

**Brantford and Hamilton Electric Ry.—**  
The grading on the mountain section, for which Nicholson and Riley had the sub-contract, has been taken over by F. Dickenson, who has practically completed his contract of grading from Ancaster to Brantford, Ont. The placing of ties and track-laying will be started at an early date. A contract has been let to Woodman Bros. for the overhead work.

**Calgary Electric Street Ry.—**The rate-

1907

## Electric Railway

Brantford and Hamilton Ry.—We are officially advised that the extension from Market St., the present terminus of the company's line in Brantford, to the Lake Erie & Northern Ry station is 1,500 ft. This extension is now being built upon the company's own right of way. E. P. Coleman, Hamilton, Ont., is General Man-

December 1916

Brantford &  
Hamilton

**Brantford & Hamilton Ry.**—We are officially advised that track has been laid on the extension from Market St. to connect with joint station with the Lake Erie & Northern Ry. on Water St., Brantford, Ont., 0.25 of a mile. (Dec., 1916, pg. 502.)

**British Columbia Electric Ry.**—The

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it is proposed to pay out of revenue, and the material, so far as it is available, will be used elsewhere when the camp is removed. (Sept. 1915, pg. 359.)

**Hamilton & Brantford Ry.**—A new shelter has been erected at the Murray St. crossing, Brantford, Ont.

We are officially advised that the question of physical connection with the Lake Erie & Northern Ry. in Brantford, and the construction of a joint station there is being arranged for. (See Lake Erie & Northern Ry.)

**Lake Erie & Northern Ry.**—A press

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May 1916  
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[JUNE, 1916.]

### Union Electric Railway Station for Brantford.

The Lake Erie & Northern Ry., a subsidiary of the C.P.R., and the Brantford & Hamilton Ry., a subsidiary of the Dominion Power & Transmission Co., entered into an agreement recently to build a joint station in Brantford, Ont., and, as already stated in Canadian Railway and Marine World, the contract for its erection was let to Schultz Bros. Co., contingent on satisfactory arrangements being made with the city council and subject to the Board of Railway Commissioners' approval.

The plans as shown in the accompanying illustration provide for a one story building, located over the tracks at the southwest corner of Colburn and Water Streets, with 88 ft. frontage on Colburn St. and 76 ft. on Water St., and tracks to pass beneath the main floor of the

The Brantford City Council approved of the station plans, with a stipulation that the Lake Erie & Northern Ry. buy a strip of land opposite the station site. This the company refused to do, holding that it was not necessary, and the starting of work was deferred in order to bring the matter before the Board of Railway Commissioners.

### One-Man Car Operation in Lethbridge.

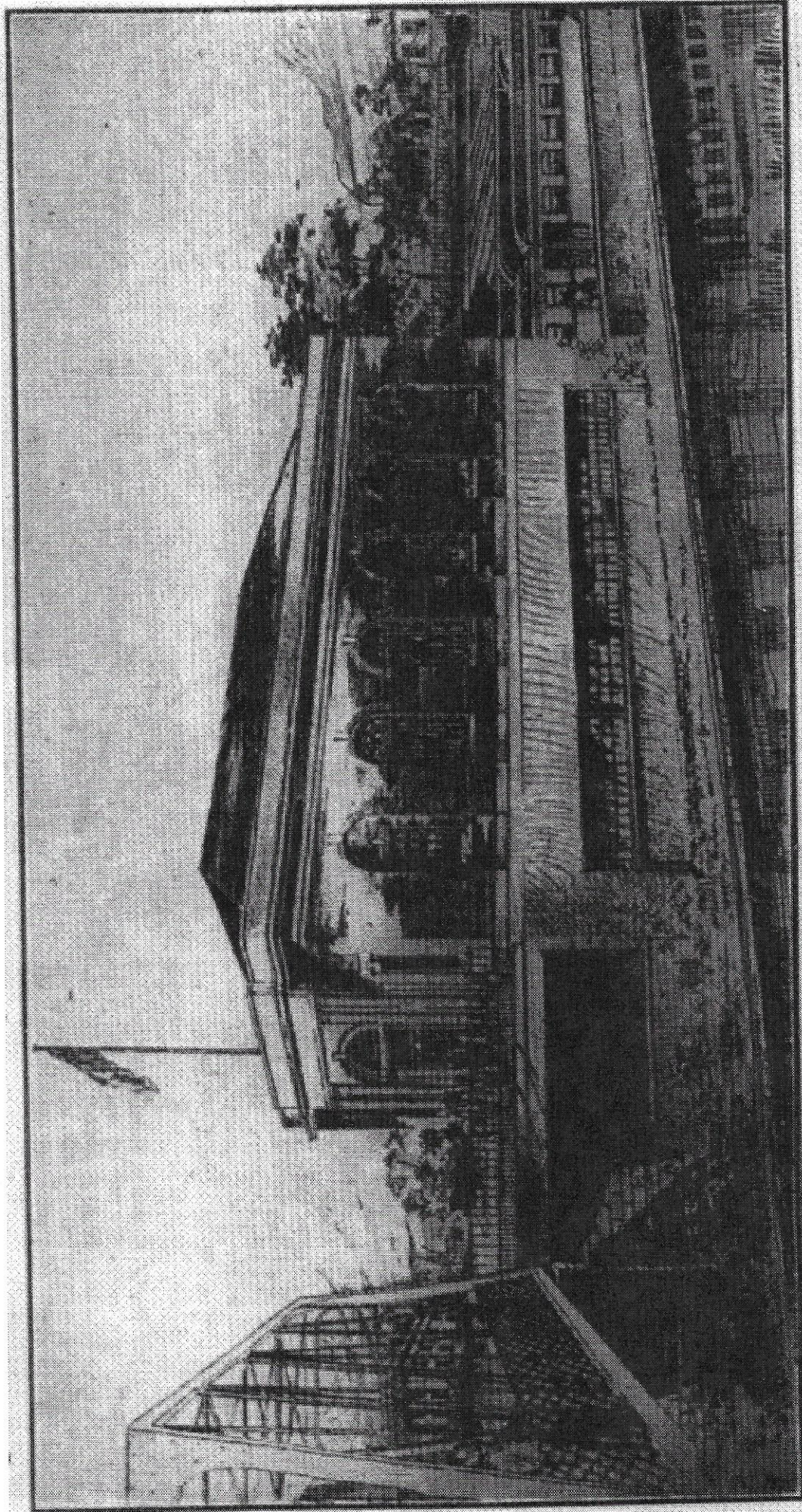
The Lethbridge Municipal Ry. for the year 1913 showed a net loss on operating of \$4,147.75, and after providing for debenture and other interest and sinking fund there was a total deficit for the year of \$30,831.22. For the year 1914 the loss on operating was \$3,477.14, and after providing for debenture interest, sinking fund, taxes and fire insurance there was a total deficit for the year of \$37,202.33.

### Increase of Toronto Railway Co's Capital.

A special general meeting of shareholders was held in Toronto, May 29, to sanction a proposed increase of capital stock by the creation of 30,000 new shares of \$100 each, making the aggregate capital stock \$15,000,000. The circular calling the meeting states that the increase is necessary to provide funds to meet the company's financial requirements and for financing the requirements of subsidiary companies for necessary extensions and betterments of their properties, in accordance with the company's statutory powers and for reasons more particularly indicated in accompanying memorandum. It is the directors' intention to have the new shares available for subscription pro rata by the shareholders, and if not subscribed, the same to be offered to the public.







Station for Lake Erie and Northern and Brantford & Hamilton Railways at Brantford, Ont.

June 19/6



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The plans as shown in the accompanying illustration provide for a one story building, located over the tracks at the southwest corner of Colburn and Water Streets, with 38 ft. frontage on Colburn St. and 76 ft. on Water St., and tracks to pass beneath the main floor of the

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Station for Lake Erie at

building, with platforms, express and baggage accommodation at the lower level. The design is New England, Colonial style; red brick, with limestone trimmings and green slate roof. The main floor, at street level, with entrance from Colbourn Street, is to contain a main waiting room 85 x 50 ft., women's retiring room and lavatory, men's lavatory and ticket and telegraph offices. Two stairways will lead from the main floor to the track platforms. Baggage and express rooms and steam heating equipment will be located in a separate extension 14 x 76 ft. on the lower or track level. This extension will abut the retaining wall of Water St. and will be accessible for teams at the lower end of the street. The interior of the building will be finished in Canada ash; the walls and ceilings of main waiting room to be plastered and finished with plastered cornice. The floors will be concrete. The lavatories will have a marble wainscot 6½ ft. high. Seats will extend the full length of the two outside walls in the waiting room, except in space occupied by the ticket and telegraph offices. The approximate cost is stated as \$25,000.