

Canadian Pacific Electric Lines

LAKE ERIE & NORTHERN – GRAND RIVER RAILWAY

GRR 824,826,828

WOOD PASSENGER CARS

On Dec. 4, 1906, the Preston car barn of the Galt Preston & Hespeler Street Ry. and the Preston and Berlin Ry. burned, destroying one new locomotive and seven passenger cars. Two cars and one freight motor, which were in service at the time of the fire, escaped damage. These, along with one car which was damaged in one end only, represented the only rolling stock available for service.

Four cars were immediately ordered from the Ottawa Car Mfg. Co., and on delivery early in 1907 were numbered 21, 31, 41 and 51.

Traffic continued to increase, and consequently in 1910 two cars, numbered 61 and 81 were obtained from the Ottawa Car Mfg. Co. and in 1912 two more, 205 and 215, from Preston Car & Coach Co. These two groups were generally similar in appearance, except that the 1912 cars had single type double width windows instead of the more usual divided type.

The G.P. & H.St.Ry. and the P. & B.Ry. were two separate companies operated under the parent company incorporated as the Berlin Waterloo Wellesley and Lake Huron Ry. Co. In 1914 about half the cars were lettered for the G.P. & H. and the remainder for the P. & B. On Jan. 1, 1908, the company was leased for 99 years to the Canadian Pacific Ry. and in 1914 its name was changed to Grand River Railway Co. Shortly afterward, the city of Berlin was renamed Kitchener.

In 1921 it was decided to change the Grand River Ry. from 600 volts to 1500 volts D.C. in common with the Lake Erie & Northern Ry. which had been opened with the higher voltage in 1915. The change was made on Dec. 4, 1921, and with the introduction of new steel cars on this date, all the former G.P. & H. and P. & B. cars were immediately retired. The 600-volt electrical equipment was removed, and the cars were placed in storage as passenger trailers.

In 1923 cars 81, 205, and 215 were rebuilt in the Preston shops of the railway, and emerged as 824, 826 and 828. The vestibules were completely rebuilt to resemble those of the newer L.E. & N.Ry. 933 series. 1500-volt multiple-unit electrical



W.B.Cox Photo.
5-car train on Preston hill about 1915.

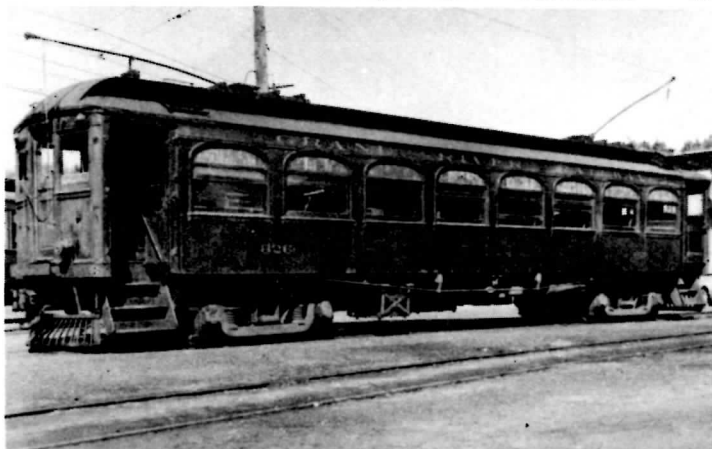
equipment was installed, and the cars placed in service on the short but heavily-travelled Preston-Hespeler branch. They afterward spent all their running life on this branch and saw very little if any main line service. This may have been because they lacked the drinking-water facilities required by the Province of Ontario on all passenger cars running 20 miles or more.

Cars 21 to 61, which had been in storage since 1921, were finally dismantled early in 1935.

Car 824 was little used after 1932 and was out of service by 1934. Two years later, motors were removed and the car classed as a trailer, though it was probably never used as such. In 1944, as a result of increasing wartime traffic, it was repainted, but due to pressure of work and shortage of manpower in the shops, the motors were never installed, and in June 1946 it was dismantled.

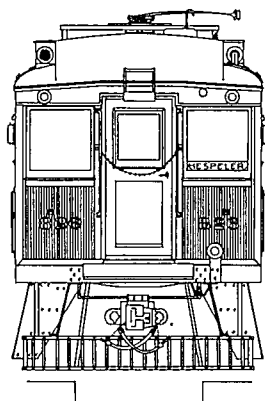
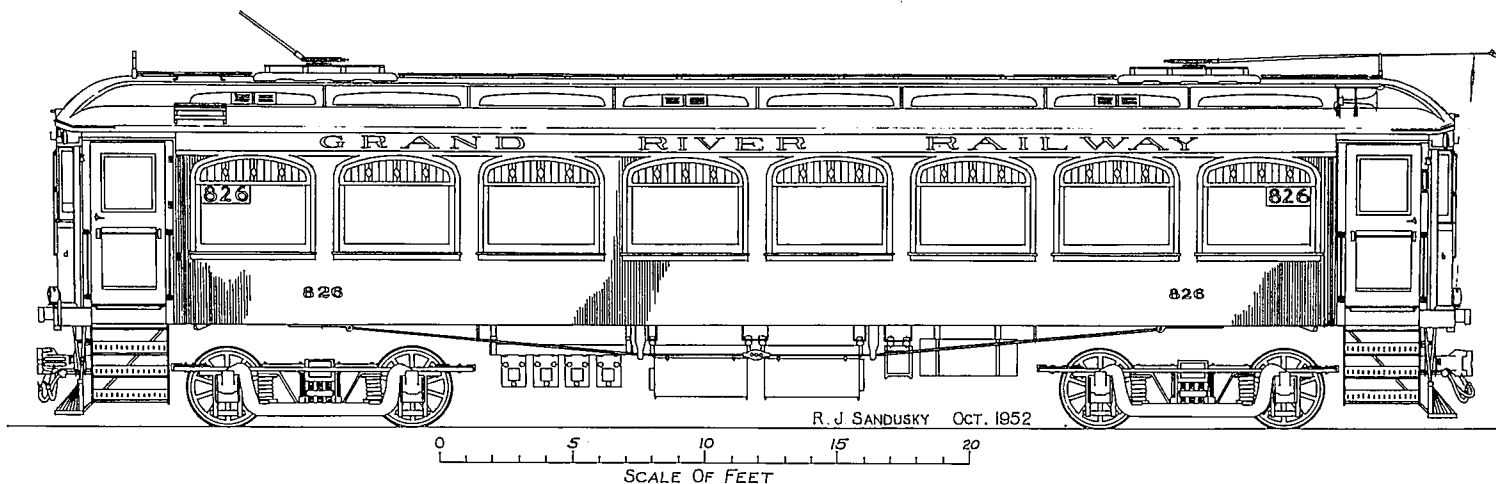
Car 826 continued in service on the Hespeler branch until late 1946, when it was withdrawn from passenger service owing to a weakening frame. It was used for a short time on the main line as an emergency car, being the only one of the three cars which is known to have operated on the L.E. & N. line under its own power. In December 1946, it ran MU with a regular steel car to Port Dover, where it was used as a temporary station until the new building was completed. Late in March 1947 it was returned to Preston, and was used as a service car until Sept. 1948 when it was rebuilt into Service (Dining) trailer 26.

In 1938, the motors of car 828 were removed and it operated for a short time as an MU trailer, but the motors were soon replaced. Early in 1947, it was withdrawn from passenger service, its place on the Hespeler line being taken by one of the larger cars. In July 1947 work was started to change it into a caboose without a cupola, but being too heavy for such purpose, it became Service (Boarding) Car 28. Car 26 was scrapped at Preston on Mar. 20, 1953 and 28 on April 13.



Wm. Miller Photo.

826 at Preston, July 1, 1944.



SPECIFICATIONS

Numbers: Original 1914 1923 1948
 G.P. & H. 81 G.R. 81 G.R. 824 Scrap
 P. & B. 205* G.R. 205 G.R. 826 26
 P. & B. 215 G.R. 215 G.R. 828 28
 *205 in 1913 carried G.P. & H. In 1914 was P. & B.
 Builder & Date: 824 Ottawa 1910; 826 828 Preston 1912
 Rebuilt: G.R. Ry. Preston Shops 1923
 Construction: Composite, Wood and Steel
 Voltage: Originally 600 D.C.; 1923-1500 D.C.
 Length: Orig. 824 55'0" } 1923 Rebt. 53'2"
 826, 828 53'5"
 Truck Centres: 33'0" Width: 9'3"
 Height, Rail to top of roof walk 13'3"
 Weight: Orig. —; 1923 - 824 69,000, 826 828 73,000
 Pilots: 824 Orig. Wood locomotive type; 1923 Rebt. Steel
 826 828 Steel locomotive type
 Warning Device: Air operated whistle,
 1937-8 826 828 recieved Pneuphonic Horns

Seating Capacity: Main Compartment 4-8, Smoker 16
 Seats: Leather Push-Over
 Control: Orig. #251 Switch group
 1923 Westinghouse AB
 Motors: Orig. Four Westinghouse 93A 50 h.p.
 1923 " " " " " 54.5A6 85 h.p.
 Gear Ratio: 1923 25:62
 Geared Speeds: 1923 40 mph free running;
 55 mph top speed
 Trucks: Baldwin MCB
 Wheels: Orig 33"; 1923 36"
 Brake Valve: 1923 Universal and M.23D
 Engineer's Valve
 Brakes: Westinghouse Automatic
 Heating: 1923 Electric Seat-heater
 Couplers: Orig. Tomlinson M.U. 1923 MCB Automatic
 Colour: 1923 Tuscan Red,
 Gold lettering



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