

## 23ga The Toronto & Nipissing Railway agency stations

### Mainline

Place	Date	Size	Remarks
Agincourt	1871	20x40	Demolished 1978
Unionville	1871	25x60	Preserved on-site
Markham	1871	25x60	Preserved on-site
Stouffville 1 <sup>st</sup>	1871?	25x60?	Damaged explosion 1879, burned 1886, repl 2 storey 25x31
Goodwood	1876	25x60	Demolished ca 1960
Uxbridge 1 <sup>st</sup>	1871	25x55	Became freight house 1903, subsequently demolished nd
Blackwater	1883	20x66	MR consolidation, Restaurant 1888-1941 stn demol 1960s
Sunderland	1871	25x60	Demolished 1969
Cannington	1871?	25x60?	Rebuilt 1886 to 22x80. Burned 1968
Woodville	1871	25x60	Dismantled 1966
Lorneville	nd	20x42- 18x20	Remodeled 1900, preserved off-site nearby.
Argyle	1872	20x40	+ addn + freight house, section dwellg, dem/dism 1954
Eldon	1872	20x40	Plus section dwelling, demolished/dismantled ca 1962
Portage Rd	1892	20x40	Plus section dwelling, demolished/dismantled ca 1946
Kirkfield	1876	21x22	2 storey remodel 1892 + addn + freight house, burned 2001
Victoria Rd	1872?	21x24	Remodl 1894 2 storey, private dwell on-site less freightshed
Coboconk 1 <sup>st</sup>	1872?	21x25 21x22	Remodelled 1894 2 storey addition, struck by lightning 1908, see 7b.

### Lake Simcoe Jct. Railway

Ballantrae	1878	20x40	Demolished/dismantled 1928+
Vivian 1 <sup>st</sup>	1878	20x40	Fire 1919
Mt Albert	1878	25x60	Demolished on closure 1928
Brown Hill	1878	22x22	2 storey remodel 1906, demolished 1935
Sutton 2 <sup>nd</sup>	1878	25x60	Remodeled 1906 as a GTR design
Jackson's Pt	1893	12x30	+ 2 baggage shelters, remodel 1901, surv some years following closure 1929 as a lakeshore pavilion

### Notes:

1. On the T&N mainline there were essentially only two basic designs, and it was common in the pioneer days to have 1<sup>st</sup> (80ft or more), 2<sup>nd</sup> (60 or 65 ft) and 3<sup>rd</sup> (40 ft) class stations, usually the most distinguishing feature between them being the length of the baggage/freight room. Remodelling would take place after fire, damage, or with a requirement for more (baggage/freight) space. Stouffville, Uxbridge (after 1903), Argyle and Kirkfield had separate freight houses. The GTR added a telegrapher's bay in all stations when remodeling took place, except at Unionville. Cannington was remodeled as a 1<sup>st</sup> class station of a slightly different design with two end windows and distinctive finials, the only other 1<sup>st</sup> class station being the T&N terminus at Berkeley Street, which appears wider rather than necessarily longer.
2. The main design was the single-storey one such as at Agincourt, Unionville etc.
3. The two-storey design was at Kirkfield, Victoria Road, Coboconk and Brown Hill on the branch, to provide family accommodation to attract an agent, as these locations were comparatively remote and in what were then in smaller isolated communities. Victoria Road and Coboconk may have been single-storey stations originally, and were likely converted to 2-storey when they were remodeled in 1894.
4. The Lake Simcoe Jct. Rly was a subsidiary of the T&N, and its stations followed the same basic designs as those of the mainline.
5. It was common for there to be slight variations in what was essentially the same basic design, an example being Argyle, a basic T&N 3<sup>rd</sup> class station, but with a raised baggage room and ramp.
6. Where the GTR Inventory shows the station as having been remodelled, the original build-date no longer appears, but we know from other sources that the stations were built in stages during 1871 and 1872, and of course 1878 on the branch. The exceptions are Blackwater Jct. which was built at the time of the Midland connection in 1883, and Portage Road in 1892, for which there may not have been an immediate need at the time of original railway construction. There is no evident explanation as to why Goodwood and Kirkfield were not built until 1876. It is possible that (a) if there was no immediate traffic demand, the railway might postpone construction of an agency, and have the location serviced from an adjacent agency station, or (b) there may have been catastrophic events to necessitate new station buildings.

Source: Grand Trunk Railway Building & Bridges Inventory, Montreal, Que. 1907. © Charles Cooper 2017.