stop extension—**SHEPPARD
WEST STATION**

 Adamson Associates (above ground)
and IBI Group Architects (below ground)

The image shows the interior of a subway station. The ceiling is a series of repeating, vaulted arches made of dark, ribbed panels. The floor is a light-colored, speckled material with a central path of darker tiles leading to a staircase. The walls are dark with some signage, including a sign that says "SHEPPARD WEST". A sign above the stairs reads "EXIT" with an upward arrow and a wheelchair symbol. The overall atmosphere is industrial and modern.

Formerly known as **DOWNSVIEW**, this station's interior takes inspiration from its surrounding context. The platform's industrial feel and vaulted ceilings referencing an airplane hangar—a nod to the nearby Downsview airport

As you head upstairs you'll catch **Sliding Pi**, a large scale enamel mural by Calgary-based artist Arlene Stamp. The mural is composed of a series of repeated rectangles overlapping based on the decimal digits of Pi...

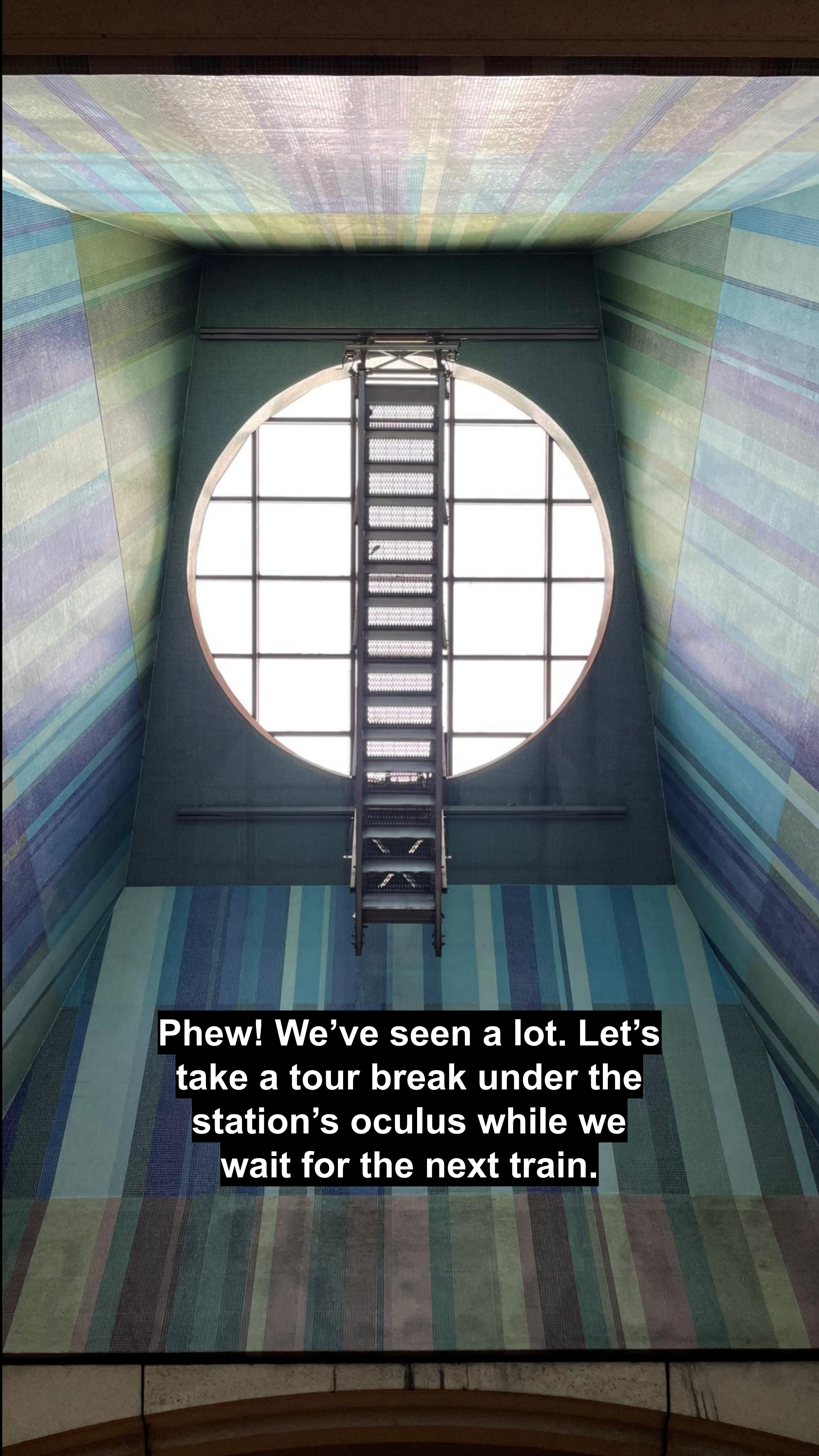


The non-repeating nature of the pattern proved challenging to represent and install, but the way this integrated piece transforms the station makes it totally worth it!



...outside the station you can also find this skeletal sculpture of a bus: John McKinnon's aluminum and basalt sculpture called **Boney Bus**





Phew! We've seen a lot. Let's take a tour break under the station's oculus while we wait for the next train.

Join us in a couple of weeks for Part 2 of this tour as we explore the 2017 addition to the Spadina Line

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...and remember, when exploring bring some water and a mask, stay safe on the platform and make sure to practice physical distancing!

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**...and don't forget to
share your explorations
with us!**

**A special thanks to all
the contributors who
made this tour
possible!**

Heba Al-fayez
Toronto Archives
Pamela Bruneau
Leuwebb
Adamson Associates Architects
Helena Grdadolnik
The Erickson Family
Ron Baird
Kurtis Chen
TTC
Amanda Large
Joël León

**Tour developed by the
Toronto Society of Architects,
2021**

**Originally formatted as an
Instagram Stories tour**

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