



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

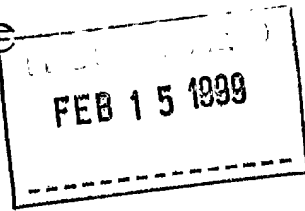
---

Ce document est tiré du registre aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.



In The Regional Municipality of Durham

The Corporation of the  
**Township  
of  
Uxbridge**



**February 12, 1999**

Town Hall  
51 Toronto Street South  
P.O. Box 190  
Uxbridge, ON L9D 1T1  
Telephone (905) 852-9181  
(905) 649-1938  
Facsimile (905) 852-9674  
Web [www.town.uxbridge.on.ca](http://www.town.uxbridge.on.ca)

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

**RE: DESIGNATION OF THE UXBRIDGE TRAIN STATION  
TOWNSHIP FILE: GM-414.1**

**Dear Sir:**

**Please find enclosed a copy of By-law No. 99-026 to designate the Uxbridge Train Station as a property of architectural and historical value or interest which was passed by the Council of the Township of Uxbridge at their regular meeting held on February 8<sup>th</sup>, 1999. I also enclose a copy of the Notice that will be published in the local newspaper for three consecutive weeks.**

**Yours truly**

**Walter Taylor  
Clerk**

**/nas  
Enclosure**

**cc: Councillor Susan Para  
Allan McGillivray, Uxbridge-Scott Museum**



**IN THE MATTER OF THE ONTARIO HERITAGE ACT,  
R.S.O. 1990, CHAPTER 0.18**

**AND IN THE MATTER OF THE LANDS AND PREMISES AT THE PROPERTY  
MUNICIPALLY KNOWN AS PART 1, PLAN 40R-16387, UXBRIDGE  
RAILWAY STATION, IN THE TOWNSHIP OF UXBRIDGE, REGIONAL  
MUNICIPALITY OF DURHAM, IN THE PROVINCE OF ONTARIO**

**NOTICE OF THE PASSING  
OF BY-LAW NO. 99-026**

**TAKE NOTICE** that the Council of The Corporation of the Township of Uxbridge passed By-law No. 99-026 on the 8th day of February, 1999, to designate the following property as being of architectural and/or historical value or interest under Part IV, of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18:

**UXBRIDGE RAILWAY STATION**

**REASONS FOR 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.

DATED at Uxbridge this 17th day of February, 1999.

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

2

BY-LAW NUMBER 99-026

OF

THE CORPORATION OF THE TOWNSHIP OF UXBRIDGE

BEING A BY-LAW TO DESIGNATE THE PROPERTY KNOWN MUNICIPALLY AS THE UXBRIDGE RAILWAY STATION, PART 1, PLAN 40R-16387, TOWNSHIP OF UXBRIDGE, REGIONAL MUNICIPALITY OF DURHAM, AS BEING OF ARCHITECTURAL AND HISTORICAL VALUE OR INTEREST

WHEREAS Section 29 of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18, Part IV authorizes the Council of a Municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historic value or interest;

AND WHEREAS the Council of The Corporation of the Township of Uxbridge has caused to be served on the owner of the lands and premises known as the Uxbridge Railway Station, Township of Uxbridge, Regional Municipality of Durham, and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and has caused such notice of Intention to be published In a newspaper having general circulation In the Municipality once for each of three consecutive weeks;

AND WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the Municipality;

AND WHEREAS the reasons for designation are set out in Schedule "B" hereto;

NOW THEREFORE the Council of the Corporation of the Township of Uxbridge enacts as follows:

1. There is designated as being of architectural and historical value or interest the real property known as the Uxbridge Railway Station, Township of Uxbridge, Regional Municipality of Durham more particularly described in Schedule "A" hereto, and the reasons for designation are set out in Schedule "B" hereto.
2. The Clerk is hereby authorized to cause a copy of this By-law to be registered against the property described In Schedule "A" hereto in the Land Registry Office at Whitby, Ontario.
3. The Clerk is hereby authorized to cause a copy of this By-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-law to be published in a newspaper having general circulation In the Municipality once for each of three consecutive weeks.

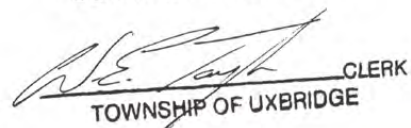
READ a FIRST, SECOND and THIRD time and finally passed this 8th day of February, 1999.



  
MAYOR

  
CLERK

CERTIFIED TRUE COPY

  
CLERK  
TOWNSHIP OF UXBRIDGE

**SCHEDULE "A"**

**PART 1, PLAN 40R-16387, TOWNSHIP OF UXBRIDGE, REGIONAL  
MUNICIPALITY OF DURHAM**

## SCHEDULE "B"

### 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 wainscotting 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.