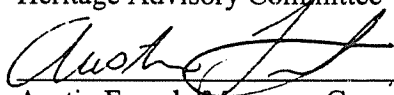



Heritage Advisory Committee

March 27, 2002

*January 21, 2003*

TO: Heritage Advisory Committee

SUBMITTED BY:   
Austin French, Manager, Community/Regional Planning Services

  
Kevin Barrett, Planner

DATE: March 6, 2002

SUBJECT: **Heritage Case H00061 - Application by Musquodoboit Harbour Rate Payers and Residents Association to consider the Railway Museum at 7895 Highway No. 7, Musquodoboit Harbour as a Registered Heritage Property.**

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**STAFF REPORT**

**ORIGIN:**

An application by Gary Young of the Musquodoboit Harbour Rate Payers and Residents Association, requesting the consideration of the Railway Museum at 7895 Highway No. 7, Musquodoboit Harbour as a Heritage Property.

**RECOMMENDATION:**

**It is recommended that should 7895 Highway No. 7, Musquodoboit Harbour score more than 45 points, the Heritage Advisory Committee recommend to Regional Council that this property be registered under the HRM Heritage Property Program (Map 1).**

**BACKGROUND:**

Mr. Gary Young, of the Musquodoboit Harbour Rate Payers and Residents Association, has made an application to have the Railway Museum at 7895 Highway No. 7, Musquodoboit Harbour, considered a heritage building under the HRM Heritage Property Program. The building is currently used as the Museum.

Under the Heritage Property Program, all registration applications for heritage buildings are reviewed by the Heritage Advisory Committee (HAC). To provide a basis for the review, a Heritage Research Report (Attachment 1) is developed that is used to score the building against the former Halifax County's Heritage Property Evaluation System (Attachment 2).

Should the building score more than 45 Points, a positive recommendation will be provided to Regional Council, and notice of this recommendation will be provided to the registered owners of the building at least thirty (30) days prior to its registration.<sup>1</sup> An opportunity for the owners to be heard is provided before Council votes on the recommendation.<sup>2</sup> If the building is scored on March 27, 2002, Council cannot consider the registration earlier than May 7, 2002.

**BUDGET IMPLICATIONS:**

There are no budget implications for this application.

**ALTERNATIVES:**

There are no alternatives to be considered for Heritage Registrations.

**ATTACHMENTS:**

Map 1: Site Plan - 7895 Highway No. 7, Musquodoboit Harbour

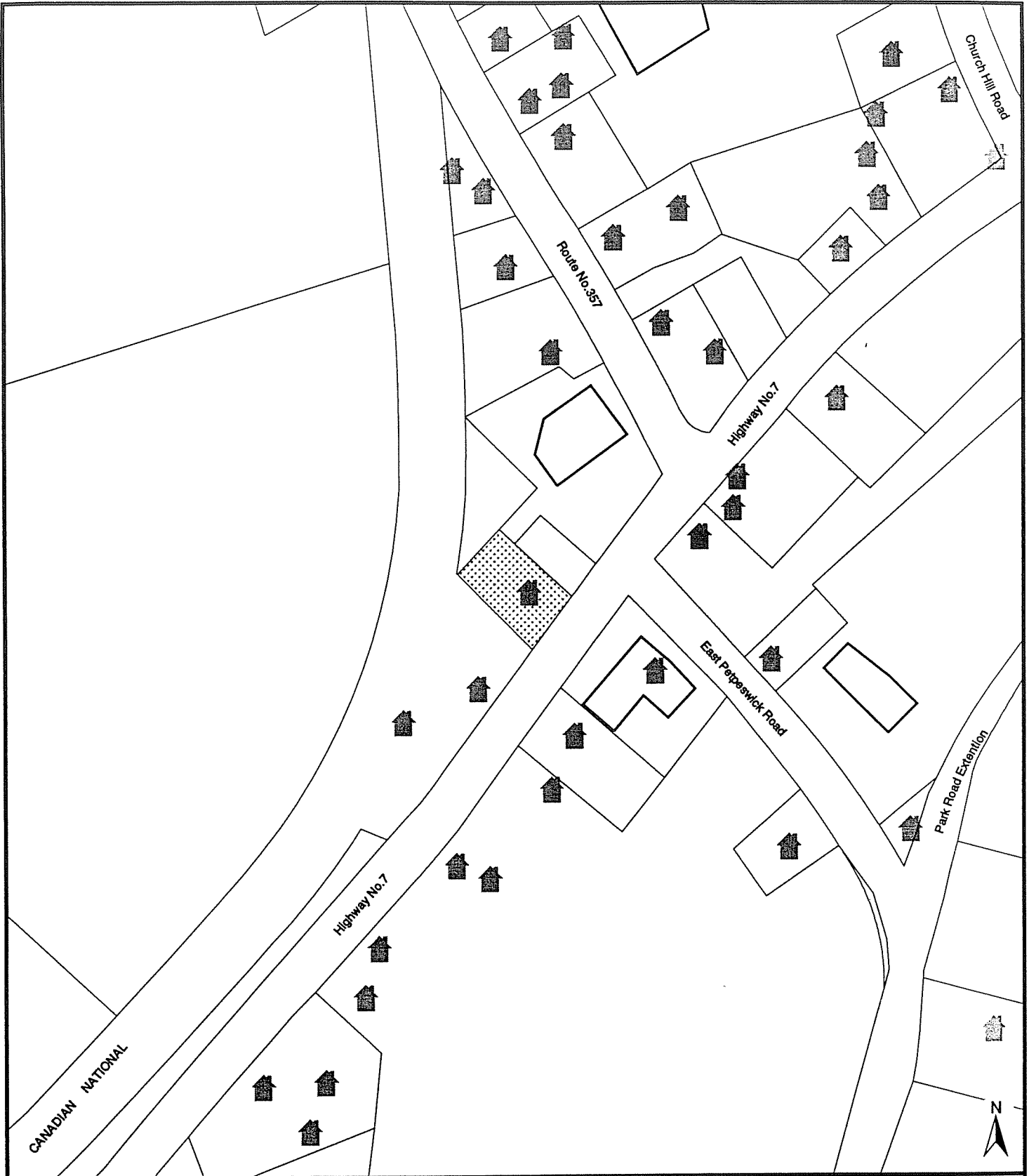
Attachment 1: Heritage Research Report for 7895 Highway No. 7, Musquodoboit Harbour.  
Attachment 2: Halifax County's Heritage Property Evaluation System.

Further information regarding the contents of this report may be obtained by contacting Kevin Barrett, Planner, at 490-4419. For additional copies or for information on the report's status, please contact the Office of the Municipal Clerk at 490-4210 (tel) or 490-4208 (fax)


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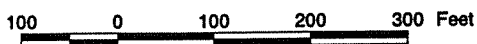
<sup>1</sup>As per Section 14(2) of the Heritage Property Act

<sup>2</sup>As per Section 15(2) of the Heritage Property Act.



Map 1 - Location Map  
 7895 Highway 7  
 Musquodoboit Harbour

 Subject area under consideration for heritage registration



**HALIFAX**  
 REGIONAL MUNICIPALITY  
 PLANNING AND  
 DEVELOPMENT SERVICES

HRM does not guarantee the accuracy of any representation on this plan.

**Heritage Report On  
Musquodoboit Harbour Railway Station**

**Prepared For:** Austin French, Regional Coordinator of Planning Services for HRM

**Prepared By:** Alfreda Withrow, Research Consultant

**Date:** October 31, 2001

## **Age and Ownership of Property (Highway #7, Musquodoboit Harbour)**

The Musquodoboit Harbour Railway Station is located on Highway #7 in the centre of Musquodoboit Harbour. This structure was built around 1918 during a period in Nova Scotia's history when this popular mode of travel was being extended to other parts of the province. As early as 1884 negotiations began to materialize between the Nova Scotia Government and railway companies to provide a railway service to communities east of Halifax. For many years the station was a busy railway depot until the use for passenger trains began to decline. Today the property is owned by the Canadian Government Railways but the Musquodoboit Harbour Heritage Society has been given the opportunity to operate a museum from the station.

## **Relationship to Personage, Association and Era:**

Constructing Nova Scotia's railway lines involved numerous problems and disagreements among government officials and politicians of the time. Often elections produce an opportunity for a politician to tell their constituents what they will offer if elected. The federal election of 1911 is a prime example. Prime Minister Wilfred Laurier, a Liberal, was campaigning for reciprocity or free trade with the United States. It is suggested that the need for votes or to enforce the new railway policy for branch lines, caused Laurier to implement a call for tenders to construct two branch railways along previously planned routes. Even though he was defeated, Laurier signed the contracts for construction to begin on two Nova Scotia proposed railways, prior to Robert Borden being sworn in as the new Prime Minister. However the new Conservative Prime Minister was not going to issue favours to a county which had voted Liberal. Thus, the construction of the Guysborough County railway line was immediately cancelled but Halifax County had voted Conservative so the Musquodoboit Railway from Dartmouth to Dean's Settlement was allowed to be completed.

For various reasons the construction of the railway line was slow to progress until the Fall of 1911 when the Dominion Government, through the International Colonial Railway "purchased the Halifax and Eastern Railway plans and all rights" associated with it. Contractors began constructing the track in 1912 using "recycled rail and poor quality ballast and cinders." Difficulties arose beginning with drainage problems especially during the Spring and Fall. A railway causeway was erected in Cole Harbour and a canal had to be cut in Three Fathom Harbour to keep Porter's Lake properly drained. On July 1, 1916 the line was officially opened from Woodside to Upper Musquodoboit and became part of the Canadian Government Railways.

The importance of a railway throughout Nova Scotia and in particular the Musquodoboit Harbour area was due to the "result of an effort to bolster export shipments from the port of Halifax by bringing in raw and manufactured materials from Dartmouth and the Eastern Shore." The contractors for the Musquodoboit Railway were Cavicchi and Pagano who completed three quarters of the line as far as Middle Musquodoboit by 1915. By January of the next year, the line had advanced to Upper Musquodoboit where it stopped six miles short of its destination, Dean's Settlement. The line was considered completed and by 1923, the Intercolonial Railway

merged with the Canadian National Railway.

Along these railway lines it was necessary to construct railway stations for the convenience of their passengers. There were several railway stations constructed along the route but one of the largest is situated at Musquodoboit Harbour. This Intercolonial Railway Station was constructed in 1918 and today houses the Musquodoboit Harbour Railway Museum & Visitor Information Centre.

When the railway line was first completed the train would stop near the site of the present station and the caretaker was responsible for selling tickets to the passengers. However, the Musquodoboit Harbour Railway Station was the first to organize a 'booking station.' The gentleman to act as the first railway agent was H. L. Hall, followed by the first permanent agent, Fred Lomas. Some of the stations along the route were quite large and nicely furnished with waiting rooms, freight sheds, ramps, platforms and living quarters for the agents.

As the Canadian National Railway began to replace all steam engines with diesel locomotives, the number of engines began to decline during the 1950's. The invention of the automobile and the improvement of better highways also brought about a decline in the use of the trains, both passenger and freight. The last passenger train to service the line stopped in 1960 and the Canadian National Railway discontinued operations on the line in 1975. The railway is accredited with providing a means of increasing the population of the communities along the Eastern Shore and in the Musquodoboit Valley. Prior to the development of the railway lines people had to rely on boats or forced to travel over rough roads to get to other communities or to transport goods for sale.

In 1972, the idea to form a railway museum in the former Canadian National Railway depot began to form in the minds of some of the Musquodoboit Harbour residents. After two years of planning the idea was presented to the Musquodoboit Board of Trade who acquired the station and held a lease on the surrounding property. On January 28, 1974 the Board approved the plans for a Musquodoboit Railway Museum to be officially established and through the help of a grant the station was repaired and the building modified to accommodate all the artifacts and pictures donated to the museum. During the summer of 1974, and with the aid of local organizations a 20 x 28 foot freight shed was painted and prepared to house the growing museum collection. The museum was officially opened on June 28, 1975.

It was under the direction of a local high school teacher named David E. Stephens, that the museum grew to what it is today. Mr. Stephens was the founder and Director of the Musquodoboit Railway Museum and appointed as the first curator. He is the author of five books concerning Nova Scotia's railway history, including "Iron Roads: Railways of Nova Scotia." He is credited with having the foresight to see the tourism potential of the old railway depot as a combined tourist bureau and museum.

The museum's exhibits offer the visitor an insight into the history of Nova Scotia's railways. The collection includes railway memorabilia, photographs, maps, artifacts, posters, tickets and a small library. Many of the artifacts were left to the museum through the estate of George

Warden of Kentville, Nova Scotia in 1975. Mr. Warden was a 'railway enthusiast' and had collected numerous artifacts connected with the history of the railway including a baggage car. He was a noted Nova Scotia athlete and a member of the Nova Scotia Hall of Fame. He was known as the founder of the first hockey school established in Kentville, in 1958.

Items of local history are also available in the same building with the former waiting room now a tourist bureau. On the platform there is a collection of baggage wagons and on display nearby are a massive snowplow car, a shunter, pump car, a caboose and equipment used by the railway workers. Many of the exhibits are designed for the enjoyment of the children with material on display for the enjoyment of the serious railway collectors. The snowplow was donated by the Canadian Pacific/Dominion Atlantic Railways in November 1977. It was built at the Canadian Pacific Angus Shop in Montreal in 1952 and designed for a main line single track use.

The station also includes a gift shop, called the "Whistle Stop," that is housed in the former waiting room which was originally designated for women. The shop offers a wide selection of train memorabilia, t-shirts, souvenirs and post cards along with items for sale by the local crafts people. Visitors can enjoy a quiet moment in the picnic area and purchase an ice cream cone from a nearby stand. A portion of the former railway line has been transformed into a 15 kilometre hiking and walking trail by a group called the "Rails to Trails."

In 1985, the Musquodoboit Harbour and District Board of Trade relinquished control of the museum and handed it over to the community's heritage society. The Musquodoboit Harbour Heritage Society is a non-profit organization dedicated to preserving the historical and cultural heritage of the area.

## Architectural Merit:

Prior to the Musquodoboit Harbour Railway Station being constructed, there were several others erected throughout the Province, including such places as Pugwash, Oxford Junction, Tatamagouche, Upper Tantallon, Louisbourg, Pictou, and Antigonish to name a few. Only a small number of the railway stations remain standing today along with the Musquodoboit Harbour structure.

At the turn of the 20<sup>th</sup> century, architectural styles of the railway stations began to change. The Tatamagouche Railway Station was constructed of brick during the 1880's and the design was generally vertical in shape with tall gables and pitched roofs. But the stations built around the late 1800's and the early 1900's "tended to be longer, lower buildings with broadly flared hipped roofs under-pinned with prominent brackets." Beneath the overhanging eaves of the roof are stringcourse bands which "create a visual link between the doors and windows" which helps to enhance the horizontal facade of the structure. This architectural design is prominent in the Musquodoboit Harbour Railway Station, as well as several other stations around Nova Scotia. For example, the French Village Railway Station located in Upper Tantallon, the Antigonish Railway Station in Antigonish and the Sydney & Louisbourg Railway Station in Louisbourg. Each of these stations have been renovated and now accommodate a museum or a gift shop.



## Sources of Research:

Registry of Deeds .... no deed available

Nova Scotia Archives and Record Management....

- 1) MG 1 Vol. 2397 #10 ..... Musquodoboit Railway Society
- 2) F5216.1 M988 ..... Annual Report for Musquodoboit Railway Museum
- 3) RG 28 Series S Vol.31 #2 .... Brief History of Railway Museum in Musquodoboit Harbour
- 4) V/F vol. 59 #6 p.10 ..... Story of the Musquodoboit Railway
- 5) HE 1003 S568 ..... Newsletters by Musquodoboit Railway Museum
- 6) Mail Star... June 8, 1985 p. 26 Reel#7971.... Control of Museum given to the Heritage Society
- 7) Dartmouth Free Press ..Dec. 3, 1975 p.5 ...George Warden

Library:

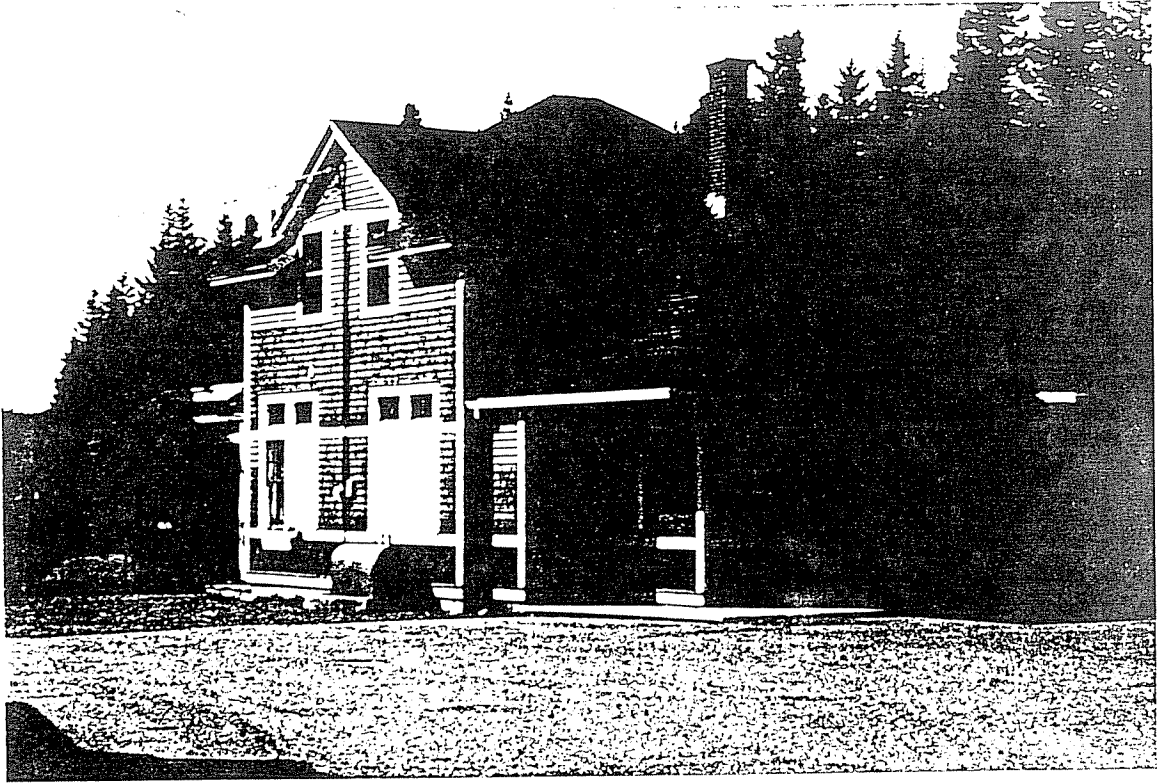
- 8) Pacey, Elizabeth and Alvin Comiter, "Landmarks- Historic Buildings of Nova Scotia." pg. 157.... Musquodoboit Harbour Railway

Website:

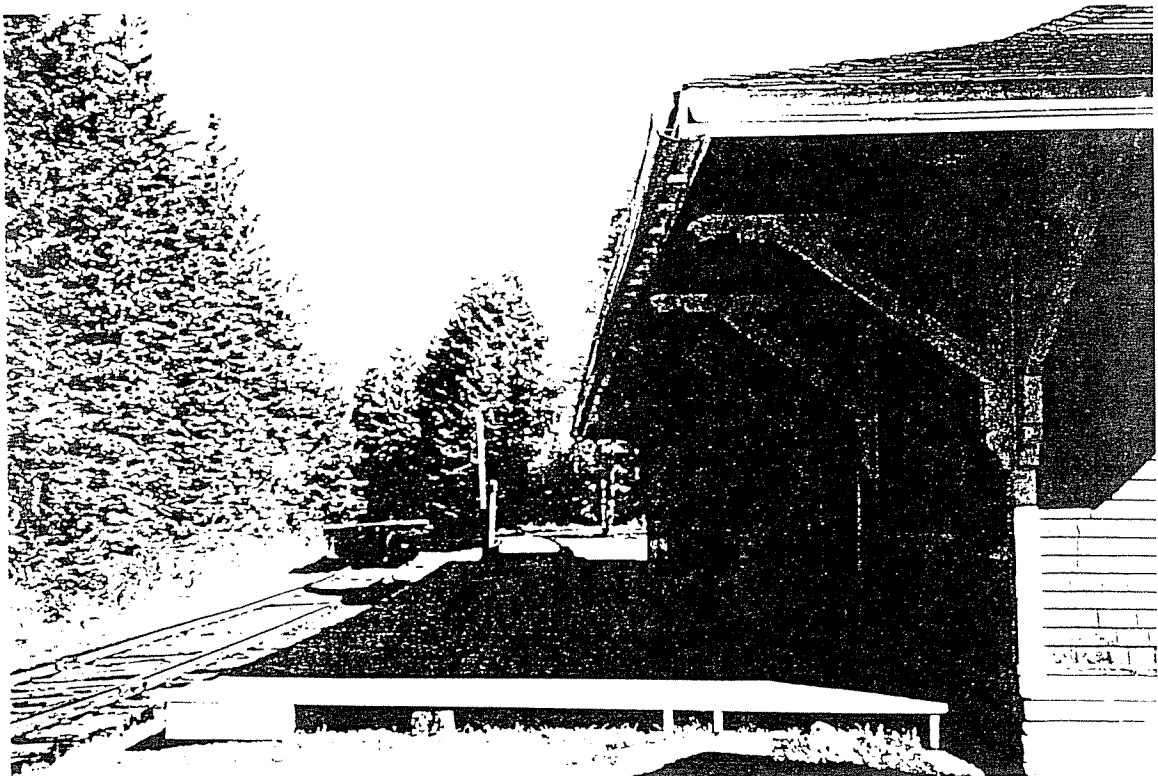
- 9) [http://fortress.uccb.ns.ca/historic/s\\_1.html](http://fortress.uccb.ns.ca/historic/s_1.html)
- 10) <http://www.trainstation.ns.ca/main.html>
- 11) <http://fox.nstn.ca/~cnsa/archway/exhibit/antigonish.htm>
- 12) <http://www.trainweb.org/canadianrailways/Museums/NovaScotia.html>
- 13) <http://www.seasidetourism.ca/railway.html>
- 14) <http://www.trainweb.org/canadianrailways/articles/MusquodoboitRailway.html>

Time line for the Musquodoboit Harbour Railway Station:

- 1) Canadian Government played a major role in the railway lines being constructed in the Musquodoboit Valley and along the Eastern Shore of Nova Scotia.
- 2) Went through due to an election promise made by the Liberals but finally carried out by the Conservatives.
- 3) Various problems occurred causing the lines to be slow in progressing and coming to completion.
- 4) Line officially opened in July 1916
- 5) The need for railway stations became apparent for the comfort of the passengers.
- 6) Importance of railway to help promote settlement and to provide a means of transporting goods to other parts of NS.
- 7) Musquodoboit Harbour Railway Station ... one of the largest of its kind built in the Province in 1918.
- 8) First railway station to hire agents to sell tickets to passengers rather than have the caretakers of the stations take care of it.
- 9) Decline of rail travel began in the 1950's as automobiles became popular so by 1975 railway service to the area closed.
- 10) Decision made to have the Musquodoboit Harbour Board of Trade to lease the old railway station and to establish a tourist bureau and museum.
- 11) Through the efforts of such people as David E. Stephens this became possible and he was chosen as the first curator of museum.
- 12) The museum was fortunate to receive a bequest from Kentville resident, George Warden who left them a large collection of railway memorabilia as well as a baggage car.
- 13) Today the Musquodoboit Harbour Heritage Society is responsible for the museum and help to preserve the history of the area as well as the railroad artifacts.



7895 Highway No. 7, Musquodoboit Harbour  
Railway Museum



## HALIFAX COUNTY MUNICIPALITY

### Heritage Property Evaluation System

On October 18, 1983 Council approved this Evaluation System for designating Heritage Properties in the Municipality. For a property to be considered for designation, it must score a minimum of 45 points out of 100.

CRITERIA	POINTS
<b>1. Age (when built)</b>	
----- 1840	15
1841 - 1867	12
1868 - 1880	10
1881 - 1895	8
1896 - 1914	7
1915 - 1933	5
<b>2. Relationship to Important Occasions, Institutions, personages (early settlers)</b>	
(a) Local Importance	20
(b) Provincial Importance	15
(c) National Importance	10
<b>3. Relationship to surrounding area</b>	
(a) Excellent (building is a definite asset to surrounding buildings and area)	10
(b) Good (building is very compatible with surrounding buildings and area)	7
(c) Fair (Building is in keeping with the character of the area)	5

