

The Canadian Engineer

A weekly paper for Canadian civil engineers and contractors

Loop Station and One Right of Way at Hamilton

Is Plan Advocated by Consulting Engineers as Solution of Railway Problem in that City—Entrances for C.N.R. and Hydro-Radials—Present Situation of Hamilton Said to be Responsible for Much of Freight Blockade near Frontier—Abstract of Report by

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HAMILTON occupies a comparatively narrow strip of land, from one and a half to two and a half miles in width, between Burlington Bay and the mountain. This narrow strip is further restricted by broken ground and deep marshes on the west. A certain amount of settlement has developed on the mountain, which has not yet been included in the city limits. This section is difficult of access, and is not likely to grow rapidly until better facilities are provided, so may be left out of present consideration.

The city's development must, of necessity, be in an easterly direction. The strip of land on which Hamilton is built is so narrow, much of the traffic must be carried

on a few east and west arterial highways, making the ultimate separation of railway and street grades imperative.

Hamilton, in proportion to its population, is probably the greatest manufacturing centre in Canada. The industries are, in a very large measure, confined to the district north of Barton and east of James Street.

Traversing this narrow restricted area from east to west are two main lines of railway—the Grand Trunk, paralleling more or less closely the water front, and the Toronto, Hamilton & Buffalo Railway paralleling the base of the mountain. To these are added two cross-town lines—the Ferguson Avenue line of the Grand Trunk and the Gage Avenue line of the Toronto, Hamilton & Buffalo.

Of the east and west main lines, the Grand Trunk traverses the industrial section and is well located to serve Hamilton's many industries, with a minimum of disturbance to the streets.

