

GRAND
RIVER
RAILWAY

operating
resulted
the cost of
all of the
and loss
\$64,354.25,
\$102,166.19.
issued, and
the bonds
retired.
Grand Ry.
ceeded in
unreason-
in force,
how far
thereby.
sent oper-
are such
a reason-
public and
ested and
a fair and
being ac-

\$1,154,566.29
\$ 543,815.86
\$ 700,750.43
\$ 853,033.12
700,750.43

Grand River Railway and Lake Erie and Northern Railway Betterments, Etc.

A press report states that the Grand River Ry. and the Lake Erie and Northern Ry., which give an electric railway route from Port Dover, on Lake Erie through Simcoe, Brantford and Galt to Preston, Kitchener and Hespeler, Ont., propose to spend \$1,500,000 on general betterments, etc. this year. In addition to additional rolling stock, for which \$671,000 is said to have been appropriated to buy 2 locomotives, 10 passenger cars, and an express car, it is said that the betterments will include new overhead wire on the Grand River Ry. lines, similar to that on the L.E. & N. Ry., a \$16,000 car barn at Preston, and a station to cost \$42,000, at Galt, in which the two companies' general offices will be located. For track betterments the larger proportion of the total appropriation will be spent on the G.T.R. A second track will be built from Preston to Hagey's Crossing, new rails will be laid, and at Kitchener \$60,000 is to be expended upon a revision of the location.

The new construction undertaken recently at Hespeler is reported to be nearly completed, and it is said that when the proposed betterments are completed, cars will be run through between Kitchener and Port Dover.

April
1920

Electric Railway Projects, C

Grand River Ry.—In connection with the rearrangement of the route in Galt, Ont., the C.P.R. has removed its 200 ft. freight shed 40 ft. from the original site, to provide a right of way for the electric line. (Nov., 1920, pg. 616.)

Guelph Radial Ry. Co. and Guelph City

January 1921

the Commission's next sitting will be held in Toronto, Jan. 3.

Grand River Ry. and Lake Erie & Northern Ry. Equipment Orders.

The Grand River Ry. and the Lake Erie & Northern Ry., operated under one management at Galt, Ont., have ordered 9 passenger car bodies, 6 for G.R.R. and 3 for L.E. & N.R.; 1 baggage and express car body for G.R.R., and 3 steel underframes and cabs for 60-ton electric locomotives, 2 for G.R.R. and 1 for L.E. & N.R., from Preston Car & Coach Co.; 15 quadruple equipments of motors, including control and air brake apparatus for passenger cars; 3 quadruple equipments of motors, including control and air brake apparatus for 3 60-ton electric locomotives, and also 2 complete units of 1,000 k.v.a. 1,500 volt motor generator sets for Preston substation, from Canadian Westinghouse Co.

The car bodies will be of composite construction, straight sides, monitor roof extending from vestibule to vestibule, straight platforms equipped with steam coach buffing gear, vestibule at each end of car, built of steel throughout up to the eaves, doors at each side and end of vestibule, trap doors over steps, underframes of structural steel, center and side sills continuous, side framing steel angles and T's sheeted outside with no. 11 gauge steel plate, side sash to raise, deck sash rectangular, roof covered with wood and canvas reinforced with steel carlines. The bodies will be divided into two compartments; the main compartment to extend the length of 12 windows, and to have 19 walkover and 4 stationary seats, and lavatory in the right hand end corner; the smoking compartment to extend the length of 6 windows, with 7 walkover and 4 stationary seats, with locker at right hand end corner. The general dimensions of the cars will be:

Length over platform	61 ft. 8 1/2 in.
Length over body end sills	53 ft. 4 1/2 in.
Length center to center body bolsters	41 ft. 4 1/2 in.
Width over sheeting	8 ft. 6 1/4 in.
Height under side of side sill to top side of side plate	7 ft. 6 1/2 in.
Height under side of side sill to top of roof	9 ft. 6 1/4 in.
Height top of rail to under side of center sill	2 ft. 3 1/2 in.

The Grand River Ry. is being operated under a 600 volt current, which is being changed to 1,500 volts, as used on the Lake Erie & Northern Ry. This change necessitates the rebuilding of all overhead lines, and the re-equipment of existing rolling stock, as well as new substation equipment, as outlined above.

January
1921

be installed.

Grand River Ry., Galt, Ont., is planning to operate a half-hourly bus service between Galt and Preston, Ont., which will require 3 buses with seating capacity for 30 passengers each, 2 to be used in regular service and one to be held as a spare.

August
1925