APPENDIX M

Cultural Heritage Evaluation Report – Markham GO Station
Markham GO Station
Cultural Heritage Evaluation Report

FOR METROLINX
FEBRUARY 2017

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FINAL
# Markham GO Station

Cultural Heritage Evaluation Report

FOR METROLINX

FEBRUARY 2017 | THA NO. 1635

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Executive Summary

This Cultural Heritage Evaluation Report (CHER) is an evaluation of the cultural heritage value of Markham GO Station, owned by the City of Markham, located at 214 Main Street North, Markham, Ontario, and the adjacent lands owned by the Metrolinx.

The CHER was prepared by Ellen Kowalchuk (Associate) and Amanda Sherrington (Heritage Specialist) of Taylor Hazell Architects (THA) for Metrolinx. 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 that accompanies this CHER.
1.0 Introduction

1.1 HISTORICAL SUMMARY

The Markham GO Station was built in 1871 by the Toronto & Nipissing Railway Company (TNRC). The station is located on the first TNRC railway line, the first publicly operating narrow-gauge railway in North America which opened the same year, extending approximately 49.9 km (31 miles) from Scarborough to Uxbridge. The station has undergone extensions and renovations under its various owners, and has since been restored in 2001 to the station’s selected period of 1909, under the partnership of GO Transit and the Markham Village Conservancy.

1.2 DESCRIPTION OF PROPERTY

The Markham GO Station sits on a triangular site of just over 1.2 hectares (3 acres) of land, as originally acquired by the Toronto & Nipissing Railway Company from Peter Reesor in 1871. The site is now framed by Main Street, Station Street, and the new housing development at 1 Marmill Way (Figure 1, Figure 2). The site is owned by Metrolinx, with the exception of the station itself, owned by the Corporation of the City of Markham, and is designated individually under Part IV of the Ontario Heritage Act (OHA), and within the Markham Village Heritage Conservation District (HCD) under Part V of the OHA.

The Markham GO Station building (Figure 3) is a striking, long, low structure with an asymmetrical medium-pitched roof. Exposed rafters and strut supports provide a feeling of weightlessness above the sheltered platform. It is ornamented by paint with horizontal division of light and dark halves, and painted structural members. The building is located in close proximity to the east of a single track, running diagonally through the site with platforms on either side. A utility structure, located adjacent to Station Street, is designed in keeping with the colour palette and exposed strut supports of Markham GO Station.

For the purposes of this CHER, the area being evaluated is the Markham GO Station structure, simply referred to as the Markham GO Station, and its adjacent land owned by Metrolinx, referred to as the Markham GO Station site.

1.3 CURRENT CONTEXT

The Markham GO Station is located on its original site at 214 Main Street North (also known as Markham Road and Highway 48). It is located in the sub-district of Mount Joy within the Markham Village HCD.

The Markham GO Station is serviced by three surrounding parking lots; the main lot, the Beech Street lot, and the east lot. The main lot is directly adjacent to the station, surrounding it to the east and south, and accommodates 85 vehicles. The east lot, located to the east of Main Street North, north of the track bed, and the Beech Street lot, accessed from Beech Street at Main Street North and lining
the west platform, respectively provide 159 and 169 parking spaces. All GO buses serve the station from the bus stop on Main Street North (Hwy 48).

Large vehicular arteries that service large tracks of suburban developments now surround the station. The historic Main Street North (Hwy 48) is a large north-south thoroughfare through Markham that now also provides access to and from the city by Highway 407 Express Toll Route, established in 1997.

2.0 Methodology and Sources

This CHER and accompanying Recommendations 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 22nd 2016 by Amanda Sherrington and Nathaniel Addison of THA. The interior of the station was not documented as the station was closed and no access provided.

2.1 SECONDARY SOURCES

Sources related to the history of Markham GO Station were consulted as part of the research. A complete list of sources is contained in the Bibliography.

2.2 PRIMARY SOURCES

Historic photos and reports relating to the Markham GO Station and history of the Toronto & Nipissing Railway Company were made available from the Markham Museum Archives. Historical maps depicting the location of the Markham GO Station were also consulted as part of the research:

1853-54 Map of Markham Township;
1860 Tremaine’s map of Markham Township;
1878 Map of Markham Township;
1910 Fire Insurance Plan for the Town of Markham;

The 1868 Toronto & Nipissing Railway Company’s Capital and Budget Breakdown and the Township of Markham’s 1896 Voters List were also consulted as part of the research.

2.3 CONSULTATIONS

THA’s consultation plan was approved by Metrolinx on June 21, 2016. THA contacted the Senior Planner – Community Planning for Markham on July 23, 2016. George Duncan, Senior Heritage Planner did not respond to the questions, but supplied THA with background materials, including the

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Railway Station Report and the local designation bylaw. Additionally, contact information for the owner of the Markham GO Station was not relayed to THA.

### 3.0 Heritage Recognitions

#### 3.1 MUNICIPAL

The Markham GO Station is designated under Part IV and Part V of the Ontario Heritage Act, respectively as an individual heritage designation (1991: By-law 204-91) and designation within the Markham Village Heritage Conservation District (1990: By-law 120-90).

#### 3.2 PROVINCIAL

There are no known provincial heritage recognitions at this time.

#### 3.3 FEDERAL

The Markham GO Station was a designated heritage railway station in 1993 under the Heritage Railway Stations Protection Act (1993: RSR-137).

### 4.0 Adjacent Lands

The station building is located on a parcel owned by Metrolinx. Although located within the Markham Village Heritage Conservation District, it is the only individually designated heritage resource within the site’s boundaries.

The Markham Station is located within the Mount Joy sub-district of the Markham Village HCD, between two historic creeks, Robinson Creek to the west and Bramble Creek to the east. The Mount Joy neighbourhood has a large number of vernacular and farmhouse-style buildings concentrated on Main Street North and Peter Street. The Markham Village HCD has a total of 15 individual properties designated under Part IV of the OHA. Although there are no individually designated buildings directly adjacent the Markham Go Station, there are many properties of interest:

<table>
<thead>
<tr>
<th>Address</th>
<th>Name</th>
<th>Date Built</th>
<th>Style</th>
<th>Status</th>
<th>Designation By-Law</th>
</tr>
</thead>
<tbody>
<tr>
<td>202 Main Street North</td>
<td>N/A</td>
<td>1863</td>
<td>Second Empire home</td>
<td>Part V (Markham Village HCD)</td>
<td>120-90</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Included on the City of Markham’s Municipal Register of Properties of</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>Age</th>
<th>Type</th>
<th>Designation</th>
<th>Cultural Heritage Value or Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>196 Main Street North</td>
<td>N/A</td>
<td>1875 Vernacular home</td>
<td>Part V (Markham Village HCD)</td>
<td>Included on the City of Markham’s Municipal Register of Properties of Cultural Heritage Value or Interest</td>
</tr>
<tr>
<td>195 Main Street North</td>
<td>N/A</td>
<td>1941 Cape Cod Style home</td>
<td>Part V (Markham Village HCD)</td>
<td>Included on the City of Markham’s Municipal Register of Properties of Cultural Heritage Value or Interest</td>
</tr>
<tr>
<td>209 Main Street North</td>
<td>Fire Station 97</td>
<td>N/A Complete with landmark tower</td>
<td>Part V (Markham Village HCD)</td>
<td>Included on the City of Markham’s Municipal Register of Properties of Cultural Heritage Value or Interest</td>
</tr>
<tr>
<td>201 Main Street North</td>
<td>St. Dimitrija Solunski Macedonian Orthodox Church</td>
<td>1993 Byzantine modern infill</td>
<td>Part V (Markham Village HCD)</td>
<td>Included on the City of Markham’s Municipal Register of Properties of Cultural Heritage Value or Interest</td>
</tr>
<tr>
<td>219 Main Street North</td>
<td>LCBO</td>
<td>1990 Modern Infill</td>
<td>Part V (Markham Village HCD)</td>
<td>Included on the City of Markham’s Municipal Register of Properties of Cultural Heritage Value or Interest</td>
</tr>
</tbody>
</table>
5.0 Archaeology

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

6.0 Community Input

THA submitted a consultation plan to George Duncan, Senior Heritage Planner at the City of Markham, on June 21st, 2016. Mr. Duncan has since provided municipal documents pertaining to the Markham GO Station. Planning staff have not provided THA with a contact for the ownership/management of the Markham GO Station.

7.0 Discussion of Historical or Associative Value

7.1 HISTORICAL THEME/CULTURAL PATTERN

Stouffville GO Corridor History

Proprietors of Markham were eager to reap the advantages of a feeder line that would connect the Village of Markham to Toronto. Following the incorporation of the Toronto & Nipissing Railway Company (TNRC) in March 1868, the Village of Markham quickly offered the company a subsidy of $30,000 to ensure that a railway line would traverse the Township. Proprietors within the Township eagerly voted in December 1868 for bonuses by taxation to support the construction of the TNRC

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* “Unionville Train Station” in the *Economist & Son* (1973)
through the Township, in exchange for two stations on the line. The Markham GO Station was subsequently built by the TNRC in 1871.

The Markham GO Station (Figure 4) is located on the TNRC’s line, between Scarborough and Uxbridge, on July 1st, 1871, and the first publicly-operating narrow-gauge railway in North America (Figure 5). The line was fully completed to Coboconk the following year, in November 1872, for a total service length of just over 78 miles (125.53 km) (Figure 6). As the terminus, Coboconk provided greater trading opportunities between boats on the Gull River and the vast railway connections on land to and from Toronto, although the line itself had no physical connection to the latter. This terminus offered inexpensive improvements and was in keeping with the vision for the TNRC as a feeder railway for the Toronto Gooderham & Worts enterprises between 1869 and 1872 (see section 8.3 for details).

Despite its short life span (1871-1883), the narrow-gauge railway provided inexpensive transport to newly settled areas during the 1870s and 1880s, encouraging regional interests, and had been eagerly promoted by spokesmen such as George Laidlaw of Toronto as “the key to progress and prosperity.” The TNRC line from Scarborough to Coboconk was built using a narrow-gauge track of 3 feet and 6 inches, laid with 40 pound rails. The track was changed to a standard-gauge track in 1883 following the amalgamation of the TNRC with the Midland Railway of Canada (Midland) in 1882, at which time the benefits of interchanging cars over a shared track was inevitable.

The Markham GO Station remained, yet played a diminished role, within the larger ambitions of the Midland and Grand Trunk Railway. The Toronto – Coboconk line was leased to the Grand Trunk Railway (GTR) in 1884, prior to the amalgamation of the Midland with the GTR in 1893. 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 was absorbed into the government-owned Canadian National Railway (CNR). The northern terminus of the Toronto – Coboconk changed to Stouffville following the closing of the section between Stouffville and Zepher (Uxbridge) in 1928. GO service was inaugurated on September 7, 1982, after

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5 Railway Station Report, HSMBC
6 “Unionville Train Station” in the *Economist & Son* (1973)
7 Railway Station Report, HSMBC
8 The Toronto and Nipissing Railway Company 1868
9 Andreae 1997: 128
10 Narrow Gauge for Us [http://www.railwaypages.com/narrow-gauge-for-us](http://www.railwaypages.com/narrow-gauge-for-us)
11 Toronto and Nipissing Railway (Markham Museum & Archives) n.d.: 1
12 Andreae 1997: 128
13 Railway Station Report, HSMBC
14 “Unionville Train Station” in the *Economist & Son* (1973)
15 Andreae 1997: 118
16 “Unionville Train Station” in the *Economist & Son* (1973)
17 Toronto and Nipissing Railway (Markham Museum & Archives) n.d.: 2
GO Transit reached an agreement with VIA Rail to take over the passenger rail service abandoned by the federal government.\textsuperscript{18}

The Markham GO Station largely retains its original structure due to the line’s diminished role under the ownership of Midland, GTR, and CNR, and its use not exceeding capacity or needing to be upgraded for marketing purposes. Its function as a station ceased momentarily in the early 1990s, at which time it was closed to the public. Fearing for the structure’s fate, it was formally recognized and designated individually under Part IV of the OHA in 1991, in addition to its inclusion within the Markham Village Heritage Conservation District designation under Part V of the OHA in 1990. The property was acquired by the Corporation of the Town of Markham in 1999. The Markham GO Station, now located on what the GO Stouffville Corridor (Figure 6), is owned by Metrolinx with the exception of the station itself, and services GO Transit commuters.

7.2 LOCAL HISTORY

Markham: Early Settlement and Town

The First Nations population of the area began to change after 1690. Remnants of the Ojibways, Ottawas, Nipissings, and Hurons First Nations were absorbed by the Mississaugas from the Mishi-sauga river in the Sault Ste. Marie region as they began moving southward, from Trent Valley to Lake Ontario, before moving east to the area of present-day Brockville and west as far as the Thames Valley.\textsuperscript{19} The land of Markham Township was likely included in later negotiations of 1805 concerning the Toronto Purchase from the Mississaugas, at which time eight chiefs and other Mississauga notables met with British officials to settle land disputes.\textsuperscript{20}

York County was created in June 1792 under the jurisdiction of the Home District of Upper Canada. Upper Canada first created counties in 1792 for election and militia purposes, and provided the basis for surveying townships for the subsequent land registrations. In 1798, Peter Russell (the provincial administrator) 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.\textsuperscript{21}

The Township of Markham is located east of Yonge Street which serves as the township base line and boundary with Vaughan. There are ten concessions that front Yonge Street, each comprised of 35 lots. The Township was settled in the 1790s, prior to the first survey which took place four years later (Figure 7) and with it a systematic approach to settlement when a number of German immigrants

\textsuperscript{18} TATOA, Annual Report 1982-83: 6
\textsuperscript{19} Champion 1979: 4
\textsuperscript{20} Champion 1979: 6
\textsuperscript{21} Adam, Graeme Mercer, Mulvany, Charles Pelham, History of Toronto and County of York, Ontario: containing an outline of the history of the Dominion of Canada, a history of the city of Toronto and the county of York, with the townships, towns, villages, churches, schools; general and local statistics; biographical sketches, etc., etc. Volume 1, p. 16-7.
came from the United States under the leadership of William Berczy, whom surveyed the Township again in 1796 (Figure 8). Yonge Street had not yet been established, although the line had been marked out. Under Berczy’s indefatigable spirit, the new settlers cut their own way through the unbroken forest making a wagon track from York north to Markham. Berczy built the first saw and grist mills in York County, situating them on the Rouge River on Lot 4, Concession 3.

Other early township enterprises were flour, carding and planning mills and distilleries. Writing in the 1851, W.H. Smith noted that Markham was "long noted for the advanced state of its settlement and agriculture," and contained over 6800 individuals – of which over 1800 were of German origin, 2400 of English origin and over 5100 of aboriginal origin. Wheat, barley, rye and oats predominated in the agricultural crops.

The Village of Markham was located in the southern portion of the township, just south of the line of the Toronto and Nipissing Railway (Figure 9). Settlement paralleled that of the Town of York with settlers following the banks of the Rouge River. Located ‘agreeably’ on the River, the village was oriented in a north-south manner. The northern part is built on level land and the southern part where it is crossed by the Rouge is uneven and hilly. The quality of the land created a prosperous farming population and as a result the village was a centre of local trade and a thriving community which particularly grew around the saw and grist mills of the Milne brothers on the Rouge River.

Markham was a considerable village, containing between eight and nine hundred inhabitants in 1851,24 pleasantly situated on the River Rouge. It contained two grist mills with three run of stones each, a woollen factory, oatmeal mill, barley mill and distillery, foundry, two tanneries, brewer, etc., a temperance hall, and four churches. The village was formally incorporated in 1873.

Lot 13 Concession 7

Lot 13, Concession 7 was purchased by Peter Reesor for 330 Pounds in 1804-05.25 The name of Peter Reesor is attributed to this lot in both the 1853-54 (Figure 9) and 1860 atlas map of Markham Township (Figure 10). The property appears to have been divided into a northern and southern section by 1878, at which time Jacob Reesor and Josephus Reesor are respectively associated to the northern and southern parcels of the 1878 atlas map of Markham Township (Figure 11). The northern half of this lot remained in the Reesor family until 1955, at which time Max Reesor, a great-great-grandson, sold the property for $90,000.26 Jacob and Peter H. Reesor are listed to the property in the Township of Markham’s 1896 List of Voters.27 A section of the lot, fronting Main Street, was purchased by the Toronto and Nipissing Railway Company in 1871 for the construction of a station.

Reesor’s Marmill, until recently located directly across the station to the west, was bought in 1924 by the Reesors that arrived in Markham Village after the destruction of their previous mill by fire, the Milroy & Reesor Sawmill (later the Glen Willow Mills under David N. Reesor), built in the 1820s at Lot 1,

22 Adams, Part III: 120-1.
23 Railway Station Report, HSMBC
24 Railway Station Report, HSMBC
25 Champion 1979: 249
26 Champion 1979: 249
27 lot 13 concession 7e: Jacob Reesor (Owner and M.F.); Peter H. Reesor (F.S. and M.F.)
Concession 10. The success of the Reesor’s Marmill, also known as the Reesor’s Marmill Ltd. and Marmill Feeds, warranted expansion in 1929 (Figure 12). Reesor’s Mill was listed at 2-49 Marmill Way with a ‘B’ classification within the Markham Village HCD’s Revised Explanation to List of Building Classification (2006) (Figure 13).

The original buildings on the site of Reesor’s Marmill appear as a collection of 1-storey and 1 ½-storey industrial warehouses and coal sheds built linearly along the track, attributed to the Speight Wagon Company, on the 1910 Fire Insurance Plan (Figure 14). The Speight Manufacturing Company of Markham Ltd. was incorporated in 1882, and later reopened as the Speight Wagon Company in 1890 after its assets sold. The company was bought by Port Arthur Wagon Company in 1910 and subsequently liquidated.

Marmill Way is now home to a recent suburban housing development. The Reesor’s Marmill exact demolition date is unknown at this time. It is however likely between 1993 and 1997 as a brief description of it was provided in the Historic Sites and Monuments Board of Canada (HSMBC) Railway Station Report of 1993, and the housing development at 1 Marmill Way built in 1997.

Growth and Development of Markham Village and Mount Joy

The Markham GO Station at 214 Main Street North (also Markham Road and Highway 48) was in 1871 located midway between the northern edge of the Village of Markham and the Mount Joy neighbourhood, on Lot 13, Concession 7. Its location encouraged Markham Village’s northward growth and industry towards Mount Joy, only annexed to Markham Village in 1915, following the establishment of the railway line and subsequent economic prosperity. In the two decades following the opening of the line, the types of businesses and different occupations grew from 61 to 83 and 30 to 49, respectively. It was remarked in the Economist that, through the “wise management of our railroad,” Markham could become an important suburb of Toronto.

Development patterns north of the station are evident as quickly as 1884, at which time Jonas Ramer first subdivided the area of Lot 14, Concession 7 fronting Main Street to the north of Markham GO Station into what he advertised as "Suburban Lots," following the purchase of his father’s farm in 1879. In 1896, Lot 14, Concession 7e would appear to have been home to 24 proprietors, including Jonas Ramer, in addition to 3 residents without ownership. A sawmill, built in 1842 on the Springdale Farm of Lot 14, Concession 7, was operated by Jonas Ramer for 62 years. The sawmill, which ceased operations in 1904, appears on the 1878 Township Atlas map’s property named to Jonas Raymer

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28 Champion 1979: 123-125
29 The HCD Appendix I adopts a ‘A’, ‘B’ and ‘C’ type of classification
30 “Markham Village Heritage Tour: Speight Wagon Company” www.markham.ca
31 “Mount Joy and Historic Peter Street,” Plaque on site
32 Railway Station Report, HSMBC
33 Markham Train Station By-Law 204-91
34 Railway Station Report, HSMBC
35 Township of Markham’s 1896 List of Voters
(Figure 11), and Champion’s *Mills of Markham Township*, based on Tremaine’s map of 1860 (Figure 15).

Businesses were however past their peak during the economic downturn of 1890. As the GTR struggled, Markham’s major local industries dependent on the railway declined with many ceasing operations due to competing manufacturing in Toronto as well as various set-backs such as fire, lighting, and ill health. Reesor’s Marmill, built directly adjacent to the Markham GO Station, however continued to prosper and warranted a facility expansion in 1929.

### 7.3 PERSON/EVENT/ORGANIZATION

**Peter Reesor and the Reesor Family**

The Reesor Family, a prominent Pennsylvania Dutch family that settled in the Township of Markham near the end of the 18th century. Due to the size of the families and difficulties of acquiring large farm lands, these families were often prepared and eager to relocate to British territory. A number of Pennsylvania Dutch families relocated to York County from the Niagara Peninsula following legal difficulties with land titles at the turn of the 19th century. A large majority of these families were Mennonites and became self-sufficient communities within York County.

The son of Peter Reesor (born 1713, died ca.1804), Peter (born 1775, died 1854) was one of the individuals that travelled on horseback from Pennsylvania in the late 1790s to the Rouge River area to assess the area, prior to the family’s arrival. The family made the departure to Markham in 1804, following the death of the grandfather, Peter. The Reesor settlers were very prominent in the area, some eventually reaching the Canadian Senate.

**William Gooderham and George Laidlaw**

The construction of the first TNRC line (Scarborough – Coboconk) was made under the company’s first president, William Gooderham, and advantages of its narrow-gauge tracks advocated for by George Laidlaw. Mr. Gooderham, a flour miller and distiller, and George Laidlaw were based in Toronto, Ontario, at the Gooderham and Worts Distillery. Gooderham and Worts had become the largest Canadian distilling plant of its kind by the mid 19th century with successful trade beyond Toronto. The distillery’s success paralleled that of Toronto as Upper Canada’s largest industrial centre, aided by the extensive network of railways to its port. William Gooderham and George Laidlaw promoted the railway along with Gooderham’s friends and associates: Henry Howland, who had short railway lines of his own; Hugh P. Crosby, the pioneer of Muskoka; Matther Crooks Cameron, a lawyer;

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36 Champion 1979: 117
37 Champion 1979: 27
38 Champion 1979: 28
39 Railway Station Report, HSMBC
and A.R. McMaster among others.\textsuperscript{40} Laidlaw was the driving force behind the chartering of the TNRC and the Grey & Bruce Railway, and advocated for the use of narrow-gauge tracks.

**The Markham Village Conservancy**

The Markham Village Conservancy, a registered not-for-profit organization, spearheaded the plans and funding campaign for the restoration of the building subsequent to the station’s closure in the 1990s. The City of Markham quickly acquired and designated the property under the OHA due to its undecided fate after closure.\textsuperscript{41} The Dorothea Moss Garden was established to commemorate Dorothea Moss and her involvement in the restoration of the Markham GO Station.

**8.0 Discussion of Design or Physical Value**

**8.1 STYLE/TYPE/TRADITION**

**The Markham GO Station**

The Markham GO station was built by the TNRC according to a basic standard plan, similar in style to Unionville Station, 1871, restored (Figure 16), where ornamentation derived from paint by dividing the building horizontally into dark and light halves.\textsuperscript{42} The station was extended and remodelled a number of times, reflecting the current trends and prominence of the railway in Markham.\textsuperscript{43}

The building is a striking, long, low structure of a gabled shed appearance, originally more modest and of a smaller scale than the Unionville Station. An asymmetrical medium-pitched roof, with exposed rafters on either side and an extended projection with exposed strut supports, sheltering the platform to the track on the west façade. The roof is clad with wooden shingles, with what appears to be newer (or of varying material) shingles surrounding the corbeled, red brick chimney stack, located centrally upon the gable, above the waiting room (Figure 17).

The station has a total of five entrances. The single door with three-pane transom above, centrally located on the north façade (previously enclosed), (Figure 18), and the single door with surrounding transom windows on the west façade, north of the Operator’s bay, both provide access to and from the Emery Waiting Room. The centrally located single door with a large central light on the south façade, providing access to and from the Paul Mingay Room, dates from the early 1900s, prior to ca.1917 (Figure 19), and would have once been a twelve-pane window (Figure 20). Its 6-pane transom above is heightened by a slightly recessed panel composed of vertical wood boards, framed by a simple moulding within the doorframe. The panel and transom encompass the length of the door in addition to its side transoms, the latter however aligned with the façade’s horizontal wooden band that once held the elevated platform (Figure 21), and do not reach the ground. The central door on the east façade, a single door with large central light, small transom above, and side window to the right, accessed by two-way ramp with metal railing. The solid diagonally-panelled double doors, with

\textsuperscript{40} Toronto and Nipissing Railway (Markham Museum & Archives) n.d.: 1
\textsuperscript{41} City of Markham, Heritage in Markham: Celebrating 40 Years of Preservation 2015: 56
\textsuperscript{42} Railway Station Report, HSMBC
\textsuperscript{43} 214 Main St. N, Markham Register of Property of Cultural Heritage Value or Interest
three-pane transom above, on the west façade displays a ‘no access’ sign. It is attributed as being the station’s original freight door, although appears to have been replaced by a rolling garage door in the mid-1900s (Figure 22).  

The station has a total of 7 individual windows. Mirroring larger four-pane windows are located to the Paul Mingav Room on the east and west façades. Two slender 1/1 sash windows to the north of the accessible entrance on the east façade provide a glimpse to the interior hall with washrooms, leading to the Emery Waiting Room. The latter has three 6/6 sash windows on the east façade. The Operator’s bay on the west façade consists of a total of 6 windows, three 2/2 sash and two 1/1 sash windows. All door and window details are painted red wood.

The Operator’s bay is likely a later alteration to the original structure as it exhibits intricate wood detailing that is similar in style to bays added to the GTR stone stations. The Operator’s bay, reminiscent of an Italianate residential enclosed porch, contrasts the rustic quality of the exposed rafters and emphasizes its rectilinearity through elongated brackets (mullions) terminating in shapely corbels which support a banded dentiled cornice, with vertical wood boarding carrying the bay into the eaves.

The GTR also carried other repairs and alterations on site in 1898, including new sheeting, painting, the removal of the north entrance door, and other unidentified general repairs on site. The size of the station changed considerably with an extension of a 9.45 metres (31 feet) board-and-batten façade to accommodate for a larger freight room to the south, sometime between 1907 and 1910, prior to the 1910 FIP in which the larger Baggage Room is clearly marked to the south of the Waiting Room.

Utility Structure

The design of a contemporary utility building to the south of the station, adjacent to Station Street, is influenced by the heritage structure (Figure 23). The building exhibits exposed struts, however shortened and meeting a hipped roof with vinyl-enclosed soffit, on the east and west façades. It is clad in vertical clapboard, painted in keeping with the dual paint colour scheme, outlined by members of a deep red matching the station’s window and door frames. The entrance is outlined by a cross-gable porch supporting by two large posts with side strut support. The structure would appear to have been built at the same time as the new platform on the west side of the track bed (Figure 24).

Platforms and Shelters

Two of the tracks identified in the boundary map of the area covered by the designation by-law for Markham GO Station (by-law 204-91) that have since disappeared (Figure 24). These tracks, one of which ran parallel to the remaining track, and another through the industrial complex of Reesor’s Marmill across the station, were described in the HSMBC Report (the latter of which had been removed at the time, in 1993).

The current track is enclosed by platforms to the east and west. Both platforms, with concrete curbs and yellow highlights near edges, have been recently paved. Red interlocking pavers provide
controlled pedestrian access amidst the parking lot, with a larger width of paving to the north just past
the platform. The western platform, directly accessible from the Marmill Way development and the
Beech Street parking lot, appears to be recent as it does not appear prior to a 2015 aerial photo
(Figure 25). An accessibility platform is located on the eastern platform to the south of Markham GO
Station, enclosed by metal railing to the parking lot.

Contemporary glass shelters have been ‘heritagized’ with rounded arch sticker decals and gablet
roofs sporting the GO logo. These enclosed shelters are lined with a bright orange (east platform) or
green (west platform) band approximately mid-way in height (Figure 26). A Heritage Impact
Assessment was completed by Golder Associates in 2013 prior to the construction of the new
platform.

8.2 FUNCTION

The Markham GO Station remains active and open to commuters, during morning rush hour. The Paul
Mingay Room and the Emery Waiting Room can both be rented. The structure is owned by the
Corporation of the Town of Markham, its wellbeing and rentals facilitated and overseen by the
Markham Village Conservancy. The Paul Mingay Room, also the baggage room, was previously
occupied by an antique shop.

8.3 FABRIC

The 2001 restoration of the Markham GO Station removed previous stylistic and maintenance choices,
such as its red paint, asphalt shingles and later red insul-brick siding of the 1940s, restoring its 1909
dual painted palette and its horizontal clapboard and board-and-batten cladding, topped with a roof
of wooden shingles.

The station exhibits a mix of horizontal clapboard and board-and-batten cladding, both divided
vertically with paint, painted olive green near the ground and a creamy yellow above. The paint
division however shift upwards on the west façade beyond the door to the south of the Operator’s bay,
where there once stood a stepped heightened platform (Figure 20) and continues south and around
the structure at the same height until the board-and-batten cladding meets the horizontal clapboard
on the east façade. At this point, the paint division height is simply lower on the clapboard. The
clapboard would appear to be the outlining the square footage of the Emery Waiting Room. The
structure may have originally been completely board-and-batten clad, like its sister stations.

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47 Google Earth, 05.05.2015 (THA)
48 City of Markham, Heritage in Markham: Celebrating 40 Years of Preservation 2015: 56
49 Railway Station Report, HSMBC
9.0 Discussion of Contextual Value

9.1 SOCIAL MEANING

The Markham GO Station is considered an important resource and was considered a feature of a key architectural group through community focus interviews prior to the publishing of the HSMBC’s Railway Station Report for Markham GO Station.

The Markham Village Conservancy spearheaded the plans and funding campaign for the restoration of the building subsequent to the station’s closure in the 1990s and its undecided fate prior to the City of Markham acquiring the property and designating it under the OHA, and now facilitates the rental of the Paul Mingay Room and the Emery Waiting Room within the Markham GO Station for community meetings and events.

9.2 ENVIRONMENT

The Markham GO Station sits on a triangular site of just over 1.2 hectares (3 acres) of land, as originally acquired by the TNRC from Peter Reesor in 1871, between Main Street, Station Street, and the new housing development of Marmill Way. The site is owned by Metrolinx, with the exception of the station itself, owned by the Corporation of the City of Markham, and is designated under Part IV and Part V of the OHA.

The station is surrounded by parking, organized within three large lots. The main lot is directly adjacent to the station, surrounding it to the east and south, and accommodates 85 vehicles. The east lot, located to the east of Main Street North, north of the track bed, and the Beech Street lot, accessed from Beech Street at Main Street North and lining the west platform, respectively provide 159 and 169 parking spaces. All GO buses serve the station from the bus stop on Main Street N (Hwy. 48).

Large vehicular arteries that service large tracks of suburban developments now surround the station. The historic Main Street North (Hwy. 48) is a large north-south thoroughfare through Markham that now also provides access to and from the city by Highway 407 Express Toll Route, established in 1997.

The Station is located within the Markham Village HCD boundary (Figure 27). The Markham Village HCD consists of three sub-districts, namely: Vinegar Hill; Markham Village; and Mount Joy. Markham GO Station is located within the HCD’s Mount Joy sub-district, and is located between two historic creeks, Robinson Creek to the west and Bramble Creek to the east. Although there are 15 individually designated building within the Markham Village HCD, none are located directly adjacent

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50 City of Markham, Heritage in Markham: Celebrating 40 Years of Preservation 2015: 56
52 “Highway 407 Express Toll Route” http://www.thekingshighway.ca/Highway407.htm
the station. There are however impressive examples of a Second Empire home, a Vernacular home, a Cape Cod cottage, a fire station, and a Byzantine modern church (see section 5.0 for details).

There remain no traces of the industrial landscape that once surrounded the station. Two of the three tracks, the sawmill of lot 14 concession 7, built 1842 (Figure 28), the foundry (Peers Foundry) of lot 12 concession 7,\(^{54}\) and Reesor’s Marmill complex that once stood directly adjacent to the station, have all been demolished. The Reesor's Marmill, which included the previous Speight Wagon Co. warehouse, coal shed, and unidentified structures on the 1910 Fire Insurance Plan, as well as the 1929 expansion behind them with additional track (Figure 29), has been replaced by a platform to the west of the single track bed. The Beech Street parking lot, and a contemporary suburban development sitting on a winding Marmill Way.

9.3 FORMAL RECOGNITION

The Markham GO Station, is designated under Part IV and Part V of the Ontario Heritage Act, respectively as an individual heritage designation (1991: By-law 204-91) and designation within the Markham Village Heritage Conservation Plan (1990: By-law 120-90).

The Markham GO Station, is a designated heritage railway station under the Heritage Railway Stations Protection Act (1993: RSR-137).

\(^{54}\) A foundry, later thought to be Peers foundry, was located lot 12 concession 7 and operated by Isaac Mather in 1851, according to the census.
10.0 Data Sheet

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Markham GO Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor</td>
<td>Toronto - Stouffville Rail Corridor</td>
</tr>
<tr>
<td>Street Address</td>
<td>214 Main St. N</td>
</tr>
<tr>
<td>Community/Municipality</td>
<td>Markham, Ontario</td>
</tr>
<tr>
<td>Status</td>
<td>Active: The Emery Waiting Room and GO ticketing office are open Monday-Friday 5h25-8h45. The Emery and Paul Mingay Room can be rented for meetings and events.</td>
</tr>
<tr>
<td>Construction Date</td>
<td>1871</td>
</tr>
<tr>
<td>Construction Date Source</td>
<td>Markham Register of Property of Cultural Heritage Value or Interest; Railway Station Report, HSMBC</td>
</tr>
<tr>
<td>Date(s) of Addition(s)</td>
<td>1898; 1907-1910</td>
</tr>
<tr>
<td>Source for Date(s) of Addition(s)</td>
<td>Railway Station Report, HSMBC</td>
</tr>
<tr>
<td>Architect, Landscape Architect, and/or Builder</td>
<td>Toronto &amp; Nipissing Railway Company</td>
</tr>
<tr>
<td>Datum Type of GPS</td>
<td>TBD</td>
</tr>
<tr>
<td>Latitude or UTM Northing</td>
<td>Lat (° N) 43.882623</td>
</tr>
<tr>
<td>Longitude or UTM Easting</td>
<td>Long (° W) - 79.262555</td>
</tr>
</tbody>
</table>
11.0 Figures

Fig. 1 Markham, aerial view, showing location of Markham GO Station (Google/THA 2016).
Fig. 2  Markham GO Station, Aerial view (Google/THA 2016).
Fig. 3  Markham Station, 2016 (THA).

Fig. 4  The Markham Village Station and environs, n.d. (pre-1917), looking north (www.markham.ca).
Fig. 5 - Official opening of Toronto & Nipissing Railway Company, Toronto to Uxbridge, September 14th 1871 (Champion 1979: 275).

Fig. 6 1882 Ontario rail map, showing Toronto to Coboconk line history (Andreae: 129, THA).
**Fig. 7** 1793-94 Crown Deed map of Markham, with revisions by Abraham Iredell (Champion 1979: 82-83).

**Fig. 8** 1796 Map of Markham Township by William Berczy (Library and Archives Canada).
Fig. 9 1853-54 Map of the Township of Markham, showing location of Markham GO Station Champion 1979: 238-239).

Fig. 10 1860 Tremaine’s map of the County of York, Markham Township (oldtorontomaps.blogspot.ca).
Fig. 11  1878 Map of Markham Township, detail (Illustrated historical atlas of the county of York, Toronto Miles Co.).

Fig. 12  New Plant of Reesor's Marmill Ltd., Markham (Advertisement in the Lampoon, 1930: 20-21).
Fig. 13  Markham Village HCD, Mount Joy sub-district map (Markham Village HCD: Appendix I).
Fig. 14  Goad’s 1910 Fire Insurance Plan of the Town of Markham (Library and Archives Canada).
Fig. 15 Map of Mills in Markham Township, based on 1860 Tremaine’ Map, showing Lot 14, Concession 7 sawmill (Champion 1979: 117).
Fig. 16  Unionville Station, 7 Station Lane, Markham ON, 1993.

Fig. 17  Markham GO Station, chimney detail, 2016 (THA).
Fig. 18  Markham Station, 1900 (Markham Museum Collection).

Fig. 19  Markham Station, 1917 Postcard, Valentine & Sons, ca.1917, looking north (canada-rail.com).
Fig. 20  Markham Station, 1900, looking north-east (Markham Museum Collection).

Fig. 21  Markham Station, 1900, looking east (Markham Museum Collection).
Fig. 22  Markham Station, 1975, west facade (Markham Museum Collection).

Fig. 23  Utility building, 2016, looking west (THA).
Fig. 24 Boundary of Designated Area (by-law 204-91).
Fig. 25  Evolution of the site as seen through aerial photographs (Google/THA 2016).
Fig. 26   GO Transit shelter, 2016 (THA).
Fig. 27  Markham Village HCD Boundary (City of Markham).
Fig. 28 View south toward Markham Station, showing sawmill, n.d. (pre-1929) (Markham Museum Collection).

Fig. 29 Reesor’s Marmill near the station, n.d. (markham.ca).
## 12.0 Chronology

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1793-1794</td>
<td>First survey of the Township of Markham</td>
</tr>
<tr>
<td>1794</td>
<td>William Berczy, accompanied by Sommerfeldt, Joachim Lunau, and Franz Schmidt, accepts a grant of 64 000 acres made by Simcoe and his Executive Council.</td>
</tr>
<tr>
<td>1796</td>
<td>Berczy’s survey of the Township of Markham</td>
</tr>
<tr>
<td>1804-05</td>
<td>Lot 13, Concession 7 purchased by Peter Reesor for 330 Pounds</td>
</tr>
<tr>
<td>1805</td>
<td>Land of Markham Township likely included in later negotiations of 1805 concerning the Toronto Purchase from the Mississaugas</td>
</tr>
<tr>
<td>1806</td>
<td>Lot 14, Concession 8 purchased by William Robinson; a tannery once stood on the frontage of lot 13</td>
</tr>
<tr>
<td>1809-10</td>
<td>Lot 14, Concession 8 purchased by Abraham Ramer; William Robinson also purchases Lots 12 and 13, concession 8</td>
</tr>
<tr>
<td>1832</td>
<td>William Robinson purchases Lot 12, Concession 7, where he establishes his second tannery; The Ramers purchase Lot 15, Concession 8 and Lot 14, Concession 7</td>
</tr>
<tr>
<td>1842</td>
<td>Sawmill built on the Springdale farm, lot 14 Concession 7, operated by Jonas Ramer (b.1827, son of Peter Ramer) for 62 years.</td>
</tr>
<tr>
<td>1868 March 4th</td>
<td>Incorporation of the Toronto and Nipissing Railroad (TNRC) under Act 31 V Chapter 41 of the Province of Ontario</td>
</tr>
<tr>
<td>1871 July 1st</td>
<td>First section of TNRC line, extending 31 miles from Scarborough to Uxbridge, opens</td>
</tr>
<tr>
<td>1871 April 27</td>
<td>First Toronto and Nipissing Railway train from Toronto to Uxbridge; first train passed through Markham Village</td>
</tr>
<tr>
<td>1871 Sept. 14</td>
<td>Formal opening of the Toronto and Nipissing railway</td>
</tr>
<tr>
<td>1872</td>
<td>The T&amp;N Railway line between Toronto and Coboconk reached its full length of just over 78 miles</td>
</tr>
<tr>
<td>1873</td>
<td>Planning mill developed from an existing sawmill, and the Speight wagon and cabinet factory</td>
</tr>
</tbody>
</table>

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55 Champion 1979: 13  
56 Champion 1979: 249  
57 Champion 1979: 6  
58 Ibid.: 249  
59 Ibid.: 249  
60 Ibid.: 7  
61 Ibid.: 249  
62 “Unionville Train Station” in the Economist & Son (1973)  
63 Ibid.  
64 Markham Railway Depot, Markham Economist and Sun, (June 19 1967): 19  
65 Ibid.  
66 Railway Station Report, HSMBC  
67 Ibid.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1879</td>
<td>Jonas Ramer purchased the farm from his father in 1879</td>
</tr>
<tr>
<td>1882</td>
<td>Amalgamation of T&amp;N Railway with the Midland Railway of Canada</td>
</tr>
<tr>
<td>1882, March 10th</td>
<td>Speight Manufacturing Company of Markham Limited is incorporated</td>
</tr>
<tr>
<td>1884</td>
<td>Jonas Ramer first subdivided the Main Street frontage into what he advertized as “Suburban Lots” in 1884</td>
</tr>
<tr>
<td>1884</td>
<td>Scarborough - Coboconk line leased to the Grand Trunk Railway</td>
</tr>
<tr>
<td>1890</td>
<td>Speight Manufacturing Company of Markham Limited is sold. Thomas Heys and James Speight younger brother, Thomas Henry Speight, bought the assets and reopened as the Speight Wagon Company</td>
</tr>
<tr>
<td>1893, April 3rd</td>
<td>Amalgamation of the Midland Railway of Canada with the Grand Trunk</td>
</tr>
<tr>
<td>1898</td>
<td>GTR repairs made to the Markham GO Station</td>
</tr>
<tr>
<td>1907-1910</td>
<td>A freight board and batten extension added 31 feet onto the southern end</td>
</tr>
<tr>
<td>1910</td>
<td>The Speight Wagon Company is bought by Port Arthur Wagon Company and liquidated</td>
</tr>
<tr>
<td>1915</td>
<td>Mount Joy is annexed to the Village of Markham</td>
</tr>
<tr>
<td>1923</td>
<td>Grand Trunk Railway is absorbed into the government-owned Canadian National Railway (CNR)</td>
</tr>
<tr>
<td>1928</td>
<td>Portion of the line between Stouffville and Zephyr abandoned</td>
</tr>
<tr>
<td>1929</td>
<td>Reesor’s Marmill is expanded</td>
</tr>
<tr>
<td>1990s</td>
<td>Markham GO Station closed to the public</td>
</tr>
<tr>
<td>1990</td>
<td>The Markham Village Heritage Conservation District (HCD) is formerly recognized and designated under Part V of the OHA</td>
</tr>
<tr>
<td>1991</td>
<td>The Markham GO Station is formerly recognized and designated under Part IV of the OHA</td>
</tr>
<tr>
<td>1999</td>
<td>The Canadian National Railway Company deeded 214 Main St. N to the Corporation of the Town of Markham</td>
</tr>
</tbody>
</table>

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68 “Mount Joy and Historic Peter Street,” Plaque on site
69 “Unionville Train Station” in the Economist & Son (1973)
70 “Markham Village Heritage Tour: Speight Wagon Company” www.markham.ca
71 “Mount Joy and Historic Peter Street,” Plaque on site
72 “Unionville Train Station” in the Economist & Son (1973)
73 “Markham Village Heritage Tour: Speight Wagon Company” www.markham.ca
74 “Unionville Train Station” in the Economist & Son (1973)
75 Railway Station Report, HSMBC
76 Railway Station Report, HSMBC
77 “Markham Village Heritage Tour: Speight Wagon Company” www.markham.ca
78 Railway Station Report, HSMBC
79 Toronto and Nipissing Railway (Markham Museum & Archives), n.d.
80 Champion 1979: 125
81 City of Markham, Heritage in Markham: Celebrating 40 Years of Preservation 2015: 56
82 By-law 204-91 Affidavit (2000)
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>Cheque for $75,000 presented to the Markham Village Conservancy from the Ontario Trillium Foundation for the restoration of the station&lt;sup&gt;83&lt;/sup&gt;</td>
</tr>
<tr>
<td>2001</td>
<td>Anticipated date of completion for the restoration of Markham GO Station</td>
</tr>
<tr>
<td>Nov. 4&lt;sup&gt;th&lt;/sup&gt;</td>
<td>Markham GO Station is reopened&lt;sup&gt;84&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>83</sup> Dianne More "I think I Can, I Think I Can..." in *The Village Voice*, Vol 2 No. 3 (Fall/Winter, 2000)
<sup>84</sup> Ibid.
13.0 Bibliography

Published Sources


City of Markham. *Heritage in Markham: Celebrating 40 Years of Preservation 2015*. Markham, Ont.: Heritage Markham, 2015.

Reports & Papers


*List of Voters for the Municipality of the Township of Markham*. (John Stephenson, Township Clerk), 1896.

The Toronto and Nipissing Railway Company. *Capital and Budget Breakdown*, 1868.

TATOA, Annual Report 1982-83

*Toronto and Nipissing Railway* (Markham Museum & Archives), n.d.


Articles

“Markham Railway Depot,” in the *Markham Economist and Sun* (June 19 1967)


More, Dianne (Markham Village Conservancy). "I think I Can, I Think I Can..." in *The Village Voice*, Vol 2 No. 3 (Fall/Winter, 2000) (Markham Village Conservancy)

Plaques

“Mount Joy and Historic Peter Street,” Plaque on site.
Online Sources

“214 Main St. N”, in the Markham Register of Property of Cultural Heritage Value or Interest
www.markham.ca

“Highway 407 Express Toll Route” http://www.thekingshighway.ca/Highway407.htm


“Markham Village Heritage Tour: Speight Wagon Company” www.markham.ca

“Narrow Gauge for Us” http://www.railwaypages.com/narrow-gauge-for-us
Appendix I: Historic Sites and Monuments Board of Canada

Heritage Character Statement: Former CNR Station

Markham, Ontario
HISTORIC SITES AND MONUMENTS BOARD OF CANADA

HERITAGE RAILWAY STATIONS

HERITAGE CHARACTER STATEMENT

Former CNR Station
Markham, Ontario

Erected by the Toronto and Nipissing Railway Company (T&N) in 1871, this station was later acquired by the Canadian National Railways (CNR). Half of the building is currently leased by GO Transit. The other half is leased to an antique store. Refer to Railway Station Report 137.

Reasons for Designation

The railway station at Markham has been designated a heritage railway station because of its historical, architectural and environmental importance.

The Markham station is a rare survivor of the brief era of narrow-gauge railway construction, and represents the role played by feeder lines in village development. The T&N Railway, which began operation in 1871, was the first publicly operating narrow-gauge railway in North America. It converted to standard gauge in 1883. As a feeder line into Toronto, the T&N drew agricultural products and lumber into the port of Toronto that had previously been sent to smaller centers, thereby helping to consolidate Toronto's position as the principal shipping port for western Ontario. A well-established community by the mid-19th century, Markham received an additional economic boost with the arrival of the railway. Markham became a shipping point for local agricultural produce, and small industries also appeared.

In style and size, the Markham station is a good representative of the family of modest stations built by the T&N. It is a wood frame building, which originally derived its picturesque visual appeal from attractive but modest wooden ornamentation, and from polychromatic paintwork. Several of the modest but attractive details of both the interior and the exterior remain, despite some unsympathetic alterations.

Much of the original setting remains, although the ancillary buildings are now gone. The sense of a small industrial complex is maintained, thanks to the survival of some of the neighbouring industrial buildings that were originally
dependent upon the existence of the railway. The building is considered a key landmark by Markham citizens; it has been designated under the Ontario Heritage Act and is included in the Markham Village Heritage Conservation District.

Character Defining Features

The heritage character of the Markham station is defined by its overall form, wood detailing, clear division of functions, and by its profile in the landscape.

A dominant quality of the station is its long, regular mass broken only by the shallow operator’s bay. The gabled roof extends slightly over the platform to provide shelter, carried on exposed rafters which are supported on the track elevation by simple wooden struts.

The operator’s bay features a delicate, ribboned cornice with shapely brackets. Its detailing would benefit from being conserved and repaired rather than replaced. The single chimney on the ridge still has its 19th century profile, and should be retained and repointed with an appropriate soft mortar as required. The semaphore apparatus above the operator’s bay together with existing wooden signage warrant preservation as artifacts of an earlier era of train operations.

Together with the operator’s bay, the original wooden two-over-two sash windows and diagonally-boarded double-leaf freight doors are an indication of the station’s earlier exterior treatment. As built, the station had wood siding (clapboard on the passenger end and board and batten on the freight side), a cedar shingle roof, domestic-scale doorways with transoms and sidelights, and a colour scheme that highlighted structural members and divided the building into a darker base with lighter walls. Much of the original colour and texture of the building are now obscured by "insulbrick" siding and asphalt shingle roofing, and the pattern of openings has been disrupted by the addition of a new door on the north end and two new openings on the east side. The main passenger door on the platform has been made smaller. Future development of the property should seek to return to traditional materials and finishes, based on remaining physical evidence and historic photographs. Any restoration or rehabilitation should be preceded by the investigation and correction of possible structural shifting and deterioration.

On the interior, historic materials have survived but in many locations have been overlaid with later modifications. Beaded tongue-and-groove paneling covers the walls and
ceilings of the public spaces, with fine ceiling and chair-rail mouldings. Tongue-and-groove board finishes, paneled doors and door mechanisms remain in the baggage area. Any rehabilitation of the building should respect its principal spatial divisions, traditional use of natural materials, and qualities of light and texture. The station’s heritage character would be better respected through a more sensitive integration of services and security fixtures.

The station benefits from its prominent location, clear sightlines, explicit relationship with the track at the intersection with Main Street, and the industrial character of its setting. The grounds are thought to have included a garden on the public side; reinstatement of this feature based on historic precedent would enhance the site.

March 1993