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Nancy Smith

**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 36 HUNTER STREET EAST**

NOTICE OF INTENTION TO DESIGNATE

TO: The Ontario Heritage Foundation,
77 Bloor Street West, 7th Floor,
Toronto, Ontario.
M7A 2R9

HERITAGE POLICY BRANCH
MAY 03 1993
DIRECTOR'S OFFICE

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: 36 Hunter Street East.

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 27th day of April 1993.

Mr. J. J. Schatz,
City Clerk,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

Schedule "A"

REASONS FOR DESIGNATION

Former Toronto, Hamilton and Buffalo Railway Station (Proposed GO-Transit Centre)

36 Hunter Street East, Hamilton

The former Toronto, Hamilton and Buffalo (TH&B) Railway Station, situated on Hunter St. East at the head of Hughson Street, ranks as a major architectural landmark of Hamilton's downtown core. The station was constructed in 1931-33 by the TH&B Railway to serve as both a passenger/freight terminal and the company's headquarters. In 1977, Canadian Pacific Railway (CPR) bought control of the railway line and in 1981, the station ceased to function as a passenger terminal. Current plans are to restore and convert the station into the new GO-Transit Centre for rail and bus transportation. In 1991, the former TH&B Station was designated under the federal Heritage Railway Stations Protection Act.

The TH&B headquarters were designed by the New York architectural firm of Fellheimer and Wagner in a streamlined modernist style known as Art Moderne. Well-known for their spectacular railway stations in Buffalo and Cincinnati, the firm provided Hamilton with a high-styled modernist structure which was at the forefront of railway station design in Canada.

Context

The importance of the downtown railway terminal, located just three blocks south of the city's central Gore Park, was recognized in its siting. The station was placed on the cross-axis of Hughson Street, and Hunter Street was re-aligned to curve out in front of the building.

In a larger context, the TH&B Station's location at the southern end of Hughson Street corresponds to the Canadian National Railway (CNR) Station's location at the northern end. Both stations face towards the city centre and both were built in the same period, the CNR Station having been completed in 1931, just as construction began on the TH&B Station.

History

The 102-mile railway link between the three major cities came about in 1895 as a result of pressures to introduce competition to the Grand Trunk Railway; to provide the shortest land route to American rail lines; and to give new service along the Hamilton-Niagara corridor.

Established originally as a through-line for passenger and freight service, the TH&B Railway in 1899

constructed a beltline to the City's new industrial lands at the east end, thereby facilitating Hamilton's major industrial expansion of the early 20th century. So profitable was the freight traffic - business increased tenfold between 1901 and 1917 - that the company could elect in the middle of the Depression to build new facilities to replace the Victorian structure of 1895.

Architecture

Built of a steel frame construction with a cut-limestone exterior, the structure combines a central, stepped headquarters tower six-stories high over a two-story railway station, which extends laterally in low, rounded projecting wings. Concrete retaining walls stretch out horizontally from the station to connect to the bridges at James and John Streets.

Stylistically, the building achieves a unique combination of the modernist elements popular in the 1920's and '30's. Characteristic of the *avant-garde* International Style are the stepped office tower configuration and bands of windows which wrap around corners, a hallmark of the curtain wall construction made possible by the use of structural steel. Likewise, the smooth planar walls devoid of any traditional ornamentation, and, in particular, the curved walls of the lower stories, are typical of the streamlined Art Moderne style. Art Deco influence can be seen in the decorative treatment above the central vertical strip window.

The two-storey station, on the other hand, stands as a rare example of a pure Art Moderne public building. On the exterior and throughout the interior can be found the curved forms, polished metals and sleek machined detailing of this stream-lined version of the modernist movement. In the central focal point - the two-story concourse - the design of the architecture and the design of the interior fittings (fixtures, furnishings and signage) achieve total integration, inspired by the same lean industrial aesthetic.

Designated Features

Of importance to the preservation of the former TH&B Railway Station are the original features of all four exteriors, including the limestone walls; windows; entranceways, doors, and porticos; original signage, architectural ornamentation and flagpole; the concrete retaining walls; the platform structures; and the interior entrance lobby and semi-circular concourse, including the mezzanine and all original interior design features, including but not limited to the terrazzo floor, walls, ceiling, doors, columns, steel decoration, lighting and accessory fixtures, clock, wickets, signage, etc.