

**BRANDON
MUNICIPAL
RAILWAY.**

Electric Railway Projects, Co

Brandon Municipal Ry.—Two miles of additional track which was under construction at the end of 1912 were, we are advised, completed during 1913, the work being done by day labor, under the charge of J. Antonisen, Superintendent. The construction programme for this year has not been arranged. (Dec., 1913, pg. 592.)

British Columbia Electric Ry.—The total

February 1914

Result of the Use of Meters on Brandon Municipal Railway.

Thos. Boden, Superintendent, Brandon Municipal Ry., Brandon, Man., has presented the following figures showing the power consumption without meters for the year ended Sept. 30, 1914, and with meters for the year ended Sept. 30, 1915:

	Without Meters.	With Meters.
Power consumed in k.w.h..	607,996	491,900
Car miles	268,244	278,044
Average k.w.h. per car mile	2,266	1,769
Cost of power per year....	\$12,159.82	\$9,838

The cost of meters was \$200; installation \$10; repairs, nothing. Power costs 2c per k.w.h. The above figures include all losses.

American Electric Railway Association
Committees. The following officials of
Canadian electric railways

January
1916

Brandon Municipal Railway Construction Costs.

The following figures show the cost of constructing 1.27 miles of track in 1915, using 60 lb. rail with gravel ballast, the work being done under the supervision of T. Boden, Superintendent:—

113.57 gross tons 60 A.S.C.E. rails....	\$ 5,337.80
Tamarac ties	1,938.00
Angle bars	172.20
10 in. rail bonds.....	176.00
62 in. rail bonds.....	16.00
Spikes.	165.00
Bolts.	28.00
Special work	2,995.00
Miscellaneous	25.00
Total cost of track material.....	\$10,853.00
Ballast, excavation, tracklaying, tamping and surfacing.....	3,034.00
Supervision	200.00
Total cost of track construction.....	\$14,087.00
Total cost of track material per mile, not including special work.....	\$ 6,680.00
Labor and construction.....	2,370.00
Total cost of track construction per mile	\$ 9,050.00

The following figures show the cost of overhead construction, including special work, for 1.34 miles:—

Material	\$ 1,343.00
Labor pay	497.00
Supervision	32.00
Total cost of overhead construction..	\$ 1,872.00
Total cost of track and overhead construction	\$15,959.00
Cost of electric line material per mile, not including special work and feeder	\$ 900.00
Labor and supervision.....	370.00
Total per mile.....	\$ 1,270.00
Cost of labor and supervision for electric line and track per mile.....	\$ 2,740.00
Total cost of electric line and track construction per mile, not including special work	10,320.00

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At the end of 1913 the Brandon Municipal Ry. had 3.12 miles of track in concrete and 5.92 miles in gravel ballast, a total of 9.04 miles, the cost of labor and supervision to construct which was \$54,460. This does not include the cost of putting in concrete, which was done by contract. On the basis of cost of construction 1914 and 1915, which is the same as previous construction, the cost would have been as follows:—

LABOR AND SUPERVISION TO CONSTRUCT ELECTRIC LINE AND TRACK.

Concrete foundation, 3.12 miles.....	\$ 5,000.00
Gravel ballast, 5.92 miles.....	16,220.00
	\$21,220.00
Contingencies and extra labor on specials	5,000.00
	\$26,220.00

These figures are significant and show apparently that a large amount of money was wasted in the original construction.

W. H. Dinsmore, whose appointment as