



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

---

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

**CITY OF NIAGARA FALLS**

**By-law No. 99-...108**

A by-law to designate the property at 4267 Bridge Street, known as the Canadian National (originally Great Western) Railway Station, to be of historic and architectural value and interest.

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

AND WHEREAS The Corporation of the City of Niagara Falls has caused to be served upon the owner of the property described in Schedule "A" hereto and upon the Ontario Heritage Foundation, notice of intention to designate the property and has caused such notice of intention to designate to be published in a newspaper having general circulation in the municipality on November 14, 1998;

AND WHEREAS the reasons for designation are set out as Schedule "B" hereto;

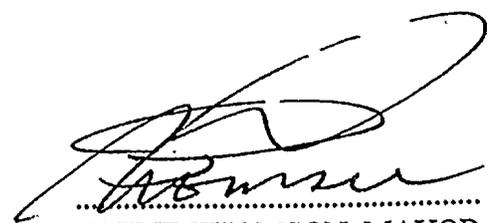
AND WHEREAS no notice of objection to the proposed designation has been served upon the Clerk of the municipality.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:

1. The property, more particularly described in Schedule "A" hereto, known as the Canadian National Railway Station, is hereby designated to be of historic and architectural value and interest.
2. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper Land Registry Office.
3. The City Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the property and upon the Ontario Heritage Foundation, and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Niagara Falls.

Passed this 31st day of May, 1999.

  
 .....  
 E. C. WAGG, CITY CLERK

  
 .....  
 WAYNE THOMSON, MAYOR

First Reading	May 31, 1999
Second Reading	May 31, 1999
Third Reading	May 31, 1999

I, the undersigned, Clerk of the Corporation of the City of Niagara Falls, hereby certify the foregoing to be a true and correct copy of.....  
 BY-LAW NO. 99-108

of the said City. Given under my hand and the seal of the said Corporation this 15TH day OF NOVEMBER 19 99.

  
 .....  
 E. C. WAGG, C.M.O. Clerk

**SCHEDULE "A" to By-law No. 99-**

All and singular that certain parcel or tract of land and premises situate, lying and being in the City of Niagara Falls, in the Regional Municipality of Niagara, formerly Village of Elgin, and being composed of Part of Lot 92 (Village Lots numbers two, three and four of the Village of Elgin and being part of Block number B in the said Village being part of Block number B in the said Village) being in the Township of Stamford.

As previously described in Instrument No. 958.

**SCHEDULE "B" to By-law No. 99-**

**SUMMARY OF HERITAGE SIGNIFICANCE**

**HISTORY:**

On December 16, 1852, the Great Western Railway purchased three lots on the north side of Bridge Street from Phillip Bender for the sum of 1,000 pounds. The construction of the railway yards and buildings began immediately and the first trains arrived in Niagara Falls (then Elgin) from Hamilton in November 1853. The railway brought a period of great prosperity to the town. In 1855 a suspension bridge across the Niagara River gorge connecting the Niagara Falls, Canada with Niagara Falls, New York was completed. Niagara Falls became a high-traffic rail town and a popular tourist destination and an international gateway to a growing Canada West. On April 1, 1879 the original train station was destroyed by fire. By November 1879 a new and distinctive station opened to serve the town of 2,000 residents and the growing influx of visitors. From its completion in 1879 until the years of Second World War, the Station on Bridge Street maintained an important role as a transportation centre and community hub in downtown Niagara Falls. The Great Western Railway was purchased by the Grand Trunk Railway in 1882 and was absorbed by the Canadian National Railway Company in 1923. The Station has welcomed Kings and Queens of England and was the point of departure for many of Canada's service personnel going to war. Today, the Railway Station maintains its passenger service function for VIA and Amtrak trains bound for Toronto and New York City.

**ARCHITECTURE:**

The Railway Station holds a prominent position on Bridge Street at the head of Erie Avenue. The building consists of a tall two storey central section flanked by one storey wings. The eastern wing was partially demolished in 1967 so that the building is no longer perfectly symmetrical. The station is an excellent example of Gothic Revival style from the third quarter of the nineteenth century.

The building is constructed of red brick laid in Flemish bond. A brick plinth forms a transition between the foundation and the upper walls. At the first floor window sill level three courses of brick are laid to form an inset decorative band; this detail is repeated on the front and rear facades between the first and second floor levels. Further decorative brickwork is created at the upper portion of the window openings with three courses of corbelled brick. A corbelled brick frieze of projecting headers has been created where the wall meets the eaves. At the corners of the west wing the brickwork projects outward. The brick is soft and had been painted during the 1960's but removed in the late 1980's.

The window and door openings are variations of a Gothic arch. All openings have two limestone spring blocks and a keystone; the windows have limestone sills. The windows retain their original sash and glazing pattern of one pane over one. Above the doors are two pane glazed transoms. The entranced doors to the central section (originally separated men from women) are modern replacements. The wings retain wood two panel doors most of which are original. In the front central gable is a bull's eye opening surrounded by raised brick and 4 limestone blocks. A wood panel now fills the opening.

5

The roof is constructed in the form of a jerkin head where the gable ends have been clipped. A pointed gable is centrally placed in the front and rear of the central roof. Originally the gables were decorated with ornamental wood ginger bread trim. The roof was originally decorated with small peaked gables with trefoil pattern louvered openings. Under the eaves is a series of paired wooden brackets. The brackets have a heavy scrolled appearance with chamfered edges and applied trefoil pattern decoration. A heavy bed mould is situated under the eaves. The soffit consists of tongue and groove panels.

The building has been designated under the Heritage Railway Stations Protection Act.