APPENDIX M

Cultural Heritage Evaluation Report – Maple GO Station
Maple GO Station
Cultural Heritage Evaluation Report

FOR METROLINX
FEBRUARY 2017

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FINAL
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APPENDIX A: HERITAGE RAILWAY STATION DESIGNATION
Executive Summary

This Cultural Heritage Evaluation Report (CHER) is an evaluation of the cultural heritage value of the Maple GO Station, located at 30 Station Street in Maple, Ontario. The subject property is comprised of the 1903 railway station, train platform, tracks, and large parking areas.

This CHER was prepared by David Deo and Amanda Sherrington (Heritage Specialists) under the direction of Ellen Kowalchuk (Associate, Manager of Heritage Planning) of Taylor Hazell Architects (THA). It has been prepared using the criteria in O. Reg. 9/06 and O. Reg. 10/06 as required by the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010) (S&G PHP).

The consultant's recommendations regarding the heritage value of the property are contained in a separate Recommendations report, which accompanies this CHER.
1.0 Introduction

1.1 HISTORICAL SUMMARY

The Maple GO Station property dates back to 1853, when the Ontario, Simcoe and Huron Railroad Company constructed the first steam train line in Canada West. The line ran between Toronto and Aurora before opening further to Bradford and finally Barrie later that year. A station was built at Maple, but named Richmond Hill Station for the larger settlement to the east. A fire destroyed the original station in 1903, and the new station built by the GTR that same year bore the name of Maple. The reconstruction occurred within a broader regimen of upgrades being undertaken by the GTR, and it shares a form and appearance with numerous other structures from the era.

1.2 DESCRIPTION OF PROPERTY

The Maple GO Station property is composed of the station itself, tracks, platforms and expansive parking lot to the south, east, and north. The station building is located centrally at the western edge of the property (Figure 1), and is a representative example of a small Stick Style train station built by the GTR in the early 20th century. The single storey structure is nearly symmetrical in plan, boasting a steeply pitched hipped-roof punctuated by gables on three sides. The station is rich in quality woodwork, on both the interior and exterior, something emphasized by its polychromatic colour scheme.

1.3 CURRENT CONTEXT

The Maple GO Station is located in a mixed residential and light commercial area, to the north-east of the historic village of Maple, at the intersection of Major Mackenzie Drive and Keele Street South (Figure 2). Despite considerable local changes, the property retains a contextual relationship to the Barrie GO Line. The site has a long history of facilitating the transportation of people and goods on the rail line, dating back to 1853 when Richmond Hill Station was constructed. This relationship continued when the original station was replaced following the fire in 1903.

2.0 Methodology and Sources

This CHER and accompanying Recommendations report were prepared by THA. It has been prepared in accordance with the Metrolinx Interim Heritage Process and using the criteria in O. Reg. 9/06 and O. Reg. 10/06 as required by the Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010).

A site visit and photographic documentation was conducted on June 22, 2016 by David Deo (Heritage Specialist) and Eric Shell (Intern Architect) of THA. GO Staff were present to grant access to the station facilities.
2.1 SECONDARY SOURCES

Sources related to the history of Maple, Vaughan Township and the history of the Barrie GO Line were consulted as part of the research. A complete list of sources is contained in the Bibliography.

2.2 PRIMARY SOURCES

Archival mapping, photographs, newspapers, and GTR reports were consulted as a part of the research.

2.3 CONSULTATIONS

Metrolinx approved THA’s consultation strategy on June 21, 2016. The heritage coordinator for the City of Vaughan did not submit a response to THA’s original email submitted July 23, 2016, nor to a follow-up sent July 4, 2016.

3.0 Heritage Recognitions

3.1 MUNICIPAL

The Maple GO Station is included on the City of Vaughan’s Register of Property of Cultural Heritage Value. Additionally, it is designated under Part V of the OHA, as part of the Maple Heritage Conservation District.

3.2 PROVINCIAL

There are no known provincial heritage recognitions at this time.

3.3 FEDERAL

The Maple GO Station was designated a Heritage Railway Station of Canada in 1992. As a property owned by Metrolinx however, it is outside the jurisdiction of the Heritage Railway Stations Protections Act.

4.0 Adjacent Lands

There are numerous properties included in the City of Vaughan Heritage Inventory that are adjacent to the Maple GO Station:

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5.0 Archaeology

Archaeological assessments were not undertaken as a part of this research.

6.0 Community Input

THA contacted Katrina Guy, Heritage Coordinator – City of Vaughan as per the submitted stakeholder consultation plan. THA has not received a response from the Heritage Coordinator.

7.0 Discussion of Historical or Associative Value

7.1 HISTORICAL THEME/CULTURAL PATTERN

Barrie GO Rail Corridor History

The line for the Barrie GO Rail Corridor was established in 1853 by the Ontario, Simcoe and Huron Union Railroad Company (OSHR). Originally chartered on August 29, 1849 as the Toronto, Sarnia and Lake Huron Railway, the company’s line was to run from Toronto to Georgian Bay via Barrie. In 1853 the company changed its name to the Ontario, Simcoe and Huron Railroad Company (OSHR). The inaugural 48 kilometre (30-mile) run from Toronto to Aurora on May 16, 1853 initiated steam train service in Ontario. The section to Bradford opened on June 13, 1853, followed by Barrie in October of that year.

The OSHR was one of a number of competing railway ventures aimed at northward expansion and linking the area between Lake Ontario to Lake Simcoe and Georgian Bay. Referred to as the “Oats, Straw & Hay” line due to its primary function as a freight line for agricultural products, the railway did carry forest products such as lumber. By 1855 the railway extended its line to Collingwood on Georgian Bay, thus providing the OSHR a northern terminus and ability to control navigation on Lake

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Simcoe through the purchase of steamers and wharves. In August 1858, the name of the railway was changed to the Northern Railway Company of Canada (NRC). In June 1879 the NRC merged with the Hamilton and Northwestern Railway (HNWR) to become the Northern and Northwestern Railway (NNR). In 1887, the NNR was taken over by the Grand Trunk Railway (GTR). The acquisition of small railway companies by the GTR in this period was part of a corporate strategy to protect GTR territory from encroachments by the Canadian Pacific Railway (CPR) during a period when it was expanding rapidly in Ontario.

The optimism of the GTR was short-lived and the company went into receivership in 1919. In 1920 the federal government took over management of the GTR and in 1923 it was absorbed into the government-owned Canadian National Railway (CNR). CNR operated the line as the CN Newmarket Subdivision, beginning a commuter service in 1972. The commuter service was taken over by VIA Rail in 1978 and by GO Transit in 1982. By 2009 Metrolinx had acquired the entirety of the line between Union Station in Toronto and Allandale Waterfront in Barrie. Currently Metrolinx operates the line between these points with stops at York University, Rutherford, Maple, King City, Aurora, Newmarket, East Gwillimbury, Bradford and Barrie South.

7.2 LOCAL HISTORY

Early Settlement

Toronto and the lands to the north were occupied by the Mississaugas after they were able to penetrate into Iroquois Confederacy territory on the north shore of Lake Ontario in the early 1700s. The Mississaugas continued to occupy these lands until the late-18th and early-19th centuries, when land cessions to imperial countries confined them to a portion of their former territory. The Seven Years’ War between rivals Great Britain and France ended in 1763 and with it came the Royal Proclamation issued by King George III to establish the basis of government administration in the territories formally ceded by France to Britain. The Royal Proclamation included provisions for managing lands occupied by Aboriginal groups including the Mississaugas. The Proclamation forbade the settlement of those territories by non-aboriginals and that the land could only be alienated by negotiation and sale to the Crown.

The following years saw numerous land surrenders. In 1781 the Mississaugas surrendered a large tract of land along the west bank of the Niagara River from Lake Ontario to Lake Erie. The end of the American Revolution and the Treaty of Paris, 1783, created a boundary which divided the Mississaugas territory through the middle of the Great Lakes. The end of the Revolution also created a wave of Loyalist settlers into southern Ontario. In 1784, the Mississaugas surrendered another large tract in the Niagara peninsula and shortly after, the land on the north shore of Lake Ontario known as the ‘Carrying Place’. The ‘Carrying Place’ was an ancient portage route from the Humber River to the Holland River. British authorities, under direction of Sir John Johnson, Superintendent General of Indian Affairs, met with the Mississaugas in September 1787 to negotiate the lands between Toronto and Lake Huron – this became known as the Toronto Purchase.

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2 Indian Claims Commission: Mississaugas of the New Credit First Nation Inquiry Toronto Purchase Claim (June 2003), pp. 236-8.
As a result of conflicting and contradictory accounts and documents, an attempt was made in 1805 to formalize the Toronto Purchase, but it was almost another two hundred years before some resolution was reached between the Mississaugas and the Government of Canada. In 2002, the Canadian Government recognized that an “outstanding lawful obligation is owed to the Mississaugas of the New Credit First Nation based on a breach agreement in relation to the 1805 Toronto Purchase surrender.” The Mississaugas of New Credit and the Government of Canada are currently in negotiations regarding the claim.³

The Village of Maple

Upper Canada first created counties in 1792 for election and militia purposes, but perhaps more importantly, counties provided the basis for surveying townships and for the subsequent land registrations. York Country was created in June 1792 under the jurisdiction of the Home District of Upper Canada.

In 1798, Peter Russell (the government administrator for Upper Canada) ordered the Home District to be divided into two parts, respectively called the East and West Ridings. The East Riding consisted of the townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, Gwillimbury and the tract of land to be laid into townships between “the County of Durham and Lake Simcoe.” Despite this large territory the entire population of the Home District in 1799 was 224.⁴ The Township of Vaughan is located west of Yonge Street, north of the City of Toronto. The first surveying of the area took place in the late 1780s.⁵ It has eleven concessions, numbered westward from Yonge Street. The earliest settlers in the Maple vicinity were German Lutherans from Pennsylvania, who arrived at the end of the 18th century. Such trends changed with the War of 1812, following which British immigrants made up the majority of settlers.⁶

The community of Maple first appeared at a small crossroads in Vaughan Township, roughly 30 kilometers north of the Town of York (Toronto). In the early 19th century the main road bypassed the area, being unable to penetrate its swampy terrain.⁷ By the 1820s roads had been cut through the swamps, creating primitive connections south to the Town of York, and east to Yonge Street. This juncture between the Fourth Line (present Keele Street), and the lot line between lots 21 and 20 (present Major Mackenzie Drive) was to be the nucleus of the developing community. It was a relatively unimportant settlement of some twelve families by mid-century, dwarfed by the nearby

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³ Indian Claims Commission: Mississaugas of the New Credit First Nation Inquiry Toronto Purchase Claim (June 2003), pp. 236-8.
⁴ Graeme Mercer Adam and Charles Pelham Mulvany, History of Toronto and County of York, Ontario, Volume 1, pp. 16-7.
⁶ Inventory of Heritage Buildings, Maple. (Corporation of the Town of Vaughan, 1987), i.
communities of Teston and Sherwood. Variously named Noble’s Corner, Nobleville, Rupert Town and Rupertsville for prominent locals, by 1860 the post-office was named Maple.

Good fortune struck with the construction of the OSHR in 1853, which passed to the east of Fourth Line. Proximity to the rail line led to land speculation, and the subsequent subdivisions laid the groundwork for a village over what had been a mere cross-road up to that point. An August 1853 column in The Globe outlines the general sentiment surrounding the new opportunities brought by the rail line:

*Our columns contain plenty evidence of the effects of railways. On all parts of the Northern Road villages are being laid out, and lots are for sale... [Maple] is seventeen miles from Toronto, but as distance is an entirely different thing under the railroad system from what is was before, we must consider it as no more than 4 or 5 miles away, for it can be reached in three quarters of an hour. But this station is the centre of a great many roads, and we have not the least doubt it will soon collect a considerable village around it.*

The author’s claim about roads might be read as an exaggeration, underscoring the opportunistic nature of land speculation. Numerous notices in The Globe from 1853 advertise town and villa lots for auction in Rupert Town (Maple). They employ a similar approach to marketing the lots, emphasizing the agreeable situation vis-a-vis Toronto:

*The Richmond Hill Station, (henceforth Maple,) is the chief one of the Northern Railroad, being distant on half an hour’s ride on the Cars, which call at it morning and evening, rendering it in fact, a mere suburb of Toronto.*

While the business opportunities afforded by the rail line were undeniable, their effects on various communities differed. Despite its apparently ideal situation, Maple’s growth was relatively modest in comparison to other localities on the inaugural rail line. By the end of the 19th century Maple boasted about 100 homes in addition to a sawmill, funeral parlour, hotel, hardware store, and several small factories. Maple became a Police Village in 1928, the lands outside of which remained under agricultural cultivation for several decades. In the latter half of the 20th century Maple experienced significant growth, fuelled by the development of residential subdivisions. In 1971, Vaughan Township and York Region merged, bringing Maple into the newly formed Town of Vaughan. In 1991, the entity became the City of Vaughan.

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8 Anne M. de Fort-Menares. “Historic Sites and Monuments Board of Canada, Railway Station Report – Former Canadian National Railway Station Maple, Ontario RSR-139.”
11 “Richmond Hill Station,” The Globe, August 20”, 1853.
12 Reaman, 110.
Concession 3, Lot 21 – Township of Vaughan

The *Historical Atlas York County* identifies J. Fraser as perhaps the earliest owner of Concession 3, Lot 21 in 1845.\(^{14}\) In 1853 the OHSR line was laid through the parcel, establishing a depot just outside the settlement. The original OSHR station at Maple was actually named for Richmond Hill, which was located some six kilometers east.\(^{15}\) Initially, a service ferried mail from the station to Richmond Hill by horse, until eventually a stagecoach line was established, transporting people and goods up to five times daily.

By 1860, the original grant appears to have been divided into two, 40 hectare (100 acre) parcels. “Richmond Hill Station” can be seen running through the middle of the western half, which is attributed to Rev’d D. Ross (*Figure 3*). A structure is seen fronting Fourth Line on Ross’s land, one of the few observed in the vicinity. The map shows three structures at the station site, two on the east side of the rail line, and one on the west. The structure west of the tracks was likely a freight house (frame construction), and adjacent to the original station was possibly the agent’s dwelling (frame construction). The agent’s dwelling may have been rebuilt, since it appears on the 1860 map, yet is given a construction date of 1864 in a 1907 GTR Report.\(^{16}\) The subdivided lots auctioned off in 1853 do not appear until 1878 however, the southern half of Ross’s land now being twelve lots facing Major Mackenzie Drive (*Figure 4*). Seven of these boast structures, according to the map. Aside from these additional dwellings, Maple does not appear to have grown substantially.

On May 17, 1903 the original OSHR station burned down, the fire allegedly caused by sparks from a passing train.\(^{17}\) Reconstruction was swift, as the fire occurred during a period of prosperity-fuelled upgrades across the GTR rail network. The station was rebuilt in less than two months, the new design heralded as far superior to the original.\(^{18}\) The new building bore the name Maple,\(^{19}\) however the “CNR-in-Ontario” website points out that GTR timetables referred to a Maple station in 1902.\(^{20}\) Passenger service at Maple station was discontinued in the late 1960s, only to be reintroduced by Via-Rail in 1974. GO Transit took over the rail corridor in 1982,\(^{21}\) and purchased the Maple station in 1992. It was restored the following year, at a cost of roughly $500,000.\(^{22}\)


\(^{15}\) Ibid.


\(^{17}\) “Maple,” *The Liberal*, May 21, 1903, 1.

\(^{18}\) *The Liberal*, July 16, 1903, 1.

\(^{19}\) Reaman, 111.


\(^{21}\) De Fort-Menares.

7.3 PERSON/EVENT/ORGANIZATION

Grand Trunk Railway (Canadian National Railway)

The Grand Trunk Railway of Canada was incorporated in 1852 to build a rail line connecting Montreal and Toronto. The company was based and backed from the United Kingdom, whose finances powered a merger with five other companies in 1853. The acquisition of small railway companies by the GTR in this period was part of a corporate strategy to protect GTR territory from encroachments by the Canadian Pacific Railway (CPR) during a period of rapid economic expansion in Ontario. The GTR boasted the world’s largest railway system in 1867, and in 1882 the GTR took over the Great Western Railway Company, effectively absorbing their largest competitor.

In 1891 the GTR began a series of large infrastructural upgrades that included the doubling of main lines, and re-laying others in more efficient routes. West of Toronto traffic was so heavy that GTR constructed 21 km (13 miles) of three- and four-track main line to Port Credit. By 1914 GTR's subsidiary, Grand Trunk Pacific had completed its Pacific connection, with a line running from Winnipeg to Prince Rupert, British Columbia. However the financial burden of relentless expansion, takeovers and infrastructural upgrades forced the company into receivership in 1919. In 1920 the federal government took over management of the GTR and in 1923 it was taken over by the Canadian National Railway (CNR). CN operated and owned the Barrie GO Line until it was sold to Metrolinx.

8.0 Discussion of Design or Physical Value

8.1 STYLE/TYPE/TRADITION

The Maple GO Station

The Maple GO Station was built by the GTR in 1903, replacing the 1853 station destroyed by fire. The current station was built to handle increased traffic on what was already an established rail line, and expressed the GTR’s support for the continuing growth of Maple as a small industrial and vacation centre. The station’s design, form, colour palette, and materials are characteristic of small GTR stations built between 1898 and 1910. This was a time of widespread upgrades according to standard station designs, types, and ornamentation, in an effort to convey a coherent corporate image.

The station is a one-storey, nearly symmetrical, rectangular structure with a wood-shingled and steeply-pitched hipped roof. The latter has deep, narrow-boarded soffits, and is interrupted by three

25 Ibid, p. 130.
26 “Former Canadian National Railway Station: 30 Station Street, Maple, Ontario" Canada’s Historic Places, Accessed at: http://www.historicplaces.ca/
27 De Fort-Menares.
gables, each topped with a finial, casting pronounced shadows on the structure’s timberwork. Two of the gables are located on the north and south façades of the station, and a third on the west façade, projecting beyond the agent’s office’s polygonal bay window. The north and south gables are boldly fretted by scrolled bargeboards with decorative rosettes (Figure 5). The west gable displays a basket-weave trellis applique, corner brackets projecting beyond the canted edges of the bay, and a semi-circular frame bargeboard, also decorated by rosettes (Figure 6). The central corbelled brick chimney has been removed.

Windows and doors are placed in rhythmic and centralized positions below a consistent wooden string course. Their vertical rectilinearity is emphasized through the use of transom windows, elongated flat brackets below wooden window frame sills, and diagonal V-jointed panels. Symmetrical tripartite sash windows are placed centrally on the north and south façades, below a framed ‘Maple’ signage board above the string course. A third tripartite window is located on the east façade, to the south of a central accessible entrance complete with large side transom and two-pane transom above. Two large 1/1 sash windows are located on the other side of the latter entrance.

A separate entrance, also with accessibility ramp, is located on the west façade with a double sash window, to the south of the agent’s office bay window, or telegrapher’s window. The telegrapher’s polygonal bay window is centrally located on the west façade below the gable. The double freight doors to the north, each with two large diagonal V-jointed panels and three-pane light, are adorned with distinctive iron hinges that run half the door in length (Figure 7).

The interior waiting room retains much of its original grandeur and materiality, albeit slightly obscured by contemporary security, signage and transit apparatus. The room is distinctive in its elegant treatment of materials and finishes such as the beaded board cladding, with wainscot band framing diagonal V-jointed panels (likely once dividing a varying colour palette) aligned with a high, flat, upper ceiling, coved between two cornice mouldings (Figures 8 & 9). Door and window frames are moulded with accentuating corner rosettes and sill. A contemporary ceiling fan has been placed centrally between two large light pendants.

The agent’s office retains its view of the track from within the bay window. The room is also clad with beaded board aligned with a high, flat, upper ceiling, and interrupted by wainscot band with diagonal V-jointed panels (Figure 10). The simplified ceiling moulding alludes to the room’s utilitarian function in comparison. A large central pendant, as seen in the waiting room, hangs from the ceiling. A two-track switch board is preserved, centrally located within the bay window (Figure 11). Its two tubular lines reach vertically past the ceiling yet, at quick glance, would appear to be painted and gracefully folding back and blending into the moulding (Figure 12). The baggage room to the north of the building has however been obstructed by contemporary amenities, including a maintenance room and washroom facilities with all new finishes.

The picturesque, cottage-like design of the Maple GO Station is based on the Stick Style, an American housing style that was popular from 1850 to 1890. A variation of the Carpenter Gothic, the Stick Style focused on the bones, or framing of the building through the use of exterior applied cross braces and vertical and horizontal framing. The bargeboard trim, V-jointed panels, and the board-and-batten siding, were all typical features of the style. In the GTR design, these Gothic features are grafted onto a basic cube, and organized according to Classical principles into three horizontal
registers. Other Classical details incorporated in the design include oversized door transoms and thick surrounds on all openings.

The Maple GO Station is one of several remaining examples of the GTR standard plan Stick Style stations developed at the turn of the 20th century as a “signature” style for the company, and is particularly distinguishable due to its smaller domestic scale. Its construction was modelled, and is akin to, the Milton Station built ca.1900 (Figure 13), also referred to as “the Milton pattern.” Although no longer in service, the Milton Station has been preserved, moved to Unity Park in 1982, and is currently used as the headquarters for the Milton Tourist Information Centre.

Platforms and Shelters

The now single track is enclosed by a platform to the east, serviced by the station in addition to contemporary shelters. Both platforms, with concrete curbs and yellow highlights near edges, have been recently paved. These enclosed shelters are located to the south and north of the station, and are designed with dark gablet roofs sporting the GO logo and with a bright orange band approximately mid-way in height (Figure 14).

Amenity and bike shelters directly surrounding the station are covered by wood-shingled steeply-pitched gable roofs, with timber soffits, entirely supported by open steel structure with metal ornamentation resembling a ‘bargeboard’ behind the supporting column on either side (Figure 15).

8.2 FUNCTION

The Maple GO Station remains active and operational to GO Transit commuters. The station’s inherent organization and legibility of functional spaces, which include a waiting room for both men and women to the south, the agent’s office (with telegrapher’s window) and the baggage room to the north, has however somewhat changed. Although the waiting room retains its function, its location at the south of the station no longer relates to the original road to the station, coming north off Major Mackenzie Drive. As commuters no longer need to purchase tickets or access the platform from the station, and arriving persons are greeted by an expansive surrounding parking lot, the station’s symbol as a point of entry and exit, to and from Maple, is somewhat lost. The site no longer retains its industrial character, and ancillary buildings have been removed (Figure 16).

8.3 FABRIC

The three horizontal registers of the exterior façades, defined by board-and-batten siding and V-jointed panels, are additionally articulated through the use of paint. The light yellow-coloured paint outlining the battened board details, structural members, windows and door frame details, as well as the wooden ornamental finishes, is contrasted by darker burgundy-painted V-jointed panels and recessed faces of the battened-board siding. The large wooden floor moulding is painted a subtle green, and sits atop a concrete foundation. The station demonstrates a high degree of craftsmanship, as is evident throughout wood details and finishes. Such cleverness, attention to

28 De Fort-Menares.
detail, and execution can be seen at the soffits, at the point where the gable rises (Figure 17). The angle of the soffit is perfectly set, such the soffit-boards running parallel to the building join perfectly with those parallel to it, beneath the gable.

An early 20th century photographs depicts a multi-colour palette (a darker colour on the façade’s base, below the board-and-batten siding, and a lighter application above) with distinguishably darker structural members. Although the current ornamentation through paint varies from the shades evident in the black and white photo of the early 19th century, it is unknown whether the building was or was not decorated at some time, as seen currently. The Maple GO Station exterior façades appear to have been fully painted a light colour, possibly white, as distinguishable in a black and white photo dated 1992.

The Maple GO Station retains its original mileage boards, situating the station 210 miles from North Bay and 18.5 miles from Toronto, framed within their individual panels above the operator’s bay window (Figures 18 & 19).

9.0 Discussion of Contextual Value

9.1 SOCIAL MEANING

Maple GO Station holds historical meaning as a property related to the original steam railroad in Canada, and a building associated with the GTR.

9.2 ENVIRONMENT

The Maple GO Station is located in a mixed residential and light commercial area, to the north-east of the historic location Maple, at the intersection of Major Mackenzie Drive and Keele Street South. The property is composed of the station itself and expansive parking lot to the south, east, and north (Figures 20 & 21). The station property is bounded by Hill Street to the south, the extents of the parking lot to the east, framed slightly by Eagle Rock Way, McNaughton Road to the north, and Simcoe Street and Lindenshire Avenue to the west of the track. The station parking lot can be accessed from McNaughton Road, Eagle Rock Way (with roundabout for passenger drop off and a bus shelter), and Hill Street to the south. The track crosses McNaughton Road at grade, and runs above Major Mackenzie Drive (Hwy 25) to the south.

A large commercial development is situated to the east of the station, running from Major Mackenzie Drive West to McNaughton Road. Two residential homes, one dated ca.1915 (9 Hill Street) are located to the south of the station and are surrounded to the east and south the Maple United Cemetery. The Vaughan City Hall complex is located to the south-west of the intersection between the track and Major Mackenzie Drive West.

Simcoe Street and Station Street, which historically provided access to the town road, remain although their character has greatly changed. Station Street, now ending in a roundabout to the south-west of cemetery, is accessed from Hill Street and continued from the station parking. Pedestrian access to Major Mackenzie Drive to and from Station Street is provided through a sidewalk which disappears to the north into the lengthy railway platform. Simcoe Street remains as
part of a contemporary housing development, continued from Railway Street and ending into roundabout opposite Station Street roundabout. A sound and visual border fence with trees has been installed to the west of the station, between the track and new housing development.

Within the site boundary itself, the railway station building is the only remaining resource from the early development of the site as a passenger and freight railway station; the water tower, freight sheds and spur lines, the freight house and small agent’s house dating from 1853, the latter with an addition and stable, the smaller operator’s house from 1878, and the small six feet square register box built in 1891, have all been removed. 30 All the other structures on the property – passenger shelters, bus shelters, and surface parking, are connected with the property’s new function as a commuter rail station. Despite the removal of structures and the changing character of the area, the Maple GO Station retains a contextual relationship to the Barrie GO Line. The site has a long history of facilitating the transportation of people and goods on the rail line, dating back to 1853 when Richmond Hill Station was constructed. This relationship continued when the original station was replaced following the fire in 1903.

The Maple GO Station is located within the Village of Maple HCD. The HCD was formally recognized in 2007 to include approximately 265 residential and commercial buildings within its boundary. Although the rural and industrial character of the site has been lost, a modest vinyl-clad historic home remains to the south of the property at 9 Hill Street, built ca.1915, as well as the Maple United Church Cemetery, established in 1871 and holding approximately 4000 burials, 31 to the south-east. The Maple Cemetery Vault (2000 Major Mackenzie Drive), built ca. 1882 within the cemetery, is individually designated under Part IV of OHA (255-91).

9.3 FORMAL RECOGNITION

The Maple GO Station is included on the City of Vaughan’s Register of Property of Cultural Heritage Value. Additionally, it is designated under Part V of the OHA, as part of the Maple Heritage Conservation District (By-law 167-2007).

The Maple GO Station was designated a Heritage Railway Station of Canada in 1992. As a property owned by Metrolinx however, it is outside the jurisdiction of the Heritage Railway Stations Protections Act.

30 De Fort-Menares.
31 “Maple United Church (Maple, Ont.) Cemetery Board” http://www.archeion.ca/maple-united-church-maple-ont-cemetery-board
## 10.0 Data Sheet

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<td>(° W) -79°30’25.2</td>
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</tbody>
</table>
11.0 Figures

Fig. 1  Aerial view showing the Maple GO Station property, with the station building identified by a red circle (Google/THA 2016).
Fig. 2  Aerial view showing the location of Maple GO Station within the City of Vaughan (Google/THA 2016).
Fig. 3  The Village of Map as recorded in 1860. The station can be seen northeast of the village (Tremaine’s Map of the County of York Canada West).

Fig. 4  The village 18 years later, with subdivided lots now visible south of the station property. The station still bears the name of Richmond Hill (Historical Atlas of York County).
Fig. 5  Maple GO Station, looking north (THA 2016).

Fig. 6  Maple GO Station west gable, detail (THA 2016).
Fig. 7  Maple GO Station freight doors, west façade, detail (THA 2016).

Fig. 8  Maple GO Station waiting room, wood wall finishes (THA 2016).

Fig. 9  Maple GO Station interior waiting room, showing coved woodwork at ceiling (THA 2016).
Fig. 10  Wainscot band inside the ticket booth offices of the Maple GO Station ticket office interior (THA 2016).

Fig. 11  Two-track switch in agent’s office, detail (THA 2016).

Fig. 12  Two-track switch in agent’s office (THA 2016).
Fig. 13  Milton station, Milton Ont., n.d. (Milton Images).

Fig. 14  Maple GO Station contemporary shelter, (THA 2016).
Fig. 15  Maple GO Station, detail of contemporary bike and amenities shelter, looking north (THA 2016).

Fig. 16  Maple GO Station, looking north, ca.1929 (canada-rail.com).
Fig. 17  Maple GO Station, soffitboard detail at transition to gable (THA 2016).

Fig. 18  Maple GO Station telegrapher’s window, detail (THA 2016).

Fig. 19  Maple GO Station telegrapher’s window, detail (THA 2016).
Fig. 20  Maple GO Station, looking north-west toward station (THA 2016).

Fig. 21  Maple GO Station, looking north-west from Eagle Rock Way (THA 2016).
## 12.0 Chronology

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Late 18th century</td>
<td>German Lutherans from Pennsylvania settle in Vaughan Township.(^{32})</td>
</tr>
<tr>
<td>1815</td>
<td>British immigrants becomes the primary settlers in Upper Canada, following the War of 1812.</td>
</tr>
<tr>
<td>1830s-1850s</td>
<td>Maple is variously known as Nobletville Noble’s Corners, Rupert Town, Rupertsville.(^{33}) (^{34})</td>
</tr>
<tr>
<td>1853</td>
<td>Ontario, Simcoe and Huron Union Railroad Company (OSHR) establishes commences services on its Toronto to Barrie line, reaching Aurora in May, Bradford in June, and Barrie by October.(^{35})</td>
</tr>
<tr>
<td>1853</td>
<td>The OSHR station is built at Maple, but officially named “Richmond Hill Station”.(^{36})</td>
</tr>
<tr>
<td>1853</td>
<td>The southern portion of Concession 3, Lot 21 in Vaughan Township is subdivided and sold as villa lots at auction.(^{37})</td>
</tr>
<tr>
<td>c.1860</td>
<td>Village post office is called Maple.(^{38})</td>
</tr>
<tr>
<td>1858</td>
<td>The OSHR changes its name to the Northern Railway Company of Canada (NRC).</td>
</tr>
<tr>
<td>1879</td>
<td>NRC merges with the Hamilton and Northwestern Railway (HNWR), becoming the Northern and Northwestern Railway (NNR).</td>
</tr>
<tr>
<td>1903</td>
<td>The original station built by the OSHR burns down on May 17.(^{39})</td>
</tr>
<tr>
<td>1903</td>
<td>The present station is rebuilt by the GTR in July.(^{40})</td>
</tr>
<tr>
<td>1923</td>
<td>Canadian National Railways (CNR) absorbs the GTR, which went into receivership four years earlier.</td>
</tr>
<tr>
<td>1928</td>
<td>Maple becomes a Police Village.(^{41})</td>
</tr>
<tr>
<td>1971</td>
<td>Maple, as part of Vaughan Township, is merged with York Region to form the Town of Vaughan.</td>
</tr>
<tr>
<td>1978</td>
<td>VIA Rail takes over commuter service on the Barrie GO Rail Corridor.</td>
</tr>
<tr>
<td>1982</td>
<td>GO Transit takes over commuter service.</td>
</tr>
<tr>
<td>1991</td>
<td>The Town of Vaughan becomes the City of Vaughan.(^{42})</td>
</tr>
<tr>
<td>1992</td>
<td>GO Transit purchases the Maple station.(^{43})</td>
</tr>
<tr>
<td>1993</td>
<td>GO Transit restores Maple station.(^{44})</td>
</tr>
</tbody>
</table>

\(^{32}\) Inventory of Heritage Buildings, np.  
\(^{33}\) Inventory of Heritage Buildings, np.  
\(^{34}\) Reaman, p110.  
\(^{36}\) de Fort-Menares.  
\(^{38}\) Inventory of Heritage Buildings, np.  
\(^{39}\) *The Liberal*, may 21, 1903 1  
\(^{40}\) *The Liberal*, July 16, 1903 1  
\(^{41}\) Reaman, p110.  
\(^{42}\) “City of Vaughan Official Plan – Cultural Heritage Landscape Inventory and Policy Study,” 50.  
\(^{44}\) Ibid.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>Metrolinx acquires the Barrie GO Rail Corridor.</td>
</tr>
</tbody>
</table>
13.0 Bibliography

Primary


The Liberal newspaper archives

Globe and Mail newspaper archives

Toronto Star newspaper archives

Secondary


De Fort-Menares, Anne M. "Historic Sites and Monuments Board of Canada, Railway Station Report – Former Canadian National Railway Station Maple, Ontario RSR-139."


Online


Appendix A: Heritage Railway Station Designation
Former Canadian National Railway Station
30 Station Street, Maple, Ontario, L6A, Canada

Formally Recognized: 1992/11/01

OTHER NAME(S)
Former Canadian National Railway Station
Grand Trunk Railway Station
Grand Trunk Railway Station

LINKS AND DOCUMENTS
n/a

CONSTRUCTION DATE(S)
1903/01/01

LISTED ON THE CANADIAN REGISTER: 2007/02/23

STATEMENT OF SIGNIFICANCE

DESCRIPTION OF HISTORIC PLACE
The Former Canadian National Railway Station was built in 1903 to designs prepared by the Grand Trunk Railway (GTR), which was later acquired by the Canadian National Railways (CNR). It is a small one-storey wooden Queen Anne building located at 26 Station St. Today it serves commuter traffic as a GO Transit station.

HERITAGE VALUE
The Former Canadian National Railway Station at Maple, Ontario has been designated a heritage railway station because of its historical, architectural and environmental significance.

The Maple station was built in 1903 by the Grand Trunk Railway (GTR) to handle increased traffic on what was already an established rail line. The line had been built through Maple in the 1853 by the Ontario, Simcoe and Lake Huron Union Company Railway, which was later acquired by the GTR. Construction of this station was an expression of GTR support for the continuing growth of Maple as an small industrial and vacation centre. At the time it was built, the GTR was up-grading facilities, an activity which included rebuilding many of its stations. The Maple GTR station is a simple timber-frame building with wood cladding applied in picturesque Stick Style patterns, extracting a maximum visual effect from a relatively simple technique. Its detail is domestic in scale and typical of its Queen Anne Revival style.

The heritage value of the Maple station resides in the high degree of integrity with which it witnesses the station built in 1903. It lies in the station’s surviving form, spatial organization, domestic scale, wooden detailing, functional organization, and in its evocative rural setting.

Sources: Heritage Character Statement, the former Maple Grand Trunk Railway Station, March 1993; Historic Assessment Report 990-600, 1993
CHARACTER-DEFINING ELEMENTS

Character-defining elements of the Former Canadian National Railway Station include:

- the rectangular footprint, one-storey massing, and hipped roof of the station, broken by gables and a chimney,
- the use of large gables to incorporate visual interest in the roofline from three perspectives,
- the simplicity of the station’s original form, symmetrically arranged around its polygonal telegrapher’s bay,
- its Queen Anne Revival proportions,
- the fine balance inherent in its overall vertical definition,
- articulation of its exterior wall surfaces as three horizontal bands or registers, defined by board and batten siding, diagonal V-jointed panels and narrow vertical boarding,
- the rhythmic placement of apertures below a consistent string course,
- its stick-style treatment of applied framing elements and wooden cladding applied in ornamental patterns; brackets, acorn pendents, trellis work, bargeboard, and mileage signage on the bay, the applied framing elements and skeletal braces emphasizing the timber structure of the north and south gables,
- the integrity and legibility of its original materials; wood siding, wood shingle, wood trim and details,
- the station’s platform frame construction technology,
- the richness and integrity of all original fabrics, finishes and furnishings inside the station including: the waiting room entirely sheathed in beaded boarding, elaborate coved wood cornice and flat ceiling, the semicircular moulded surround of the ticket window with its three boxed roundels, the deep Italianate cornice and diagonally-patterned dado in the agent’s office and waiting room, and the simple boarded ceiling, walls, and plain trim of the baggage room,
- the continued legibility of the station’s original functional spaces (waiting room, agent’s office and baggage room), their spatial volumes, and differentiation by level of ornamentation.

RECOGNITION

JURISDICTION

Federal

RECOGNITION AUTHORITY

Government of Canada

RECOGNITION STATUTE

Heritage Railway Stations Protection Act

RECOGNITION TYPE

Heritage Railway Station

RECOGNITION DATE

1992/11/01

HISTORICAL INFORMATION

SIGNIFICANT DATE(S)

n/a

THEME - CATEGORY AND TYPE

Developing Economies
  Communications and Transportation
  Expressing Intellectual and Cultural Life

  Architecture and Design

FUNCTION - CATEGORY AND TYPE

CURRENT
HISTORIC
Transport-Rail
Station or Other Rail Facility

ARCHITECT / DESIGNER
n/a

BUILDER
n/a

ADDITIONAL INFORMATION

LOCATION OF SUPPORTING DOCUMENTATION
National Historic Sites Directorate, Canadian Inventory of Historic Building Documentation Centre, 5th Floor, Room 525, 25 Eddy Street, Hull, Quebec

CROSS-REFERENCE TO COLLECTION

FED/PROV/TERR IDENTIFIER
2099

STATUS
Published

RELATED PLACES
n/a

NEARBY PLACES

St. John's Lutheran Cemetery
8933, Woodbine, Town of Markham, Ontario
St. John's Lutheran Cemetery is located at 8933 Woodbine Avenue, on the east side of Woodbine Avenue.

The Edward Pease House
8965, Woodbine, Town of Markham, Ontario
The Edward Pease House is located at 8965 Woodbine Avenue, on the east side of Woodbine Avenue.

Thornhill Village Library
Maple GO Station
Cultural Heritage Evaluation
Recommendations

FOR METROLINX
FEBRUARY 2017

Taylor Hazell Architects Ltd.
333 Adelaide Street West
5th Floor
Toronto, Ontario
M5V 1R5

contact Ellen Kowalchuk
ekowalchuk@taylorhazell.com
tel 416 862 2694 x236
fax 416 862 8401

FINAL
1.0 Cultural Heritage Evaluation – Maple GO Station, Vaughan, Ontario

EXECUTIVE SUMMARY

This document provides recommendations for the cultural heritage evaluation of the Maple GO Station, located at 30 Station Street in Vaughan, Ontario. The recommendations were prepared for Metrolinx in July 2016 by Taylor Hazell Architects. The methodology, research and findings to support these recommendations are set out in the accompanying Maple GO Station Cultural Heritage Evaluation Report (CHER). This document evaluates the property against criteria set out in O. Reg. 9/06 and O. Reg. 10/06, as required by the Standards and Guidelines for Conservation of Provincial Heritage Properties (2010).

1.1 RECOMMENDED RESPONSES TO O. REG. 9/06 AND O. REG. 10/06

<table>
<thead>
<tr>
<th>O. REG. 9/06 CRITERION</th>
<th>RESPONSE (YES/NO)</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The property has design or physical value because:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. it is a rare, unique, representative or early example of a style, type, expression, material or construction method</td>
<td>YES</td>
<td>The Maple GO Station is representative of the small Stick Style train stations adopted by the GTR between 1898 and 1910. The ‘Milton pattern’ (Milton station design), as adopted for the Maple GO Station, is characterized by its domestic scale, form, and ornamentation. Its near-symmetrical timber frame construction, with a steeply-pitched roof interrupted by three gables, achieves visual interest from varying perspectives. Ornamentation and a balanced vertical definition is achieved through both the intricate wood detailing of bargeboards, framing elements, finials, and cladding (board-and-batten, V-jointed panels, beaded board), as well as the use of paint characteristic of the GTR (yellow, red, and green).</td>
</tr>
<tr>
<td>ii. it displays a high degree of craftsmanship or artistic merit</td>
<td>YES</td>
<td>The Maple GO Station displays a high degree of craftsmanship in its wood detailing. The waiting room is entirely sheathed in beaded boarding and displays an elaborate coved wood cornice and flat ceiling.</td>
</tr>
</tbody>
</table>
### O. REG. 9/06 CRITERION

<table>
<thead>
<tr>
<th>RESPONSE (YES/NO)</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>iii. it demonstrates a high degree of technical or scientific achievement</td>
<td>NO</td>
</tr>
</tbody>
</table>

### 2. The property has historical value or associative value because:

<table>
<thead>
<tr>
<th>RESPONSE (YES/NO)</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community</td>
<td>YES</td>
</tr>
<tr>
<td>ii. it yields, or has the potential to yield, information that contributes to an understanding of a community or culture</td>
<td>TBD</td>
</tr>
<tr>
<td>iii. it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community</td>
<td>NO</td>
</tr>
</tbody>
</table>

### 3. The property has contextual value because:

<table>
<thead>
<tr>
<th>RESPONSE (YES/NO)</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. it is important in defining, maintaining or supporting the character of an area</td>
<td>NO</td>
</tr>
<tr>
<td>ii. it is physically, functionally, visually or historically linked to its surroundings</td>
<td>YES</td>
</tr>
<tr>
<td>O. REG. 9/06 CRITERION</td>
<td>RESPONSE (YES/NO)</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>iii. it is a landmark</td>
<td>NO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>O. REG. 10/06 CRITERION</th>
<th>RESPONSE (YES/NO)</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td>The property has cultural heritage value or interest of provincial significance because:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. it represents or demonstrates a theme or pattern in Ontario’s history.</td>
<td>NO</td>
<td>The Maple GO Station does not represent or demonstrate a theme or pattern in Ontario’s history.</td>
</tr>
<tr>
<td>2. it yields, or has the potential to yield, information that contributes to an understanding of Ontario’s history.</td>
<td>TBD</td>
<td>Archaeological assessments were not undertaken as a part of this CHER.</td>
</tr>
<tr>
<td>3. it demonstrates an uncommon, rare or unique aspect of Ontario’s cultural heritage.</td>
<td>NO</td>
<td>The Maple GO Station does not demonstrate an uncommon, rare or unique aspect of Ontario’s cultural heritage.</td>
</tr>
<tr>
<td>4. it is of aesthetic, visual or contextual importance to the province.</td>
<td>NO</td>
<td>The Maple GO Station is not of aesthetic, visual or contextual importance to the province.</td>
</tr>
<tr>
<td>5. it demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.</td>
<td>NO</td>
<td>The Maple GO Station does not demonstrate a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.</td>
</tr>
<tr>
<td>6. it has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.</td>
<td>NO</td>
<td>The Maple GO Station does not have a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.</td>
</tr>
</tbody>
</table>
1.2 RECOMMENDED OUTCOME OF EVALUATION

<table>
<thead>
<tr>
<th>RECOMMENDED OUTCOMES</th>
<th>RESPONSE (YES/NO)</th>
<th>EXPLANATORY NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provincial Heritage Property</td>
<td>YES</td>
<td>The Maple GO Station meets the criteria for design, historical and contextual value under O. Reg 9/06.</td>
</tr>
<tr>
<td>Provincial Heritage Property of Provincial Significance</td>
<td>NO</td>
<td>30 Station Street does not meet any criteria of provincial significance.</td>
</tr>
<tr>
<td>Listed or Designated by a municipality</td>
<td>YES</td>
<td>30 Station Street is included on the City of Vaughan’s Register of Properties of Cultural Heritage Value and Designated under Part V within the Maple Heritage Conservation District.</td>
</tr>
<tr>
<td>Conditional Heritage Property</td>
<td>NO</td>
<td>Metrolinx owns the property.</td>
</tr>
<tr>
<td>Adjacent Land to a Protected Heritage Property</td>
<td>YES</td>
<td>30 Station Street is adjacent to numerous Protected Heritage Properties included within the Maple HCD, and the Maple Cemetery Vault individually protected under Part IV of the OHA.</td>
</tr>
</tbody>
</table>
1.3 STATEMENT OF CULTURAL HERITAGE VALUE (DRAFT)

Statement of Cultural Heritage Value (DRAFT)

Description of Provincial Heritage Property

The Maple GO Station property is composed of the station itself, tracks, platforms and expansive parking lot to the south, east, and north. The property runs roughly 490 metres north-south at the tracks, and measures 50 metres wide at the north, and 145 metres wide at the south end. The station building is located centrally on the eastern edge of the property. It is a small Stick Style train station (roughly 13 metres by 7 metres), typical of those built by the GTR at the early 20th century. The single storey structure is nearly symmetrical in plan, boasting a steeply pitched hipped-roof punctuated by gables on three sides. The station is finished with quality woodwork on the interior and exterior, the latter boasting a polychromatic colour scheme.

Cultural Heritage Value or Interest

The Maple GO Station is of cultural heritage interest for its design, historical, and contextual values.

Historical Values

The Maple GO Station property has direct associations with the first steam railway line in Canada West, as well as the Grand Trunk Railway.

Railway uses on the Maple GO Station property date back to 1853, when the Ontario, Simcoe and Huron Railroad Company constructed the first steam train line in Canada West. The inaugural train ran between Toronto and Aurora in May of 1853, before opening further to Bradford and finally Barrie later that year. A station was built at Maple, but named Richmond Hill Station for the larger settlement to the east. A fire destroyed the original station in 1903, and the new station built by the GTR that same year bore the name of Maple. The reconstruction occurred within a broader regimen of upgrades being undertaken by the GTR, and it shares a form and appearance with numerous other structures from the era.

Design Values

The Maple GO Station is a representative example of the small, Stick Style railway station buildings adopted by the Grand Trunk Railway between 1898 and 1910. The Maple GO Station retains a high degree of integrity through its surviving form, spatial and functional organization, domestic scale, and wooden detailing as built in 1903. It is one of a series of railway stations built or replaced at this time, based on the ‘Milton pattern’ or Milton Station, to instill a corporate standard.

The Maple GO Station demonstrates a high degree of craftsmanship, as seen in the quality of the woodwork details both on the interior, and exterior.

Contextual Values
The Maple GO Station has a contextual relationship to the Barrie GO Line that runs along the west side of the property. The relationship dates back to 1853, when the first railway in Canada West was laid beside the Village of Maple by the OSHR. The relationship has served two stations on the property, the present station since its construction in 1903.

Heritage Attributes

The heritage attributes essential to the cultural heritage value of the property are:

- Attributes related to its design values including:
  - Stick Style treatment of cladding and wood detailing:
    - V-jointed panels and board-and-batten cladding;
    - framing elements;
    - bargeboards;
    - brackets;
    - finials;
    - and trellis work
  - Near-symmetrical modest rectangular form arranged around the agent’s polygonal bay window
  - Steeply-pitched hipped roof, interrupted by three gables and covered in wood shingles
  - Fine balance inherent in its overall vertical definition
  - Rhythmic placement of apertures below a consistent wooden string course
  - Polychromatic paint scheme
  - Integrity of interior finishes in the waiting room and agent’s office: the beaded boarding aligned with the high flat ceiling; framing elements; elaborate coved wood cornice in the waiting room
  - Integrity and display of original signage
  - The high quality of joinery work evident on exterior and interior wood finishes

- Attributes related to its historical values including:
  - The painted mileage signs on the bay, indicating distances to Aurora and Toronto
  - The two-track switchboard set within the bay window