

YORK

STATION EAST -

YORK- DANFORTH.

STATEMENT
 SHOWING
LOCATION, DESCRIPTION AND DIMENSIONS
 OF ALL
Stations, Buildings, Agents, and Section
Houses, Stock Pens, etc.
 ON THE
MIDDLE DIVISION
 OF THE
GRAND TRUNK RAILWAY SYSTEM

Notes:

In cases where the description and condition of wings or extensions are not given, they are of the same nature as main buildings.
 Mileage is given according to the mile posts.

Mileage from Montreal.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
15th District.				
327.57	York.			
	Station and Baggage-room.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 20x88x14..	1888	2nd Class.
	Platform.....	Tmb. fdn., 3" plk., 3942 sq.ft	1898	1st Class.
	Leadis' Closet.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 10x14x12..	1888	2nd Class.
	Men's Closet.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 6x12x8. . .	1888	"
	Switchman's House.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 10x12x8. . .	1888	3rd Class.
	Round House.....	Br. bldg., stn. fdn., tar and gravel rf., capacity 31 eng height 20 and 24'6".....	1888	1st Class.
	Ash Pits (31).....	Br. & stn., 30x24x3'4".....	1888	"
	Turntable.....	Steel (Detroit Bridge W'ks) stn. fdn., stn. circle, 70 ft.	1906	"
	Water Tanks.....	Fr. bldg., stn. fdn., sheet ir. roof, 2 storeys 18x24.....	1883	3rd class.
	Stand Pipes.....	G.T.R. pat., tmb. fdn.....	1904	1st class.
	Oilhouse & loco. foreman's office.....	Fr. bldg., stn., fdn., sheet ir. roof 36'6"x33'6"x12', 1sty	1887	2nd class.
	Oil house platform....	Tmb. fdn., 3" plk., 466 sq.ft.	1887	"
	Closet, M.P.....	Fr. bldg., tmb. fdn., shgle rf. 1 storey 7x14x8.	1902	"
	Cinder hoist & attachments, 2 ash pits. . .	Stn. walls, con. floor, 50x3'10"x4.	1899	"
	Sand house.	Fr. bldg., tmb. fdn., shgle roof, 1 storey 18x144x12.	1900	1st class

TURNTABLES.

Location.	Length.	Clearance.	Kind.	Made By	When Built.	Remarks (Condition).
15th District, York.....	60' 0"	All clear.	Iron.....	Detroit Bridge & Iron Company.....	1899	In Round House.
Toronto.....	70' 0"	"	Steel.....	"	1906	"
"	60' 0"	"	"	"	1900	"
Stratford.....	68' 8"	"	"	G.T.R.....	1904	Local Shop Yard.
"	34' 6"	"	Iron.....	Canadian Bridge Co.....	1872	In Engine House.
St. Marys.....	50' 0"	9 feet.	Wood.....	G.T.R.....	1856	South of Engine House.
Elmira.....	49' 10"	All clear.	Iron.....	"	1891	North of Engine House.
"	50' 0"	"	"	"	1900	Released from Pt. Dover.
"	50' 0"	"	"	"	1905	"
16th District, Port Dover.....	50' 0"	All clear.	Iron.....	G.T.R.....	1900	Released.
Mimico.....	70' 0"	"	Steel.....	Canadian Bridge Co.....	1904	In Round House.
17th District, Hamilton.....	70' 0"	All clear.	Steel.....	Canadian Bridge Co.....	1905	In Round House.
London.....	70' 0"	"	"	"	1905	"
Sarnia Tunnel.....	70' 4"	"	Iron.....	Detroit Bridge & Iron Company.....	1899	In Round House.
19th District, Port Dalhousie.....	55' 0"	All clear.	Iron.....	G.T.R.....	1905	Released from Hamilton.
20th District, Goderich.....	50' 0"	All clear.	Iron.....	G.T.R.....	1888	In Engine House.
Brantford.....	58' 9"	"	"	"	1906	Released from York..
21st District, Port Dover.....	55' 0"	All clear.	Iron.....	G.T.R.....	1905	Released from London.
Simcoe.....	50' 0"	"	Wood.....	"	1888	"
Pt. Rowan.....	50' 0"	"	"	"	1888	"

YORK STATION EAST TORONTO YARD-CNR DANFORTH C.H.RIFF.

The HAMILTON SPECTATOR reported AUGUST 20th 1883 That the
XXXXXXXXXXXXXXXXXXXXgrand Grand Trunk had broken ground for a new freight
yard at Little York east of Toronto there would be fifty miles of sidings
and a roundhouse with a capacity for thirty-five 35 engines , the station to
be called York station, It appears from the 1907 GTR Inventory that the
turntable was enclosed within the locomotive engine house.- a covered
roundhouse.

been adopted.

Toronto.—The company has abandoned its yards at Little York, east of Toronto, for terminal purposes, and concentrated all its work at the Mimico yards, west of Toronto. The Locomotive Foreman has been removed from York to Mimico; the engineers and firemen stationed at York will be moved to Belleville, and it is possible that the conductors and brakemen will be moved there also. Locomotive repair work heretofore done at York will be done at Belleville in future. W. D. Robb, Superintendent of Motive Power, was in Belleville, Sept. 3, making arrangement for the transfer. Trains running between Belleville and Hamilton will take on engines at these two points instead of Toronto as heretofore.

Guelph Station.—The question of the erection of a new station at Guelph has

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October 1909