

THE BRAND NEW
GREAT WESTERN
HAMILTONSTATION
ON STUART
STREET

DECEMBER 15th, 1875

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The New G. W. R. Depot.

We give below a general description of the Great Western Railway passenger station in this city, which is now nearly completed and ready for occupancy. The building, which faces north and south, is 350 feet long by 36 feet wide—100 feet of the centre portion being two storeys high—and is built just back of the old station, in order to give more room for tracks and a better arrangement for taking care of the wants of the travelling public. The building is of red pressed brick, obtained from the famous Aldershot brick works, and seems very strong and substantial. The windows and doors have pointed arches, with stone dressings and heavy stone sills, and the general appearance of the entire structure is very pleasing, while each detail seems to be in complete harmony with the architectural beauty of the whole. The roofs are pitched to an angle of forty-five degrees, and are covered with ornamental, dark blue, green and red slates—the ridges being surmounted by a cast-iron cresting of neat design. The introduction of prettily designed dormer windows in the upper roof adds materially to its appearance, as also do the neatly executed stone chimneys. The verandahs (which extend nearly the whole length of the building on each side) and the ornamental barge boards are very handsome and elaborate, but by no means extravagant. We have, in a former notice, given a detailed description of the ground plan, so suffice it to say that all the necessary rooms have been provided for the comfort and convenience of the public, and each department is especially well designed to suit the purpose for which it is intended. The waiting rooms and dining rooms are well proportioned, and have lofty ceilings, neat cornices and good ventilation, while the baggage rooms are perfect in their arrangement. The whole of the woodwork is well executed—the material being principally pine, ash and walnut. The wainscoting, which is placed in every room throughout the building, and is from four to six feet high, and the counters are especially worthy of mention. The floors in the waiting-rooms, dining-room and refreshment-room are laid with narrow strips of ash and walnut alternately, and look very well. The upper storey will be occupied as offices by the General Superintendent and the General and Assistant-General Freight Agents. The building is furnished and fitted throughout with all the modern conveniences in the plumbing and gas-fitting trades.

It appears to us that great credit is due to the contractor (Mr. Brass) and all parties concerned in the building of this station—to the Chief Engineer and his assistants, in particular. Some may find fault with the design, but we feel confident that the majority of our citizens will, after inspecting the building, agree with us in saying that the new Hamilton station is in every respect a credit to the G. W. R. Company, and an ornament to our city.

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