



The Corporation of the Town of Fort Erie By-law 7-2026

Being a By-law to Designate Part of 400 Central Avenue as Being of Cultural Heritage Value or Interest

Whereas Section 29(1) of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, as amended, authorizes the Council of a municipality to pass a by-law to designate a property within the municipality to be of cultural heritage value or interest; and

Whereas at the Council-in-Committee meeting held on September 8, 2025, the Municipal Council of the Town of Fort Erie approved the Museum and Cultural Heritage Advisory Committee's recommendation through report number PBBS-63-2025 to designate Part of 400 Central Avenue under the Ontario Heritage Act; and

Whereas in accordance with subsection 29(3) of the Ontario Heritage Act, Council of the Town of Fort Erie has caused to be served upon the owners of the lands municipally known as 400 Central Avenue and legally described in accordance with "Schedule A" and upon the Ontario Heritage Trust, a Notice of Intention to Designate the property as being of cultural heritage value or interest, and has caused the Notice of Intention to Designate to be published in the Fort Erie Observer, a newspaper having general circulation in the Town of Fort Erie; and

Whereas it is deemed desirable to designate Part of 400 Central Avenue as having Cultural Heritage Value or Interest, under the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, as amended.

Now therefore the Municipal Council of The Corporation of the Town of Fort Erie enacts as follows:

- 1. That** the property legally described in accordance with "Schedule A" and municipally known as Part of 400 Central Avenue is hereby designated as having cultural heritage value or interest for architectural, historical, and contextual attributes and reasons under the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, as amended, for the reasons set out in the Statement of Significance attached as "Schedule B" and forming part of this by-law.
- 2. That** the Clerk of the Town is authorized to affect any minor modifications, corrections or omissions, solely of an administrative, numerical, grammatical, semantical or descriptive nature to this by-law or its schedules after the passage of this by-law.

Read a first, second and third time and finally passed this 26th day of January 2026.

Mayor

Clerk

Schedule “A” to By-law Number 7-2026

LEGAL DESCRIPTION

Part of 400 Central Avenue

Legal Description

Part of 400 Central Avenue is legally described as Part of Block J Plan 525, Part of Athley Road Plan 531, Part of Block G Plan 531, all of Lot 196 Plan 531 and Part of Lots 197, 200, 201, 203, 204, and 205 Plan 531 designated as Part 1 on 59R-3996; Fort Erie

Schedule “B” to By-law Number 7-2026

STATEMENT OF SIGNIFICANCE

PART OF 400 CENTRAL AVENUE

Description of the Property

Part of 400 Central Avenue —Part of Block J Plan 525, Part of Athley Road Plan 531, Part of Block G Plan 531, all of Lot 196 Plan 531 and Part of Lots 197, 200, 201, 203, 204, and 205 Plan 531 designated as Part 1 on 59R-3996; Fort Erie.

The property being Part of 400 Central Avenue is a designed landscape which serves as the Fort Erie Railway Museum. It is located on the east side of Central Avenue in the historic Village of Bridgeburg, now part of the Town of Fort Erie. The property contains two former train stations: 1. Ridgeway Station built in 1901 in the settlement of Ridgeway and was moved to the property in 1975; and 2. GTR B-1 Station which was located on the Canadian side of the International Bridge, was built in 1873 and was moved to its current location at the Fort Erie Railway Museum in 1982. The property also houses a historical steam engine and a caboose.

Statement of Cultural Heritage Value or Interest

The part of 400 Central Avenue on which the Fort Erie Railway Museum is situate (the “Property”) contains a representative example of an early 20th century train station design, known as the Ridgeway Train Station. The building was constructed in 1901. The one storey building follows a rectangular plan and has a long and low massing consistent with train stations of this era. The Hip Dutch gable roof with over hanging bell-cast eaves, eyebrow dormer, two-storey tower with classical elements and the rhythmic composition of the window opening across all elevations are legible and representative of train station design. The frame building with a combination and placement of vertical wood siding and horizontal staggered wood shingles also help distinguish it as a former train station.

The Property contains a representative example of a brick building constructed with Gothic Revival architecture influences. The one-and-a-half storey “T- shaped” plan building has an intersecting gable roof, brick construction with raised quoins and decorative brickwork in gable ends which is typical massing and ornamentation of buildings constructed in the Gothic Revival style. Additionally, the tall and segmentally arched window openings, small openings in gable peaks, and canted bay window are all additional features of the Gothic Revival style.

The Property is associated with Fort Erie’s railway history as a museum and repository for buildings and artifacts related to Fort Erie’s railway industry, which at one point hosted the third largest rail yard in Canada and employed many town residents. A

proposal for a railway museum located in Fort Erie was first developed in 1969, although there was little municipal support for the idea at that time. In 1972, an easement was acquired for the museum within Oakes Park, adjacent to the Sugarbowl on the east side of Central Avenue. The current footprint of the site was developed in 1974, and the museum began with the acquisition of steam powered Engine #6218, also known as "Pride of Fort Erie" when it was retired in 1973 and presented to the town along with damaged Caboose #79138. As a testament to Fort Erie's railway history, the Ridgeway Station was relocated to the museum in 1975 to serve as the main exhibit hall, and seven years later, in 1982, the B-1 GTR Station, which had originally been located next to the International Bridge from Bridgeburg to Black Rock, New York, was also relocated to the museum in order to serve as an office and gift shop. The museum is a testament to Fort Erie's railway history, which depended on the rail corridors for its livelihood beginning in the mid-19th century and is managed by the Fort Erie Historical Museum Board which also administers Fort Erie's other museum and historical sites.

Although not in their original locations, the Ridgeway Station and B-1 Station illustrate the association of each of their original communities with the rail lines that helped spur their development. The Ridgeway Station was built around 1901 as a replacement for the original station, which had been built around 1856 and was located on the opposite side of Disher Street. The rail station was integral to the development of Ridgeway as a settlement, as the town grew around the intersection of Ridge Road and the rail corridor, which formed the nucleus of the village. Even today many businesses in Ridgeway are still clustered within three blocks of the rail station's former location. The 1901 Ridgeway Station was considered one of the most attractive Grand Trunk railway stations and was admired as an architectural landmark in the community. The station was relocated to the Fort Erie Railroad Museum in 1975. The B-1 GTR Station was built in 1873, the same year the International Bridge opened to rail traffic. Its sister station, known as B-2, was located across the Niagara River in Black Rock, New York. The station was not used for passenger access and was instead used as an inspection station for trains and goods passing back and forth across the International Bridge, as well as serving as a headquarters for officers that noted water conditions of the Niagara River, the condition of the bridge itself, as well as other duties. The International Bridge and its associated rail stations made Fort Erie one of the main entrance points for all rail freight along the Canada-United States border and facilitated the growth of rail yards in both Fort Erie and Buffalo, New York. Over the years the B-1 Station became dilapidated and was saved from demolition by local outcry. The station was moved to the Fort Erie Railroad Museum in 1982, where it was restored and is now used as a gift shop and museum office.

The Property is a well-known tourist attraction and museum and is a landmark within the local community. Located on the east side of Central Avenue, the property was designed specifically as a museum in the early 1970s, and the relocation of Engine #6218, also known as "Pride of Fort Erie" when it was retired in 1973 and presented to the town along with Caboose #79138, in addition to the relocation of two discontinued railway stations makes the property memorable and easily discernible. The property is a conspicuous feature that serves as a local tourist attraction.

Description of Heritage Attributes

Key elements that contribute to the heritage value of The Property include:

- Location and siting of the museum near Fort Erie's former rail yards
- One-storey frame former train station (Ridgeway Station)
- One-and-a-half storey brick former train station (B-1 Station)
- Historical steam engine and caboose
- Ridgeway Station
 - One-storey frame former train station
 - Rectangular plan with long, low massing
 - Hip Dutch gable roof
 - Overhanging bell-cast eaves
 - Eyebrow dormers
 - Two-storey tower with classical elements
 - Rhythmic composition of window openings with wood sills and surrounds
- B-1 Station
 - One-and-a-half storey brick former train station
 - T-shaped plan
 - Intersecting gable roof
 - Quoins
 - Diamond and "X" motif brickwork front gables
 - Segmentally arched window openings with radiating brick voussoirs, raised stepped brickwork surround and stone sills
 - Canted Bay window