

HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: Canadian National Railways Station
Hagersville, Ontario

Source: Analytica Associates, Edmonton, Alberta

RSR-243

INTRODUCTION

The Canadian National Railways (CNR) station (Figure 1) at Hagersville, Ontario (Figure 2), was erected by the Canada Southern Railway (CSR) in 1900. A replacement for an earlier CSR station at the site, the Hagersville station was a product of the company's continuing programme of improvements to its tracks, rolling stock and facilities as traffic increased rapidly over its "short cut" route through southwestern Ontario from the later 1890s.

The unadorned design of the Hagersville station was based on a functional standard plan employed several times by the CSR at this time, and may have reflected corporate philosophy with respect to local stops along a line primarily intended for high-speed through traffic. Nevertheless, the building, which was situated at the junction of the CSR with the Grand Trunk Railway (GTR), established itself as an important transfer point for freight moving between the American and Canadian rail systems.

Of the station's original exterior appearance, only the barest outline survives today. Recent renovations and modernisation of the building have resulted in extensive alteration of its fabric, with the loss of virtually every distinguishing architectural detail. The interior, too, has been much altered, in layout, fittings and finish.

Passenger and freight facilities have long since been removed, but the Hagersville station remains open, following the takeover of parts of the CSR by the CNR in 1985. The building currently houses a CNR Signals and Communications office and workshop, in addition to Track Maintenance offices and storage space. No decision has yet been announced by the CNR regarding the future of the station.

HISTORICAL ASSOCIATIONS

Thematic

The Hagersville station was constructed by the CSR, a "bridge railway" spanning southwestern Ontario, which linked American railways in the state of New York with those in Michigan and the mid-West. The building is rich in associations with key themes in the social and economic history of the province in the later 19th and early 20th centuries, a period of rapid population growth, industrialization and urbanization, in which the railways played a crucial role.¹

The challenge posed by advancing American railways to established Canadian trading routes through the Great Lakes provided the impetus for the construction of the first trunk lines across southwestern Ontario, in the early 1850s. Both the Great Western Railway (GWR) and its chief rival, the Grand Trunk Railway (GTR), were conceived primarily as through lines within the context of the larger network of American railways along the main route between the Atlantic seaboard and the developing mid-West.² The GWR main line, running from the Niagara River, via Hamilton and London, to Windsor and Sarnia, offered a particularly attractive "short cut" for American rail traffic between New York and Detroit or Chicago; the alternative, all-American route around the southern shore of Lake Erie was substantially longer.³ Though the wider gauge adopted from the outset by Canadian railways continued to create transfer problems until the 1870s, the GWR allied itself closely with American railway interests, establishing connections with the New York Central Railroad on the east, and the Michigan Central on the west.⁴

Despite these links, the GWR was beset by chronic financial difficulties, which were exacerbated by intense competition from other Canadian railways, notably the GTR, which ran east and west between Toronto and Sarnia, and the smaller Buffalo & Lake Huron Railway (B&LH), running northwest from Buffalo, via Brantford and Stratford, to the Lake Huron port of Goderich (Figure 3). At the same time, the GWR was under pressure to construct a more direct line across the Niagara Peninsula, to the south of its comparatively circuitous main line route through Hamilton, in order to expedite American through traffic and generate more local traffic. The concept of this "southern route" dated back to the 1830s, and enjoyed strong Canadian support, not least from the localities along the proposed route, though American interests remained the driving force behind the plan.⁵ The GWR's failure to proceed with a southern branch eventually led to the formation in 1868-69 of the Canada Southern Railway Company, with a charter to build along a direct route across the Peninsula, through the ten most southerly counties in Ontario.⁶ A belated attempt by the GWR to forestall construction of the Canada Southern, with the announcement of plans for its own Air Line

over an almost identical route, failed, and in the end both lines were built, parallel to one another, in the early 1870s.⁷

Financed with American capital, the CSR was designed specifically as "a cheap line of traffic between Chicago and New York, so located and constructed as to reduce the cost of transporting the products of the [U.S.] Interior to the lowest limit."⁸ Running from Fort Erie, opposite Buffalo, via Hagersville and St. Thomas, to Amherstburg, on the Detroit River (Figure 4), the CSR main line, opened in 1873, possessed certain natural advantages, including a practically level grade and easy curves. Moreover, with good connections to American railways at its eastern and western ends, the CSR offered the shortest route between Buffalo and Chicago, by some 28 miles.⁹ From the outset, however, transit traffic proved scarce, and duplication of the CSR route by the rival Air Line provoked a series of damaging rate wars, which effectively crippled both companies.¹⁰ By 1882, the GWR was forced into amalgamation with the GTR, and the Air Line became part of the expanding GTR System; the next year, the American-owned CSR was leased to the Michigan Central Railroad (MCR), which continued to operate the line until the owner, the New York Central Railroad (NYCR), assumed direct control in 1930.¹¹ The CSR thus remained something of an anomaly in a period when most of the smaller railways in Ontario were taken over by the aggressive GTR, or by its major competitor, the Canadian Pacific Railway (CPR), in the course of their protracted struggle for dominance in the province. The CSR continued to function primarily as a time-saving bridge between the MCR and the NYCR.

Hagersville, one of the more important stops on the CSR, took on added significance as the junction point with the Hamilton & North Western Railway (H&NW),¹² later a branch of the GTR,¹³ running north from Port Dover, on Lake Erie, via Hamilton, to Collingwood, on Georgian Bay (Figure 5). In the 1880s, the GTR constructed a new depot at Hagersville,¹⁴ as part of a system-wide upgrading of its physical assets. The CSR, too, made improvements to its tracks, rolling stock and facilities during the boom era before the First World War. The later 1890s "had seen extensive double-tracking of the main line, the purchases of additional freight cars and locomotives, the erection of new stations, [etc.]" in response to a heavy increase in traffic.¹⁵ The replacement station constructed by the CSR at Hagersville in 1900 was a product of this extensive building programme. Upgrading of the line and facilities continued, over several decades, as the CSR established itself as a high-speed corridor for through passenger and freight service between New York and Chicago. Double-tracked and stone ballasted, it eventually gained a reputation as "the finest piece of roadbed in Canada...a real racecourse."¹⁶ The introduction of "automatic train control" (ATC) on the CSR line, in 1931, was a first in Canada. As recently as the 1950s, despite reductions in service, some 18 passenger trains a day still passed through Hagersville over the

CSR, including the famous Wolverine and Droiter, and many freight trains stopped at the town, to allow the transfer of freight from the American lines to the CNR system, the successor to the GTR.¹⁷

While traffic over the CSR subsequently declined, and the status of the line was thrown into doubt by the transfer of control, first to Penn Central, and later to the giant Conrail, through passenger and freight service continued until 1979.¹⁸ All passenger service on the CSR was discontinued in 1981. Finally, in 1985, under a complex agreement sanctioned by the Canadian Transport Commission, the CSR was taken over by the CNR and CPR jointly, with the CNR operating the section stretching from Welland through Hagersville to Fargo.¹⁹ Today, Hagersville remains the junction point for two subdivisions of the CNR, though very little traffic now passes through the town.²⁰ The former CSR station, thoroughly modernised inside and out by the CNR, is still used by the railway, providing office and storage space for CN Signals and Communications, and track and maintenance crews. The building survives as a tangible link with the early history of the railways in Ontario, so closely tied to developments in the United States.

Local Development

The origins of Hagersville can be traced to the construction of the Hamilton - Port Dover plank road, popularly known as "the Plank", in the early 1840s; thereafter, former Six Nations lands lying south of the Grand River were rapidly taken up by white settlers, and clearance of the still heavily forested territory began in earnest.²¹ Hagersville, named for a family of early residents, grew up at the junction of the Plank Road with the so-called "Indian Line", demarcating the Six Nations Reserve, some 23 miles southwest of Hamilton (Figure 6). By the early 1850s, a hotel and a post office had been established, but local development was slow, and Hagersville long remained "little more than a stopover for the daily stage between Hamilton and Port Dover."²² In 1864, the population of the settlement, in a largely agricultural region, was no more than 100. The arrival of two railways, the CSR and the H&NW, in 1873, transformed Hagersville.

As soon as the CSR right-of-way was sited, the owners of land in the centre of the settlement "at once laid out lots on both sides of the Indian Line and Plank Road, which were soon bought up, and buildings were speedily erected upon them."²³ With the opening of the H&NW through Hagersville in September 1873, contemporaries noted further signs of improvement at the village, "new buildings, shops, hotels and stores...being erected in every direction."²⁴ The "straggling and scattered" pattern of subsequent growth at Hagersville was dictated by the proximity of the Oneida Reservation, which extended as far as the middle of the village, and prevented expansion to the northwest, but within

five years a number of substantial, two- and three-storey brick buildings had been constructed, including a public school, business premises and a new hotel.²⁵ Moreover, the railways immediately attracted a flourishing grain market to the village, as well as a number of industrial operations, among them a steam agricultural implement factory, a steam grist and flouring mill, a steam saw mill, and a stone quarry.²⁶

By 1886, the population of Hagersville had reached 600; by 1901, it had more than doubled, to 1,400.²⁷ It was during this period of sustained growth that the CSR constructed its new station at the town, where it long remained a focus of economic activity. Local industries, such as grist and seed mills, and stone quarries, continued to benefit from easy access to both American and Canadian railway systems.²⁸ In 1931, the Canadian Gypsum Company opened its Hagersville plant, which shipped building products to centres in Ontario and Quebec. Meanwhile, in addition to valuable local freight traffic, the CSR and GTR (later CNR) stations together handled a substantial volume of freight transfer business between the American and Canadian railways. By 1950, the total value of commodities transferred at Hagersville reached \$3 million annually; these commodities included newsprint, canned goods, tobacco, and calcium chloride.²⁹ There also continued to be "a fair amount of local passenger traffic until the last few years before closure,"³⁰ though the high-speed American passenger trains, which ran over the CSR until 1979, passed through Hagersville without stopping.

The impact of the railways on the local economy has gradually declined, and relatively few freight trains are now routed through the town, but Hagersville, well served by highway connections, survives as a minor industrial centre.³¹ In 1974, Hagersville was incorporated, together with the surrounding villages, into a new administrative unit, the Town of Haldimand, within the Regional Municipality of Haldimand-Norfolk.

ARCHITECTURE

Aesthetic/Visual Qualities

The station constructed by Canada Southern at Hagersville in 1900, replacing an earlier CSR depot at the site, was the product of a larger programme of improvements to the company's facilities in the boom era prior to the First World War;³² it certainly reflected the growing importance of the town as a junction and transfer point between the Michigan Central - Canada Southern - New York Central system and the expanding GTR. Located a short distance south of the GTR's own depot, which dated from the 1880s (later demolished; Figure 7), the new CSR station was built to a severely functional design, derived from an economical standardised plan employed several times by the company in this period (Figure 8).³³

Like most stations built in smaller centres across Canada and the United States at this time, the Hagersville CSR station was of frame construction, but this, in itself, does not explain the paucity of decorative detail in the design. Contemporary GTR standard plans for frame depots, for example, incorporated a limited repertoire of simple architectural details, such as deep-set eaves and prominent canopy brackets, which served to create a trademark visual style for these buildings.³⁴ The unadorned aesthetic of many Canada Southern stations, apart from the exceptional buildings erected in key towns such as St. Thomas and Windsor,³⁵ suggests adherence to a strictly utilitarian corporate design philosophy, fashioned around the CSR's primary function as a "bridge railway" or "shortcut" between Buffalo and Chicago. Yet, as H. R. Grant and C. W. Bohi, leading authorities on railway station architecture, have noted, "insufficient evidence prevents identification of any one style as the most common on this Buffalo-to-Chicago 'speedway'."³⁶

Though the original plans have not survived, and early photographs are scarce, it appears that the Hagersville station most closely resembled another station constructed by the CSR around the turn of the century, at Bridgeburg, Ontario (later demolished; Figure 9). The same standard plan was employed in each case, with only minor variations; the design called for a low, rectangular, shed-like structure, with a plain gabled roof, a small, squared track side bay, and vertical board-and-batten siding (Figures 8-9). While board-and-batten seems to have been used, not for aesthetic reasons, as, for example, on the "Stick Style" stations of the period, but instead to save time, money and nails,³⁷ it nevertheless constituted the most distinctive visual element in what was otherwise a rather anonymous design. Other noteworthy exterior features included tall, brick chimneys, double-hung windows, and large station nameboards, but, in general, the uncluttered, functional style of the Hagersville and Bridgeburg stations produced a prosaic visual effect, unlikely to have enhanced the corporate image of the CSR.

Of the original exterior appearance of the Hagersville station, little survives today, beyond the barest outline and overall dimensions (approximately 75' x 20'). A major renovation carried out by the CNR in 1985, in the aftermath of a fire, resulted in extensive alterations to the fabric of the building.³⁸ Sheathed in featureless modern corrugated metal siding (Figure 10), the station has few windows and doors, none of them original (Figures 10-11). On the south side, facing the old CSR tracks, the former operator's bay has been completely encased in the ubiquitous yellow siding, trimmed in dark brown; the two small windows which remain are the only two windows on the south side of the building, now utterly blank in appearance (Figures 10-12). The modernisation of the station has obliterated virtually every other distinguishing architectural detail of the original design, apart from the raised concrete foundations of the former freight room, still visible towards the east end (Figure 13).

The sliding freight room doors were removed in 1985, and the opening blocked up.³⁹ Only a raised wooden loading platform at the rear freight room door, on the north side of the building, preserves some vestige of the station's original character; the adjacent storage lean-to is a recent addition (Figure 14). A modern, hipped roof has replaced the original gable, and new eavestroughing has been installed (Figure 15).

In its current state, the exterior of the Hagersville station bears very little resemblance to the turn-of-the-century original; however, it remains in good condition, overall, and is well-maintained (Figure 16).

Functional/Technological Qualities

A one-storey structure, the Hagersville station was built without a basement, at grade. The plan did not include space for living quarters for the station agent, but, as a "combination station", the building was designed to provide both passenger and freight/baggage facilities, as well as operational and general offices, under one roof. The original layout, with the freight and baggage rooms occupying the east end of the station, the waiting room the west end, with its large triple window (Figure 8), and the office area the middle of the building, followed conventional models.⁴⁰

The original floor plan of the station has not survived, but it is clear that, initially, the freight room was a relatively large space, with a raised floor and sliding doors.⁴¹ The adjacent baggage area may have been partitioned off as a separate room, with public access. The central office area included a small operator's bay, which was designed to allow a clear view up and down the tracks, while a tall control tower (no longer standing) overlooked the junction of the CSR and CNR lines just west of the station. Almost certainly, a ticket wicket and counter opened on the public waiting room at the west end of the station, which was accessible by a door on the track side. The washrooms were also located at this end of the building.⁴²

Over the years, as traffic patterns shifted and the role of the station changed, the functional division of space within the building did not remain static, but also evolved to meet new demands. Thus, for example, the decline and eventual abandonment of local passenger service resulted in the reassignment of the waiting room to other activities. Unfortunately, little detailed information is available concerning these changes prior to the major renovation of the station's interior by the CNR in 1985. At that time, the building was gutted, a heating system was installed, and the current configuration of rooms was established.⁴³ At the west end, the former waiting room has been subdivided to create office, workshop and storage areas, with connecting washrooms, for use by CN Signals; access is by doors on the north side and west end of the building. The sole door on

the south side of the building opens on an entrance hall (Figure 17), leading to a lunch and locker room which occupies the centre of the station (Figure 18). Further along the hallway, up several stairs, in the former baggage area, two offices have been partitioned off, for the track foremen and the roadmaster. At the east end of the building, a small furnace room, housing a modern forced air furnace, occupies a corner of the old freight room; the rest of the space is used for storage (Figure 19).

The thoroughgoing renovation and modernisation of the station have obliterated almost all traces of its original interior finish and appointments. New partition walls, linoleum flooring, dropped ceilings, and fluorescent lighting have been installed throughout (Figures 17-18). Only the former freight room, with its rough plank walls and exposed rafters, still conveys any real sense of the turn-of-the-century original (Figure 19). All of the station's characteristic original furnishings, such as the operator's desk, ticket wicket, and long waiting room benches, have been removed. Nevertheless, the station's interior, as altered, is in good condition, and continues to be well-maintained.

ENVIRONMENT

Setting

The Hagersville station is located just north of the intersection of Tuscarora Street with King Street West (the old Indian Line), several blocks west of the business and commercial centre of the town, which grew up along the old Hamilton and Port Dover Plank Road, or Main Street (Figures 6-20). The station stands in an open area at the junction of the Canada Southern and CNR (H&NW) tracks, a short distance from the site of the former CNR depot, which was built by the GTR in the 1880s, and only demolished after 1960 (Figures 7-20). From the outset, development to the north and west of the two stations was restricted by the boundary of the Oneida Indian Reservation, which extended along the H&NW right-of-way (Figure 6). Across the intersection to the south of the CSR station, several hotels were established as early as the 1870s, and long continued to serve the travelling public.⁴⁴ To the east of the junction, local industries, warehouses, storage tanks and sheds clustered near the two sets of tracks and adjoining sidings (Figure 20). A tall control tower overlooking the railway crossing was for many years a local landmark (Figures 8-21).

Today, Hagersville station, isolated within the broad open expanse of the CNR right-of-way, remains somewhat removed from the surrounding town (Figures 22-23). To the west of the station, along the former Canada Southern line to St. Thomas and

Detroit, there is an extended stretch of waste ground (Figure 22); to the east, the residential areas of the town are set well back from the tracks (Figure 23). Some distance to the north, along the line to Hamilton, several sidings, storage sheds and tanks can still be seen (Figure 23), but the station is closest to the hotels, businesses, and houses located to the south, beyond the parking lot and across the intersection of Tuscarora and King Streets (Figures 24-25). In the immediate vicinity of the station, a number of functional metal sheds have been erected near the tracks (Figure 25), and a trailer housing track crews has been positioned at the east end of the building (Figure 22).

Community Status

For the time being, the Hagersville station remains open, despite the decline in traffic through the town. There has been no indication from the CNR concerning its plans for the building; nevertheless, its future remains uncertain. While there seems to be no imminent threat to its survival,⁴⁵ neither the local planning department, nor the Town of Haldimand Local Architectural Conservation Advisory Committee (LACAC), has expressed any interest in the preservation or conversion of the station.⁴⁶ It is clear that the extensive alterations the building has undergone, both inside and out, have drastically reduced its architectural integrity, which may limit its public appeal. On the other hand, the local historical significance of the Hagersville station has been cited in a recent inventory of Ontario railway stations, compiled for the provincial Ministry of Citizenship and Culture.⁴⁷

Endnotes

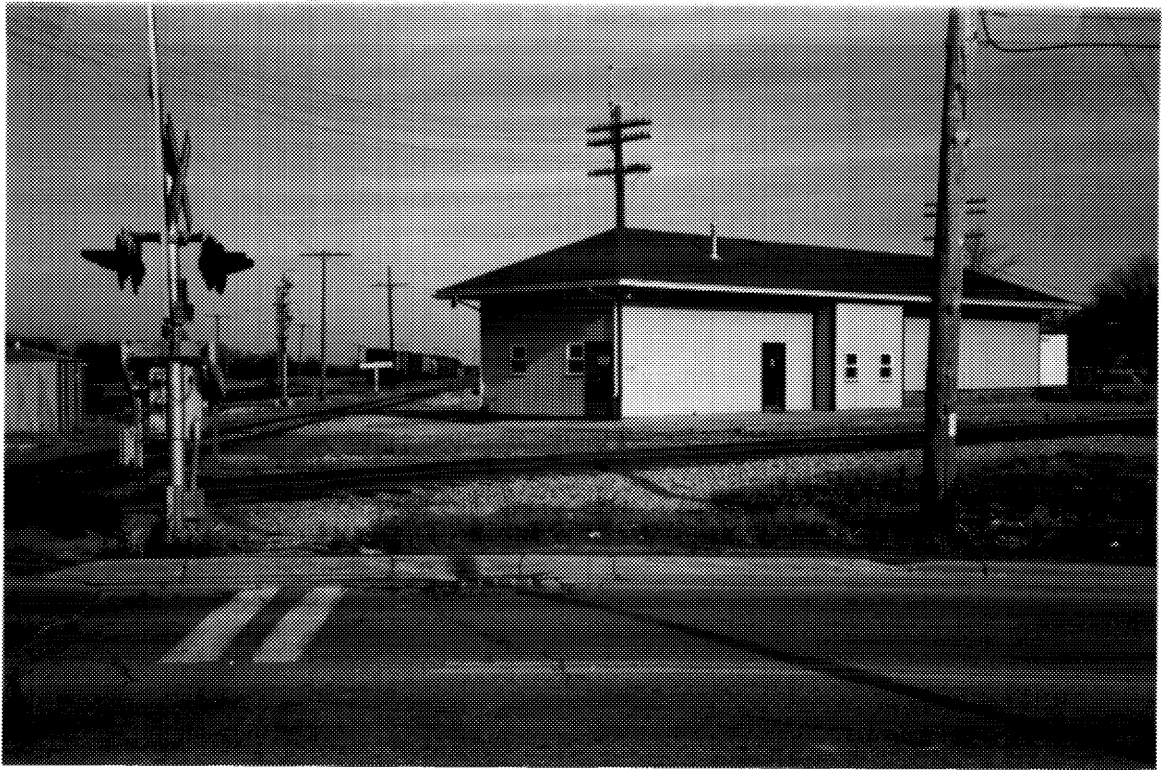
- 1 G. P. de T. Glazebrook, A History of Transportation in Canada (Toronto: Ryerson Press, 1938), pp. 166-172. See also Douglas McCalla, Planting the Province: The Economic History of Upper Canada, 1784 - 1870 (Toronto: University of Toronto Press, 1993), pp. 201-215; W. Randy Smith, Aspects of Growth in a Regional Urban System: Southern Ontario, 1851 - 1921 (Downsview, Ontario: York University, Department of Geography, 1982), pp. 106-119; and Donald Kerr, "The Emergence of the Industrial Heartland, c.1750 - 1950," in L. D. McCann, ed., Heartland and Hinterland: A Geography of Canada (Scarborough, Ontario: Prentice-Hall, 1987), pp. 71-81.
- 2 A. W. Currie, The Grand Trunk Railway of Canada (Toronto: University of Toronto Press, 1957), p. 161. See also Christopher Andreae, A Historical Railway Atlas of Southwestern Ontario (London, Ontario: [Author], 1972), p. 5.

- 3 Glazebrook, op. cit., pp. 166-167.
- 4 Currie, op. cit., pp. 187-188; 220-223. See also McCalla, op. cit., p. 202.
- 5 John N. Jackson and John Burtniak, Railways in the Niagara Peninsula: Their Development, Progress and Community Significance (Belleville, Ontario: Mika, 1978), pp. 98-104. See also Walter Neutel, "From Southern Concept to Canada Southern Railway, 1835 - 1873," (Unpublished M.A. thesis, University of Western Ontario, 1968).
- 6 Jackson and Burtniak, op. cit., pp. 104-105. See also Norman S. Helm, In the Shadow of Giants: The Story of the Toronto, Hamilton & Buffalo Railway (Cheltenham, Ontario: Boston Mills Press, 1978), pp. 19-20.
- 7 Currie, op. cit., pp. 200-201.
- 8 Canada Southern Railway Company, Prospectus (New York, 1871), p. 5.
- 9 Dana Ashdown, Railway Steamships of Ontario (Erin, Ontario: Boston Mills Pres, 1988), p. 19.
- 10 Currie, op. cit., pp. 218, 222, 229. See also Helm, op. cit., p. 20.
- 11 W. H. Breithaupt, "The Railways of Ontario," Ontario Historical Society Papers and Records 25 (1929), p. 22. See also Ashdown, op. cit., p. 111; and Robert D. Tennant, Jr., Canada Southern Country (Erin, Ontario: Boston Mills Press, 1991), p. 133.
- 12 Peter J. Stoddart, "The Development of the Southern Ontario Steam Railway Network Under Competitive Conditions, 1830 - 1914," (Unpublished M.A. Thesis, University of Guelph, 1976), pp. 69-77. See also Charles Cooper, Rails to the Lakes: The Story of the Hamilton & North Western Railway (Cheltenham, Ontario: Boston Mills Press, 1980), passim.
- 13 Currie, op. cit., pp. 276-280.
- 14 Grand Trunk Railway (GTR), plans for Hagersville passenger station [1883], National Archives of Canada, RG30M Accession 78903/42, item 321.
- 15 E. B. George, The Steam Age in Western Ontario: A Railroad Anthology, 2nd ed. (London, Ontario: F. J. Ram, 1976), p. 22.
- 16 Tennant, op. cit., pp. 92, 94, 96.

- 17 Mabel Burkholder, "The Hagersville Story," in Hagersville Past and Present (Haldimand County Centennial, 1950), unpaginated.
- 18 Tennant, op. cit., pp. 155-168.
- 19 Ibid., pp. 192-194.
- 20 Mr. Bob Aker, CNR Track Supervisor, Hagersville, in conversation with the author, 13 December 1993.
- 21 Burkholder, loc. cit.
- 22 N. and H. Mika, compilers, Places in Ontario: Their Name Origins and History, vol. 2 (Belleville, Ontario: Mika Publishing, 1981), p. 199.
- 23 Illustrated Historical Atlas of Haldimand and Norfolk Counties (Toronto: H. R. Page & Company, 1879), p. 10.
- 24 Grand River Sachem, Caledonia, September 1873, cited in Cooper, op. cit., p. 39.
- 25 Illustrated Historical Atlas of the Haldimand and Norfolk Counties, p. 10.
- 26 Cooper, op. cit., p. 44.
- 27 Charles E. Goad, "Map of Hagersville, Ontario, June 1901, Population 1,400," (Toronto, 1901), sheet #1.
- 28 The Encyclopedia of Canada, vol. 3 (Toronto: University Associations of Canada, 1935), "Hagersville."
- 29 Burkholder, loc. cit.
- 30 Cooper, op. cit., p. 44.
- 31 Ontario Department of Economics and Development, Niagara Region Economic Survey (Toronto, 1963), p. 111. See also Ontario Ministry of Industry and Tourism, The 1981 Profiles of Ontario, Canada, Municipalities (Toronto, 1981), "Town of Haldimand."
- 32 Detailed information is scarce concerning the building programme of the Michigan Central, which operated the CSR in this period. See H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America (Boulder, Colorado: Pruett, 1978), p. 39.
- 33 Jackson and Burtniak, op. cit., p. 162.
- 34 R. Greenhill, K. Macpherson and D. Richardson, Ontario Towns (Toronto: Oberon, 1974), unpaginated.

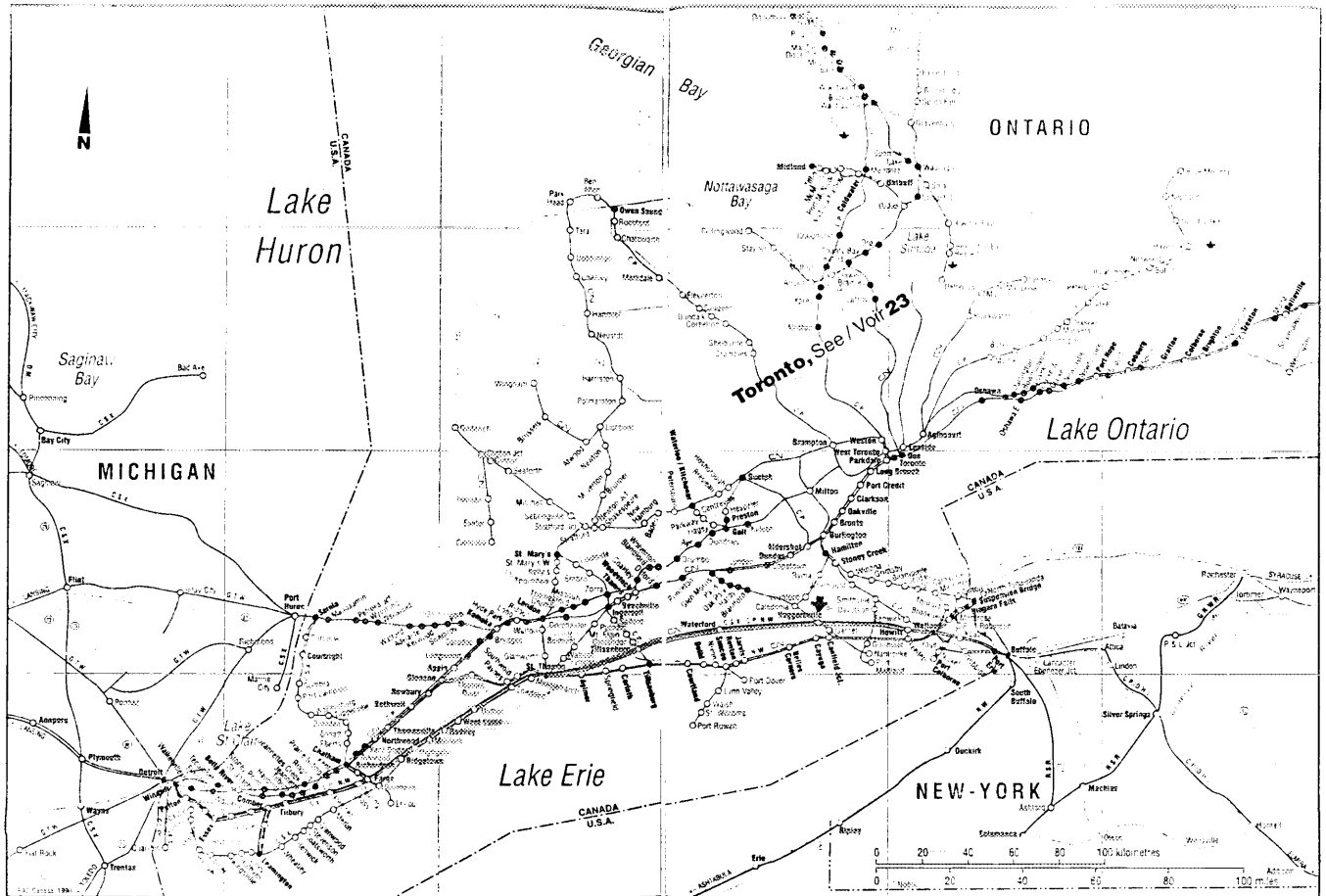
- 35 Tennant, pp. 83, 130, 145, 178.
- 36 Grant and Bohi, op. cit., p. 39.
- 37 Ibid., p. 122. For "Stick Style" in railway station design, see Historic Sites and Monuments Board of Canada (HSMBC), "Canadian National Railways Station, Aurora, Ontario," Railway Station Report (RSR) 13, pp. 59-60.
- 38 CNR, Great Lakes Region, CASO Subdivision, "Station at Hagersville, Ontario: Floor Plan," September 1985.
- 39 Ibid.
- 40 Grant and Bohi, op. cit., p. 22.
- 41 CNR, "Station at Hagersville, Ontario: Floor Plan," September 1985.
- 42 Ibid.
- 43 Ibid.
- 44 Burkholder, loc. cit.
- 45 Mr. Bob Akers, CNR Track Supervisor, Hagersville, in conversation with the author, 13 December 1993.
- 46 Mr. Bob Lee, Chairman, Town of Haldimand Local Architectural Conservation Advisory Committee (LACAC), in conversation with the author, 7 March 1994.
- 47 Ontario Heritage Foundation (OHF) and Ontario Ministry of Citizenship and Culture (MCC), "Planning for Heritage Railway Stations, Volume 2, Inventory," (Unpublished MS, February 1987), "Hagersville."

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



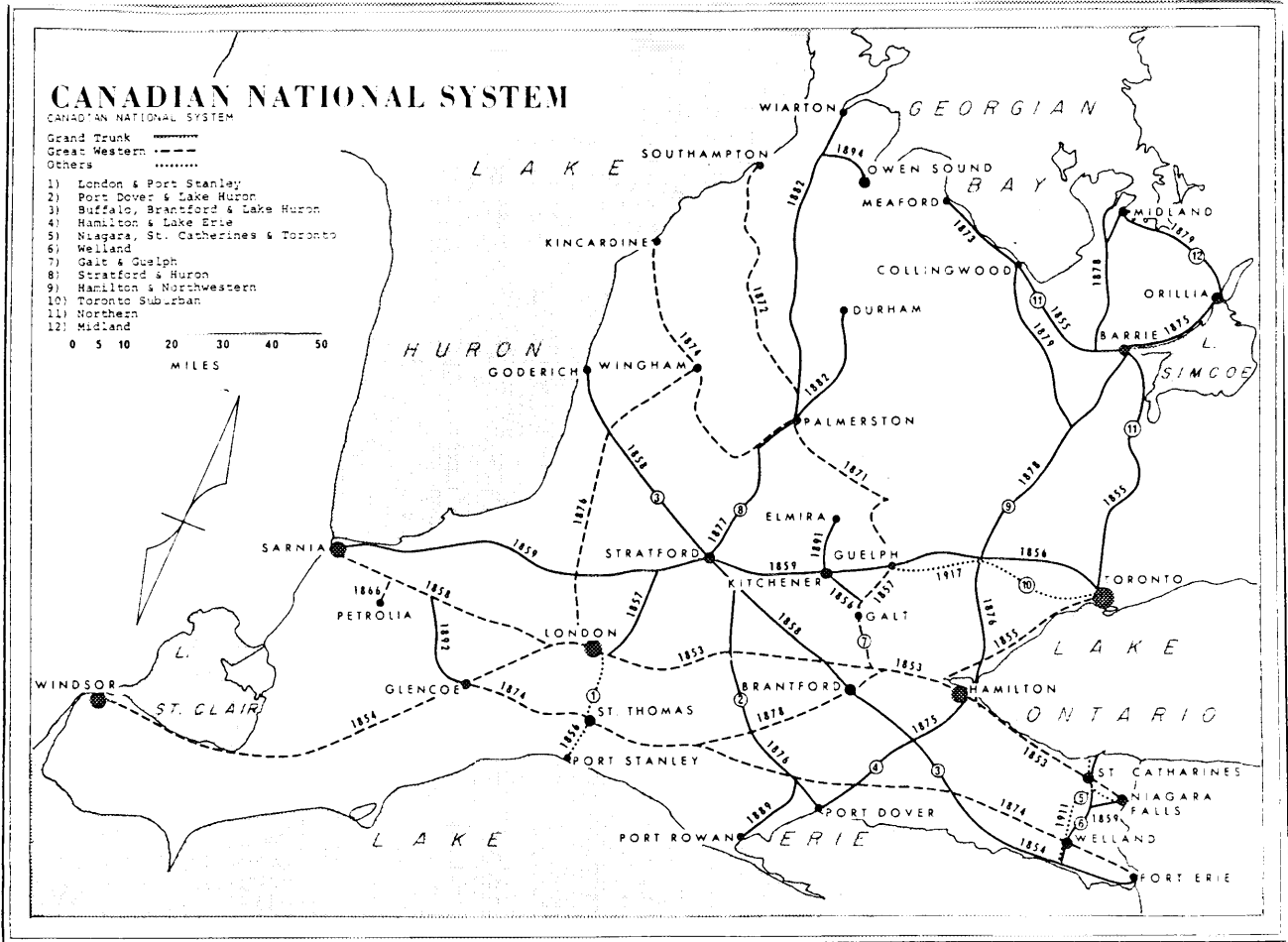
- 1 Canadian National Railways (CNR) station, Hagersville, Ontario, built by the Canada Southern Railway (CSR) in 1900, to a standard plan; three quarter view from the southwest, showing the effects of the recent renovation and modernisation of the building's exterior, which has eliminated virtually every architectural feature of the original, except for the small south side bay. (John L. Nicholls, Analytica Associates, 1993.)

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



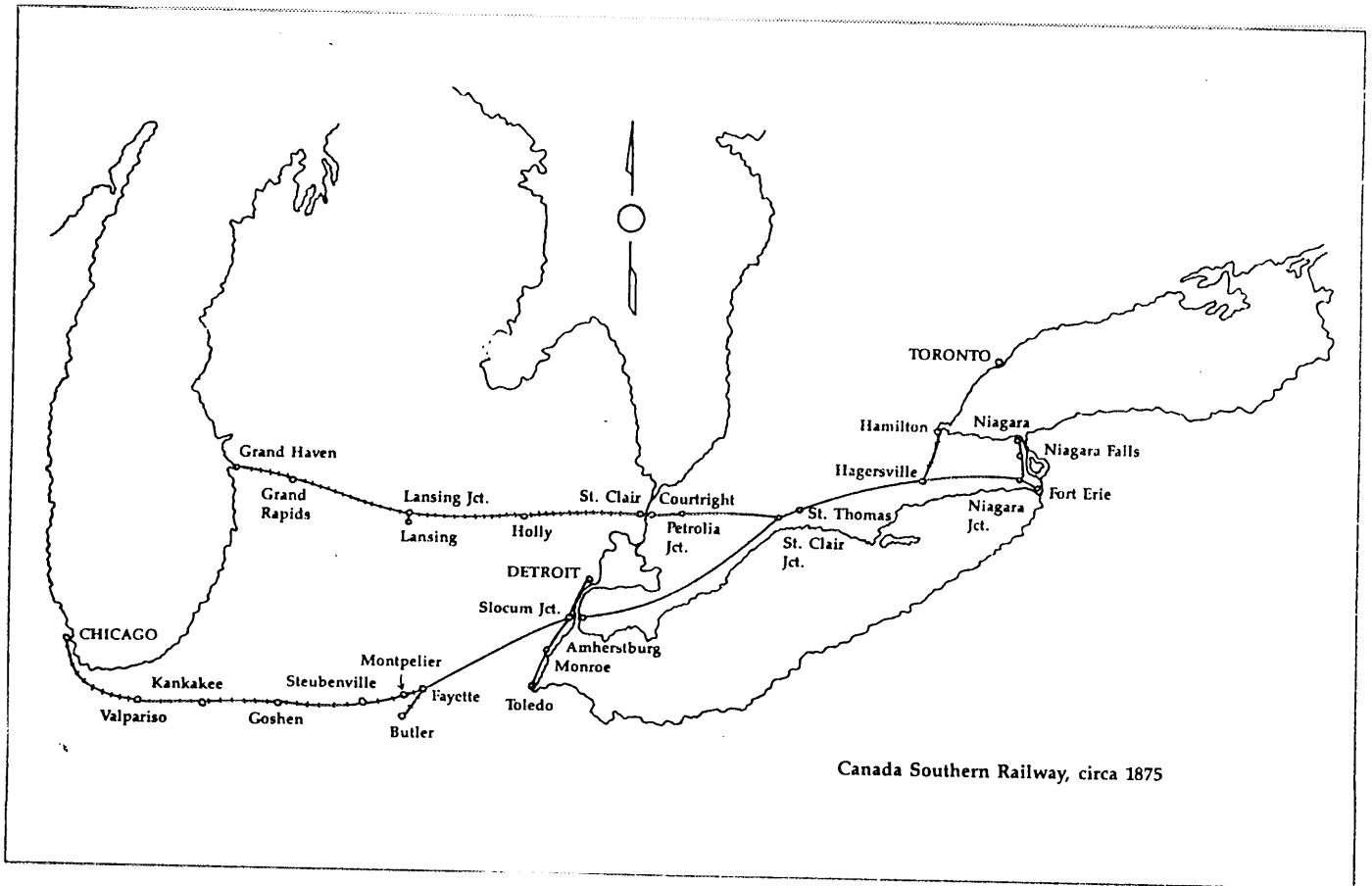
2 Railway map of south-central Ontario, 1990, showing the location of Hagersville. (Reproduced from Railway Association of Canada, Atlas: Canadian Railways, pp. 26-27.)

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



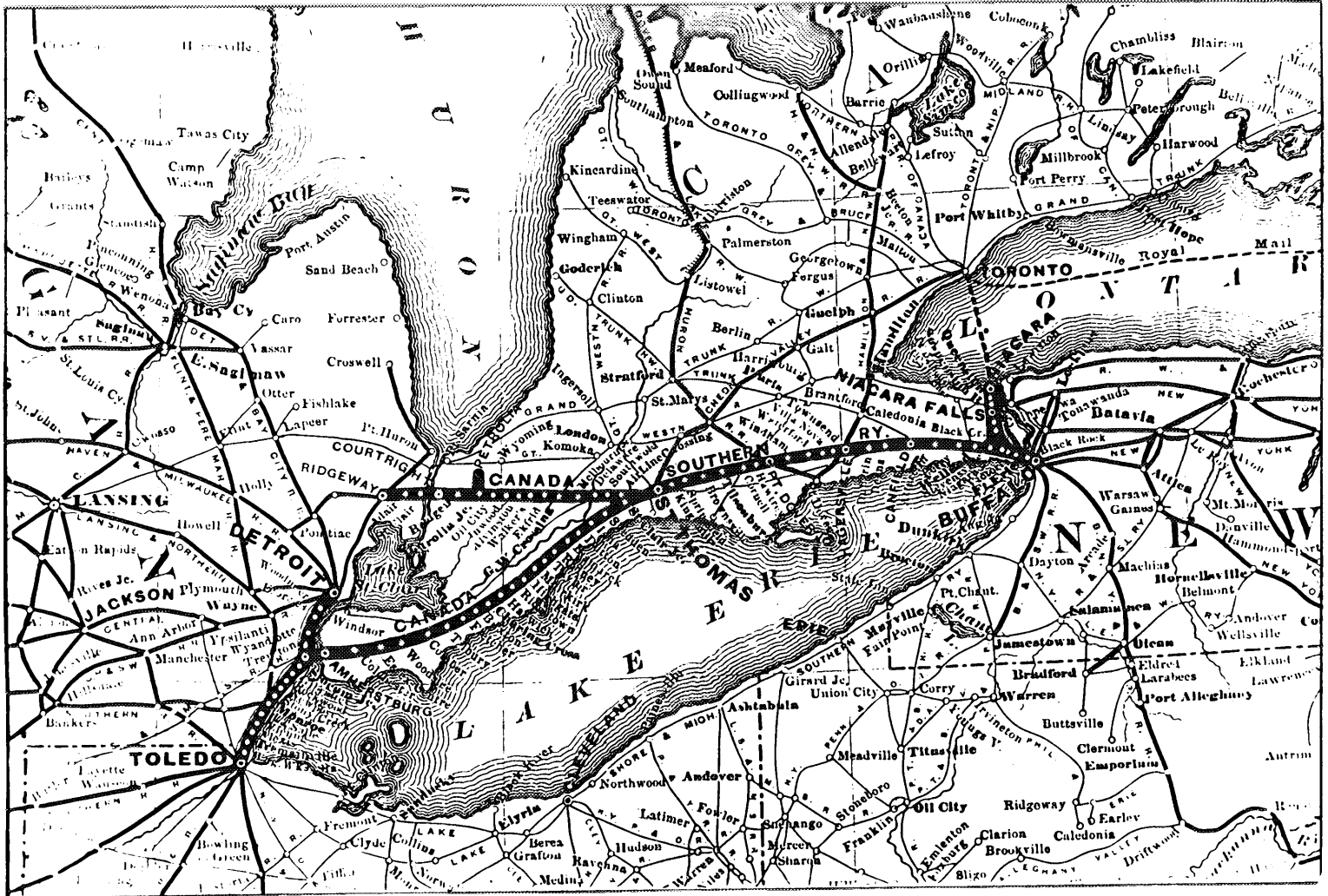
3 Map of the constituent parts of the CNR System in southwestern Ontario, ca.1920, showing the routes of the Great Western Railway (GWR), the Buffalo & Lake Huron Railway (B&LH), and the Hamilton & Lake Erie Railway (H&LE, later Hamilton & North Western), with opening dates. Note that the GWR Canada Air Line Railway, built to counter the threat of the Canada Southern, ran from Fort Erie to Glencoe, where it joined the GWR main line. (Reproduced from Christopher Andreae, A Historical Railway Atlas of Southwestern Ontario, p. 14.)

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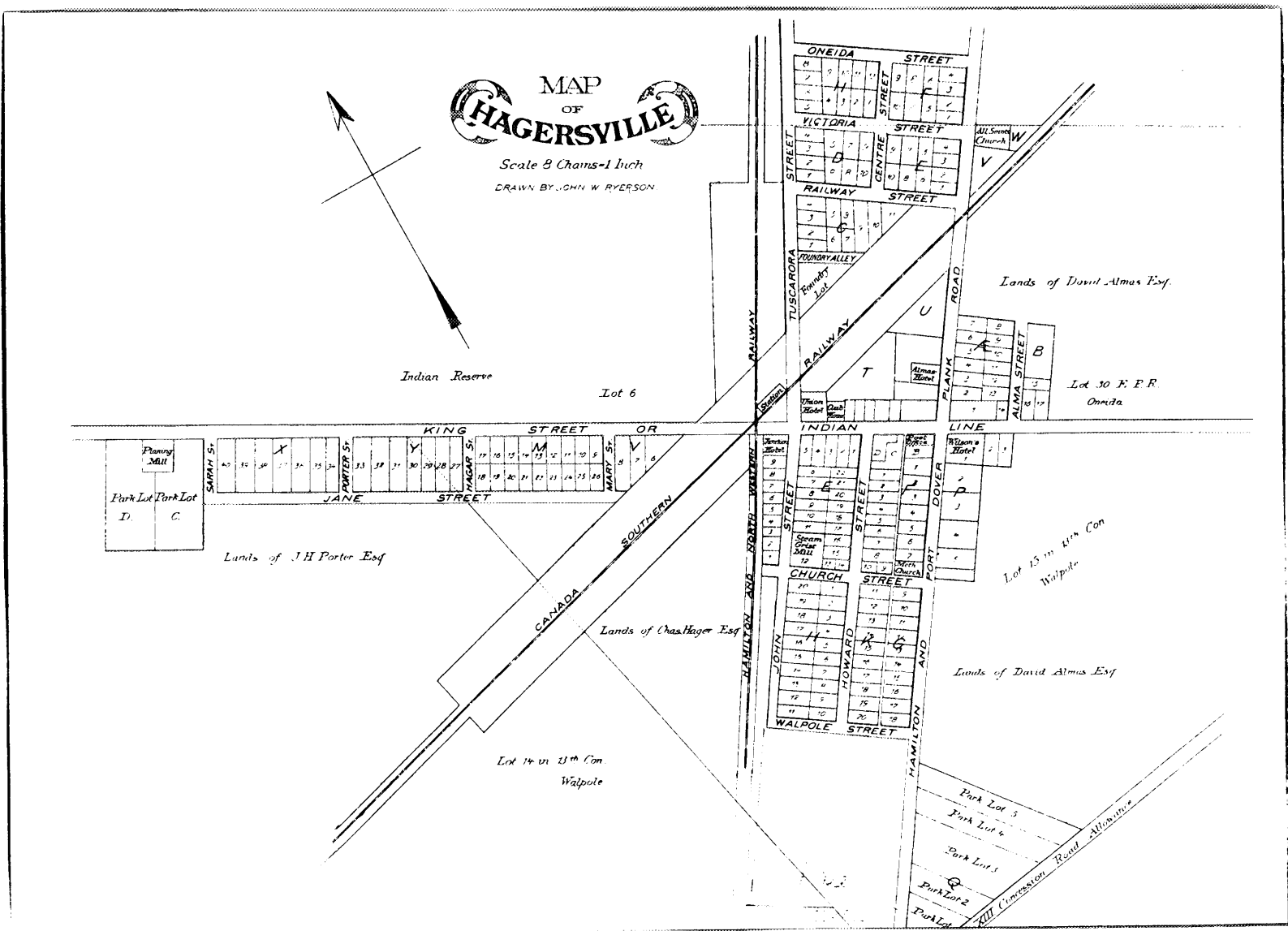
- 4 Map of the Canada Southern Railway, with its vital western connections with American railways, soon after its completion, ca.1875; only the most prominent stops, including Hagersville, are shown. (Reproduced from Robert D. Tennant, Jr., Canada Southern Country, p. 63.)

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



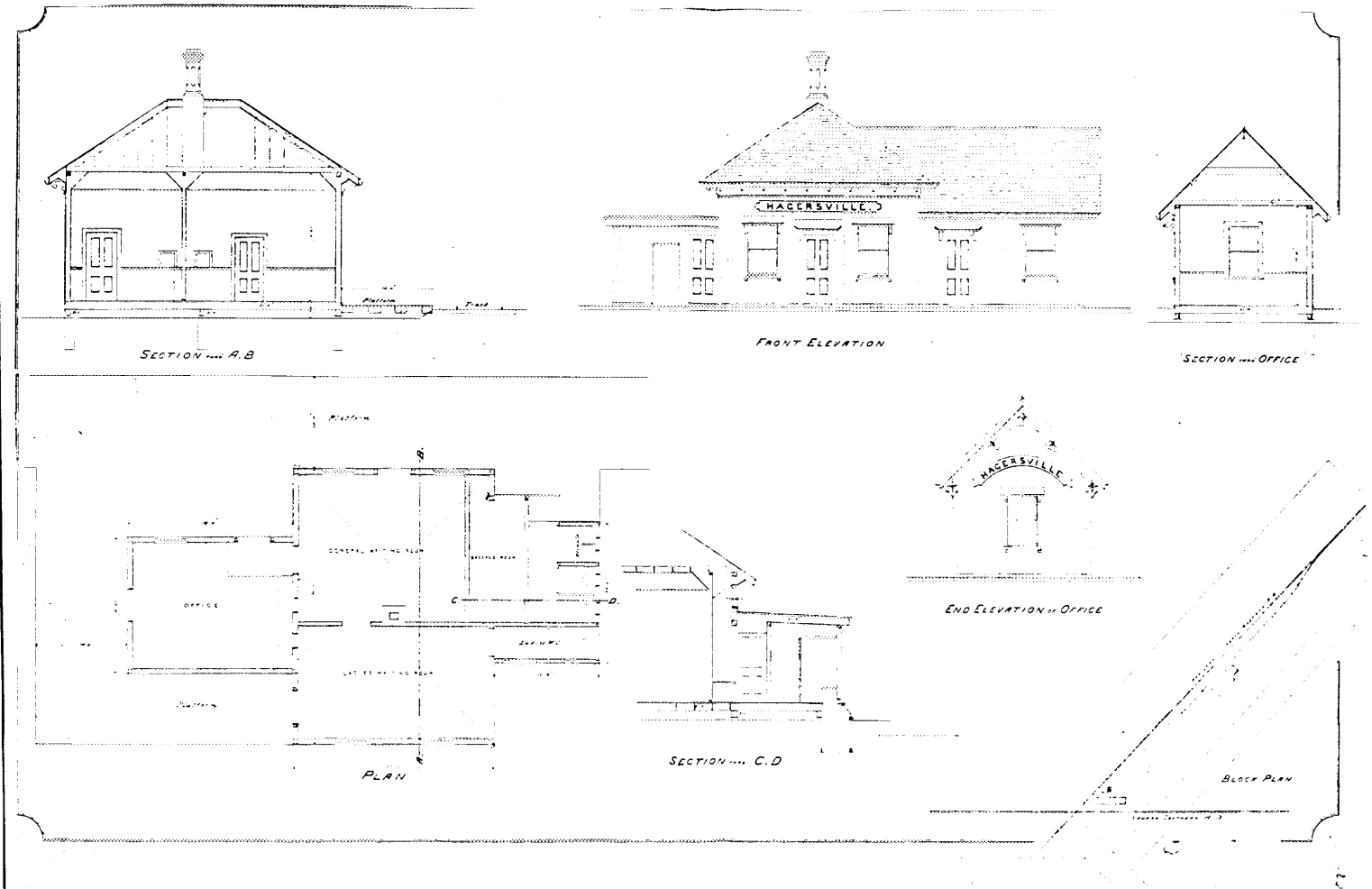
5 Map of the Canada Southern Railway, 1880, showing the important junction at Hagersville with the Hamilton & North Western Railway (H&NW, later taken over by the GTR), running from Lake Erie, via Hamilton, to Collingwood, on Georgian Bay. (Reproduced from John N. Jackson and John Burtniak, *Railways in the Niagara Peninsula*, p. 105.)

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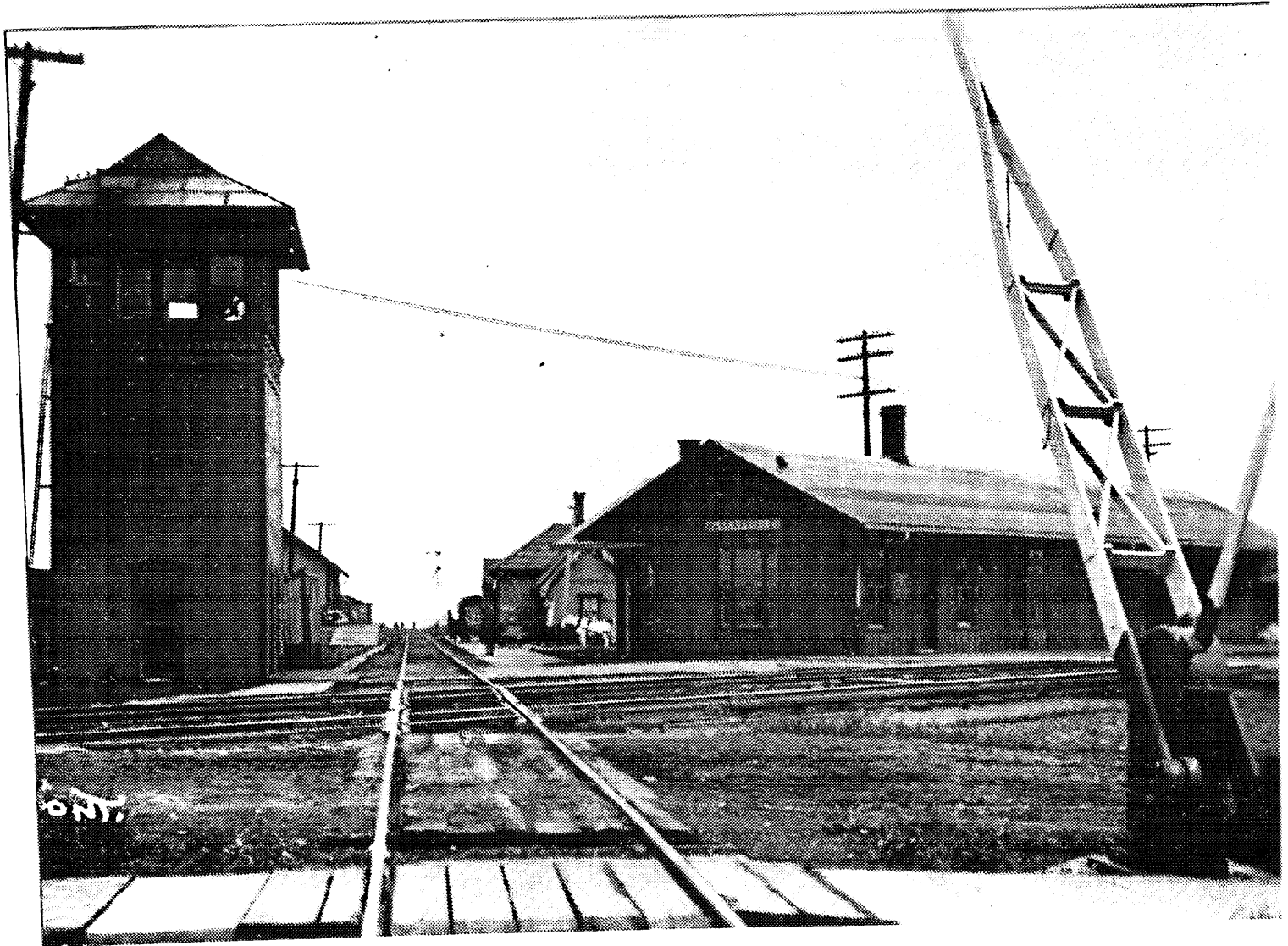
6 Map of Hagersville, ca. 1877, showing its location at the junction between the Indian Line (King Street) and the Hamilton - Port Dover Plank Road (Main Street), and at the junction of the CSR with the H&NW. (Reproduced from H. R. Page, Illustrated Historical Atlas of Haldimand and Norfolk Counties, p. 35.)

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



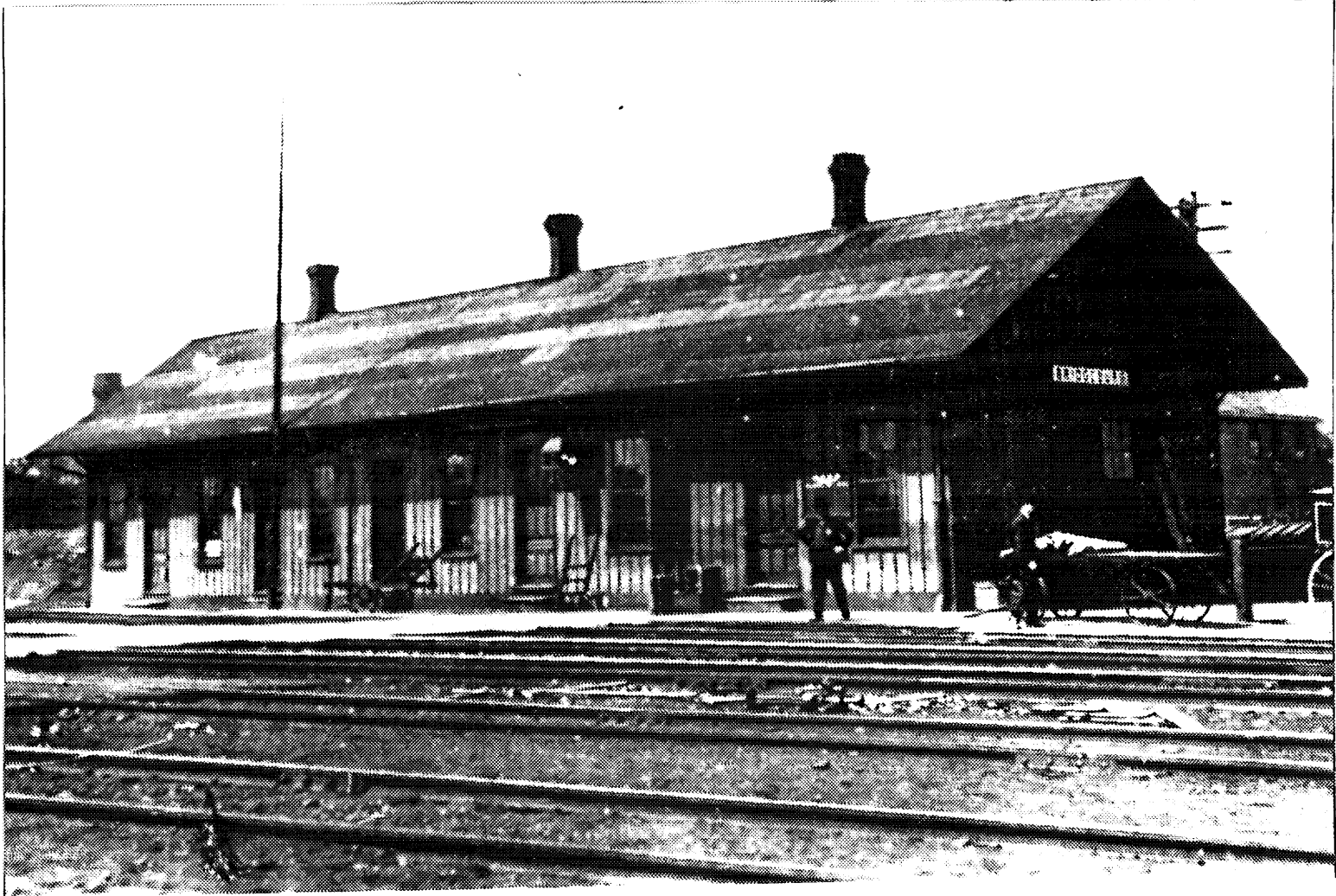
7 GTR station, Hagersville, drawings of the elevations, sections and floor plan, [1883], derived from a standardised design for a combination station, with vertical board-and-batten siding and characteristic GTR roofline. (National Archives of Canada, NMC 96711.)

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- 8 Railway junction at Hagersville, looking north along the GTR (later CNR) line, showing the two stations at the town, with control tower at left, no date. The plain, gabled CSR station, built in 1900, is at the right, with the older GTR, dating from the 1880s, a short distance to the north, behind the white horse. (Reproduced from Jackson and Burtniak, Railways in the Niagara Peninsula, p. 237.)

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- 9 CSR station, Bridgeburg, Ontario, constructed around the turn of the century, track side elevation, no date; showing marked similarities with Hagersville station in its long, low shed-like design, board-and-batten siding, and lack of decorative details. (Reproduced from Jackson and Burtniak, Railways in the Niagara Peninsula, p. 162.)

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- 10 CNR station, Hagersville, south side elevation, as renovated and modernised in 1985, showing the featureless yellow corrugated metal siding now sheathing the building, with few remaining doors and windows, none of them original; the former track side bay has been reduced to two small windows. (John L. Nicholls, Analytica Associates, 1993.)



- 11 CNR station, Hagersville, north side elevation, showing the effects of the recent renovations, with modern metal siding and very few windows and doors, none of them original. The siding has been extended over a storage lean-to along the north wall. (John L. Nicholls, Analytica Associates, 1993.)

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- 12 CNR station, Hagersville, south side elevation, detail, showing the former operator's bay, now encased in yellow corrugated metal siding. The two small windows which remain are the only windows on the south side of the building; the sole door is adjacent to the bay. (John L. Nicholls, Analytica Associates, 1993.)



- 13 CNR station, Hagersville, south side elevation, detail, showing the raised concrete foundations of the former freight room towards the east end; one of very few vestiges of the original building. (John L. Nicholls, Analytica Associates, 1993.)

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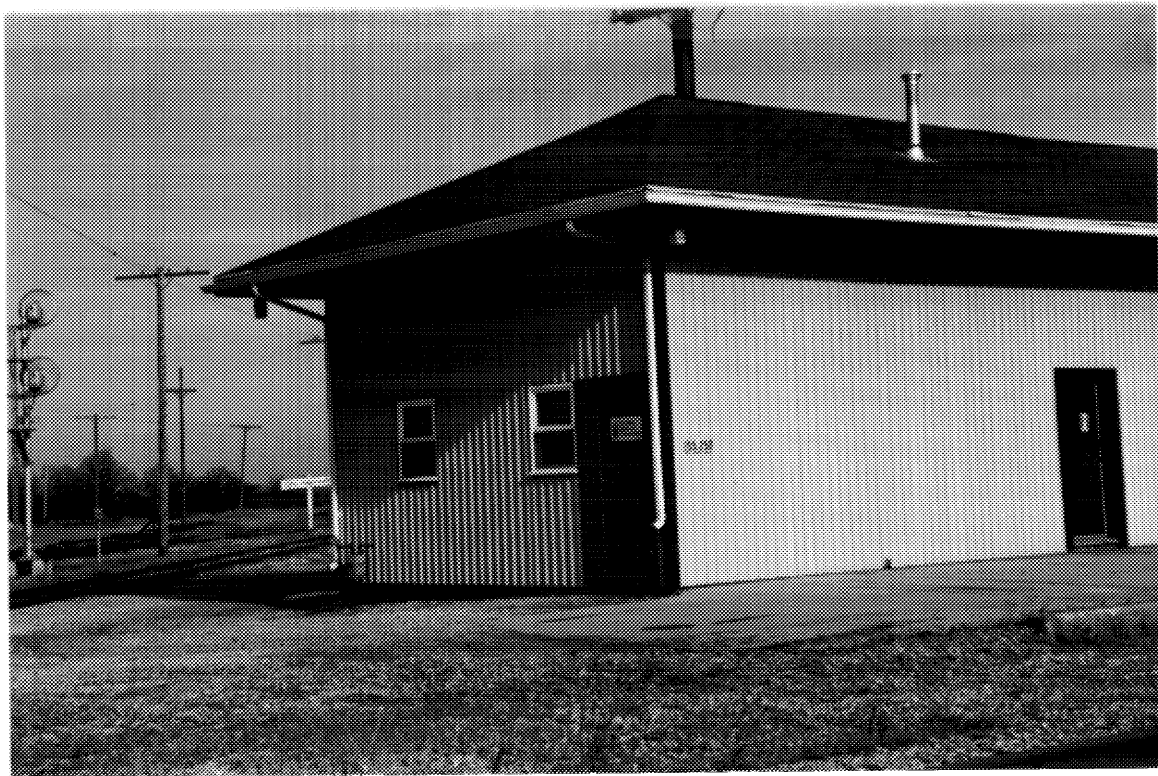
- 14 CNR station, Hagersville, north side elevation, showing the raised wooden loading platform which served the rear door of the former freight room. The lean-to standing against the north wall of the station is a recent addition. (John L. Nicholls, Analytica Associates, 1993.)

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- 15 CNR station, Hagersville, north side elevation, detail, showing the well-maintained condition of the exterior of the modernised building. Note that even the storage lean-to has been covered in the ubiquitous metal siding. (John L. Nicholls, Analytica Associates, 1993.)

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- 16 CNR station, Hagersville, west end elevation, detail, showing the hipped roof which has replaced the original gable, with added eavestroughing. The tall brick chimney, a distinctive feature of the original, has been removed. (John L. Nicholls, Analytica Associates, 1993.)

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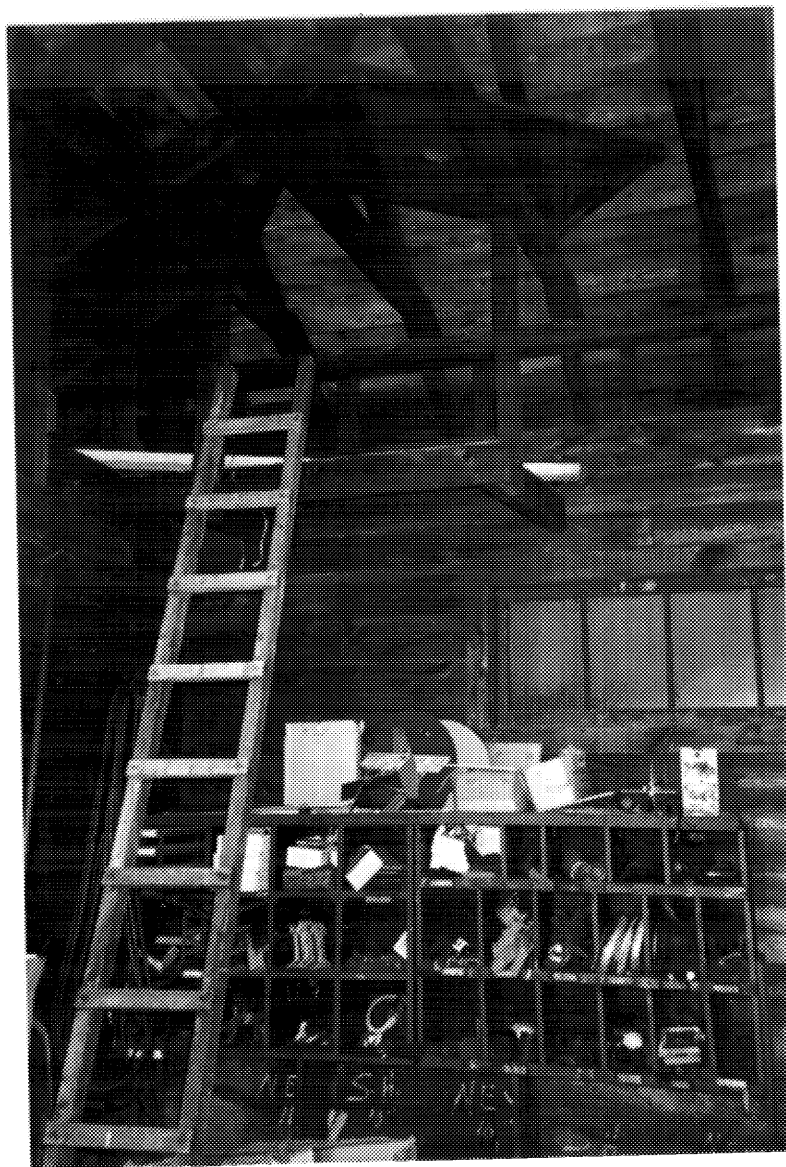
- 17 CNR station, Hagersville, interior, detail of the south side entrance hall and stairwell, showing modern partition walls, with lunch and locker room occupying the centre of the building; railway offices at the right. (John L. Nicholls, Analytica Associates, 1993.)

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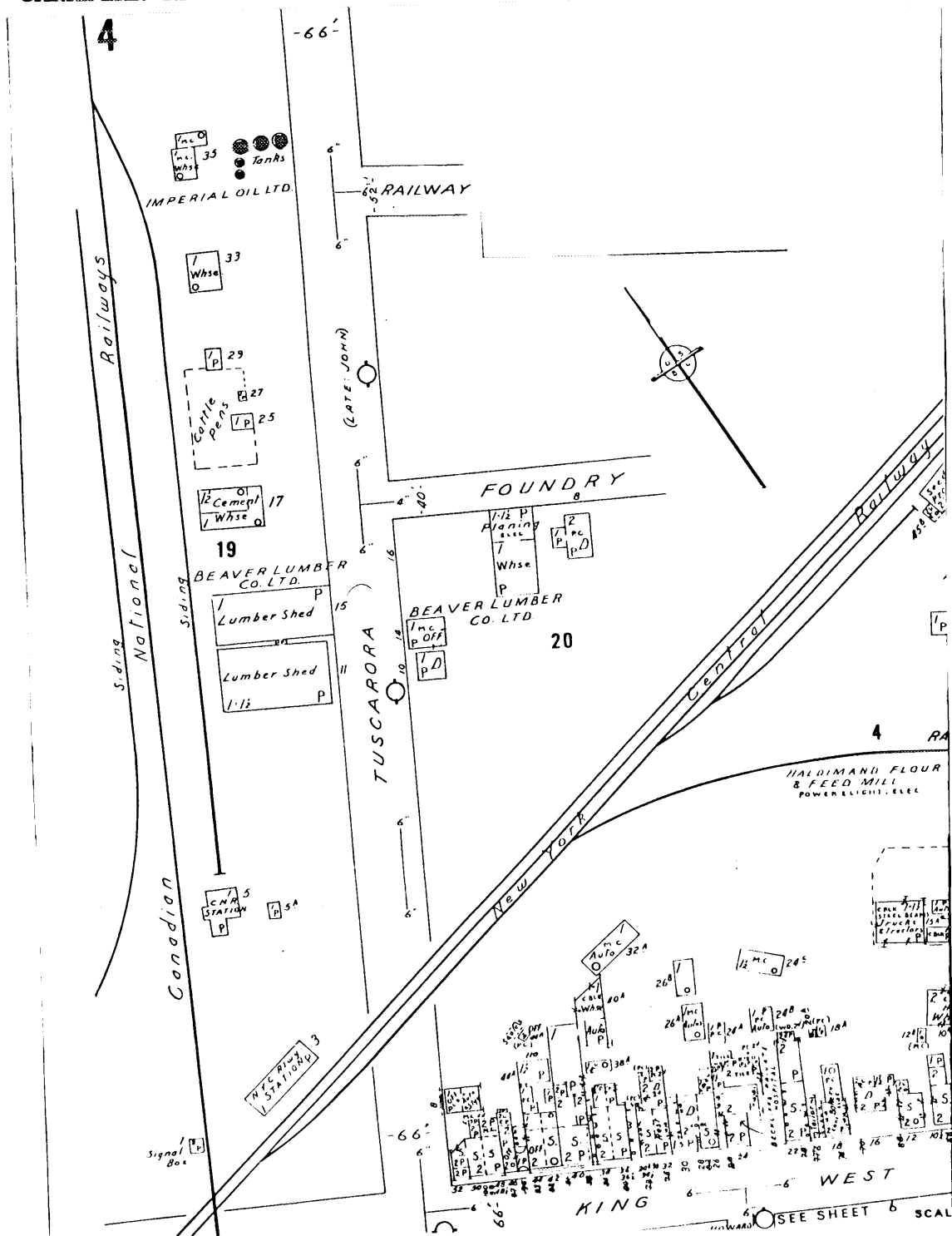
- 18 CNR station, Hagersville, interior, detail of the lunch and locker room, formerly the station office area, showing modern partition walls, linoleum flooring, and dropped ceiling. None of the original office furnishings remain. (John L. Nicholls, Analytica Associates, 1993.)

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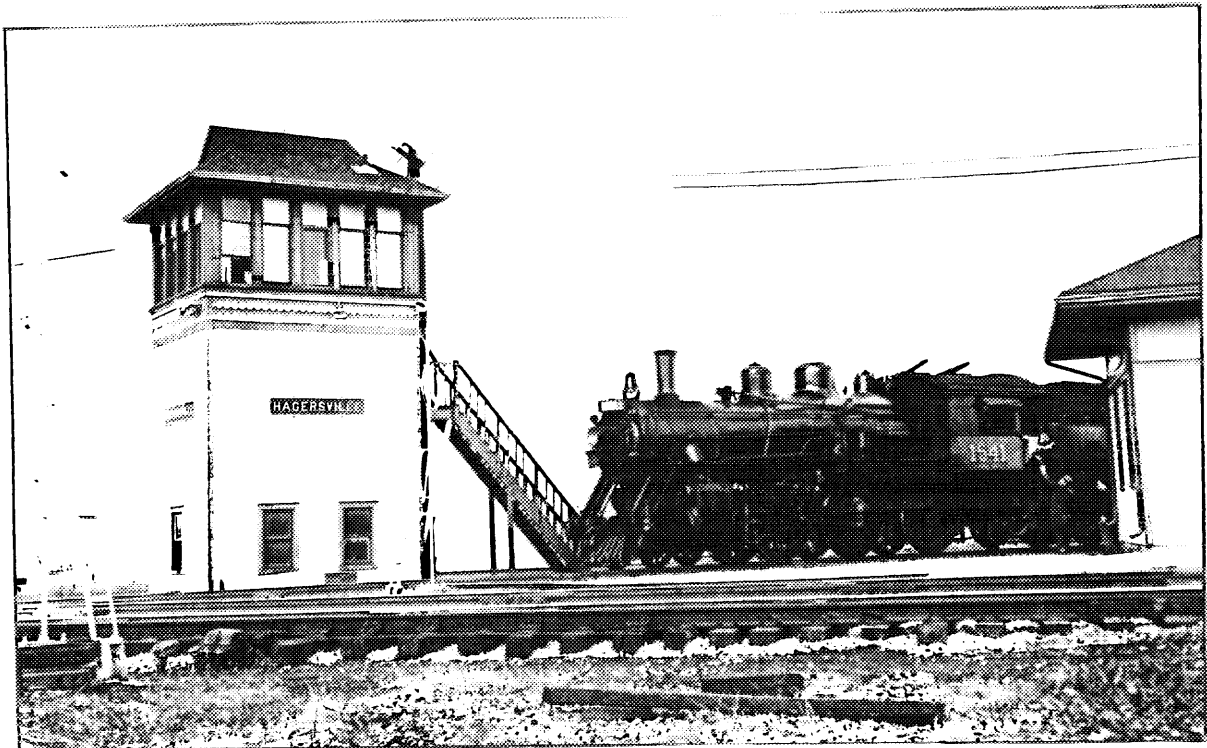
- 19 CNR station, Hagersville, interior, detail of the former freight room, now serving as a storage area; with original rafters exposed and rough planks covering the walls. This is the only part of the building's interior which still conveys some sense of the original. (John L. Nicholls, Analytica Associates, 1993.)

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20 Fire insurance map of Hagersville, 1960, detail showing the location of the Canada Southern (New York Central) station, north of the intersection of Tuscarora Street and King Street West, at the junction of the CSR with the CNR. The older CNR depot situated a short distance to the north of the CSR station, was constructed by the GTR in the 1880s, and demolished after 1960. (Underwriters' Survey Bureau, Insurance Plan of the Village of Hagersville, August 1960, sheet #4.)

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- 21 The tall control tower, which stood as a landmark for many years at the junction of the CSR and CNR tracks at Hagersville; with, at the extreme right, a corner of the CSR station. (Reproduced from Charles Cooper, Rails to the Lakes, p. 45.)

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- 22 CNR station, Hagersville, panorama from the southeast, showing the open right-of-way along the former CSR line running west to Windsor, and the isolation of the station from the surrounding town. The trailer at the east end of the building houses track crews. (John L. Nicholls, Analytica Associates, 1993.)

CANADIAN NATIONAL RAILWAYS STATION, HAGERSVILLE, ONTARIO



- 23 CNR station, Hagersville, panorama from the west, across King Street, showing the open right-of-way along the former Canada Southern line running east to Fort Erie, and the isolation of the station from surrounding building; with residential areas of the town just visible in the distance, at the extreme left and extreme right. (John L. Nicholls, Analytica Associates, 1993.)

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- 24 CNR station, Hagersville, panorama from the south, showing the station parking lot and the intersection of Tuscarora and King Streets immediately to the south of the building. To the north of the station, the right-of-way remains open. (John L. Nicholls, Analytica Associates, 1993.)

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25 CNR station, Hagersville, panorama from the northwest, showing the building's proximity to the hotels, houses and businesses located to the south, at the edge of the town's central core; with several of the functional metal sheds erected in the immediate vicinity of the station visible in the foreground. (John L. Nicholls, Analytica Associates, 1993.)