HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: **VIA RAIL (Former Canadian National Railways) Station Burlington, Ontario**

Source: **Analytica Associates, Edmonton, Alberta**

RSR-231

INTRODUCTION

The former Canadian National Railways (CNR) station (Figure 1) at Burlington, Ontario (Figure 2), was erected by the Grand Trunk Railway (GTR) in 1906. Replacing an earlier depot destroyed by fire, it was one of the third generation of GTR stations built in the province as part of the company's vigorous policy of upgrading its facilities during a period of intense competition with other railways.

The Burlington station, which incorporates elements of GTR standard design as well as several unusual features, reflects the relative importance of the location as a junction point on the GTR's line between Toronto and Hamilton. The building underscores the commitment of the GTR management to the development of local traffic between the burgeoning urban centres around the so-called "Golden Horseshoe" at the western end of Lake Ontario, while at the same time it pursued a share of the valuable through traffic from the new West.

The original exterior appearance of the station has been fairly well preserved over the years, though changing traffic patterns have resulted in a certain amount of alteration to its interior, and the building has received both municipal and provincial heritage designations. The station has been closed since October 1988, when VIA Rail removed its passenger facilities, and recently has been the subject of intensive lobbying efforts by local organizations attempting to preserve, relocate and reconvert it.

HISTORICAL ASSOCIATIONS

Thematic

Built during the last great railway boom in the decade prior to World War I, the Burlington station is remarkable for its associations with several key themes in the economic history of

Ontario. The Hamilton - Toronto line on which it stands was constructed originally for an arch-rival of the GTR, the Great Western Railway (GWR), in 1855, at the beginning of the railway age in the province.[1] Thereafter, the rapidly expanding network of competing railway lines had a crucial impact on the development of Burlington and other centres across southern Ontario, linking them into the larger east-west pattern of trade between the flourishing American mid-West and the Atlantic seaboard, and creating new ties with the resource-rich but underpopulated territories to the north.[2]

Early railway development in Ontario was in response to the challenge to established Canadian trading routes through the Great Lakes posed by the American railways already operating south of the border.[3] First chartered in 1834, re-chartered in 1845, and finally built in the early 1850s, the Great Western Railway from the outset was conceived as an integral part of the main American route to the West.[4] Running from the Niagara River, via Hamilton, to Windsor and Sarnia, the route followed by the GWR was substantially shorter than the American alternative around the southern shore of Lake Erie, and offered excellent connections with railways in both Michigan and New York.

The GTR, too, was promoted as a through line. With an eastern terminus on the Atlantic, it connected Montréal, via Kingston, with Toronto by 1856, then proceeded westward to reach the Michigan border at Sarnia by 1859.[5] This route brought it into direct competition with the GWR, both for the trade of the peninsula between Lake Huron and Lake Erie, and for the American transfer traffic.[6] For almost 30 years this rivalry was played out in southern Ontario, as the two companies, and a host of smaller competitors, strove relentlessly to generate sufficient traffic along their respective lines to stave off financial ruin. Indeed, the railway-building boom of the 1850s had provided Ontario with more lines than it needed, "and more than it could afford."[7] Nevertheless, public expectations ran so high that both the provincial government and many municipalities incurred massive financial obligations to subsidize this extravagant building programme.[8]

The GWR branch line from Hamilton to Toronto was built not only to preserve this important corridor, including Burlington, for the GWR, but to secure a connection to the GTR main line to Montréal.[9] However, the main focus of the company remained its role as a "bridge railway" for American traffic. In the early 1870s, in an attempt to forestall competition from American railway interests, the GWR was forced to build another branch, the "air line," along a less circuitous route south of its existing main line. This failed to prevent construction of the rival Canadian Southern Railway along a similar route, and an unprofitable duplication of service resulted. Nor did the GWR's policy of acquiring leases on smaller lines in Ontario generate enough local business to offset losses on its through traffic, and finally in 1882 it was forced to amalgamate with the GTR.[10]

While from the outset the GWR provided Burlington with direct access to east-west main line connections, the town was served also by the Hamilton & North Western (H&NW), a line running north and south, from Port Dover on Lake Erie, via Hamilton and Barrie, to Collingwood on Georgian Bay. Completed in the late 1870s, the H&NW grew out of the aspirations of Hamilton to develop its own northern hinterland comparable to that created for Toronto by the older Northern Railway (NR), and to share in the grain and timber trade of the region.[11] Yet the duplication of effort involved proved too costly to sustain, and the H&NW soon merged with the NR to form the Northern & North Western (N&NW), which then worked to preserve the interests of both Toronto and Hamilton by securing a link with the new transcontinental line of the Canadian Pacific Railway (CPR) still further north. It was the threat of domination by the expanding CPR, already a major competitor in southwestern Ontario, which drove the GTR to take over the N&NW in 1888.[12]

In the decades before 1914, an era of rapid economic expansion in Canada resulting from the influx of immigrants and capital, the policies pursued by the GTR, under the dynamic leadership of Charles Melville Hays, were dictated by its rivalry with the CPR. Despite its always strained finances, the GTR moved to protect its territory from the CPR's depradations by acquiring a number of smaller lines and undertaking major improvements to physical assets and facilities throughout its system as traffic increased. Double-tracking, which began on the main line in 1888, was completed between Toronto, Burlington and Hamilton in 1892.[13] Faster, heavier rolling stock was purchased, curves and gradients on the tracks were reduced, and many stations, including Burlington's, were replaced in this period, as industrialization and urbanization transformed the economy of southern Ontario.[14] Unable to prevent competition on the valuable Hamilton - Toronto route, the GTR, by the turn of the century, was forced to concede running rights on the line to the CPR, while reserving for itself the right to all local traffic, "both of passengers and freight, originating at or destined to intermediate stations," such as Burlington.[15]

A new railway boom ensued as the GTR continued to upgrade its system in the east and, through a subsidiary, the Grand Trunk Pacific (GTPR), began construction on a transcontinental line of its own, to compete with the CPR and Canadian Northern (CNoR) routes to the Canadian West. The costs of the transcontinental project eventually ruined the company, and after World War I it was merged with the CNoR as part of the government-owned Canadian National Railways (CNR) system, which still operates over the GWR and GTR routes in Ontario. Burlington station, a product of the pre-1914 boom, and the GTR's system-wide upgrading programme, survived to serve the CNR, and, in latter years, VIA Rail and the Government of Ontario (GO) Transit system.

Local Development

The Burlington station played an important role in the development of the town, but settlement at the site long predated the coming of the railway. A townsite named Wellington Square was laid out at the northern end of Burlington Beach, at the head of Lake Ontario, on land purchased from the Brant Estate, in 1810, though the lots remained undeveloped until the 1820s, when agriculture began to develop in the area.[16] Well-positioned on the lakefront and on the road between York (Toronto) and Niagara, the fledgling community grew into "a considerable grain mart" with wharves, warehouses and mills.[17] Indeed, "until the official opening of the Burlington Canal in 1832, the village of Wellington Square...was a more important port than Hamilton."[18] Exports of grain from the docks at Wellington Square peaked during the Crimean War in the 1850s, and declined markedly thereafter.[19]

While the inhabitants of the village are reported to have petitioned for a railway as early as the 1830s, the arrival of the GWR in 1854 initially did little to assist the depressed economy of Wellington Square, hard hit by a decline in the grain trade and falling property values.[20] Moreover, the GWR track ran some distance from the town centre, the railway company reportedly preferring, for reasons of cost, to build its station on "a tamarack swamp a mile north of Wellington Square," in an area known as Freeman.[21] By the late 1860s, however, the railway was established, both as a passenger service, to the exclusion of the stagecoaches, and also as a carrier of heavy freight such as lumber, which for a time dominated the trade of the region.[22] Though manufacturing was slow to develop at the townsite, an inventory in the 1870s noted the presence of local grist and flour mills, a wagon and carriage factory and a wire works.[23] Wellington Square was sufficiently advanced by 1873 to warrant incorporation, together with nearby Port Nelson, as the village of Burlington.

The H&NW tracks, which reached Burlington in 1875, entered Burlington from the north and crossed the GWR line near the Freeman station, then ran down to the lake and across Burlington Beach (Figure 3). The H&NW (later N&NW), with its own station conveniently located downtown, attracted much passenger traffic between Burlington and Hamilton, and it also catered to a developing holiday trade along the Beach, where resort hotels, inns and taverns proliferated.[24] As early as 1877 it was noted that Burlington had "gained quite a reputation as a watering place, and has every summer a large influx of visitors seeking to escape on the banks of the lake the scorching city heat."[25] Regular passenger service over the H&NW line to Hamilton continued until the construction in the late 1890s of the Hamilton Radial Electric Railway. Long popular with suburban commuters, the radial connection between Burlington and Hamilton was eventually superseded by bus service after World War I.[26] Passenger traffic over the GTR continued to suffer from the

awkward location of the station at the Freeman site, a long walk up a steep gradient from the commercial centre of the town.[27]

By the turn of the century, Burlington was a thriving centre with a permanent population of about 1,500, its prosperity based on the productive fruit farms, market gardens, and livestock and dairy herds of the surrounding district.[28] Large quantities of fruit and vegetables, in particular, were shipped from the town, where, it was reported, "unaided and alone, the Burlington fruit growers were pioneers in exporting perishable fruits in cold storage....the only point outside California where this is being done regularly by the growers themselves."[29] A canning factory was built on the lakeshore, and later another was established adjacent to the GTR railway station and sidings, a location which also attracted fruit shippers, a basket factory, several chemical companies, and a flour and feed mill (Figure 4).[30] New switches and sidings were constructed to accommodate the growing freight traffic, and an "up-to-date" GTR replacement station was erected at the Freeman site, in June 1906, after a fire destroyed its predecessor.[31] The new Burlington station was a significant factor in the growth of the town in the boom years prior to the First World War, as the burgeoning agricultural industry in the area generated a heavy volume of traffic for the railway. Thereafter, the role of the railway and the station at Burlington gradually declined, in the face of growing competition from automobiles, buses and trucks operating over much-improved roads.

Incorporated as a town in 1914, Burlington grew relatively slowly after the boom years ended with the war, though its location on the province's first paved highway, between Hamilton and Toronto, ensured that it would continue to maintain close links with both cities as motor vehicle traffic expanded. Still, Burlington remained a largely residential suburb, and "the lakefront and the adjacent downtown area continued to be the main hub of business and social activity, until the rapid commercial and industrial expansion of the 1960s and 1970s, "which transformed the town."[32] With land set aside for the purpose along the main highway, the Queen Elizabeth Way (QEW), Burlington began to attract "a multitude of small and medium sized commercial and industrial companies," many engaged in manufacturing, and the town experienced dramatic population growth, until today, with redrawn boundaries, it is a thriving city of over 120,000.[33]

Although the CNR lines through Burlington continue to be active, freight traffic has been much reduced by competition from trucking firms. Passenger traffic is restricted to commuter service. While VIA Rail made use of the old Freeman ("Burlington West") station for several years before its final closure in 1988, GO Transit now operates from three stops of its own across the city.

ARCHITECTURE

Aesthetic/Visual Qualities

One of the third generation of GTR stations, the replacement building erected at Freeman in the summer of 1906 was a product of the boom which saw the company undertake extensive improvements to its system in Ontario and Québec, while its subsidiary, the GTPR, pushed ahead with its transcontinental line in the West. The building's design, an adaptation of GTR standard station plans of the period, includes several distinctive features which undoubtedly reflect the company's willingness to increase its investment in the facilities at this thriving junction point between its Great Western and Northern Divisions (Figure 4). In downtown Burlington, the GTR continued to operate from the old H&NW station (Figure 5) until the 1930s.[34]

The earliest depot at the Freeman site was constructed by the pioneering GWR in the 1850s. Soon after the merger of the GWR into the GTR system in 1882, plans were drawn up for a substantial two-storey station, complete with living quarters for the agent, though it is not clear whether this design was ever built (Figure 6). A later GTR station, dating from 1897, was destroyed by fire.[35] Unlike the imposing stone or brick stations built on the Montréal - Toronto main line in the 1850s, GTR stations built west of Toronto were mostly of frame construction, "like those of other contemporary railways."[36] The 1883 Burlington design (Figure 6) is an illustration of the tendency towards increasingly complex massing in frame stations in the later 19th century, while maintaining "a terseness characteristic of Ontario."[37]

The third generation of GTR stations in Ontario, dating from about the turn of the century to World War I, exhibit the combination of "structural rationalism and visual romanticism" ascribed by architectural historians to a wide range of buildings of the period.[38] The high, bellcast hipped roof and widely flared eaves of the 1906 Burlington station (Figure 7), for example, appear on a number of boom era railway stations, of both the GTR and the GTPR,[39] and impart to these rather simple, functional structures an appealingly picturesque quality.

The basic external design and modest overall dimensions (20' x 50') of the Burlington building probably derive from the standard plan later designated as "GTR System Standard Station No.2" (Figure 8), worked out in the Engineering Department of the GTR in Montréal. Yet the design, as built, also confirms that the GTR was prepared to allow more local variation on its standard plans than some other companies, notably the GTPR.[40] In the Burlington plan, the addition of a large, hipped canopy extending from the west, or baggage, end of the building produces a marked asymmetry in the main façade. Originally designed as an open

shelter, some 16' x 16' (Figure 7), the canopied area later was walled in to form an integral part of the station (Figure 1). The open, canopied shelter, supported on two slender wooden posts, was a feature of several stations built in Ontario around this time, among them those at Aurora (RSR 13; designated; 1900) and Inglewood (1910; demolished 1972). These buildings exhibit other similarities with the Burlington station, particularly in their rooflines, but also significant differences of detail (Figures 9 and 10).

While the Aurora station, built in 1900, has been described as "a very good example of classic GTR 3rd era design,"[41] the Burlington example is further distinguished by the semi-hexagonal shape of the large bay at the east, or waiting room, end of the building (Figure 11), a shape charmingly reproduced in the hipped roof above (Figures 12 and 13). Even more unusual was an oval-shaped central window in the waiting room bay (Figures 7 and 11), but sadly this disappeared in later renovations. On the track side, the smaller operator's bay forms another semi-hexagon, extending into a flaring bellcast hipped dormer, which with its echoes of the waiting room end unifies the roofline into a visually satisfying whole (Figures 1, 7 and 13). Indeed, as with many railway stations of this vintage, it is the roofline which makes the strongest impact here, its characteristic heavily hipped profile readily identifiable at some distance up and down the tracks (Figure 14).

Wooden "rafter tail" brackets appear under the deep eaves of the station roof (Figure 15), which is supported by a hammer beam truss system.[42] Other decorative features, including Victorian "fish-scale" siding on the track side dormer (Figure 16), an ornamented roof ridge, and a small swept dormer or "eyebrow" window on the south side of the main roof (Figure 13), underscore the attention to detail which marked the original design. Nor is interest confined to the roof; the wooden frame of the main body of the station (excluding the canopied shelter extension) sits on a highly distinctive granite base, some three feet high, composed of "black logan block with white mortar,"[43] which, with the high brickwork chimney, adds much to the rustic impression created by the building (Figure 17).

On the whole, the exterior appearance of Burlington station has undergone relatively few alterations since 1906, the most significant change being the enclosure of the canopied shelter some time after 1926, which created a longer, more massive building, while sacrificing some of the charm of the original. The toilet facilities added earlier at the rear of the building (Figure 18) detract from the south façade and seriously compromise the hexagonal shape of the waiting room bay, but other changes have been largely cosmetic. The application of red insulbrick has obscured all traces of the original clapboard or shiplap siding,[44] and black asphalt tiles have long since replaced the light-coloured cedar shingles on the roof, from which the ornamented ridge has also disappeared. However, the

recent boarding up of the station, which currently gives the building a somewhat blank aspect (Figure 1), has helped to preserve its authentic double-hung windows and panelled doors, with their transoms. The overhead door in the shelter addition is of later vintage, but the triple window at the west end of the building was removed from the original west end wall and re-mounted in its present position when the shelter was enclosed (Figure 19).[45] A plan to close off permanently most of the doors in the station (Figure 20) was considered by VIA Rail in 1986, but no action was taken.

The general condition of the exterior of the building is good, though a recent survey concludes that the insulbrick and shingles are now old and weathered, the granite base requires some pointing, and in places the eaves and brackets need to be repaired or replaced.[46] A recent study by the Burlington Local Architectural Conservation Advisory Committee (LACAC), examining the feasibility of preserving the station and restoring it to its original state, estimates the cost of architectural refinishing and restoration, including the reopening of the shelter area and replacement of the distinctive oval window, at $30,000.[47]

Functional/Technological Qualities

Built on concrete foundations at grade, without a basement, the Burlington station is a one-storey structure. Unlike the 1883 GTR plan, the design does not provide for living quarters for the station agent and his family. The floor plan follows the tri-partite functional division of space typical of "combination" stations across North America, with the baggage room located at one end, the waiting room at the other, and the office area in the middle of the building. Despite shifting traffic patterns over the years, this basic configuration remained constant until the closure of the station in 1988.

The baggage room at the west end of the station initially was rather small (about 18' x 20'), but the later enclosure of the adjoining open shelter to create an extension to the existing room effectively doubled the space for baggage (Figure 11). Express and freight were handled in separate sheds nearby (Figures 4, 7 and 21). Both the original baggage room and the extension, though they were meant to form one continuous room, were furnished with doors front and back, presumably to provide better access to the sidings at the rear of the station (Figure 4). The old baggage room housed the station's first boiler and its successors, though these can never have been very effective in heating the building given the lack of insulation.[48]

The narrow central office area housed the operator, who sat at a large table in the bay on the track side of the station, with a clear view up and down the main line. Behind him was the ticket and telegraph office, with a cupboard on the baggage room side and a counter and wicket opening on the public waiting room. It is reported that, in the early years, the station agent at

Freeman was required to keep the office open around the clock to handle the volume of passenger traffic.[49] The waiting room was originally the largest single space in the building (approximately 20' x 25'). The public entered by a single door on the track side, while two interior doors along the south wall of the room provided access to the toilets added soon after the main body of the station was constructed.

Inevitably, there have been some modifications to the interior of the building over the years, which reflect changes in the nature of business at the station. Thus, for example, new partition walls created more office space (Figure 22), and reduced the size of the waiting room, as passenger traffic declined.[50] Yet, despite these alterations, and the installation of drop ceilings and linoleum flooring (Figure 23), many features of the original interior have survived, including the wooden dado in the waiting room bay (Figure 24), and decorative mouldings around doors and windows throughout (Figure 25). Inside the shelter extension, parts of the granite base of the former west end wall are still visible (Figure 26).

While station furnishings such as the operator's table and the ticket counter and wicket have disappeared, the interior of the station has been generally well-maintained, and still conveys a lively impression of the original. However, a recent LACAC study of the building's potential for reconversion concludes that, before it can be insulated, the electrical and mechanical systems will require extensive modification and upgrading, at an estimated total cost of about $30,000. The same report observes that attention to the "original ventilation systems: the dormer windows, eyebrow window and over-door transoms" would restore "natural cooling" to the station.[51]

ENVIRONMENT

Setting

The Burlington station is located on the south side of the CNR main line, just southwest of the intersection of Plains Road with Brant Street (Figure 4), in a light industrial area. Brant Street, which connects the downtown business core with the QEW, from the outset constituted the chief link between the lakeshore town of Burlington and the railway line at Freeman, some distance to the north. Passengers complained of the inconvenience, but by 1906, when the GTR replaced its station there, Freeman, also known as "Burlington Junction," had established itself as a busy railway and commercial centre. Its sidings and freight sheds made the site "very popular for factory growth" and as a staging area for shipments of local fruit and vegetables.[52] In the vicinity of the depot stood not only a coal yard and a basket factory, but also a general store. Between two sets of tracks,

"a very tall look-out house," manned with flagmen around the clock, controlled the barricades at the Brant Street crossing.[53]

The boom years brought further industrial development at Burlington Junction, and by the 1920s a fruit shippers' warehouse, a feed mill, and canning and basket factories were located on the north side of the station, with two chemicals factories to the south (Figure 4). Though the district gained a reputation as "The Garden of Canada" through its shipments of fruit and vegetables, there is no evidence that a station garden was ever planted at Burlington Junction; the area lacked the picturesque qualities which attracted visitors to the lakeshore. In addition to the freight sheds which stood on sidings to the southwest (Figure 7), the railway company erected an express office immediately to the east of the station, to a similar hipped roof design (Figure 11). CNR crews continue to occupy a modernised successor to this building (Figure 27).

However, as most of the industries near the tracks disappeared, and freight traffic declined, the station and its neighbour were increasingly isolated in an open area (Figure 28), bounded on the north by the tracks and on the east by Brant Street, a major thoroughfare. To the south and west, an asphalted parking lot has been fenced off, and a private road and several railway sidings cross the waste ground to service the remaining chemical plant (Figures 14, 27, 28, 29). This route sustains heavy truck traffic. North of the station, on the other side of the tracks, there are several warehouses and a bingo hall, as well as a large car rental lot, along the Plains Road commercial strip.

Community Status

There is evidence of a strong local commitment to the preservation, renovation and conversion of the Burlington station. With the active cooperation of officials of VIA Rail, which took over the building from the CNR in 1986, the City of Burlington, the Burlington Local Architectural Conservation Advisory Committee (LACAC), and a "Save Our Station" Committee of interested citizens, recently have been exploring the feasibility of acquiring the building from the railway company, restoring it, and perhaps moving it to a new, more viable site for conversion to other uses.[54] The City of Burlington, in its "Heritage Resource Inventory", has granted the building a Class A designation, declaring it "of major significance to the City of Burlington, and the built heritage of our country at the turn of the century."[55] The station also has been named a Class B Heritage Site, that is, "historically and architecturally significant in the region," by the Ontario Ministry of Citizenship and Culture.[56]

The Burlington LACAC, which has prepared historical, technical and structural reports on the station, "strongly supports the preservation and restoration of the station in a new location which will support its economically viable re-use" [sic].[57]

The proposal currently being considered by the City would entail the relocation of the station down to the lakeshore, where it would join another relocated heritage building, the Joseph Brant Museum, and possibly serve as a tourist information centre. Feasibility studies for the LACAC estimate the total cost of the relocation and restoration of the station at between $135,000 and $150,000, but there are indications that, given the momentum of public support, funding for the project will be found within the community. A final decision on whether to proceed with the lakeshore scheme is expected soon, but in any case the future of the station now seems positive, with widespread public awareness of the building's historical and architectural significance, and an ongoing local commitment to its preservation.[58]

Endnotes

1 Charles Cooper, Rails to the Lakes: The Story of the Hamilton & North Western Railway (Cheltenham, Ontario: Boston Mills Press, 1980), p. 57. See also A. W. Currie, The Grand Trunk Railway of Canada (Toronto: University of Toronto Press, 1957), p. 165; and C. A. Andreae, A Historical Railway Atlas of Southwestern Ontario (London, Ontario: The Author, 1972), pp. 5-6.

2 G. P. de T. Glazebrook, A History of Transportation in Canada (Toronto: Ryerson, 1938), pp. 165-178. See also Currie, op. cit., pp. 161, 221, 260-263, 275-276; and Joseph Schull, Ontario Since 1867 (Toronto: McClelland & Stewart, 1978), pp. 24-25.

3 Currie, op. cit., p. 3.

4 Glazebrook, op. cit., p. 166.

5 Wayne Paddon, Steam and Petticoats: The Railway Era in Southwestern Ontario (St. Thomas, Ontario: The Author, 1977), p. 76.

6 Currie, op. cit., p. 165.

7 Schull, op. cit., p. 24.

8 Glazebrook, op. cit., p. 175.

9 Currie, op. cit., p. 165.

10 Ibid., pp. 222-245. See also Paddon, op. cit., pp. 78-81; and Robert W. Camm, "History of the Great Western Railway," (Unpublished M.A. Thesis, University of Western Ontario, 1947).

11 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 G. R. Stevens, History of the Canadian National Railways (New York: Macmillan, 1973), pp. 125-127; and Jacob Spelt, Urban Development in South-Central Ontario (Toronto: McClelland & Stewart, 1972), pp. 110, 115, 121, 134.

12 Currie, op. cit., pp. 278-280.

13 Glazebrook, op. cit., pp. 294-304.

14 Ontario Ministry of Citizenship and Culture, "Ontario's Railway Network: Its Growth and Development," (Unpublished MS "Issue Paper" for the Ontario Heritage Foundation, 1986), p. 3. See also Schull, op. cit., pp. 191-193; and Currie, op. cit., pp. 422-423; and Spelt, op. cit., pp. 166-178.

15 Currie, op. cit., p. 379.

16 Dorothy Turcotte, Burlington: Memories of Pioneer Days (Erin, Ontario: Boston Mills Press, 1989), pp. 13, 19. See also J. H. Pope, Illustrated Historical Atlas of the County of Halton, Ontario (Toronto: Walker & Miles, 1877), p. 60; and George E. Fisher, "Burlington District," in Martha Craig, ed., The Garden of Canada: Burlington, Oakville and District (Toronto: Briggs, 1902), p. 3.

17 Pope, loc. cit.

18 Turcotte, op. cit., p. 19.

19 Ibid. See also Spelt, op. cit., p. 118.

20 Pope, loc. cit. See also Claire D. Emery and Barbara Ford, From Pathway to Skyway: A History of Burlington (Burlington, Ontario: Confederation Centennial Committee, 1967), p. 172.

21 "Souvenir Booklet of Burlington the Beautiful: Diamond Jubilee of Confederation, 1867 - 1927," (Burlington, Ontario, 1927), p. 3. See also Spelt, op. cit., p. 113. It was not uncommon for the railway companies in this period to erect their stations at some distance from established town centres to avoid land prices inflated by speculators.

22 Emery and Ford, loc. cit. See also Turcotte, op. cit., p. 19.

23 Pope, loc. cit.

24 Cooper, op. cit., pp. 53-54.

25 Pope, op. cit., p. 61. See also City of Burlington, "Visitors' Guide 1993-94," pp. 7-8.

26 Emery and Ford, op. cit., pp. 175-176. See also Cooper, op. cit., p. 54; Ontario Ministry of Citizenship and Culture, "Ontario's Railway Network," p. 3; and Helga V. Loverseed, Burlington, An Illustrated History (Burlington: Windsor Publications, 1988), p. 89.

27 Dorothy Turcotte, Burlington: The Growing Years (Burlington, Ontario: Burlington Historical Society, 1992), pp. 143-144. See also Burlington Gazette, 23 August 1905; and 13 June 1906. The need for a granolithic or cement sidewalk to connect downtown Burlington with the GTR station was the subject of heated controversy in 1905 and 1906.

28 Fisher, loc. cit.

29 Ibid., p. 4. See also Cooper, op. cit., p. 58.

30 Gwelda Garnham, The Burlington I Remember (Burlington, 1977), pp. 37, 47.

31 Burlington Gazette, 4 October 1905; 22 November 1905; 13 June 1906; and 20 June 1906.

32 City of Burlington, "Visitor's Guide," p. 6. See also Spelt, op. cit., p. 206.

33 Ibid. See also Ontario Ministry of Industry and Tourism, The 1981 Profiles of Ontario Municipalities (Toronto, 1981), "Burlington."

34 Cooper, op. cit., p. 58.

35 Burlington Local Architectural Conservation Advisory Committee (LACAC), "Designation Report for Burlington Railway Station," (Unpublished MS, February 1993), p. 4.

36 R. Greenhill, K. Macpherson and D. Richardson, Ontario Towns (Toronto: Oberon, 1974), unpaginated.

37 Ibid.

38 Ibid.

39 H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America (Sioux Falls, South Dakota: Centre for Western Studies, Augustana College, 1988), pp. 145, 152. See also Charles W. Bohi, Canadian National's Western Depots: The Country Stations in Western Canada (Toronto: Railfare Enterprises, 1977), pp. 46-47; and Charles W. Bohi and H.

Roger Grant, "The Standardized Railroad Station in Saskatchewan: The Case of the Canadian National System," Saskatchewan History 29), August 1976, pp. 93-95.

40 Bohi, op. cit., p. 46.

41 Ontario Heritage Foundation (OHF) and Ministry of Citizenship and Culture (MCC), "Planning for Heritage Railway Stations, Volume 2: Inventory, (Unpublished MS, February 1987), "Burlington."

42 Burlington LACAC, "Draft Report on the former 'Burlington West' Railway Station," (Unpublished MS, LACAC files, 1993), p. 1.

43 Ibid.

44 LACAC, "Designation Report," p. 5. See also LACAC, "Draft Report," p. 2.

45 Mr. Frank Burcher, restoration architect, Burlington, in conversation with the author, 13 December 1993.

46 LACAC, "Draft Report," p. 2. See also LACAC, "Designation Report," p. 5; and OHF and MCC, "Inventory," loc. cit.

47 LACAC, "Draft Report," p. 3. While it includes the cost of interior as well as exterior restoration, the $30,000 estimate is exclusive of necessary modifications to the foundations and to the electrical and mechanical systems.

48 Ibid., p. 2.

49 Dorothy Turcotte, Burlington: The Growing Years (Burlington, Ontario: Burlington Historical Society, 1992), p. 143.

50 VIA Rail's later plans to relocate the ticket office in the former baggage room and enlarge the waiting room were shelved.

51 LACAC, "Draft Report," p. 3.

52 Garnham, op. cit., p. 37. See also Turcotte, Burlington: The Growing Years, p. 143.

53 Garnham, op. cit., p. 36.

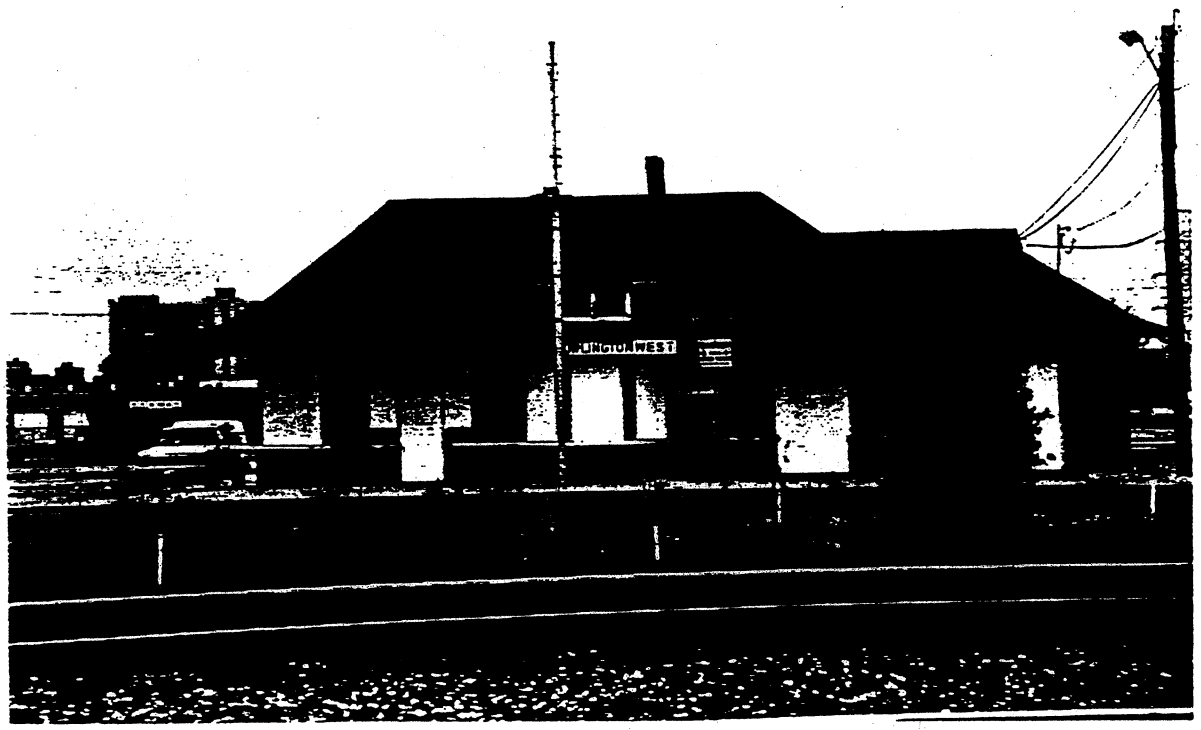
54 Mr. Ken Layfield, President, Burlington LACAC, in conversation with the author, 26 January 1994.

55 LACAC, "Designation Report," p. 3.

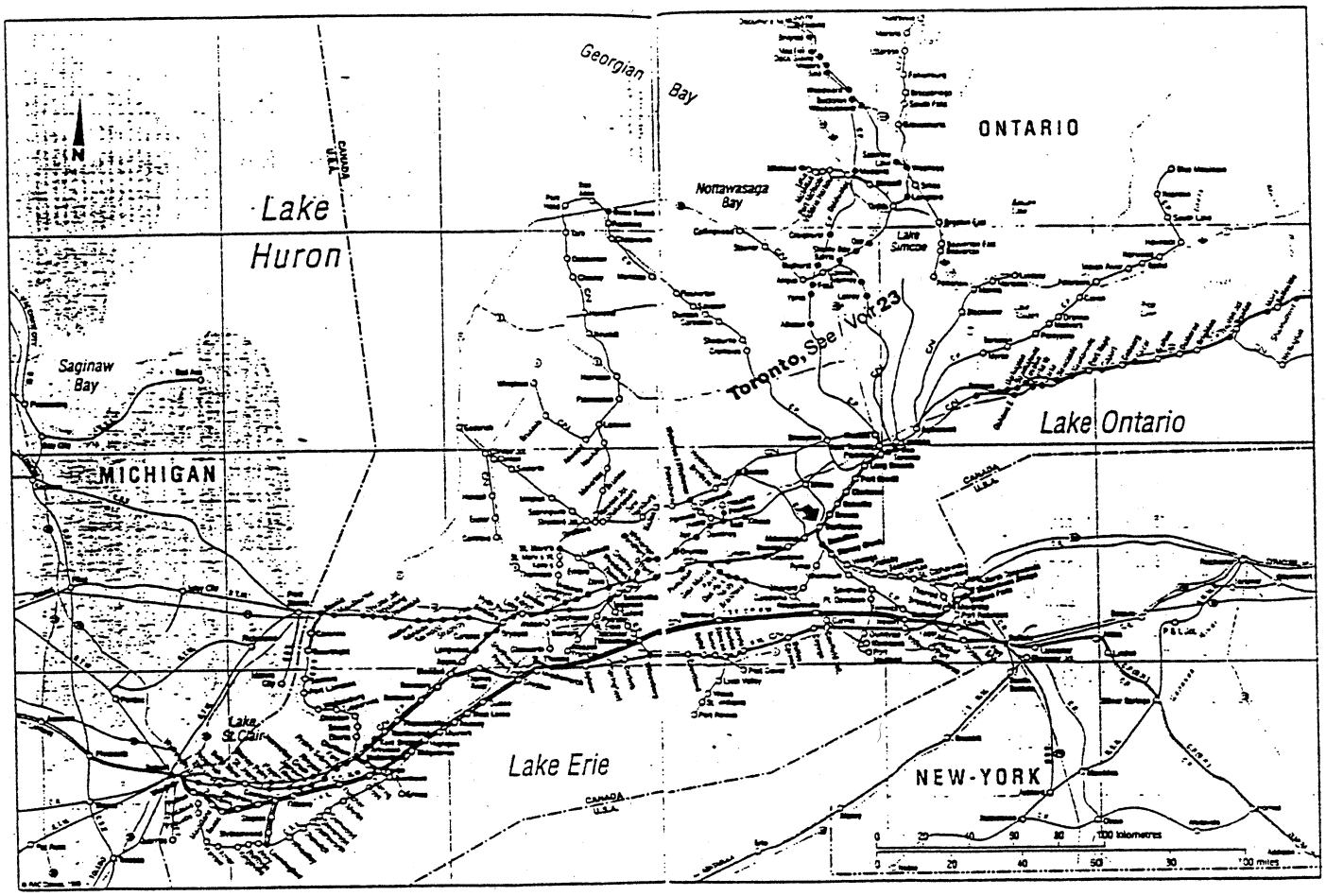
56 Ibid.

57 Ibid., p. 2.

58 Mr. Ken Layfield, President, Burlington LACAC, in conversation with the author, 26 January 1994.

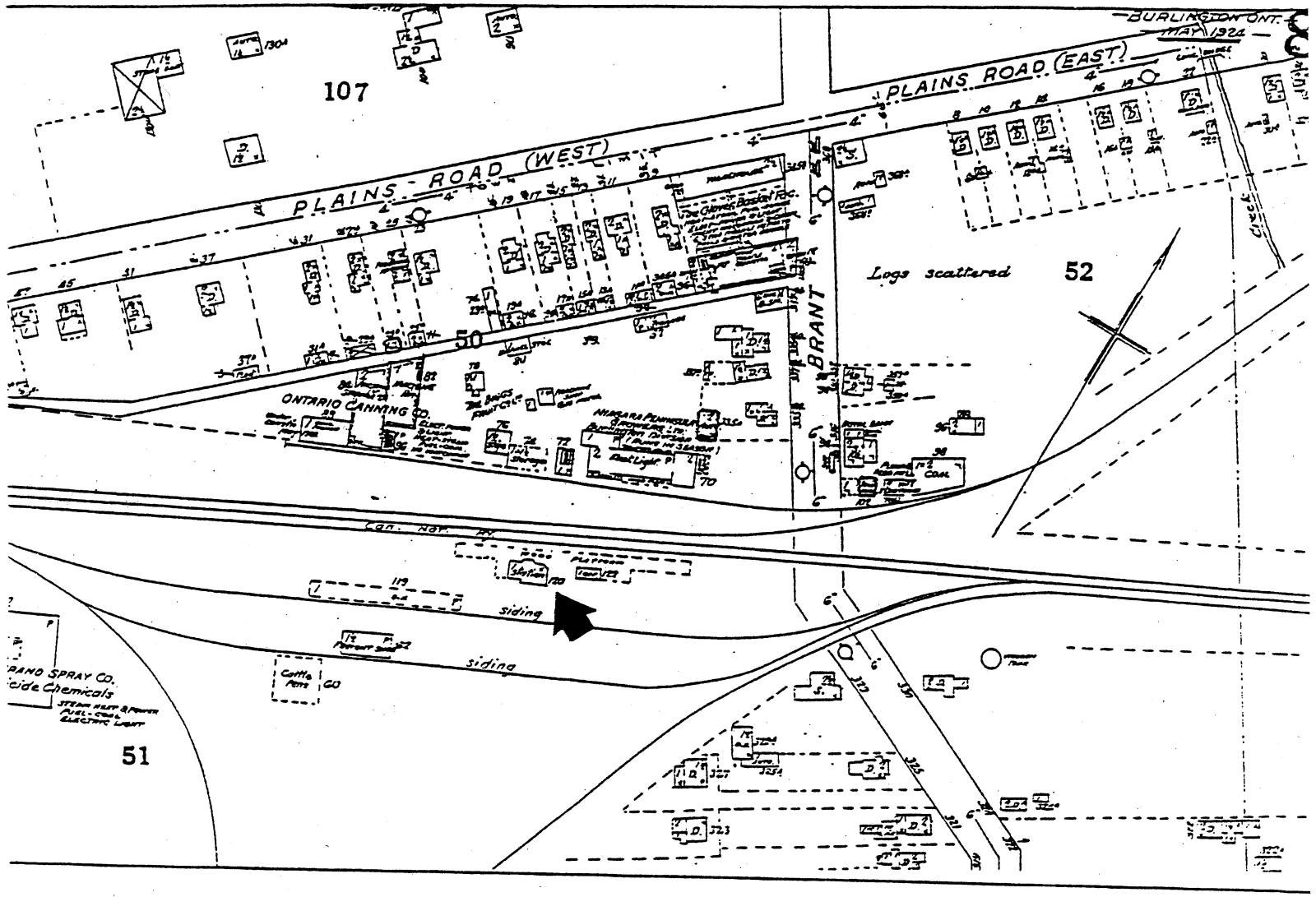


1 VIA Rail/Former Canadian National Railways (CNR) station, Burlington, Ontario, built 1906, probably to a design by the Grand Trunk Railway (GTR) Engineering Office, Montréal, track side elevation. (John L. Nicholls, Analytica Associates, 1993.)



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

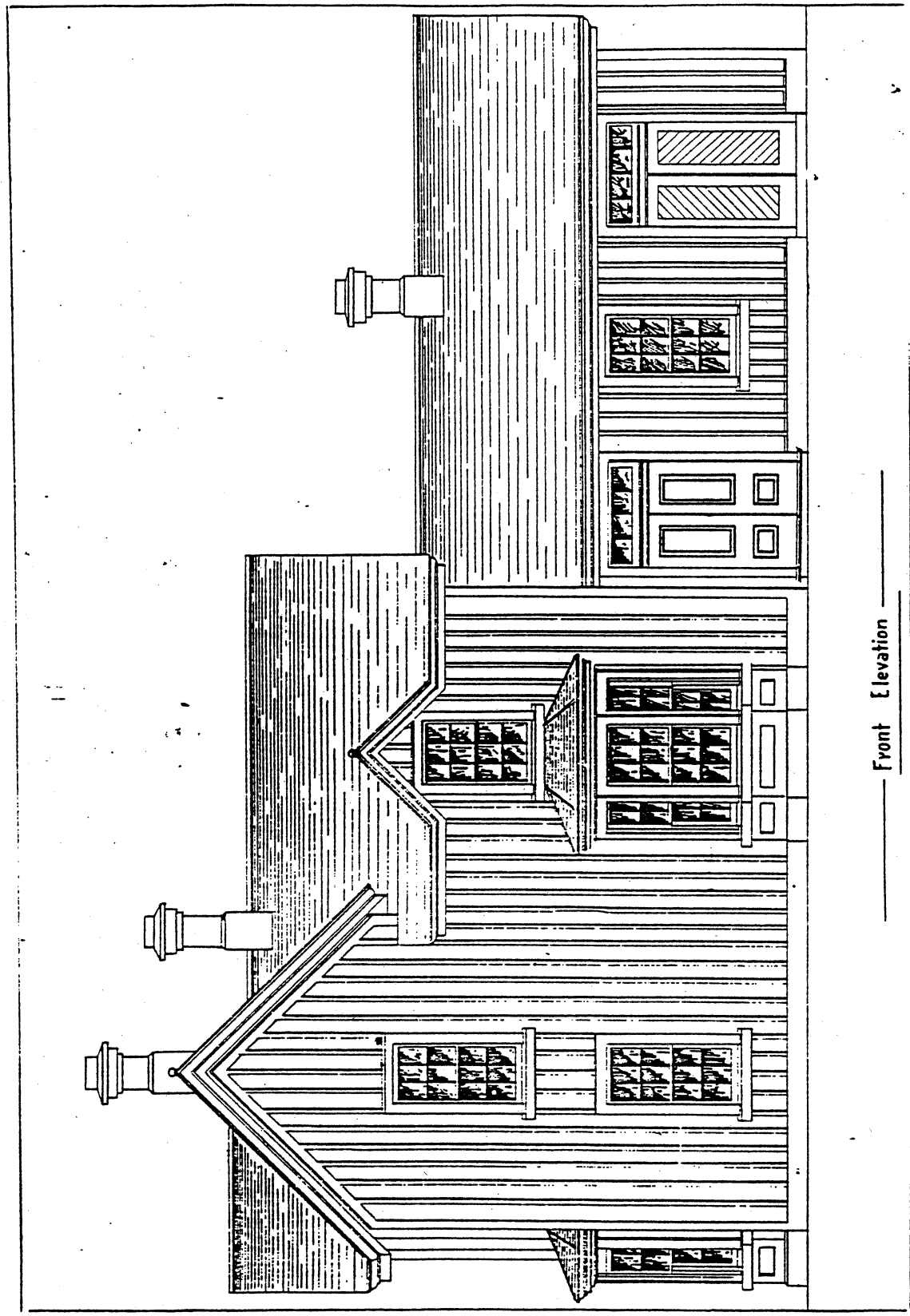
3 Map of Halton County, Ontario, showing location of Great Western Railway (GWR) and Hamilton & North Western Railway (H&NW) lines, 1877. (Reproduced from J. H. Pope, Illustrated Historical Atlas of the County of Halton, Ontario, p. 3.)



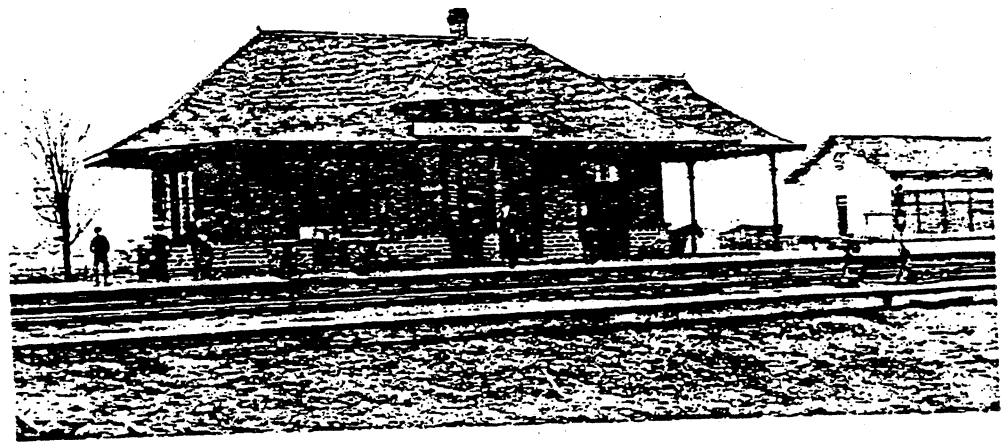
4 Detail of fire insurance plan of Burlington, showing railway and industrial development around the CNR station, ca. 1924. (Underwriters' Survey Bureau, "Fire Insurance Plan, Burlington, Ontario, 1924," sheet 8.)

5 H&NW station located in downtown Burlington, demolished ca. 1929, track side elevation, undated. (Collection of the Joseph Brant Museum, Burlington, Ontario.)

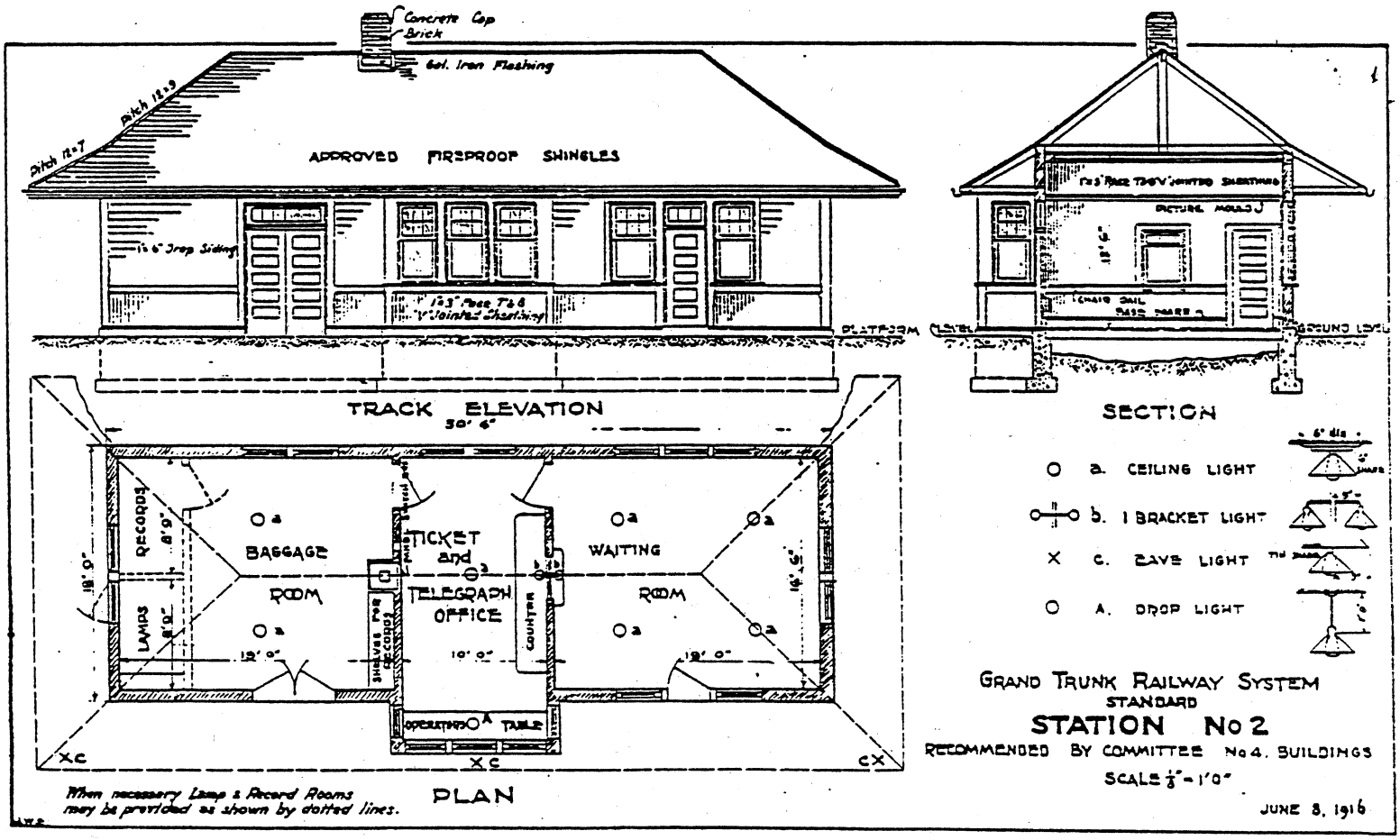
VIA .AIL STATION, BURLINGTON, TARIO



6 Drawing of front elevation of proposed two-storey GTR station at Burlington, 1883. (National Archives of Canada, National Map Collection, NMC 0078621.)



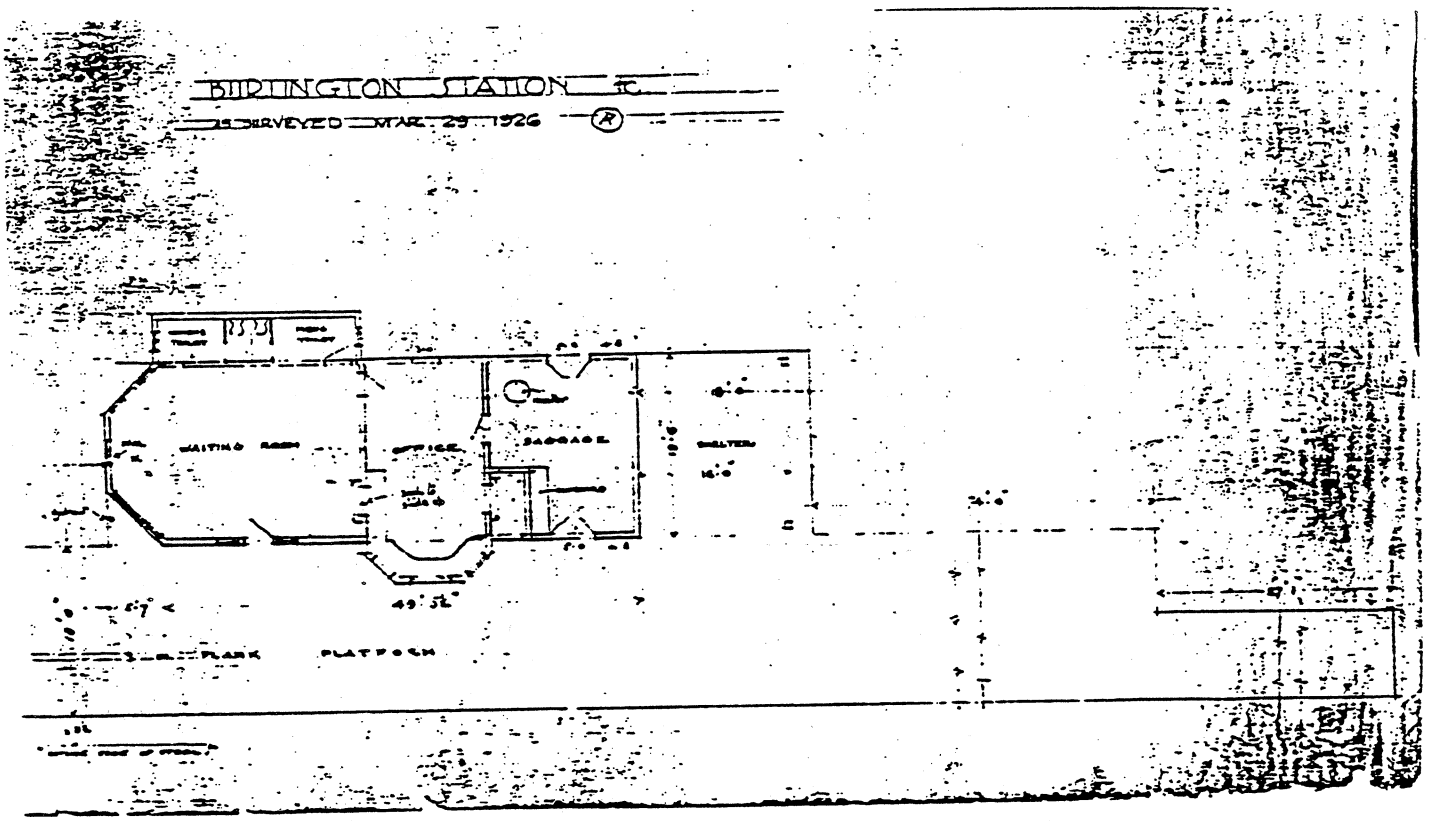
7 GTR station , Burlington, as designed, with canopied shelter at the west end, rare oval window in the waiting room bay, and ornamented roof ridge, and with freight shed behind, undated, but ca. 1906. (Reproduced from Dorothy Turcotte, Burlington: Memories of Pioneer Days, p. 196.)



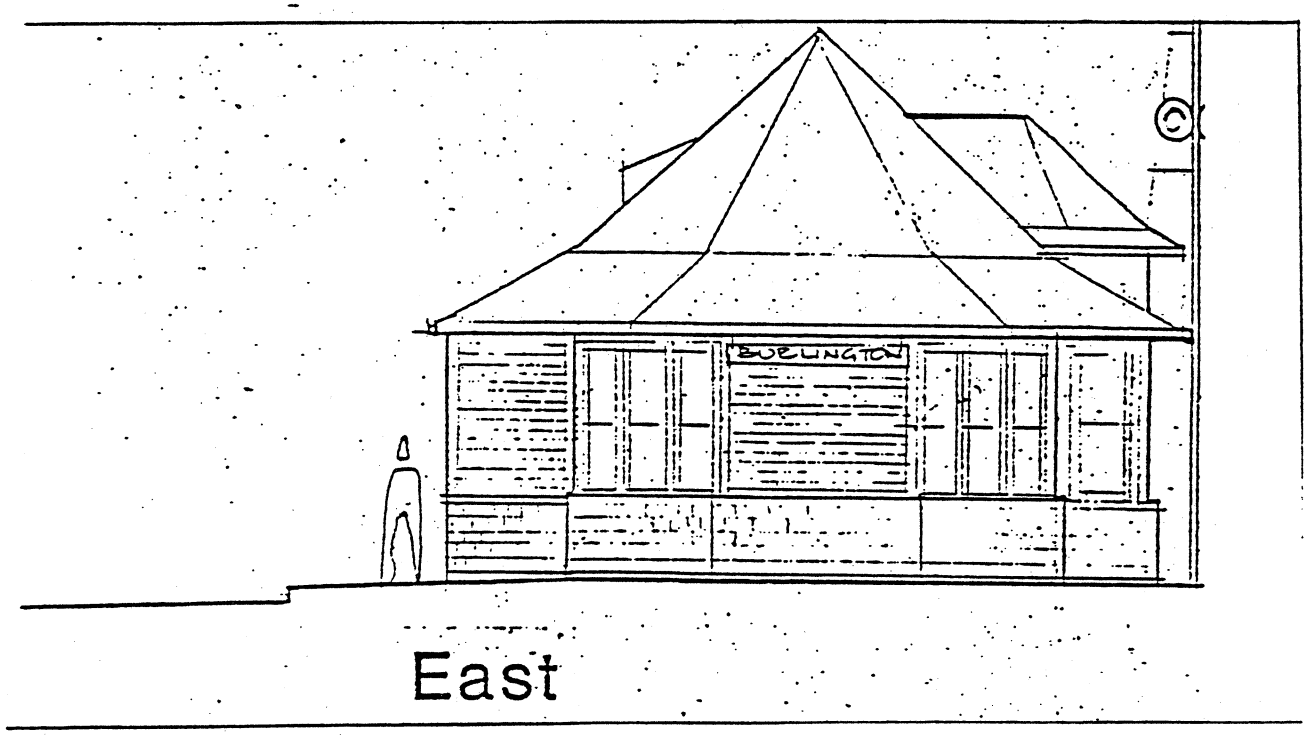
8 GTR System Standard Station No. 2, drawings of track elevation and floor plan, 1916. (Courtesy of the CNR Engineering Department, Montréal.)

GTR station, Aurora, Ontario, built 1900, showing resemblance to Burlington station, notably in its canopied shelter, track side elevation, undated. (Reproduced from Elizabeth Willmot, Meet Me at the Station, p. 3.)

10 GTR station, Inglewood, built 1910, demolished 1972, showing resemblance to Burlington station, notably in its hipped roofline and canopied shelter, track side elevation, 1954. (Reproduced from Charles Cooper, Rails to the Lakes, p. 79.)



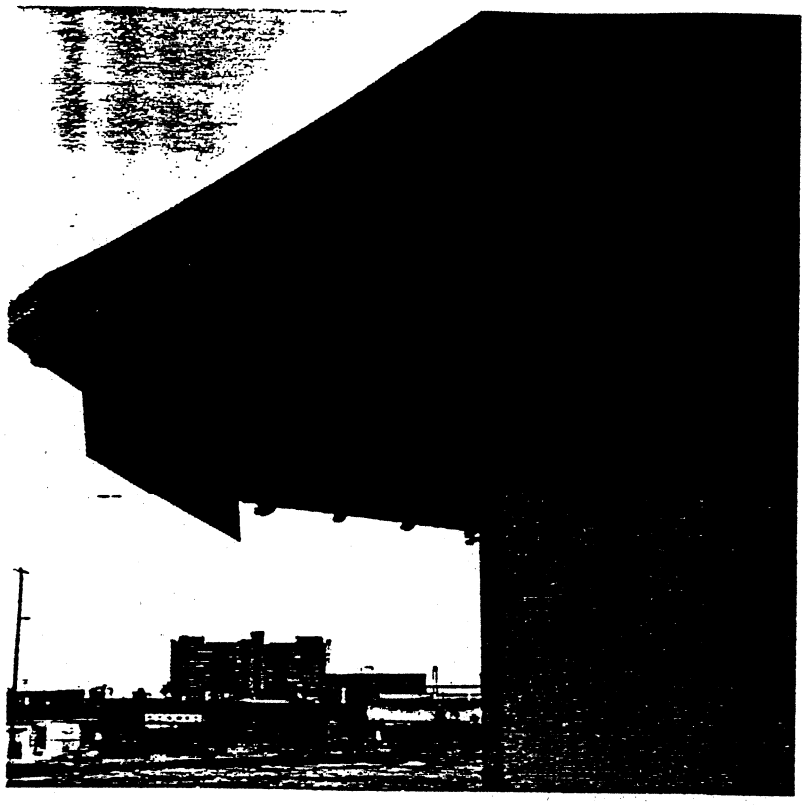
11 Burlington station, drawing of floor plan, showing hexagonal bays and open shelter, as surveyed 1926. (Courtesy of CN Engineering Services, Toronto.)



12 Burlington station, architect's drawing showing the characteristic hexagonal shape of the waiting room bay and hipped roof above, without the original oval window, 1986. (Courtesy of VIA Rail, Toronto.)

13 Burlington station, three quarter view, from the southeast, showing the hexagonal waiting room bay, with its distinctive hipped roof; and the eyebrow window on the south side of the building. (John L. Nicholls, Analytica Associates, 1993.)

14 Burlington station, three quarter view, from the southwest, showing the characteristic profile of the hipped roof, identifiable at a distance; and the closed-in shelter at the west end. (John L. Nicholls, Analytica Associates, 1993.)

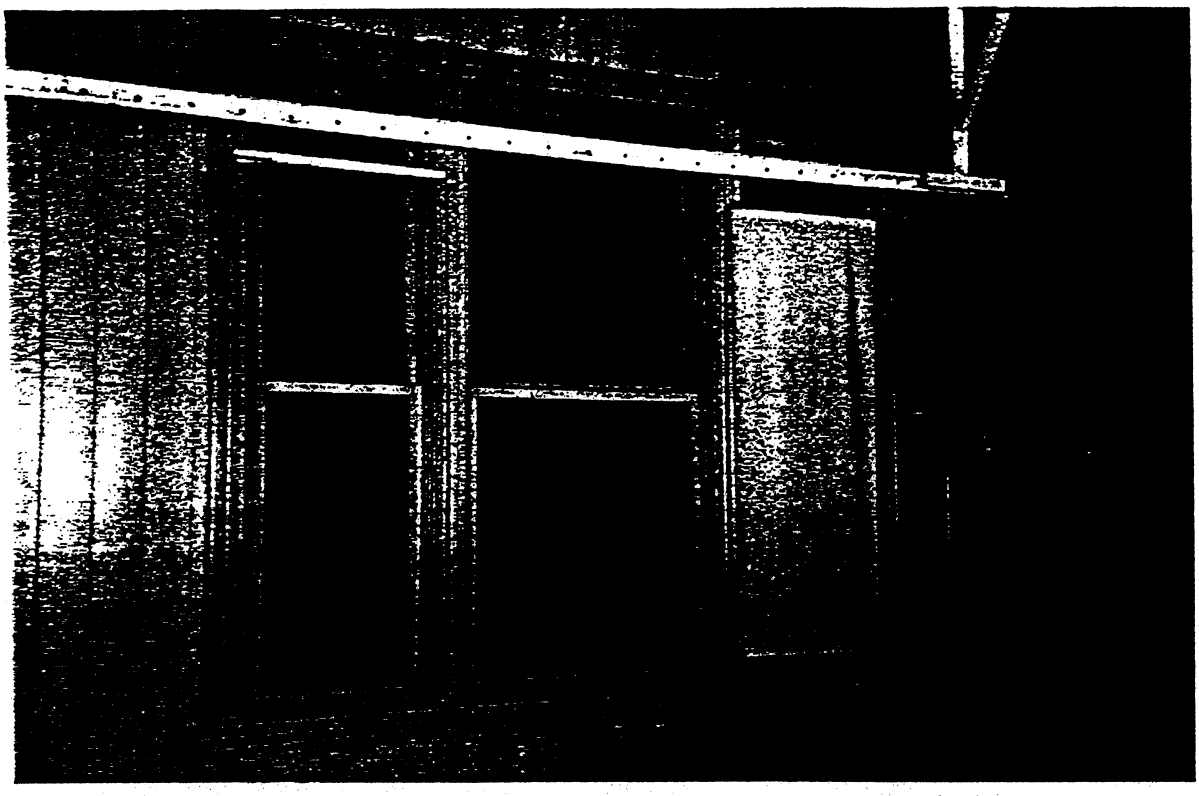


15 Burlington station, detail of the wooden eaves and "rafter tail" brackets, waiting room end. (John L. Nicholls, Analytica Associates, 1993.)

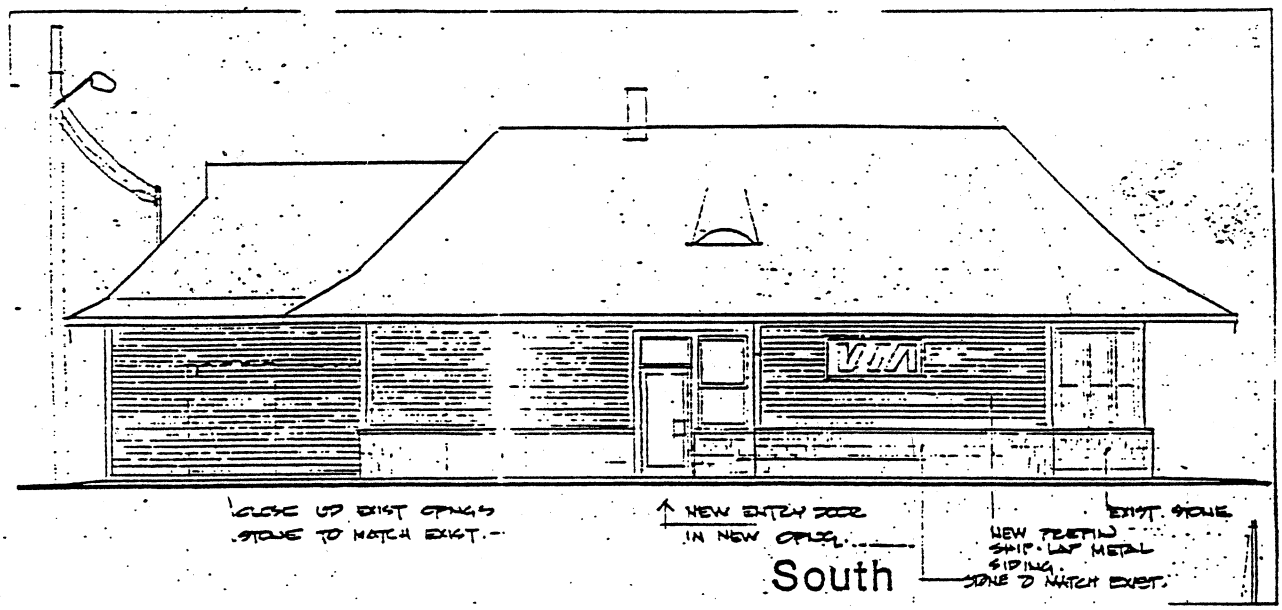
16 Burlington station, detail of the hipped track side dormer, showing its decorative "fish scale" siding and exposed brackets. (John L. Nicholls, Analytica Associates, 1993.)

17 **Burlington station, detail - ... track side operator's bay, showing the building's unusual granite base of black logan block with white mortar.** (John L. Nicholls, Analytica Associates, 1993.)

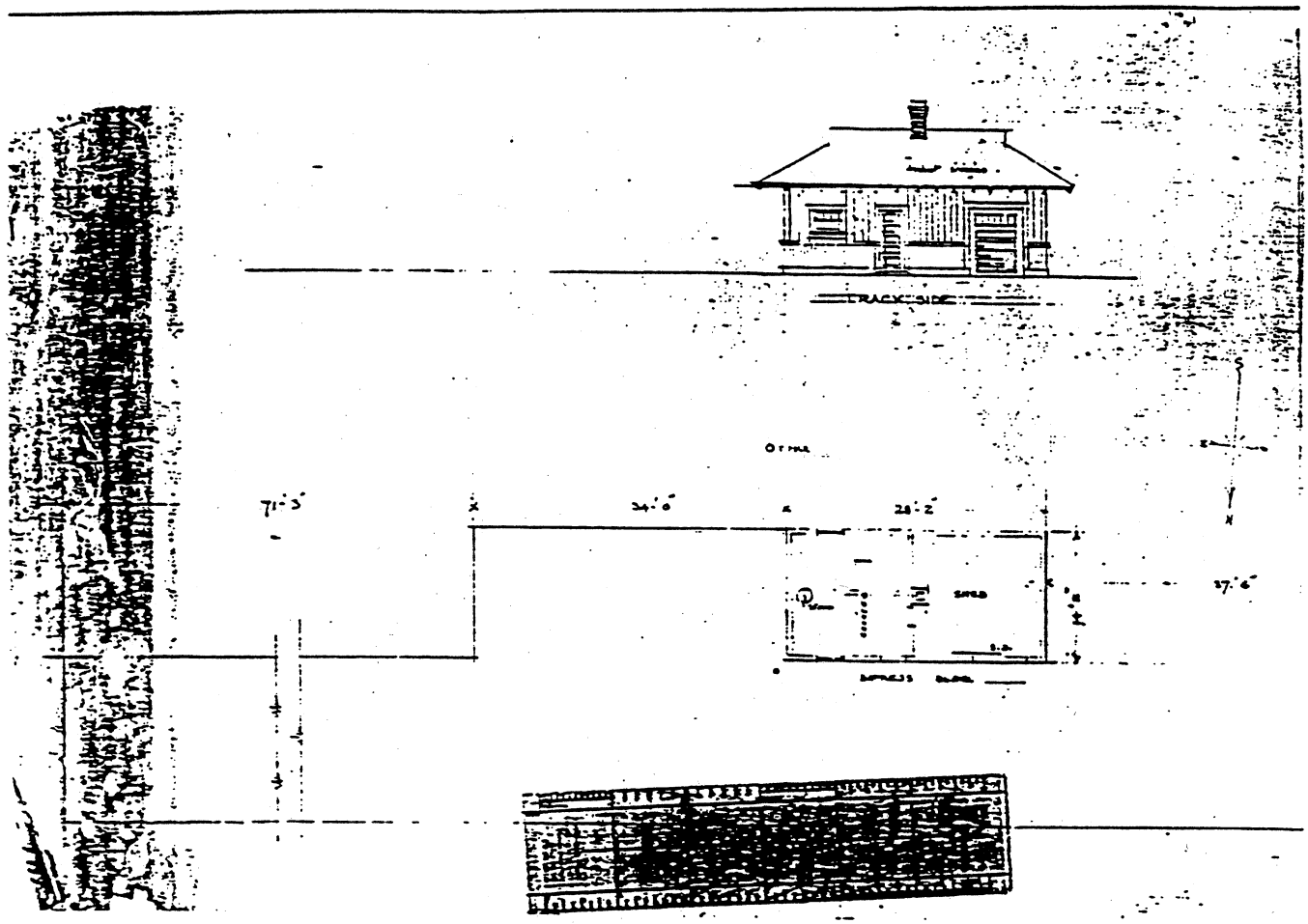
18 **Burlingt... ...tion, detail ... ...tangular addition housing ...et facilities, ...th side of the building at the wa... ...g room end. ... ...icholls, Analytica Associate... ...93.)**



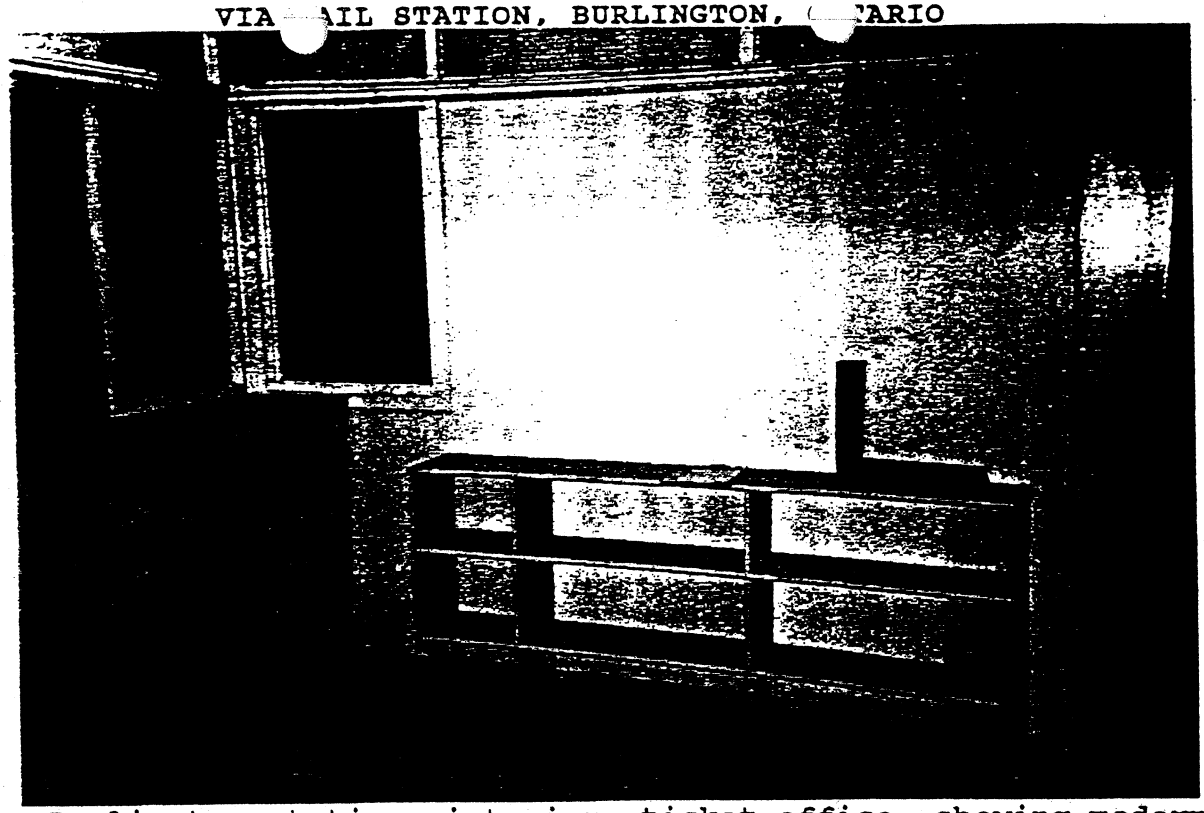
19 Burlington station, interior, detail of the original west end window, re-mounted at the west end of the enclosed shelter, with original mouldings intact. (John L. Nicholls, Analytica Associates, 1993.)



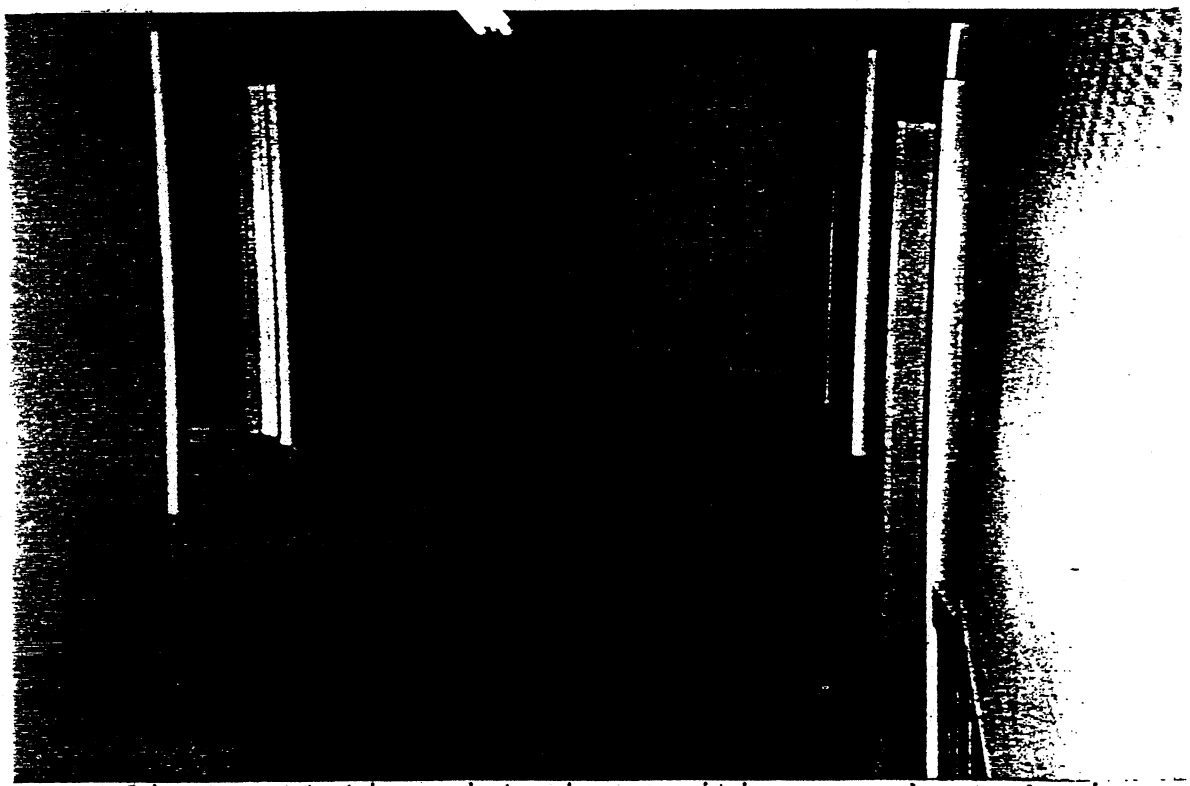
20 Burlington station, architect's drawing of proposed closure of doors on the south side of the building, 1986, never carried out by VIA Rail. (Courtesy of VIA Rail, Toronto.)



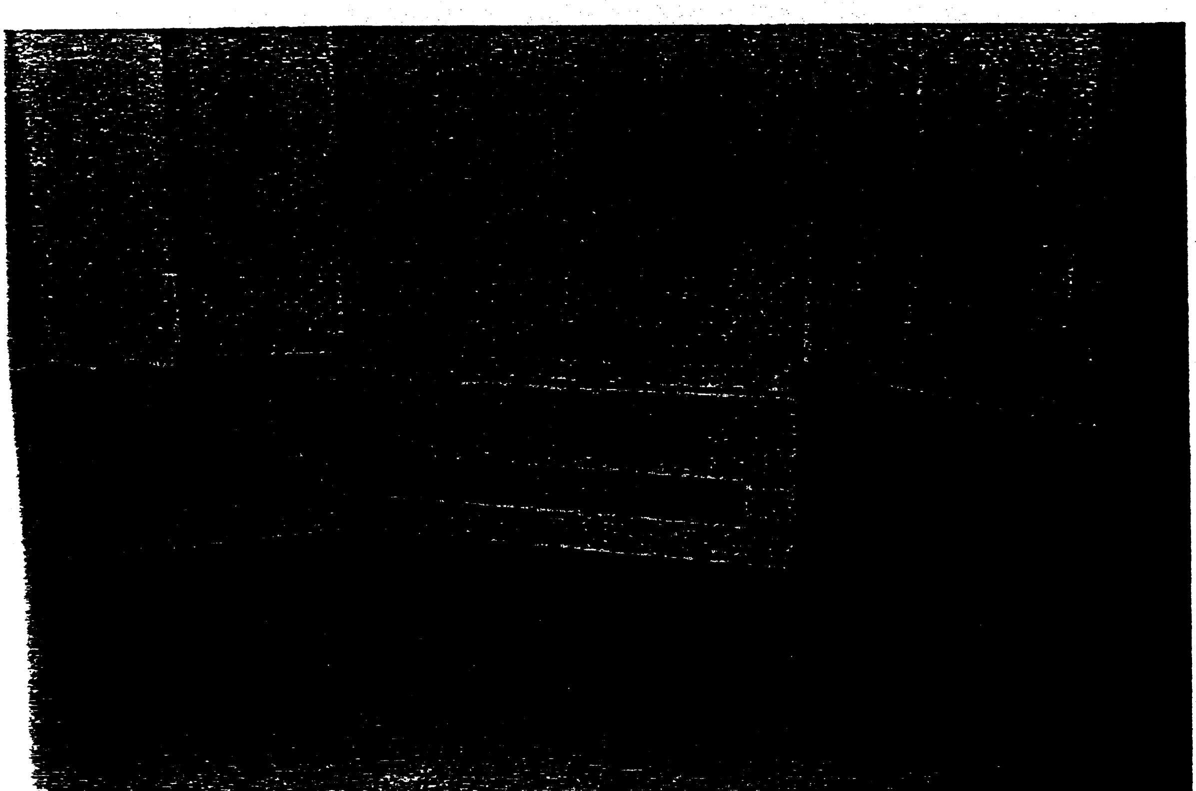
21 CNR express shed, Burlington, drawing of track side elevation, 1926, showing resemblance to Burlington station in its hipped roofline. (Courtesy of CN Engineering Services, Toronto.)



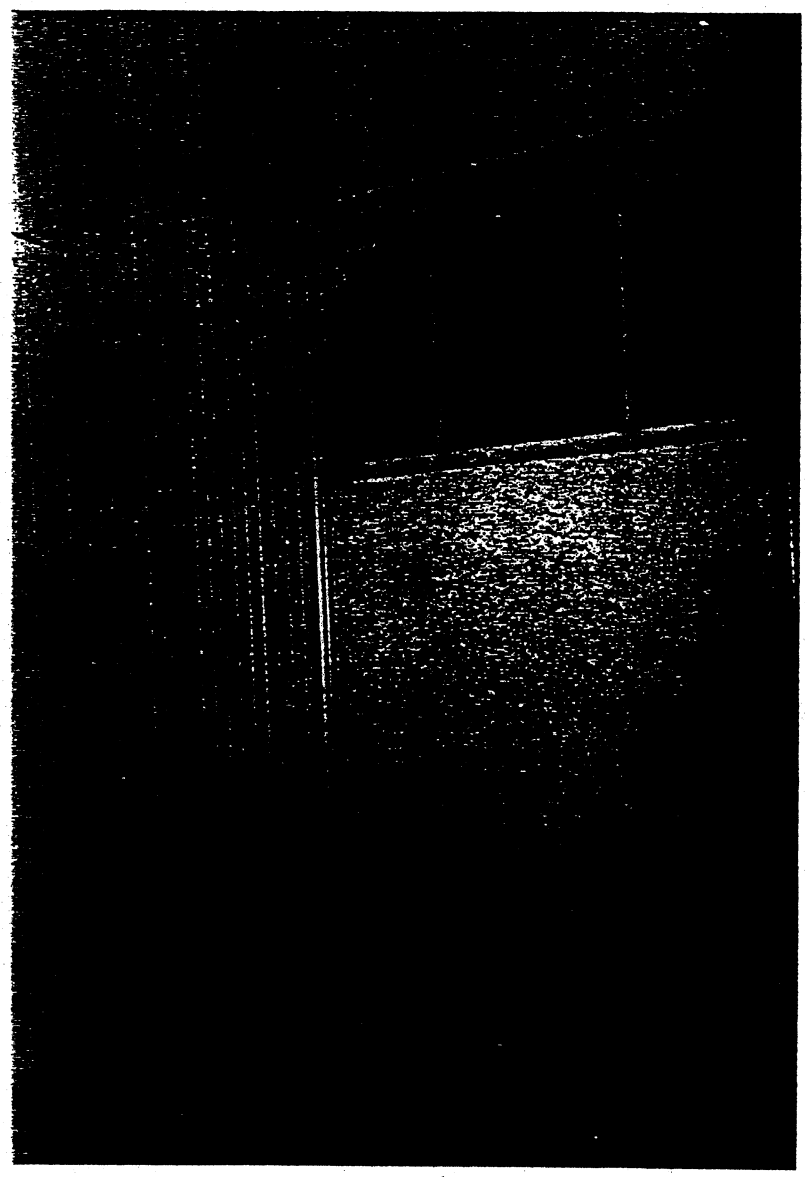
22 Burlington station, interior, ticket office, showing modern partition walls and wicket. (John L. Nicholls, Analytica Associates, 1993.)



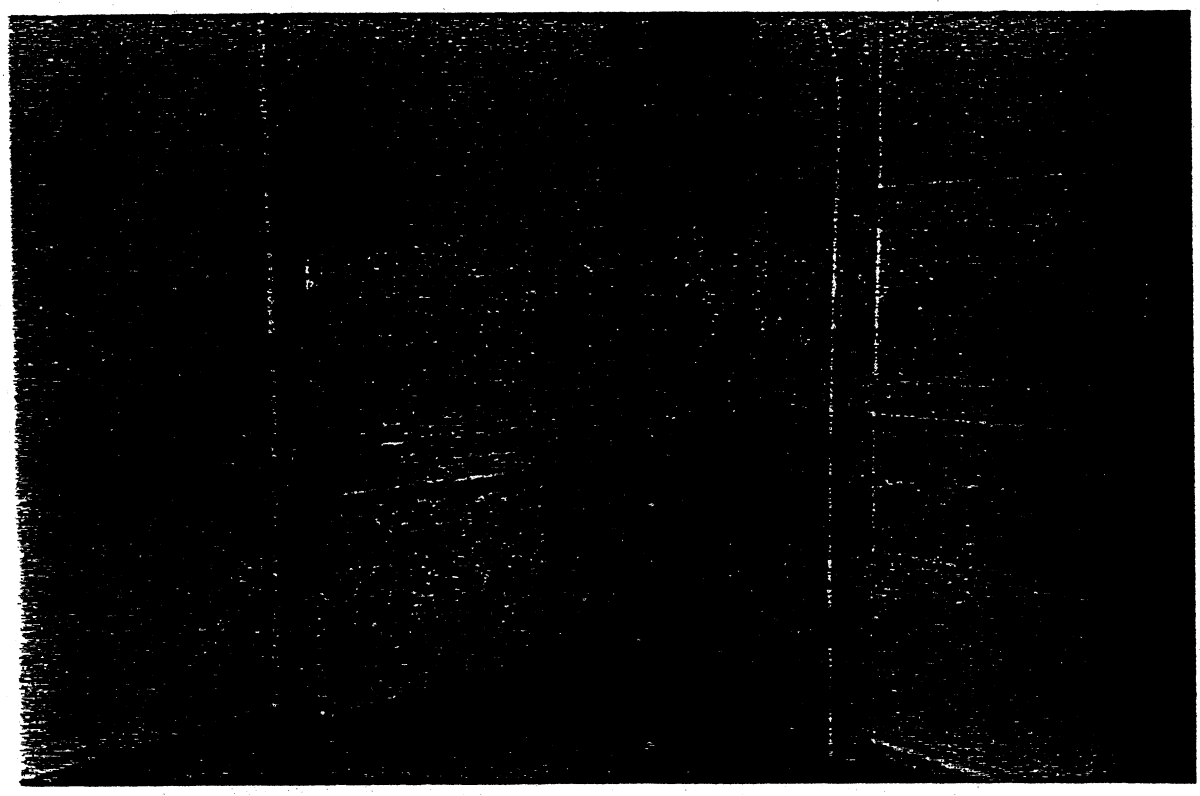
23 Burlington station, interior, waiting room bay, showing modern linoleum flooring and baseboard heating, with added office partition at the left and washroom doors at the right. (John L. Nicholls, Analytica Associates, 1993.)



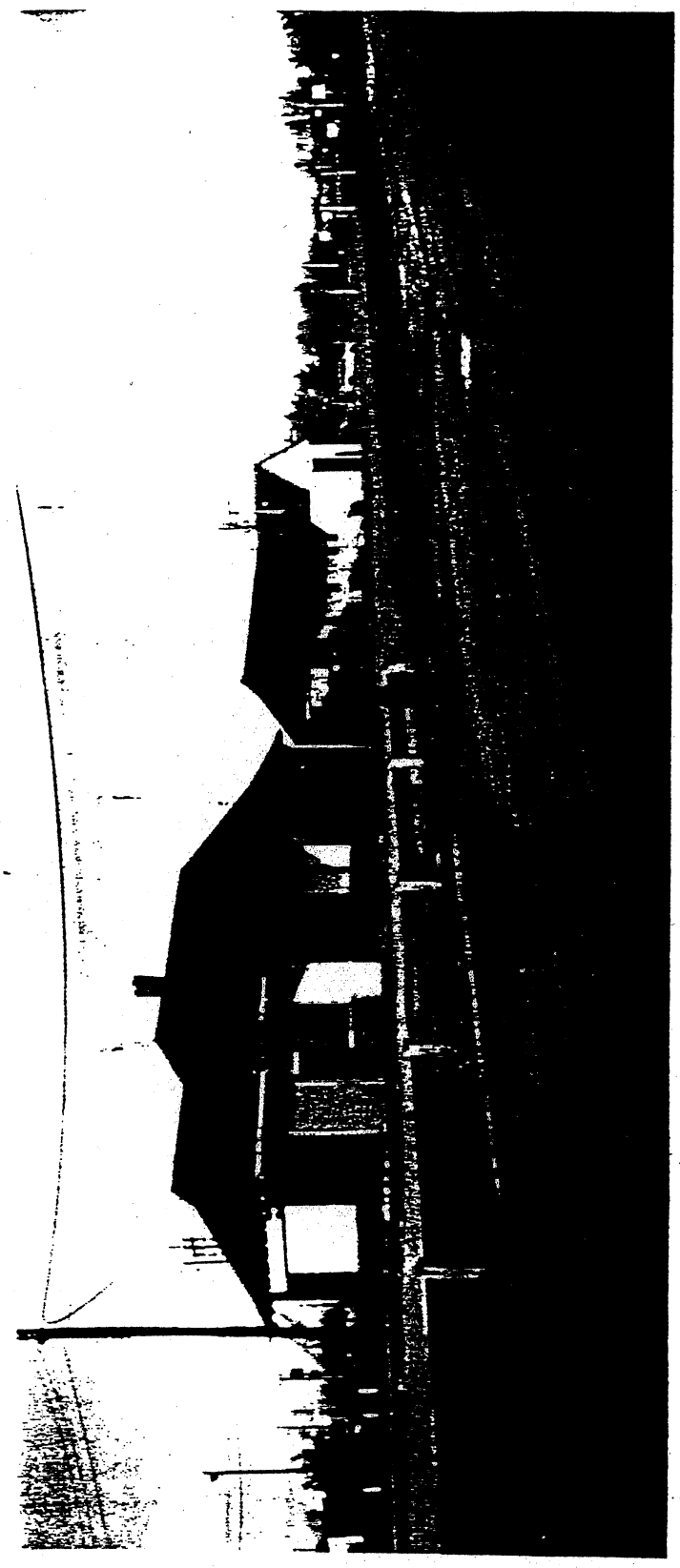
24 [illegible] detail of [illegible] original wooden [illegible] John [illegible], Analytica [illegible]ssociates, [illegible]



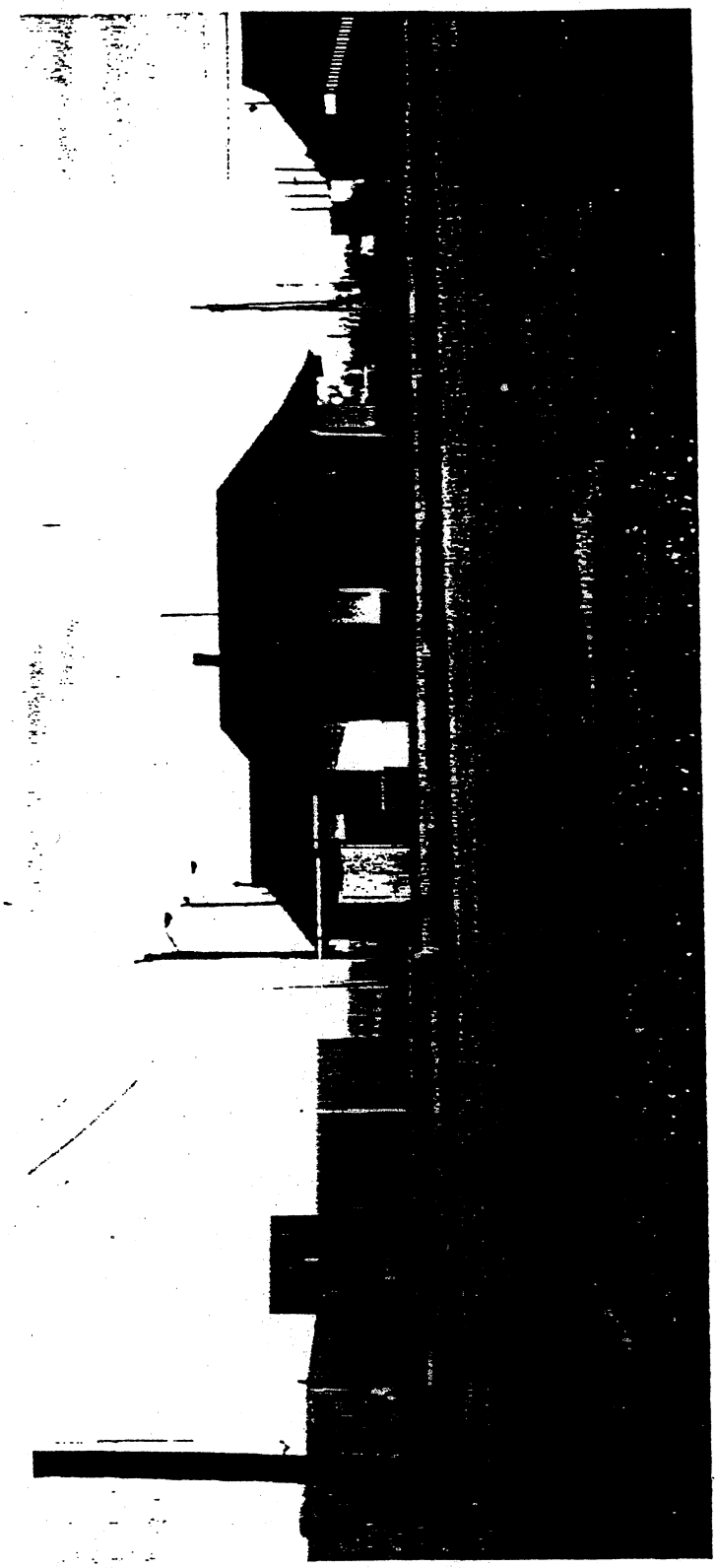
25 Burlington station, interior, baggage room, detail of the original moulding around door and transom. (John L. Nicholls, Analytica Associates, 1993.)



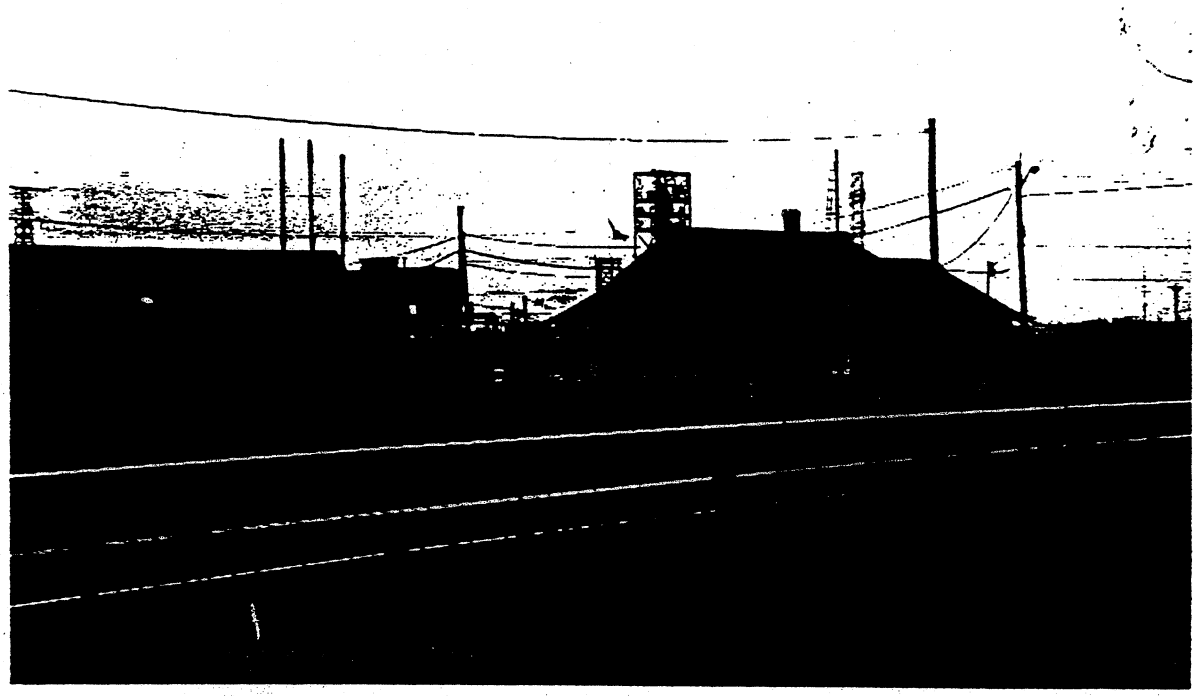
26 [illegible] station, interior, enclosed shelter area, showing the granite base of the former west end wall, now painted over, with modern overhead door at right. (John L. Nicholls, Analytica Associates, 1993.)



27 **Burlington station, three quarter view from the southwest, with modernised CN office building immediately to the east, featuring a similar hipped roofline.** (John L. Nicholls, Analytica Associates, 1993.)



28 **Burlington station, panoramic view from the south, showing open area and private trucking road behind the building, a large warehouse across the tracks to the northwest, and the CN office building to the east.** (John L. Nicholls, Analytica Associates, 1993.)



29 Burlington station, track side elevation, three quarter view from the northeast, with chemicals plant and siding visible behind the building to the south; CN office building at left. (John L. Nicholls, Analytica Associates, 1993.)