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**IN THE MATTER OF THE ONTARIO HERITAGE ACT,  
R.S.O. 1990, Chapter O.18, S. 29 and S. 67**

**AND IN THE MATTER OF THE LANDS AND PREMISES  
IN THE CITY OF HAMILTON, KNOWN MUNICIPALLY  
AS 360 JAMES STREET NORTH (241 STUART STREET)**

**NOTICE OF INTENTION TO DESIGNATE**

**FEB 9 1995**

**TO:** The Ontario Heritage Foundation,  
10 Adelaide Street East,  
Toronto, Ontario.  
M5C 1J3

**TAKE NOTICE THAT** the Council of The Corporation of the City of Hamilton intends to designate the following property, including land and buildings, as a property of historic or architectural value or interest under Part IV of the Ontario Heritage Act: 360 James Street North (241 Stuart Street).

**THE REASONS** for the proposed designation are set out in Schedule "A" annexed hereto.

**A NOTICE OF INTENTION TO DESIGNATE** is being published in The Spectator once a week for each of three consecutive weeks, commencing on the date set out below.

**ANY PERSON** may, within thirty days of the date set out below, send by registered mail or deliver to the Clerk of The Corporation of the City of Hamilton notice of his or her objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts. When a Notice of Objection has been received, the Council of the City of Hamilton will refer the matter to the Conservation Review Board for a hearing and report.

**DATED** at the City of Hamilton this 7<sup>th</sup> day of February 1995.

J. J. Schatz  
City Clerk  
Hamilton, Ontario

## **Schedule "A"**

### **REASONS FOR DESIGNATION**

#### **Canadian National (CN) Railway Station**

#### **360 James Street North (241 Stuart Street)**

##### Context

Erected in 1929-31 along Hamilton's oldest rail corridor, the grand CN Station occupies a prominent site at the north-east corner of James and Murray. It effectively anchors the northern edge of the historic James North business district and provides convenient access to the North End residential neighbourhood and west harbourfront via the two contemporary road bridges flanking the station complex. One block to the west on Stuart Street overlooking the CN corridor and waterfront stands another city landmark: the 1850s stone Custom House.

The high visibility of the CN Station stems from the open space surrounding it on all four sides: notably, the original grass-covered plaza in front, which provides an unobstructed view of its impressive Beaux Arts facade. The monumental Doric portico boldly expresses the station's gateway function as a link between cities.

##### History

The predecessor of the CN Station, built in 1875 for the Great Western Railway and located west of Bay Street, was acquired by the Canadian National Railways in 1923. The construction of the James North station complex and five new bridges over the lowered tracks was initiated to replace the inadequate existing facilities and also to provide a more convenient terminal with improved traffic circulation and freight/ passenger services. Erected during a deep financial depression just as rail freight and passenger traffic was beginning a serious decline, Hamilton's long-awaited new facility rose as a symbol of CNR's early prosperity and optimism. The year of its completion, Canadian National's principal rival, the Toronto, Hamilton and Buffalo Railway, commenced construction of an equally impressive terminal and headquarters building south of the downtown core on Hunter Street East. Increasingly underutilized in recent years, the CN Station continued to serve as a passenger terminal for VIA Rail until 1992 and for GO Transit until 1993, when the building was finally closed. The GO trains, however, continue to use this stop while extensive renovations are in progress to convert the former TH&B Station to the new Hamilton GO Centre, scheduled to open in 1995.

##### Architecture

The CN complex consists of three main masses: the two-storey station facing Murray Street with two lower levels opening onto the south embankment of the rail cut; the concourse extending from the rear of the main floor lobby out over the tracks; and the one-storey express building on the east side at track

level. Designed by CNR architect, John Schofield, the Hamilton station represents a relatively late example of Beaux Arts Classicism, distinguished by its restrained elegance. A strong stylistic precedent for the design of major Canadian railway stations in this style was established by Ottawa's Union Station of 1908-10 followed by Toronto's Union Station, designed in 1913-14 and completed in 1920. Characteristic of the best Beaux-Arts stations, the imposing architectural treatment of both the exterior and interior public areas of the Hamilton terminal is skilfully integrated with a clear axial plan, which accommodates equally well the passenger and operational functions. The main floor was designed for smooth traffic flow from the entrance lobby to the concourse, with services located in the lateral axes. The concourse set at right angles to the main station provided easy access to the trains by means of six stairways (including three ramps on the east side) running parallel to the passenger platforms.

Typical of Beaux-Arts buildings erected in Canada during the early twentieth century, the CN Station displays classically-inspired detailing and rich materials fused with contemporary Canadian motifs. The symmetrical two-storey facade, clad in Queenston limestone, is dominated by a central entrance portico with four massive Doric columns supporting an entablature and pediment. Above the three doorways are ornamental bronze grilles and bas relief stone panels depicting transportation scenes across Canada, carved by Hamilton artist William Oosterhoff. The intermediate wings display incised panels with stylized images of the various modes of transportation while the projecting end pavilions echo the classical treatment of the portico. The two pedimented doorways are flanked by pairs of pilasters supporting an entablature, which encircles the building.

Visitors are drawn by a strong visual axis through the main entrance lobby to the concourse. The stately grandeur of the lobby, featuring a terrazzo floor, marble wainscoting, Ionic half-columns and pilasters, a coffered ceiling, large skylights, bronze grillework and two bronze lanterns, contrasts with the modern simplicity of the concourse: practical glazed brick on the lower walls, exposed steel trusses, unobstructed floor space, and an abundance of direct natural light.

Along with the former Bank of Montreal (1928-9) and the former Hamilton Public Library (1913), the CN Station is one of Hamilton's finest surviving Beaux-Arts Classical buildings. As one of Schofield's most successful station designs, it ranks among Canada's most distinguished early 20th century railway stations of comparable size and has been recognized accordingly through designation under the Federal Heritage Railway Stations Protection Act.

### Designated Features

Important to the preservation of the CN Station are:

1. the original features of all four facades of the main building and attached concourse, including the limestone and brick masonry walls; original windows and doors (some of which, including the front entrance doors, have been replaced); the pedimented portico; the ornamental stone and bronze work; and the two remaining ramp and stair wells at the north end of the concourse.
2. the original features of the main floor lobby areas (main, ante and check lobbies) and ramp, including the terrazzo flooring, decorative coffered ceilings, marble wainscoting, classical columns and motifs, ornamental bronzework; and the undivided open space of the concourse, with its glazed brick, large windows and visible roof trusses.