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THE CORPORATION OF THE MUNICIPALITY OF SIOUX LOOKOUT

BY-LAW NO. 38-01

**BEING A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS
53 FRONT STREET, SIOUX LOOKOUT, ONTARIO, AS BEING OF ARCHITECTURAL
AND/OR HISTORICAL VALUE OR INTEREST**

WHEREAS Section 29 of *The Ontario Heritage Act, 1974*, 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/or historical value or interest, and

WHEREAS the Council of The Corporation of the Municipality of Sioux Lookout has caused to be served on the owners of the lands and premises known as the Sioux Lookout Railway Station at 53 Front Street 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 newspaper having general circulation in the Municipality once for each of three consecutive weeks, and

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

NOW THEREFORE, the Council of The Corporation of the Municipality of Sioux Lookout, ENACTS AS FOLLOWS:

1. THAT there is designated as being of architectural and historical value and interest the real property known as Sioux Lookout Railway Station at 53 Front Street, more particularly described in Schedule A attached to and forming part of this By-Law.
2. THAT 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. THAT 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 newspaper having general circulation in the Municipality once for each of three consecutive weeks.
4. THAT this By-Law shall come into force and take effect on the date of its final passing.

READ A FIRST AND SECOND TIME THIS TWENTY-FIRST DAY OF NOVEMBER 2001.

READ A THIRD TIME AND PASSED THIS TWENTY-FIRST DAY OF NOVEMBER 2001.



John W. McDonald
John W. McDonald, Mayor

Mary L. MacKenzie
Mary L. MacKenzie, Clerk

A circular official seal of the Municipality of Sioux Lookout, featuring the name "SIOUX LOOKOUT" around the perimeter and a central emblem.

/jmt
31DEC02

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SCHEDULE "A" TO BY-LAW NUMBER 38-01

ALL and Singular that certain parcel or tract of land and premises, situate, lying and being in the Municipality of Sioux Lookout, formerly the Town of Sioux Lookout, in the Sunset Region, in the Province of Ontario, and being composed of Parts One (1) and Two (2) and Three (3) on Plan 23R-7577, and Parts One (1) and Two (2) on Plan 23R-8347 in the said Municipality, the boundaries of the said parcel being described as follows:

53 Front Street

THENCE

Reasons for Designation

Summary

The Sioux Lookout station is an important landmark both historically and architecturally. Unlike many railway stations in northern Ontario communities, this building is Sioux Lookout's first and only depot. Elongated simply massed, and modestly ornamented, this two storey frame station processes a striking architectural presentation. Since its construction in 1911, it has performed a valuable function in Sioux Lookout. It served as a Grand Trunk Railway and later Canadian National Railway station, greeting all train passengers to town and giving them an area to wander about and become acquainted with all that Sioux Lookout had to offer. The station is a tangible example of the early development of Sioux Lookout. Because of the station's historical and architectural significance, this building, both the exterior and, the interior in those areas that have retained their original woodwork, are designated as a heritage building to preserve its original and present character.

Historical Context & Significance

The construction of the Sioux Lookout station was indicative of the hopeful prospects entertained by the railway companies for the exploitation of northern resources, and the continued growth of east-west transcontinental traffic. As a work of the Grand Trunk Pacific Railway, the building also represents the optimism felt generally in the country that future growth would justify the existence of another transcontinental line. The establishment and growth of Sioux Lookout was initially driven by the choice of this site as a divisional point along the line. For many decades, the railway was the main source of jobs, transportation, communications, and goods. That the railway company chose to build such a large, expensive structure at a virtually uninhabited site clearly indicated the expectations that the line would spur growth in the area.

The station, along with the extensive yards and switching tracks, stands as the last reminder of Sioux Lookout's initial development stage, and the building is conspicuous despite its reduced role in the community.

The Sioux Lookout station is one of the few remaining in Northwestern Ontario. The stations in a number of communities were demolished during the 1980s and 1990s including the stations in Ignace, Atikokan, Kakabeka Falls, Dryden and one of the stations in Thunder Bay. The handful of other stations remaining include those in Kenora (1899), Minaki (1911), Fort Frances (1913), Rainy River (1918), Nakina (1923) and two remaining stations in Thunder Bay (1905 & 1910).

The federal Historic Sites and Monuments Board of Canada evaluated the significance of the Sioux Lookout station in the early 1990s and the station was subsequently designated under the Railway Stations Protections Act.

Architectural Description

The Sioux Lookout station typifies in size and original design the divisional stations erected by all of the railway companies throughout northern Ontario. The building is long and simply massed, with modest ornamentation to its

frame structure. The most striking aspects are the oversized eaves supported by prominent brackets, and the track-side bay window. Extensive alterations, including the application of decorative half-timbering, have not changed the original volumes of the structure.

Description of the Station's Character Defining Architectural Features

The heritage character of the station at Sioux Lookout resides in its simple, elongated massing, in the patterns created by window and door openings and applied Tudor Revival ornamentation, and in surviving early finishes.

The station's symmetrical roofline is prominent, with a long hipped roof that stretches between large gabled dormers, and eyebrow dormers incorporated into the roof slopes. Cedar shingles originally added to the textural interest of the roof. A return to this material would enhance the character of the station. Similarly, reinstatement of the missing second chimney would complete the intended symmetry of the roofline.

Canopies run along the long sides of the station and return around the corners, providing shelter for passengers and contributing to the characteristic horizontal emphasis of the station. The canopy shades windows arranged in groups of two and three as well as the track-side operator's bay. Although most window openings of the north facade have been reworked with larger units, the general pattern of openings survives. Some early windows and transoms are still in place at the south elevation and at the second floor; these constitute valuable historic fabric and should be retained.

The station's exterior is finished in stucco and decorative wood trim added in 1927. These Tudor Revival features are unusual in Canadian railway architecture and should be retained as part of the building's stylistic and physical evolution. Contrasting paint colours for the stucco (usually white or natural) and the half-timbering (usually stained or painted brown) are also typical of the Tudor Revival influence and should be continued. Historic paint analysis would confirm the traditional colour scheme used on this building.

An arcade consisting of three arched openings once distinguished the ground floor of the north facade. When alterations to this wall are planned, a treatment which recalls the form and location of these three openings would restore the integrity of this facade's original symmetrical arrangement.

Significant early material survives at the second floor, including wood wainscot, doors with transoms, and original sash windows protected behind louvered shutters. These elements should be protected through routine maintenance, and sufficient ventilation ensured to arrest damage due to excessive humidity similarly, care is required to ensure that reported water infiltration into the basement is not undermining the structural stability of the building.

The station retains its status as a physical focal point between the city and the railyards, although the site of the Sioux Lookout station has changed extensively over the years. Any future site development which protected this prominence and maintained the appropriate railway ambience would help to maintain the heritage character of the station.