

## HISTORIC SITES AND MONUMENTS BOARD OF CANADA

### RAILWAY STATION REPORT

**Title:** Canadian National Railways Station  
Port Colborne, Ontario

**Source:** Anne M. de Fort-Menares, Toronto

# RSR-219

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## INTRODUCTION

In 1925 the Canadian National Railways (CNR) built this station at 265 King Street, in Port Colborne, Ontario (Figures 1-3) when federal redevelopment of the Welland Canal through the former station site necessitated a relocation of facilities. Tracks from the former yard cross a lift bridge to the new station on the west side of the canal, where the town centre was situated.

Port Colborne was a product of transportation and shipping requirements at both the regional and national levels, beginning as a terminus of the Welland Canal in 1833, becoming a junction for the Buffalo and Lake Huron and Welland railways in 1858, and handling 60 million bushels of grain through government elevators in the 1920s. Despite rampant industrial development in the 20th century, the town's economic base was dependent on external forces, and industrial stability began disintegrating in the 1960s, coincident with the reduction of rail services and the gradual decline of the urban core. At present only one freight train a week passes the station, long closed to passengers.

Architecturally the station represents the distinctive appearance of 1920s CNR work in its materials and design. It is prominently located between the Welland Canal and the central intersection of Port Colborne's downtown.

## HISTORICAL ASSOCIATIONS

### Thematic

Increasing grain yields in the west precipitated a third era of Canadian railway expansion at the beginning of the 20th century. In the years before the First World War most of the activity involved the building of new transcontinental lines and the expansion of western facilities, but the effects of the enlarged system rippled down through time and geography. Although the

Port Colborne station was built at the end of that wave, expansion plans had been begun in 1912 with the purchase and lease of adjacent lands.<sup>1</sup> The new station was also a product of government intervention, in the national interest, in the shipping facilities of Port Colborne. Expropriation of land for further development of the Welland Canal began in 1912 as well, and all work was delayed by the war.<sup>2</sup> Port Colborne was favoured by its promoters as the easternmost point of deep water transportation of raw materials from the west, and being close to the "big markets" of the east, it was considered an ideal point for manufacturing, and as a distribution point as well as being a more convenient port than Buffalo.<sup>3</sup>

The Niagara peninsula was of strategic importance in the emergence of Canada's rail network, occupying a position parasitically dependent on and exploitative of American commerce. As a frontier crossing, the peninsula attracted development ventures early on. Promoters of new railways focussed on keeping traffic within the country, and on diverting American freight across the peninsula as the shortest distance between Michigan and Buffalo. Similar tactics had supported funding for the Welland Canal in the 1830s, connecting Lake Erie with Lake Ontario through its terminal points of Port Colborne and Port Dalhousie. The Great Western Railway (GWR), which was the earliest important system in Ontario, was the first to build through the peninsula area. A line from Hamilton to the Suspension Bridge over the Niagara River opened in 1854, and was extended to Toronto and Windsor in 1855. As a Lake Erie port connecting to both canal and railway routes, Port Colborne held a relatively strong position in the overall shipping scheme, which was essentially transcontinental in outlook.

The potential financial advantage of the peninsula may have been overestimated, and most grain continued to be shipped to New York rather than Montreal, but the area was quickly crisscrossed by rail lines which generated local traffic. The Grand Trunk, having already swallowed the GWR in 1882, bought up the Welland Railway in 1884, apparently in a monopoly bid to keep the Canada Southern, a railway controlled by the Michigan Central, from further encroachment.<sup>4</sup> The GTR controlled grain shipping through Port Colborne and the Welland Canal, and owned the elevator built by the Welland Railway in 1859. Until the construction of government elevators in 1904, it was the only elevator in the port.<sup>5</sup>

Although the GTR elevator did "a rushing business" in 1900, the increased flow of grain from the prairies spilled over to Buffalo instead of Canadian ports. Following investigations and hearings begun in 1904, the government finally stepped in to build new facilities "to develop the Canadian marine transportation system." Enlargements of the harbour were undertaken in 1914 and again in 1922, raising the total capacity of Port Colborne to over 4 million bushels. The billion bushel crop predicted for the 1930s never materialized, but the 1920s were a time of great

optimism, nationally and locally, concerning transportation and product yields.<sup>6</sup> The modern station built by the CNR at a time when nearly no new construction was happening across the system indicated the company's commitment to shipping facilities at Port Colborne.

### Local Development

The station was built in 1925 as part of a complete rearrangement of tracks, yard and buildings in Port Colborne in consequence of the realignment of the Welland Canal through the previous station grounds.<sup>7</sup> Historically, railways had followed the east side of the canal, and communities had developed on the west; the relocation of the CNR to the west side altered that relationship and introduced railway facilities into the downtown, much to the consternation of civic officials.<sup>8</sup>

Since the completion of the first Welland Canal in 1833, Port Colborne, which changed its name in that year from Gravelly Bay, had been an important point as the Lake Erie terminus of the canal and of the ensuing Welland Railway.<sup>9</sup> The railway opened in 1859, six years after upgrading of the second Welland Canal widened and deepened the channel to accommodate larger freighters. The canal never quite matched the capacity of contemporary vessels, which always drew more water than the canal contained, despite three stages of expansion. This discrepancy between ship and canal volumes required the construction of grain elevator and rail facilities to "lighten" the ships and carry the excess freight across the peninsula to Port Dalhousie, where the material could be reloaded or shipped out across Lake Ontario.<sup>10</sup>

Port Colborne was also a station on the Buffalo and Lake Huron Railway, which opened from Fort Erie to Goderich in 1854.<sup>11</sup> It was funded by Buffalo businessmen to intercept freight being shipped east from Chicago and Lake Michigan ports, and to protect Buffalo from being bypassed if a trunk route were completed through Canada from the west (e.g., Detroit) to Portland.<sup>12</sup> Despite its larger ambitions, the line effectively only moved goods to the canal from the agricultural hinterland. To build the enlarged canal and the railway, 30,000 acres of marshland was drained and put under cultivation, thereby increasing mercantile opportunities in the peninsula.<sup>13</sup> Port Colborne began attracting substantial industries in the 1860s, and the discovery of natural gas in the vicinity, fostering the formation of The Port Colborne Natural Gas, Light and Fuel Company, further expanded the industrial base.

Beach tourism was made possible in the 1880s by GTR tourist railways around Port Colborne, centred on the American plantation-owners' club at nearby Humberstone, opened 1888. Later at Lorraine, a summer colony east of Port Colborne, daily commutation to Buffalo was offered on the GTR after 1904.<sup>14</sup> Originally built to supplement water traffic, the railway eventually supplanted the canal for passenger traffic,

although recreational boating has revived canal fortunes in the last three decades.

After 1900 industrial growth reached new levels, with the founding of numerous manufacturers, and the establishment in 1908 of the Maple Leaf Milling Company complex on the lake, which is still an important railway customer. The Welland Canal was particularly useful for companies involved in resource extraction, so that cement, steel, and nickel companies located plants in the area.<sup>15</sup> The construction of an Inco refinery in 1918 brought what would be the town's largest employer and dominant industry.<sup>16</sup> Even without the impetus of necessity, the construction of a new station would have been a natural consequence of the rising industrial presence and booming agricultural yields.

After further upgrading of the port in 1955, it was thought that the opening of the St. Lawrence Seaway in 1959 would bring Port Colborne, and the Welland Canal, to their full potential, but the reliance of industries such as Inco on external market forces made the town susceptible to fluctuations in the international economy. Deterioration of the downtown occurred in the 1960s when the core was drained by suburban commercial development and unemployment resulting from plant closures.<sup>17</sup>

Recognizing the need to actively cultivate its autonomy in the region and attract new businesses, Port Colborne developed its first official plan in 1976. The city has since then promoted the creation of a balanced economy by stabilizing the traditional sectors in manufacturing and marine engineering, and developing tourism and retirement services. Tourism along the Welland Canal has been developed as a pan-peninsular project.

The railway station has weathered economic vicissitudes as well, but so far, lacks a promising future. The building is a product of Canadian grain and the industrial stability of Port Colborne in the 1920s, which the station supported. The improvement of harbour facilities, and the realignment of the Welland Canal in 1925-32, affected the whole downtown. New construction in the business district was occasioned by the relocation of existing concerns, and the opening of new ones.<sup>18</sup> In order to utilize the rail line of the Buffalo and Lake Huron Railway, which ran perpendicular to the canal, the CNR constructed a spur line off the old Welland Street Y junction on the east side of the canal so trains from the north could switch on to the main line (Figures 3, 4).<sup>19</sup> The new site for the station and freight sheds was selected by officials of the company and of the Board of Railway Commissioners over the strident objections of the town council and Chamber of Commerce.<sup>20</sup> The superiority of each agency's authority over another - of the railway over the town, and the federal government over the railway, are as clearly manifested in the built landscape now as they were in the economic profile of the 1920s. The station's location a short

block from the municipal office is the most obvious confirmation of the council's inability to sway railway officials.

## **ARCHITECTURE**

### Aesthetic/Visual Qualities

In materials, form, and appearance, the Port Colborne station perpetuates the historical image of the community railway station while adopting the contemporary style used by CNR during the 1920s (Figure 5). The long horizontal roofline, unbroken here except for a square dormer continuing the line of the operator's bay, was an enduring feature of Canadian stations that symbolized shelter through the recurring motif of overhanging eaves, typically bracketed or with exposed rafters. The moderately steep hipped roof favoured by CNR during the 1920s organizes the various functional elements and gives a somewhat domestic appearance to a building type representing the public face of what had been one of the strongest manufacturers in the country. In these years the company moved to two-tone brick cladding that continued the familiar tradition of colour-banded timber stations, without the lively surface textures of those predominately 19th century buildings. Above a concrete foundation, the lower walls are a ribbed dark brown brick (called "dark buff" in the press) topped by a soldier course on which the larger windows rest. Upper walls are a smooth, light buff brick laid in a cross Flemish bond with neat, raked pointing in pinkish mortar. The upper slopes of these joints are dark, which may have been a black wash, or may simply be the accumulation of soot (Figure 6). Outer corners are reinforced by concrete insets in the soldier course. Where earlier stations generally had cast iron angles or bollards around freight doors, here there is no special protection.

Fenestration in stations of this period tends to be organized to express interior function. The south side of the express office, for example, is symmetrical around a loading door, but windows on its north elevation distinguish between storage and office spaces (Figures 7-9). Public windows, such as those in the waiting room, are six-over-six double hung sash. Windows lighting the service spaces were four or six-light casements, mostly paired. Doors were half-glazed, with six lights in the upper panel, under a transom.

The operator's bay is given additional prominence by a dormer which supported the semaphore signals. The dormer is the only break in the austere volume of the building, but even so, it is restrained by the roofline and eave edge. The building is very neatly boarded up, so the openings at present are blind panels. The brick work shows widespread efflorescence, usually a sign of moisture in the walls, while vandalism seems to be limited to

materials strew around inside (Figure 10). Generally, however, the station's condition appears sound.

The station was built for \$31,326.22, a sizeable sum despite the use of economic materials like galvanized iron instead of copper, asbestos roof shingles instead of slate, and exposed brick interiors.<sup>21</sup> Railway allocations for new construction in the early 1920s were minimal; most work concerned grade separations, bridges, and track improvements. Consequently, this station has few contemporaries in the CNR portfolio, and its design counterparts are even scarcer. Several stations were built in northern Ontario, partly in conjunction with the rationalisation of tracks and facilities following the creation of the CNR, but they typify the two-storey divisional point type. In southern Ontario, the 1924 Huntsville station was the only one built within four years of Port Colborne (Figure 11).

Port Colborne station fits within the trend of the company to simplify the appearance of stations by reducing ornament, relying on tough brick walls, compact pavilion massing and sweeping rooflines to suggest monumentality in even the smaller stations. Between 1906 and 1930, the GTR and CNR had shifted from pretty, cottagey, frame structures like Maple (Figure 12, RSR 139; designated) and from the romantic towers of a Grimsby type, to a more pragmatic aesthetic employing lower-maintenance, fireproof materials, such as brick and terrazzo, and boxy, if long forms relieved by a series of planar recessions (Figure 13). Port Colborne is simpler than its earlier antecedents, lacking the surface nervousness of a station like Orillia (RSR 203; designated), and yet more elegant in the incorporation of express facilities as a separate but attached building.

### Functional/Technological Qualities

The station is massed under one roof as two separate blocks connected by a breezeway, a continuous covered concrete platform open to both elevations. Functions are differentiated externally by the size and type of openings, and by plane breaks in line: small, high windows for service spaces; the short square tower of the operator's bay supporting signal devices, since removed; and the slight projection of the eaves over the larger openings along part of the south elevation (Figures 9, 14). Power has been shut off, making detailed appreciation difficult, and the interior suffers from the effects of careless closure, vandalism, and physical neglect. The waiting room is full of broken wallboard, fallen acoustic tiles, glass, and abandoned supplies (Figures 15, 16). The original configuration has been only slightly modified by a change in approach to the lavatories, and construction of a wall to enclose a public vestibule.

Initial plans for the building, dating from 1924, were a reverse of what was actually built in 1925. As constructed, the east section contained the express office, with baggage and waiting rooms in the larger west block. When the new building opened,

the interiors were praised for being more convenient than the old.<sup>22</sup> Rest rooms were "well-lighted and up-to-date;" they are smallish rooms, the men's enjoying windows on the platform, the women's on the south, with a small lobby between them. Originally, both had anterooms with entrances off the waiting room.

The waiting room has been slightly reconfigured by the addition of one screen wall to the entrance lobby, whose partitioning approximates the detailing of the 1920s (Figure 16). In keeping with the simple profiles (cornice lintels and flat surrounds) of the Arts and Crafts trim, finishes were dark oak, with a brown burlap wainscot and cream tinted walls. The terrazzo floors have been covered with a type of composite tile, and the coved ceiling is mostly concealed behind a dropped ceiling. Through missing tiles, it can be seen that the coving has been interrupted for changes near the vestibule area. The ticket office was part of the operator's bay, defined in plan and elevation by the low square tower. According to plans and press reports, two of the three wickets were for passengers, and one was for conductors; the last was the window, now closed, on the east side.

Beyond the washrooms was the baggage room, reached only from the covered way. It was finished in exposed brick, with a hardwood floor, and simple board partitions and cupboards. Moisture damage is evident on the outer walls. The room was illuminated by pairs of four-light casements rather high in the wall. A ceiling at about 12 feet left a large attic space above for the roof truss.

The express office across the breezeway was also sparsely finished, with exposed brick interior walls, a high board ceiling, wood floors, and rail-mounted sliding doors (Figure 17). The floor is lifting and in parts rotting under roof leaks, particularly at the west end. The open interior space is perfunctorily divided by a glass and board partition about seven feet high marking out an office on the north side. The counter has been removed.

The breezeway itself is dignified by a beaded wood ceiling. Loading and door openings were marked by simple soldier course lintels, although the baggage room has a second, smaller door opening without the lintel that probably represents a later incursion (Figure 18).

Practical in its clear separation of traffic and activities, the design was nonetheless unusual in keeping baggage out of the ticketing area, in having a plan that required task-dedicated staff for each part of the building, and in creating the open breezeway. This last was probably useful for protecting baggage and even sheltering passengers, since the front overhang is quite modest. Visually, the breezeway helped to keep the town side of the station "open" without actually having southside entrances. Indeed, nothing about the design is oriented to acknowledge the

importance of the town's business centre to the south, such as might have been provided by the common solution of a through-plan waiting room. Overall, the design suggests greater concern for traffic handling than for passenger convenience. Express services were typically contained in separate buildings, so that their inclusion under one roof may simply reflect the benefits of planning the coordination of functions.<sup>23</sup>

## ENVIRONMENT

### Setting

The station site vividly illustrates the confluence of disparate modes of transportation as developmental forces in Port Colborne. The Welland Canal parallels the approach of highway 50 from the north (King Street), as do different stages of the canal all across the Niagara peninsula. The tall towers of the railway and road lift bridges are the most conspicuous elements of the canal alongside the station site, where the wide channel is riven by historic abutments. The peninsular street railway service of the Niagara, St. Catharines, and Toronto electric railway terminated opposite the station (Figure 19). Endemic to the decline of railway activity is the stultification of the immediate surroundings by parking lots, the overgrown abandoned siding, and the construction of a dreary strip mall opposite the station to the north.

Despite the amorphous quality of the immediate surroundings, the building bridges the commercial and cultural cores. The community museum opposite the station and north of the tracks comprises a historic house and other historic buildings, taken to the site along with outdoor marine artifacts, all dispersed around the property. The central public library is just north of the museum. To the south, parking lots behind and opposite the station abut the municipal office, major banks, and main street businesses. The western part of these lands was the site of the freight shed and a wooden platform, flanked by spur sidings (Figure 20). Shunting was confined to the western end of the site, a small concession offered by the railway to the town, which protested the location of the sheds and the track that would cause obstruction of vehicular traffic.<sup>24</sup> To the east a public path alongside the canal leads to the harbour outlet, where businesses concentrate on marine and tourist provisioning.

The relation to the tracks is explicit. The fragmented asphalt platform is not much higher than the rails, without a distinct curb. Platform and track are weedy, visually united in shared neglect.

## Community Status

Port Colborne established a LACAC (Local Architectural Conservation Advisory Committee) to advise council on matters regarding built heritage in 1979. Local guidelines for designation give priority to buildings over 100 years old which are regarded as architecturally or historically significant,<sup>25</sup> and the preferred procedure is for owners to approach the town. The committee does not consider the CNR station an "outstanding railway building" and after consideration, has no intention of seeing the building designated.<sup>26</sup> It is difficult to determine if there is other community interest in the station.

## Endnotes

- 1 "Grand Trunk Railway Construction, Betterments, Etc.," Canadian Railway and Marine World (CRMW), March 1912, p. 138.
- 2 Renato Salerno, The Transformation of a non-metropolitan urban centre: A Case Study of Port Colborne, Ontario (Toronto: York University Department of Geography Discussion Paper No. 41, 1991), p. 8.
- 3 "Completion of New Elevator marks a Step Forward in Town's Growing Importance as a Grain Center," Port Colborne Citizen (21 August 1924), p. 8.
- 4 A. W. Currie, The Grand Trunk Railway of Canada (Toronto: University of Toronto Press, 1957), p. 255.
- 5 "Completion of New Elevator...", Port Colborne Citizen (21 August 1924), p. 1.
- 6 Ibid., pp. 1,8.
- 7 The complete works involved were reported in CRMW (December 1924), p. 611, as follows: "Port Colborne terminal tracks: The Board of Railway Commissioners has authorized laying of additional tracks across Welland St., Port Colborne Ont.; the building of a connection north of the main line on Welland St., crossing Fraser and Alma Streets; changing the location of its station from the east to the west side of the canal between Canal and King Streets; laying two additional tracks across Elm St.; laying additional tracks and lead of turn out across Catherine St.; building two Y connections between Dunnville Subdivision and the Niagara, St. Catharines and Toronto Railway; building a Y connection across Prince St. i altering alignment of Dominion Government elevator spur across the intersection of Fielden and Park Streets laying additional track across Fielden St.; and approving location plans, etc., for a new station building."

- 8 "C. N. Railway Officials Refuse to Locate Freight Sheds on East Side," Port Colborne Citizen (24 January 1924), p. 1.
- 9 Incorporated in 1853 as the Port Dalhousie and Thorold Railway, the name changed to Welland in 1857 after receiving Parliamentary approval to extend to Port Colborne. John N. Jackson and John Burtniak, Railways in the Niagara Peninsula. Their Development, Progress and Community Significance (Belleville: Mika Publishing Company, 1978), p. 67.
- 10 This dilemma is most clearly explained in "Completion of New Elevator Marks a Step Forward in Town's Growing Importance as a Grain Center," Port Colborne Citizen (21 August 1924), p. 8.
- 11 Incorporated in 1852 as the Brantford and Buffalo Joint Stock Railway Company, the railway linked with the Great Western in 1854 at Paris but was unable to complete its line. It reincorporated in 1856 as the Buffalo and Lake Huron Railway and was absorbed by the Grand Trunk in 1870. Jackson and Burtniak, op. cit., pp. 91-4.
- 12 Currie, op. cit., p. 246.
- 13 Salerno, op. cit., pp. 5-6.
- 14 Jackson and Burtniak, op. cit., p. 116.
- 15 Salerno, op. cit., pp. 7-8.
- 16 Salerno, pp. 10-11, 22, and passim, suggests that Inco "sapped" other industries and possibilities for private enterprise by its dominance of the labour market, and that ultimately the reliance on a single industry crippled the town's economy.
- 17 Salerno, op. cit., p. 24.
- 18 "Expect to Rush Completion of New C.N.R. Depot on King St.," Port Colborne Citizen (28 August 1924), p. 1.
- 19 "Freight Sheds for West Side," Port Colborne Citizen (6 November 1924), p. 1.
- 20 While the railway pointed out that the business centre was a logical and time-honoured place for both station and freight shed, the Port Colborne representatives sought to secure a subway under King Street, or at least a written agreement insuring the town against undue obstruction of traffic at the level crossings of the main streets, and of "reasonable protection" at the crossing on King and Catharine Streets. "Railway Board Members Inspect Proposed Sites," Port Colborne Citizen (29 May 1924), p. 1; "C.N. Railway

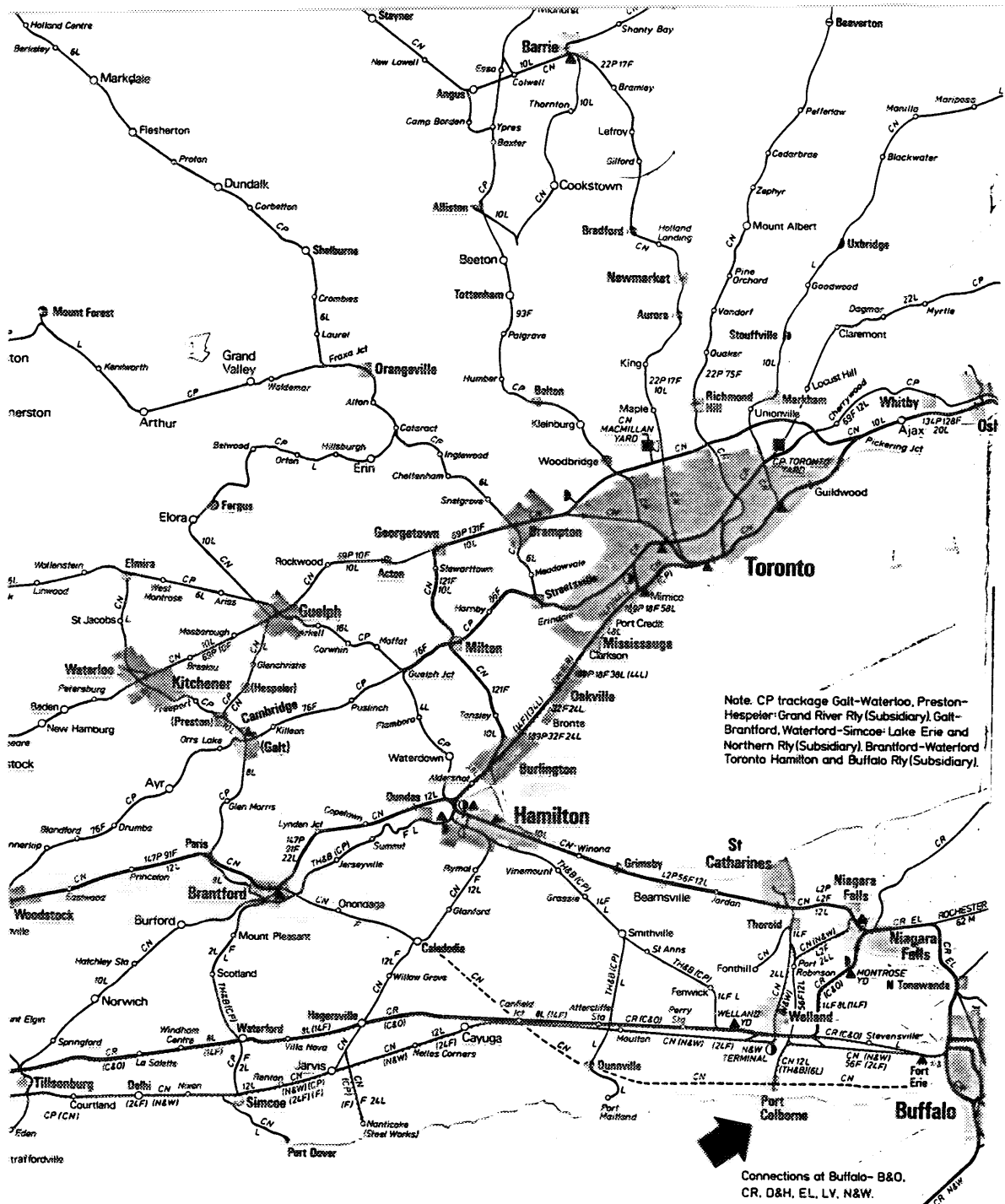
- Officials Refuse to Locate Freight Sheds on East Side," Port Colborne Citizen (24 January 1924), p. 1.
- 21 The price is noted on "New Station as Constructed Port Colborne," Drawing C 1976. National Archives of Canada, National Map Collection (NMC) 96851.
- 22 "New Canadian National Station Officially Opened," Port Colborne Citizen (15 January 1925), p. 1.
- 23 GTR bought the stock of Canadian Express in 1891, a deal that gave the railway over half of the gross revenues of the Express company. Currie, op. cit., p. 343.
- 24 "C.N. Railway Officials....," op. cit., p. 1.
- 25 "Proud of Port Colborne's Heritage," a 1986 brochure explaining the purpose of LACAC.
- 26 Kim Roberts, Technician, Planning Department, Town of Port Colborne, in conversation with the author 20 September 1993.

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



- 1 Canadian National Railways Station, Port Colborne, Ontario. Built 1925. North front elevation from the west. (A. M. de Fort-Menares, 1993.)

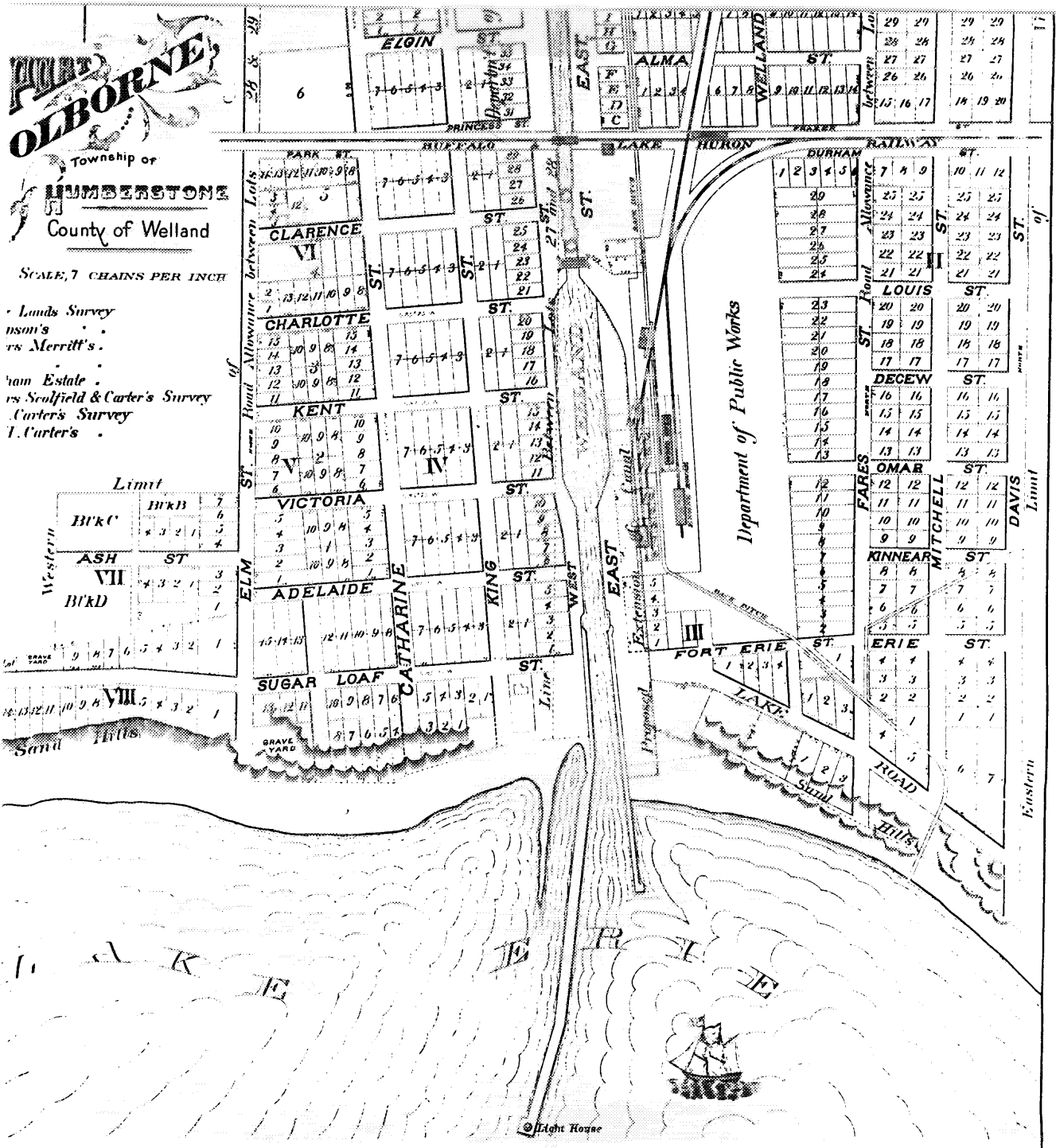
# CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



2 Location of Port Colborne. (Railway Map of Southern Ontario [Guelph: Clyde Publishing Ltd., (1984)].)



**CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO**



**PORT COLBORNE**  
 Township of  
**LUMBERSTONE**  
 County of Welland

SCALE, 7 CHAINS PER INCH

Lands Survey  
 nson's  
 vs Merritt's.  
 from Estate  
 vs Scoufield & Carter's Survey  
 Carter's Survey  
 I. Carter's

Limit

Block	7	6	5	4
Block	3	2	1	3
Block	4	3	2	1
Block	5	4	3	2
Block	6	5	4	3
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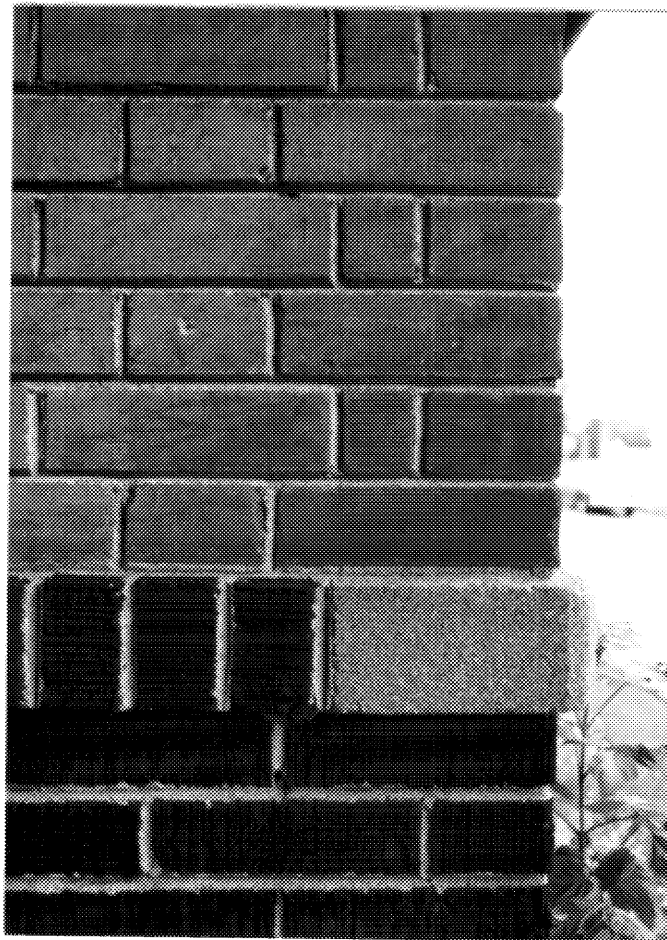
4 "Port Colborne," showing original location of the GTR station on the east side of the Welland Canal, and the junction with the Buffalo and Lake Huron Railway. (H. R. Page Illustrated Historical Atlas of the Country of Welland, 1876, p. 57.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



5 "New C.N.R. Station, Port Colborne." (Collection Port Colborne Museum, photo ca. 1925.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



6 Port Colborne Station, detail of masonry. (A. M. de Fort-Menares, 1993.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO

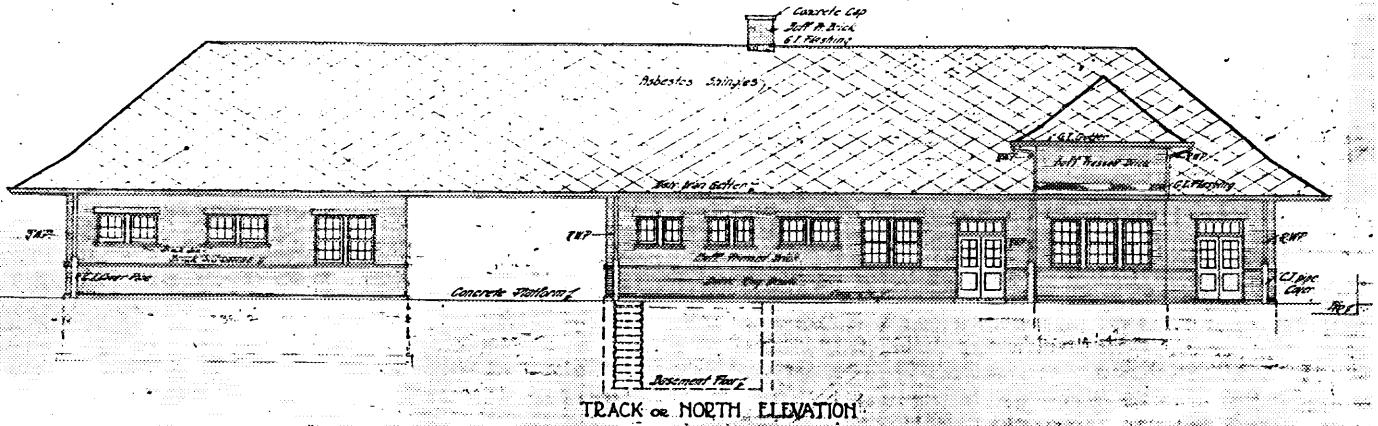


7 Port Colborne station, south side. (A. M. de Fort-Menares, 1993.)



8 Port Colborne station north side. (A. M. de Fort-Menares, 1993.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



9 "Track or North Elevation, New Station as Constructed, Port Colborne," Canadian National Railway, Office of the Chief Engineer, Toronto, November 1925. (National Archives of Canada [NAC] National Map Collection [NMC] 96851.)



10 Efflorescence on the brick, south side of express building. (A. M. de Fort-Menares, 1993.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO



11 CNR station at Huntsville, Ontario, of 1924, taken shortly after construction. (Courtesy Huntsville Museum.)

CANADIAN NATIONAL RAILWAYS STATION, PORT COLBORNE, ONTARIO

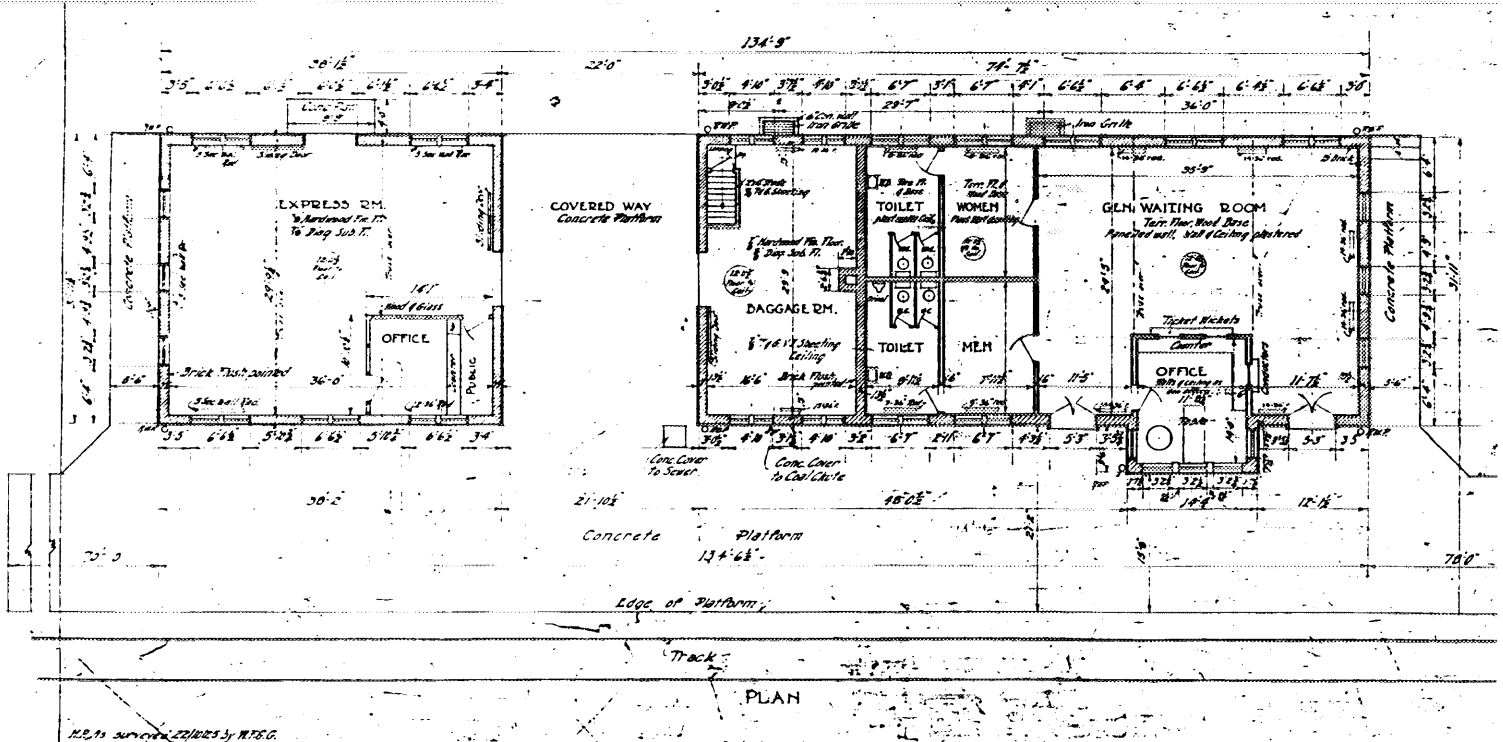


12 Former GTR station at Maple, Ontario, of 1904. (A. M. de Fort-Menares, 1993.)



13 St. Marys CNR station, built in 1912. (Elizabeth Willmott, Meet Me at the Station [Toronto: Gage Publishing, 1976], p. 55.)

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14 "Plan, New Station as Constructed, Port Colborne." Canadian National Railway, Office of the Chief Engineer, Toronto, November 1925. (NAC, NMC 96851.)

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15 Port Colborne interior of waiting room, east partition wall. (A. M. de Fort-Menares, 1993.)



16 Arts and Crafts door trim in entry vestibule, north of waiting room. (A. M. de Fort-Menares, 1993.)

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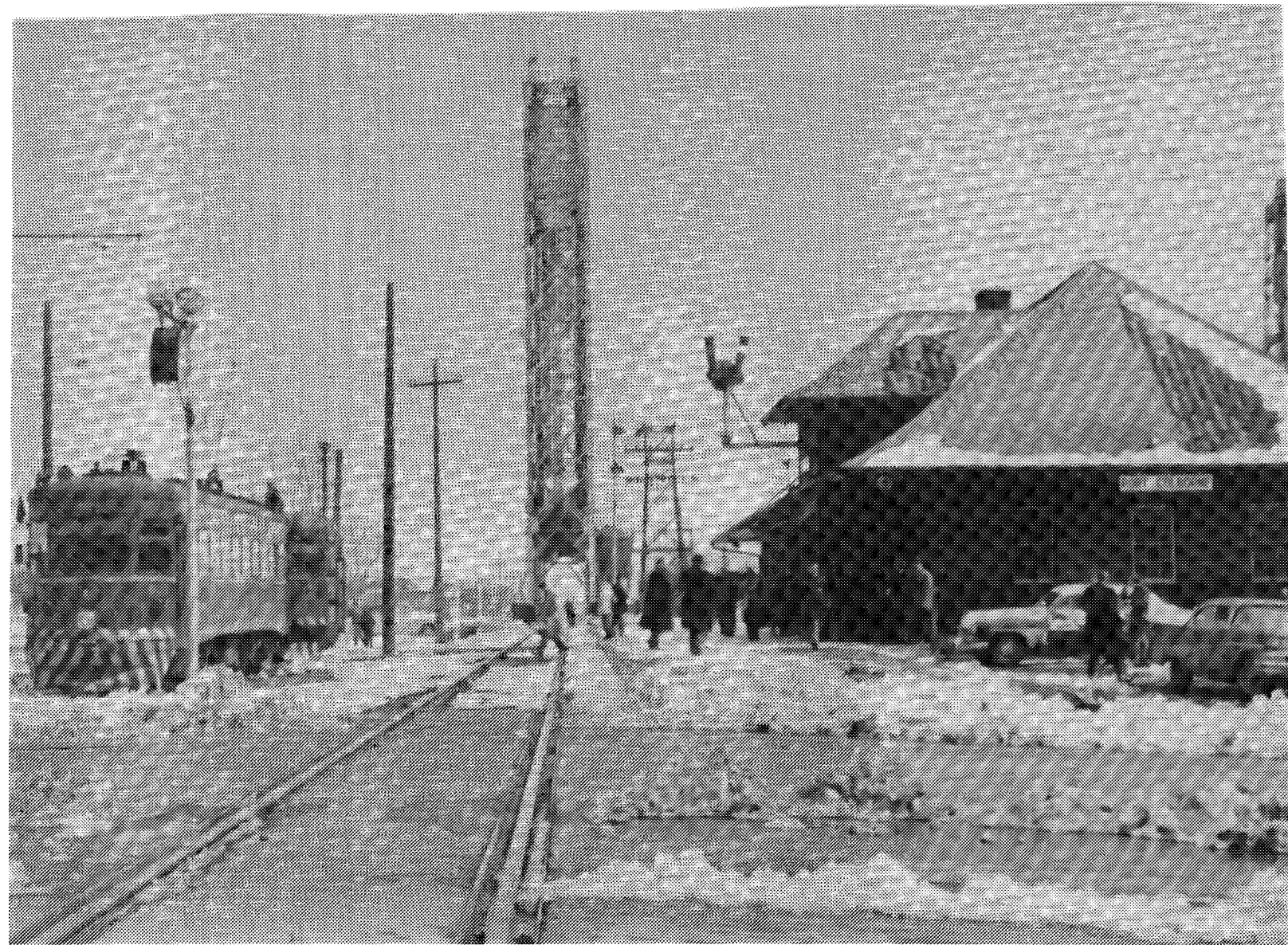


17 Port Colborne, loading doors in express building. (A. M. de Fort-Menares, 1993.)



18 Breezeway doors from baggage room. (A. M. de Fort-Menares, 1993.)

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- 19 Last train of the Niagara, St. Catharines and Toronto electric railway at the Port Colborne terminal, 29 March, 1959. The lift bridge over the Welland Canal dominates the picture. (A. Panko, P. Bowen, Niagara, St. Catharines & Toronto Electric Railway in Pictures [fonthill: NiagaRail Publications, 1984], p. 75.)

