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In The Regional Municipality of Durham

The Corporation of the  
**Township  
of  
Uxbridge**

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51 Toronto Street South  
P.O. Box 190  
Uxbridge, ON L9D 1T1  
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**December 4, 1998**

**REGISTERED MAIL**

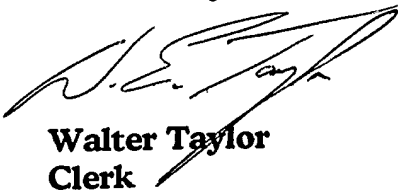
**Ontario Heritage Foundation  
Ministry of Citizenship, Culture and Recreation  
10 Adelaide Street East  
3<sup>rd</sup> Floor  
Toronto, Ontario  
M5C 1S3**

**RE: NOTICE OF INTENTION TO DESIGNATE  
UXBRIDGE TRAIN STATION  
TOWNSHIP FILE: GM-414.1**

**Dear Sir:**

**Please find enclosed a Notice of Intention to designate the Uxbridge Train Station, Part 1, Plan 40-16387, Township of Uxbridge as a property of historic and architectural value or interest under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.**

**Yours truly**



**Walter Taylor  
Clerk**

**/nas  
Enclosures**

**cc: Peter Reid, LACAC (Heritage Uxbridge)  
Allan McGillivray, Uxbridge-Scott Museum  
Councillor Susan Para**



IN THE MATTER OF THE LANDS AND PREMISES KNOWN MUNICIPALLY  
AS PART 1, PLAN 40R-16387. IN THE TOWNSHIP OF UXBRIDGE,  
REGION OF DURHAM, IN THE PROVINCE OF ONTARIO

## NOTICE OF INTENTION TO DESIGNATE

**TAKE NOTICE** that the Council of The Corporation of the Township of Uxbridge intends to designate the following property including the land and building, as a property of historic and architectural value or interest under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

### UXBRIDGE RAILWAY STATION

PART 1, PLAN 40R-16387, TOWNSHIP OF UXBRIDGE, REGION OF DURHAM

#### Reasons for Proposed Designation

The Uxbridge Station serves as a reminder of the days when Uxbridge was a bustling railway town with a number of trains stopping here every day. Shipping items included livestock, grain, lumber, coal, lime, cement, parcels and goods for local stores and businesses. Mail was a regular service and there were always passengers coming and going.

In even earlier days before the present station was built, Uxbridge was the headquarters for the railway. A roundhouse and engine repair shops were here as well as a factory for building box cars, coaches and flat cars.

Plans for building a new station were well underway in the fall of 1903 when roadmaster Wright brought in a new crew to move some of the tracks. Near the end of September in 1904, Mr. E. Brown and his men arrived with cement, gravel, etc. to begin construction. The plans had been updated to allow a small basement for a heater and fuel. Work was slowed somewhat as the excavation filled with water.

The "witch's hat" style of the new station provided quite a contrast to the former one with its simpler lines. The Grand Truck Railway was building stations with a gable roof over a bay at one end, and a turret or conical roof over a semi-circular waiting room at the other end. This design may have originated with an architectural firm in Philadelphia which was doing work for the Grand Truck. It was described as "picturesque" architecture with elements of High Victoria design.

The Station was built to be functional, but by the early 1900's it was felt that the building should also be visible and look important. It was to convey the stability and importance of the community. The witch's hat style was certainly unique in Uxbridge, and would have attracted the attention of both local residents and visitors. It still does. This is the last example of a station of the witch's hat style on an active Canadian National Line. (CN is no longer involved with the line, but the York-Durham Heritage Railway uses it.)

The foundation wall of the building is brick, and the rest of the building is board and batten with clapboard on an upper wall. There were originally two brick chimneys, but only one remains. As well, there were two "eyebrow" dormer windows to let light into the baggage area.

The station agent's room is straight in from the east door. It has two ticket windows, one for each waiting room. There is a semi-circular waiting room to the left for ladies, children and first class passengers. It is separated from the baggage area by the men's waiting room and the agent's office. The men's waiting room is a plainer, rectangular room. The interior has wainscoting and elaborate woodwork. An example of the original wall stenciling still exists. To the right of the men's waiting room is the baggage area which was originally open through the building from the track side to the road side. To the right of this area is the baggage room.

Restoration of the station got underway in 1995. Both the interior and the exterior were restored as closely as possible to the time when the station was built. The baggage area is now closed at each end by doors. Restoration must still be done to this area, and to the baggage room which will house

a railway museum. The restored station was presented to the public in September of 1996 during the 125<sup>th</sup> anniversary of the railway.

In May of 1997, the station was returned to its former use as a waiting area and ticket office, but this time for the York-Durham Heritage Railway.

Any person may, before the 8th day of January, 1999 send by registered mail or deliver to the Clerk of the Township of Uxbridge, Notice of Objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts. When a Notice of Objection has been received, the Council of the Township of Uxbridge will refer the matter to the Conservation Review Board for a hearing and report.

DATED at Uxbridge this 9th day of December, 1998.

W.E. Taylor, Clerk  
Township of Uxbridge  
51 Toronto Street South  
Box 190  
Uxbridge, Ontario  
L9P 1T1