55a The Hamilton, Ont. Street and Radial Railways
By the late A. Andrew Merrilees

Note by Charles Cooper: This article was reprinted in the Upper Canada Railway Society (UCRS) Newsletter Number 503 (September 1991) as

"SIXTY YEARS WITHOUT INTERURBANS "
(THE DOMINION POWER & TRANSMISSION COMPANY IN HAMILTON **[DP&T Co.]**)

with the following note by then UCRS editor Pat Scrimgeour:

Sixty years ago, the last interurban electric railways closed in Hamilton, Ontario. To mark the anniversary, we present this article, based on a manuscript written in 1950 by Andrew Merrilees (1919 - 1979). The situations described are as current in 1950, and therefore have in many cases changed substantially since.

The electric railways of the Hamilton area had their beginning in 1892 when the Hamilton Electric Light & Cataract Power Company Ltd. first transmitted power from their small plant at DeCew Falls, on the Niagara Escarpment near St. Catharine's, to Hamilton.

This early company; known as the "Cataract" to a generation of Hamiltonians, was a purely Hamilton enterprise, having been formed by the "Four Johns" - John Moodie, John Patterson, John Gibson, and John Dickenson, for the purpose of generating power from the waters of the Twelve Mile Creek, where it cascaded over the escarpment at DeCew Falls, and transmitting it to Hamilton over the longest electrical transmission line then in existence.

This company; by 1900, had bought the Hamilton Street Railway; which had converted from a horse-car to an electric operation in 1892, the Hamilton & Dundas Street Railway; which had been converted from a steam line in 1898, and the Hamilton Radial Electric Railway; operating to Hamilton Beach and Burlington. This latter was a then-new electric railway; having been built in 1896. After these acquisitions, the "Cataract" was reorganized in 1903 as the Hamilton Cataract Power Light & Traction Ltd., and this company thereafter acted as holding company for the organization's various railway enterprises.

In 1907, following the acquisition of the Hamilton, Grimsby & Beamsville Electric Railway (HG&B) and the construction of the Brantford & Hamilton Electric Railway (B&H) and the Hamilton Terminal Station, and the purchase of control of the Lincoln Electric Co. of St. Catharine's and the Western Counties Electric Co. of Brantford, the entire enterprise was reorganized as the Dominion Power & Transmission Co. This company then assumed the position of holding company until April 1930, when it was purchased by the Hydro-Electric Power Commission of Ontario (HEPC) for $21,500,000, together with all its railway assets.

In the five-year period prior to its acquisition by the HEPC, the DP&T Co. had made many additions and improvements to its property. On August 15, 1926, a local bus service was instituted by the Hamilton Street Railway. On April 1, 1927, the Hamilton Bus Lines, operating a bus service from Hamilton to St. Catharine's, was purchased. In 1928, the Mount Hamilton Bus Lines was purchased and added to the routes of the Hamilton Street Railway; and later in the same year; the company purchased all but one of the interurban bus services radiating from Hamilton, providing it with a bus system from Hamilton to St. Catharine's, Dundas, Waterdown, Port Dover, Binbrook,

Brantford, Galt, Guelph, Dunnville, and Milton. In 1928, this route-mileage was further extended by the purchase of a bus line operating from St. Catharine's to Buffalo.

The Hamilton Street Railway's franchise was renewed by the city on May 10, 1927, and this event was preceded and followed by numerous important improvements in the physical property of that subsidiary. New car shops were opened early in 1928, and 48 new steel streetcars purchased during 1927, 1928, and 1929.

The interurban railways were gradually giving way to buses during this period, and on January 5, 1929, the Hamilton Radial Electric Railway between Hamilton and Burlington and Port Nelson was converted to a bus operation.

After the acquisition of the DP&T Co. by the Hydro in 1930, the new owners completed the conversion. On June 30, 1931, both the HG&B and B&H electric railways were abandoned, and the tracks were lifted in 1932. The Hamilton & Dundas Electric Railway had, meanwhile, been put out of business by bus competition and had been abandoned on September 5, 1923.

The HEPC, after assuming control, adopted a policy of trying to dispose of the Hamilton Street Railway to the City of Hamilton, retaining an interest only in the power generating and distribution system.

In this they were not successful. In 1934, however, Hamilton Bus Lines Ltd., the company operating the interurban bus system, was sold by the Hydro to private interests headed by Francis Farwell, operating as Highway King Coach Lines Ltd. This firm was renamed Canada Coach Lines Ltd. in 1937, and became a successful bus operation.

On July 12, 1946, Mr. Farwell and two Hamilton business associates bought the Hamilton Street Railway from the HEPC, and commenced a program of progressive replacement of streetcars by buses, which will culminate in complete replacement by 1954. This brings us up to date on the history of the transportation divisions of the various companies.

We now turn to a closer study of the histories of each of the railway properties.

HAMILTON STREET RAILWAY (HSR)

The Hamilton Street Railway Company was incorporated in 1873 and construction was commenced on the first portions in the summer of 1874. The first track was laid on Stuart Street from the Great Western Railway station to James Street, and up James to King. This section was opened on May 15, 1874. During 1875, stables and a car barn were erected on Stuart Street near Bay; and the company's office was established at James and Gore streets.

In 1874, the company had 10 cars and 22 horses, and took in $90 to $100 per day. Four more cars were ordered from Philadelphia in 1875. The first ten horse-cars were built by John Stephenson of New York for $850 each, and by 1892, when the line was electrified, a total of 26 horse-cars were operated by the company. Eighteen horse-cars were in service by 1879.

In 1875, track was laid on King Street West from James Street to the Crystal Palace at Locke Street, and, in 1877, on James Street South from King to Hannah Street (now Charlton Avenue). Also, in 1878, track was laid on York Street, between James Street and the first gate of Dundum Park, the first car running on June 18, 1878. This line was extended to. Harvey Park in 1879. Dundum Park opened on July 21. 1878. In that year, a line was also opened along James Street

North from Stuart Street to the bay front at Guise Street, and along Guise Street to Mackay's Wharf, near the foot of John Street.

Also during the late 1870s, a line was built from King and James Streets down King East to Wentworth, up Wentworth to Main, and east on Main to the Springer property entrance at what is now Springer Avenue. A short extension later carried it to the Sanford farm two blocks east, at what is now the comer of Prospect and Main Streets.

In 1881, a trackless turntable was installed at King and James Streets for turning cars. Cars were driven onto the turntable and the horse's head turned in the desired direction, until the table lined the car up with the proper track. Cedar block pavements were laid all around the downtown section in 1884.

During 1890, a line was built on Barton Street from James to the Hamilton Jockey Club at what is now Ottawa Street.

The entire system was electrified in 1892 and the first electric operation took place on June 10 of that year, using 25 closed cars and 15 open cars manufactured by J.M. Jones & Sons, Troy, New York. There were also 14 open trailers which were later converted to motor cars, and one closed car made by splicing together two Brill horse-cars. All of the other horse-car bodies were sold.

A steam-operated power plant was erected by the company on the bayfront on Guise Street, containing four 260-horsepower dynamos. This plant received coal delivered by lake steamers and schooners, which tied up adjacent.

Also in 1892, a line from the comer of King and Locke Streets was built up Margaret and Locke Streets to Herkimer, and east on Herkimer to James. An extension was also made at the same time on the James Street South line from Hannah Street (Charlton Avenue) to the foot of the Incline Railway, which had been completed two years previously. These improvements created a belt line in the southwest section of the city.

Two new car barns were also built in 1892 to accommodate the electric cars. These were the East Barn on the northwest comer of Sanford Avenue and King Street, and the South Barn on the northwest comer of Herkimer and Locke Streets. Another new barn, the North Barn, was erected on the site of the old horse-car barn and stables on Stuart Street, near Bay. These three car barn buildings were all identical in construction.

About this time, a line was extended up Wentworth Street from Main Street to the base of the mountain at what is now Cumberland Avenue. At the same period, the King Street East line was extended from Sanford Avenue to Sherman, and up Sherman Avenue to Main Street. In 1895, the HG&B Electric Railway took over the old HSR right-of-way on Main Street from Wentworth to Sherman and for about a two year period this stranded the HSR line on Main Street between Sherman Avenue and Prospect Street, as there was as yet no curve from the new HSR line on Sherman and the old one east on Main Street. One car operated this stub line during that period, and it was kept at night at Sherman Avenue and Main Street in charge of a watchman.

After a two-year period, a curve was put in at Sherman and Main, and the former stub line was later extended east on King and Main Streets to Bartonville at the Strongman Road (about 1908).

No further extensions took place until about 1914, when the present Belt Line was created by building east on Main Street from the Delta to Kenilworth, down Kenilworth to Barton, and west on

Barton to Ottawa Street. In 1911, the former portion of the "side of the road" Bartonville route between Sherman and Main and the Delta was double-tracked, enabling it to be incorporated in the Belt Line.

Also in this period, a line was built on Burlington Street between James and Wellington Streets. Further extension eastward was prohibited for a time by a large inlet of the Bay which extended up to the present site of the Otis Elevator Company Works. However, this was filled in 1913, and the Burlington line was extended eastward from Wellington Street to Sherman Avenue, where a connection was made with the trackage of the Hamilton Radial Electric Railway.

Another new line was built on Kenilworth Avenue between Barton and Burlington Street, thus creating the present Burlington Street route, using the existing trackage of the Hamilton Radial Electric Railway on its private right-of-way paralleling Burlington Street between Sherman Avenue and Kenilworth.

In the early years of the 20th century, the International Harvester Co. and the Hamilton Steel and Iron Co. (now the Steel Company of Canada Ltd.), having established themselves on the bayfront near the trackage of the Hamilton Radial Electric Railway, a rush-hour crosstown HSR streetcar service was established over the Radial's Birch Avenue trackage from Harvey Lane (now Wilcox Avenue) and Burlington Street up Birch Avenue, Wilson Street, and Sanford Avenue to King Street. This culminated in the double-tracking of Birch Avenue in 1904.

In April 1921, a new line was opened from King and Margaret Streets out King Street West to the new residential development of Westdale.

Following the abandonment of the Hamilton & Dundas Street Railway on September 5, 1923, the Hamilton Street Railway commenced operating that portion of the H&D line between Herkimer and Queen Streets on Queen Street and Aberdeen Avenue to the Westinghouse plant at the City Limits.

The Bartonville line from the Delta to Bartonville was the first abandonment. This line was converted to bus operation on July 30, 1929.

In 1928, an arrangement was worked out with the National Steel Car Corporation to operate through their yard to a point midway between the Car Works office and the Firestone Tire &Rubber Co.'s plant for the purpose of better serving the employees of these industries. This line joined the HSR at Kenilworth and Burlington Streets, and was operated until about 1942.

Following the abandonment of the Hamilton Radial Electric Railway on January 5, 1929, the HSR continued to operate that railway's carload freight switching service, picking up cars at Irondale interchange from the CNR and the Toronto, Hamilton & Buffalo Railway (TH&B) and delivering them to the Firestone Tire & Rubber Co. on the Radial Railway's east-end steam plant spur. Also served in this manner were the DP&T Co.'s own steam power plant located on the bayfront behind the Firestone plant, Appleford Paper Products Ltd., the Fuller Brush Co., J.R. Moodie Ltd., Canada Coach Lines, and the HSR car shops on the Birch Avenue line. This service was discontinued in 1947, when the Irondale interchange was taken up and the old Radial steam plant spur sold to the CNR and TH&B, which are now switching the Firestone plant jointly.

The York Street route was discontinued on June 3, 1939, and taken up in 1940.

The Stuart Street line was discontinued in April 1930, following the opening of the new CNR station at James and Stuart Streets, replacing the old one several blocks west of James on Stuart. The "Incline Railway" route to the foot of the James Street incline was discontinued in 1942.

The Guise Street line was discontinued in 1941, and the Aberdeen route discontinued on July 26, 1947. Herkimer and Locke Streets services had been discontinued previously (in 1941), and the Westdale service was discontinued on August 4, 1949.

The original routings at the peak period of streetcar operation about 1930 were as follows:

- Gore Street - Aberdeen
- Gore Street - King West
- Westdale - Guise Street
- Gore Street - Incline Railway
- Belt Line
- Burlington - James South
- Gore Street - Wentworth
- Sanford Avenue - Irondale.

Originally, the Stuart Street - Wentworth Street routes *were* combined, as were the York Street and Aberdeen Avenue routes. These were changed due to the abandonment of the Stuart Street and York Street sections, and in its latter days, Wentworth Street was a one-car stub-route.

The James South and King West routes were, of course, one and the same on King West, Margaret, Locke, Herkimer, and James South, except that cars with each route sign ran in opposite directions. Gore Street contained a stub track off James Street which was used by cars terminating at that point.

Prior to the abandonment of the Westdale route, the Burlington and Westdale routes were for a time combined, but at the present writing, Burlington cars, after reaching King and James, turn east on King and loop through the Sanford Avenue car barns yard and return via King, James, and Burlington Streets to Kenilworth and Barton.

At the present time, only the Belt Line and Burlington Street routes remain in operation with streetcars. The Crosstown route via Birch Avenue was abandoned on January 31, 1948, and the Birch Avenue track is now used only for barn moves, as is the track on Sanford Avenue between King and Barton. Wentworth Street car service was abandoned in 1942.

The Hamilton Street Railway, after electrification in 1892, originally operated from three barns:

- North Barn - On Stuart Street near Bay Street
- South Barn - On Locke Street at the comer of Herkimer
- East Barn - On King Street at the comer of Sanford Avenue

The South Barn was destroyed by fire in 1909 and was not replaced. The North Barn was abandoned and sold in 1925, and the East Barn, located on the southwest corner of King and Sanford Avenue, became the general shops of the company for both city and interurban lines. Its facilities were added-to in 1912 by the construction of the Inspection Barn on King Street west of the Moodie plant and it was finally supplanted altogether in 1928 with the construction of the new car shop on Wentworth Street North. The old barn was sold in 1930 to Knight Rebound Controllers Ltd. The North Barn was not used as an operating barn after about 1912, and was used for car storage.

HAMILTON & DUNDAS STREET RAILWAY (H&D)

The Hamilton & Dundas was the oldest and shortest of the DP&T Co. interurban railways radiating from Hamilton. It was also the first to be abandoned.

This seven-mile railway commenced service as a steam-operated railway using small Baldwin "dummy" steam locomotives as motive power.

Its original Hamilton terminus was the Northern & North Western Railway (later Grand Trunk and CNR) station at Ferguson Avenue and King Street, which was torn down about 1931. The H&D also had a small waiting room of its own on Main Street opposite the Court House, between John and Hughson Streets.

The original route of the H&D Street Railway through the City of Hamilton was as follows:

- Main Street - Ferguson to Macnab
- Macnab Street - Main to Hannah
- Hannah Street - Macnab to Queen Street
- Queen Street - Hannah to Aberdeen
- Aberdeen Avenue - Queen to private right-of-way at the city limits

Its Dundas terminus was located on Hatt Street, directly behind the present post office; here also were the station, offices, engine house, and car shed.

The line for some years owned and operated a small wooded amusement park at Ainslies Wood, a station just west of the then Hamilton City Limits, located roughly opposite the present TH&B car shops.

In 1886, the line was leased to John Weatherstone for operation, and sometime later this lease was transferred to Thomas Myles and Son, coal merchants of Hamilton. The line was electrified and electric operation began on March 1, 1898, using the former coaches (hauled by the dummy locomotives) which had been motorized as electric cars.

Also in 1898, an extension was built from the Hatt Street terminus along Hatt Street to the west end of the town of Dundas. In addition, running rights and freight switching privileges were granted in 1898 to the Toronto, Hamilton & Buffalo Railway, and a connection was built at West Hamilton to give TH&B locomotives access to the H&D line.

The H&D did not previously handle any carload freight, but when the TH&B secured running rights, they built sidings into John Bertram & Sons Ltd., the Kerr Milling Co. Ltd., the Dundas Cotton Co., and other industries, and commenced a valuable freight switching service which has persisted to this day.

The Dominion Express Co. (now Canadian Pacific Express) also used the H&D as a link in its express route between a station on the CPR Toronto-Galt-London line, in the vicinity of Puslinch, and Hamilton. The express was transported in wagons from Puslinch to Dundas, then loaded on the H&D trains for delivery in Hamilton. This service was discontinued in 1897, when the CPR commenced running trains from Toronto to Hamilton via GTR rails.

Control of the Hamilton & Dundas Street Railway was acquired by the Hamilton Electric Light & Cataract Power Co. in 1899. As this company by this time owned also the Hamilton Street Railway, H&D cars were re-routed over HSR tracks in Hamilton via Herkimer and James Street South to the old

Hamilton Radial Electric Railway terminus at the corner of James and Gore Streets. The Macnab, Hannah, and Main Street routes were then abandoned and taken up.

Later; in 1907, when the Hamilton Tenninal Station was opened at Catherine and Main Streets, cars were re-routed there.

In 1921, a bus service was instituted between Hamilton and Dundas by local Dundas parties. This bus service cut so sharply into the revenues of the H&D Street Railway that operations were suspended on September 5, 1923 - one of the earliest abandonments of a Canadian electric railway.

After the discontinuance of the electric railway service, the TH&B continued to operate switching locomotives over the line, and eventually, about 1927, bought that portion of the railway from West Hamilton to Dundas from the former owners, and in 1930 extended it up the mountain-side behind Dundas to the Canada Crushed Stone Corporation Ltd. *As* stated, their service over this portion of the line continues to this day.

That portion of the line between Queen and Herkimer Streets and Aberdeen Avenue and Longwood Road was taken over for operation by the Hamilton Street Railway as a streetcar operation and continued as such until 1947.

Between 1923 and 1944 the section on private right-of-way between Longwood Road and West Hamilton was totally abandoned, but track was not lifted until the latter year.

It was not until 1928 that Highway King Buses Ltd., the bus service which was responsible for the discontinuance of service on the H&D Street Railway, was bought from its original owners by the DP&T Co., and made to form a part of their bus network. Along with the other components of that network, it now forms a part of Canada Coach Lines Ltd.

HAMILTON RADIAL ELECTRIC RAILWAY (HRER)

The Hamilton Radial Electric Railway Company was chartered in 1893 and opened in July 1896 from Hamilton to the Canal at Hamilton Beach. Shortly afterward, it was extended to the Brant House, and finally to Burlington.

Its Hamilton terminus was at the corner of James and Gore Streets, and its original route was along Gore and Wilson Streets to a private right-of-way which was entered at Wilson and Stirton Streets, whereupon the line turned down a private way, later paralleled by a street now known as Birch Avenue. Burlington Street was reached at a point just west of Sherman Avenue, and the line turned east at that point and paralleled Burlington Street into the country as it then was, and continued thus to Hamilton Beach.

In the first quarter of the 20th century, this northeast section of Hamilton became the centre of a heavy industrial district, but none of this was apparent when the radial line was constructed in 1896.

For a large part of the way to Hamilton Beach, the Radial Railway paralleled the line of the Grand Trunk Railway, which, as the Northern & North Western Railway, had been built to and across the Beach from Hamilton in 1877. This steam railway, previous to 1896, handled a large volume of traffic to Hamilton Beach from its old station at Ferguson Avenue and King Street. After the Radial Railway commenced business, the GTR patronage slipped off, and they discontinued their steam trains to the Beach a short time later.

With the frequent Radial service, Hamilton Beach developed to its present state of dense population, and became a highly patronized summer resort for Hamilton residents.

In February 1901, this line passed into the control of the Hamilton Electric Light & Cataract Power Co. Ltd., some of whose directors were among the original promoters of the line.

In July 1905, it was extended and opened to Oakville, and a large steel bridge built over the creek at that point. Also during 1905 and the years shortly following, the line was double-tracked between Sherman Avenue and Harvey Lane on Burlington Street and between Ghent's Crossing and the Canal on Hamilton Beach. Later; the trackage on Wilson Street and Birch Avenue was doubled, and eventually the entire line was double-tracked from Sanford and Wilson to the canal.

A large car barn, with a capacity of 17 cars, was maintained at Burlington. The barn burned about 1917.

On November 18, 1907, when the Hamilton Terminal Station was opened, cars were rerouted from Sanford Avenue and Wilson Street over Sanford and King to terminate there, and the old route west on Wilson and Gore to Gore and James Streets was abandoned, as was the James and Gore terminus. A short section of track between James and John Streets on Gore Street was retained by the Hamilton Street Railway for a terminating point for some of its car routes.

A steam power plant was built on Burlington Beach between the canal and Burlington. This power house still stands, although it has been unused for some years. A small carload freight business was handled for Dominion Canners Ltd. at Burlington, and later J.R. Moodie Ltd. and Appleford Paper Products Ltd.; and Tallman Brass & Metal Co., occupying the plant now owned by Fuller Brush Co., put in sidings and commenced being served by the Radial line.

In 1917, the DP&T Co. built a large steam power station on the bayfront just east of National Steel Car Corporation, and coal for this plant was brought in carloads by the Radial Railway over a long spur built from the main line to the power plant. A short time later, the Firestone Tire & Rubber Co. erected a plant on this spur; and as they had no steam railway connections, all carload freight in and out of their plant was handled for many years by the Radial Railway. These carloads were picked up at the Irondale interchange from the CNR and TH&B railways, beside the substation now standing at the northeast corner of Burlington Street and Wilcox Street at the railway crossing into the Steel Company of Canada Ltd.

Since 1901, when the Hamilton Steel & Iron Co. (now the Steel Company of Canada Ltd.) commenced operating their Hamilton Works, the HSR provided a shift-change car service over the Radial lines from Burlington and Wilcox Streets along Burlington, Birch Avenue, Wilson Avenue, and Sanford Avenue to King Street. Later, about 1927, that portion of the Radial line between Sherman Avenue and Kenilworth Avenue on Burlington Street became a part of the new Burlington Street HSR car line, the Street Railway having built new trackage west on Burlington Street from Sherman to James in 1913, and south on Kenilworth, from Burlington to Barton, in 1914. The tracks on Birch Avenue were moved from the street to the west side of the road on May 23, 1924.

In the early 1920s, the Hydro-Electric Power Commission had an ambitious plan to build a connecting link between its own Toronto-Port Credit radial line and Oakville, using the Hamilton Radial Electric Railway as far as the Hamilton Water Works, from which point a new line would be built to connect with the Hamilton, Grimsby & Beamsville Electric Railway in the vicinity of Stoney Creek. The HG&B would be used as a part of a through route as far as Beamsville, from which point another new connection would continue to St. Catharine’s, and the Niagara, St. Catharine’s &

Toronto Railway (NS&T) for Niagara Falls, and the International Railway Co. to Buffalo.

Rail for the Port Credit-Oakville line was actually purchased by the HEPC, but was never laid. Following the abandonment of this project, a portion of the Radial Railway, from Port Nelson to Oakville, was abandoned August 3, 1925, although rails were not lifted until 1929.

Finally, on January 5, 1929, the last Radial car operated over the Beach to Burlington and Port Nelson, and then a fleet of buses took over the immense summer traffic. Track was torn up across the Beach to Burlington in 1930, but was left in place as far as the Hamilton Water Works at Crescent Beach until about 1942, although never operated farther east than the switch to the Steam Plant spur.

The carload freight service continued over that portion of the Radial line in the city; and also over the Steam Plant Spur; until a short while after the Hamilton Street Railway was sold by the HEPC to the Farwell interests. It was then discontinued, as the Steam Plant spur was not part of the assets of the Street Railway turned over to the new owners by the Hydro.

The Hydro continued operation of the Steam Plant. The spur was leased to the CNR and TH&B railways, to operate jointly: a new western approach was built for this spur in 1947 by the new owners and the remainder laid in heavier rail.

The old electric railway eastern approach was then abandoned. All carload switching service was finally abandoned by the HSR on April 30, 1947.

At its maximum length, this railway between Hamilton and Oakville was 21.46 miles long, and it was extremely heavily travelled during the summer months.

A new station at Burlington was opened October 1, 1927. This is still used by the HEPC as a store and district office.

The Oakville station was located three blocks east of the creek, and is also still used by the HEPC. The bridge over Oakville Creek is still used by pedestrians. Rails were removed from the Canal bridge in 1946.

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY (HG&B)

The Hamilton, Grimsby & Beamsville Electric Railway was incorporated in 1892 and opened from Hamilton to Grimsby on October 13, 1894. The first trip was made from Sherman Avenue and Main Streets as the line was not constructed up Main Street for some months afterwards.

The Hamilton terminus of this railway was a station on the northwest comer of Catherine and Main streets. Offices were also maintained at this spot. Its route in the City of Hamilton was down Main Street to Sherman, up Sherman to Maple, along Maple Avenue to Trolley Street (later Gage Avenue), up Gage Avenue to Lawrence Road, east on Lawrence Road to Bartonville, thence on private right-of-way to Red Hill, from which point the line paralleled Highway 8 most of the way to Beamsville.

The Grand Trunk Railway was greatly interested in the financing of this railway, and it was designed to handle more effectively the local traffic of the Niagara Peninsula fruit belt than would have been possible by the GTR main line, which lay a considerable distance north of the highway on which the towns and villages were located.

From the beginning, a carload freight business was handled, although all freight cars used were the line's own, and until 1920 no foreign cars were handled. A spur connected the line to the GTR at Winona, and there was also a connection with the TH&B at Kinnear Yard. This connection was located at the comer of Gage Avenue and Lawrence Road.

The largest industry served by the line was the jam factory and nurseries of E.D. Smith & Sons Ltd., near Winona. Also served were the Grimsby Canning Co. and other canneries, basket factories, and fruit shipping depots at Stoney Creek, Grimsby, and Beamsville. As is well known, the country through which this road passed is one of the most famous fruit belts of eastern Canada, and nearly all of the road's freight and express business had to do with the fruit processing, jam-making, and fruit canning industries.

An annual feature of this line was its famous "blossom excursions," usually taking place in the middle two weeks of May, when almost the entire length of the line was a sea of pink and white bloom from the blossoms of the peach, apple, pear and cherry trees.

In all respects, the HG&B was deeply rooted in the rural life of the Niagara fruit belt, and well deserved the name of a farmers' trolley line. The district through which it passed was and is one of the most prosperous farming districts in Canada.

On June 25, 1904, the Grand Trunk Railway completed the purchase of the HG&B, and in March of that year the line was extended 4.5 miles from Beamsville to Vineland. It was the intention of the owners to build to St. Catharine's, but due to land values and other factors, this plan was given up, and the line from Beamsville to Vineland was tom up in 1906.

In March 1907, the line was sold by the Grand Trunk Railway to the Hamilton Cataract Power Light & Traction Company which completed the Hamilton Terminal Station in that year. Upon the completion of the new station, the original HG&B terminus at Catherine and Main Streets became the freight terminal for all the interurban lines of the company. The operation of the line remained otherwise unchanged.

The HG&B had a steam power station at Stoney Creek containing two 150-horsepower dynamos and three boilers. It also had a power house at Grimsby. At Beamsville it had a twotrack car barn, which burned on December 28, 1919, but was immediately rebuilt. This car barn was situated at the end of the line and the cars wyed into the barn to turn around for their return to Hamilton.

A considerable source of excursion traffic for a time was Grimsby Beach and Grimsby Park, popular watering places of the early 20th century.

By 1920, freight and express traffic had increased to such an extent that cars of every type were pressed into service. These HG&B cars had to be unloaded into CN and CP express refrigerator cars at Winona and Hamilton, respectively, and it was decided to see if these refrigerator cars could be handled behind HG&B freight motor cars. The experiment was an entire success and from 1920 until the closing of the line, long trains of CPR express and refrigerator cars were handled over the road by freight crews. An unusual type of car which was a commonplace in this service was the CPR "blower" type express refrigerator car with a special long, low body and with about twenty ventilators on the roof similar in design to ships' ventilators. These, when loaded, were handed over to the TH&B at Kinnear Yard, and the importance of some of these shipments may be gauged from the fact that passenger trains were sometimes held up at Hamilton while waiting for these cars to be

placed in their consist.

But such halcyon times were not to last. On April 1, 1927, the DP&T Co. bought out the Hamilton Bus Lines, operating a bus service from Hamilton to St. Catharine's, which, on the Hamilton - Beamsville portion of its route, had taken much traffic from the interurban line. The interurbans, which had previously operated an hourly service, were reduced to a two hour service, with buses supplying service on alternate hours, effective April 10, 1927.

In April 1930, the HEPC took over the DP&T Co., and the following year; on June 30, 1931, the last HG&B car was operated, bringing to a close a very picturesque railway and one held in some affection in the district. All rails were removed during the summer of 1932 by A. Cope and Sons of Bartonville.

BRANTFORD & HAMILTON ELECTRIC RAILWAY (B&H)

The Brantford & Hamilton was the newest of all the interurban lines radiating from Hamilton, and was 23.19 miles in length. On account of the fact that its route was through a more open country than the other lines, which were in a large measure "side of the road" operations, comparatively high speeds were possible on its roadbed, and it was the special pride and joy of the company.

A series of fast, extra-large cars were built for this line, which, on account of tree clearances, could not be used on either the HG&B or H&D sections of the system.

The line left the Terminal Station at Catherine and Main Streets and ran west on Main Street to Hess, thence south on Hess almost to Aberdeen, at which point it swung west in a curve onto a private right-of-way, which crossed diagonally the corner of Queen and Aberdeen, and commenced ascending a grade up the mountain-side west of Hamilton.

Halfway up the mountain-side, the line passed the station of the Hamilton Sanatorium, which provided much traffic. Farther up the 2.5 per cent grade, the line entered a deep and extensive rock cut, which was followed until the top of the escarpment near Ancaster was reached. Between the Sanatorium and the rock cut, the line ran out on the mountain-face, and an inspiring view could be had by passengers over miles of the countryside below. From Ancaster to Brantford, the line traversed level and unbroken country, and high speeds were possible on this stretch.

The B&H was opened from Hamilton to Ancaster on December 21, 1907, and to Brantford on May 24, 1908. At Brantford, a direct connection was made with the Grand Valley Railway for Paris and Galt, and a considerable business was carried because of this connection.

The B&H also succeeded, through offering fast and frequent service, in winning much of the passenger traffic from the TH&B and the Grand Trunk Railways. The line also passed Mohawk Park near Brantford and crossed the Brantford Municipal Railway on a diamond at this point. A considerable picnic traffic was handled to this park.

No carload freight business was handled on this line, but, as on all the other Hamilton radial lines, a regular express motor car was sent over the road daily except Sunday, and in addition to this, a regular milk car was in service from Hamilton to Langford, and a large volume of milk in cans was handled daily for several large Hamilton dairies.

The B&H had electric substations at Station 3 (Ancaster), Langford, and Murray Street in Brantford, and a two-wire overhead system unique in Canada. The superior direction was east, and

one wire ran straight over the main line and was used by eastbound cars. Westbound cars used the other trolley wire which ran through all the sidings. These sidings were all equipped with spring switches, the whole making for a speedy, uninterrupted operation.

In 1915, when the Lake Erie & Northern Railway was opened from Galt to Port Dover; it built an elaborate station and waiting room at Brantford. This station was from its outset shared with the Brantford & Hamilton, which made direct connections with all LE&N trains. An arrangement was made so that B&H cars did not use the LE&N 1500-volt overhead in the station.

In 1925, a through service was instituted from Brantford through to Burlington, with the same car being used for trips over the B&H and Radial Electric Railways, instead of different cars as formerly. The substation at Langford was closed in this year.

On January 6, 1929, a bus service was commenced between Hamilton and Brantford, with buses alternating with the cars to create an hourly service. After this, maintenance on the speedy roadbed was let slip and a trip over the B&H became quite a rough experience for a time.

Finally, on June 30, 1931, Car 225 (which had made the first trip on May 24, 1908) made the last trip from Brantford to Hamilton, bringing to a close 23 years of service to the community and district. The car arrived at the Terminal Station at 12:15 a.m. on July 1, 1931.

On February 2, 1932, No. 15 ran extra to Langford and dismantled the Langford and Ancaster substations. The rails were taken up during the summer of 1932 by A. Cope and Sons.

For some reason, freight motor car No. 677 was left at Trinity when the line closed, and was dismantled there and its body and trucks brought to Hamilton.

The machines and equipment from the B&H substation at Langford are now in the railway substation of the Canada Crushed Stone Corporation Ltd. at Dundas, Ontario, who operate an electric railway in connection with their quarry.

The line within the Brantford city limits was sold to the Lake Erie & Northern as a switching spur.

NOTES ON OPERATION

The various interurban lines radiating from Hamilton were always known to citizens of the city and district as "radial" lines - a term not heard in connection with interurban railways outside Ontario. All of the lines were called "radials," though only the Hamilton Radial Electric Railway had the term in its corporate name.

After unification of all the lines under the Hamilton Cataract, Power, Light & Traction Co., cars of the one line, generally speaking, were run as required over the lines of the other component railways. Despite this the ownership of the cars by the various component roads was continued, and a complicated group of inter-company charges were set up to cover rental of equipment of one railway to another.

To make this more complicated, a new company was formed, called the Hamilton Terminal Company. This company, a wholly-owned subsidiary of the DP&T Co., owned the Hamilton Terminal Station, and a large number of passenger cars and virtually all of the work and service cars of the interurban lines. Rental was charged against the various railways on which they ran. The railways were also each charged a flat sum for each of their cars which used the Hamilton Terminal

Station and yard.

The Hamilton Street Railway owned all the car shop facilities and the various interurban companies were charged standard rates for the repair and maintenance of their equipment. It may be presumed that the various companies secured some tax advantage from this complicated bookkeeping.

None of the equipment carried any stencilled identification of its ownership, but this was known to officials and employees by the number series. Cars of both the street and interurban railways were painted an olive-black, with gold striping and numbers, red varnish trim on the window-frames and doorframes, and red roofs.

In 1927, an olive-green and cream colour scheme with grey roofs was adopted by Hamilton Street Railway cars only.

On the interurban lines only freight motor cars and certain work cars were equipped with automatic couplers. Two passenger cars, Nos. 610 and 611, were equipped with Tomlinson couplers for multiple-unit operation, but this trial was not a success, and was used for a very short time only.

The interurban cars were operated under the rules of steam railways, and in consequence carried marker lights and flags. All cars originally carried large standard vertical-bar locomotive type wooden pilots. By the close of operation, these were replaced on most cars with heavy steel-plate pilots, over which adjustable snow ploughs could be fitted each winter. Cars 15, 302, 399, 149, and 675 had wooden pilots until the last.

The Crouse-Hinds extra-large detachable combination arc and incandescent headlight was standard equipment on all interurban cars. The arc light was used in country running and the incandescent within city limits.

Rail was 56 and 60 lb. in the H&D and HG&B lines, 56, 60, and 80 lb. in the Radial railway and 80 lb. on the B&H. (The original rails of the HG&B were made by the Krupp Works at Essen, Germany.) Canadian Ramapo switches and turnouts were used. Line voltage was 600 volts D.C.

Two-man crews were used on all interurban cars during the entire period of operation. Seats were for the most part transverse and upholstered in cream rattan. Interior trim was mostly cherry in natural varnish, with olive-green roof interiors.

On account of there being so many individual interurban lines unified under one ownership, there was an unusually large number of different types of cars. In fact, it is doubtful if any other line in Canada has had so many different types on their roster at one time.

Throughout their period of operation the interurban equipment was kept up to a very high standard of maintenance.

LISTS OF STATIONS AND SIDINGS

HAMILTON AND DUNDAS STREET RAILWAY

Stations and sidings	Passenger Stops
0.00 Hamilton	Hamilton
1.24 Queen Street	Queen Street
2.64 Ainslie Wood	Ainslie Wood
3.78 Half Way Jct.	Half Way House (Bamberger's)

5.28 Malt House	Malt House
6.00 Dundas - Hatt St.	Dundas – Town Hall
	Dundas – Hatt Street
6.98 Dundas King W.	Dundas King W.

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY

Stations and sidings	Passenger Stops
0.00 Hamilton	Hamilton
2.75 TH&B Spur	Reservoir
4.23 Bartonville	Bartonville
5.61 Gravel Pit	
7.44 Stoney Creek	Red Hill
10.14 Fruitland	Stoney Creek
11.10 Smith's	Fruitland
11.70 Carpenter's	Smith's
12.03 Winona	Winona
14.94 Pattison's	
16.02 Robert's	Cline's
17.69 Grimsby Siding	Grimsby
17.93 Grimsby Station	Grimsby East
18.18 Grimsby Canning Co.	
19.73 Grimsby Beach	Thirty
22.60 Beamsville	Beamsville

HAMILTON RADIAL ELECTRIC RAILWAY

Stations and sidings	Passenger Stops
0.00 Hamilton	Hamilton
	Kenilworth Ave
2.50 Irondale	Barton Line
	Ghent's
4.77 Steam Plant Spur	Beach Road
8.65 Canal	Station 6
	Station 12
9.70 Power House	Canal
	Power House
	Brant House
10.87 Burlington	Burlington
11.97 Port Nelson	Port Nelson
	Pine Cove
13.88 Henderson's	Appleby
	Trafalgar
17.15 Bronte	Bronte
	MacCraney's
21.46 Oakville	Oakville

BRANTFORD AND HAMILTON ELECTRIC RAILWAY

Stations and sidings	Passenger Stops
0.00 Hamilton	Hamilton
0.26 James Street	Station 3
2.10 Garth Street	Station 5
	Station 7
3.64 Quarry	Ancaster
4.17 Station 3	Station 11
5.17 Station 5	Station 13
5.92 Ancaster Siding	Trinity
	Alberton
6.70 Ancaster Station	Station 19
8.80 Summit	Station 21
12.16 Alberton	Langford
14.43 Langford	Station 23
19.53 Cainsville	Station 25
21.15 Mohawk Park	Station 27
21.72 Mohawk Park	Station 29
	Cainsville
22.46 Alfred Street	Echo
23.19 Brantford	Brantford