

**THE CORPORATION  
OF THE  
TOWN OF NIAGARA-ON-THE-LAKE  
BY-LAW NO. 4147-07**

A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS THE TURNTABLE, LOT 25, PLAN M-16, THE ENGINE HOUSE, LOT 16, PLAN M-16 AND CULVERT, PART LOTS 31 & 32, PLAN M-15, IN THE TOWN OF NIAGARA-ON-THE-LAKE, IN THE PROVINCE OF ONTARIO, AS BEING OF CULTURAL HERITAGE VALUE OR INTEREST.

**WHEREAS** Section 29 of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of cultural heritage value or interest;

**AND WHEREAS** the Council of the Corporation of the Town of Niagara-on-the Lake has caused to be served on the owner of the lands and premises known as the Turntable (Lot 25, Plan M-16), Culvert (Lot 16, Plan M-16) and Engine House Part Lots 31 & 32, Plan M-15), in the Town of Niagara-on-the-Lake in the Province of Ontario and upon the Ontario Heritage Trust, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in a newspaper having general circulation in the municipality;

**AND WHEREAS** the statement of cultural heritage value or interest and the description of heritage attributes are set out in Schedule 'B' hereto;

**AND WHEREAS** no notice of objection to the proposed designation has been served on the clerk of the municipality.

**THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE** enacts as follows:

1. There is designated as being of cultural heritage value or interest the real property known as the Turntable, Lot 25, Plan M-16, the Engine House, Lot 16, Plan M-16 and the Culvert, Part Lots 31 & 32, Plan M-15 in the Town of Niagara-on-the-Lake in the Province of Ontario, more particularly described in Schedule 'A' attached hereto.
2. The municipal solicitor is hereby authorized to cause a copy of this By-law to be registered against the property described in Schedule 'A' hereto.
3. The Clerk is hereby authorized to cause copy of this By-law to be served on the owners of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in a newspaper having general circulation.

READ A FIRST, SECOND AND THIRD TIME AND PASSED ON THIS  
14<sup>th</sup> DAY OF JUNE 2007.

  
LORD MAYOR GARY BURROUGHS

  
TOWN CLERK HOLLY DOWD

**SCHEDULE "A"**

**BY-LAW 4147-07**

**LOT 25, PLAN M-16, THE ENGINE HOUSE, LOT 16, PLAN M-16 AND  
CULVERT, PART LOTS 31 & 32, PLAN M-15**

## **SCHEDULE 'B'**

### **The Turntable, Culvert and Engine House, The Dock Area, c. 1860**

#### **Description of Property**

The remains of the Turntable, Culvert and Engine House are architectural/engineering structures that relate directly to the Erie and Ontario Railway, which opened in July 1854. The remains of the Turntable are located at the northeast corner of Turntable Way and River Beach Road on Lot 25, Plan M-16. The foundations of the Engine House are located directly south of the Turntable on Lot 16. The Culvert, with its distinctive stone arch, is located on part of the former railway right-of-way just west of Ball Street at the water's edge.

#### **Statement of Cultural Heritage Value or Interest**

The Turntable, Culvert and Engine House are of cultural heritage value as the only remaining structures relating to the Erie and Niagara Railway, the first railway in Upper Canada. The railway acquired the Niagara Harbour and Dock Company property in 1854 when it proposed to extend the Queenston to Chippawa railway line to Niagara-on-the-Lake. The prime mover of the development was Samuel Zimmerman and the major financial backers were the Town and Township of Niagara.

The land was purchased for the right-of-way in 1854. The Town sold its portion of the railroad in 1860. Over the years the railway was owned and operated by the Canada Southern Railway Company, the Michigan Central Railway Company and finally by the New York Central Railroad Company. It was only abandoned in 1961. In 1962 it was sold to the Town of Niagara after which the trestle and tracks were removed.

The Culvert, Turntable and Engine House are the sole remaining physical manifestation of the transportation system that serviced the industrial/commercial complex in the Dock Area. The Erie and Ontario Railway was the only railway connection with the rest of the country and was the chief hope for regaining the loss of trade sustained by the opening of the Welland Canal. At its height it serviced steamboat traffic to and from Toronto and there were 5 trains a day from Buffalo to the dock.

Troops and equipment for the Niagara Camp, fruit from the local farms and tourists visiting the Town by steamboat or rail all used the railway line. Over the years it transported the men of the Queen's Own Rifles from Toronto to Fort Erie to suppress the Fenian Raids; the Duke and Duchess of York (later King George V and Queen Mary) on their 1901 visit to Niagara; and, every summer, men horses and supplies for Camp Niagara for annual tattoos and special events.

#### **Description of Heritage Attributes**

The key attributes that make the Culvert, Turntable and Engine House complex an important link to the history of Niagara-on-the-Lake and a landmark that continues to define the character of the Dock Area are:

- The culvert, turntable and engine house are the only remaining features in Niagara-on-the-Lake relating to the Erie and Ontario Railway, the first railway in Upper Canada
- They are the only structural remnants of a major mode of transportation that serviced goods and people as they traveled to and from Niagara
- They are connected to significant historical events such as the Fenian Raids, the First and Second World Wars and the visit of the Duke and Duchess of York

- They are connected to the development of the Dock Area as a significant transportation hub and commercial/industrial area

Key attributes that express the value of the culvert, turntable and engine house complex as an example of 19<sup>th</sup> century industrial/railway design and construction techniques are:

- The stone culvert structure and arch.
- The circular stone pattern of the turntable foundation and the large ashlar pieces of the structure that were removed from the site.
- The remaining stone foundation of the engine house

