

Admittance of Radials:

In the earlier stages of operation of either the simple Yonge Street subway or the more complete system, single cars from outside radial lines might also enter the subway under agreement; latterly, when the system developed into a busy rapid transit system necessitating, at least in rush hours, the operation of multiple unit trains, these foreign radials might still (provided their traffic was good enough) continue to operate on the subway line with multiple unit trains. If their traffic was highly intermittent we consider it would be more satisfactory to have an exchange station looped by the radial lines. A very good arrangement for this purpose can be devised as shown on the accompanying diagram (Figure No. 29). This same arrangement could be carried out underground, in which case the surface line loop would be brought underground and below the subway tracks, as the surface line is more flexible as to grade than the subway. Of course there is no reason whatever why subway trains may not continue on the surface for any distance, so long as their traffic justifies it, and for that same reason outside radial lines—i.e., lines not under the management of the subway system—might also use the subway.

We are tempted to refer, before closing this section of the report, to the broad question of the advisability of municipalities engaging in the transportation business. The whole question of "municipal trading," as the municipal management of public utilities has come to be called, is full of difficulties, and a few cities can point to considerable success in constructing and operating such utilities, while many others are burdened with equally considerable failures. Without attempting to go into detail on this part of the question, and realizing that our instructions do not specifically require any comments from us on this point, we feel that nevertheless we would in perfectly general terms express our preference for private operation of such utilities as transportation in and around cities.

Transit in cities can be provided under one or other of the following methods:

- First: The City building and operating the system under official regulation.
- Second: A private company building and operating the system.
- Third: The City building the transportation system and letting the right to operate same to an outside corporation.
- Fourth: The City giving a franchise to an outside corporation for the construction and operation of the transportation system.
- Fifth: The City giving its credit to underwriting bonds in favour of a private company which actually finances and builds, with reversion of ownership to the City provided by a sinking fund.