

HAMILTON,
GRIMSBY
AND
BEAMSVILLE
RAILWAY
COMPANY

WILLIAM. E.

BLAINE

1967



**RIDE THROUGH
THE GARDEN
OF CANADA**



A SHORT HISTORY of the

Hamilton, Grimsby & Beamsville

Electric Railway Co.

1894 - 1931



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Wm. E. Blaine

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Grimsby, Ontario.
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Acknowledgments

Histories are written usually long after an event has happened. The H. G. & B. was a happening and thanks to the newspapers of the day as well as to the people who were there and remembered, this story has been written. Many facts and occurrences have been missed in this story as with any written history, but for what is here, I owe my heartfelt thanks to the numerous people who unhesitatingly helped me.

W.E.B.

CHAPTER 1 - THE BEGINNING

"THE GARDEN OF CANADA" - this was the term used to describe the area of land below the Niagara Escarpment east of Hamilton as early as 1869, only two years after Confederation. At that time, Canada consisted only of Nova Scotia, New Brunswick, and a small portion of to-day's Ontario and Quebec. As agriculture was the main undertaking and as the Niagara area was considered the most bountiful area, the name "Garden" was aptly prescribed.

People as well as farm products had to be moved to ensure the growth of the new country. The Great Western Railway, part of which traversed the Niagara Peninsula from Hamilton to Niagara Falls, was the sole means of public transportation.

Just after 1876, Mr. B. B. Osler, Q.C., of Hamilton, broached the scheme of extending the Hamilton and Dundas Street Railway eastward to Beamsville along the old stone road. But, as he proposed to use a dummy engine pulling coaches, (a dummy engine was a small steam locomotive with a covering to make it appear as a street car) the scheme did not meet with favour. It was argued that the engine would make travelling dangerous by frightening horses.

In November, 1891, plans were announced to revive this project but using electric cars on the trolley system instead. It was proposed to run the new line from the end of the Hamilton and Dundas Railway Company's tracks at Ferguson Avenue eastward along Main Street until it met the county road at the Saltfleet line, which it would follow to Beamsville. The projectors would have preferred to follow the Saltfleet and Stoney Creek road to the township line, but as this road was owned by a private company, they deemed it best to keep to the continuation of Main Street. The Company would secure its power from the Welland Canal. The road would carry passengers and light freight such as marketable goods and dairy products with the cars making twelve trips a day at an average speed of twenty miles per hour.

The feeling of the inhabitants along the proposed line was considered favourable to the construction of the road and the promoters were convinced that they would receive substantial assistance such as the exemption from taxes and grants of land for station and switch purposes.

This new trolley system was to be known as the "Hamilton, Grimsby and Beamsville Electric Railway Company". "Ride Through the Garden of Canada" was the advertising theme of the H.G. & B., affectionately known by some old-timers as "Hobos, Grafters and Bums".

It wasn't known who the backers of the new line were until December 9, 1891, when a group of men led by Charles J. Myles, a wealthy and influential businessman of Hamilton, made known at a Board of Trade meeting, the proposed route and relevant information. Cost of the line was estimated at from \$107,000 to \$125,000 with revenues of \$156 per day and expenditures of \$100 per day. The idea of bringing power from the Welland Canal waste wiers was abandoned and a power station run by steam and located at the Winona Railway station was proposed instead.

The Hamilton, Grimsby and Beamsville Electric Railway Company was

incorporated under the Statutes of Ontario, 55 VIC CAP 95 and assented to on April 14, 1892. Charles J. Myles, James V. Teetzel, Q.C., Adam Rutherford, A. E. Carpenter, Thos. H. Pratt, and R. S. Martin, all of Hamilton, were the first shareholders under incorporation.

The terms laid out were the most beneficial and lenient for any new company: any motive power other than steam; any number of branch lines; any gauge could be used; passengers, freight, express, and mail could be transported; and the first shareholders could be the first directors with power to add to their numbers. After 10% of the issued shares in the amount of \$5,000 had been paid, a majority of the shareholders might elect seven directors. No shareholder could be a director unless he held and had paid for at least ten shares. Capital stock should be \$200,000 - 2,000 shares at one hundred dollars each. Fares were to be charged at the rate of three cents per mile with no fare less than five cents. The Ontario Methodist Camp Ground Company might aid the H.G. & B. for a line to said camp for special rates for passengers and goods. The same applied to the Winona Park Company Limited. The municipalities might legally pass by-laws exempting the H.G. & B. from assessment or taxation for no longer than twenty-one years. The H.G. & B. was empowered to lay tracks over lands to obtain gravel, earth, stone or sand. A telephone line or a telegraph line might be constructed. The railway should be commenced within two years, completed to Grimsby within three years and finally completed within five years after the passing of the act.

At the first general meeting of the shareholders, C. J. Myles was elected President; Mr. J. T. Middleton, Vice-President; and Mr. Adam Rutherford, Secretary-Treasurer.

In October of 1892, a deputation from the H.G. & B. held a conference with a committee from the Barton Township Council to draw up a by-law. The company applied for right-of-way for a single track along Main Street from the easterly limits of the city, also along the road allowances leading to the reservoir and the new race track. In the event of the H.G. & B. not being able to come to terms with Mr. Carpenter's road company, it wanted an alternate route along Wentworth Street to Ida Street, and along Sherman Ave. to connect with either Mountain Avenue or Maple Avenue. The councillors and the H.G. & B. representatives went over the by-law clause by clause. The company agreed that the fare to the new race track would not be more than five cents, and to Bartonville not more than ten cents.

When the directors of the H.G. & B. approached the Finance Committee of the Hamilton City Council in February, 1893, they asked the city to take stock in the company to the amount of \$50,000; the stock to be paid as the work progressed and no dividend to be exacted until the expiration of fifteen years. This last clause, no dividends for fifteen years, was highly objected to by the city. They claimed that as a shareholder, the Corporation should receive the same dividends, if any were earned, as the private investors. Subsequently, the city refused this proposition.

On May 10, 1893, Secretary Rutherford of the H.G. & B. asked the Finance Committee for a bonus of \$30,000 in lieu of \$50,000 in stock, but was offered only \$20,000. Mr. Myles then stated that the Company had secured right-of-way as far as Murray Pettit's near the west end of Grimsby, and that \$57,500 had been subscribed with an estimated cost now of \$200,000. In a letter to the committee on May 13, 1893, Mr. Myles then asked for \$25,000 with \$20,000 payment made when Grimsby was reached and the remaining \$5,000 paid when Beamsville was reached. This amount was eventually agreed upon and approved by the ratepayers by a vote on July 5.

Much discussion and argument followed in later months when a by-law was drawn up and finally approved on November 1, 1893. Some of the by-law clauses were: provision requiring the company to carry free, firemen in uniform going to or from fires; two men in charge of each motor car with one man to the balance of the train attached to a motor car; no portion of any city street should be torn up until its tracks were constructed at least from Winona to the limits; the city to charge the company \$300 a mile per annum after ten years of all track within the city limits; if the company failed to run electric cars over the road for three successive months, it would forfeit its rights and privileges.

By November 3, 1893, nine-tenths of the right-of-way from Hamilton to Grimsby had been acquired when Mr. Thomas Barnes, of East Hamilton, the last holdout, signed over his section. There only remained the entrance to the village of Grimsby itself and the route on Main Street in Hamilton to be completed.

The Company arranged with Contractor Cronin of Dundas to take charge of the work and commence construction within a week on the grading, putting in culverts, and making bridges, pushing the operation until frost stopped the progress.

CHAPTER 2 - CONSTRUCTING THE LINE

Tuesday afternoon, November 7, 1893, was the big day when Mr. John Gage, a major shareholder as well as a director of the company, turned the first sod on his property at the corner of Gage and Maple Ave. on the sidelines of the bicycle grounds to commence construction of the Hamilton, Grimsby and Beamsville Electric Railway Company.

Over two hundred men showed up ready to be put to work but were disappointed as the company had as many men as could be used the first day. Starting the second day, however, all available men were hired. Work progressed from this point westward along Maple Avenue to Sherman Avenue and southward along Gage Avenue to the mountain. By November 9, two days later, the new line was graded from Sherman Avenue to the reservoir.

One main problem facing the company in the beginning was the coming to an agreement with Mr. A. E. Carpenter of the Barton Toll Road Company regarding access of right-of-way east of the city which ended at Sherman Avenue. Toll road gates were on Main Street at Sherman Avenue and on the stone road one and one-half miles east of Stoney Creek, a total distance of seven and one-half miles. Owning the only road east out of the city, Mr. Carpenter submitted three propositions to the promoters of the electric railway: (1) that no charge would be made for the right-of-way provided that gross receipts of the toll road were not less than the present collections; (2) that if the receipts were increased, the road company would divide equally with the railway company, and (3) if the receipts were less than the present, the railway company would have to pay the difference. The H.G. & B. refused this offer after pondering it for about a year.

By November 18, 1893, the workmen, using twenty-two teams of horses

and graders, had opened up the right-of-way as far as Bartonville and the public was permitted to use it as a "free" road until the tracks were laid. Even Mr. Carpenter used this free road and was not very pleased to see the number of people passing over it, realizing that he would lose \$2,000 a year in tolls if it were opened up the whole distance by-passing his toll road.

Two days later, the Barton Township Council toured the new road with the object being to judge the amount of money it would take to put the road in good condition for the use of vehicles. The already graded portions would be used by the electric railway to lay the track on, so that some more grading would have to be done alongside to make a road for vehicles. The members of the council were very impressed with what they saw and drew up a by-law to grant \$1,500 to the company for the construction of the road. Payment was to be made over five years at \$300 a year without interest. Mr. Carpenter then offered the H.G. & B. a portion of his toll road free if the company would close up their new road. Being refused this offer, Mr. Carpenter then offered the use of the whole toll road if the new road was closed. This offer was also rejected. As to the question of rights, Mr. Waddell, the H.G. & B. solicitor, contended that the railway had a right to run alongside the toll road, or in other words, between the ditches and the fence. The idea was that A. E. Carpenter had control of all the road between the fences. Mr. Carpenter then pronounced that he would fight the matter out and Mr. Waddell suggested that a special case should be submitted to the courts but Mr. Carpenter declined. To bring matters to a head, the H.G. & B. directors then sent a gang of men to work on the easterly end of the toll road, grading a track between the fence and the ditch on one side while waiting for Mr. Carpenter to take out an injunction against them, but nothing came of it.

It was understood that Mr. Carpenter would attack the H.G. & B. on the grounds that they had no right to injure his property by opening up a road, but the right-of-way was there and if vehicles drove over it they didn't propose to prohibit them, especially as the extra land had been given by the farmers along the line to the road.

Because the Barton Township Council had granted \$1,500 to the H.G. & B. to improve the free road, Mr. Carpenter then offered the H.G. & B. the same amount of money not to open the free road. Again he was rejected, but came back offering to pay two-thirds of the cost of the cost of the railway through Saltfleet township. This offer seemed to turn the head of Mr. C. J. Myles, for at the next general meeting of the shareholders on January 21, 1894, Mr. Myles proposed that the railway accept Mr. Carpenter's offer. He claimed that much money could be saved by not having to buy so much land, and besides, a free road would be detrimental to the business of the railway by allowing farmers into the city at the east end.

Much lively discussion ensued with two shareholders, Mr. R. S. Martin and Mr. J. T. Middleton claiming that the company was honour bound to carry out its agreement in regard to the free road. To accept Mr. Carpenter's offer, they felt, would break faith with the public as the advantages of the railway had been pointed out very clearly to the people when the question of bonuses had been discussed both in the city and in the Townships of Saltfleet and Barton. They urged keeping faith with the property owners and the people who had given lands at reduced figures in return for the free road.

Mr. Myles was outvoted; the free road, which became Lawrence Road, was opened; and the toll gates were made useless. Not long after, all the toll gates leading into and out of Hamilton were removed, but not before Mr. Carpenter brought a lawsuit, on February 25, 1895, against the H.G. & B.

to force them to close their free road. The city council passed a motion to restrain the H.G. & B. from allowing a portion of its right-of-way to be used as a roadway but on March 22, 1895, the courts decided in favour of the H. G. & B. Thus ended the story of Mr. A. E. Carpenter, who was at one time a provisional director of the H.G. & B.

While battling with Mr. Carpenter on the western front, the company faced another battle on the eastern end of the line at Grimsby. Although Saltfleet Township quite gladly gave a bonus of \$3,000 on approval of a vote on July 26, 1893, the village of Grimsby was making loud rumblings. Some citizens were greatly opposed to the new line, fearing that the "lightning cars would mangle the population" while some merchants were agitated over the fact that they might lose their customers to the Hamilton stores.

In late November, work was started just west of Grimsby under the mountain side, but on December 5, 1893, Grimsby Council refused to pass a by-law by a vote of three to two giving the H.G. & B. the right-of-way through the village. It was then that the Grimsby Independent came out with the following editorial:

The Electric Railway Company has been pushing the work of grading forward rapidly during the past two weeks and already have entered the village of Grimsby. On Thursday last, November 30, 1893, a gang of men entered the land of Isaac B. Walker on the north side of the stone road, and tearing down the hedge and fence, commenced to grade the roadbed for the railway. This caused a flutter of excitement in the village, as some people thought that the railway had not the power to break ground inside the corporation without the consent of council. This, however, is a mistaken idea as the company's charter gives them the power to go where they please without the consent of the municipalities, except along a highway. They have, however, the power to cross highways. This has been a much disputed point amongst our citizens during the past three months, but the law is very clear on the point and references to the Statutes of Ontario will soon settle the matter in the minds of any doubters. It is more than probable that by January, the Grimsbyites will have accumulated light on the subject to elect a council that will not try to obstruct the entrance of the H.G. & B. to the village.

The reeve of Grimsby Council was Mr. James Livingston who was also the editor-owner of the Grimsby Independent weekly newspaper. With the power of the pen, Mr. Livingston wrote many articles proclaiming the virtues of the H.G. & B., but he also printed letters of the railway's adversaries. Reeve Livingston proposed a route which he considered suitable in every way to the railway people but which he also considered the most advantageous from every point of view for the village. The route was as follows: leaving the stone road at the front of Pearson's lot (Kerman Avenue and No. 8 highway) and running in a northeastern direction through Isaac Pettit's lot to a point on the line between I. B. Walker's and the church property directly west of Main Street; thence in an easterly direction across the church property, Bolton Street, Dr. Alexander's property, Murray Street, and Rev. J. G. Murray's to Main Street; down the centre of Main Street to the eastern limit of the corporation. Mr. Livingston succeeded in having the voters of Grimsby not only re-elect him as Reeve in 1894, but also put in a council favourable to coming to an agreement with the H.G. & B. Another reversal also happened at this time. Mr. C. J. Myles found himself ousted as President of the H.G. & B. There then ensued a tangle in the negotiations between the directors of the H.G. & B. and the Grimsby village council consequent upon the negotiations of the Grimsby council of 1893 and the board

of directors of 1893 getting mixed up by the overtures of the directorate of 1894 with the council of 1894. A letter dated December 4, 1894 from the H. G. & B. had stated that in consideration of receiving right-of-way along Main Street through the village, the company would open up Main Street fifty feet wide westerly from the bridge to a point where it cuts in on the road to Hamilton. They would grade Main Street, rebuild the bridge, and would also erect a large brick car building with a repair shop attached. The new council expected the company to stick to this offer and was prepared to negotiate on those terms. However, Mr. Myles said that the letter was never put into the shape of an offer, but was forced on the old board of directors by the hostile council of 1893. Now he was only prepared to provide a right-of-way sixteen feet wide and thought that the council or private property owners should do the rest.

Again Mr. R. S. Martin came to the rescue of the public claiming that an offer was made. He stated that the hostile village council of 1893 rejected the offer but a new council was elected in January to deal with the railway company on that basis. He carried the day and a by-law was drawn up and approved.

Apparently Mr. Livingston kept after the H.G. & B. for he got his way again by requesting the railway to open up a roadway on either side of the tracks from Kerman Avenue to Paton Street. As a tribute to his foresight, the new street was named after him. He also insisted that the H.G. & B. pay the village \$200 a year for the use of Main Street through the village.

Having thus extracted these two thorns from their sides, the directors poured their energies into completing the line. December 1893 and January 1894 were busy months. Two miles of track had been laid east of Stoney Creek when construction was stopped on Friday, December 15, 1893. Fifteen hundred tons of rails were ordered from Scotland, six hundred tons having already been received. As a result of a visit to Ottawa by C. J. Myles, rails for the H.G. & B. were admitted to the country duty free reducing costs by some \$14,125.

Twenty-five thousand ties were contracted from John McGann of Toronto with ten thousand more purchased from Dundas and Waterdown. Rails, ties, and poles were placed along the graded roadbed during the winter for placement in the spring.

To attest to the effort expended, a report claimed that "it took two men and a yoke of oxen to pull Secretary Adam Rutherford's boots off every night at the Lincoln House. If there was another week's surveying to do, the Electric Railway Company would have a dead secretary on their hands."

In the middle of December, 1893, the directors met with Ahern & Soper of Ottawa to arrange contracts for the purchase of eleven electric cars - 3 freight motors; 4 closed passenger cars each twenty-eight feet long, all double trucked with 30 hp number 12 Westinghouse motors to propel them; and 4 open passenger trailers each thirty-six feet long. The company's intentions were to have one car running every fifteen minutes between Hamilton and Bartonville, a single car running between Grimsby and the park throughout the summer months, and the larger cars with two open trailers running the whole length of the line. The intentions were never carried out as timetables and cars were frequently changed, the first change coming only two days after opening. On January 26, 1894, the H.G. & B. purchased the Royal Roller Rink at the corner of Main and Catharine Streets in Hamilton. Their plan was to fix it up for their headquarters and to establish a fruit and milk

market there in addition to the station. The building had a frontage of 80-feet on Main Street and a depth of 137-feet. Two tracks were built through the building to give service for five or six cars under cover. The waiting room was 30-feet by 30-feet with provisions for a parcel room, ticket, and superintendent office and lavatories. The old rink was bought for \$8,000, about \$4,000 less than its original cost. The company took possession on February 28, when the work of transformation was begun. The new station wasn't opened until July 20, 1895, when the tracks finally reached that far.

"WHERE IS WINONA?"

By the end of July, 1894, tracks had been laid from Sherman Avenue eastward through Stoney Creek and had reached the Station Road at Winona along the stone road. Mr. Myles then asked the city for permission to start track-laying west from Sherman Avenue along Main Street. Mr. Haskins, the city engineer, inspected the line and was about to give his approval when another legal hitch developed.

Mr. R. S. Martin, no longer a director of the H.G. & B. had written to the mayor of Hamilton in reference to the location of Winona. He said that in 1858, "Ontario" was surveyed to the lake shore from the present Grand Trunk Railway station, but the name "Ontario" was afterwards changed to Winona because it conflicted with the name of the Province. He said there had never been any place known by the name except the G.T.R. station, post-office, store, blacksmith shop, telephone and telegraph office all of which were on the line of the G.T.R. The people of Saltfleet who resided on the stone road had signed a petition asking that no part of the township bonus of \$3,000 be paid until the new road was completed to the station.

Upon checking, Mr. Haskins found that there was no legally incorporated place called Winona, and as the H.G. & B. had reached neither the G.T.R. station nor the post-office called Winona, permission was denied to tear up Main Street in Hamilton according to clause 29 of the by-law.

With haste, the H.G. & B. then built the spur line to the Winona Station, later calling it Carpenter's Siding, giving a direct transshipment point with the G.T.R.

By August 2, two small gaps remained to be closed as well as the bridge over Red Hill Creek. Part of the iron work for the bridge was already up. One of these gaps to be filled was connecting the line across Mr. L. L. Hagar's land situated West of Grimsby between Hunter and O'Field Roads. The railway line at this point was on the south side of the highway, but Mr. Hagar's house was also on the south side and he didn't want the cars to travel through his front yard. He refused this land to the H.G. & B. but would give them the land on the north side of the highway if they wanted through. The company accepted his offer and for about ten years the line crossed the highway twice within a quarter of a mile. However the tracks were eventually relaid along the south side of the highway to remain there until abandonment.

Another setback occurred when the H.G. & B. directors refused terms proposed by the Hamilton Street Railway over the use of Sherman Avenue. The new electric line was now at Maple and Sherman and had to turn north through the property of Mr. John Hoodless, a director of the H.G. & B., to reach Main Street, thence proceed westward to their terminal.

On August 20, 1894, a meeting was held with the Board of Trade of the

city council by Messrs. C. J. Myles, President; Adam Rutherford, Secretary-Treasurer; T. W. Lester, Alfred Myles, R. R. Waddell, and John Hoodless. Mr. Hoodless addressed the Board saying the road was practically finished to Grimsby village and that the company was ready to put one hundred men to work on Main Street the next morning. He laid before the Board a copy of the agreement by which the H.G. & B. had the right to go over his property to reach Main Street, and he asked the Board to grant the company the right to go on Main Street with its connection at once.

Mr. Hoodless' remarks were received with applause by the large number of people present, particularly the reference to putting on a hundred men and that relating to the company having the power to get to Main Street over his property. This last statement ended all argument from the Hamilton Street Railway

On a motion by Alderman Derby, seconded by Mayor Stewart it was then decided to recommend the Council to authorize the City Engineer to give the H.G. & B. the right to go onto Main Street.

Work was commenced on the morning of August 30, 1894, with men laying rails through the Hoodless property running on a strip of land between a row of poplars and an evergreen hedge. Main Street was soon reached and work progressed rapidly to reach Emerald Street on Wednesday, September 12, but not before rumors were circulated to the effect that the H.G. & B. had run out of rails and that the Hamilton Street Railway had refused to sell them any to complete their line. At that time the H.G. & B. had a working payroll of 250 men, mostly from Hamilton, finishing up the line from end to end.

The first accident to occur on the H.G. & B. was recorded on Thursday, September 6, 1894. The report stated that just west of Winona a young man named George Parker had got on a jigger to ride to Stoney Creek with the rest of the gang of men. He had hold of one of the handles and was pumping with his back towards the front of the car. In some way he lost his balance and fell off, with the car running over him. He suffered a broken left arm, bruises, and internal injuries, being treated by Dr. Carr.

Two more accidents were also reported before the opening of the line. On September 19, a car containing ten men was derailed near Mr. Snyder's residence just west of Grimsby. Some persons had placed sticks, stones, and bushes on one rail, over-turning the car and severely injuring every man aboard. A similar occurrence took place near Stoney Creek about a week earlier.

By Thursday, October 11, the line was completed and a trial run was made by some of the directors for a thorough inspection. The roadbed was single track with sidings the entire length. The maximum grade was 4 percent for about 500-feet and the sharpest curve had a radius of 50-feet. Within the city limits a 69 pound girder rail was laid with a 50 pound T-rail with angle iron joints used through the country. Ties were placed two and one-half feet apart. All switches and special work was done by Canadian manufacturers.

The steam plant, situated at the east end of Stoney Creek, was a brick and stone structure 40-feet by 90-feet long and 18-feet high. It had a brick chimney 100-feet high and was 8-feet 6-inches square at the base. The boiler room, which measured 30-feet by 40-feet contained three 150 hp boilers of Toronto manufacture, two feed-water heaters, two duplex steam pumps and

two independent condensers. Water for condensing purposes was obtained from a pond 50-feet by 150-feet and 17-feet deep located west of the building.

In the engine room were two 150 hp Corliss engines manufactured in Canada. The piping from the boiler room was 7-inches in diameter and from the mains to the engines 5-inches in diameter. The engines were connected by 22-inch wide belting with two 150 hp Westinghouse generators imported from the United States. The switchboard was of marble and fitted with Westinghouse appliances throughout. Wurtz lighting arrestors were used on the line, in the power house, and on the cars.

The company used 28 and 30-foot wood and iron poles, number 0 trolley wire and number 0000 feed wire furnished by the E. F. Phillips Electrical Works. The return circuit was made through the rails by ground plate and by number 0 copper bonds with cross bonds every third rail.

The new electric cars were taken to the Grimsby Carshop which was located on Palmer's Hill just west of Paton Street. The carshop was 45-feet by 130-feet built of brick with stone foundations. It was entered from the eastern end by three tracks, one of which was provided with a pit for under car inspection. A storeroom and workshop was in the rear of the carhouse.

On Friday evening, October 12, another private run was made over the line from Sherman Avenue to Grimsby and return by the directors and their families. Arriving in Grimsby, the party was received with cheers from the school children and arrangements were made for the grand opening. The return trip was made in 47-minutes with three stops along the way to allow some of the passengers off at their doorsteps.

By Tuesday, October 16, all the officials had been selected and allotted their positions; some being Mr. A. J. Nelles of Brantford, General Manager; Mr. Green, electrical superintendent; Mr. Sweet, powerhouse engineer and Mr. Reel, assistant engineer. Mr. F. E. Handy, who had charge of placing the plant and superintending the construction of the electrical department, had severed his connection with the company and left for England.

CHAPTER 3 - THE GRAND OPENING

Words to describe the grand opening of the Hamilton, Grimsby, and Beamsville Electric Railway Company on Wednesday, October 17, 1894, can only be portrayed in the prose of the day. The following report is from the files of the Hamilton Spectator:

Opening a railway is not a common occurrence in this portion of the earth, so it is not to be wondered at that the citizens of Hamilton took an exceedingly great interest in the formal opening of the Hamilton, Grimsby, and Beamsville Electric Railway between Emerald Street and Grimsby village yesterday afternoon. There were many reasons why the H. G. & B. opening would be regarded with unusual interest. One of these was the inauguration of the radial railway system, which is looked upon as the chief factor in Hamilton's future growth; another reason was that a portion of the most beautiful and fruitful country in Canada was made directly tributary to this city, and still another reason was to be found in the fact that, through the

kindness of President Myles and the directorate of the H.G. & B. there was included in the opening a pleasant trip and an appetizing spread.

The opening was a brilliant success, and it was enjoyed by about 400 people. It was a delightful day; the trip to Grimsby and return was made without any appreciable hitch; the banquet and speechmaking at the other end of the road were enjoyable; and the crowds of people along the line appeared to be as happy over the event as those participating in it. There were three trainloads, each train consisting of a motor car and a trailer, the trains leaving Emerald Street about fifteen minutes behind each other.

Shortly after two o'clock the start was made. When the first train pulled out from Emerald Street, on Main Street, there was a big crowd of sight-seers to give it a hearty send-off. Electrical Superintendent Green acted as motorman, and all the officials of the road, except the President, who had gone to Grimsby earlier, were on the train. The train halted at Sherman Avenue and at Maple Avenue while S. Briggs turned his camera on it, and subsequently W. J. Grant and other amateur photographers got in their work on the train that was to be historical.

A hot box caused a short stoppage of the train at the Bartonville switch near the Red Hill, and after the overheated portion of the wheel had been well watered, the train resumed the trip minus the conductor, a facetious member of the party having signalled the motorman to go ahead while the conductor was over at a farm house. The train stopped at Stoney Creek until the next train arrived with the missing official on board, the party viewing the power house in the meantime, and posing for group photographs.

The power house is a fine brick building, and two large generators and fly-wheels that denote powerful engines, did business therein yesterday at as steady a gait as though they had been at it for years and knew all about what was expected of them. The water supply for the engines is taken from an immense tank, which is contributed to by the creek and numerous springs in the bottom, and it is said that it averages nine feet in depth the year round.

The trip from the city to Stoney Creek, along Maple Avenue, past the bicycle track, past the reservoir, over the Red Hill, and past the historical ground of the troublous year of 1812 was a delightful one, but from the creek to the terminus of the road, it was even more delightful. Past orchards and vineyards with their shrivelling leaves and their stories of fruitful harvests just gathered; past lawns and pastures fresh from the autumn rains; past autumn-tinted foilage on both sides of the track, and with the beautiful mountain scenery always prominently in view, sometimes very near and occasionally a few rods distant, there could be no more attractive country ride in the Dominion than the ride on the H.G. & B. Railroad yesterday over the stone road from Stoney Creek to the village of Grimsby.

There are a great many handsome residences near the railroad, a number of which were decorated with flags yesterday in honour of the opening. As the three trains went by, the excursionists were cheered by the male portion of the country population within sight, while the ladies waved their handkerchiefs and otherwise expressed their approval of the turnout. One enterprising and enthusiastic Granger fired a double-barrelled gun at the clouds to signify his approbation of the railway, and all along the line it was a sort of triumphal procession.

No attempt was made to time the trains to Grimsby, the run being made

leisurely for the purpose of giving the guests a good opportunity to see the sights. At Grimsby Village a good sized crowd welcomed the big party and, after a brief inspection of the handsome and commodious car sheds had been made, the party strolled through the village to the drill shed, where the festivities were to be held. The last of the three trains to Grimsby was delayed nearly an hour at the Red Hill by the fuse being burnt out of the motor but at 5 o'clock the whole crowd was on hand in the hall for refreshments. Three long tables, seating over 200 persons, had been bountifully spread in the hall, and as all the crowd could not get to the first tables, Director John Hoodless, who acted as Master of Ceremonies, requested the younger portion to wait on the older people, which was done. The speech-making began, however, as soon as the first tables were cleared, and the arrangements were so well carried out that no confusion resulted. C. J. Myles, president of the road, was in the chair, Mayor Stewart and the members of the municipalities through which the road runs occupied the places of honour at the centre table, and the clergy headed the table on the left of the President. Rev. W. H. Wade asked the blessing.

President C. J. Myles opened the proceedings after the luncheon, which was on the temperance plan, by thanking the people present. Speechmaking was next in order.

Councillor B. Beamer of North Grimsby, believed the road would benefit his municipality, and he felt there would not be much danger of horses being frightened by the electric cars.

W. Forbes, Grimsby Village, announced himself as a kicker against the road, which he considered was too much of a Hamilton road to benefit Grimsby greatly. However, he welcomed the visitors, and now that the road was an accomplished fact, he congratulated the company.

Reeve J. A. Livingston, of Grimsby Village, was received with cheers as he mounted a chair to address the crowd. The Hamilton people, he said, knew nothing of the big fight which had long been waged in Grimsby over the road, but the Grimsby friends of the H.G. & B. had won, and at last they had the pleasure of seeing the electric running from Hamilton to Grimsby. It would be a good thing, Reeve Livingston thought, for the Hamilton people to get out of the city and run down on the electric railway to a place where their ideas can grow. He urged on the Hamiltonians to patronize the road liberally, and he asked them to do all they could to have the H.G. & B. built through the village to Grimsby Park without delay.

The return to the city was made in fairly good time by the three trains, the first of which arrived at Emerald Street about 8.30.

Next Monday afternoon the H.G. & B. Company will take a number of ladies and their escorts over the road on a complimentary trip, and numerous invitations will be extended. There will be a five o'clock tea at Grimsby.

The next day, October 18, 1894, there appeared the following editorial in the Hamilton Spectator:

There are of course some people in Grimsby who object to the H.G. & B. Electric Railway. This would be a weary world if everybody looked at everything through the same spectacles. But that the new road will be of great benefit to Grimsby is beyond a peradventure. "Us" Hamilton millionaires will fill the pretty little town's peach shaded vacant lots with handsome villas. Grimsby camp will be crowded with Hamilton people for we are all

pious. That great family journal, the Grimsby Independent, will blossom out into a daily. Brer Livingston's palatial summer hotel will make its mighty appearance upon the knob of the mountain, the pride of Grimsby and the envy of the town across the lake called Toronto. The streets of the town will be full of Hamilton tourists. The hotels and the bars - but perhaps we are pursuing this subject a trifle too far.

Some Grimsby merchants are opposed to the road, because they think that it will make it convenient for their "constituents" to run up to Hamilton and buy bonnets and things. But the merchants have their remedy to avoid this evil. Let them put big advertisements in the Daily Independent, establish a weekly bargain day, and sell everything for 49¢ or 99¢, and behold, they are in the swim.

It is understood that Prominent Citizen Grout gave the road a little mild opposition early in its history. But it was not business that influenced Mr. Grout. He feared that the lightning cars might mangle the populace in the crowded streets of Grimsby. He has now given up his opposition, finding that the exodus from Hamilton to Grimsby, which the road will bring about, will so reduce Hamilton's population that he can make a fortune in the manufacture of mowers to cut the grass and other crops in the deserted streets of the ambitious city.

Inasmuch as the continuation of the road eastward from Grimsby will destroy the business of Brer Livingston's celebrated bus line, that gentleman may be supposed to feel a little animosity toward the trolley car. But he doesn't. He will re-establish his dairy and sell milk to the Hamilton tourists. He will wisely put plenty of water in the milk, for Hamilton people are not accustomed to strong drink.

The following timetable appeared on Friday, October 19, 1894.

EXCURSION
OVER THE
HAMILTON, GRIMSBY & BEAMSVILLE
ELECTRIC RAILWAY

Until Further Notice. The Train leaving Hamilton and Grimsby at 2.30 p.m. round trip 25¢. Dundas to Grimsby and return 40¢ good only to return on same train. Takes effect on October 18th, and until further notice.

TIME-TABLE

Trains leave Grimsby at 5.56, 7, 8.15, 9.30, 10.45 a.m., 12, 1.15, 2.30, 3.45, 5, 6.15, and 8.30 p.m.
Trains leave Hamilton at 7, 8.15, 9.30, 10.45 a.m., 12, 1.15, 2.30, 3.45, 5, 6.15, 7.30, and 10.15 p.m.
For sale of tickets and further information apply to
C. E. Murton & Co.'s coal office Market Square, Hamilton;
T. Gould, postoffice, Bartonville;
J. H. Mealey, postoffice, Stoney Creek;
R. H. Dewar, postoffice, Fruitland;
H. & D. Railway office, Hamilton;
H. & D. Railway office, Dundas;
Conductors on trains;
W. K. Secord, Winona Station;
Railway office, Grimsby.

A. J. Nelles, Supt., H.G.&B.E.R.

Space fillers were used in the newspaper on the first few days of the line's operation, such as:

"Grimsby is now a suburb of Hamilton."

"The H.G. & B. is virtually the first of the radials."

"The H.G. & B. road connects the two most beautiful spots in the world - Hamilton and Grimsby."

The newspaper and the patrons alike seemed overjoyed with the new line. The opening had been a brilliant success. But the day after the official timetable was published the first two trains running in the morning in each direction were cancelled. Complaints began almost immediately. It seemed that there were frequent derailments which took half an hour to correct; the trains ran at irregular times; there was no means of communication; wherever a dip in the roadbed occurred, the trolley pole would release its hold on the wire thus cutting off the service; the employees were overworked some putting in 16 to 19 hours a day; there were frequent power interruptions and failures.

Despite its difficulties, the company was thriving. Gross earnings for the first two months of operations amounted to \$4,050 which was much more than the directors had ever anticipated. This trend continued making the new electric railway a profitable venture.

Attempts were made by the company to provide better service to its patrons. On Friday, November 23, 1894, a "bus" line between Grimsby and Beamsville was inaugurated to supplement the unbuilt line. Electric heaters were installed on the cars at this time also to add some comfort for the passengers during the coming winter.

Rails arrived from Germany in November and the line was then completed from Emerald Street to Ferguson Avenue in Hamilton on November 26, 1894. A small setback occurred when the company wanted to cross the Grand Trunk Railway tracks which ran on Ferguson Avenue. Their new station was ready at Catherine Street but access to it was held up until February 5, 1895, when a satisfactory arrangement was finally reached. A new system of crossing rail was put in with cars approaching the Grand Trunk tracks not being able to cross until the conductor went forward, set a lever, which opened and closed a switch on the electric line, and put up a semaphore signal on the Grand Trunk. If a car attempted to go forward without taking this precaution, the car would be derailed. Materials for the new switch were received from the Canada Switch Company and work was finished by the end of April completing the line on July 20, 1895.

The carrying of the mails was begun on April 1, 1895, to Bartonville, Stoney Creek, and Fruitland.

The H.G. & B. company was served with a notice in April to cease running its cars on Sundays in contravention of "Bronson's Blue Law", or face penalties of \$400 for every car or train that ran more than one and one half miles outside the limits of any town or city. The conductor was also made liable. The company, however, proved to the authorities that their charter had been received before the law came into effect and they could, therefore, legally run their cars on Sundays.

On July 19, 1895, the newspapers reported the first serious accident to happen on the H.G. & B. About 5.30 in the evening at Lewis Creek near Stoney Creek, car number 17, in the charge of Motorman Middaugh and

Conductor Claude Randall running east, came in contact with a cow. Hiram Smith, who was on horseback, was leading the cow when suddenly she veered onto the track. The car was crossing the bridge at that moment and struck the cow squarely on the side pushing her about 30-yards and rolling her over several times; then the cars, both the motor and baggage car that was attached, passed over the body leaving it a mangled mass.

Just as the car struck, one of the passengers, a son of George M. Smith of Beamsville, jumped. He struck a wire fence severely lacerating his face and knocking him unconscious.

Motorman Middaugh, who stuck to his controls was also badly injured receiving two broken ribs, several bruises, and internal injuries.

Conductor Randall cared for the injured and returning to the accident scene, remained all night assisting the wrecking crew to clear the track, which wasn't done until 5 o'clock in the morning.

Mr.. Smith, the owner of the cow, sued the railway claiming the car was doing 35 miles per hour but witnesses in the car said 15 m.p.h was more to the speed and praised the efforts of the crew. Needless to say, the company won damages from the farmer.

Motorman Middaugh had just recovered from his injuries, when on December 24th, he had two more ribs broken when his car hit and killed a horse near Fruitland. Passengers were only shaken up this time, with no one else being injured.

CHAPTER 4 - THE OPERATION

The summer of 1895 must have been very hot and dry, for the creek supplying water to the Power House at Stoney Creek almost dried up. The company had to sink a well 70-feet deep and put in a steam pump to raise enough water for their boilers.

During this same summer, the city council in Hamilton added to the company's problems by stating that according to the H.G. & B. by-law, unless the line was completed to Beamsville by the fall of 1895, the H. G. & B. would forfeit its bonus of \$5,000. The H.G. & B. shareholders held a meeting to appoint a committee to consider the advisability of constructing the line from Grimsby to Beamsville in time to earn the bonus.

The committee met on August 6, 1895, and decided to report against building the extension that year. It was estimated that the cost of constructing that five miles of road would be \$55,000. The reasons given not to proceed were that the councils and people along the line had laid themselves out to extort money from the company for the right-of-way. There were five councils to be dealt with; Grimsby, North Grimsby, Clinton Township, Beamsville, and Lincoln County; and they were all prepared to bleed the company under the impression that it had to build to Beamsville that year or forfeit its \$5,000 bonus from Hamilton. The directors came to the conclusion that the amount of the extortion was \$10,000, showing them it would not pay to open the line to save a bonus of \$5,000.

As it turned out, construction of the line from Grimsby to Beamsville, including the siding to Grimsby Park was not started until July 1, 1896.

Mr. Myles had been re-elected president after the Grimsby fiasco had settled but was again ousted in the beginning of 1896. The H.G. & B. company had made much more money than was anticipated and Mr. Myles wanted to have a "rest" or reserve fund set up using this money but paying no dividends. The shareholders rebelled and put Thomas Lester in as president with Mr. Hoodless gaining the vice-presidency.

The new regime promptly dismissed Mr. Nelles as manager and Mr. Green as chief electrician. No reasons were reported for this action. Mr. Myles then bought out some shareholders at \$115 and \$118 a share, which gave him enough votes to re-instate himself as president in June, and just as promptly as his opponents, he re-instated Mr. Nelles and Mr. Green to their former positions. Mr. Lester and Mr. Hoodless then retired from the H.G. & B. and began organising a new road called the Hamilton Radial Electric Company to service the Hamilton Beach and Burlington areas.

On the morning of June 18, 1896, shortly before 9 o'clock, there was great excitement at Stoney Creek. A flywheel had burst in the power house. It made such a noise that at first it was thought that a boiler had exploded. Damage was estimated at \$3500 but no one was injured.

There were two flywheels in the building, each being 18-feet in diameter and 24-inches wide. When Engineer Sweet was working around the machinery, he was startled by a loud noise and saw the wheel at the west end of the building burst and fly in all directions. A portion of the broken wheel went through the roof; another piece went through the wall which separated the engine room and boiler house; other pieces flew in all directions, breaking the switchboard and steam pipes, and completely demolishing the belting.

It took quite some time to make repairs but operations were resumed later that day by using only one engine.

THE ROUTE

By the late fall of 1896, the H.G. & B. line was completed from their new station at Main and Catharine Streets in Hamilton to the Beamsville Preserving Company at the eastern end of Beamsville and covered almost twenty-three miles.

Starting at their station on Catharine Street, the tracks headed east on Main Street to Sherman Avenue where they swung south to Maple Avenue, thence east again down the middle of the road to Gage Avenue where again they swung south to Lawrence Road. There was an interchange here with the T.H. & B. Railway for transshipment of fruit cars. The tracks followed Lawrence Road to Kenilworth Avenue, then went onto their own private right-of-way as far as the Red Hill Creek. Here the line crossed the bridge and the highway to the north side. At this point, a spur was run into a gravel quarry, and was later used as a passing siding. Following King St., the line stayed on the north side until entering Stoney Creek. A turning wye on the south side of King Street in Stoney Creek took the cars into a coal and wood company. Just a few hundred feet further east, a siding on the north side serviced the H.G. & B. Power House. The tracks then followed King Street to the junction of No. 8 Highway where they crossed to the north side. A passing siding was situated at Fruitland. Staying on the north

side of Highway 8, the route crossed again at the E. D. Smith plant where three tracks serviced the fruit processors. Now on the south side of the highway, the line had sidings at Pattison's just east of Oakes Road, and at Robert's Road. This siding was actually just a stub long enough to take one car to let the eastbound cars go through. Running along the base of the mountain, the line turned north over the highway again, and down Kerman Avenue to Livingston Avenue, then east to the carbarns at the top of Palmer's Hill where a gasoline service station is now located. The H.G. & B. had to buy this land from Kerman Avenue through to Main Street, and Reeve Livingston forced them to open up a roadway on both sides of the tracks. The boulevard down Livingston Avenue is where the tracks used to be. A spur was built north near the arena to service the cold storage plant and to connect with the Grand Trunk line. Leaving the top of Palmer's Hill, the tracks went down Main Street, up Anderson's Hill past the Independent, and swerved to the south side of Main at Maple Street. Here another spur line serviced the canneries on the north side of Maple. The line stayed on the south side of the highway as far as the Thirty Mile Creek. A turning wye and spur at Park Road took many passengers to Grimsby Beach and the Camp Meeting Grounds. At the Thirty the highway curved south crossing the tracks and putting the railway on the north side then, all the way to the town limits of Beamsville. Here, the line moved over to the south side again, following King Street to the eastern edge of the town where they again went to the north side. A turning wye at the carbarns was used for turning and for storing the cars. For passengers, the end of the line was in front of Senator Gibson's house but freight was carried a little further on for the Beamsville Preserving Company.

In 1897, construction was begun south of St. Catharines, under, and on top of the mountain, of an electric power generating plant at a point known as DeCew Falls. Five Hamilton business men, all with the first name of John - Messrs. Patterson, Moodie, Gibson, Sutherland, and Dickenson - by their initiative, gave the world the know-how of long distance electric power transmission by being the first in this field. Their company was the Hamilton Cataract Power, Light and Traction Company.

Through a wooden penstock almost 800-feet long, water was brought from the top of the mountain down through two turbine generators which produced 2,400 volts of electricity. Transformers enlarged this voltage to 22,000 volts for transmission to Hamilton, 35-miles distant. In a few years the capacity had to be enlarged to meet the demand for electricity.

Power was turned on at the plant on August 25, 1898, but the first all night run for incandescent lamps in Hamilton wasn't witnessed until October 23rd of that year.

Gurney-Tilden Foundry was the first manufacturing industry in Hamilton to use the Cataract Power electricity on November 12, 1898. Power had previously been produced for the industries by their own steam generators which now became silent.

The H.G. & B. power house at Stoney Creek also became silent within the next year. Power tapped off the transmission line at Grimsby and Stoney Creek now ran the H.G. & B. generators producing 600-volts Direct Current to run the trolley cars. Another substation at Victoria Avenue supplied power to the Hamilton end of the railway.

In August of 1898, two Americans planned to purchase the Niagara Central Railway, a steam road situated at the east end of the Niagara Penin-

sula. They proposed to electrify it and extend it to Beamsville to connect with the H.G. & B. but, finding that its charter specified that it could use only steam as motive power, they dropped the idea.

The first consignment of peaches to use the H.G. & B. was shipped by John Lussee of Stoney Creek on July 19, 1898.

An amusing and petty incident occurred in October of 1898, when the Saltfleet Township council issued a writ against the H.G. & B. claiming that the company had raised the road crossing at Red Hill by 7-inches without the consent of council. Previous letters about this matter had been ignored by the H.G. & B. Facing a lawsuit, the company then agreed to restore the grade and the action was dropped. The council, however, was still not satisfied with the repairs and continued the suit with the H.G. & B. In retaliation, the H.G. & B. not only raised fares between Bartonville and Cline Road, but also refused to sell commutation and mileage tickets. The council soon relinquished its claim and peace once again settled in the area.

Bad feeling erupted in Grimsby on October 29, 1898, when the H.G. & B. announced that the repair shop in the Grimsby carbarns would be removed to the terminal at Catharine Street in Hamilton and the workmen would have to move too. Having the repair shops in Grimsby had been a factor in the negotiations with the village council in 1893.

A heavy snowstorm on Sunday, December 4, 1898 brought wires down at 8 p.m. and blocked the H.G. & B. line. Three cars were left on the line, one in Hamilton, one at Red Hill, and the third near Grimsby. Twenty passengers on the car at Red Hill spent the night there being fed by the local farmers until rescue wagons, sent by the company, reached them the following morning. By Friday, the line was open only between Hamilton and Stoney Creek with full service not restored until the following Monday.

A newspaper clipping dated Monday, January 28, 1901, shows some interesting statistics of the operation of the H.G. & B: According to the financial statement, the gross earnings from the road during 1900 were \$49,301 and the total operating expenses were \$27,859. The gross earnings increased \$4,600 over the previous year, and the increase in operating expenses was only \$136. Out of the earnings, in addition to paying the costs of operations, the company paid \$4,250 as interest on bonds, \$1,711 as interest on loans, \$7,180 as its usual five per cent dividend, and \$8,300 on capital account in purchase and repair of cars, the improvements of road-bed, etc. The statement shows a cash balance in the treasury of \$1,149. Of the gross earnings \$2,386 was received from express business, an increase of \$250 over the earnings in this department in 1899. During 1900 the railway carried 259,000 passengers, an increase of 8,000 over 1899.

A report was prepared on extending the H.G. & B. line from Beamsville to St. Catharines in October, 1898, in response to a delegation of residents from east of Beamsville. It was found that a new charter would be required to extend the line, and the problem of crossing the many ravines in the area would have to be overcome. There was much fruit to be shipped from the area, however, and having the middle road 66-feet wide was an advantage.

The necessary new charter was assented to on April 15, 1901 under I ED VII CAP 80, which stated that the line could be extended from Beamsville to St. Catharines and further extended to Niagara-on-the-Lake in one direction and to the town of Niagara Falls in the other direction. The

extensions would have to be commenced within two years and completed within five years of the passing of the act.

The costs of bridging the Twenty, Sixteen, Fifteen, and Twelve Mile Creeks, however, was prohibitive, and the plan to go to St. Catharines was forgotten. In 1904, The Hamilton Cataract Power, Light, and Traction Company bought out the H.G. & B. and extended the line as far as Vineland. This new extension followed the highway on the north side to Vineland where a turning wye was built on the east of Victoria Street. Here a long, narrow frame building was erected with the tracks laid through it for easy loading from a platform. Passenger traffic was very light and the company relied on freight shipments for revenue. Expectations of making money were unfulfilled and the line was abandoned a year later. The company then tore up the tracks back to Beamsville but left the frame shed which was finally demolished in July, 1953.

CHAPTER 5 - BEGINNING OF THE END

In 1907, a new company called the Dominion Power and Transmission Company was formed with the express purpose of taking over the operations of the electrical empire that had been built up in Hamilton, including the radial lines and the Hamilton Street Railway. They built a large terminal building at Catharine and King Streets in Hamilton, for \$250,000 opening it on November 18, 1907. All the radial lines used this terminal, entering on King Street and leaving by Main Street. Passenger traffic only was handled here with the freight being handled at the old H.G. & B. station on Main Street. This old station burned down just after the First World War but continued as a freight depot, the platforms being kept intact.

Although the D.P. & T. now owned all the radial lines, each line was operated as a separate entity with each company having to pay the Terminal Company 50¢ per car for the use of the Terminal yards. The D.P. & T. bought new cars from the Preston Car and Coach Company and renumbered most of the existing cars.

On the H.G. & B. line, the old cars with the names Vineland, Clinton, Grimsby, Winona, and Hamilton became cars number 151, 152, 153, 154, and 155.

The carbarns of the H.G. & B. at Beamsville burned down in the early morning of Monday, December 29, 1919. Damage was estimated at over \$40,000 with the main loss being three electric cars, numbers 151, 300, and 603. The commuters that morning had to wait until a car was brought out from Hamilton arriving in Beamsville at 8 o'clock. Until the barns were rebuilt, the remaining cars had to park on King Street during their half-hour stop over.

Deficits began to appear on the H.G. & B. books in 1921, and for 1923, the loss was recorded at \$54,481. A bus line made an appearance as competition in 1922, but the D.P. & T. bought it out and co-ordinated the service running a bus and a radial car alternately on an hourly basis in 1929.

CHAPTER 6 - THE FINAL YEAR

The Ontario Hydro bought out the Dominion Power and Transmission Company with all its subsidiaries in April, 1930, and in January 1931, announced plans to abandon the Hamilton, Grimsby, and Beamsville Electric Railway.

Protestations by many people made the Hydro defer the abandonment for six months. One group of twelve men, mostly farmers, made a deputation to George Waller, the superintendent, asking that the line not be abandoned. When asked by Mr. Waller how many had come to the meeting on the radial cars, only two nodded in assent.

"That, gentlemen," replied Mr. Waller, "is the reason why we are abandoning the line."

No more was said and the line was abandoned on Tuesday, June 30, 1931, with the last car, number 602 making the final run, arriving in Beamsville about 10 o'clock that night.

The Hamilton Spectator wrote the following "obituary":

Constable James Wentworth, a passenger on the first radial car to travel to Beamsville 35 years ago, was a passenger on the last car to make the trip on Tuesday night. When the car neared Beamsville, several others boarded it and made the last trip. Among them were S. J. Wilson, MLA; W. D. Fairbrother, clerk of the village of Beamsville and a former H.G. & B. employee; Omar Cosby; Frank Johnston; James Steven; Constable Juhlke of Beamsville; David Thompson, district manager of the company; L. B. Tufford, district foreman; and many others. The crew to bring the last car in was Hec Page, motorman, and conductor Ostessor.

When the car arrived in the village, several others were present to note the passing of the radial line, which in years gone by, has meant so much to the district. To mark the event, a flashlight photograph was taken at the end of the line, showing the last car and some of the employees.

Men who have spent the best years of their lives in the employ of the line are thrown out of employment with a month's salary as bonus. Sam G. Freure has worked with the company for the past 31 years; Frank Johnston, 22 years; Omar Cosby, 20 years; James Steven, 19 years; Harry Barnes, 24 years; John Franklin, 11 years; George Terryberry, 10 years. These are but a few of the employees who have had long service and who are now out of employment.

The passing of the line means a great deal to the entire district.

There has been considerable speculation as to whether or not the Hydro would take up the rails from the main street of Beamsville and Grimsby. While nothing definite seems to be known in this connection, it is rumoured that the rails will be left right where they are, at least on the pieces of road that are paved.

Some radial cars are at present being stored in the Beamsville car barns.

The coming of the motor car and the bus has changed the old order of things and the radials are no more.

The end had come to the H.G. & B. but its spirit lived on to haunt the Hydro. In December 1931, the City of Hamilton demanded that not only should the Hydro remove the radial tracks and poles from the city streets, but also it should return the \$25,000 bonus granted 38 years previously. The Hydro offered the H.G. & B. assets to the city in settlement of the claim for the bonus but Mayor Peebles refused saying that track removal alone would cost \$33,000. A suggestion was made that the rail heads be cut off and the bottom parts be covered with bricks, cement or asphalt, but the mayor countered that such a solution had been tried in three other cities without success.

Manager Waller then remarked that the H.G. & B. could make an assignment.

"Surely," exclaimed Mayor Peebles, "the Ontario Hydro is not going to admit that it bought a radial line not worth a dollar, for something like a million dollars. I should think the Ontario Hydro would be rather ashamed to admit that it bought anything so worthless."

The mayor also noted that the company still owed the city \$1,000 overpaid it for removal of poles in connection with the Main Street widening.

To end the affair, it seems that the Hydro made an offer to clean up the disused track in return for the city dropping its claim of the \$25,000 bonus.

An inventory of the remaining assets of the H.G. & B. was made by the Hydro showing that all that was left were sixty-four switch stands, ten telephone booths, twenty-three chalets, and three tool houses, the Beamsville carbarns, the Grimsby carbarns, two railway sets of motors and generators, and nine cars numbers 152, 153, 154, 156, 157, 158, 171, 173, and 174. The first three cars, numbers 152, 153, and 154 were the old Clinton, Grimsby, and Winona; numbers 156, 157, 158, were the original cars numbers 16, 17, and 18, built in 1894; the three remaining were freight motor cars.

These cars were all eventually scrapped but some other cars of the D.P. & T. were bought by people for use as chicken coops and sheds. An enterprising idea, that of using some of the cars as a tourist attraction, was formulated and put into practice. Seven cars were bought, set up on No. 8 Highway west of Beamsville at the Thirty Mile Creek, two railway diner cars from the United States were added, and the whole set-up was called "Radial Village".

This "village" was a popular tourist attraction throughout the 1930's but it declined after the Second World War, and now, with the diners having been demolished in June 1967, only two cars remain, a humble tribute to a gay and carefree era.

"A Few Happenings"

Each and every person who had anything to do with the H.G. & B., either in management, operation, or just out for a ride, had a story to tell about their experiences. Following are just a few of these stories as related to the author.

The term "needle ice" was well known among the patrons of the H.G. & B. At DeCew Falls, each opening of the penstocks or water chutes on the mountain brow had a wire mesh screen over it to keep out fish and floating debris. These screens served their purpose admirably in the warm seasons, but when the temperature dropped in the winter, the cold steel mesh would cause the water to crystalize into small needles of ice. The ice would gradually fill in the mesh, cutting off the flow of water and thus stopping the electric generators. Power would then cease being transmitted to Hamilton which in turn affected the running of the radials, stalling them along the line. Until the operator at DeCew Falls could break away the ice to start the generators turning again, everyone was inconvenienced.

Another inconvenient though humorous delay happened at Hallowe'en, and possibly at other times also. Anderson's hill at the east end of Grimsby was a fairly steep grade for the radials. Pranksters, mostly children would soap or grease the rails before a radial car came along, then would stand aside to watch the motorman's reaction when his car started slipping. The trolley would be stopped until enough sand was placed on the rails to overcome the effect of the grease. More than once a motorman or conductor could be seen running down the street in pursuit of the boys who perpetrated such a dastardly deed.

The human mind seems tuned to remember only the spectacular events that occurred, such as accidents or near-accidents, of which there were many.

Although the H.G. & B. tracks crossed the highway numerous times, very few collisions took place at these points. The main areas for injuries or deaths were the many driveways from resident's property to the highway. Several horses, buggys, and later automobiles were demolished by the radials while attempting to cross the railway line.

Two instances where tragedy was averted concerned tiny children playing on the tracks.

On September 8, 1909, Mr. and Mrs. Corman, who lived by Gray's Curve near Stoney Creek, had left their three year old boy in the care of his grandmother while they went into the village. The child had been playing in the front yard and on seeing his parents leave, tried to follow. He walked onto the tracks just as a radial car came around the curve. His grandmother saw what was happening but became petrified with fear and was unable even to call out to the child. The motorman of the car, Mr. Ed Lampman, slammed on his hand brakes, throwing the passengers out of their seats, but stopping the car within a foot of the child. Billy Shaw the conductor, ran ahead and picked up the boy, and returned him safely to his grandmother. No passengers were injured and the car continued on its way. When Mr. Corman returned and heard about the way Mr. Lampman had saved his son's life, he presented to the motorman, a large mantel clock with a silver plaque engraved in commemoration of the event.

The other instance was a bit closer in suspense for the motorman when he saw a baby on the tracks in front of his car. He applied the brakes

out the car kept sliding. The conductor, Mr. H. Nelson, in the front section at the time, got down on the bottom step, leaned out, and snatched the child away from the wheels as the car passed.

One event that didn't have a fortunate ending was the case of motorman Bob Braidwood. He was in charge of a freight motor heading east on the line. On stopping at the Winona siding, he was told by the agent not to proceed until the westbound passenger had cleared. The agent didn't know just where the passenger car was at that moment so Mr. Braidwood started out at full throttle saying that he could reach Pattison's siding before the passenger would. His car just reached the dip in the road at the Thirty Creek when the westbound came over the crest of the hill. The two cars met head-on and the passenger car being slightly higher, sheared into the freight motor crushing Mr. Braidwood back into the middle of his car. His last words before he died were reported to be, "My God, free my legs".

When the cars turned off number 8 highway to go onto Kerman Avenue on entering Grimsby, they found that the road had a slight down grade. Mr. Omar Cosby, the conductor on car number 610 or 611 told the following story.

His car was coming into Winona about 6 p.m. one evening when the power became very weak. The westbound car wasn't there yet but the dispatcher gave them orders to proceed cautiously to Pattison's siding. He hadn't heard from the other car but the power was off at Grimsby and the linesmen were out trying to find the trouble. They arrived at Pattison's siding alright and guessed that the car in front of them had reached Grimsby Beach. Proceeding forward and turning onto Kerman at Swab's corner, they saw the car that should have been at Grimsby Beach stalled on the curve at Kerman and Livingston Avenue. Mr. Cosby knew that his wife and children were on the stalled car and that a collision was inevitable. Going down the grade, the car picked up speed and hit the stalled car hard knocking it around the curve. Fortunately both cars stayed on the rails and no one was injured. Mr. Cosby's family joined him on his car and as his daughter got on she quipped, "You'll run into us again, Dad."

Another happening at the same curve was when two men piloting a freight motor full of tin cans for the cannery tried to make the turn at full speed. The car left the tracks and the tin cans left the car making a big noise as well as a big mess.

The Grimsby Beach spur line ended at right angles a few feet from the Grand Trunk Tracks. One night, the last car to use the siding was going too fast to stop at the end. The G.T.R. tracks were a few feet higher in grade level than the H.G. & B. tracks, and when the radial didn't stop, it crashed into the one rail of the steam road, bending the rail inwards. Undaunted, the crew of the radial got out a sledgehammer and straightened the bent rail before the next steamer arrived. The rear end of their own car was still on its tracks so they had very little trouble rectifying their predicament.

Drunkards were many on the H.G. & B., especially on Saturday nights when a car was held in the Hamilton Terminal until the last vaudeville performance was over in the Temple Theatre. Frank Johnston, a motorman, solved a sticky problem one night when a drunk wanted to pick a fight with him. He stopped his car and invited the belligerent to step outside with him. The drunk complied but Frank fooled him by promptly climbing back onto his car by the rear door and moving off leaving the drunk by the wayside.

Another story of someone wanting to fight is about a passenger who read in the newspaper about a certain girl being out with the motorman in charge of the car he was riding. The passenger went up to the front of the car and began admonishing the motorman. Having had his say, he returned to his seat only to have the motorman leave his controls letting the car carry on by itself, and come back to beat him up. Later, in Beamsville, the passenger got a gang together and beat up the motorman. Both the passenger and the motorman, suing each other, asked another passenger to be a witness in the forthcoming trial. They were refused because the witness said that the passenger had no right to be in the motorman's compartment and the motorman had no right to leave his controls. There is no record of who won the court case.

Car number 13, nicknamed the "Redbird", was a single truck freight motor converted from a small passenger car. This car a fair amount of overhang on both ends and the story goes that one motorman in charge of it weighed almost 300 pounds. With all this weight concentrated at one end and with the additional factor of dips and rises in the roadbed, the car would "bob-tail" along the tracks causing much laughter from any observers. To give this car enough traction to pull freight cars, steel rails were placed inside for extra weight. Add the steep decline at Red Hill Creek to the "bob-tail" ride, and you will see why the car soon met its demise, overturning and being smashed to kindling.

The passengers liked their conductors and vice versa, sometimes to the point of the conductor not taking their fares or taking only part of their mileage tickets. The company frowned on such practices and tried to stop them by putting men known as "spotters" on the cars. These spotters, however were usually spotted themselves by some observant passenger who would alert the conductor. Proper procedure was then followed.

RADIAL CARS USED BY THE HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RLY.

Car No.	Style	Cap'y	Bldr.	Date	D.R.&T. No.	Disposition	Date
5	Freight	-	Ottawa	1894	172	Scrap	Pre 1920
6	Freight	-	Ottawa	1894	-	Scrap	Pre 1920
21	Freight	-	-	-	21	Scrap	1908
22	Freight	-	-	-	22	Scrap	1915
24	Freight	-	-	-	24	Burned	1908
10	Open Pass'r	65	Ottawa	1894	167	Burned	Pre 1920
11	Open Pass'r	65	Ottawa	1894	168	Scrap	1927
12	Open Pass'r	65	Ottawa	1894	169	Scrap	1927
13	Clos'd Pass'r	Rebuilt to freight motor	Ottawa	1894	"Redbird"	Wrecked	-
16	Clos'd Pass'r					Scrap	1932
17	Clos'd Pass'r					Scrap	1932
18	Clos'd Pass'r					Scrap	1932
Vineland	Comb. Pass'r	50	Ottawa	1904	151	Burned	Dec. 29, 1919
Clinton	Comb. Pass'r	50	Ottawa	1904	152	Scrap	1933
Grimsby	Clos'd Pass'r	58	Ottawa	1904	153	Scrap	1933
Winona	Clos'd Pass'r	58	Ottawa	1904	154	Scrap	1933
Hamilton	Clos'd Pass'r	58	Ottawa	1904	155	Burned	1914

In 1910, the Hamilton Terminal Company, a subsidiary of the Dominion Power and Transmission Company, bought three cars, numbered 600, 601 and 602 from the Preston Car and Coach Company. Numbers 600 and 601 were renumbered in 1921 to 308 and 309. All three cars had a passenger capacity of sixty-two. The body of car 602, the last car to run in 1931, is still situated in an orchard east of Grimsby in 1967.

Six more cars of the same type other than the roof design were purchased in 1913. They were numbered 603 to 608. Numbers 609, 610 and 611 were bought from the Cincinnati & Columbus Traction Company in 1920. 610 and 611 were M.U. or Multiple Unit cars meaning they could be coupled together with one motorman controlling both sections. The floor and part of the roof of number 609 were in a field east of Grimsby until 1967.

Geo E. Haller
PRESIDENT
MANAU

17 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

17 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

15 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

15 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

13 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

13 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

11 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

11 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

9 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

9 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

7 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

7 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

5 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

5 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

3 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

3 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

1 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

1 H.G. & B.E. Ry.
 MADE IN U.S.A.
 1 MILE

P I C T O R I A L

S E C T I O N

I



Original Stock Certificate as issued in the 1890's.

NOTICE.

NOTICE

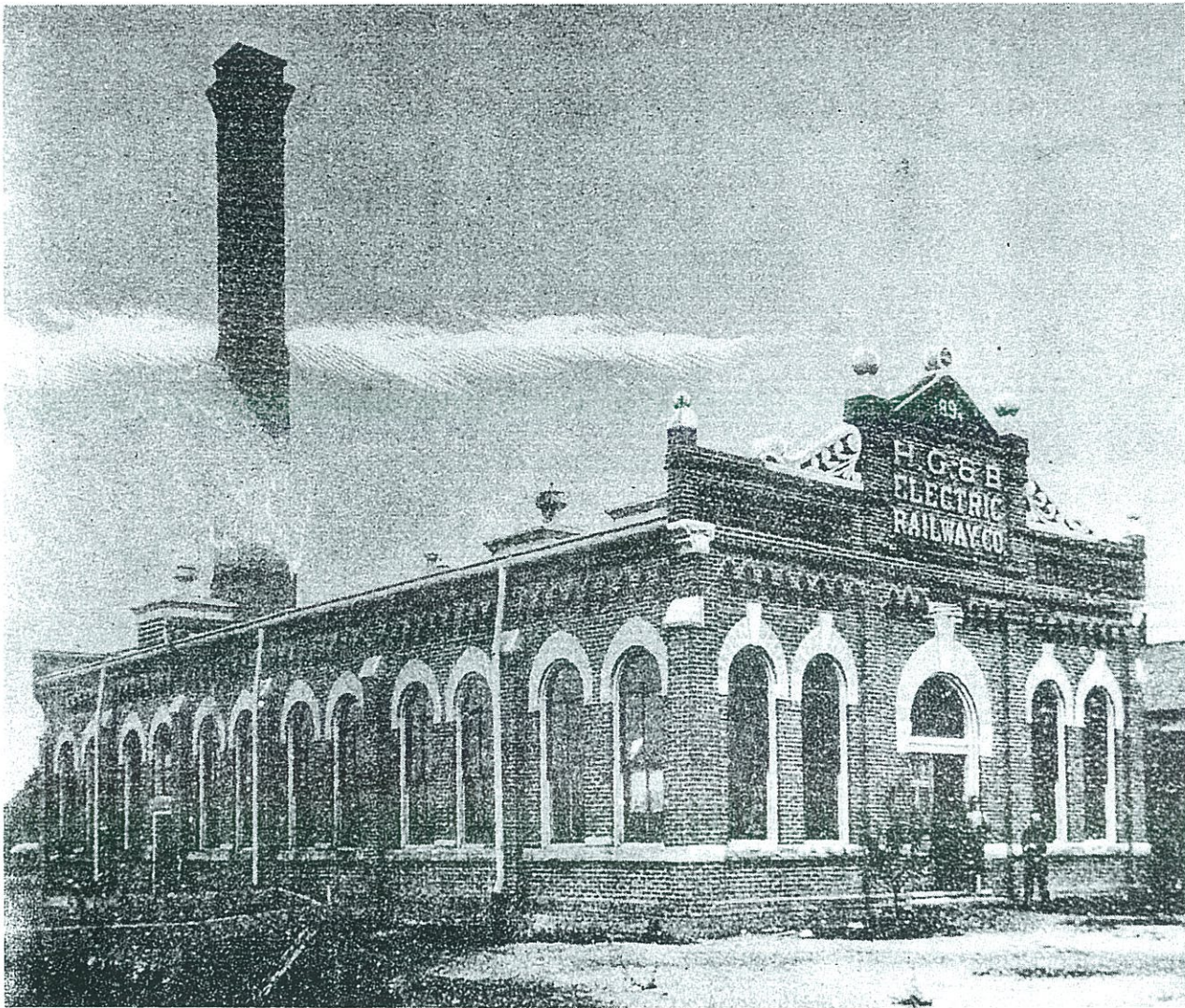
In the matter of "The Hamilton, Grimsby
and Beamsville Electric Railway
Company."

PURSUANT TO CHAPTER 25 OF THE VIO-
lations of the Statutes of the Province of
Ontario, 1892, and "The Railway Act of Ontario,"
Chap. 170, R. S. O., 1897, notice is hereby given
that "The Hamilton, Grimsby and Beamsville
Electric Railway Company" has deposited in the
office of the Commissioner of Crown Lands for
the Province of Ontario, a map or plan and book
of reference shewing the lands in the City of
Hamilton and in the County of Wentworth in-
tended to be passed over and taken for their
railway (so far as ascertained), and its course
and direction. Copies of the said plan and book
of reference have been filed in the office of the
Provincial Secretary of the said Province, and in
the office of the Clerk of the Peace for the
County of Wentworth.

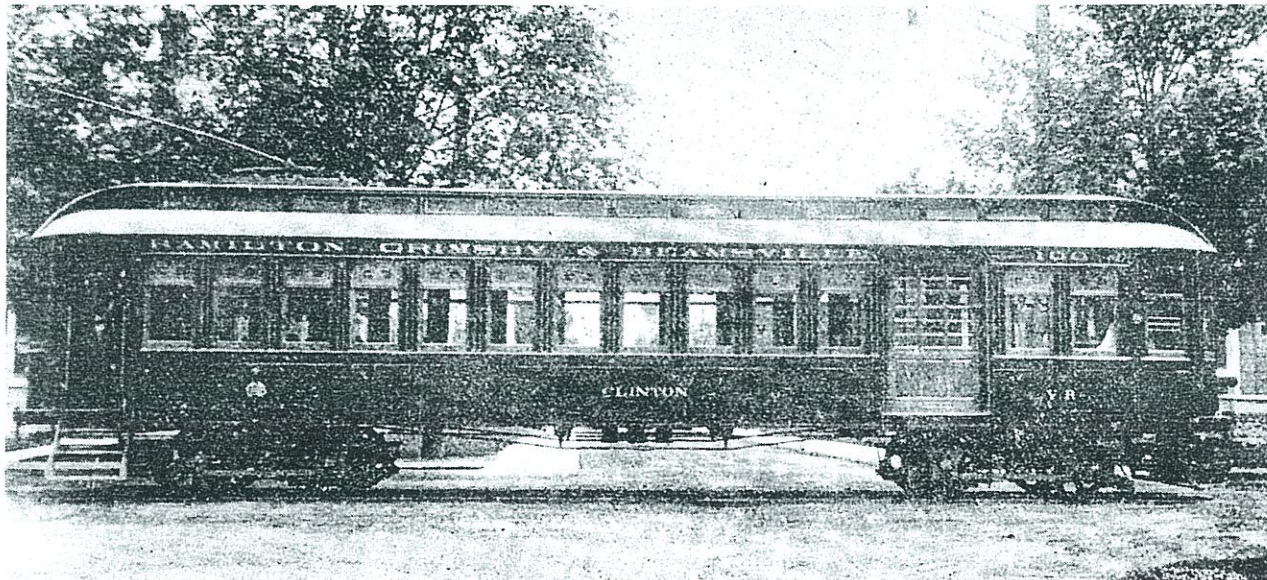
Dated at Hamilton, 27th April, 1894.

R. R. WADDELL,

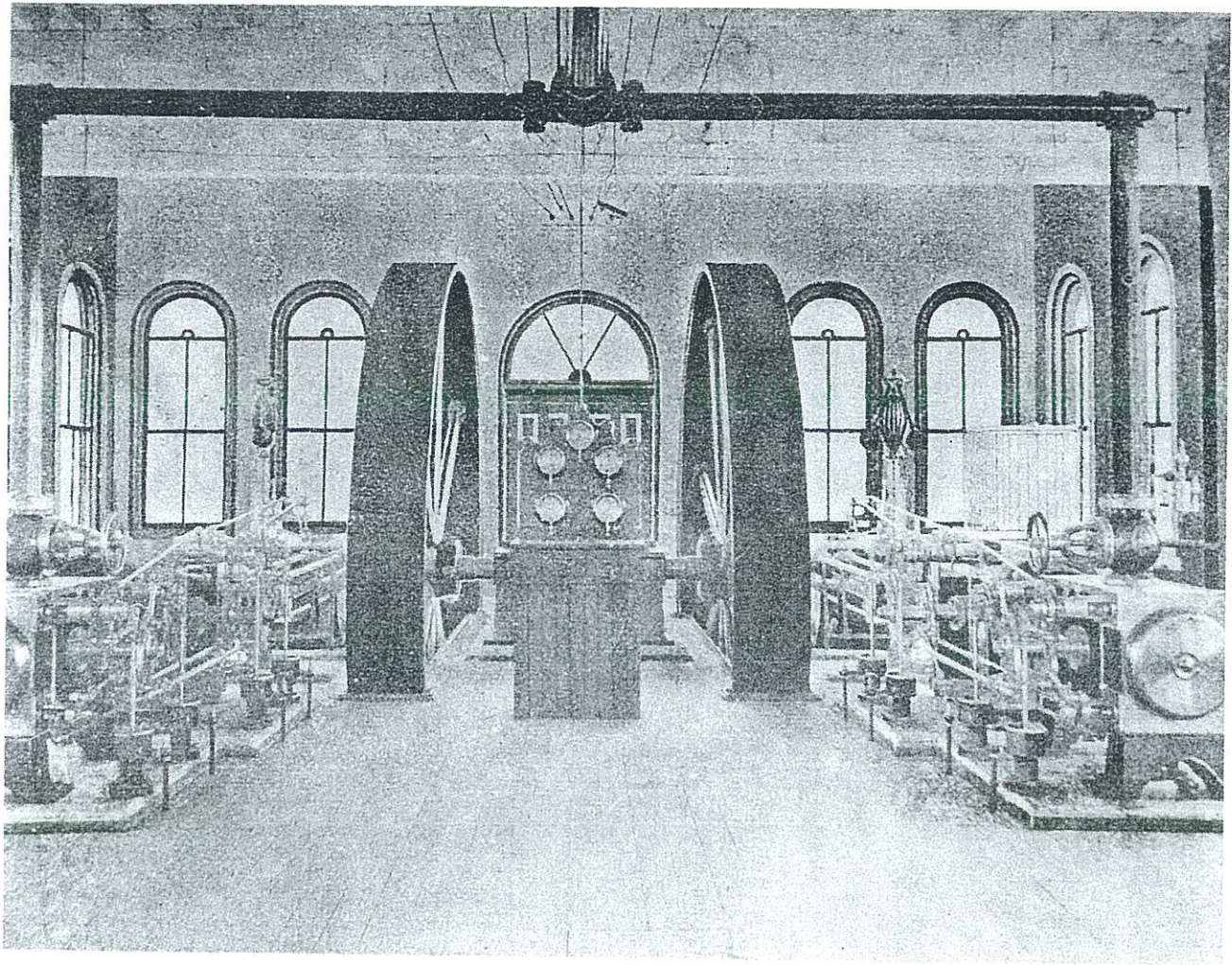
Solicitor for "The H. G. & B. E. R. Co."



Power Plant in Stoney Creek.



The "Clinton", combination passenger and freight car.



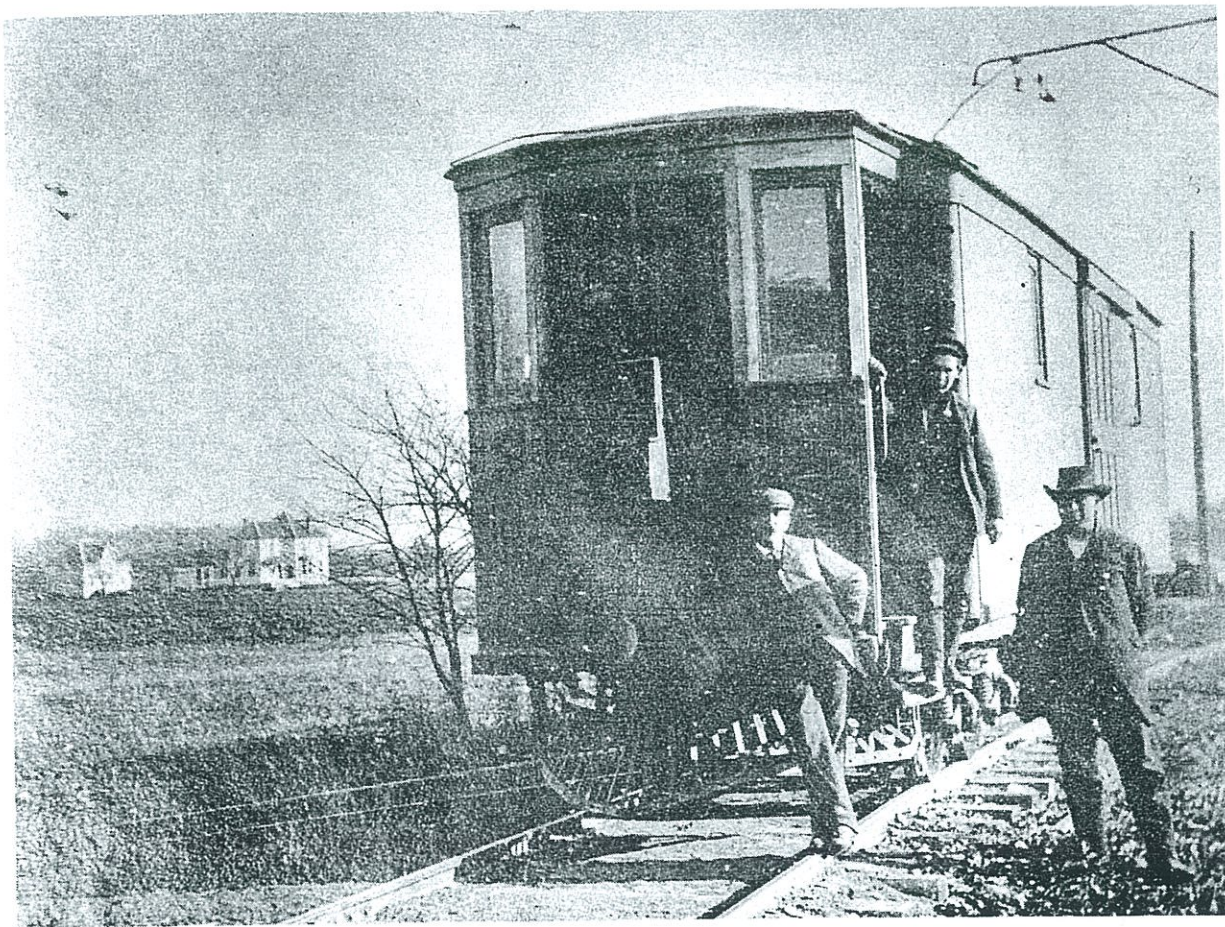
Corliss Compound Engines used for generating the electric power to run the cars.



The Palace Car - "Winona" at Hamilton Station.



Number 16, an original car the same as nos. 17 & 18



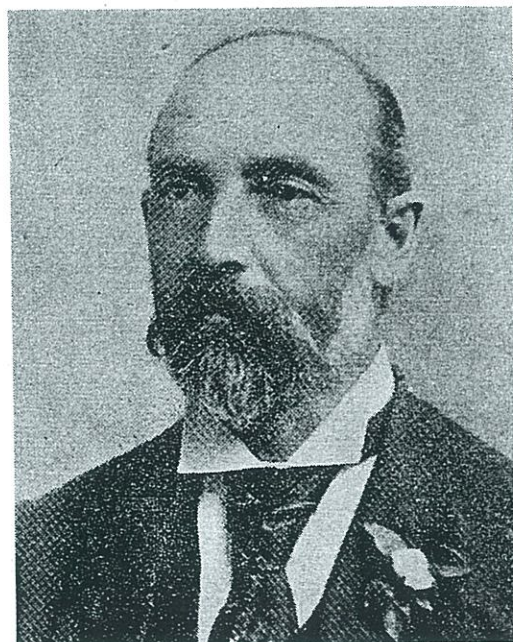
A freight motor on the wye at Vineland.



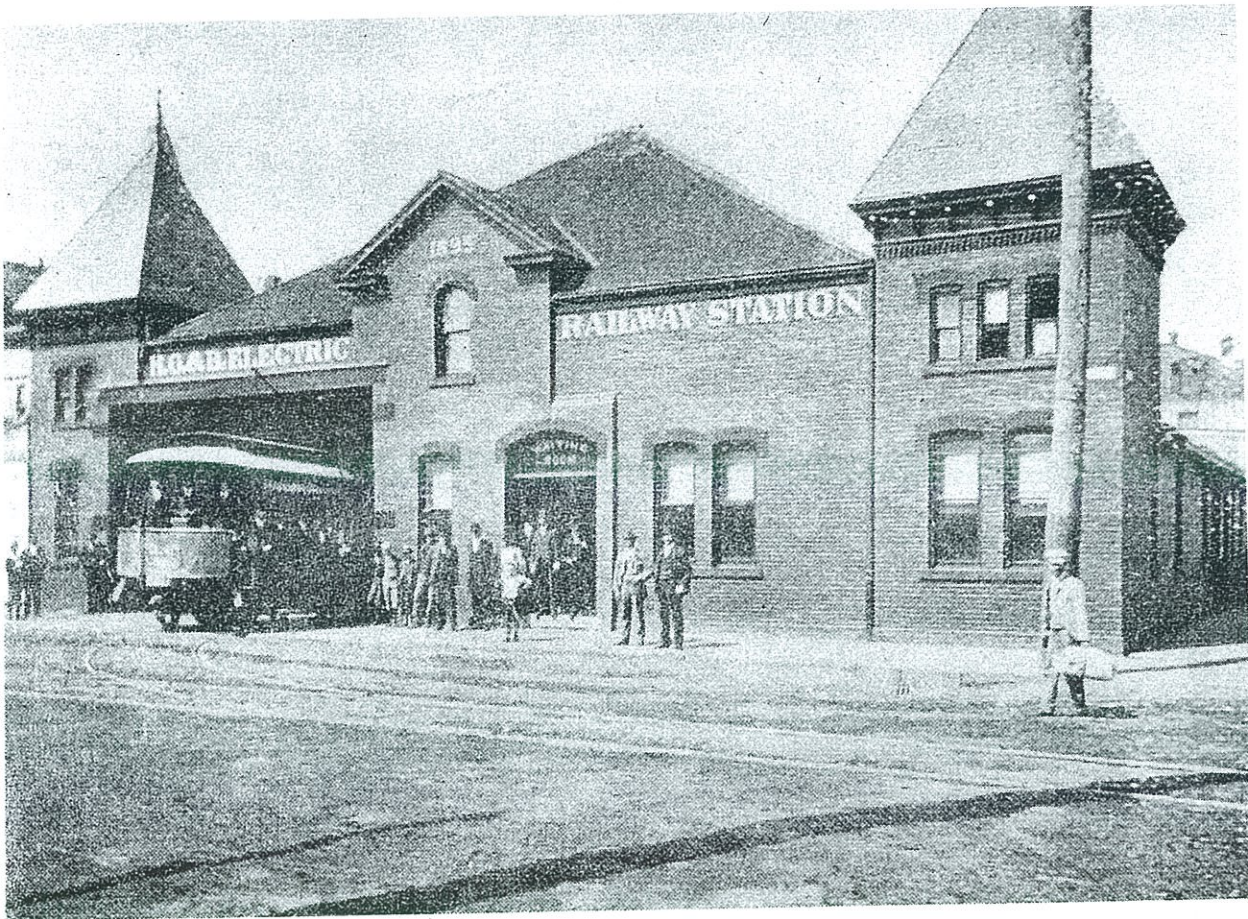
Charles J. Myles,
President in 1894.



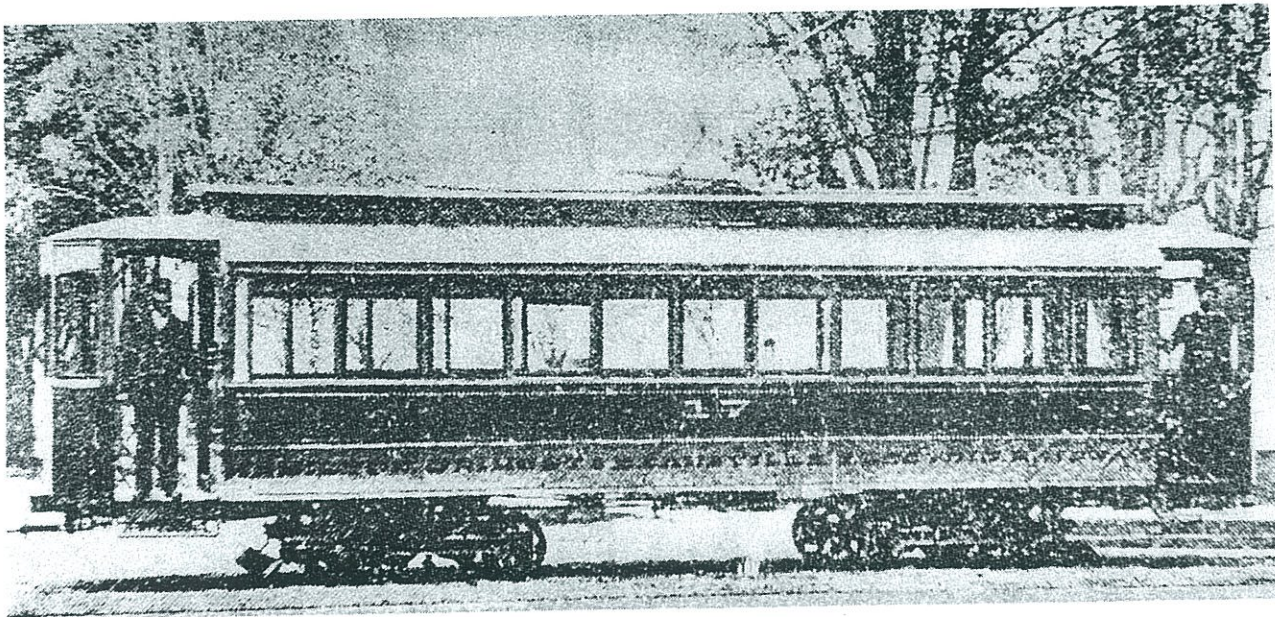
Thos. W. Lester,
Vice-President



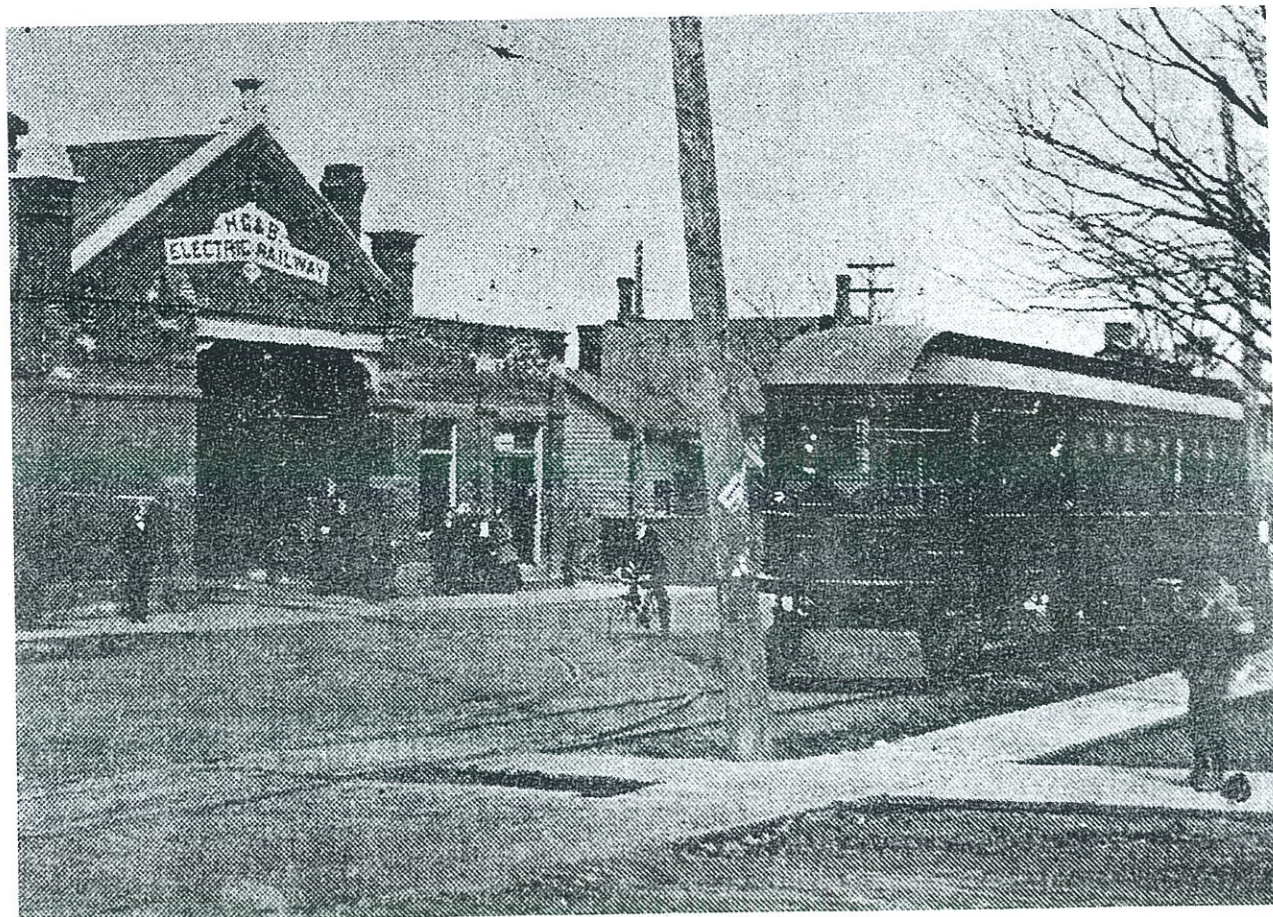
Adam Rutherford,
Secretary-Treasurer



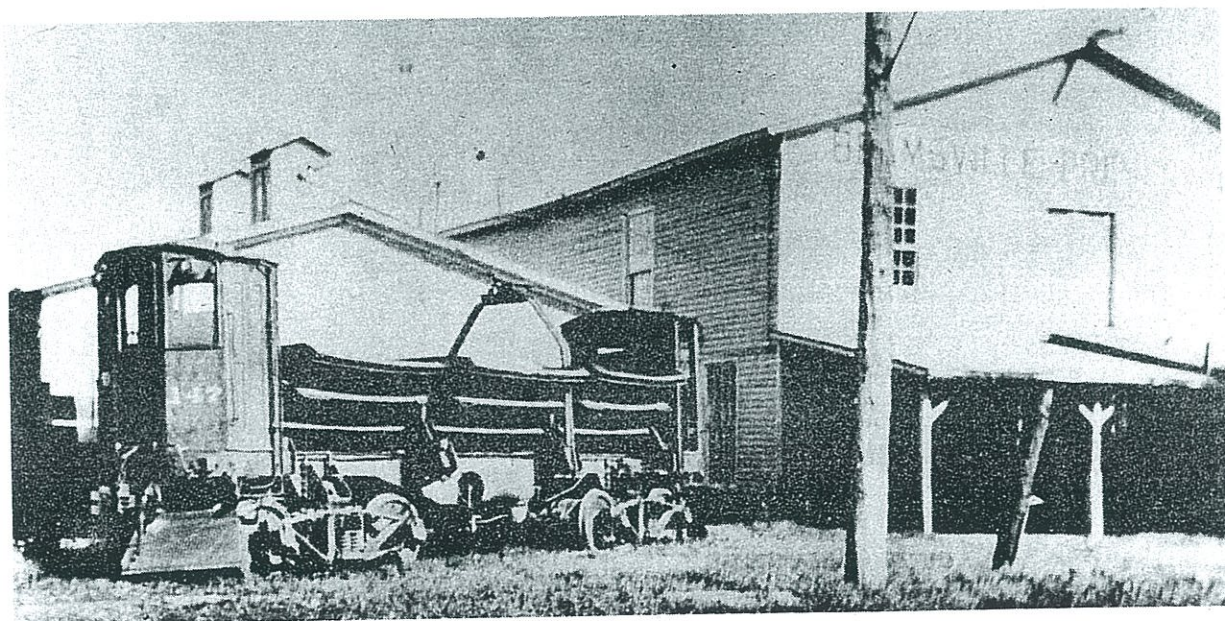
The Hamilton Station, converted from a roller-rink, situated at the corner of Catharine and Main Sts.



Number 17, one of the original cars.



The H.G. & B. barns at Beamsville.



A ballast and coal carrying car at the Beamsville Preserving Company just east of Senator Gibson's house in Beamsville.

Reche

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

Connections

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

Freight

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

Our Brussels Carpets

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

Don't Fail THE GARDEN OF CANADA

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

The Hamilton Ramsey & Beamsville Electric Railway Company

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

Printed Table

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

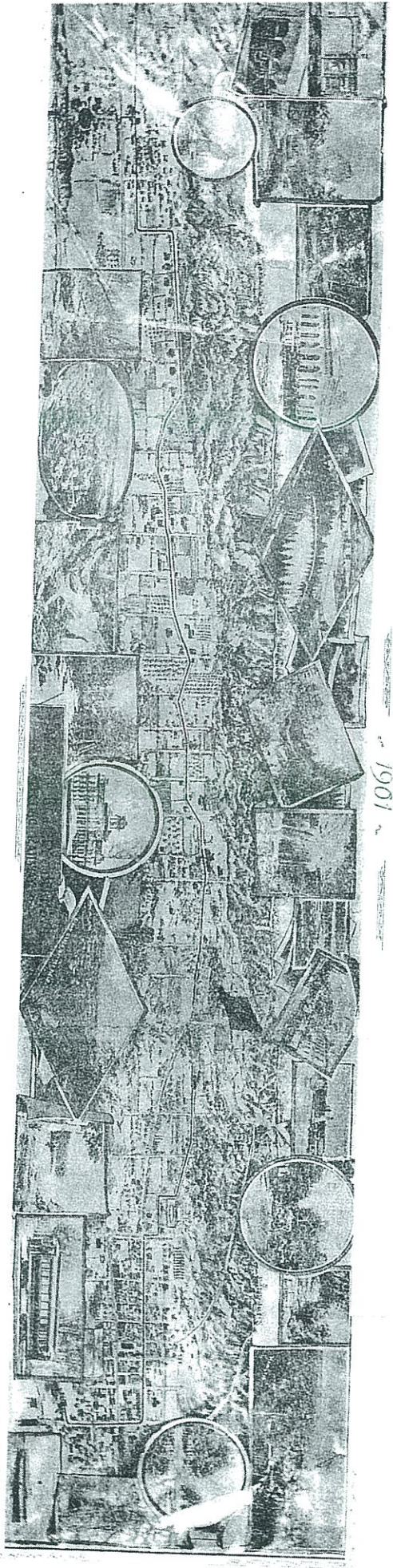
At Hamilton, Ontario & Westville

Sunday Service

At Hamilton, Ontario & Westville

At Hamilton, Ontario & Westville

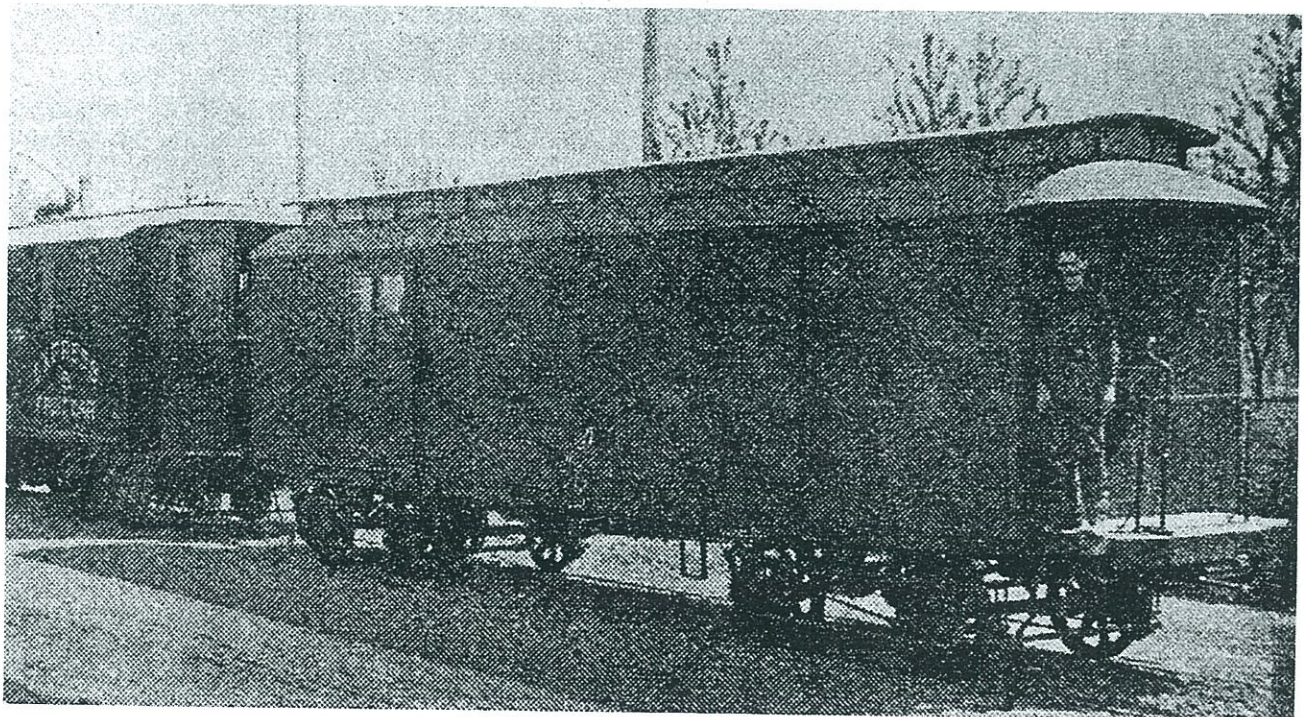
At Hamilton, Ontario & Westville



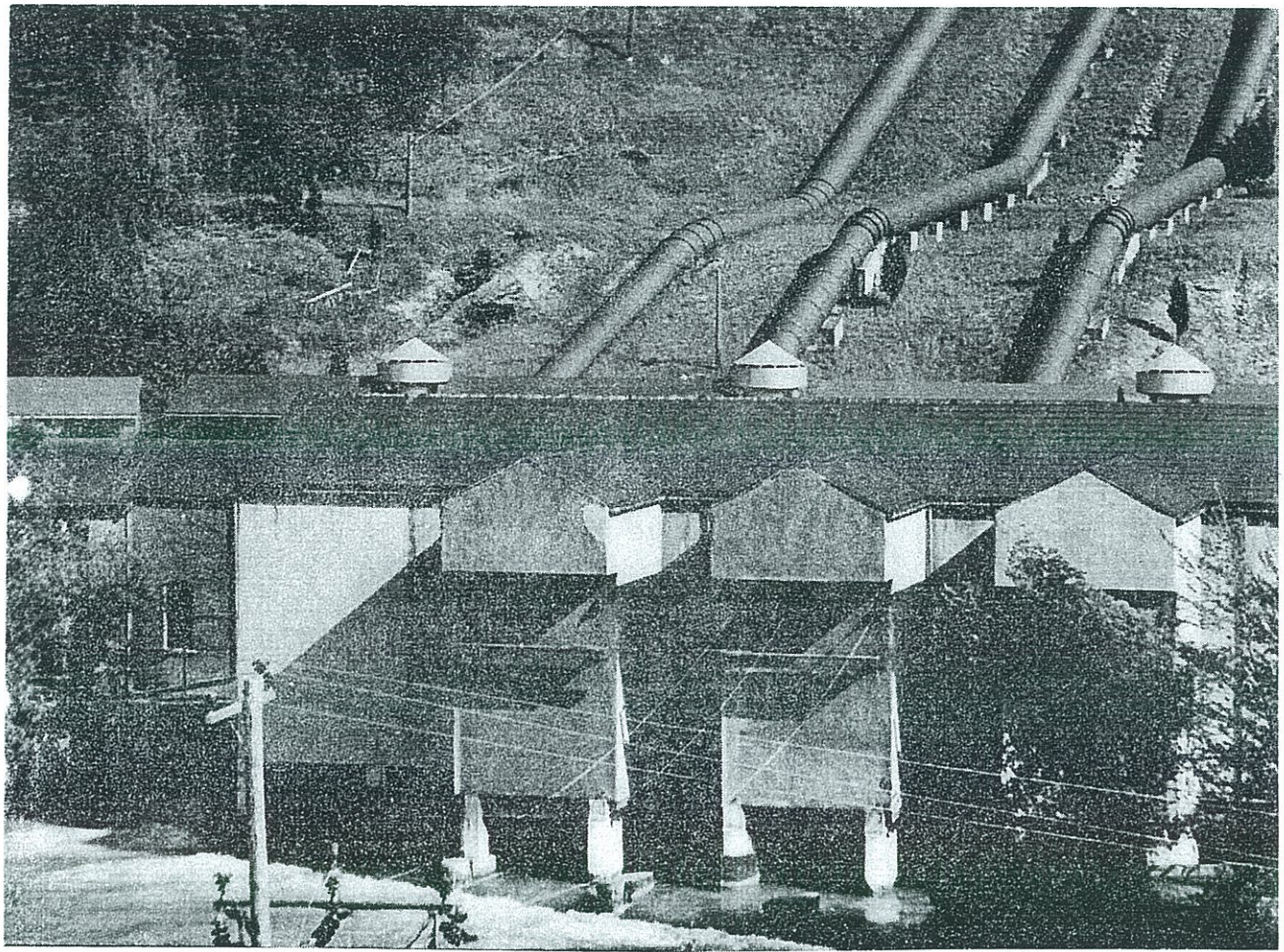
Two H.G. & B. Timetables found between the walls of the Wentworth Arms Hotel in Hamilton during renovations, August 10, 1953.



A freight motor (No. 21, 22, 24) at E.D. Smith's in 1898.

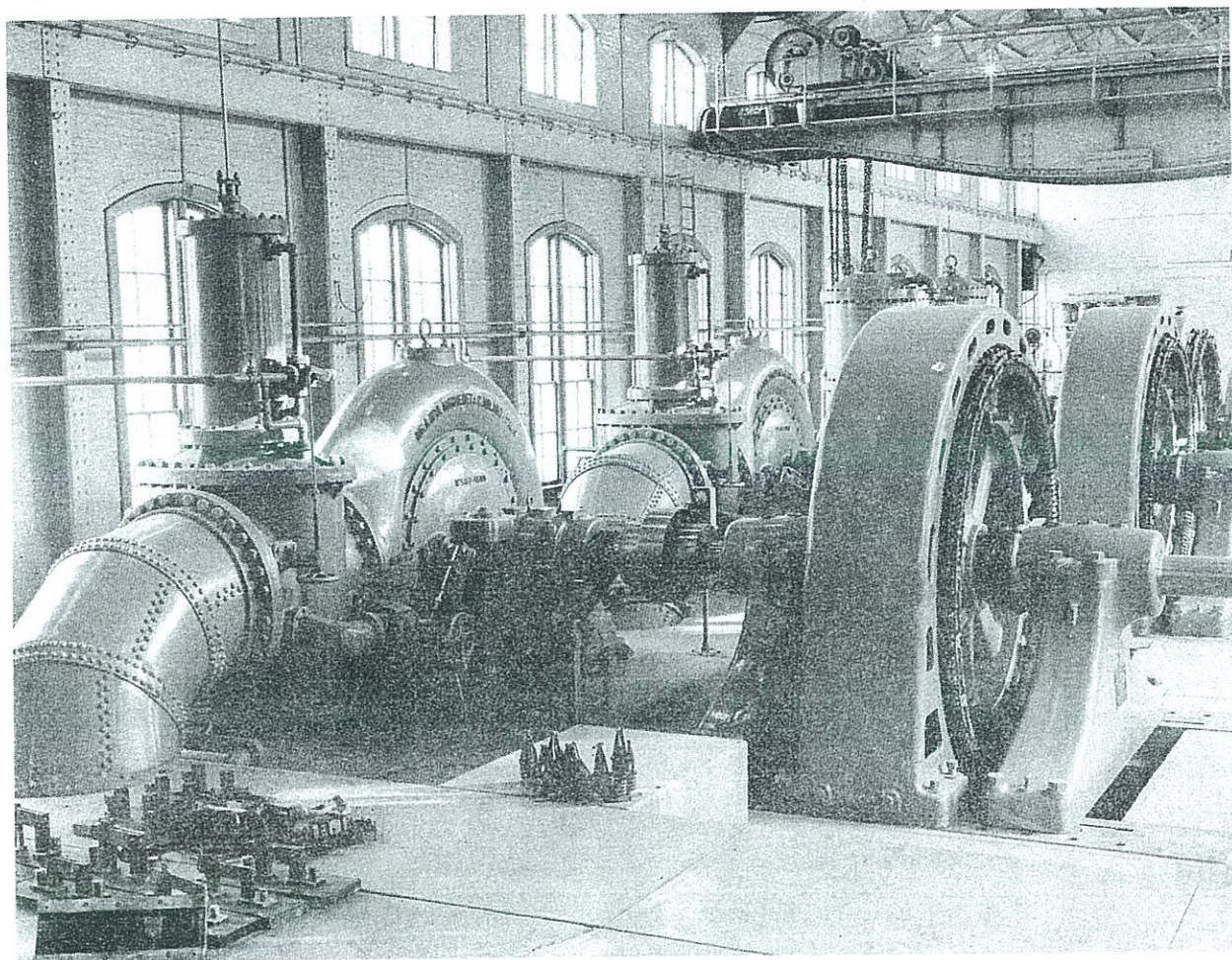


This Fruit Express Car was possibly an open passenger car converted to freight.



Part of the generating station at DeCew Falls.

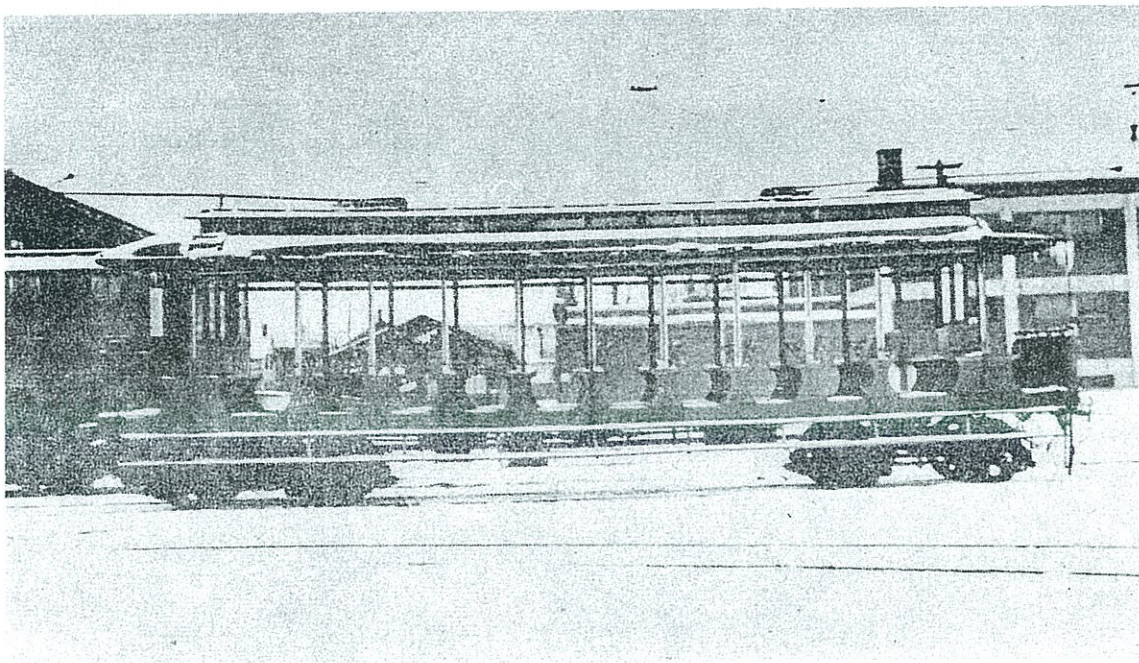




Three turbine generators installed at the turn of the century in DeCew Falls Power Plant.



A Sunday picnic crowd in one of the D.P. & T. open cars.



One of the open-bench original cars.

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY CO.

Hamilton, June 24th, 1896.

Dear Sir,—

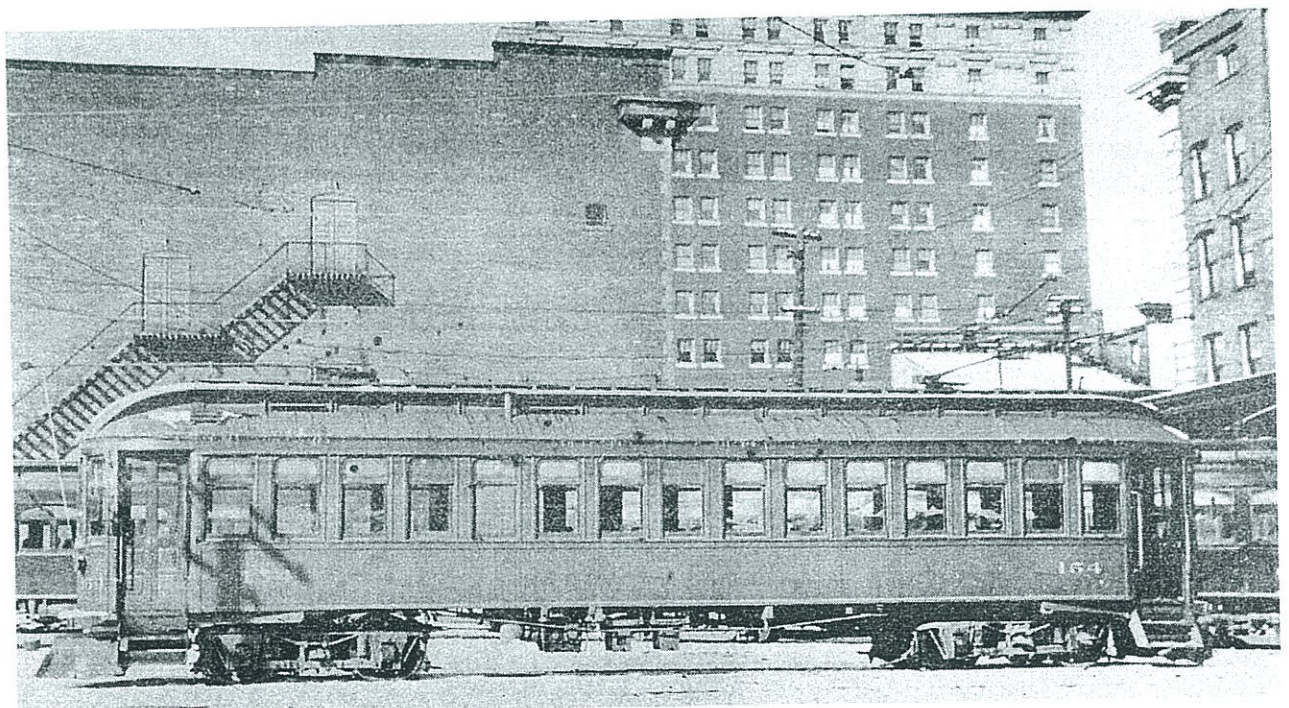
I beg to advise you that an adjourned meeting of the Shareholders of THE HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY CO. will be held at the Company's Offices, on Friday next, 26th inst., at 3 o'clock p. m. You are requested to attend.

Yours respectfully,

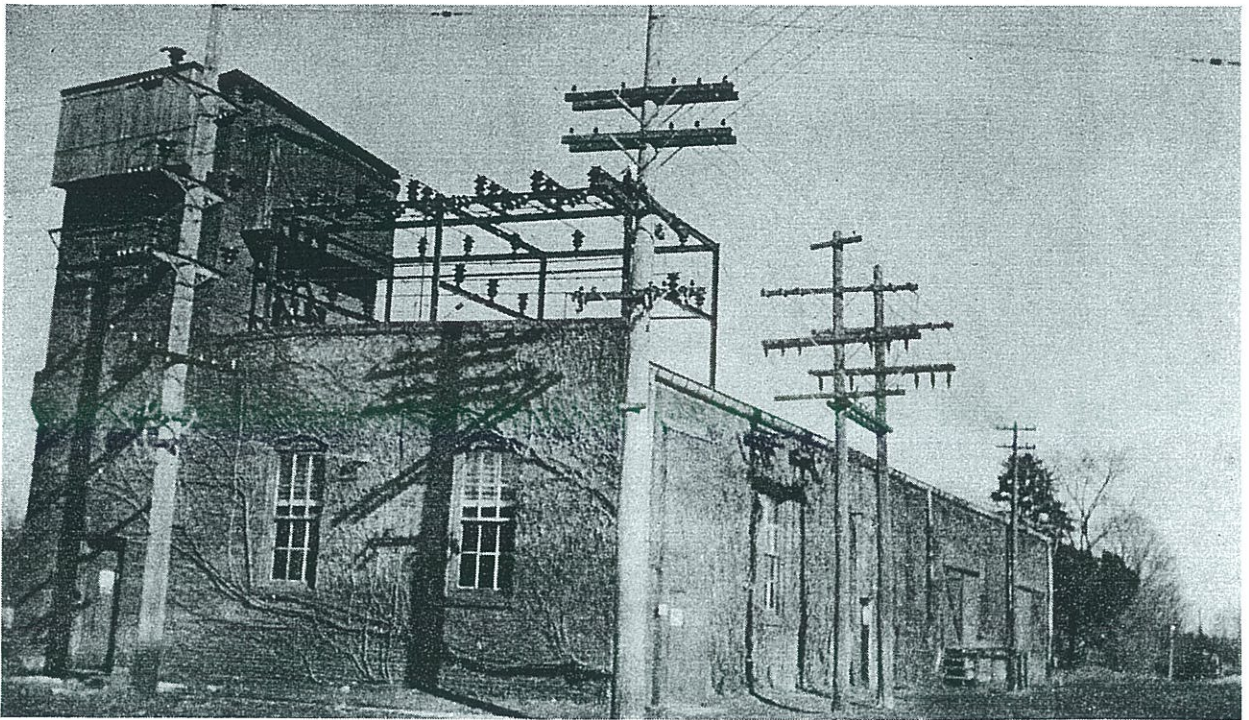
Adam Rutherford
Secretary-Treasurer



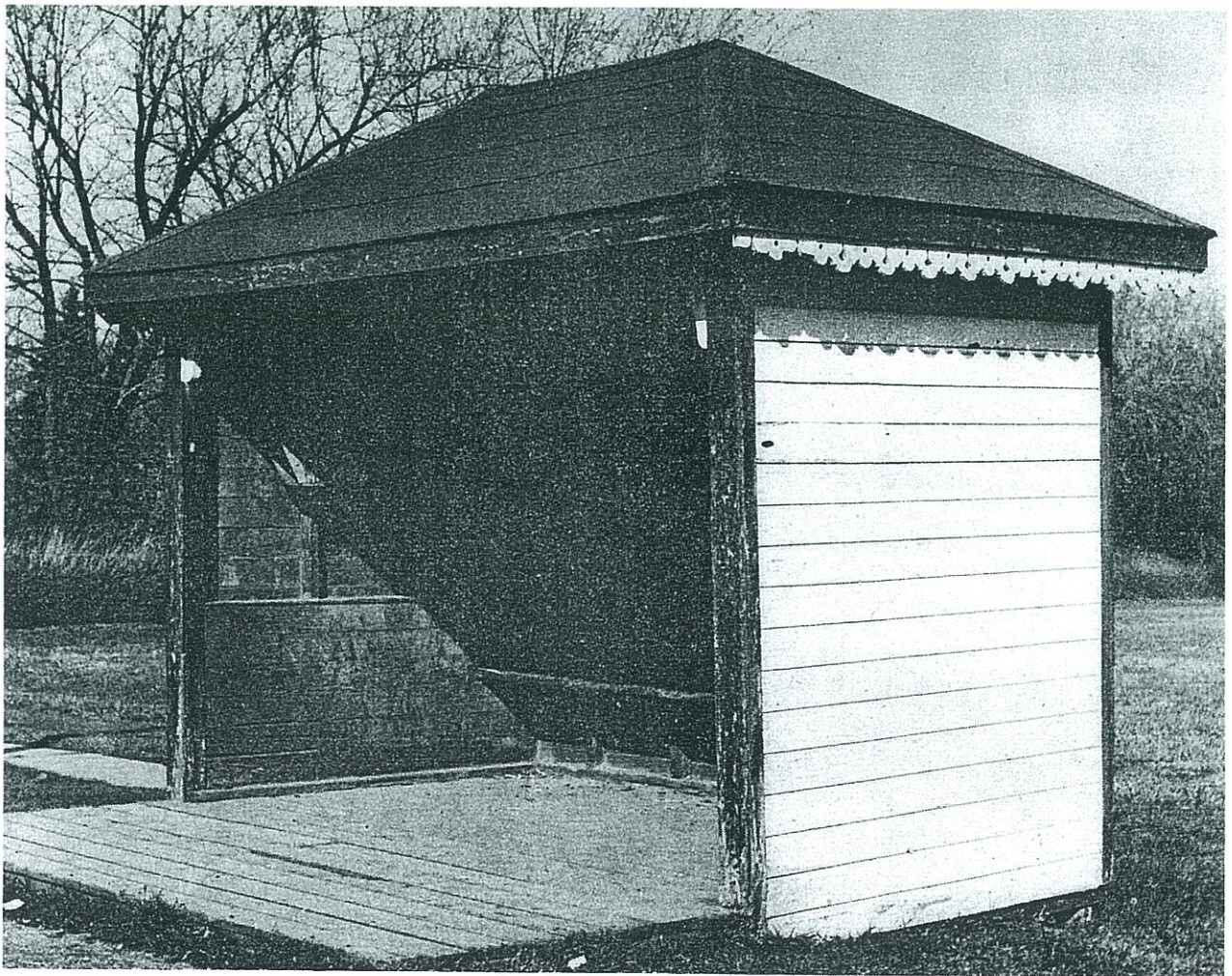
The Hamilton Terminal Station built by the Dominion Power and Transmission Company in 1907 at the corner of Catharine and King Street in Hamilton.

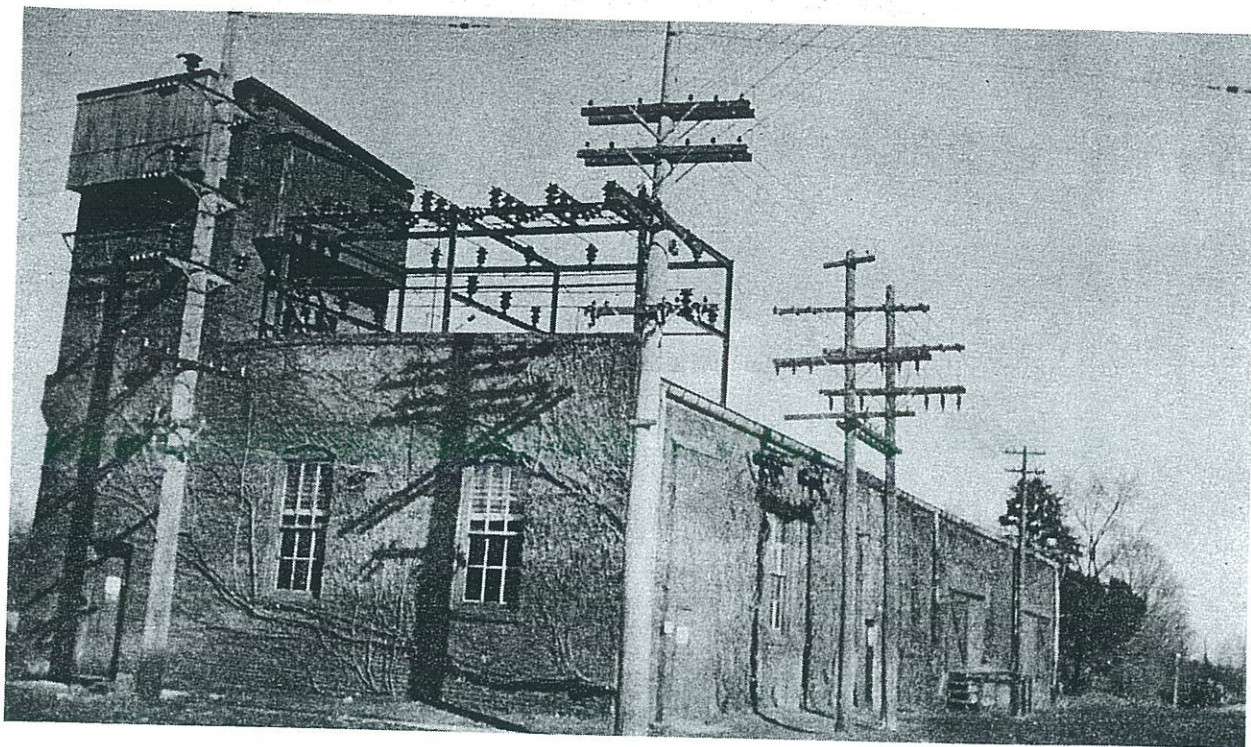


Number 154, once called the "Winona", in the Hamilton Terminal yards.

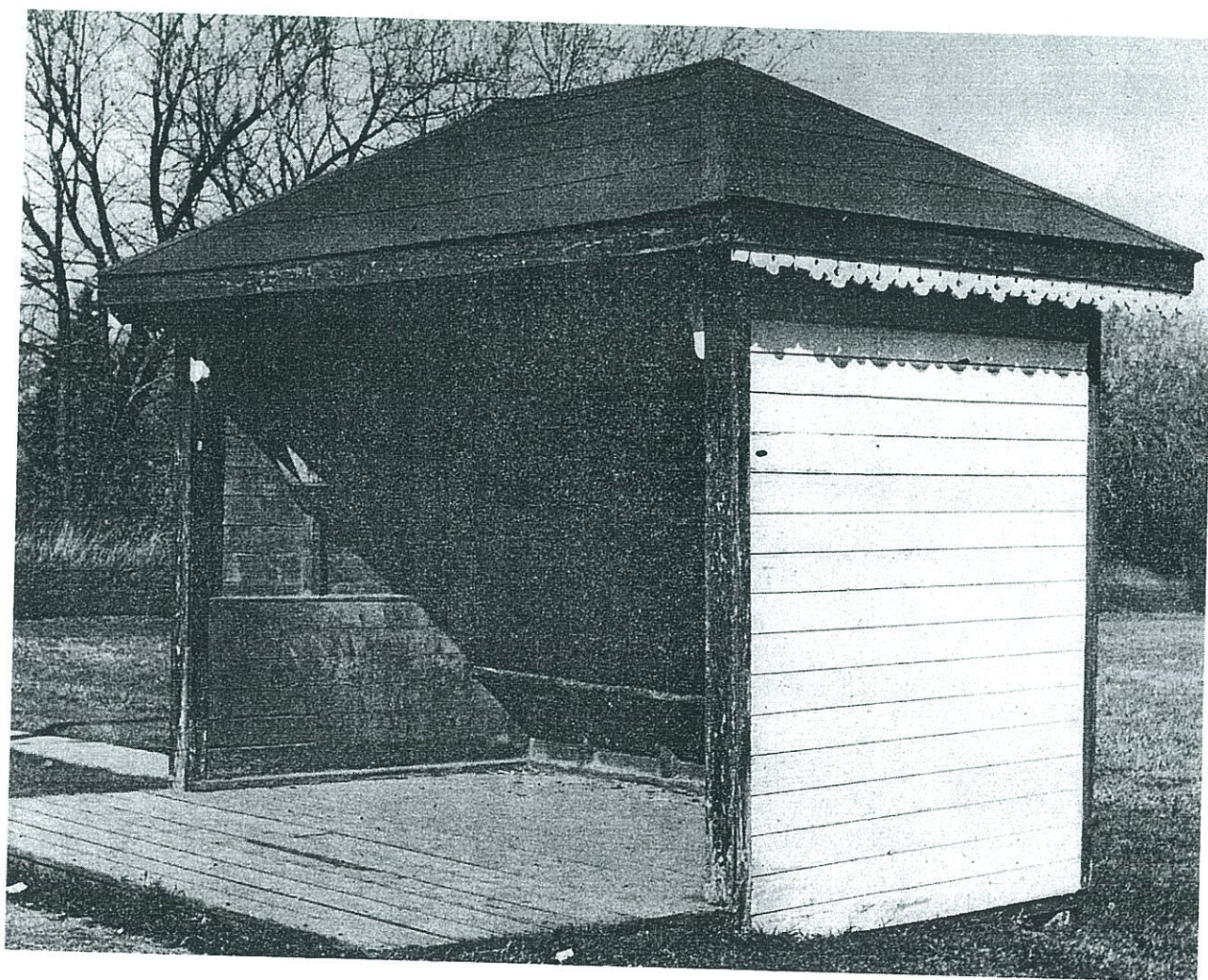


The Grimsby Barns built on Livingston Ave. east of Murray St.





The Grimsby Barns built on Livingston Ave. east of Murray St.



Form 187, 25m-12-12

EXPENSE BILL

W. B. No. *247* Pro. *Aug 26* Car No. *10*

Station *Aug 26*

To **Hamilton, Grimsby & Beamsville Electric Ry. Co.**

Shipped from *Beamsville, Ohio*

For CHARGES ON FREIGHT:

ARTICLES	WEIGHT	RATE	CHARGES
<i>Ham Bunch</i>	<i>6000</i>	<i>4</i>	
<i>about 48 Hrs</i>		<i>6000</i>	
<i>May 10 9 34</i>			
Received payment	Agent	ADVANCED	
	19	Total	

Form 187

FREIGHT RECEIPT

W. B. No. *247* Pro. *Aug 26* Car No. *10*

Station *Aug 26*

Received of *Beamsville, Ohio*

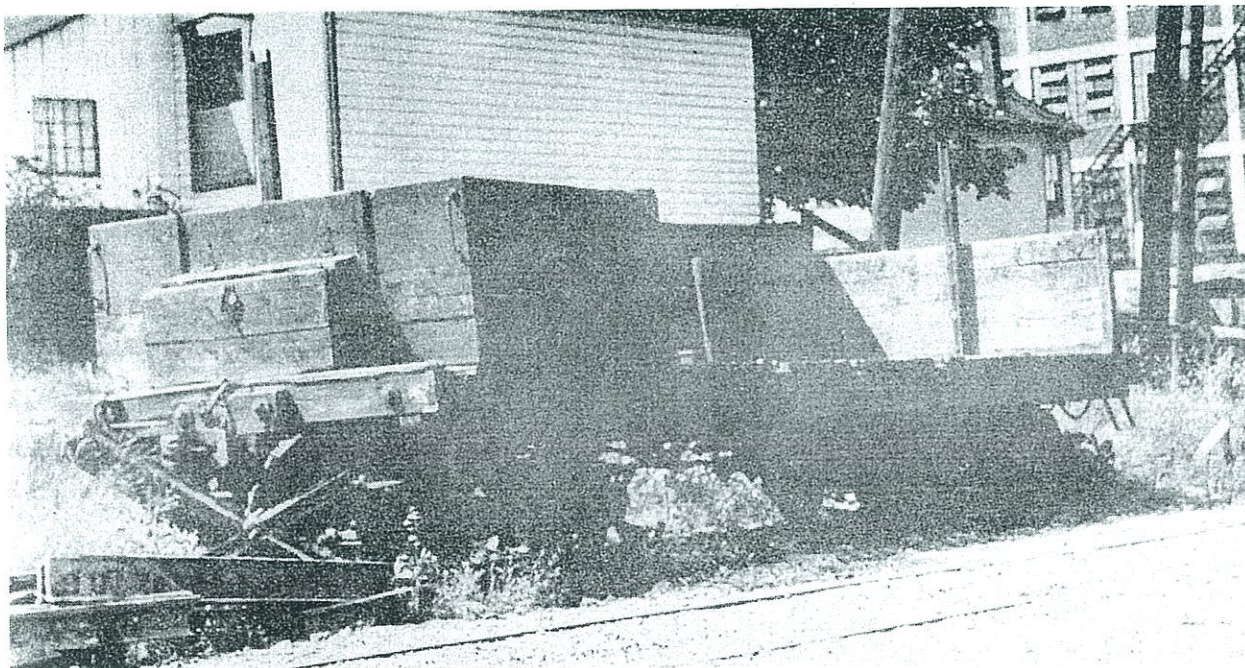
To **Hamilton, Grimsby & Beamsville Electric Ry. Co.**

Shipped from *Beamsville, Ohio*

The Following Described Property in Good Order:

ARTICLES	WEIGHT	RATE	CHARGES
<i>Ham Bunch</i>	<i>6000</i>		
	<i>2400</i>		
	<i>700</i>		
	<i>700</i>		
Received by	Agent	ADVANCED	
	19	Total	

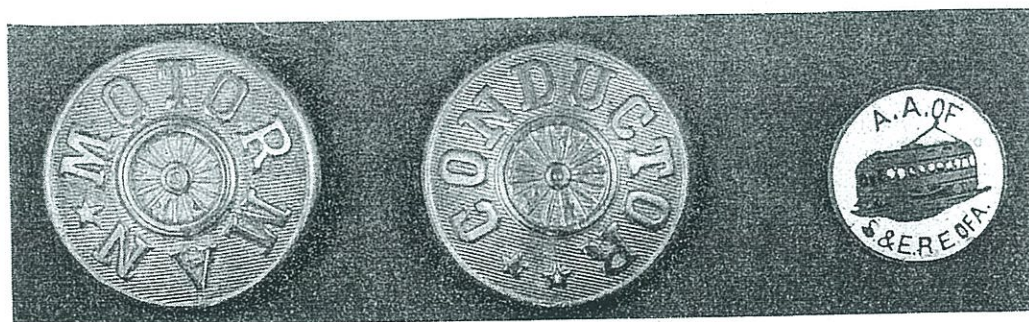
RECEIVED
MAY 24 1913
WINONA, OHIO



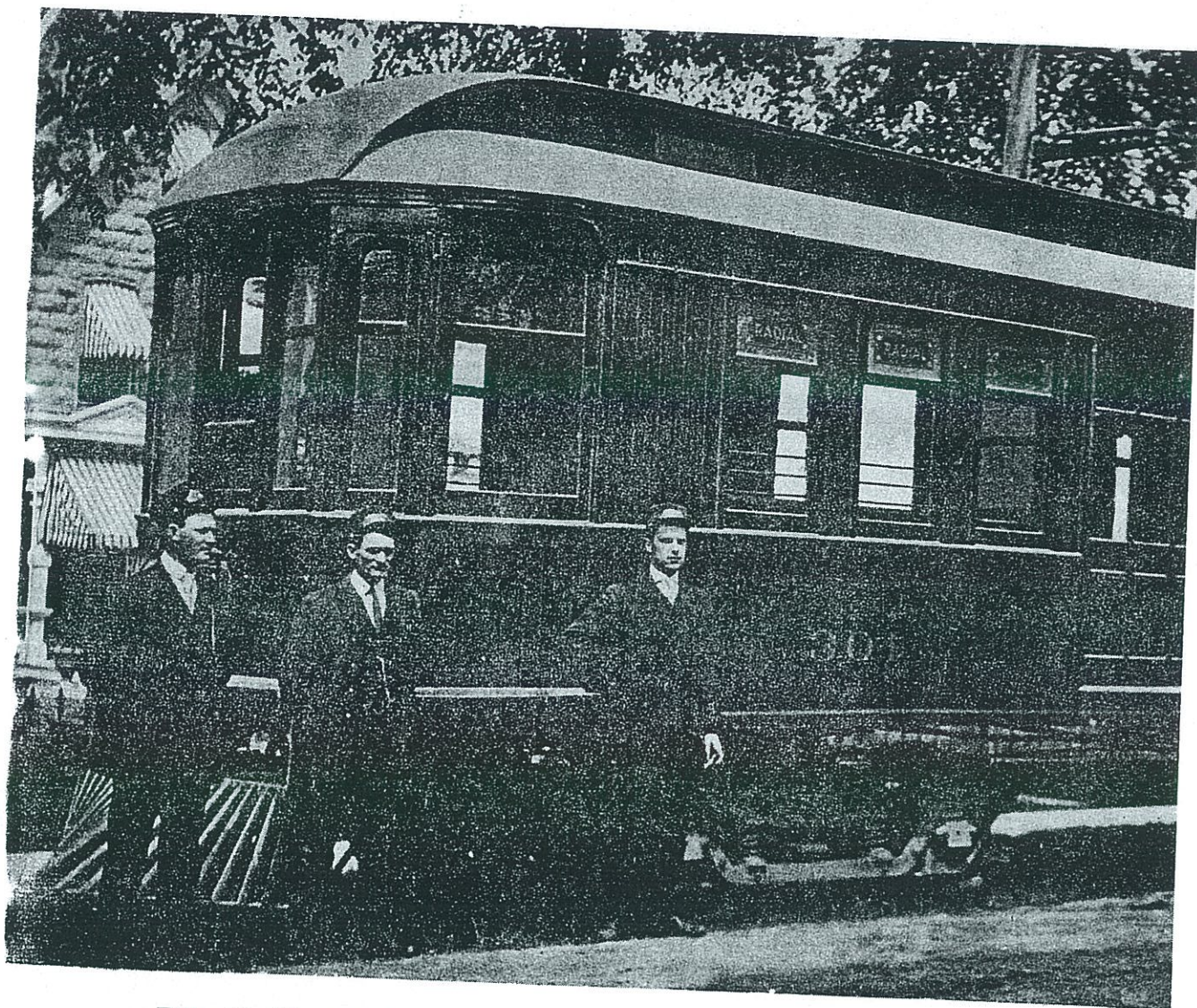
Fruit was carried in this type car. A pole, supported by the end posts, carried a tarpaulin to protect the baskets of fruit.



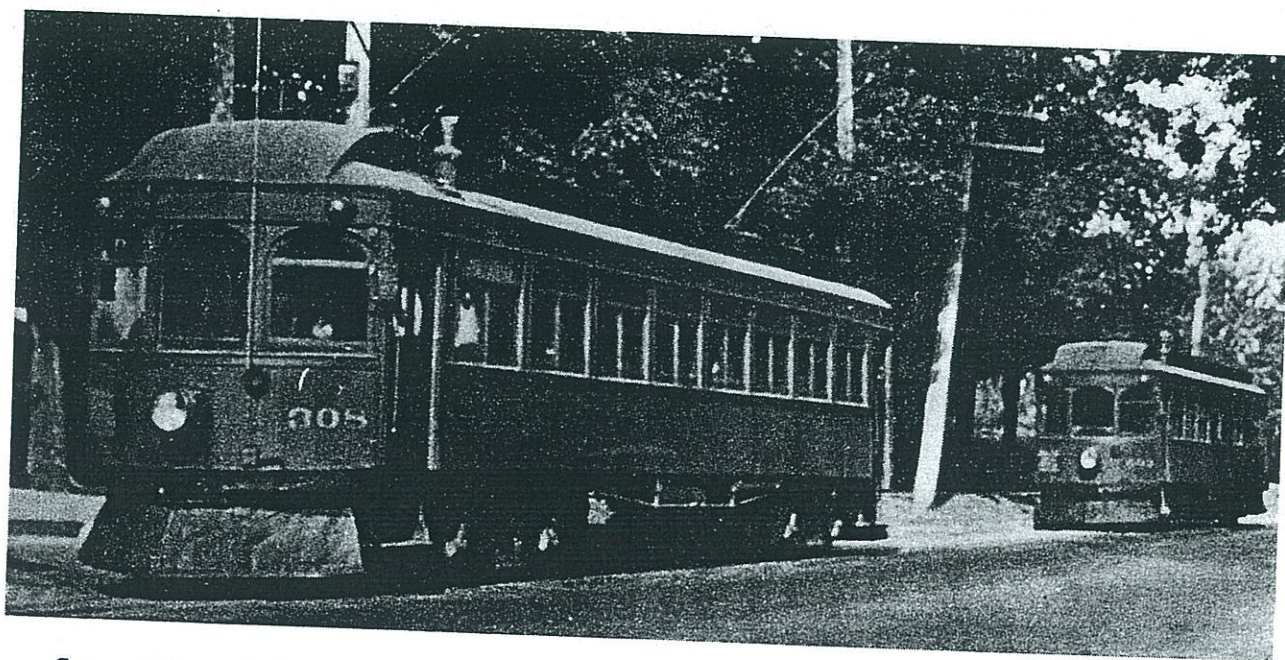
Mr. Elmer Disher, a conductor on the H.G. & B.



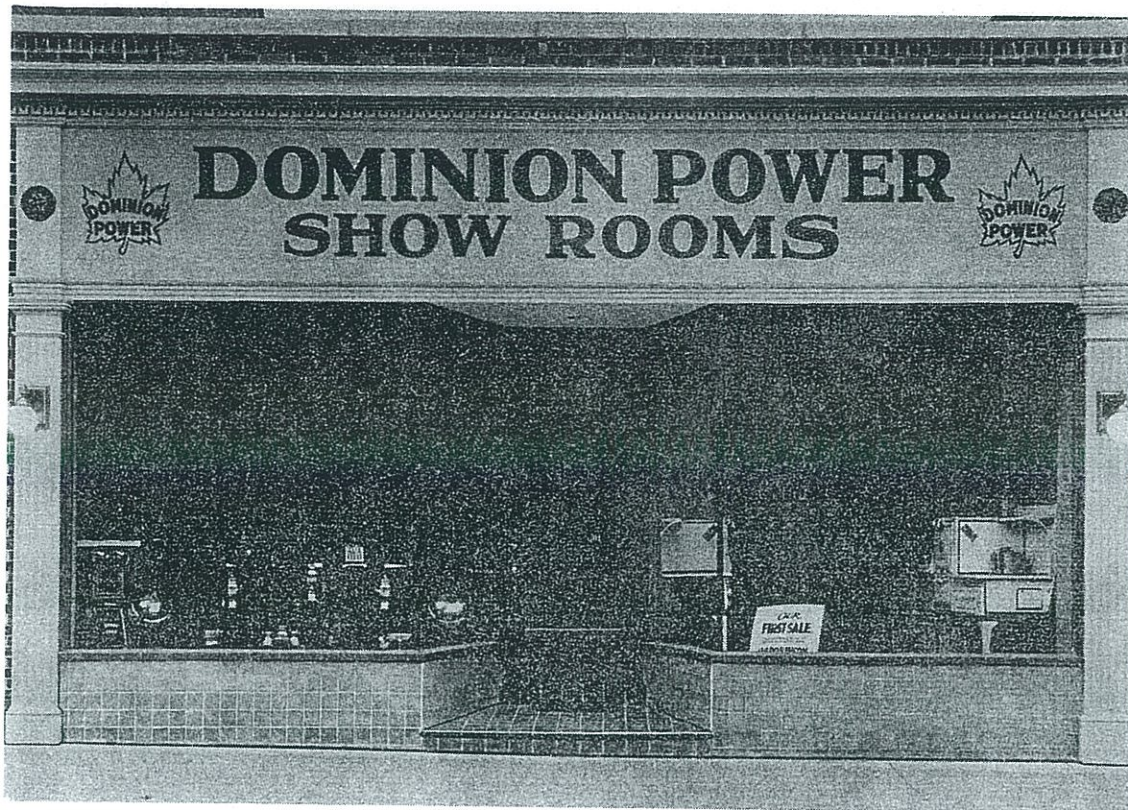
H.G. & B. uniform buttons and the union button.



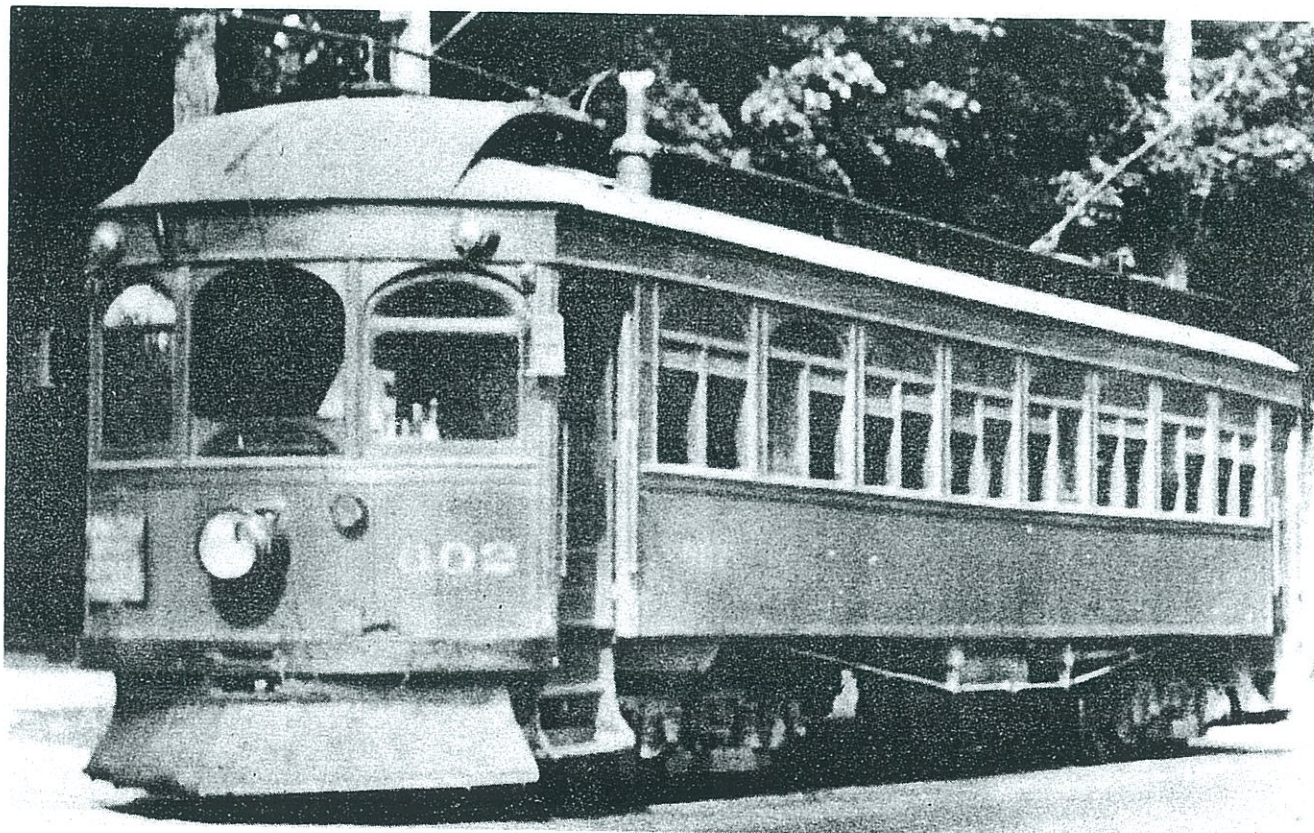
Billy Smith, Ed Lampman, and Billy Shaw by No. 301 in front of Senator Gibson's house in Beamsville.



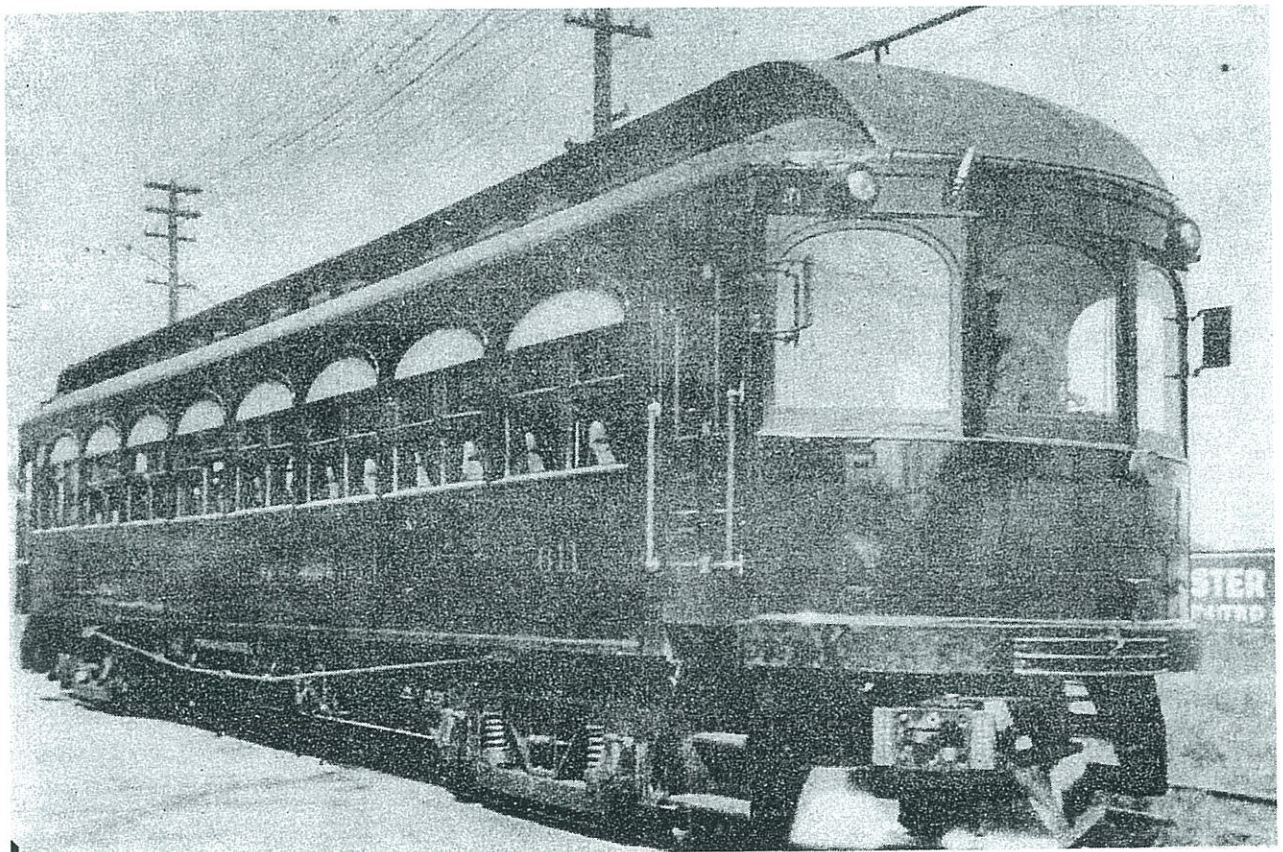
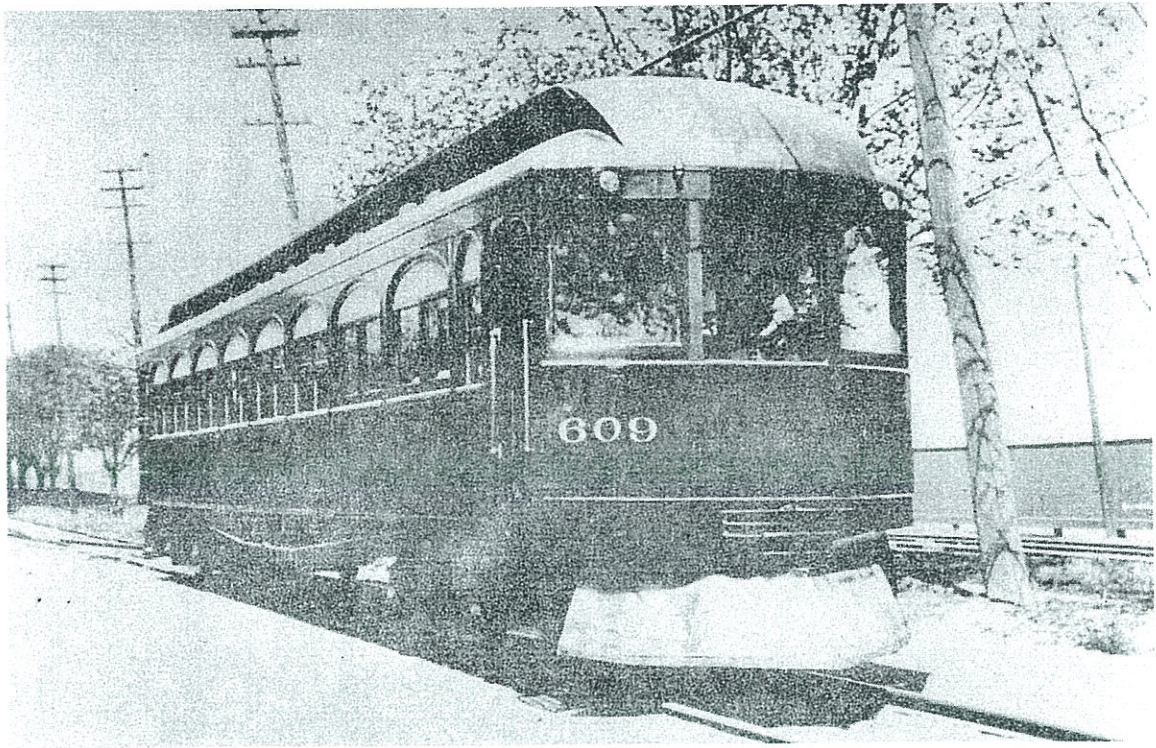
Cars 308 and 309. formerly 400 and 401

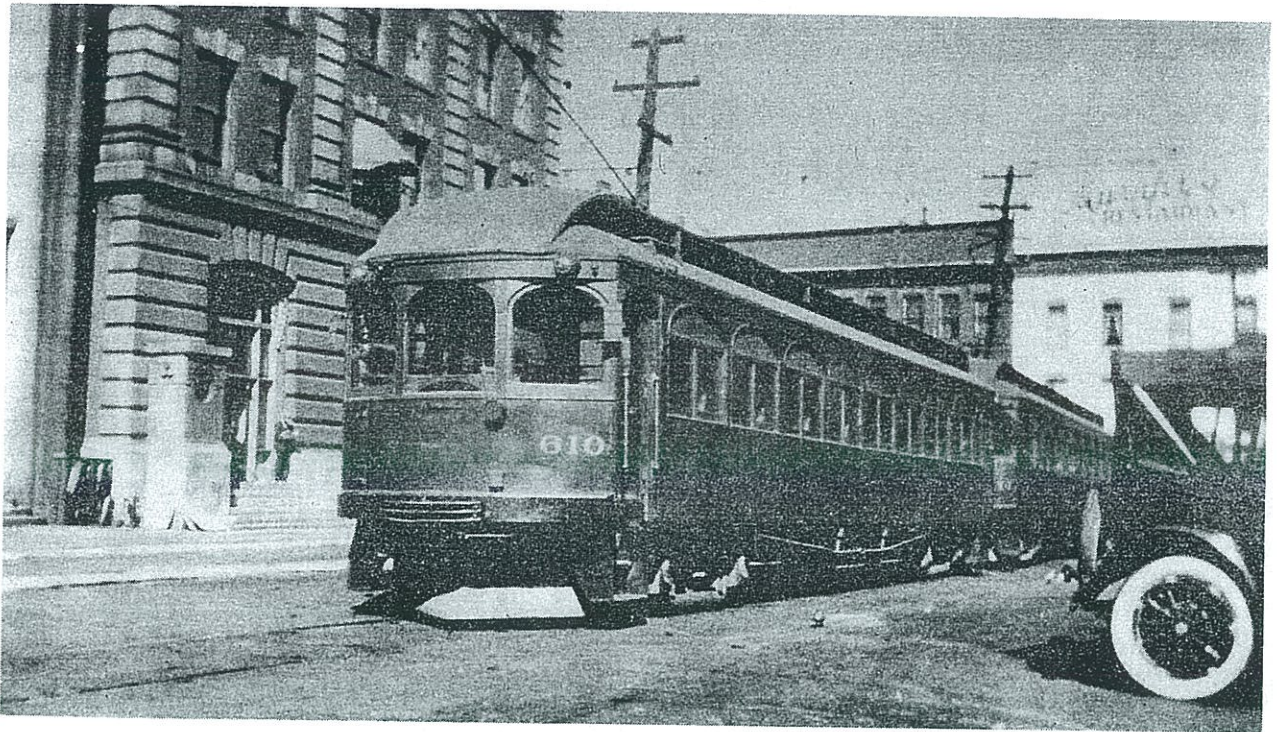


Showroom No. 6 of the Dominion Power and Transmission Co. opened in Beamsville on May 13, 1929.

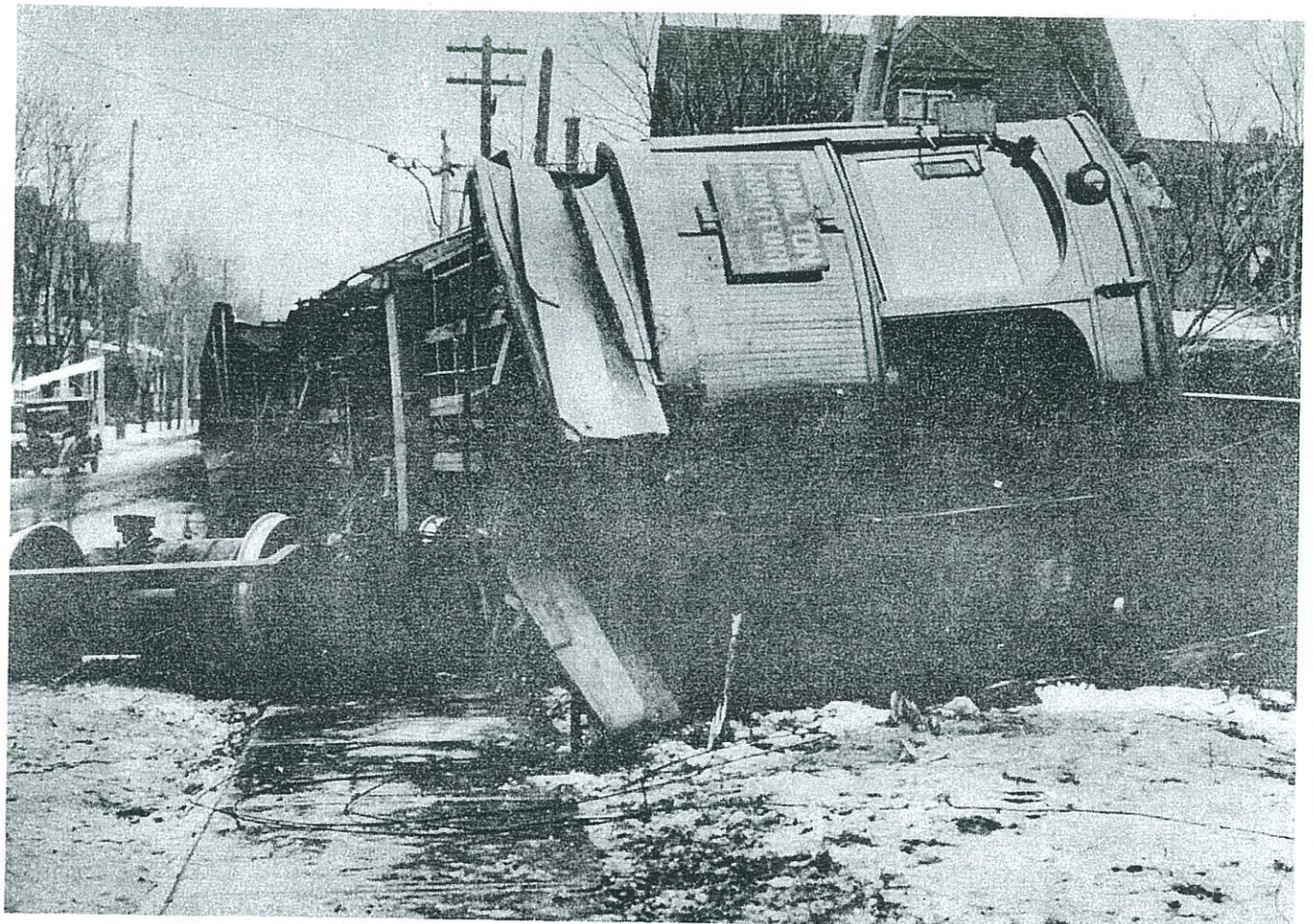


An early photo of Car 602 in Beamsville.

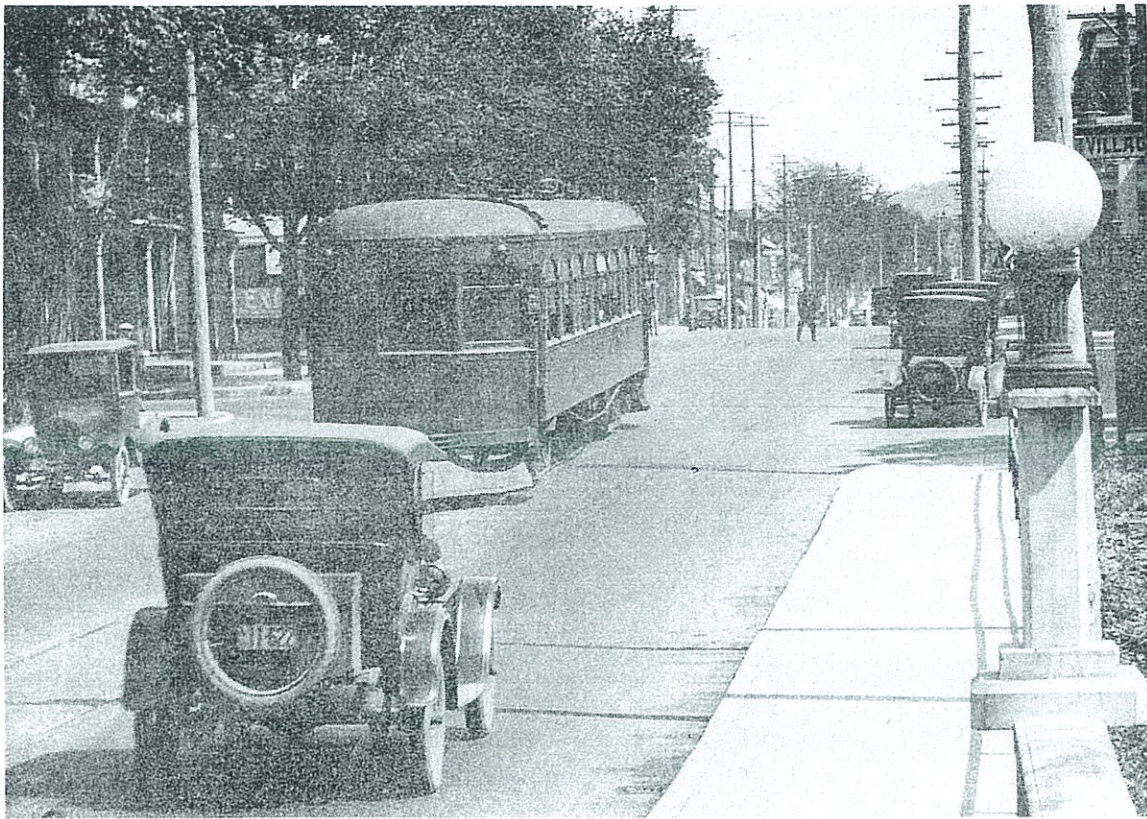




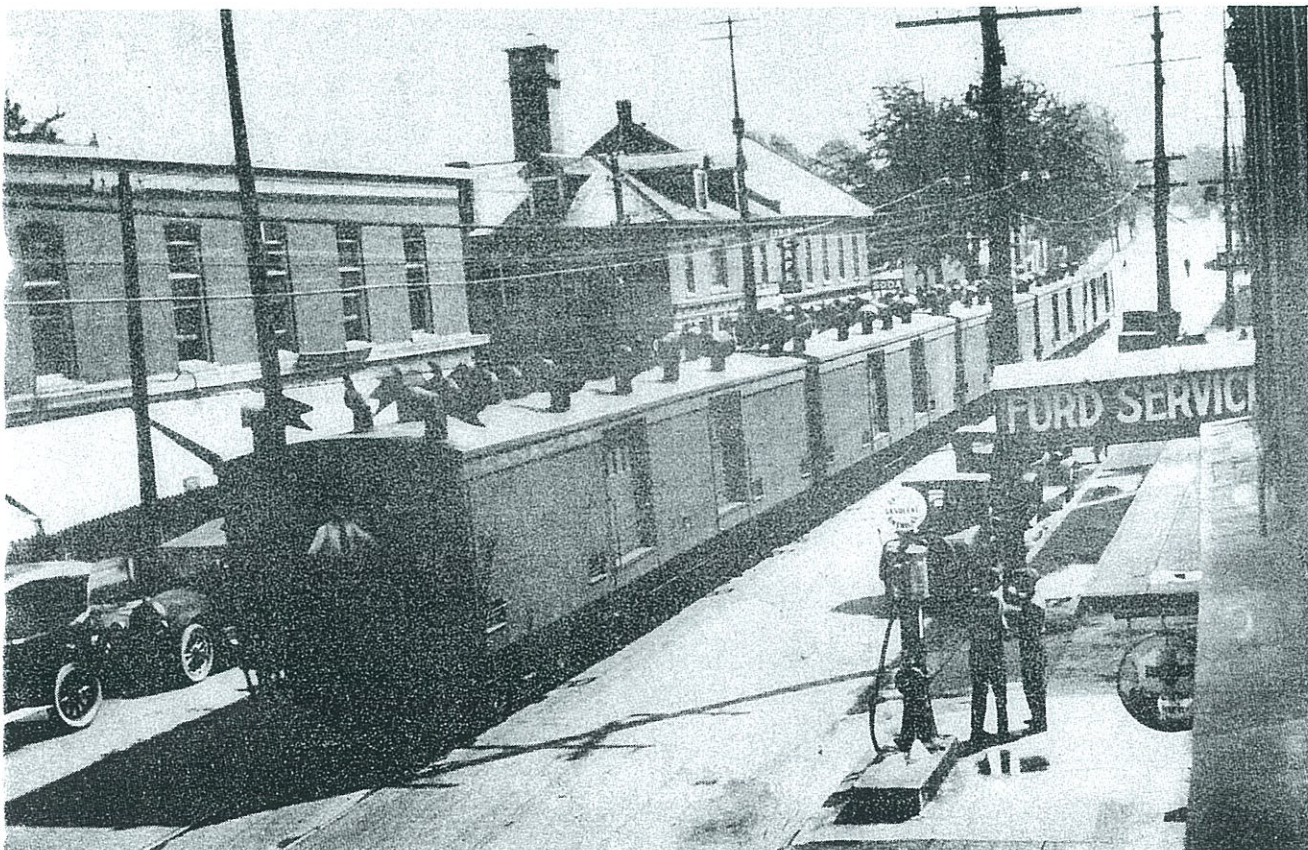
Cars 610 and 611 in the Hamilton Terminal Station.



Number 603 after having lost its brakes coming down the mountainside and overturning at Hess Street in Hamilton



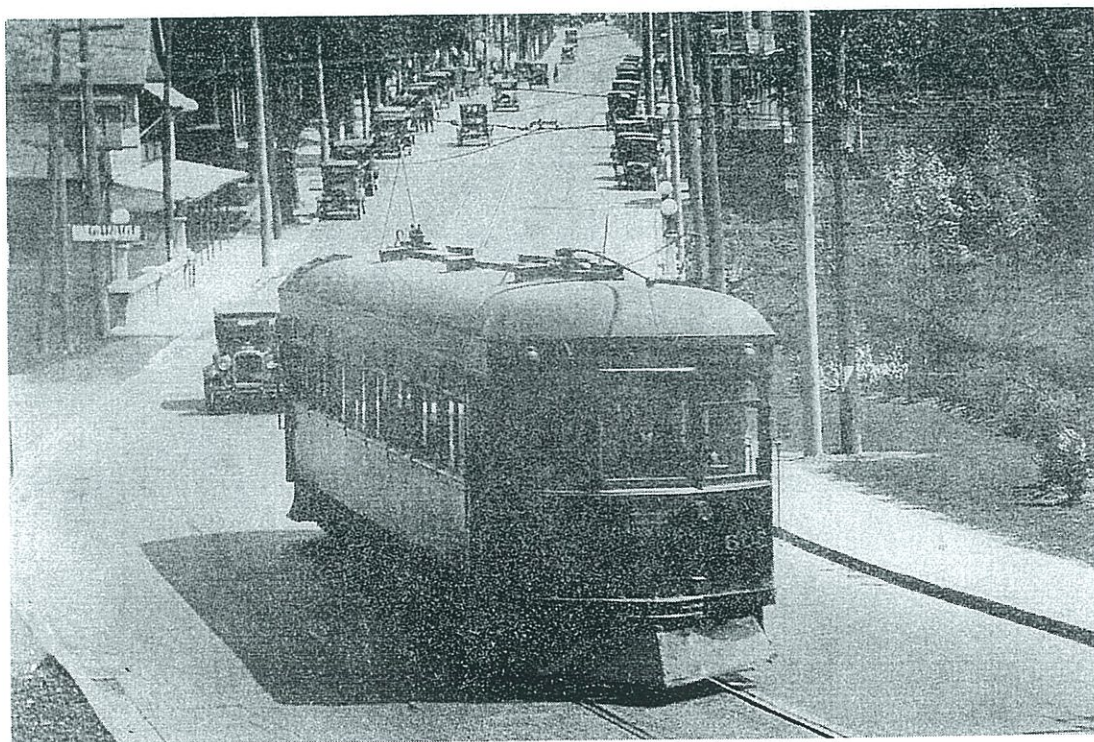
Looking east on Main Street in Grimsby on May 24, 1923.



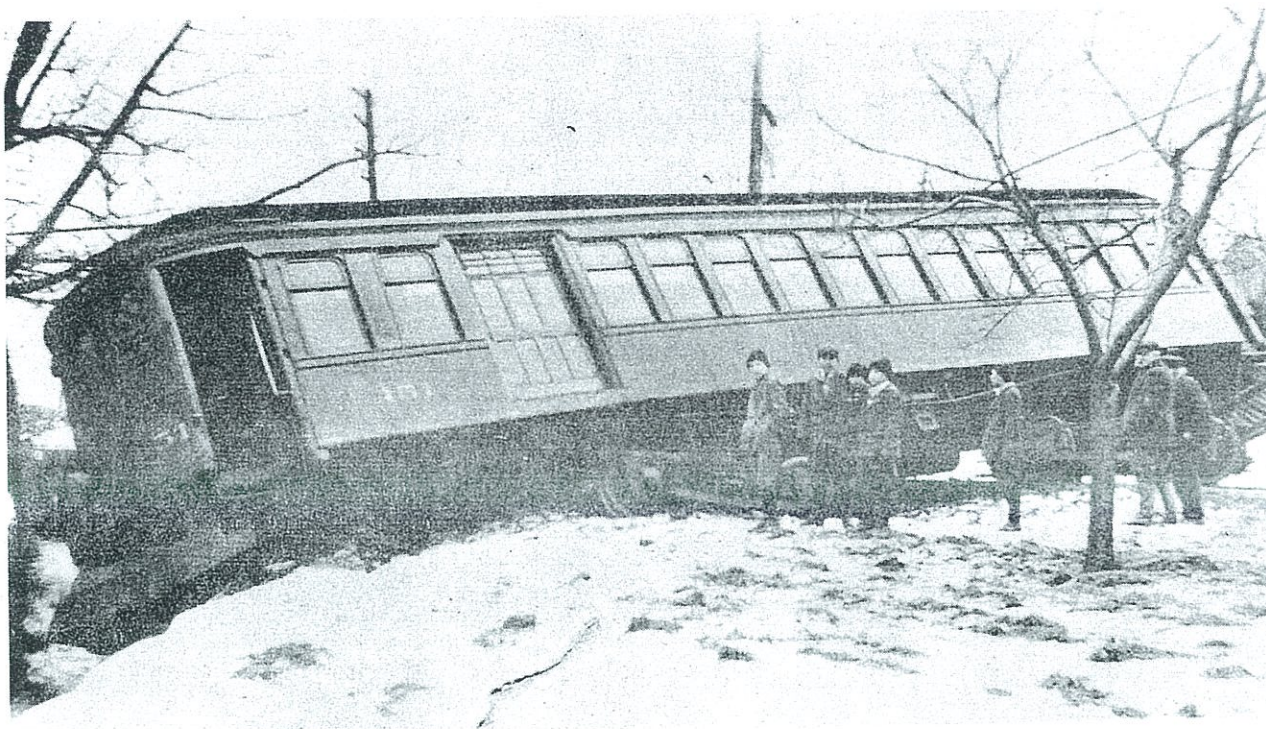
A freight motor pulling C.P.R. fruit express cars east on Main



Holiday traffic in Grimsby.



Car 606 coming up Palmer's Hill to the Grimsby carbarns.



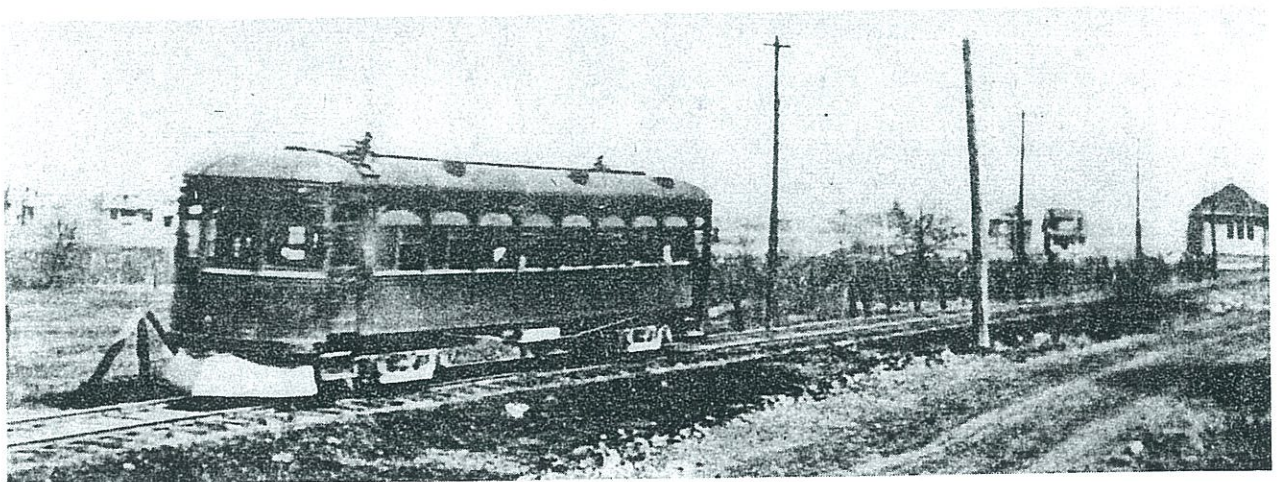
No. 151, originally the "Vineland" after having jumped the tracks at the west end of Beamsville.



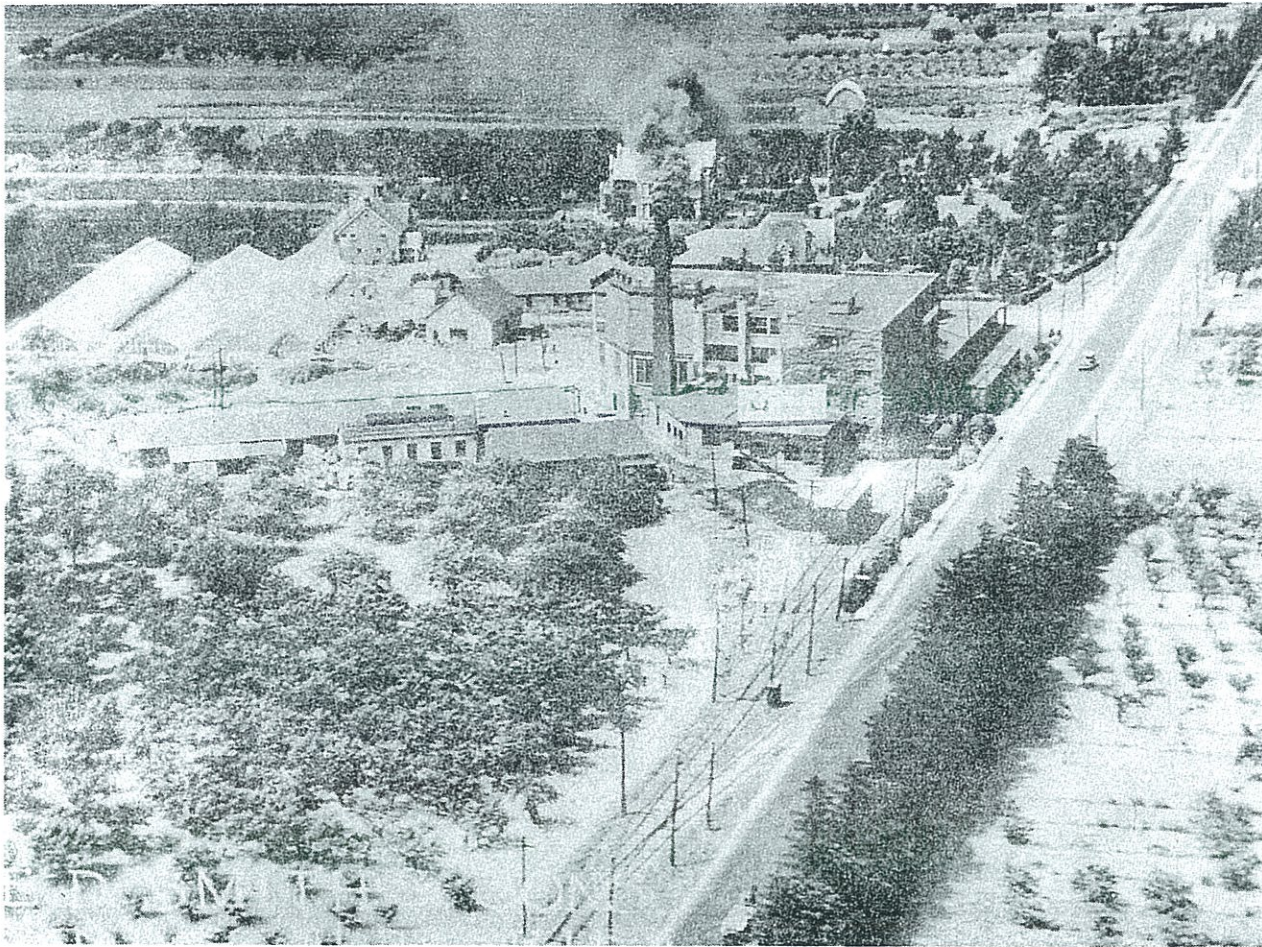
Another view of No. 151.



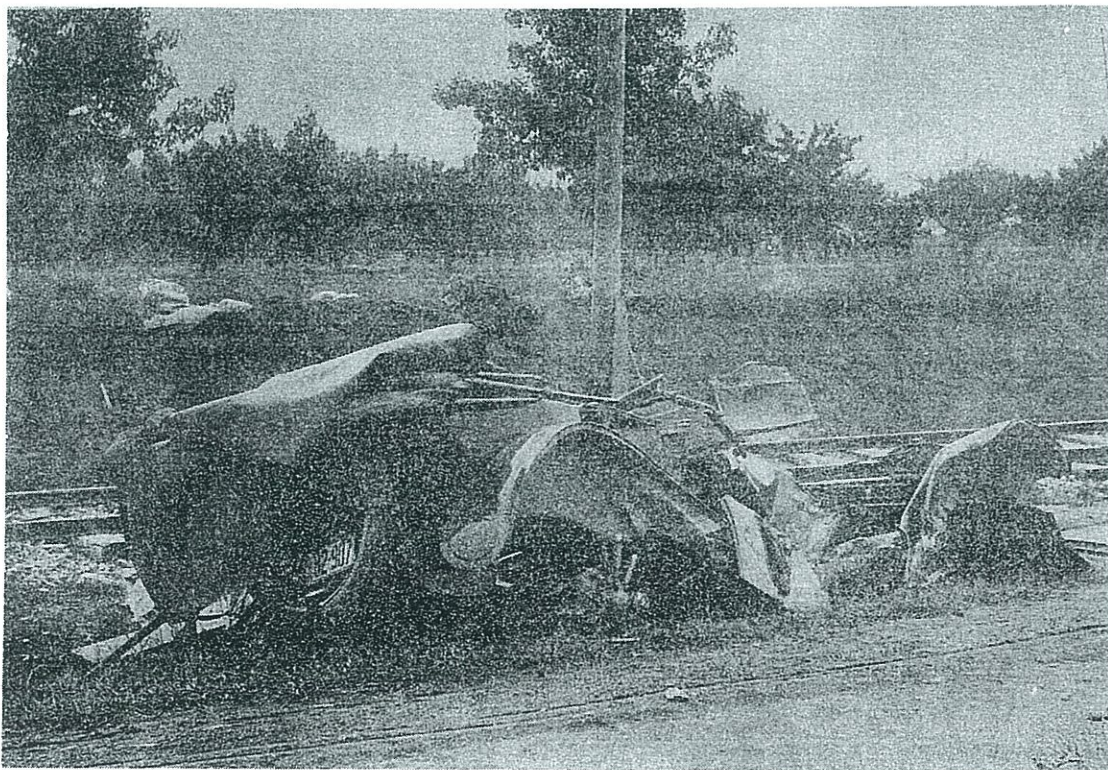
Mr. Heman Nelson, conductor, and Mr. Fred Hewitt, motorman,
employees of the Hamilton, Grimsby, and Beamsville Railway.

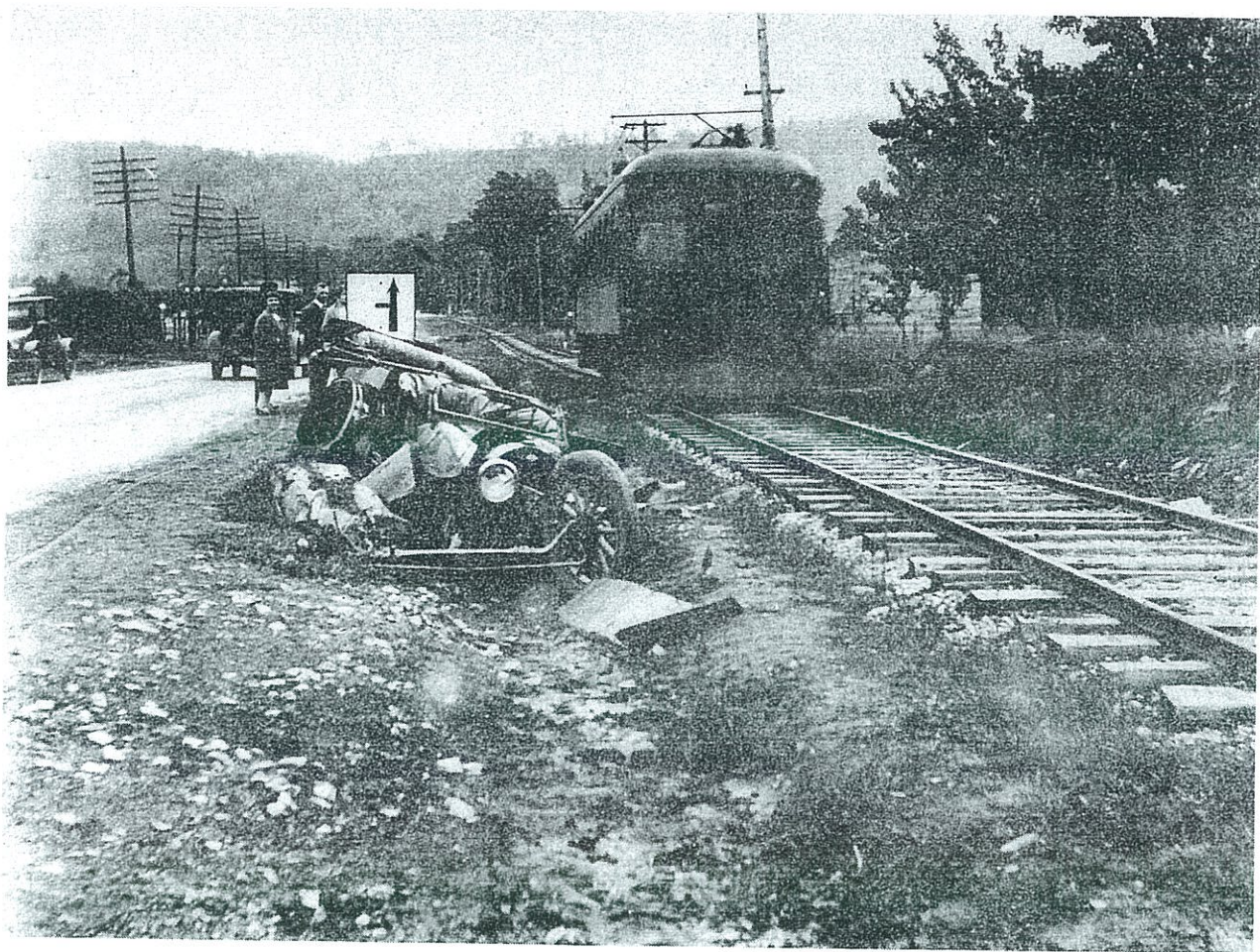


Number 603 westbound on Lawrence Road behind Gage Park in Hamilton.

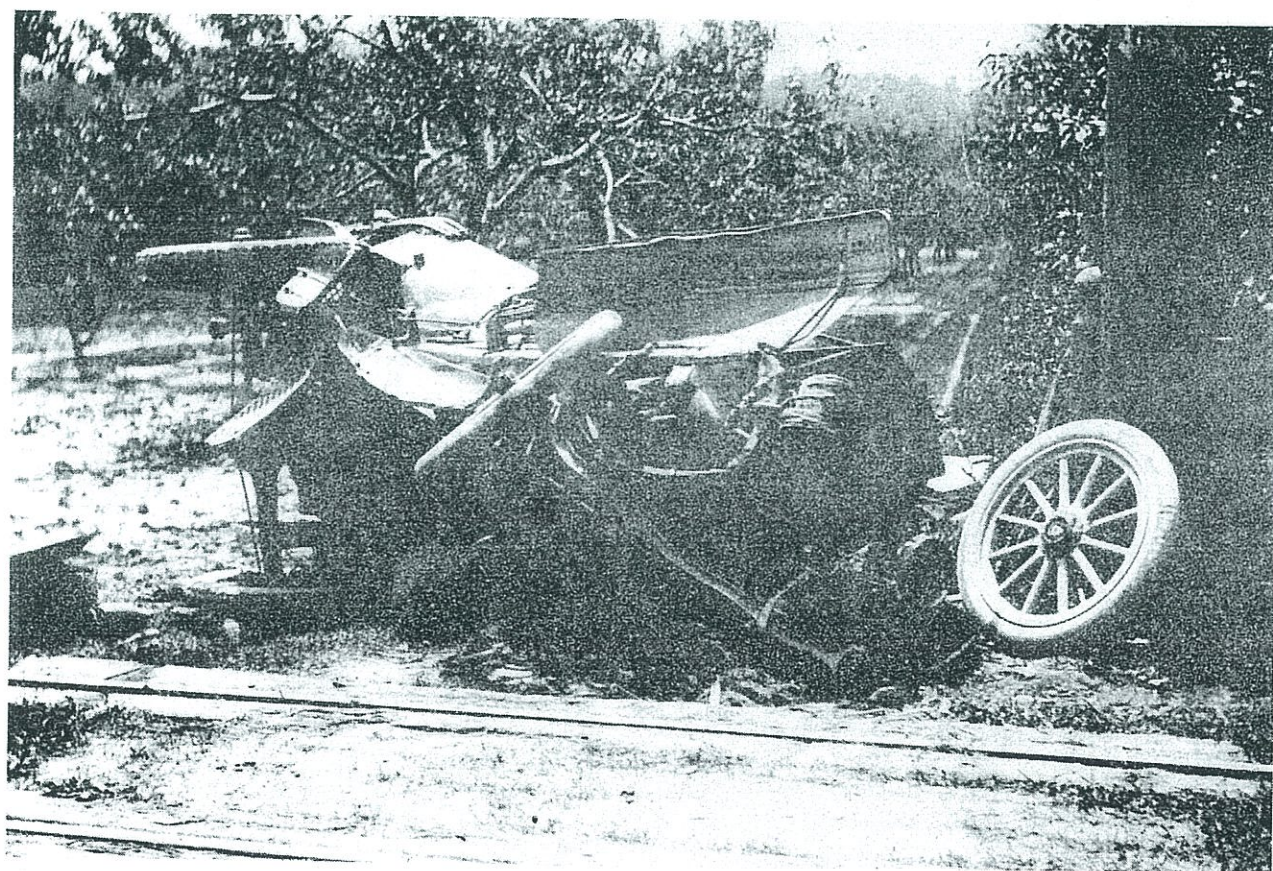


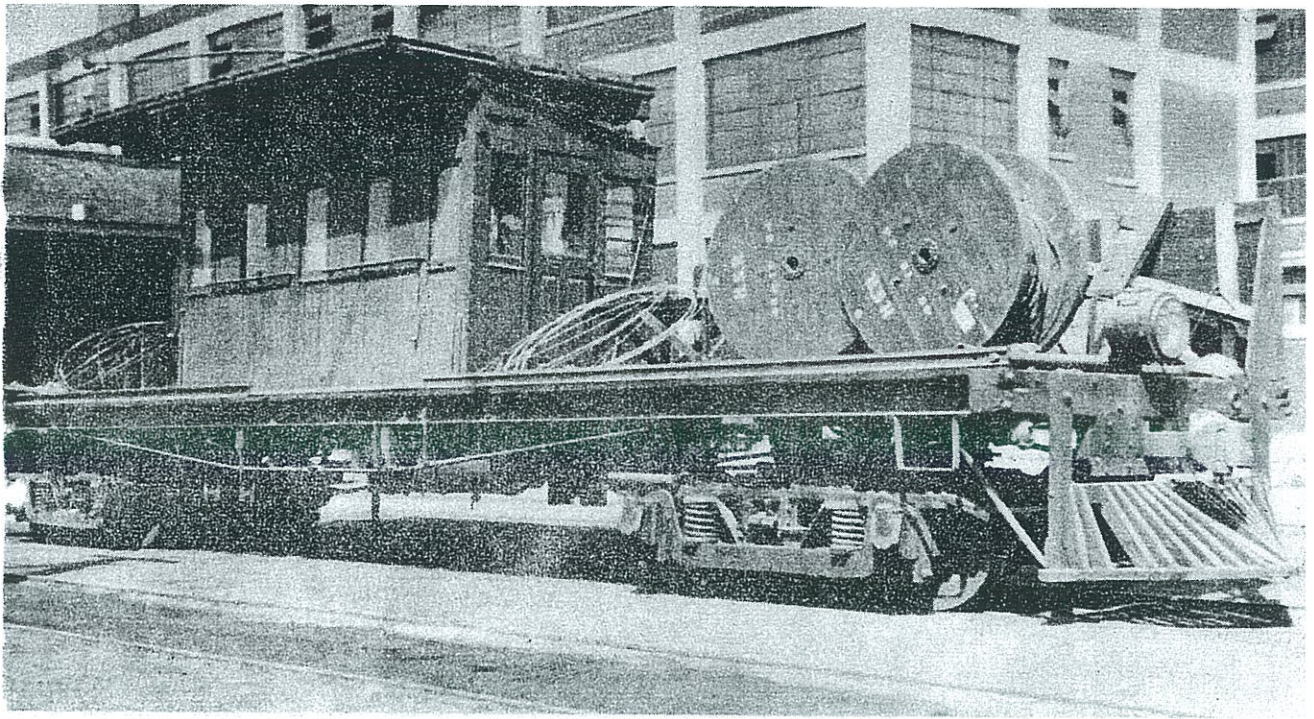
The E.D. Smith Company in 1929 showing the trackwork.





The results of getting in the way of a radial car.

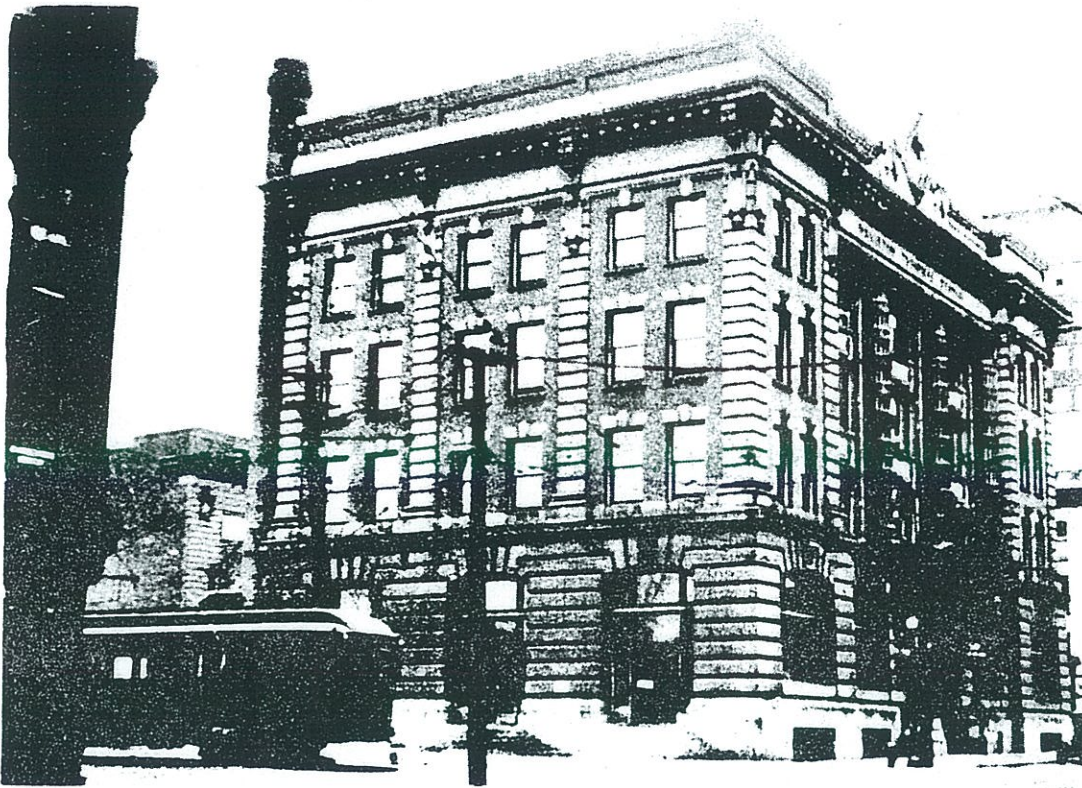




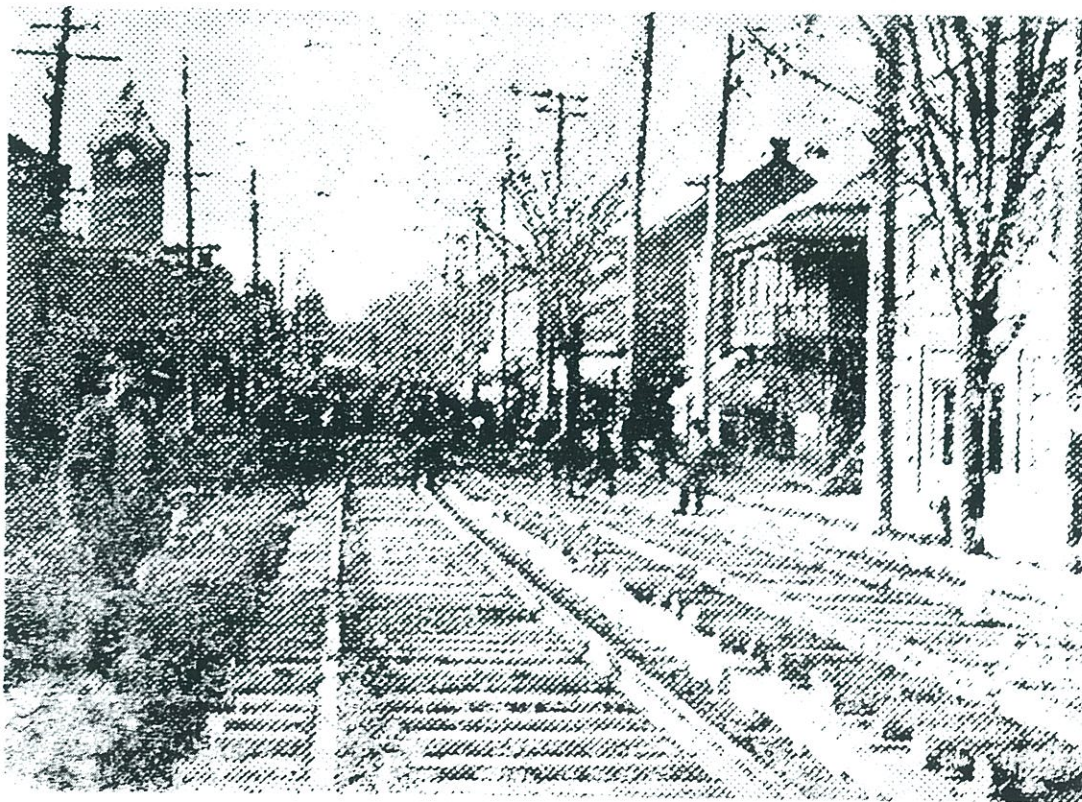
One of the maintenance and repair cars, number 15.



The wedge plows were removed for summer freight service on the H.G. & B.



The east side of the Hamilton Terminal Building showing a radial car entering the yard from King Street.



When Main St. in Grimsby was paved, a "shoo-fly" or passing siding had to be built to allow the radial cars to give uninterrupted service.

**Hamilton & Dundas Street Railway Co.
Hamilton Radial Electric Railway Co.
Hamilton, Grimsby & Beamsville Electric
Railway Co.
Brantford & Hamilton Electric Railway Co.**

EMPLOYEES' TIME TABLE

No. 38

Superceding Time Table No. 37

TO TAKE EFFECT 2 A.M. APRIL 10th, 1927

This Time Table is for government and information of employees only, and is not an advertisement of any train. The Company reserves the right to vary therefrom as circumstances may require.

Time of regular trains at meeting points is underscored.

Light-faced type indicates a.m.

Heavy-faced type indicates p.m.

BULLETINS WILL BE POSTED AT HAMILTON

DESTROY ALL PREVIOUS TIME TABLES

GEO. E. WALLER
Manager

F. B. GRIFFITH
Superintendent

No. 38

FIRST CLASS TRAINS

WEST BOUND Read Up **Beamsville to Hamilton**

STATIONS	M.L.S.	Daily ex. Sun		Daily ex. Sun		Daily		Daily		Daily ex. Sun		Daily		Daily		Daily	
		1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31
HAMILTON	A.	22.00	8.45	8.50	9.50	11.50	1.50	3.50	5.50	6.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50
T. H. & B. SPUR	Sid.	19.85	8.30	8.35	9.35	11.35	1.35	3.35	5.35	6.35	7.35	9.35	11.35	1.35	3.35	5.35	6.35
BARTONVILLE	Sid.	18.37	8.25	8.30	9.30	11.30	1.30	3.30	5.30	6.30	7.30	9.30	11.30	1.30	3.30	5.30	6.30
GRAVEL PIT	Sid.	16.99	8.21	8.28	9.28	11.28	1.28	3.28	5.28	6.28	7.28	9.28	11.28	1.28	3.28	5.28	6.28
STONEY CREEK	Sid.	15.16	8.16	8.21	9.21	11.21	1.21	3.21	5.21	6.21	7.21	9.21	11.21	1.21	3.21	5.21	6.21
FRUITAND	Sid.	12.46	8.10	8.15	9.15	11.15	1.15	3.15	5.15	6.15	7.15	9.15	11.15	1.15	3.15	5.15	6.15
SMITH'S	Sid.	11.50	8.05	8.10	9.10	11.10	1.10	3.10	5.10	6.10	7.10	9.10	11.10	1.10	3.10	5.10	6.10
CARPENTER'S	xSid.	10.90	8.04	8.09	9.09	11.09	1.09	3.09	5.09	6.09	7.09	9.09	11.09	1.09	3.09	5.09	6.09
WINONA	Sid.	10.30	8.02	8.07	9.07	11.07	1.07	3.07	5.07	6.07	7.07	9.07	11.07	1.07	3.07	5.07	6.07
PATTISON'S	Sid.	7.06	8.55	8.00	9.00	11.00	1.00	3.00	5.00	6.00	7.00	9.00	11.00	1.00	3.00	5.00	6.00
ROBERT'S	Sid.	6.40	8.52	8.57	9.57	11.57	1.57	3.57	5.57	6.57	7.57	9.57	11.57	1.57	3.57	5.57	6.57
GRIMSBY	Sid.	4.91	8.47	8.52	9.52	11.52	1.52	3.52	5.52	6.52	7.52	9.52	11.52	1.52	3.52	5.52	6.52
GRIMSBY	Sid.	4.67	8.46	8.51	9.51	11.51	1.51	3.51	5.51	6.51	7.51	9.51	11.51	1.51	3.51	5.51	6.51
GRIMSBY CAN'G CO.	xSid.	4.42	8.45	8.50	9.50	11.50	1.50	3.50	5.50	6.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50
GRIMSBY BEACH	Sid.	2.87	8.40	8.45	9.45	11.45	1.45	3.45	5.45	6.45	7.45	9.45	11.45	1.45	3.45	5.45	6.45
BEAMSVILLE	L.	.00	8.30	8.30	9.30	11.30	1.30	3.30	5.30	6.30	7.30	9.30	11.30	1.30	3.30	5.30	6.30
		1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31

xNo Telephone

Westbound trains will take the siding at meeting points
unless otherwise directed

No. 38

FIRST CLASS TRAINS

EAST BOUND Read Down **Hamilton to Beamsville**

STATIONS	Miles	Daily ex. Sun		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
HAMILTON	L.	6 10	7 10	8 10	10 10	12 10	2 10	4 10	5 10	6 10	8 10	10 10	11 10	12 10	1 10	3 10	5 10	6 10	7 10	9 10	11 10
T. H. & B. SPUR	Sid.	2 55	3 20	3 20	10 20	12 20	2 20	4 20	5 20	6 20	8 20	10 20	11 20	12 20	1 20	3 20	5 20	6 20	7 20	9 20	11 20
BARTONVILLE	Sid.	4 23	6 25	8 25	10 25	12 25	2 25	4 25	5 25	6 25	8 25	10 25	11 25	12 25	1 25	3 25	5 25	6 25	7 25	9 25	11 25
GRAVEL PIT	Sid.	5 01	6 28	8 28	10 28	12 28	2 28	4 28	5 28	6 28	8 28	10 28	11 28	12 28	1 28	3 28	5 28	6 28	7 28	9 28	11 28
STONEY CREEK	Sid.	7 14	6 36	7 36	8 36	10 36	12 36	2 36	4 36	5 36	6 36	8 36	10 36	11 36	12 36	1 36	3 36	5 36	6 36	7 36	9 36
FRUITLAND	Sid.	10 14	6 45	7 45	8 45	10 45	12 45	2 45	4 45	5 45	6 45	8 45	10 45	11 45	12 45	1 45	3 45	5 45	6 45	7 45	9 45
SMITH'S	Sid.	11 10	6 49	7 49	8 49	10 49	12 49	2 49	4 49	5 49	6 49	8 49	10 49	11 49	12 49	1 49	3 49	5 49	6 49	7 49	9 49
CARPENTER'S	Sid.	11 70	6 50	7 50	8 50	10 50	12 50	2 50	4 50	5 50	6 50	8 50	10 50	11 50	12 50	1 50	3 50	5 50	6 50	7 50	9 50
WINONA	Sid.	12 03	6 53	7 53	8 53	10 53	12 53	2 53	4 53	5 53	6 53	8 53	10 53	11 53	12 53	1 53	3 53	5 53	6 53	7 53	9 53
PATTISON S	Sid.	14 94	7 00	8 00	9 00	11 00	1 00	3 00	5 00	6 00	7 00	9 00	11 00	12 00	1 00	3 00	5 00	6 00	7 00	9 00	11 00
ROBERT'S	Sid.	16 02	7 03	8 03	9 03	11 03	1 03	3 03	5 03	6 03	7 03	9 03	11 03	12 03	1 03	3 03	5 03	6 03	7 03	9 03	11 03
GRIMSBY	Sid.	17 09	7 08	8 08	9 08	11 08	1 08	3 08	5 08	6 08	7 08	9 08	11 08	12 08	1 08	3 08	5 08	6 08	7 08	9 08	11 08
GRIMSBY		17 03	7 09	8 09	9 09	11 09	1 09	3 09	5 09	6 09	7 09	9 09	11 09	12 09	1 09	3 09	5 09	6 09	7 09	9 09	11 09
GRIMSBY CAN'T G CO.	Sid.	18 18	7 10	8 10	9 10	11 10	1 10	3 10	5 10	6 10	7 10	9 10	11 10	12 10	1 10	3 10	5 10	6 10	7 10	9 10	11 10
GRIMSEY BEACH	Sid.	19 53	7 15	8 15	9 15	11 15	1 15	3 15	5 15	6 15	7 15	9 15	11 15	12 15	1 15	3 15	5 15	6 15	7 15	9 15	11 15
BEAMSVILLE		22 00	7 27	8 25	9 25	11 25	1 25	3 25	5 25	6 25	7 25	9 25	11 25	12 25	1 25	3 25	5 25	6 25	7 25	9 25	11 25

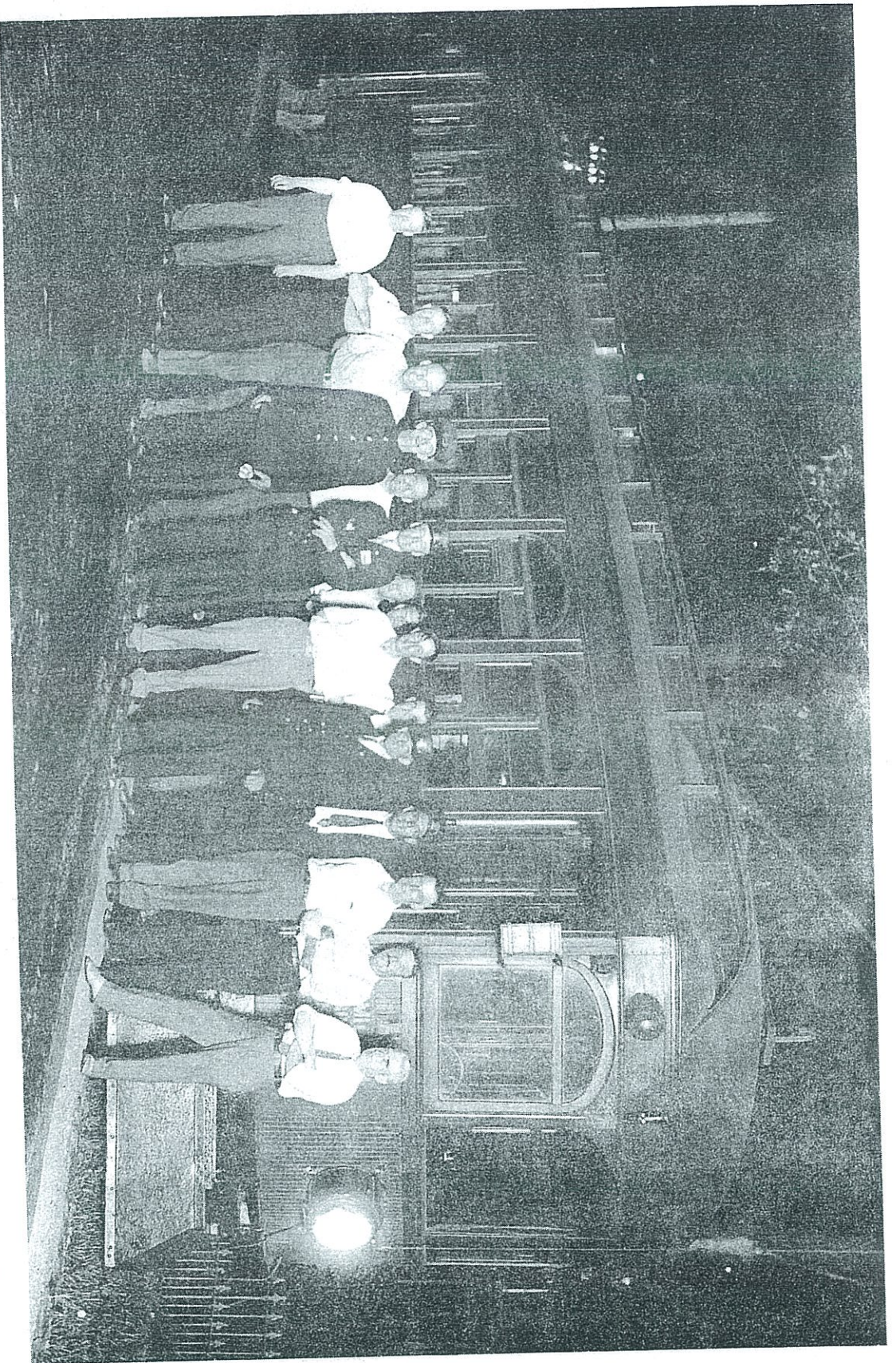
2 4 6 8 10 12 14 16 18 20 22

Westbound trains will take the siding at meeting points unless otherwise directed

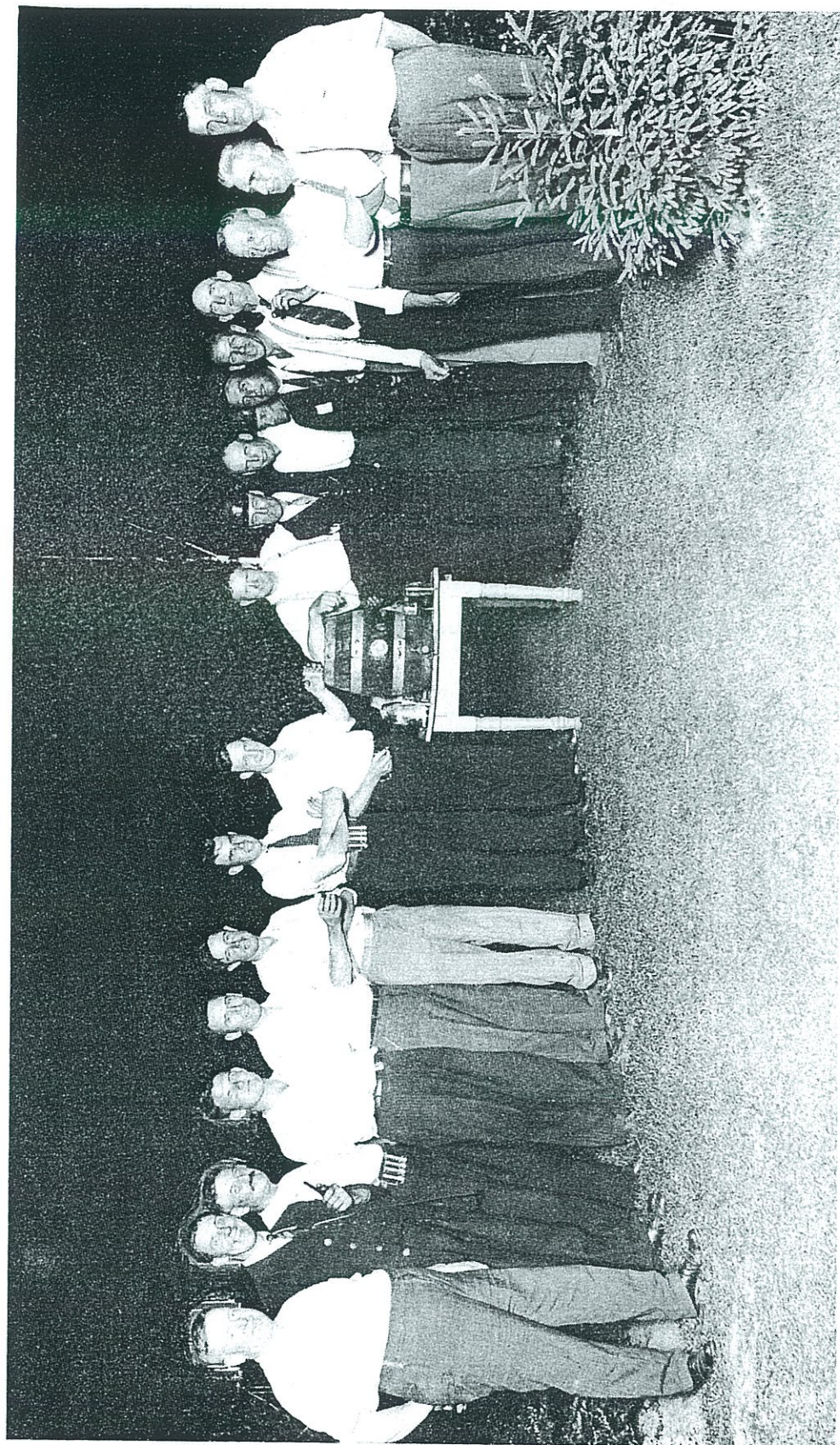
No Telephone



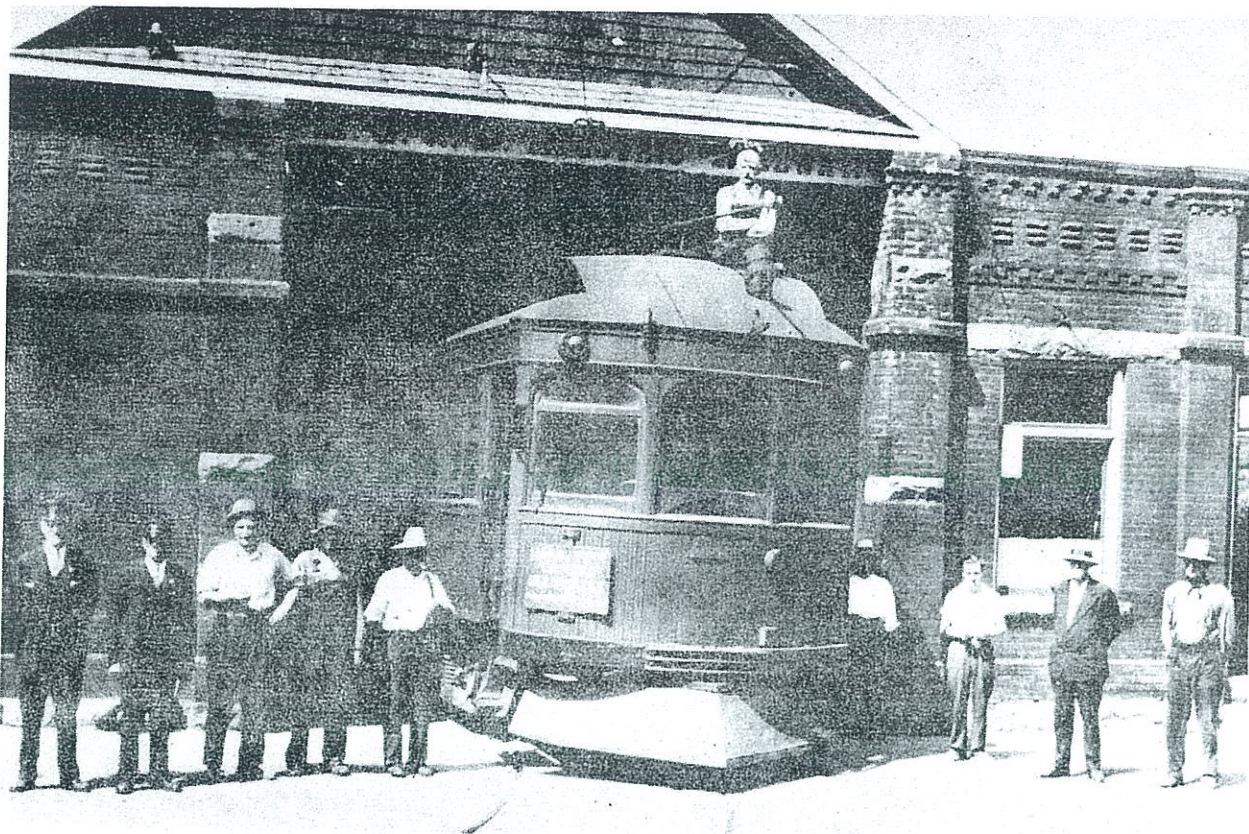
The last run for Mr. Omar Cosby, conductor, and Mr. Jim Steven, motorman, leaving Beamsville at 3.45 p.m. on June 30, 1931. To Mr. Steven's left stand Harry Barnes, Lloyd Tufford, Earl Spencer Bill "Greeny" Greenfield, Albert Dipper, Fred Tufford, W.D. Fairbrother, and George Snyder.



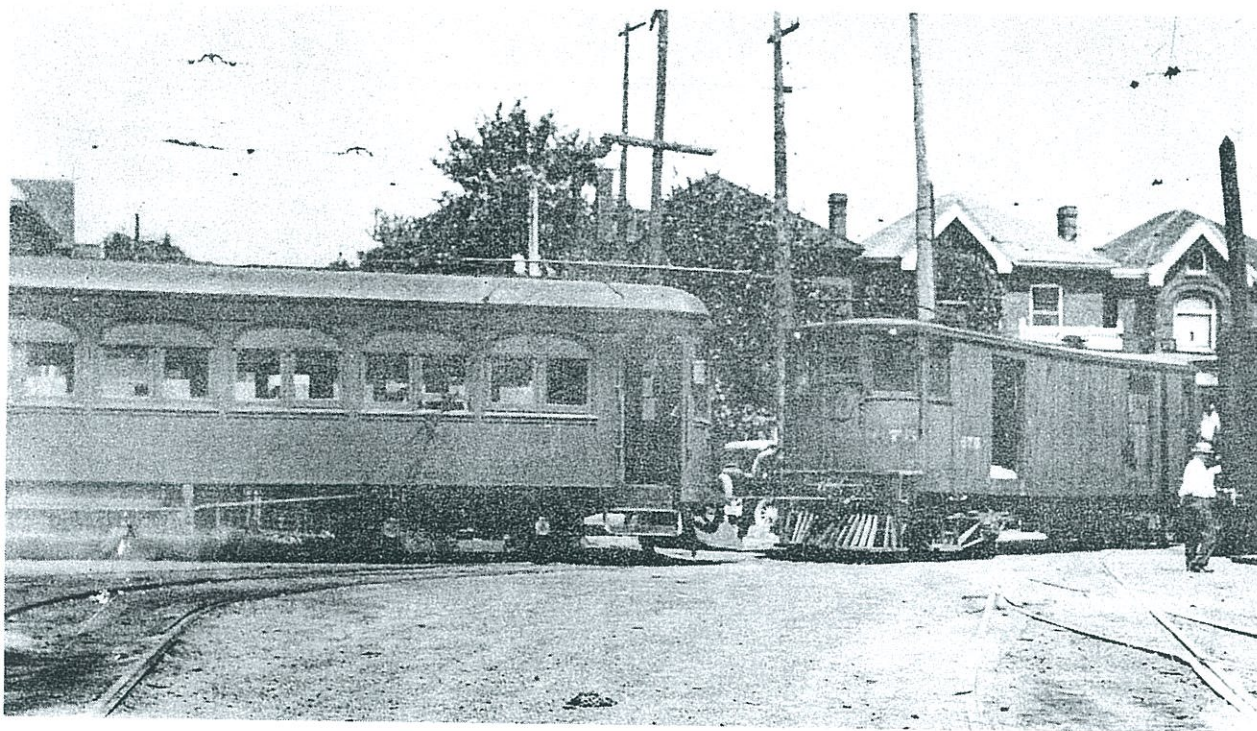
Car 602, the last radial to run on the H.G. & B. at the end of the line in Beamsville. Standing left to right are: S.J. Wilson M.L.A.; Chief of Police Juhke of Beamsville; Earl Spencer; Chief of Police Jim Wentworth of Grimsby; Albert Dipper; Omar Cosby; W.D. Fairbrother; W. Greenfield; W. Ostressor Jim Steven; Hector Page; L.B. Tufford; Frank Johnson; and David Thomson.



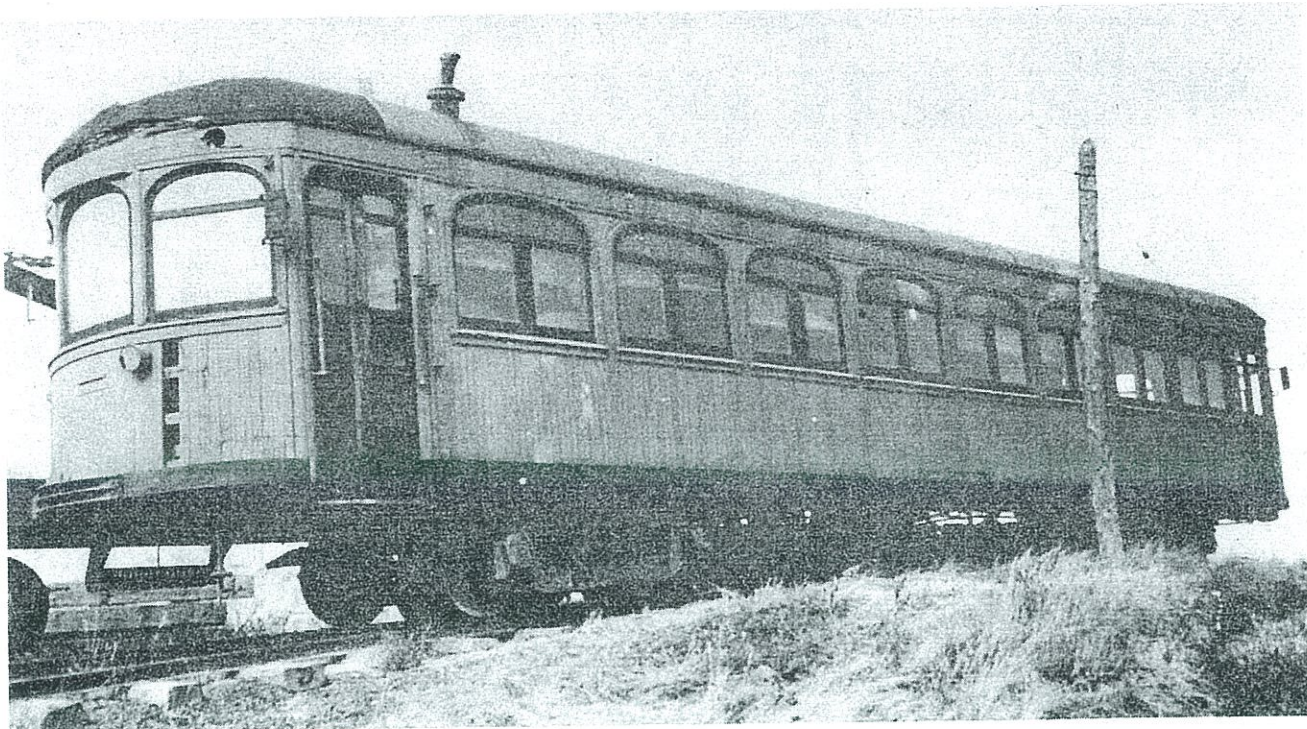
A group of the men at a gathering by Mr. Tufford's house after the last run.



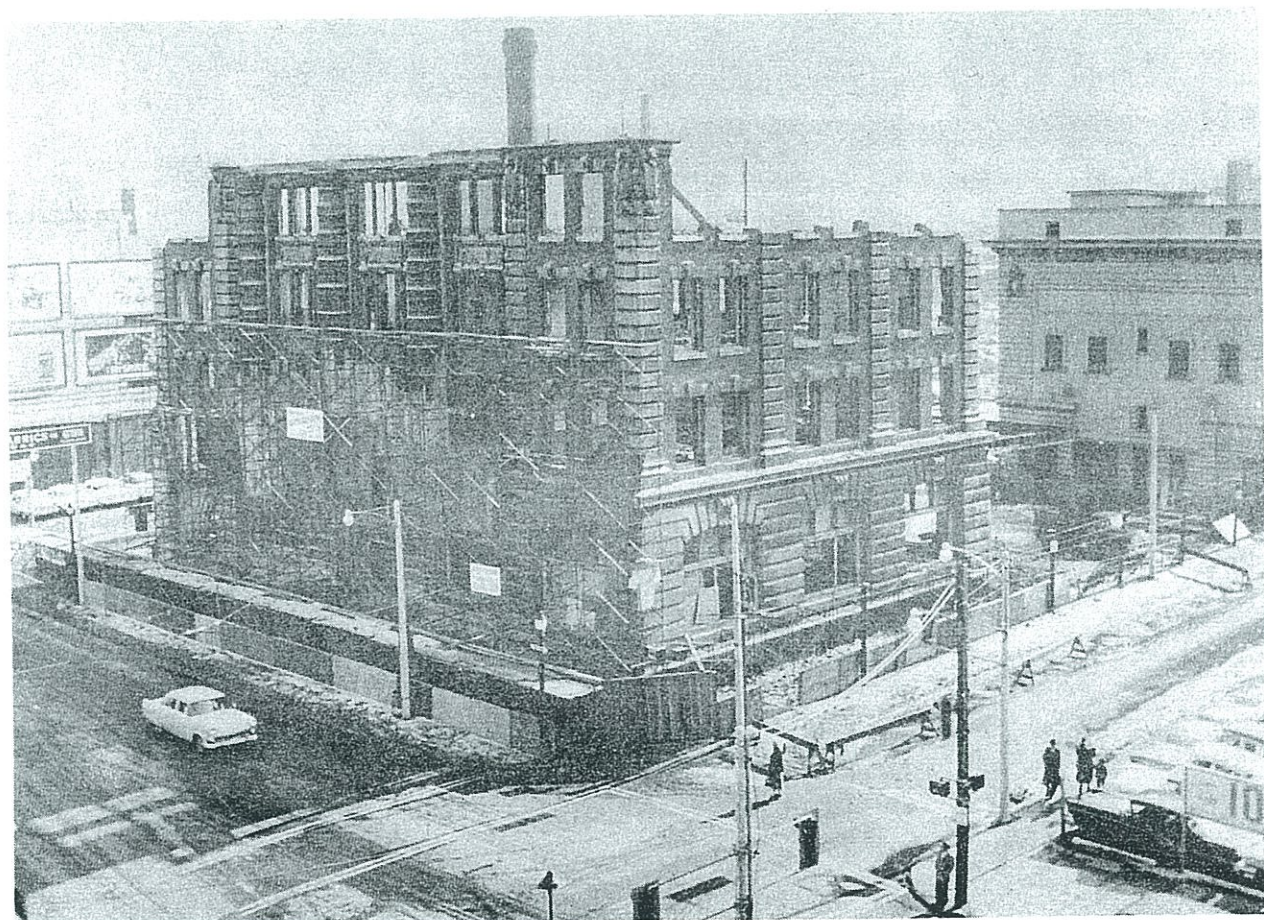
The last day at Beamsville.



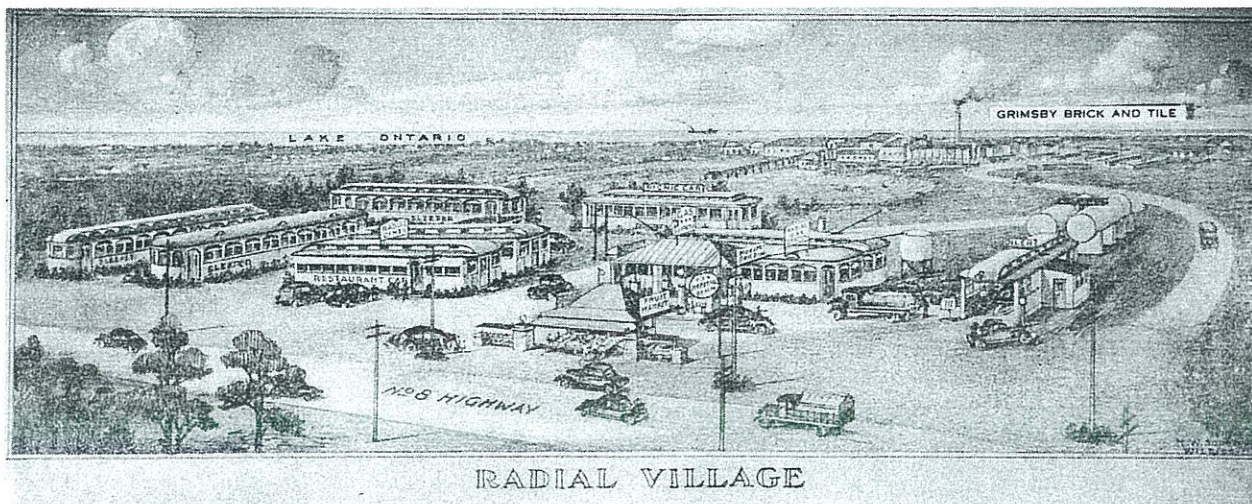
Cpr 606 being towed out for scrapping.



Car 606 used for spare parts at the Dundas Crushed & Cut Stone Company in Dundas.



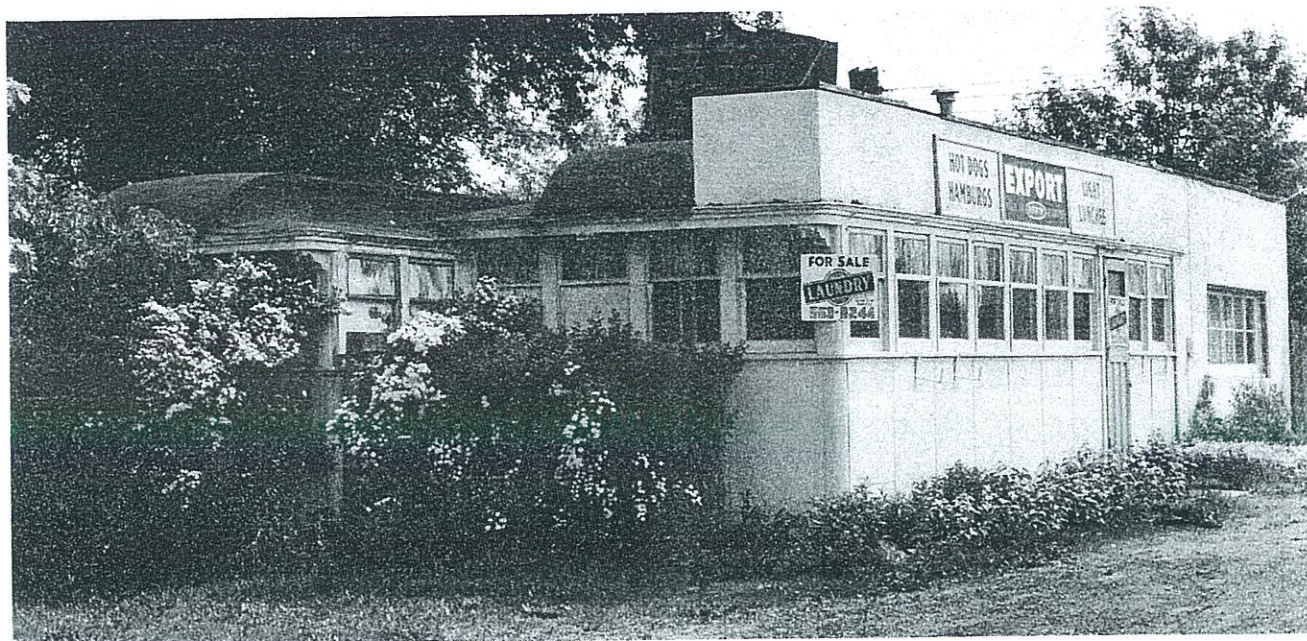
Demolition of the Hamilton Terminal Building in 1959.
L. Bloom photo



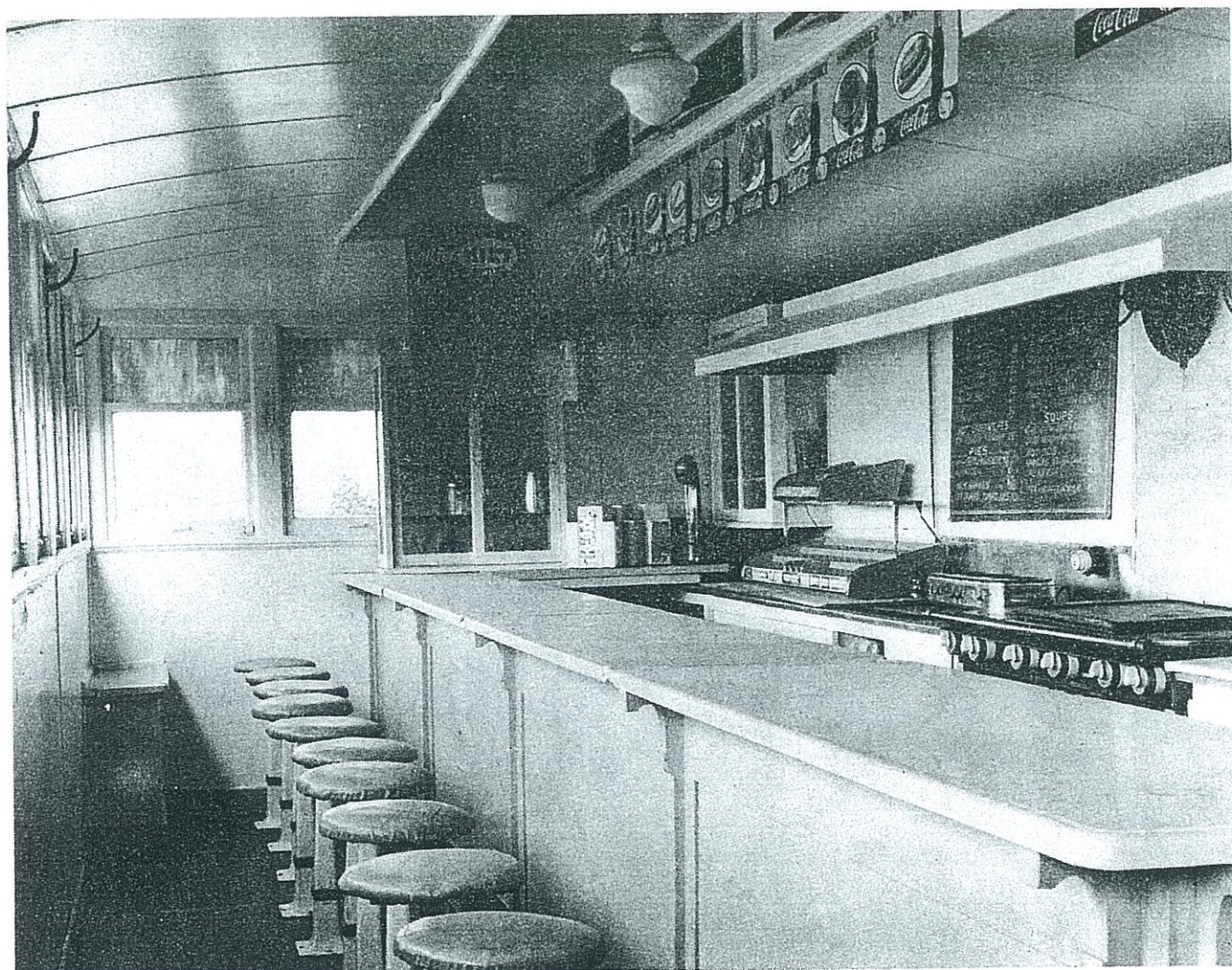
An artist's sketch of Radial Village near the Thirty Mile Creek.



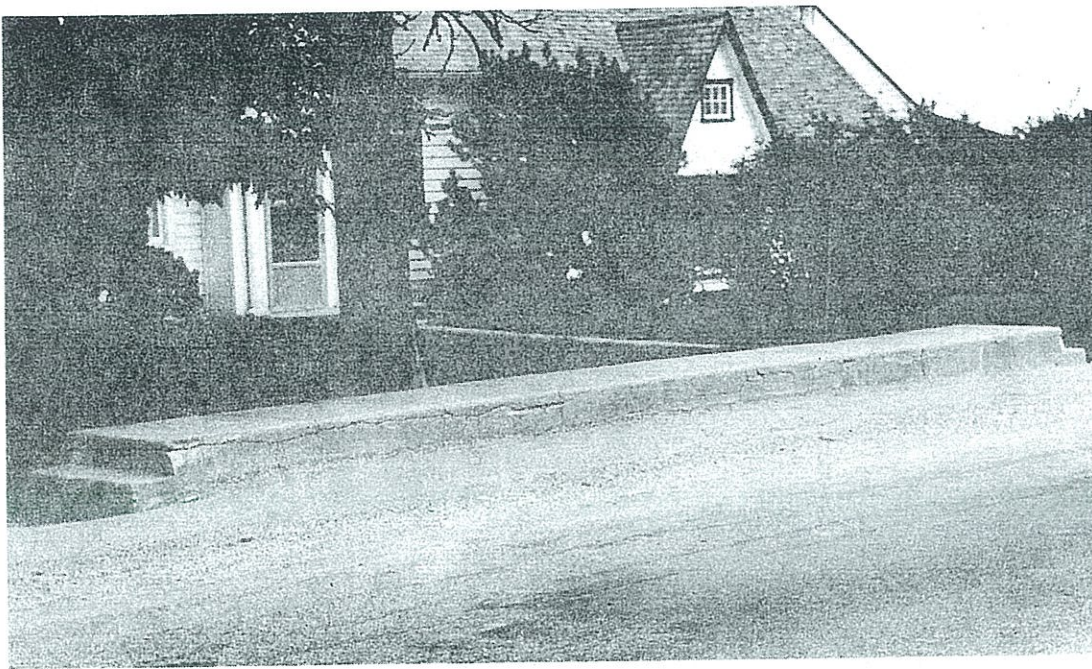
Coffee tokens issued by the Radial Diner.



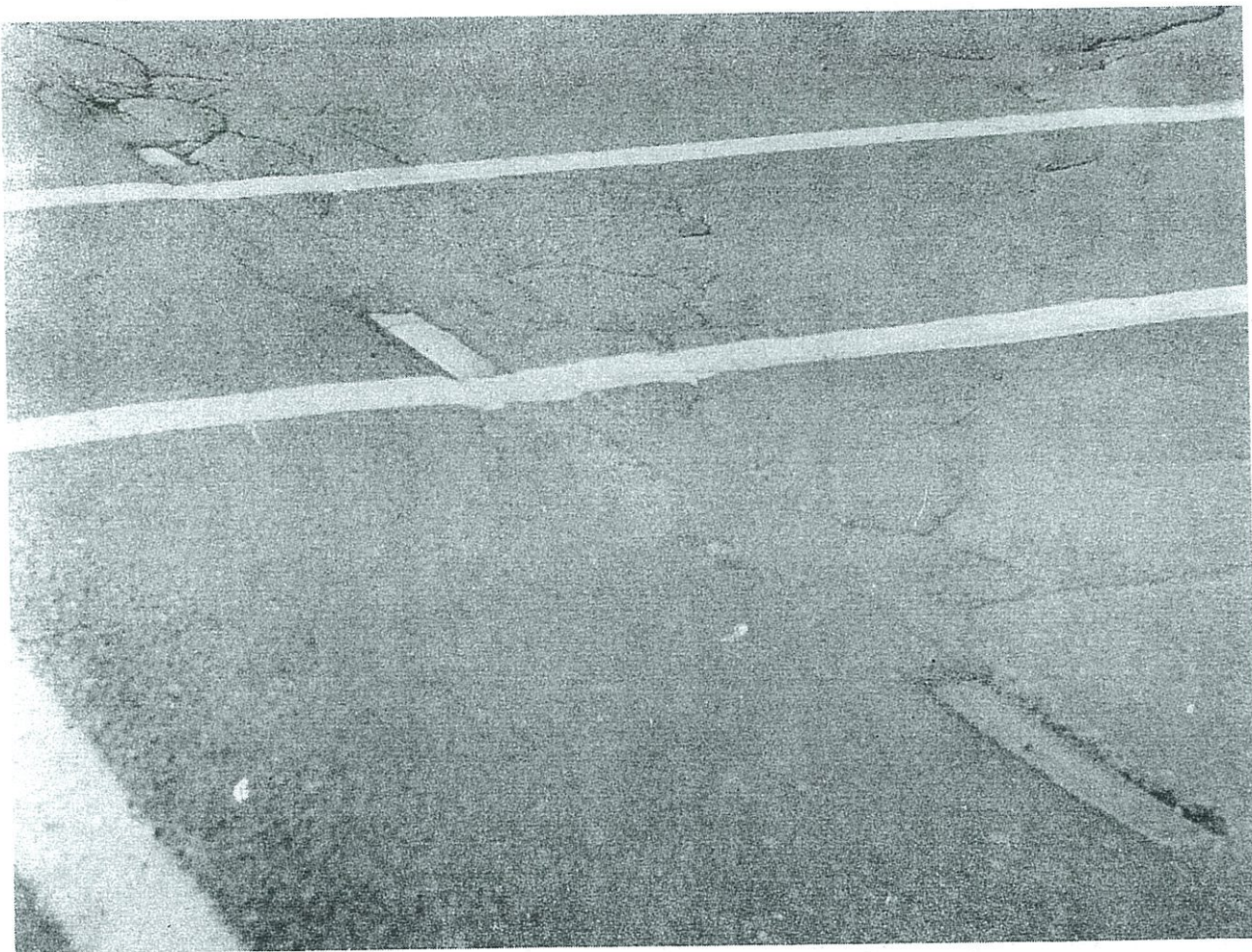
The Radial Diner in Radial Village as it appeared before its destruction in June, 1967.



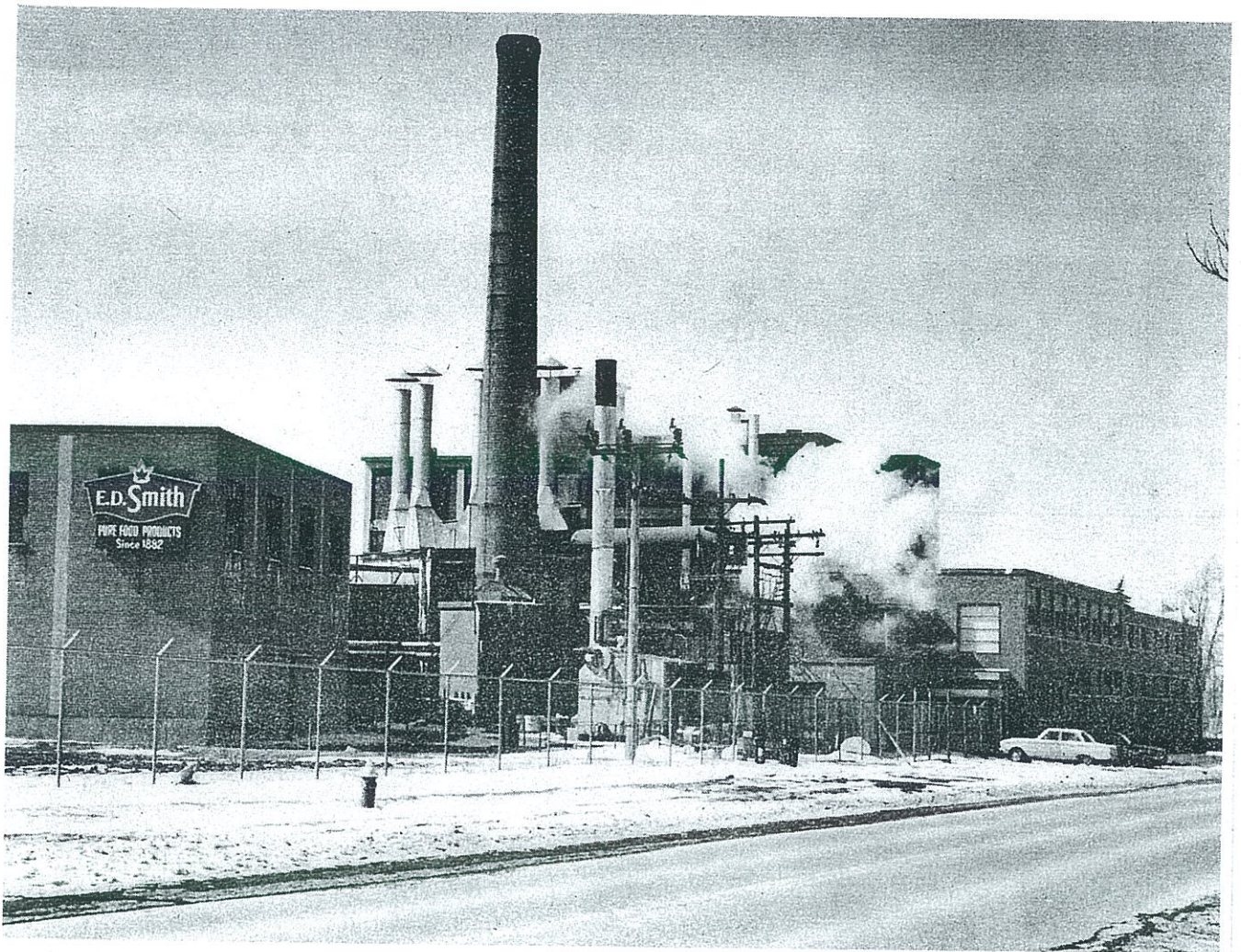
Interior of the Radial Diner.



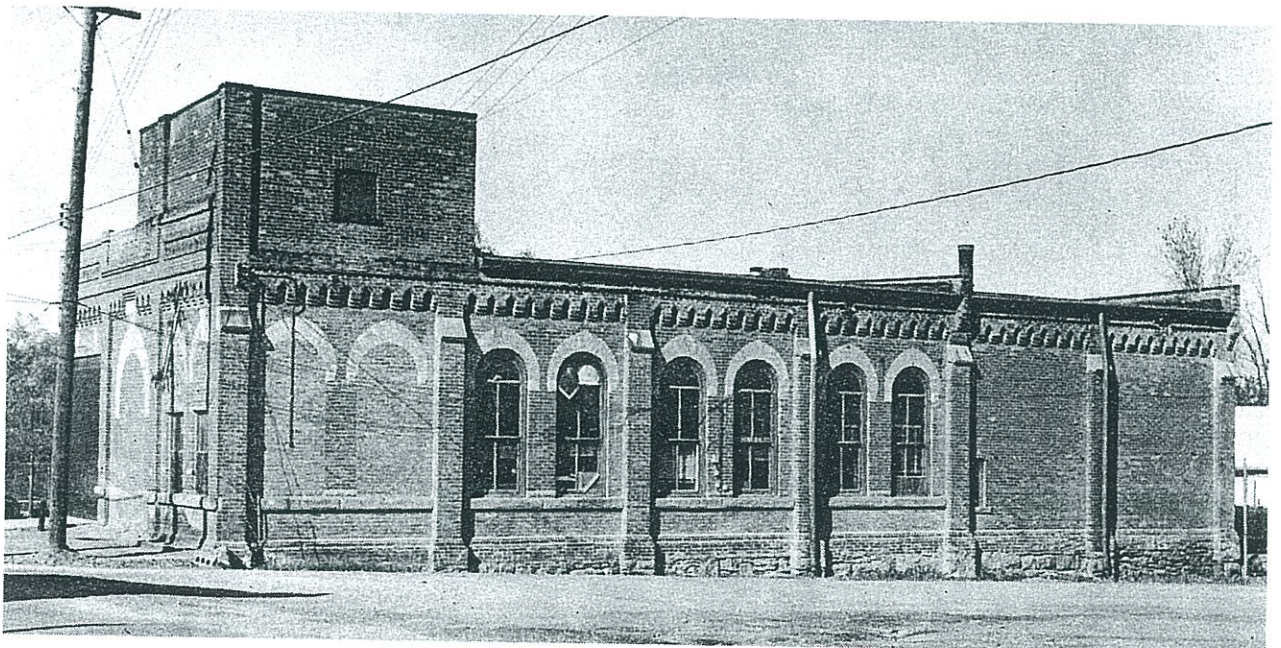
A private cement platform used to board the radial cars on King Street east of Stoney Creek.



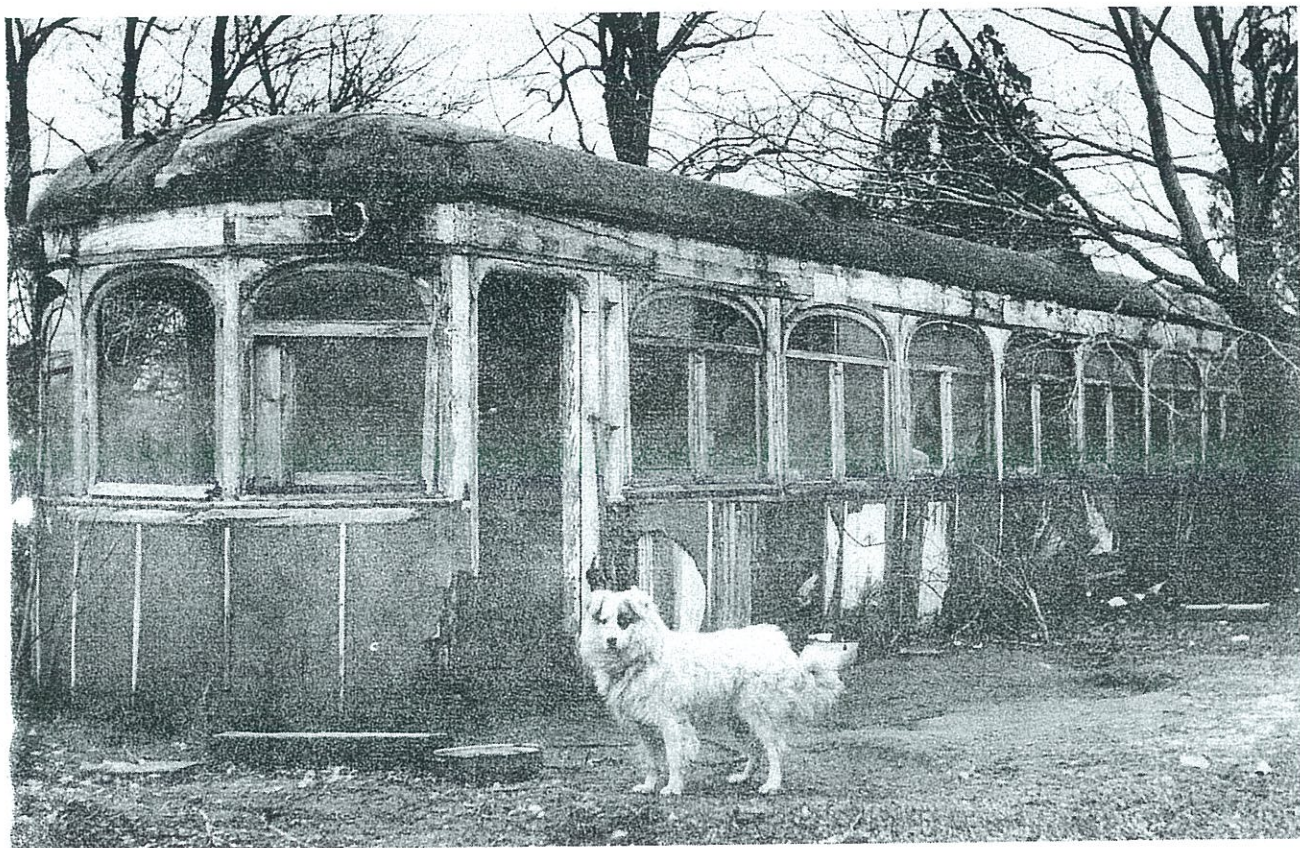
Railheads showing through the pavement on Main Street in Grimsby.



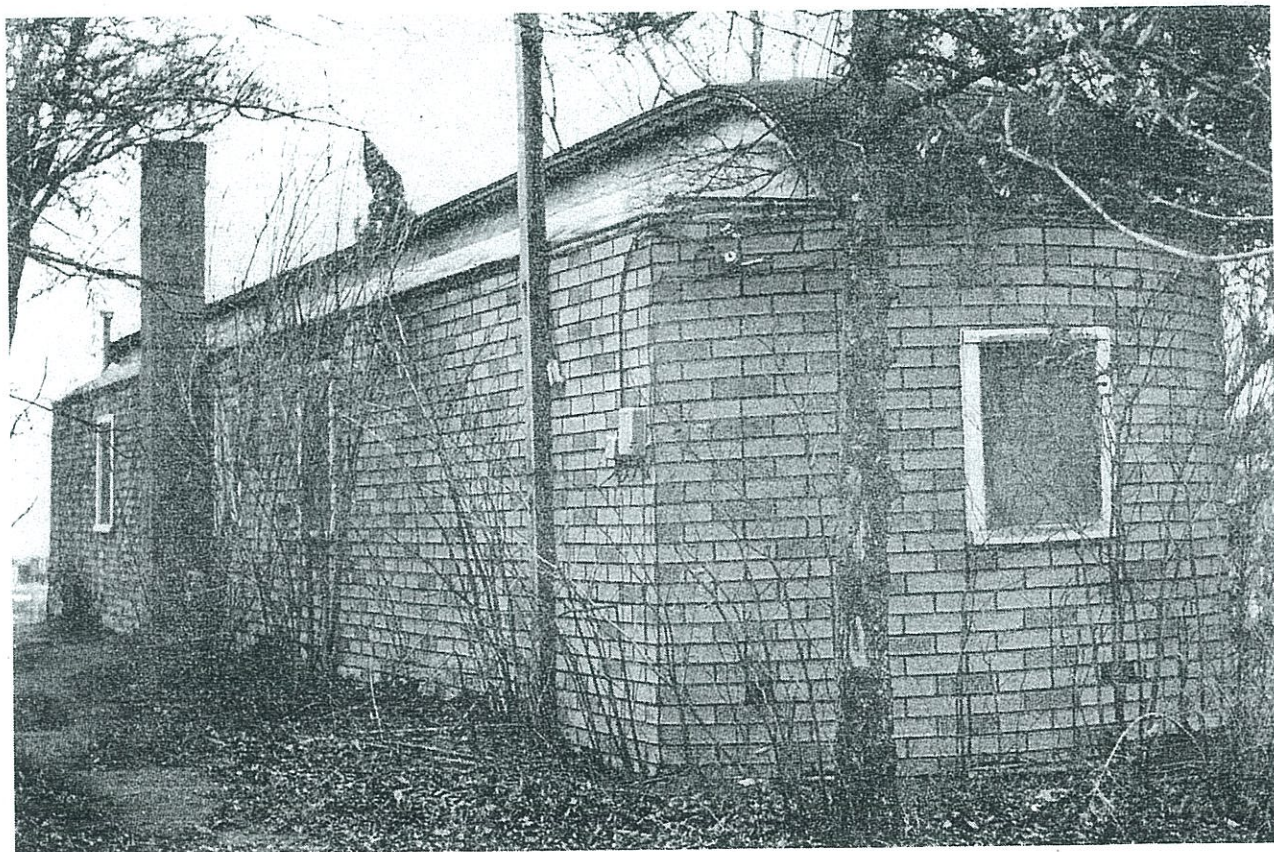
The E. D. Smith Company in 1967.



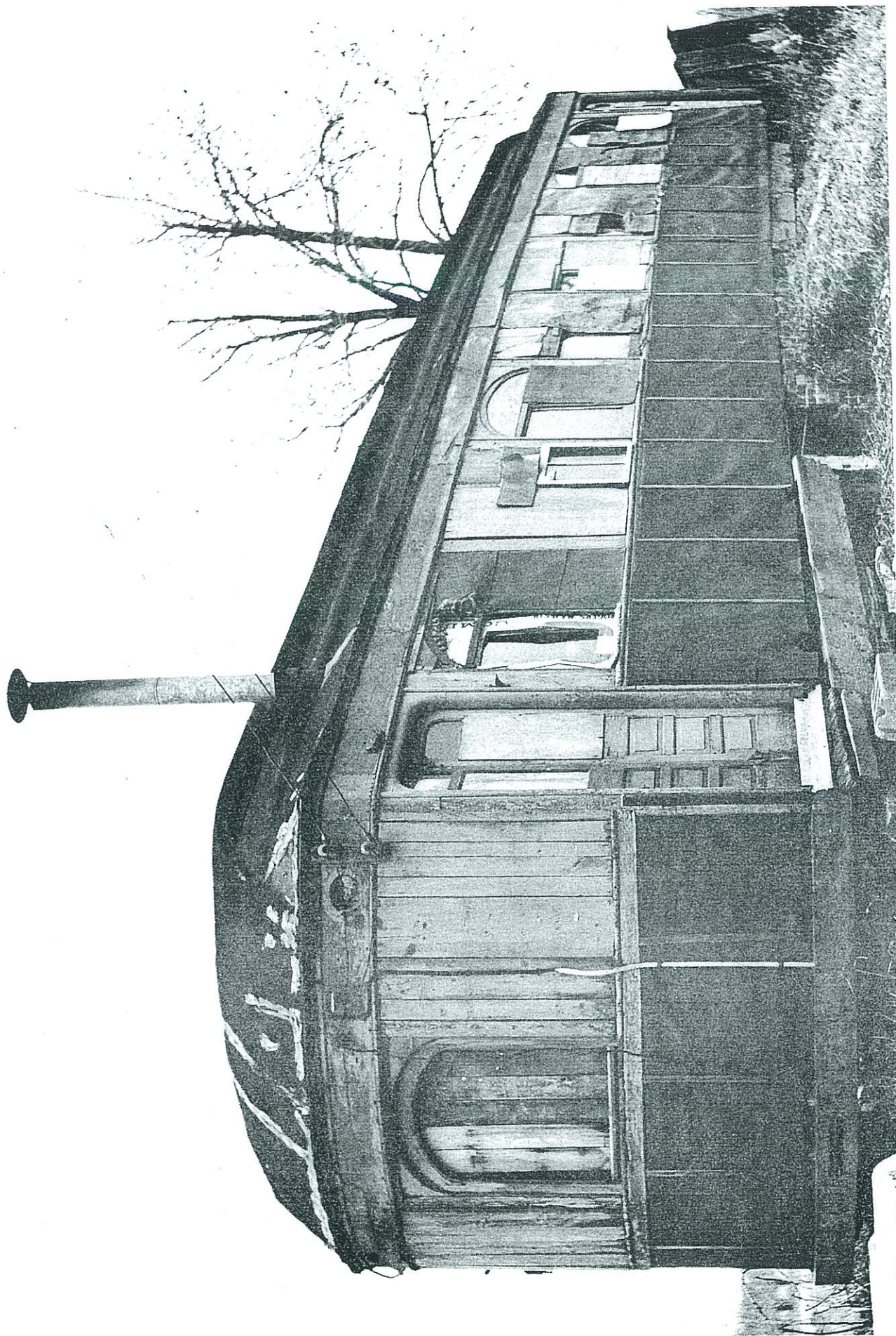
The old H.G. & B. powerhouse at Stoney Creek now occupied by the Ontario Hydro.



Car 604 of the Radial Village before being demolished in 1965.

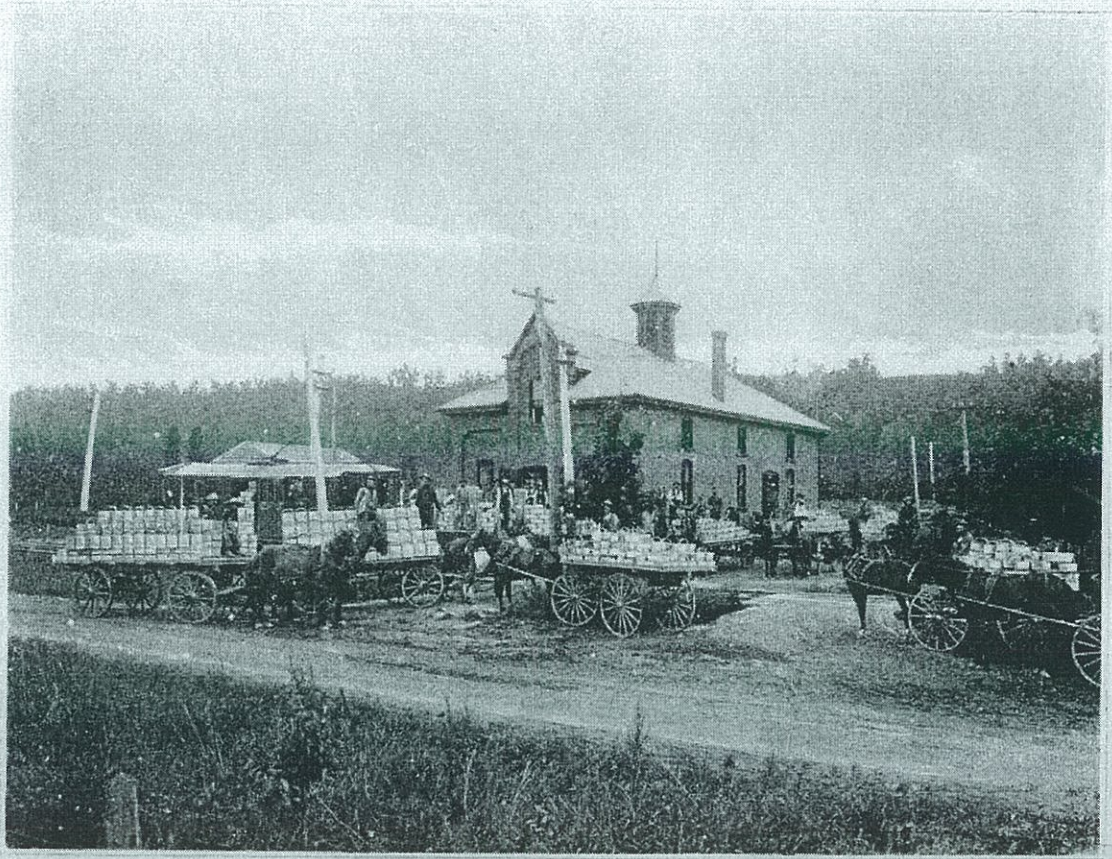


The remaining structure of Radial Village.



Car 602, the last car to run in 1931, as it stands in an orchard to-day, 1967.





SHIPPING POINT AT DELAKELIGH NURSERY—E. D. SMITH

