

LETHBRIDGE  
MUNICIPAL  
RAILWAY.

ships of Gloucester and Osgood-Carleton counties. (See Ottawa, Hull Falls and Kingston Hr. Mar. pg. 14)

Lethbridge Municipal Ry.—A branch was laid by the Lethbridge City Council May 8, in the Wilson Steel and Ironworks for the erection car barns for the street railway under construction as a municipal enterprise. Superintendent Reid reported that the branch on Sixth avenue is ballasted, while progress had been made with the paving on Fifth street, and the contractors were slow in delivering, and he was authorized to purchase two car loads from the C.P.R., so the work would not be delayed.

We are officially informed that it is proposed to lay 10½ miles of track, of which will be an double track. Construction was started April 8, and May 1, two miles of line had been completed, and work was in progress on additional three miles. It is expected have the entire 10½ miles of line completed in time for the exhibition which opens Aug. 19. The steel rails and fastenings were ordered in the U.S. delivery has been made. The orders overhead material were divided up between the Canadian General Elec Co., the Northern Electric Co., the gen' P Phillips Electrical Works, Imperial Wire and Cable Co., and Ohio Brass Co.

Power is to be generated as alternating current in the power house about miles from the city, and changed to volts d.c. at a substation located in car barns, and from there will be distributed over the line. The plant the power station consists of one 1000 k.w. synchronous motor generator and one 200 k.w. synchronous exc. generator set. (May pg. 252)

Porcupine Hand Belt Electric Ry.—The Ontario Legislature has incorpo-

June 1912

Montreal, Quebec, Mr. Thompson, Parks  
Ont.; F. H. Deacon, Toronto; Mr. Todd,  
GAR, Ont., G. W. Farrell, Montreal

Lethbridge Municipal Ry.—General  
Superintendent Reid reported, Aug. 1,  
that two of the cars had been delivered  
and three more were on the way. He ex-  
pected to be able to start the cars running  
Aug. 15, although the municipal power  
plant would not be ready for some time.  
The track construction work is in charge  
of Superintendent Daugherty, and the  
overhead work in charge of W. Symonds  
(Aug., pg. 421.)

Montreal Tramways. Elementary and

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Wynona, Princeton, is Chief Engineer  
(See pg. 529.)

Lethbridge Municipal Ry.—The municipally owned electric railway in Lethbridge, Alta., was re-opened for traffic Sept. 12. The city council's street railway committee has under consideration plans for the extension of the line during 1913. (See pg. 529.)

London Street Ry.—in connection with

1912

and interior, Hamilton, Alta., otherwise stated the officers and directors reside in Toronto. (Mar., pg. 135.)

~~Lethbridge Municipal Ry.~~—The revised capital expenditures approved by the Lethbridge, Alta., City Council, provide for \$21,610, of which \$3,210 is for improvements at the car barn; and for the provision of a Y and siding at the pavilion in Henderson Park. (April, pg. 184.)

We are officially advised that the proposed extension to Hardleville will be 1.5 miles long and is estimated to cost \$17,000. The track will be laid with 60 lb. rails, A.S.C.E. section. Standard overhead construction for 600 volts, d.c., will be used. The construction of the extension is not likely to be undertaken this year unless the money market gets a little easier. A. Reid, Lethbridge, Alta., is Commissioner of Public Utilities.

~~Montreal and Southern Counties Ry.~~—We are officially advised that tenders are

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1.) a mile. (Dec., 1914, pg. 553.)

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Lethbridge Municipal Ry.—The Lethbridge, Alberta, Board of Trade is pressing the City Council to undertake the extension of this railway to Hardieville. The council has the matter under consideration.

The question of the cost of lifting and relaying the electric railway tracks under the 18th St. subway, \$465.61, is in dispute between the City Council and the C.P.R. No provision was made in the agreement for this work, and the C.P.R. now wants to collect it. The City Council referred the matter to the City Solicitor, Feb. 1. (Dec., 1914, pg. 553.)

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March 1915  
Lethbridge

**O Lethbridge Municipal Railway  
Operating Results.**

Following is the statement of the Lethbridge, Alta., Municipal Ry. for the calendar year 1915:—

**EARNINGS** ..... \$41,740.51

**EXPENDITURE—**

Motormen's wages	\$16,994.75
Salaries	1,883.75
Power	14,864.80
Auditors	245.40
Employers' insurance	144.21
Uniforms	240.21
Car barn foreman	1,820.00
Car barn wages	2,784.50
Track cleaning	1,511.94
Car barn expense	872.79
Car hasting	206.00
Damages	156.22
Repairs overhead	220.11
Stores	1,398.55
Repairs track	1,080.65
Advertising	91.91
General expense	158.63
Amusements	35.25
Printing and stationery	158.09
Office expense	84.87

..... \$38,082.87

**Surplus from operation** ..... \$3,677.64

..... \$41,740.51

**OVERHEAD CHARGES—**

Debenture interest	\$15,801.50
Sinking Fund	8,756.25
Taxes	5,143.19
Insurance	682.40

..... \$30,383.87

**Surplus from operation** .....

..... \$29,705.73

Lethbridge Municipal Ry. — The remaining

August 1915

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### 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.

June 1916

Lethbridge