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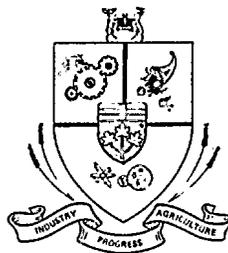
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SALTER HAYDEN  
B.A., A.M.C.T., M.A.  
Clerk



**TOWNSHIP OF WEST LINCOLN**  
Box 400, Smithville, Ontario L0R 2A0  
**OFFICE OF THE CLERK**

*Niagara*

Area Code 416  
Phone 957-3346  
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June 2, 1992

DIRECTOR'S OFFICE

JUN 09 1992

HERITAGE POLICY BRANCH

*Nancy Smith*

Heritage Branch  
Heritage Programs Section  
77 Bloor St. W., 2nd Floor  
Toronto, Ontario  
M7A 2R9

Dear Sir/Madam:

Re: Designation By-law No. 92-30

By copy of this letter I wish to advise that Council passed the following By-law at its meeting on June 1st, 1992:

**A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS "THE SMITHVILLE RAILWAY STATION", PART OF LOT 1 M-96, PARTS 1 & 2, PLAN 30 R-6328, 288 STATION STREET, VILLAGE OF SMITHVILLE, TOWNSHIP OF WEST LINCOLN AS BEING OF ARCHITECTURAL AND/OR HISTORICAL VALUE OR INTEREST.**

In accordance with Section 29 of The Ontario Heritage Act, R.S.O. 1990, please find attached a copy of said By-law.

Should you require further information or clarification in relation to this matter, it is suggested you contact our Director of Planning, Mr. James Fyfe.

Yours truly

*E. Packham*

Edith Packham (Mrs.)  
Assistant Clerk

EP/  
Encl.

cc: Mr. James Fyfe, Director of Planning

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THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN

BY-LAW NO. 92-30

A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS "THE SMITHVILLE RAILWAY STATION", PART OF LOT 1 M-96, PARTS 1 & 2, PLAN 30 R-6328, 288 STATION STREET, VILLAGE OF SMITHVILLE, TOWNSHIP OF WEST LINCOLN AS BEING OF ARCHITECTURAL AND/OR HISTORICAL VALUE OR INTEREST.

WHEREAS Section 29 of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18 authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest; and

WHEREAS THE Council of the Corporation of the Township of West Lincoln has caused to be served on the lands and premises at Part of Lot 1 M-96, Parts 1 & 2, Plan 30 R-6328, 288 Station Street, Village of Smithville, Township of West Lincoln and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks; and

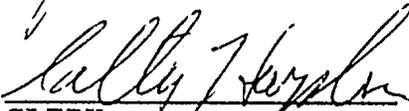
WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality:

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN enacts as follows:

1. There is designated as being of architectural and historical value or interest the real property at Lot 1 M-96, Parts 1 & 2 Plan 30 R-6328, 288 Station Street, Village of Smithville, Township of West Lincoln, more particularly described in Schedule "A" attached hereto.
2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" in the proper land registry office.
3. The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks.

READ A FIRST TIME THIS 1st DAY OF JUNE, 1992.

  
MAYOR

  
CLERK

READ A SECOND AND THIRD TIME AND FINALLY PASSED THIS 1st DAY OF JUNE, 1992.

  
MAYOR

  
CLERK

**CERTIFIED TO BE A TRUE COPY**

  
CLERK, Township of West Lincoln

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN

BY-LAW NO. 92-30

A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS "THE SMITHVILLE RAILWAY STATION", PART OF LOT 1 M-96, PARTS 1 & 2, PLAN 30 R-6328, 288 STATION STREET, VILLAGE OF SMITHVILLE, TOWNSHIP OF WEST LINCOLN AS BEING OF ARCHITECTURAL AND/OR HISTORICAL VALUE OR INTEREST.

Read a first, second and third time and finally passed this 1st day of June, 1992.

CLERK

## SCHEDULE "A"

### REASONS FOR DESIGNATION

"THE SMITHVILLE RAILWAY STATION", PART OF LOT 1 M-96, PARTS 1 & 2, PLAN 30 R-6328, 288 STATION STREET, VILLAGE OF SMITHVILLE, TOWNSHIP OF WEST LINCOLN.

The Smithville Railway Station is recommended for designation for its architectural and historical significance.

This station is an important part of the heritage of West Lincoln. It is a reminder of a successful struggle by local citizens a century ago to ensure that the railroad would pass through Smithville. To commemorate the way people of this area lived and worked and what they accomplished during the great years of the railroads - specifically the Third Railway Era (from the 1890's until World War I) - it is vital that this memorial be kept alive.

The station, with its open space and clear vista has become a landmark much admired for its architectural design and whimsical decoration.

Architecturally, the station is a one storey frame building with a narrow corner turret situated to the right at the front of the station. It has a broad, medium pitched hip roof with a gable mid center both north, south and to the east. It is on grade with the surrounding property.

It is the only extant Canadian Pacific station of this type. The Station has vertical wooden siding extending from below the eaves to just below the windows where horizontal wooden siding extends to ground level.

A geometric pattern applied in wood in fine detail is seen in the gables overhanging the wooden imbricated patterned shingles and bordering these shingles at the bottom. This same pattern encircles the turret just below the roof.

There is a frieze of green wooden boards in a sawtooth pattern under the eaves of the building. There is a large fixed, semi-circular window on the north facade as well as a similar one on the south, the panes of each forming a fan pattern. The windows of the turret base are double hung, 2/2 with etched glass in the transom lights above them. The north windows - those of the operator's bay are fixed with three windows of four panes each and a transom over each window.

Originally the interior was comprised of a baggage area to the east, an operator's bay and the station waiting area of which the turret is part of.

Built in 1903, the station replaced a previous one erected in 1895. This became a main transportation corridor transporting people, mail and freight to areas throughout the country.

All of the above are reasons for designation of this property as of historical and architectural importance.