

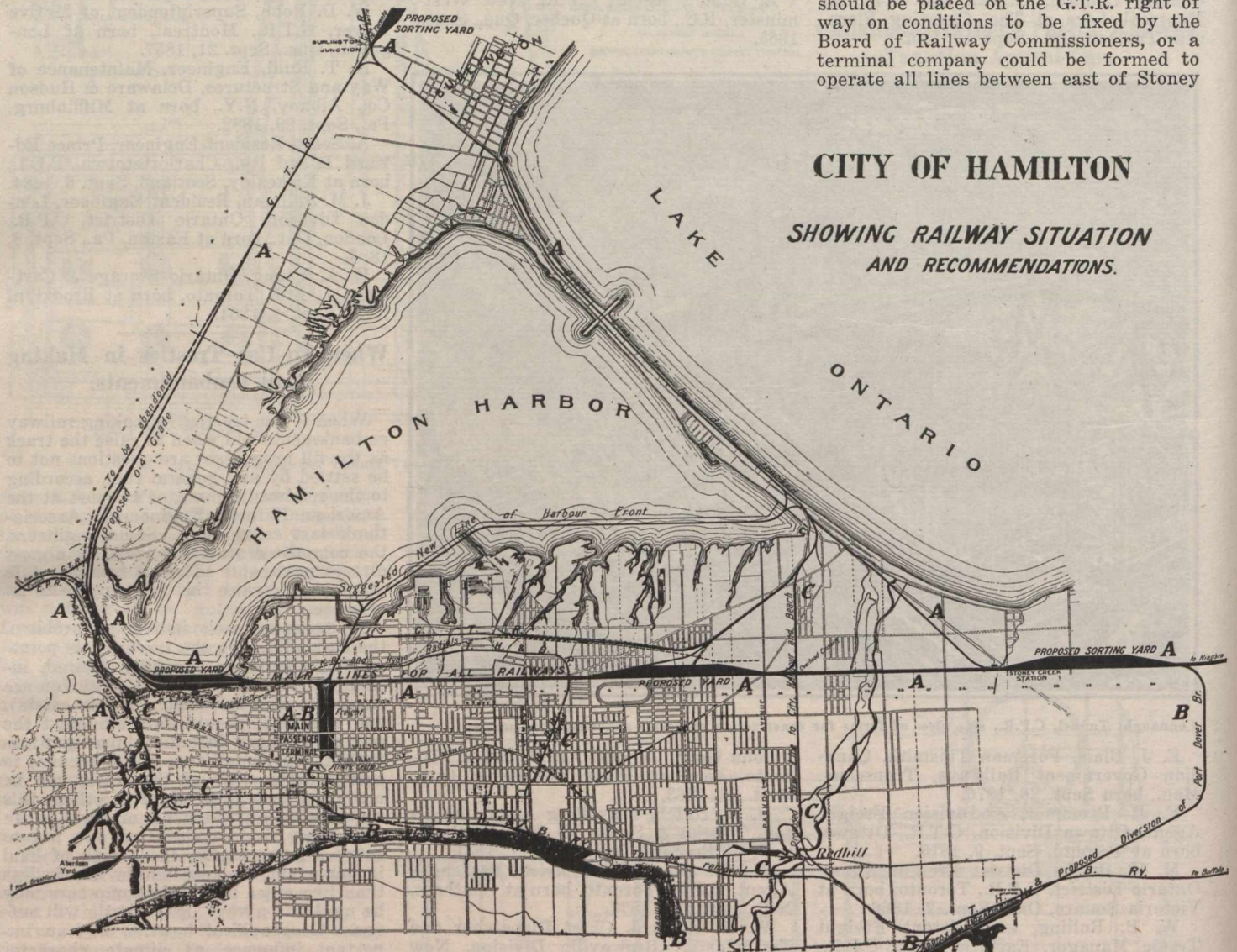
## Engineers' Report on Railway Situation in Hamilton.

An important report bearing upon the railway situation at Hamilton, Ont., prepared at the instance of the city council by W. F. Tye, M.Can.Soc.C.E., consulting engineer, Montreal, and N. Cauchon, A.M.Can.Soc.C.E., consulting engineer, Ottawa, was made public recently. The railway situation in Hamilton has been a source of constant discussion for some years past between the city and the two companies at present owners of lines there, the G.T.R. and the Toronto, Hamilton & Buffalo Ry., the situation with the latter company in regard to the elimination of level crossings, either by depressing or elevating its line on Hunter

sult the city council engaged the two engineers named to look over the whole situation and make a report thereon.

After a lengthy introduction, in which the engineers review the present situation, they proceed to develop and discuss their suggestions under three heads as follows: Proposal A, referring to the entrance for new railways on a basis whereby the city would not be obliged to contribute in any way to their cost; proposal B, referring to the entrance of new lines and the elimination of the Ferguson Ave. cross town line, and proposal C, which is recommended for adoption; the entrance of new lines and the concentra-

sated. A double track should be built and electrified so as to permit the use of both steam and electricity. If the G.T.R. desires to reduce its gradients the line should be constructed as a 4 track one, of which 2 should be electrified. If this were done the junction of the G.T.R. line to London would be made about half a mile nearer to Toronto than at present. The T.H. & B.R. connection with the new line would be made by depressing the present line about 22 ft. and drilling a short tunnel under the Hamilton-London line, while the C.P.R. line to Guelph Jct. would be diverted a little westerly. From the present Stuart St. station all the lines should be placed on the G.T.R. right of way on conditions to be fixed by the Board of Railway Commissioners, or a terminal company could be formed to operate all lines between east of Stoney



CITY OF HAMILTON  
SHOWING RAILWAY SITUATION  
AND RECOMMENDATIONS.

St., having been before the Board of Railway Commissioners for the past two years. The Canadian Northern Ry. plans for a line through the city brought in some new factors, and the recently expressed desire on the part of certain municipalities, in conjunction with the Hydro Electric Power Commission of Ontario, to build a system of electric lines in the Hamilton district, using a parallel or the same route as the C.N.R., was a further complication. Some tentative plans for dealing with the problem as a whole, instead of continuing to negotiate with all the different companies concerned, were made during 1916, and as a re-

sult on one main line right of way through the city of all lines existing and to be built.

**Proposal A.**—All through freight traffic on the G.T.R. and new parallel lines from the Niagara frontier to Toronto should go by way of Burlington Beach. New sorting yards should be immediately built east of Stoney Creek station and at Burlington Jct. All new lines entering the city from Toronto should be on a common right of way, which should parallel the G.T.R. right of way on the south and east side from west of Burlington Jct. to the Valley Inn, thence to Stuart St., with a 0.4% gradient compen-

sated. There should be a 4 track line through the city, 2 tracks, with sidings, being electrified. A western yard for freight for new lines to be laid out north of the present Stuart St. yards; a new central yard to be laid out between Ottawa St. and Parkdale Ave., and small team delivery yards at various points. The new line should have access to all industrial spurs and sidings, and all switching to and from industries should be done by steam until the G.T.R. lines to the Niagara frontier are electrified. The gradients between Bay St. and Victoria Ave. should be reduced to a maximum of 0.4%. A