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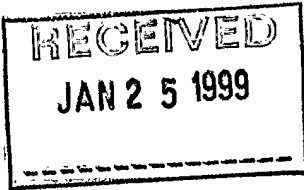
This document was retrieved from the Ontario Heritage Act Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

Ce document est tiré du registre aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **www.heritagetrust.on.ca**.

The Corporation of Loyalist Township
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**NOTICE OF DESIGNATION
OF REAL PROPERTY AS HAVING
HISTORICAL AND ARCHITECTURAL SIGNIFICANCE**

TAKE NOTICE that the Council for the Corporation of Loyalist Township at its meeting of Monday, January 11, 1999 enacted By-law 99-1 which had the effect of designating real property under Section 29(14) of the Ontario Heritage Act, R.S.O. 1990, C.O.18, as amended, for architectural and historic reasons.

The building subject to this designation is referred to as the Ernestown Railway Station and is situated on lands described as part of lot 19, Concession 2, Parts 1, 2 and 3, Plan 13A in Loyalist Township.

If you have any questions regarding this designation or if you wish a copy of the By-law, please call Mr. Murray Beckel, Planner/C.B.O. at (613) 386-7351.

DATED this 19th day of January, 1999.

Diane Pearce, CAO/Clerk
Loyalist Township
263 Main Street, Box 70
Odessa, Ontario
K0H 2H0

To Be
Filed

THE CORPORATION OF LOYALIST TOWNSHIP

BY-LAW NO. 99-1

Being a By-law to designate the Ernestown Railway Station as an architectural and historical property pursuant to Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

WHEREAS Section 29 of the Ontario Heritage Act R.S.O. 1990, C. 0.18 as amended, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and historical value, and

WHEREAS the Local Architectural Conservation Advisory Committee has recommended to the Council that the Ernestown Railway Station be designated an architectural and historical property; and

WHEREAS the Council of the Corporation of Loyalist Township has caused to be served on the owner of the Ernestown Railway Station and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of intention to be published in the same newspapers having general circulation in the municipality; and

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality;

NOW THEREFORE the Council of Loyalist Township enacts as follows:

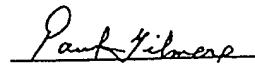
- 1) The real property known as the Ernestown Railway Station, more particularly described in Schedule "A" hereto, is hereby designated as being of architectural and historical value. The reasons for this designation are detailed on Schedule "B" attached hereto.
- 2) The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" hereto in the proper land registry office.
- 3) The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner 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 the same newspapers having general circulation in the municipality.

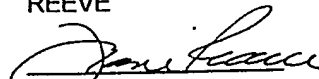
Approved this 11th day of January, 1999.

CERTIFIED A TRUE COPY
OF BY-LAW NUMBER 99-1
PASSED BY THE COUNCIL
OF THE CORPORATION OF
LOYALIST TOWNSHIP

THE 11th DAY OF January 1999


Deputy CLERK


REEVE


CLERK

SCHEDULE "A" to By-Law 99-1

LEGAL DESCRIPTION

Part of lot 19, Concession 2, Part of Lots 1, 2 and 3, Plan 13A, Loyalist Township, County of Lennox and Addington.

SCHEDULE "B" To By-law 99-1

REASONS FOR DESIGNATION

ARCHITECTURAL SIGNIFICANCE

The station is one of only nine first-generation Grand Trunk Stations surviving of thirty-four stations built along the line in an Italianate style that had already become associated with railway buildings in Britain in the 1840's.

The station sits as a well proportioned, five-bay rectangular volume oriented with its length along the tracks which pass immediately to the south of the building. The walls are a uniformly coloured light grey limestone, cut in blocks and carefully laid in courses. The well-detailed plinth course at the base of the walls has remained above ground. The low-pitch gable roof, originally slate-covered, extends beyond both the north and south wall as ample overhanging eaves supported by six substantial triangular brackets of wood on each wall. Three of four matched limestone chimneys survive. These were paired at the east and west ends of the roof, rising from within the exterior walls and piercing the roof at about mid-distance from the ridge to the plate. Each of the surviving chimneys retains a gabled iron cover, echoing the low-pitch of the station roof, including the raised ridge.

The narrow end walls both have centrally paired original doorway locations and circular attic window with louvered cover. Painted on the stone just below the vent on each wall the rectangular sign containing the name "ERNESTOWN." in black, sans serif capitals followed by an emphatic small square as a period. Both signs are within a black outlined rectangle. On the east end of the building, the sign has a white background with the rectangle; on the west wall no evidence of white infill is visible from the ground.

All door and window openings have semicircular heads with alternating voussoirs, matched by the finely worked quoins on the sides of the openings. There is evidence in carefully fitted repair stones that initially all openings had door sills for French doors. Ten of the fourteen openings were converted to windows at an early date, judging by the regularity of the courses of stone under the window across the south side of the building. On the south facade, the working doorway is the second opening from the west end. On the north wall, a narrow modern door and infill had been fitted into the central opening. On the east end of the building, the southerly opening has remained a doorway, while the original northerly opening has been carefully filled by courses of matching limestone block recessed to the depth of the jamb.

Original window surround woodwork appears to be in place. Most of the window opening have been fitted with plywood protective covers, but a few window details have been observed. The westerly window on the south facade retains a wooden framed storm window. There is a rectangular two-over-two sash window surviving in the northerly opening on the west wall and signs of the same behind the storm window just noted. The semicircular transom above the center opening on the north wall is divided to outline two side-by-side lancets.

All walls have heavy banded friezes. The soffits of the station are narrow beaded boards applied with joints parallel to the long axis of the building. The triangular brackets on the south and north walls carry purlins which are matched in detail in the east and west end cornices by what appear as purlin ends, but which may be applied brackets. The molded fascia board is a wide ogee.

Eaves troughs were installed at the edges of the overhanging roof. Remnants of a later generation molded front galvanized trough are still on the south. More significant in the surviving section of nineteenth century cast iron downspouting still attached to its shaped plank backboard at the west end of the south wall. A matching vertical plank is found at the north end.

The fine detailing of the stone work and the extensive surviving woodwork detail are notable in this building. It is also hoped that surviving interior detail can be recorded and that any part of it that can remain undisturbed will be kept to increase the overall integrity of the Ernestown Station.

HISTORICAL SIGNIFICANCE:

The Ernestown Station represents a third stage in the evolution of transportation associated with Ernestown Township in the 1800s, coming after the introduction of steamboats on Lake Ontario and the macadamization of the Kingston-to-Napanee Road. The Station was located on the Montreal to Toronto line of the Grand Trunk Railway, which was being constructed in the 1850s to connect the shipping of the Great Lakes and points west with the all-year Atlantic port of Portland, Maine. Rail transportation at that time was transforming ideas of human ability to travel and move goods. There was more than the speed of travel involved. Trains maintained services when winter conditions stopped lake traffic for months; travel on tracks continued at night and through inclement conditions when road travel usually stopped. A Grand Trunk Railway Station in the township changed residents' views of their access to the surrounding world and to what was believed to be a favourable condition for employment, growth, and prosperity.

The station was constructed on land acquired from John Link, in the vicinity of the small mill centre called Links Mills and other mills on Mill Creek. On September 14, 1855, the cornerstone was laid with appropriate masonic rites. Afterwards, there was a picnic, band music, and speeches for the enthusiastic crowd to mark what the *Kingston Daily News* reported as "the commencement of a new era in the progress of the neighborhood". When the Grand Trunk track between Brockville to Oshawa opened on October 27, 1856, trains could travel between Montreal to Toronto for the first time.

For well over a hundred years after that, residents of the township had available to them rail service both to the growing local commercial centres of Kingston and Napanee and also to all points on the expanding rail network that eventually reached across Canada as the Canadian system with links to railroads in the United States. For local families, this helped family members to disperse to find opportunities outside of the township. At the same time, the regularity of train service encouraged visiting and an expanded knowledge of the country. Similarly, local farmers and manufacturers had increased opportunity for distribution of their products, while they faced the competition of far larger-scale producers across the country.

Since the station had been located to fulfill the needs of the GTR, none of the previously established communities in the township directly benefited by becoming a railway-oriented centre. When the station was built, the growth of a "Linksville" around it was anticipated. What did develop was a dispersed community of Ernestown Station, a postal district centred on the railway station and its dependent "passenger house and sheds", which had been constructed by 1856. With time, these were supplemented with cattle yards and granaries to handle products shipped out. Between 1885 and 1894, the approximate population of Ernestown Station ranged from 160 to 175, although many of those listed within this area lived on farms a concession away or operated mills on Mill Creek about a mile north of the station site.

The railway crossing the township from its east to its west boundaries brought change to the rural landscape. Most evident was the intrusion of the roadbed across established lots, many of which involved farms. The cutting of hardwood for fuel depleted local forests. Farmers responded to the wider markets available, especially meat and dairy products needed by the growing urban areas. Ernestown Station became an important point for shipping livestock. The railway, however, did not take the place of less expensive lake shipping from Millhaven or Bath for bulk goods such as grains and other farm produce.

Eventually, both the railway and the shipping lines were affected by the growth of the road system supporting internal combustion engine vehicles. Trucks, buses, and automobiles became predominant for almost all small volume purposes. In 1973, Canadian National was taking steps to reduce its holdings. In March, CN received permission to remove the station master from Ernestown Station; on October 13, 1973, the *Whig-Standard* reported that CN was making requests for the removal of several local stations, including that at Ernestown. At that time, a spokes-person for the Ministry of Indian Affairs and Northern Development, which was "responsible for the preservation of historic sites" indicated to the reporter that there was "interest in the station building at Ernestown as an historic site". In 1991, the LACAC of Ernestown Township instigated the federal designation of the Ernestown Station as a heritage structure owned by the Canadian National Railway.