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# TOWN OF TILLSONBURG

Municipal Offices — TOWN CENTRE MALL  
200 Broadway, Second Floor

June 16, 1994

Ontario Heritage Foundation  
10 Adelaide Street East  
Toronto, Ontario  
M5C 1J3

RE: Designation of the Tillsonburg Lake Erie & Pacific Railway  
Station

Please be advised that the Council of the Corporation of the Town of Tillsonburg passed by-law number 2676 in June 14, 1994 to designate 41 Bridge Street West as a property of architectural and/or historical value and interest.

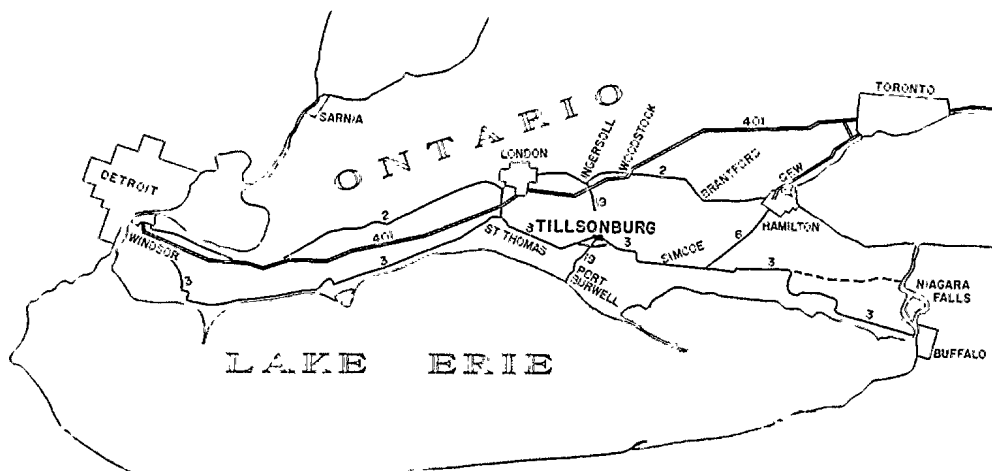
A copy of the by-law is attached for your confirmation.

Yours truly,



Brad Bartlett  
Deputy Clerk

cc: Tillsonburg Craft Guild  
Tillsonburg Architectural Conservation Advisory Committee



Tillsonburg, Ontario N4G 5A7  
Phone (519) 842-6428  
Fax (519) 842-9431

JUN 28 1994

RECEIVED  
PLANNING

Oxford

THE CORPORATION OF THE TOWN OF TILLSONBURG

BY-LAW No. **2676**

A BY-LAW to designate certain property as being of Architectural and/or Historical value or interest.

WHEREAS Section 29 of The Ontario Heritage Act, R.S.O. 1990, 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 historical value or interest; and,

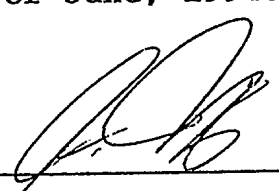
WHEREAS the Council of the Corporation of the Town of Tillsonburg has caused to be served on the owners of the lands and premises listed in Schedule "A" attached hereto and upon the Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real property and has caused such Notice of Intention to be published in the Tillsonburg News once for each of three consecutive weeks commencing the 9th day of May, 1994.

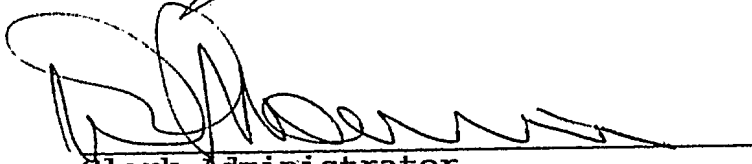
WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality.

BE IT THEREFORE ENACTED by the Council of the Corporation of the Town of Tillsonburg as follows:

1. The real properties more particularly described in Schedule "A" attached hereto are hereby designated as being of architectural and/or historical value or interest as specified in Schedule "A".
2. The Town's solicitor is hereby authorized to cause a copy of the by-law to be registered against the property described in Schedule "A" hereto in the Land Registry Office for Oxford (No. 41).
3. The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the aforesaid properties and on the Ontario Heritage Foundation and to cause notice of the passing of the by-law to be published in the Tillsonburg News once for each of three consecutive weeks.
4. Schedule "A" to this by-law shall form part of this by-law and is hereby declared to be a part of this by-law as if written and incorporated herein.

READ a FIRST, SECOND and THIRD TIME, PASSED, SIGNED, SEALED and NUMBERED **2676** this 14th day of June, 1994.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Clerk-Administrator

SCHEDULE "A"

to

Town of Tillsonburg

By-Law No. **E2676**

Designated Properties of Historical or Architectural Value

<u>Municipal Address</u>	<u>Legal Description</u>	<u>Owner</u>	<u>Reason for Designation</u>
41 Bridge Street West	Part Lots 732, 734, 735 and 736 and part of Hale Street, Ref. Plan 41R-1941, Pt.2	The Corporation of the Town of Tillsonburg	The Tillsonburg Lake Erie and Pacific Railway, chartered in 1890, was largely the creation of John Teal of Vienna, Ontario. It eventually ran from the Village of Port Burwell to the Town of Ingersoll, and was taken over by the Canadian Pacific Railway in 1905. The station was originally on King Street in the Town of Tillsonburg, along side of the Tillsonburg Lake Erie and Pacific Railway tracks, and was built by Thomas Murphy in 1898. When the line was abandoned, and the land sold to the Town of Tillsonburg in 1990, it became superfluous, and was moved to its present site in 1992, west of the Great Western Railway Station on Bridge Street. Its design is cruseform in plan, of frame construction, clapboard siding, the longer axis of the station is parallel to the (then) tracks. A verandah roof extends around most of its perimeter, although its floor has disappeared. The Railway Station's value is twofold. It is a design once commonplace in smaller centres, but is fast disappearing. Perhaps more important, it is the sole remaining reminder of a railway inspired by, and built by local endeavour.