

# Automotive Transport

## Hamilton's New Union Motor Coach Terminal

Further co-operation of motor coach operators so far as terminal facilities are concerned took place with the opening of the union motor coach terminal in Hamilton on Dec. 28, 1935.

Prior to this both the Highway King Coach Lines and the Gray Coach Lines, who are the major operators in Ontario, had their own terminals in Hamilton, the Gray Coach Lines being located in the Royal Connaught Hotel and the Highway King Coach Lines on the premises of what is now known as the Union Terminal.

It will be a part of the Terminal Building facing on King Street, which was originally built by the Dominion Power and Transmission Company as an office building and interurban railway station. This property passed into the hands of the Hydro-Electric Power Commission of Ontario a few years ago and still remains its property.

To give the public every facility, where interchange of passengers between the various operators takes place, as well as effecting considerable economy by doing away with duplicating operating staffs, and assuring the companies concerned that their interests would be taken care of in an unbiased and impartial manner, the Hydro-Electric Power Commission of Ontario has undertaken the operation of this Union Terminal, being responsible for the employment and supervision of staff and the maintenance of the premises.

The staff consists of a Terminal Manager, ticket and information clerks, baggage boys and janitors, all being directly responsible to T. U. Fairlie, head of Right of Way and Property Department of the Hydro-Electric Power Commission of Ontario. The Terminal Manager will be H. Monty, formerly Hamilton representative of Gray Coach Lines.

The interior of the terminal will be

completely renovated. A new modern refreshment counter will be provided; the ticket sales counter will be recessed so as to be flush with the waiting-room

signs will be erected, also over the present outside loading platforms, of which there are 11; the present roof will be extended so as to protect passengers

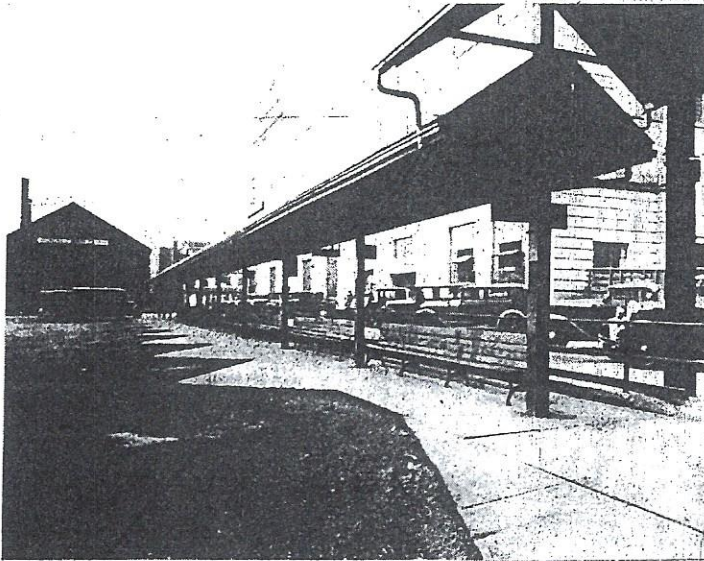


Union Coach Terminal interior (before alterations).

wall, providing considerable additional waiting-room space; seating accommodation will be considerably increased and improved and modern lighting fixtures installed.

On the exterior of the building neon

boarding the coaches and a partition at the rear of the loading platforms will be erected as further protection against cold and stormy weather. The present storage yard will be resurfaced with durable material in order to do away



Union Motor Coach Terminal, formerly Dominion Power and Transmission Co.'s offices and interurban railway station. (Left) Loading Platforms, which will have shelter roof extended and partition at rear. (Right) Terminal Building on King Street.

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