

THE RAILWAY SITUATION IN HAMILTON

PECULIAR LOCATION OF CITY CREATES PROBLEM—SOLUTION IS SPEEDILY NEEDED—CO-OPERATION OF LINES NECESSARY—FUTURE DEVELOPMENT WILL NECESSITATE CHANGES NOW CONTEMPLATED

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SEVERAL very important questions are involved in Hamilton's railway problem, some of which are of recent origin, while others date back many years. First of all there is the growing need for better station accommodation for the existing steam roads. This is a chronic trouble in a rapidly growing city. There is the question of grade separation,—the elimination of grade crossings with their dangers and delays. There is the smoke and noise nuisance which gradually

abruptly rises the Niagara escarpment or "mountain" to a height of over 320 feet above the centre of the city, and 400 feet above the bay. On the west lies the "marsh" and the broken irregular Dundas valley. Between the marsh and the bay is a narrow ridge of land or "Hog's Back," a hundred feet in height, extending diagonally across the city. On the east, the level flats of the Niagara fruit district, permit an easy access, but this only for a line from Niagara Falls.

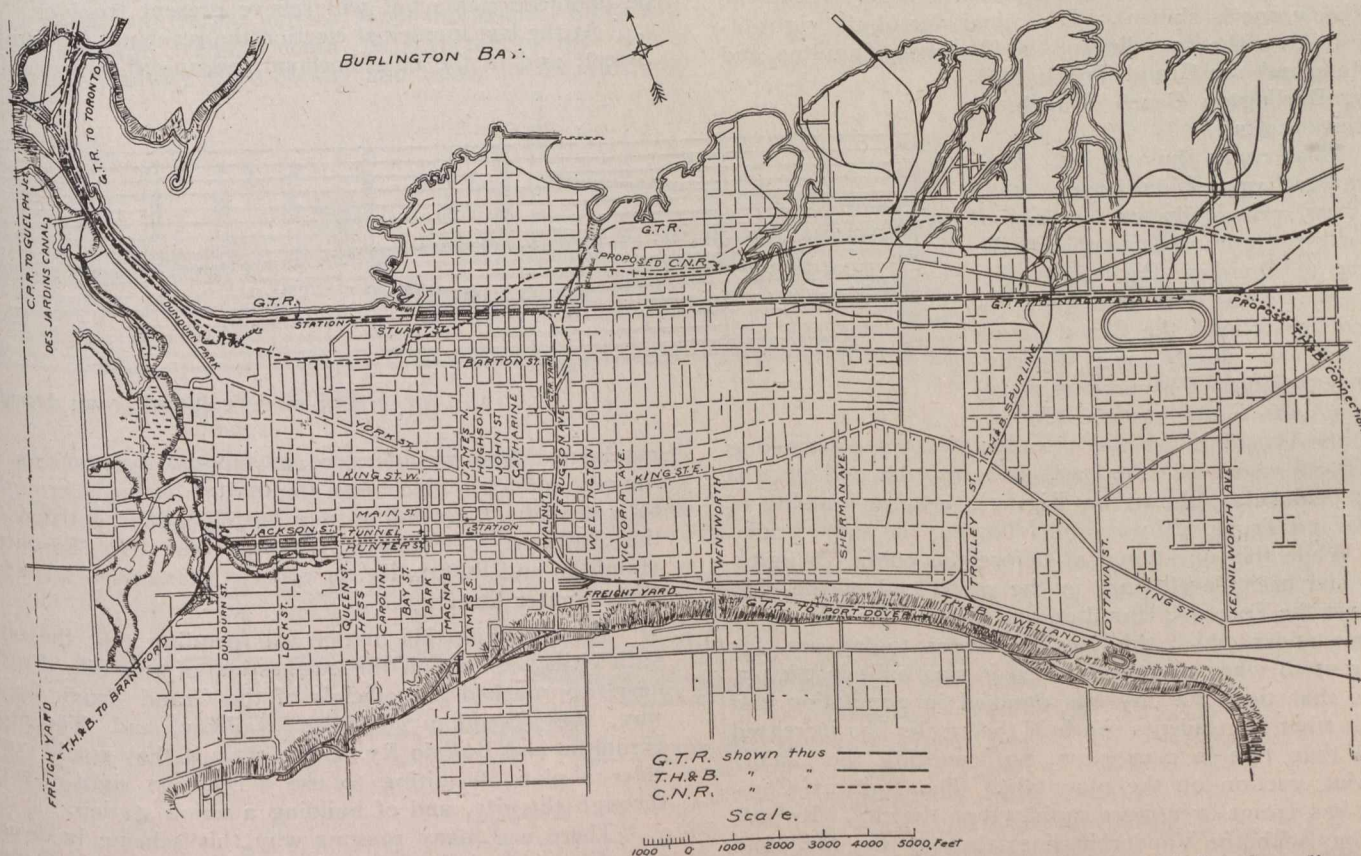


Fig 1.—Diagram of the city of Hamilton Showing existing railroads and proposed route of the Canadian Northern Railway.

grows as the railway traffic increases. All this, but principally the fact that another steam railway is seeking right-of-way through the city, has impressed upon the minds of the city officials, and many citizens in general, that now is the time to consider the railway problem as a whole, and, if possible, to find some solution which will not only answer present needs, but will provide for the future growth of the city.

The location of Hamilton is such that it is extremely difficult to bring a railroad into it, quite apart from the thousand and one obstacles which are always encountered in locating a right-of-way through a thickly populated district. To the north lies Burlington Bay. On the south

Over fifty years ago the Great Western Railway, (now the Grand Trunk), occupied the bay shore. Its Port Dover branch (the old Northwestern Railway) cuts across the city and climbs the mountain to the eastward. In 1894-5 the Toronto, Hamilton and Buffalo Railway tunnelled the "Hog's Back" and entered between the centre of the city and the mountain. Last year the Canadian Pacific Railway, Guelph Junction branch, connected with the Toronto, Hamilton and Buffalo outside the city at the Des. Jardine Canal, (See Fig. 1). Besides these steam roads there are five suburban electric roads each with its independent entrance. These, with the street railway system, occupy most of the main streets.