HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: **Former Canadian National Railways Station Hespeler [Cambridge], Ontario**

Source: **PETERSON PROJECTS, Murray Peterson, Winnipeg**

RSR-306(1997-80)

INTRODUCTION

The former Canadian National Railways (CNR) station at Hespeler [Cambridge], Ontario (Figure 1) was completed in 1900 by the Grand Trunk Railway (GTR), replacing an earlier, outdated structure,[1] required because of the heavy use of the railway and its station by local industries to supply, ship and store goods and materials. The station was specially designed with an extended freight section to accommodate this role in the local economy.

Hespeler is located approximately 90 kilometres (55 miles) southwest of Toronto (Figures 2 and 3). It and Galt and Preston amalgamated in 1973 to form the City of Cambridge,[2] which today has a population of 102,000.[3] The construction of major highways in southern Ontario meant a shift to trucking for local freighting and passenger requirements, severely reducing the historic reliance on railways by industries and citizens alike. As a consequence, the Hespeler [Cambridge] station has stood vacant for several years. Still owned by the CNR, its future restoration is the focus of the recently formed Hespeler Heritage Railway Station Association, which has requested its consideration under the Heritage Railway Stations Protection Act.

HISTORICAL ASSOCIATIONS

Thematic

The former Hespeler CNR station is representative of three major themes in Canadian railway history: the initial construction of lines and facilities and the increase in settlement in the pre-1900 era; the growth of railways and facilities as the local, regional and national economies boomed because of the railways in the 1900-14 period; and the shift away from railways as a major mover of goods and people in the post-1950 era.

The first theme relating to the Hespeler station is the construction of railway lines in the pre-1900 era. The Great Western Railway (GWR) was incorporated as the London and Core Railroad Company in May 1834 (changing its name to GWR in 1853). Promoted by several prominent businessmen from Hamilton, the main line was completed between Niagara Falls, Hamilton, London and Windsor by January 1854, relying heavily on through traffic between the states of New York and Michigan.[4] The railway did increase its branch line system over the next two decades, including the line from Hamilton to Galt (now Cambridge) and ultimately north to Guelph.

While the railway succeeded in bolstering local economies and communities along its line, this reliance on foreign traffic would ultimately cause its downfall. Both it and its chief rival, the GTR, suffered in the 1870s when through traffic rates decreased as a result of railway company consolidation in the United States. Following its corporate strategy, the GTR took over the GWR on 12 August 1882, gaining control of the GWR's 1,280 kilometres (800 miles) of Canadian line and 288 kilometres (180 miles) of track in Michigan.[5]

The second theme illustrated by the Hespeler station is the dramatic growth of railways and their facilities around the turn of the century. As the Canadian economy began to grow in the late 1890s, so too did the traffic and profits of the GTR. From this period until approximately 1910, the GTR launched an aggressive upgrading policy throughout its eastern Canadian system, including twinning of its Montreal-Sarnia line, improving grades and reducing curves, and replacing old bridges, yards and buildings, including many stations[6] The existing station at Hespeler was replaced with a more modern structure to improve the railway's handling of freight and passengers to the busy community. This replacement station is the current building.

The optimism of this era is illustrated by the fact that the backers of the GTR opted to set up a western subsidiary and create the second of the country's three transcontinental railways by 1914. The earlier optimism, however, was quickly replaced by the realization that the country could not possibly support these three ventures, and by 1919 the western expansion had caused the bankruptcy of the GTR. It was taken over by the federal government, and placed under the management of the CNR on 30 January 1923.[7]

The final theme that the present station at Hespeler illustrates is the replacement of the freight and passenger roles of the railways by highways, automobiles and trucks by the 1960s. This period saw massive reductions in traffic along many lines across Canada, resulting in the closure of many branch lines, the removal of stations and other facilities and the wholesale reorganization of the railway sector. The present dilapidated

state of this station is a direct result of this trend towards roads and trucks.

Local Development

The construction of the station at Hespeler in 1900 was part of the expansion and modernization of the community and its transportation facilities. It was a response to the economic and industrial boom that had been supported by the railway for nearly two decades.

Hespeler, like so many other communities in southern Ontario, was settled because of the availability of water for irrigation and power. The area that would become the townsite of Hespeler, on the banks of the Speed River northeast of where it empties into the Grand River, was originally deeded by the Crown to the Six Nations, Native allies of the British during the War of Independence. By the early 19th century, however, much of the land had been sold as the area filled with Mennonite immigrants from Holland and Germany who had originally come to North America in the 1700s to avoid religious persecution. The first of the Hespeler-area settlers, Michael Bergey, built a small log cabin in 1828, calling the hamlet Bergeytown. The name was changed in 1835 to New Hope, and by the 1840s boasted a population of about 100, complete with several saw mills and a general store.[8]

In 1845, Jacob Hespeler (1811-1881) (Figure 4) moved from nearby Preston to New Hope, and proceeded to replace an existing dam and build a grist mill, sawmill and cooperage before 1850. By 1861, Hespeler, now one of the community's most prominent men, was also operating a gashouse, a distillery and a woolen mill.[9] When New Hope was incorporated as a village in 1858, it was renamed Hespeler, underlining his status in the area (he had lead the movement towards incorporation). It was also Jacob Hespeler who served as the village's first reeve, holding the office until 1862.[10]

The main reason for Jacob Hespeler's higher status was his leadership role in maneuvering a branch line of the GWR through Hespeler on its way north to Guelph (known as the Galt and Guelph Railway). The line was started in 1855 after months of heated official, public and backroom debate over its route and the location of facilities. Jacob Hespeler had guaranteed service for his village by having himself appointed by the railway's directors to purchase the land necessary for the right-of-way and station grounds (he also assured his own financial future by locating the line and stations on his own property wherever possible).[11]

When the line was completed in 1858, the local economies began to boom and new business ventures quickly began taking advantage of the permanent, year-round services of the GWR. When the railway

company was amalgamated with the GTR in 1882, it increased the market possibilities for Hespeler's businesses. In 1900, Hespeler incorporated as a town and boasted many large businesses, including furniture, textile and even hockey stick manufacturers.[12] The rail line would ultimately find its way north to Owen Sound and the Bruce Peninsula (Figure 5).

The railway was a major contributor to the growth of Hespeler, supplying raw materials for the factories and reliable transportation for the completed materials to markets all over the world. Because of this, businesses chose to locate close to the railway and the depot. The current station, because of its heavy shipping/receiving role, was specially designed by GTR officials and was built at the zenith of the status of railways in the economy of southern Ontario and Canada.

The primacy of the railway in Hespeler was not seriously challenged until the construction of modern roadways after the Second World War. New highways and the growth of trucking as a viable and cheaper alternative to trains lead to a shift in traffic away from the railway line. This was especially true with the completion of the Macdonald-Cartier Freeway (Highway 401) that runs just south of Hespeler (completed through the area by late 1961).[13] With this reduction in traffic came the closure of stations and the removal of lines by the CNR. At Hespeler, this process meant the gradual reduction in weekly trains passing through the community, the cancellation of passenger service after 1959 and the closure of the station nearly 20 years ago.[14] The vacant station stands beside a short stretch of active, though underutilized track running from Guelph to just north of Galt (Finnigan) in the midst of a still-busy industrial section.

ARCHITECTURE

Aesthetic/Visual Qualities

The 1900 Hespeler station is an example of a GTR "Type A" station, modest in size and ornamentation, functional and efficient in design. It is also a station built during a transitional phase for the railway between the small-scale, plain structures of-the earlier period and the picturesque depots of the post-1900 era.[15] The building measures 27 feet by 121 feet and rests on a grade-level foundation supported by cedar piers.[16]

The 1870-1900 period saw the GTR build many one-storey frame stations with gently pitched gable roofs, slightly overhanging eaves and board-and-batten siding. This type of exterior cladding was popular for many decades because of its picturesque qualities, its strength and its inexpensiveness. Another exterior element common during this phase was a large raised freight platform, often placed on both sides of the depot.[17]

The platforms on the Hespeler station facilitated the large volume of freight being loaded and unloaded from the five large freight doors, two on both the track- and town-side elevations and one on the west end.

The design of the Hespeler station is typical of many GTR stations (and those of other railway companies of the period), particularly in its elongated plan and gable roof common to the period. Exterior cladding of the station was originally a combination of board-and-batten with panels of diagonal wood siding to animate the exterior surfaces (Figure 6). Other ornamental features on the original facades included bargeboard trim on the gable ends and above the bay window, and ornate pendants supported by delicate ornamental woodwork and topped by finials and lattice attached to the gable ends. A bay window, offering a clear view of the track and platform from the station master's desk inside, is located on the front (north) facade. The overhanging eaves were supported by large wooden brackets, and exterior lighting was supplied by globes attached to delicate metal supports which still survive (Figure 7). This original design lent to stations all along the line a charming, picturesque quality stemming from the varied wood cladding and the delicate ornamentation at the gable ends.

The present structure has been greatly altered from the original, as a result of neglect, age, vandalism, and upgrading by the owners. The depot's foundation is in poor condition, causing uneven settling of up to one foot in some areas (Figures 8 and 9). Exterior cladding is generally in poor condition, and the east end (original waiting room) has been covered by an insul-brick material (although the original board-and-batten siding is still intact) (Figure 10). Architectural trim at the gables is missing from the station's west end, incomplete at the east end but intact above the bay window (Figure 11). The raised loading platform has been removed from the north side and is in a state of disrepair on the south side. The roof structure and cladding also suffer from similar neglect.

Although the building appears to be in poor structural condition, an architectural firm has determined that the station is not beyond restoration, with good examples of all of the exterior trim and materials still existing.[18]

In terms of uniqueness, the Hespeler station is the last GTR-built station of this type on this extensive subdivision (see Figure 5) still standing on its original site; the only other stations still standing on this subdivision are at Palmerston (1872, 1876 and remodelled 1900), Wingham (1906), Harriston (1905), Owen Sound (1932), Southampton and Gilford (relocated),[19] and none is a GTR "Type A" style station. Stations similar in style exist at Aurora, Ontario (Figure 12) and Newmarket, Ontario (Figure 13).

Functional/Technological Qualities

This station represents both a continuation of and a departure from accepted railway practices regarding interior layout and design. The use of the elongated plan was a common method of separating the public areas of the station, the ticket counter and the waiting room (located at the east end), from the dust and noise of the freight and baggage areas (at the west end). The centrally located office divided these two sections while giving the employees easy access to all areas of the station. At the Hespeler station, the baggage/freight area was extended beyond the typical length to afford more space for materials and manufactured goods being shipped on the line. The raised loading platforms, the inclusion of five loading doors and the raised floor of the baggage department, while not unique features, do underline the importance given this function by the station designers. The station was also fronted by an extensive wooden platform, another familiar element of Canadian train stations.

Much like the exterior, the interior of this station has suffered from vandalism, neglect and unsympathetic alterations, although the basic layout has remained unchanged. The north-side entrance west of the bay window leads to a short hallway that ends in an unusual double door (Figure 14). There is no evidence of a staircase to the upper door, suggesting that access to this small room was gained by a ladder. It is possible that this room was used for storing the large amounts of shipping paperwork that has been found throughout the depot. To the left of the hallway is the office, with the station master's table nestled in the bay window (Figure 15). An arched doorway, used for the ticket counter, leads to the large, undivided waiting room (Figure 16). These spaces have suffered greatly from neglect and the addition of heating ducts when it was used as a shop, after the station's closure to the public.[20] The presence of a large amount of locally produced pressed-metal panels covering walls and ceilings is an unusual interior element (Figure 17). To the right of the hallway is the large, open freight/baggage room with its raised floor. Interior finish in this area would have been sparse, and the space has suffered from several deliberately set fires (Figure 18).

Many stations built from the 1870s to 1900 included large living quarters for the station master and his family.[21] At Hespeler, this was not necessary because local development had provided ample residential space nearby.

Interior finishes throughout these stations were marked by their durability and ease of maintenance rather than their aesthetic merits. Similar to the exterior, the condition of the original interior space of this station has been compromised, though examples of the original interior finishes are intact and in relatively good condition.

ENVIRONMENT

Setting

The location of Hespeler had already been determined and early development was well underway by the time the railway crews arrived in the community. Early industries had located on both banks of the river, and the railway ensured these businesses of access to markets for their goods, and to raw materials. Non-industrial development took place on both sides of the Speed River, farther back from the banks. The site chosen for the railway station by industrialist Jacob Hespeler was on the north bank, close to his own mill complex. Personal advantages aside, his choice to locate the yards in this central location offered flatter, more appropriate land for the main line, switching tracks, spur lines and related railway structures.

Today, the station, located at the southwest corner of Guelph Avenue and Sheffield Street (Figure 19), is surrounded by large industrial structures of all ages. Its size relative to these neighbours reduces the visual impact of the structure, although open space around the depot does increase its conspicuousness (Figures 20 and 21). The station is compatible with the setting - its industrial nature suits the nearby warehouses and factories. Because of the importance of the railway to the industrialization of Hespeler in general and the immediate vicinity in particular, the station is a crucial part of the landscape.

Community Status

While the three communities brought together to form the City of Cambridge work together every day, many facets of life continue separately. The former Town of Hespeler has an active heritage community which has worked diligently to preserve, protect and publicize its many unique heritage sites and structures. A walking tour brochure includes the former CNR station.

In August 1996, a public meeting was held to gauge support for a scheme to renovate the Hespeler station. The Hespeler Heritage Railway Station Association was formed shortly thereafter and today boasts and membership of more than 200. As mentioned previously, an architectural firm has made a complete analysis of the structure and drawn up renovation plans. The final cost of these renovations was estimated at $450,000, and fund raising projects are well under way. As well, the Association has entered negotiations with the CNR to purchase the station.[22] This ongoing process is regularly reported in local newspapers and television and is a topic of much conversation throughout the community.

Endnotes

1 Peter Bowers, Two Divisions to Bluewater: The Story of the CNR to the Bruce (Erin, Ont.: Boston Mills Press, 1983), p. 31. The author would like to acknowledge the assistance given by Paul Langan, Chairperson, Hespeler Heritage Railway Station Association, towards the completion of this report.

2 Information from City of Cambridge: Profile (http://www.city.cambridge.on.ca/profile/history/index.html).

3 Corporation of the City of Cambridge, Cambridge Facts and Figures (June 1997 edition), p. 5

4 Canadian Encyclopedia, Second Edition (Edmonton, Alta.: Hurtig Publishers, 1988), Vol. 2, p. 935.

5 Ibid., p. 935.

6 Ibid., p. 925.

7 Ibid.

8 The Great Hesoeler Reunion (Hespeler, Ont.: Hespeler Reunion Committee, 1996), pp. 4-5.

9 Community: Hall of Fame: Jacob Hespeler (http://www.city.cambridge.on.ca/comty/hfame/hespeler.html), p. 1.

10 Ibid., p. 2.

11 O.S. Eby, Hespeler, Canada: A Souvenir of the Factory Town (Hespeler, Ont.: The Author, c. 1900), p. 2; and Kenneth McLaughlin, Cambridge: The Making of a Canadian City (Windsor, Ont .: Windsor Publication, 1987), pp. 45-49.

12 Dominion Textile grew, by the Second World War, to become one of the largest firms of its kind in the British Empire. Cambridge, Ontario, Canada, 1997 Discovery Guide (Cambridge, Ont.: City of Cambridge, 1997), p. 4.

13 John Shragg, Ontario Department of Transportation, in conversation with the author, 30 September 1997.

14 Paul Langan, Chairperson, Hespeler Heritage Railway Station Association, in conversation with the author, 11 September 1997.

15 Mathilde Brosseau, "Second Group of Grand Trunk Railway Stations: Original Eastern Section Stations and Stations

from c. 1870 to c. 1920," Canadian Inventory of Historic Buildings Report, no date, pp. K.2-K.3.

16 Mike Moyer, Historical Touch Carpentry Company, in conversation with the author, 11 September 1997.

17 Brosseau.

18 One of the original glass light globes has been recovered. Moyer; and Report by CA. Ventin Architect Limited, submitted to the Hespeler Heritage Railway Station Association, copy courtesy of P. Langan.

19 Langan; and Planning for Heritage Railway Stations: Inventory, Vol. 2 (Toronto, Ont.: Ontario Heritage Foundation and the Ontario Ministry of Citizenship and Culture, 1987), n.p.

20 Langan.

21 Brosseau.

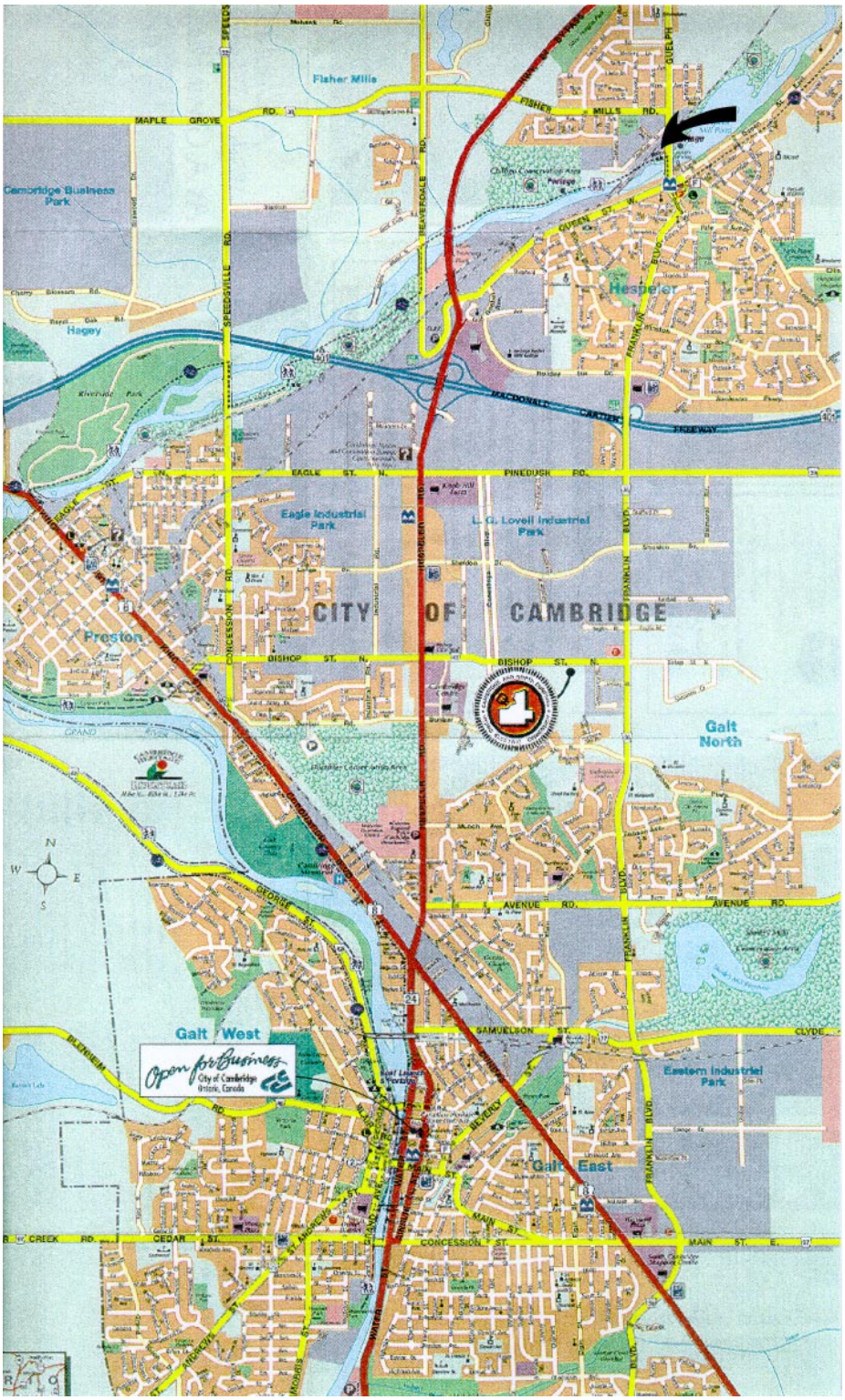
22 Ibid.

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

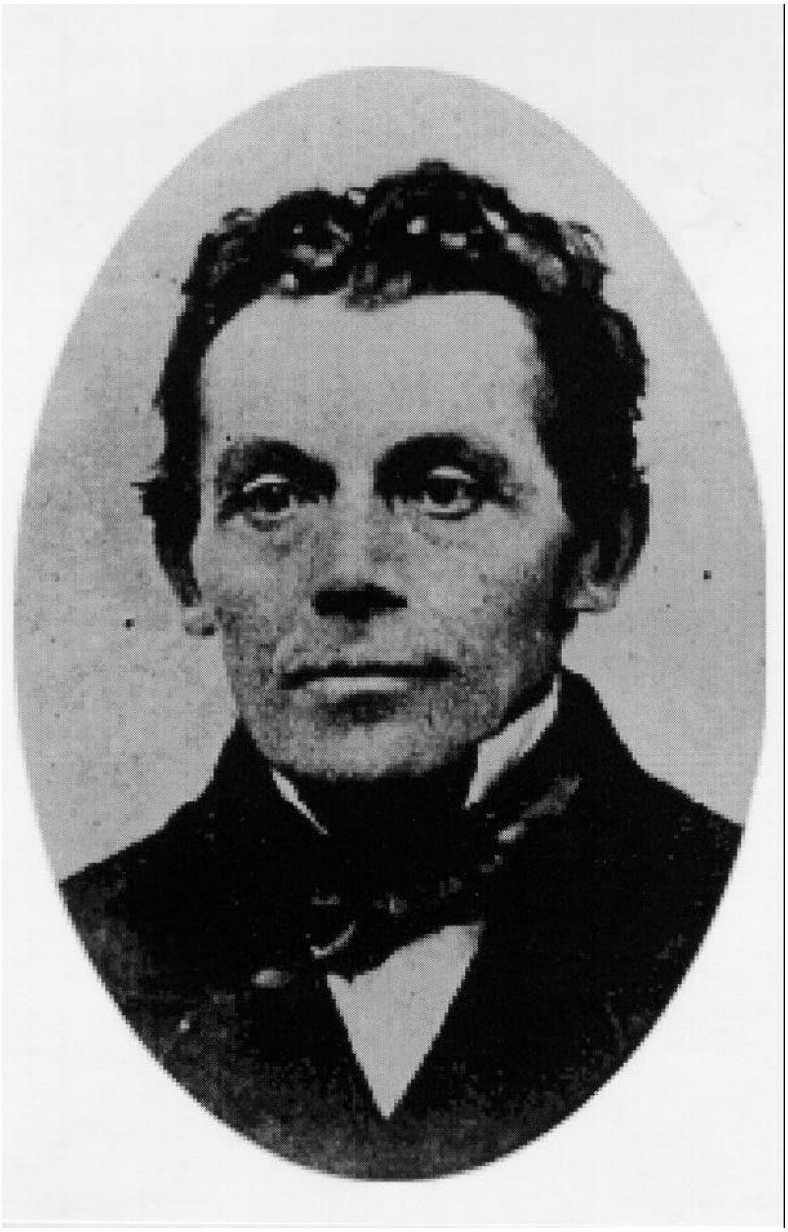
1 Former Canadian National Railways (CNR) station, Hespeler [Cambridge], Ontario; constructed 1900, designed by Grand Trunk Railway (GTR) staff, contractor unknown; track-side (north) elevation. (Murray Peterson, 1997.)

2 Part of map of southern Ontario, Cambridge in centre. (Official Street Map of Cambridge, Ontario, Canada, 1997.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

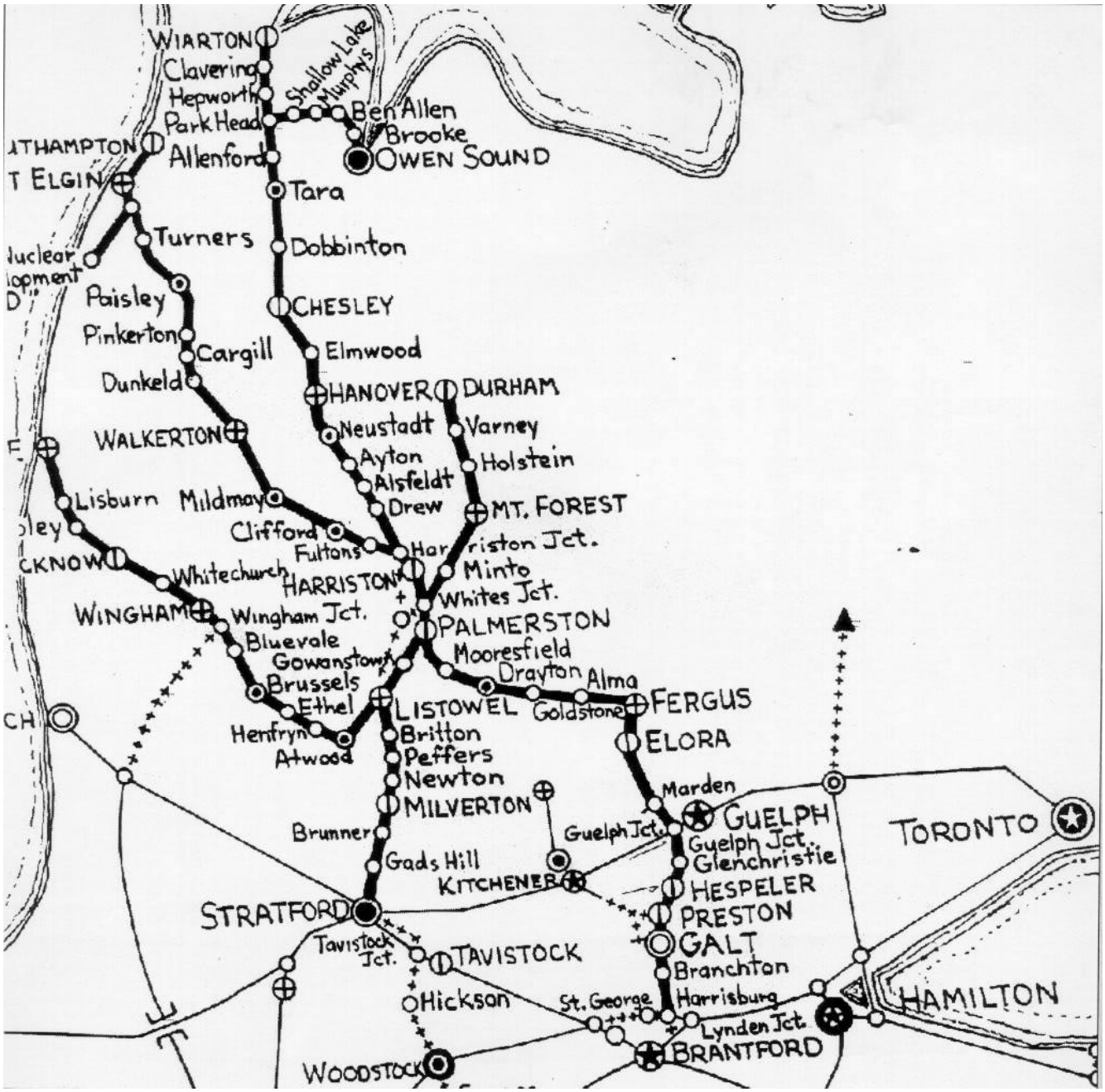


3 Map of Cambridge, showing location of the former separate communities of Hespeler (northeast), Preston (west) and Galt (south). (Official Street Map of Cambridge, Ontario, Canada, 1997.)



4 Jacob Hespeler (1811-1881), no date. (Community: Hall of Fame: Jacob Hespeler, http://www.city.cambridge.on.ca/comty/hfame/hespeler.html.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO



5 Branch lines of the GTR-CNR in southwestern Ontario. (Reproduced from Peter Bowers, Two Divisions to Bluewater: The Story of the CNR to the Bruce, n.p.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

6 GTR station, Hespeler, ca.1900. (Courtesy of P. Langan, Chairperson, Hespeler Heritage Railway Station Association.)

7 Former CNR station, Hespeler [Cambridge], metal light support, track-side elevation. (Murray Peterson, 1997.)

8 Former CNR station, Hespeler [Cambridge], looking north through main door showing the difference between platform and floor levels. (Murray Peterson, 1997.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

9 Former CNR station, Hespeler [Cambridge], west and track-side (north) facades. (Murray Peterson, 1997.)

10 Former CNR station, Hespeler [Cambridge], east and town-side (south) facades. (Murray Peterson, 1997.)

11 Former CNR station, Hespeler [Cambridge], bay window, north façade. (Murray Peterson, 1997.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

12 CNR station, Aurora, Ontario, during restoration, 1992. (RSR Report, 1990-013.)

13 CNR station, Newmarket,, Ontario, 1992. (RSR Report, 1992-138.)

14 Former CNR station, Hespeler [Cambridge], interior hallway. (Murray Peterson, 1997.)

15 Former CNR station, Hespeler [Cambridge], office, looking into bay window and station master's desk (note the heating ducts). (Murray Peterson, 1997.)

16 Former CNR station, Hespeler [Cambridge], waiting room and arched ticket counter doorway. (Murray Peterson, 1997.)

17 Former CNR station, Hespeler [Cambridge], close-up of pressed-metal cladding on walls and ceiling. (Murray Peterson, 1997.)

18 Former CNR station, Hespeler [Cambridge], office, looking west into baggage/freight area. (Murray Peterson, 1997.)

19 Present-day Hespeler (part of City of Cambridge), 1997; arrow indicates location of former CNR station. (Official Street Map of Cambridge, Ontario, Canada, 1997.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

20 Hespeler CNR yards, looking east from station. (Murray Peterson, 1997.)

FORMER CNR STATION, HESPELER [CAMBRIDGE], ONTARIO

21 Hespeler CNR yards, looking west from station. (Murray Peterson, 1997.)

CRITERIA FOR IDENTIFYING HERITAGE RAILWAY STATIONS

These criteria were adopted in June 1990.

Scope

For the purposes of the act, a potential heritage railway station will be:

a structure, or group of structures, which

i) **is normally 40 years old or older;**
ii) **is owned by, or is under the control of, a railway company, as defined by the Railway Act;**
iii) **was built for, or was used for, purposes connected with the transport of passengers and goods.**

For the purpose of the Heritage Railway Stations Protection Act, the Board will be requested to identify railway stations of historical or cultural value. Structures which have exceptional historical importance and/or architectural value will be relatively easy to identify. However, the intentions of the act entrust to the Board the identification of railway stations for reasons other than national significance. Factors which identify regional and local significance must therefore be actively included in the Board's assessment. A heritage railway station will be designated on the basis of its

i) **associative values as they relate to history;**
ii) **intrinsic values as they reflect architectural merits;**
iii) **environmental values as they pertain to the influence of a structure on its community.**

Historical Evaluation Criteria

The following themes will assist in determining the historical and cultural values of railway stations. These themes are not presented in their order of importance nor should they be considered as exclusive.

Railway History

The contribution of a station to railway history could be assessed, for example, through the importance of the location and function of a station on a given railway line or in association with utilization of particular track gauges or the introduction of new locomotives, etc. Under this heading, a station on a given railway track can be considered as an in situ resource for interpreting the history of a railway company. Stations may illustrate railways which are no longer extant.

Political History

The political history of railways is associated with the opening of a continent, territorial expansion, national formation, local or regional development, legislation and finance through federal, provincial and municipal politics. This factor would assess the impact of laws, policies, or events on the development of railways, and the impact of railways on such developments, as embodied by railway stations.

Commercial/Industria1/Financial History

This factor applies to the economic impact of the introduction of rail transportation to an area as it had a specific, identifiable effect on the development of an important business, enterprise or industry (primary such as agriculture or mining, secondary such as manufacturing or construction, tertiary such as growth of services or tourism). The station may be the physical symbol of this impact.

Technological History

This factor relates to the introduction, evolution or application of an important service, technological advance, or other development in transportation or communications, such as telegraph and postal services, that influenced the community or a wider sphere.

Demographic History

This factor addresses the role of the station in immigration, settlement, the founding of a community, or other contexts influencing settlement and settlement patterns.

Social History/Community History

This factor recognizes an important period of growth, prosperity, consolidation, optimism, depression or other significant stage in the history of the community. It relates to the early establishment, development or location of centers within the community or region or to impacts on its institutions.

Persons/Events

This factor incorporates historical associations of the station with persons or events, which may be nationally, regionally or locally significant. The structure may be linked, for example, with special events which took place on the site, such as royal visits, labour strikes, etc.

Railway stations may illustrate one or several aspects of these themes. The Board will have to determine if a station possesses sufficient historical association to warrant designation as a heritage railway station on or partially on this factor.

Proposed Criteria: Historical

1. **How clearly is the station associated with a significant historical theme related to railways?**

    A. One of the best examples
    B. Very good example
    c . Convenient or useful example
    D. Obscure example

2. **How well does the station illustrate the development of its community?**

    A. One of the best examples
    B. Very good example
    c . Convenient or useful example
    D. Obscure example

Architectural Evaluation Criteria

The architectural criteria are intended to determine the heritage value of the physical structure of the station. They assess its design from the point of view of its visual and expressive character and its qualities within the various groups of this building type. Standard design stations should be assessed on their own merits. How well the station has retained its key heritage-defining features, materials, form and detailing establishes its integrity. Inappropriately designed and executed alterations and deteriorated historic fabric weaken the visual character and historical integrity of the station. Whether the station is unusual or rare should be considered. These factors are important aspects of heritage value.

Architectural Design/Visual Quality

The purpose of this criterion is to assess the visual character of the station and to identify its particular design qualities. Points of analysis under this criterion would include:

.architectural style. Is the station an example, or does it contain features, of a recognized architectural style or variant of a style? Was the style well executed or the use of the style successful? Was use of the style a company symbol, and if so what did it signify?

.visual characteristics. Not necessarily a recognized style, but what can be identified as vernacular architecture or as an example of a standard design. Has the station a pleasing appearance, composition, detailing, etc .? Does its siting contribute to the aesthetic quality of the structure? Does the station reflect the architecture of a particular place? Does the design express a particular imagery or corporate identity?

.selection, choice and handling of materials, particularly materials that relate to the design vocabulary or were especially appropriate for particular circumstances.

.the station is the work of or shows the influence of a particular designer or group of designers of note or influence. The intent is to recognize not only the designers of class 1 stations in large centres, but also good examples of more modest work.

Functional/Technological Quality

The purpose of this criterion is to assess the functional and technological aspects of the station.

.example of a particular type of station (eg. flag stop, shelter, portable, with or without living accommodation, terminal).

.plan. Are the plan and layout of the station expressed in relation to its design and function?

.method of construction, especially the appropriateness of a construction method in particular circumstances, or innovations in station construction method such as structural system.

.technological innovations related to operation of the railroad exhibited in the station (eg. signalling, furnishings, mail, and baggage handling). Structures that retain such evidences are considered better examples than those that do not.

Proposed Criteria: Architectural

1. **What is the aesthetic/visual quality of the station?**

    A. Excellent
    B. Very good
    c . Good
    D. Fair/poor

2. **What is the functional/technological quality of the station?**

    A. Excellent
    B. Very good
    C. Good
    D. Fair/poor

Environmental Evaluation Criteria

The purpose of examining these factors is to assess the heritage value of the physical presence of railway stations within their local communities. They will assess the "institutional values relating to the importance placed on a railway station by the community."

Relationship of Station to Other Structures/Features

A railway station may be seen to possess more historical integrity if it remains associated with other features and structures (eg. tracks, platforms, associated railway buildings, other associated structures such as grain elevators, hotels, etc.) than if it has been dissociated from them, either by their removal or by removal of the station itself from its railway environment.

Cultural Relationship of Station to Community

A railway station frequently possesses a landmark value in its community. It may have established or influenced the settlement location, the orientation of street patterns, the development of adjacent commercial and industrial activities, and/or the community's sense of place. It may be a symbol of the community's pride or its history.

The heritage potential/value of a station may already be formally recognized, for example by identification in community, municipal, or provincial inventories or by the HSMBC.

Proposed Criteria: Environmental

1. **What is the quality of the relationship between the station and the area with which it is associated?**

    A. Largely retains historical integrity
    B. Retains some historical character and is compatible with its environment
    c . Is compatible with its environment
    D. Lacks relationship to its environment

2. **What is the nature of the station's identity within its community?**

    A. Symbol of the city/region
    B. Conspicuous within city/region
    c . Familiar within neighbourhood
    D. Not familiar

RAILWAY STATIONS EVALUATION CRITERIA

HISTORICAL

1. How clearly is the station associated with a significant historical theme related to railways?
    - A. One of the best examples
    - B. Very good example
    - C. Convenient or useful example
    - D. Obscure example

2. How well does the station illustrate the development of its community‘?
    - A. One of the best examples
    - B. Very good example
    - C. Convenient or useful example
    - D. Obscure example

ARCHITECTURAL

3. What is the aesthetic/visual quality of the station?
    - A. Excellent
    - B. Very good
    - C. Good
    - D. Fair/Poor

4. What is the functional/technological quality of the station?
    - A. Excellent
    - B. Very Good
    - C. Good
    - D. Fair/Poor

ENVIRONMENTAL

5. What is the quality of the relationship between the station and the area with which it is associated?
    - A. Largely retains historical integrity
    - B. Retains some historical character and is compatible with its environment
    - C. Is compatible with its environment
    - D. Lacks relationship to its environment

6. What is the nature of the station’s identity within its community?
    - A. Symbol of the city/region
    - B. Conspicuous within city/region
    - C. Familiar within neighbourhood
    - D. Not familiar

Amended 20/02/91

HERITAGE RAILWAY STATIONS EVALUATION FORM

Station Name:

Location:

Report No.

	Score	Factors
History		
1 Thematic		
2 Community		
Architecture		
1 Aesthetic/Visual		
2 Functional /Technological		
Environment		
1 Setting		
2 Community identity		

CONCLUSION:

The Historic Sites and Monuments Board of Canada hereby recommends

1. that the above-named railway station be designated a heritage railway station

2. that the above-named railway station not be designated a heritage railway station