

TRANSPORTATION CORRIDORS





IRON HORSE TRAIL

BOUNDARIES The Iron Horse Trail extends from John Street West to Erb Street West.

RECOGNITION None.

HISTORIC THEME(S) Industry and Commerce, Transportation, Urban Development.

TYPE OF LANDSCAPE Transportation.

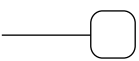
DESCRIPTION The Iron Horse Trail, located along the former Preston & Berlin Street Electric Railway corridor, links Uptown Waterloo to downtown Kitchener. The entire trail, which runs between Erb Street West in Waterloo and Ottawa Street in Kitchener is 5.5 kilometres in length and connects Waterloo Park to Victoria Park. Approximately 1 kilometre of the trail is located in Waterloo, the majority of which runs along Caroline Street South. It provides an important transportation function and a scenic and historic recreational amenity for the two cities.

CULTURAL HERITAGE VALUE or INTEREST

The Iron Horse Trail landscape is a multi-use trail that closely follows the original alignment of an early inter-city freight and passenger rail line. The rail line was founded in 1894 as the Galt and Preston Street Railway and later expanded to become the Preston & Berlin Street Electric Railway providing service between Galt, Preston and Berlin (Kitchener). Expansion of the rail line to Waterloo occurred around 1905, creating important passenger and freight connections between Waterloo (ending at the freight terminal on Erb Street West near Caroline Street) and the region's southern municipalities. In 1909, the Preston & Berlin Street Electric Railway amalgamated with the Galt, Preston & Hespeler Street Railway and was renamed the Grand River Railway in 1914, under lease to the Canadian Pacific Railway. It provided passenger service until 1955 and was finally closed on July 6, 1993.

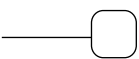
The landscape has direct associations with growth and development of the Seagram Distillery, Canada Barrels and Kegs, Waterloo Manufacturing Co. and other early industries significant to the community. These industries relied on freight connections provided by the rail line for the transport of raw materials and finished goods to and from the broader region. Construction of the line at the corner of Caroline and Erb Streets had further impact on the Seagram Distillery, requiring the removal of a corner of its warehouse at 57 Erb Street West to provide sufficient space for the track between the warehouse and another rail line (Grand Trunk Railway) that needed to cross the Erb and Caroline intersection in approximately the same location. The alterations to Seagram's warehouse permitted the line to extend to Canada Barrels and Kegs, an important supplier of barrels to the Seagram Distillery.

In 1997, the Cities of Waterloo and Kitchener partnered to purchase the abandoned rail line for the creation of the Iron Horse Trail. In addition to its important role as an active transportation corridor, the trail provides users with a scenic and historic route between Waterloo Park in Uptown Waterloo and Victoria Park in downtown Kitchener.



DESIGN
VALUE

rare, unique, representative or early example of a landscape (style, trend, movement, school of theory, type, expression, material use or construction method, settlement pattern, time period or lifeway).



DESIGN
VALUE

displays a high degree of design or aesthetic appeal.

- DESIGN VALUE demonstrates a high degree of technical or scientific achievement.
- HISTORICAL VALUE direct association with a theme, event, belief, person, activity, organization, or institute significant to a community.
- HISTORICAL VALUE yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- HISTORICAL VALUE demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist significant to a community.
- CONTEXTUAL VALUE is important in defining, maintaining or supporting character of an area.
- CONTEXTUAL VALUE physically, functionally, visually or historically linked to surroundings.
- CONTEXTUAL VALUE a landmark.



HISTORICAL INTEGRITY

The landscape has seen a continuity in use as a transportation corridor since its construction as a rail line circa 1905 to its current use as a recreational and commuting trail connecting the Cities of Waterloo and Kitchener. Links to the landscape's past can be seen in the remnant commemorative railway infrastructure located along the trail.

The historical alignment of the rail line has been preserved along the portion of the Iron Horse Trail that spans from the northern terminus of York Street (at the municipal boundary), across John Street West to Park Street. The portion of the route from Park Street to Caroline Street South has been adapted slightly to accommodate a new development but resumes along the historic alignment heading north on Caroline Street South to Erb Street West. The relationship between the rail line and the Seagram distillery is still visible, particularly where the trail passes the Seagram warehouse that is missing its north east corner.

- | | | |
|-------------------------------------|------------------------|---|
| <input checked="" type="checkbox"/> | LAND USE | landscape has had continuity in use and/or a compatible use (agricultural, commercial, residential or institutional). |
| <input type="checkbox"/> | OWNERSHIP | continuity of ownership or occupation of the site, dating to a historic period. |
| <input type="checkbox"/> | BUILT ELEMENTS | buildings and other built elements (fences, walls, paths, bridges, corrals, pens, garden features, lighting, sidewalks, fountains, piers, etc.) have survived in their historic form and in relatively sound condition. |
| <input type="checkbox"/> | VEGETATIVE ELEMENTS | plantings (hedgerows, windrows, gardens, shade trees, etc.) are still evident and their traditional relationship to buildings, lanes, roadways, walks and fields are still discernible. |
| <input type="checkbox"/> | CULTURAL RELATIONSHIPS | relationships between historic buildings and other built and designed elements (yards, fields, paths, parks, gardens, etc.) are intact. |
| <input type="checkbox"/> | NATURAL FEATURES | prominent natural features (cliff, stream, vegetation, etc.) remain intact. |
| <input type="checkbox"/> | NATURAL RELATIONSHIPS | historical relationships to prominent natural features still exist for the site as a whole and within the site. |



VIEWS

existing views of and within the site can be closely compared to the same view in the past (certain views may have been captured in historic photos).



RUINS

ruins and overgrown elements still convey a clear message about the site's history.

DESIGNED
LANDSCAPES

changes to a designed landscape can be corrected so that the property retains integrity versus being irrevocable.



COMMUNITY VALUE

The landscape provides a recreational amenity for the community and is part of the Trans Canada Trail. It is the busiest, most popular off-road trail in Waterloo Region, seeing as many as 1,730 cyclists and walkers per day. The area is featured in City of Waterloo and Waterloo Region Tourism (Explore Waterloo Region) publications.

Members of the Uptown Vision Committee and Active Transportation Committee expressed a strong interest in the Iron Horse Trail, particularly with respect to its alignment. When asked to prioritize the importance of this landscape in the City's survey, 87% of respondents noted it as "very important" or "somewhat important."

- | | | |
|-------------------------------------|-----------------------|---|
| <input checked="" type="checkbox"/> | COMMUNITY IDENTITY | landscape contributes to the community's identity and is used to tell the story of the community. |
| <input type="checkbox"/> | LANDMARK | area is widely recognized as a landmark. |
| <input type="checkbox"/> | PRIDE AND STEWARDSHIP | community demonstrates a high degree of pride and stewardship in the area (heritage designations, plaques, voluntary upkeep). |
| <input type="checkbox"/> | COMMEMORATION | area or elements within the area are named to celebrate or commemorate someone or something. |
| <input type="checkbox"/> | PUBLIC SPACE | area is a site of frequent or longstanding public gatherings or events. |
| <input type="checkbox"/> | CULTURAL TRADITIONS | people use the area to express their cultural traditions. |
| <input checked="" type="checkbox"/> | QUALITY OF LIFE | aspects of the landscape are valued for their impact on day to day living. |
| <input type="checkbox"/> | LOCAL HISTORY | location is written about in local histories or spoken about through local stories or lore. |
| <input type="checkbox"/> | VISUAL DEPICTION | location is widely photographed or depicted in works of art (visual, literary, etc.). |
| <input type="checkbox"/> | GENIUS LOCI | people refer to the area as having a distinctive atmosphere or pervading 'sense of place'. |
| <input checked="" type="checkbox"/> | COMMUNITY IMAGE | area is identified with the community image (e.g. appearing in promotions or marketing material). |



TOURISM

area is promoted as a tourist destination.



PLANNING

area has been identified through another planning process as being unique.

PRELIMINARY HERITAGE ATTRIBUTES INCLUDE:

- Historic alignment following the former Preston & Berlin Street Electric Railway corridor;
- Connection between Uptown Waterloo and downtown Kitchener from Waterloo Park to Victoria Park; and
- Plant materials, public art and surface materials that enhance its use and value as a trail.



REGION OF WATERLOO RAILWAY LINE

BOUNDARIES Bound by the rail corridor that spans north-south through the centre of the city, running parallel to the Conestoga Parkway and Albert Street, then crossing Waterloo Park and King Street South in Uptown Waterloo and continuing along the Spurline Trail into the City of Kitchener.

RECOGNITION None.

**HISTORIC
THEME(S)** Industry and Commerce, Transportation, Urban Development.

**TYPE OF
LANDSCAPE** Transportation.

DESCRIPTION The Region of Waterloo Railway Line stretches north-south through the centre of the City of Waterloo. Constructed between 1853 and 1856, it was the first railway to cross Waterloo Region and had a significant influence on Waterloo's early economic development and settlement. The landscape includes a 2.5-kilometre multi-use trail that runs along the Waterloo Spur Line and the former Waterloo CN Train Station constructed in 1910. The Kitchener portion of the rail line has been identified by the City of Kitchener as a significant Cultural Heritage Landscape (L-RR-15).

The Region of Waterloo Railway Line, operated by both the Canadian National Railway (CN) and Goderich-Exeter Railway (GEXR), is an early example of a Canadian railway system and the first railway to cross Waterloo Region. Built as an extension from Kitchener to Abraham Erb's (later Snider's) mill in 1882 and extended to Elmira through Heidelberg and St. Jacobs in 1891, the Waterloo line was a branch of the much larger Grand Trunk Railway (GTR) network. The GTR company was a British company incorporated in 1852 and was one of a number of significant private railway companies competing as the owner of key transportation routes in Upper Canada. By 1856, the GTR's rail lines spanned from Montreal to Sarnia and by 1867 at the time of Canada's confederation, the GTR owned 2,055 kilometres of track and was the world's largest railway system. The failed efforts to expand westward led to the bankruptcy of the GTR in 1919, at which point the federal government took over the railway. It was placed under the management of CN in January 1923.

The GTR was the first major export of the UK railway boom of the 1840s and is associated with the economic development of Canada, stimulating economies from coast-to-coast. Locally, the railway dramatically changed Waterloo by stimulating industrial development, economic growth and population increases that took place between 1850 and 1920 in both the village of Waterloo and the broader region. This period of growth was motivated by the prospect of prosperity associated with the railway's arrival and provided infrastructure for the rapid transportation of raw material and finished products to markets across Canada and the United States. Industries such as the Rochman's Button Factory on Regina Street relied on the Grand Trunk Railway for regular shipments of imported raw materials like the ivory nuts from Brazil and pearl shells from Tahiti and Japan used in the manufacture of buttons. Businesses locating along the rail corridor influenced the direction of Waterloo and Kitchener's growth and development, bringing the two settlements closer together. Culturally, the railway attracted new settlers from more diverse origins and brought with them a variety of skills and trades not previously available in the region.

Design value is found in the Waterloo Train Station, which was built in 1910 in the Romanesque style. The station is characteristic of purpose-built stations around Ontario and features large overhangs to shelter passengers and goods as they awaited the trains and buff-brick with cut stone around the windows, doors and building corners. At its peak the station served nine trains a day, six passenger and three freight. It also acted as a departure point for troops in both WWI and WWII. The station was closed to passengers in 1934 due to a decline in ridership as a result of the proliferation of automobiles.

- DESIGN VALUE rare, unique, representative or early example of a landscape (style, trend, movement, school of theory, type, expression, material use or construction method, settlement pattern, time period or lifeway).
- DESIGN VALUE displays a high degree of design or aesthetic appeal.
- DESIGN VALUE demonstrates a high degree of technical or scientific achievement.
- HISTORICAL VALUE direct association with a theme, event, belief, person, activity, organization, or institute significant to a community.
- HISTORICAL VALUE yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- HISTORICAL VALUE demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist significant to a community.
- CONTEXTUAL VALUE is important in defining, maintaining or supporting character of an area.
- CONTEXTUAL VALUE physically, functionally, visually or historically linked to surroundings.
- CONTEXTUAL VALUE a landmark.



HISTORICAL INTEGRITY

The Waterloo rail line has been in continuous use as a transportation corridor since its creation in the late 1800s. While passenger travel has been removed from a section of the railway, it continues to serve as a freight line. A portion of the track is used as a tourist route to St. Jacobs by the Waterloo Central Railway.

The alignment of the Region of Waterloo Railway Line remains as originally constructed with only minor changes in over 160 years of service. Although no longer in service, the historic train station continues to be located along the track and features a rail car that was moved into its current location behind the station in 2013. The station was built in 1910 as a replacement for an earlier, more modest wooden structure.

- | | | |
|-------------------------------------|------------------------|---|
| <input checked="" type="checkbox"/> | LAND USE | landscape has had continuity in use and/or a compatible use (agricultural, commercial, residential or institutional). |
| <input type="checkbox"/> | OWNERSHIP | continuity of ownership or occupation of the site, dating to a historic period. |
| <input type="checkbox"/> | BUILT ELEMENTS | buildings and other built elements (fences, walls, paths, bridges, corrals, pens, garden features, lighting, sidewalks, fountains, piers, etc.) have survived in their historic form and in relatively sound condition. |
| <input type="checkbox"/> | VEGETATIVE ELEMENTS | plantings (hedgerows, windrows, gardens, shade trees, etc.) are still evident and their traditional relationship to buildings, lanes, roadways, walks and fields are still discernible. |
| <input type="checkbox"/> | CULTURAL RELATIONSHIPS | relationships between historic buildings and other built and designed elements (yards, fields, paths, parks, gardens, etc.) are intact. |
| <input type="checkbox"/> | NATURAL FEATURES | prominent natural features (cliff, stream, vegetation, etc.) remain intact. |
| <input type="checkbox"/> | NATURAL RELATIONSHIPS | historical relationships to prominent natural features still exist for the site as a whole and within the site. |
| <input checked="" type="checkbox"/> | VIEWS | existing views of and within the site can be closely compared to the same view in the past (certain views may have been captured in historic photos). |



RUINS

ruins and overgrown elements still convey a clear message about the site's history.

DESIGNED
LANDSCAPES

changes to a designed landscape can be corrected so that the property retains integrity versus being irrevocable.



COMMUNITY VALUE

The Region of Waterloo Railway Line is an important fixture of Waterloo serving as both a practical transportation corridor for freight, and as a tourism, recreational and active transportation opportunity. Recreational use of the rail line is offered through the Waterloo Central Railway, a volunteer organization that operates a recreational passenger train on the historic line from Waterloo to St. Jacobs. Additionally, the City of Waterloo Visitor and Heritage Information Centre is housed in a replica train station located along the rail line.

Appreciation for the rail line is enhanced by the Spurline Trail, which runs parallel to the Waterloo rail line, and is heavily used by cyclists and pedestrians. The trail provides an important connection to the Iron Horse and Laurel Trails. Its name commemorates the rail line's role as a secondary branch from the main GTR line.

When asked to prioritize the importance of the landscape in the City's survey for this project, 67% of respondents noted it as "very important" or "somewhat important."

<input checked="" type="checkbox"/>	COMMUNITY IDENTITY	landscape contributes to the community's identity and is used to tell the story of the community.
<input type="checkbox"/>	LANDMARK	area is widely recognized as a landmark.
<input checked="" type="checkbox"/>	PRIDE AND STEWARDSHIP	community demonstrates a high degree of pride and stewardship in the area (heritage designations, plaques, voluntary upkeep).
<input checked="" type="checkbox"/>	COMMEMORATION	area or elements within the area are named to celebrate or commemorate someone or something.
<input type="checkbox"/>	PUBLIC SPACE	area is a site of frequent or longstanding public gatherings or events.
<input type="checkbox"/>	CULTURAL TRADITIONS	people use the area to express their cultural traditions.
<input checked="" type="checkbox"/>	QUALITY OF LIFE	aspects of the landscape are valued for their impact on day to day living.
<input checked="" type="checkbox"/>	LOCAL HISTORY	location is written about in local histories or spoken about through local stories or lore.
<input type="checkbox"/>	VISUAL DEPICTION	location is widely photographed or depicted in works of art (visual, literary, etc.).

<input type="checkbox"/>	GENIUS LOCI	people refer to the area as having a distinctive atmosphere or pervading 'sense of place'.
<input checked="" type="checkbox"/>	COMMUNITY IMAGE	area is identified with the community image (e.g. appearing in promotions or marketing material).
<input checked="" type="checkbox"/>	TOURISM	area is promoted as a tourist destination.
<input type="checkbox"/>	PLANNING	area has been identified through another planning process as being unique.

PRELIMINARY HERITAGE ATTRIBUTES INCLUDE:

- Alignment of the Region of Waterloo Railway Line;
- Spurline Trail located along the Railway Line;
- Former 1910 Waterloo CN Train Station located at 20 Regina Street South;
- Waterloo Central Railway (WCR) platform north of Kumpf Dr.; and
- Varied mixture of vegetation and open space along the alignment.