HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: **Canadian National Railways Station**
Maxville, Ontario

Source: **Heritage Research Associates Inc.**

RSR-213

INTRODUCTION

The Grand Trunk Railway (GTR) built the station that survives today in Maxville, Ontario (Figures 1,2) in 1910-11. Its site at the south end of King Street, just off Maxville's main street (Figure 3), was at the time the property of the Canadian Atlantic Railway Company (CAR).

This station served Maxville from 1910 to 1988. It was primarily a freight depot, with a design closely linked to a family of standard plans often used by the GTR across Canada. Over the years it has been a vital link between Maxville's producers and their markets in the large urban centres of Ottawa and Montréal. Today this station is also one of Maxville's oldest buildings.

When the CNR abandoned passenger service in 1983, VIA Rail assumed responsibility for passenger service. Maxville's station continued to be used for freight and maintenance purposes until service to the community was abandoned. Maxville's station closed on 1 October 1988.[1]

HISTORICAL ASSOCIATIONS

Thematic

Maxville's station was built in 1910-11 on a line the GTR had leased from the Canadian Atlantic Railway in 1904 to prevent it from falling into the hands of a competitor.[2] The GTR was not to acquire the CAR outright for another four years, but in 1911 it managed this line and a host of others to serve GTR interests. Its objective was simple and strategic: to establish and hold control of traffic in the surrounding district. Freight service was a particularly important element of this strategy.

The period before World War I was one of intense competition among Canadian railways. When the Laurier government approved construction of two new transcontinental railways in 1903, it

ended territorial monopolies. In the ensuing era, existing lines consolidated into major rail networks, and the large companies battled one another for control of every geographic area.

Small railways were gobbled up by large rail networks as part of this process. One of these small railways was the CAR. Maxville was situated on the initial CAR line between Ottawa and Montréal (Figure 2) completed by J.R. Booth in 1882. By the turn of the century the CAR also extended west, linking Ottawa to Depot Harbour on Georgian Bay near Parry Sound.[3]

The CAR's primary purpose was to move Booth's timber from Georgian Bay and the Ottawa Valley to markets in New England. As timber resources declined, the CAR switched to carrying western grain from Georgian Bay to Montréal. Its secondary purpose, however, was to provide service to the communities along its route. Booth was an enlightened entrepreneur who believed his interests were best served by assisting public betterment. One result of this attitude was that the CAR introduced public utilities in many communities it touched. Another was that the CAR assumed the initiative for forging economic links between points on its line. As a result, the CAR always operated at a profit.

It was, consequently, a plum in the competitive early 20th century railway market. When an aging Booth indicated he was ready to sell, the GTR quickly scooped up the line. Its general manager, Charles Melville Hays, believed "that the way to greater profit lay in expansion."[4] The GTR initially minimized its costs by taking an operating lease on the CAR until a price could be negotiated. The CAR provided the GTR with routes through a broad swathe of inland Ontario that, until the 20th century, had appeared an inconsequential backwater. With the new emphasis on transcontinental service, these lines offered a short route between the harbour in Montréal and the west.

When the GTR took control of the CAR in 1904, freight service was the Ottawa-Montréal line's bread and butter. Booth had developed the line to pay for itself, and he understood well the principles of profit. On a larger scale, the GTR was itself beginning to realize that freight revenues were critical to its operation. When the GTR took stock of recent changes at the turn of the century it found that:

> In Ontario hundreds of secondary industries had sprung up along both main and branch lines, converting hamlets into villages, villages into towns, towns into cities. Areas which formerly had yielded only dribbles of traffic suddenly began to provide substantial volumes of freight. In October 1902 [Chairman Sir Charles] Rivers Wilson reported: "During 1901 not less than 115 new industries were established along our [GTR] lines in Canada and 51 industries along

> the lines of the Grand Trunk in the United States, with a total capitalization of $7,526,000."[5]

While this new business decreased the cost of line operations and made freight transport more profitable, the GTR was forced to compete more strenuously for it. The new secondary industries shipped larger and more regular volumes than small farmers, but they demanded preferential rates and excellent service. The GTR initially balked at these demands, and "emerged in many minds ... as an arrogant and impersonal organization, contemptuous of its customers and arbitrary in its behaviour."[6]

The GTR fought hard to redress this image in the period before World War I. By 1911, when Maxville's station was built, the GTR had regroomed its entire operation to emphasize freight service. A company brochure on The Grand Trunk System published in 1911 states:

> freight traffic has increased by such wonderful bounds during the last few years that a perfect system of manifest fast freight trains is operated with the greatest satisfaction to shippers from all points. Numerous new stations have been erected, some of the finest freight sheds in the world have been built at different points where traffic is heaviest, and extensive improvements have been made on the double-track work over the entire system.[7]

Freight was also the service emphasized when the GTR's subsidiary, the Grand Trunk Pacific Railway (GTPR), was finally built in 1908-11.

The GTR's successor, Canadian National Railways (CNR), also had a major stake in the movement of goods. Its role in the interwar era was aptly described by the company's own magazine in 1923:

> The Canadian National Railways System ... is a great factor in the daily life of all those who live in this Dominion. It furnishes transportation to the manufacturer and to the farmer, and to all those who are in engaged in the various forms of industry.[8]

Maxville's station is associated with the era of intense railway competition in the years before World War I. It serves as an example of the consolidation and rationalization of lines as major transcontinental networks were formed. It provides evidence that freight was recognized as a valued cargo in small communities as well as large ones in an era of railway competition that knit Canada into an integrated economic unit.

Local Development

In 1910-11 when this station was built, Maxville was "perhaps the principal intermediate station in the Canada Atlantic Railway."[9] The town itself was an agricultural and lumbering service centre in southeastern Ontario with a population of about 800.[10] Its prosperity was based upon its links with the railway, for it served as a transshipment point for local products travelling to the large urban markets in Ottawa and Montréal.

Maxville was settled by second generation Scottish Canadians around 1870, as the sons of nearby Glengarry settlers sought land of their own.[11] It quickly grew prosperous when Ottawa lumberman J.R. Booth completed the CAR in 1882, providing a direct line from Ottawa to Montréal through inland eastern Ontario. In 1881, Maxville was a small village. Lovell's Ontario Directory for 1882 recorded that it had a population of 150.[12] With the railway came a boom bringing new growth.

> Preparations are being busily pushed forward for the erection of buildings at Maxville. Village lots have been in brisk demand and the prospects promise fair for this being quite a trade centre. A number have already been purchased for the purpose of starting stores.[13]

By the time the first CAR station (Figure 4) opened in 1882, "the amount collected for freight there exceeded by $80 any other station along the line."[14] Not a small part of this was due to Maxville's new construction as the village moved into a period of strong growth prompted by the railway. As one local historian has stated, "The building of the Canada Atlantic Railway to all purposes fathered Maxville."[15] By 1891 when Maxville incorporated as a village, its population had grown to 800.[16]

Maxville remained a consistent size until the 1940s.[17] In the intervening years, its economy adapted to meet the needs of the urban markets it served in Ottawa and Montréal. At the end of the 19th century, Maxville contained a foundry, a tanning mill, additional grist mills, a furniture and wood-turning mill, and a marble works. Early in the 20th century (Figure 5) it was "noted for the excellent products of the dairy."[18] Borden's Farm Products (Figure 6) opened a branch plant dairy in Maxville in 1914 to buy local milk for consumption by its Montréal customers. Numerous cheese factories also thrived in neighbouring Glengarry County.

In the midst of this prosperity, Maxville's station was destroyed by "the first great fire of Maxville"[19] on July 5, 1910. As citizens panicked, the GTR telegraph operator clicked an S.O.S. to Ottawa while the station burned under his feet. Damage to the village ultimately totalled over $100,000. The railway lost its station, its platforms, its track, and five box cars of pressed

hay, damage to a value of $20,000. It is not surprising that the GTR rebuilt its station in brick (Figure 7).

Maxville's new station was constructed quickly to resume shipment of local products, and life continued much as before. In the years that followed, the town increasingly assumed a branch plant function for Montréal and Ottawa companies. In this, its rail line both enabled and drove Maxville's prosperity by supplying an essential connection to distant markets.

The railway continued in this role until the 1950s when "The 'Good Roads' movement ... struck Maxville from all sides."[20] Extensive highway construction began in the late 1950s, and today roads have replaced rail as the tie to urban markets.

While the principal role of Maxville's station was as a freight shipment centre, it has served as the community's passenger entrance and exit point. Local historian John Graham Harkness has made much of the exodus of Glengarry's population on the railways between 1880 and 1914, and the final stage of the migration occurred from this Maxville GTR station. Maxville soldiers, too, departed for Europe in both World Wars and returned home to this station. In recent years, the Maxville station has also greeted summer visitors arriving to celebrate their Gaelic roots at Maxville's Highland Games.

ARCHITECTURE

Aesthetic/Visual Qualities

Maxville's station (Figure 7) was built in 1910-11. Its design is one of a family of simple standard plans used by both the GTR and its subsidiary, the Grand Trunk Pacific Railway (GTPR), in the years before World War One.

These plans have roots in a 1906 GTR plan which was used almost exclusively in southwestern Ontario. It is represented at West Toronto (RSR 141, Figure 8) by a small station, rather complex in composition. In the years that followed, the ethos of this design was retained but drastically simplified to create a new family of standard plans.

The standard plans in this new family were all for modest buildings. Together they had an aesthetic unity defined by a common massing, reliance on a dominant simple roof form, and definition of core apertures. The end facades of buildings in this family are equally sized, and railway historian Charles Bohi comments that while its "dimensions might vary from depot to depot", the massing of the design always remains "rather narrow."[21] This narrowness was a common feature of the entire plan family (Figures 9, 10).

The key to these designs is their track facade (Figures 8, 11, 12). From the track, each of them can be bisected both vertically and horizontally. Vertically, they can be halved at the eaves into roof and body portions. This split is fairly common in railway station design, as is the further definition of the lower third of the station body by a stringcourse and the vertical termination of its apertures in a single line. Horizontally, they can also be halved into passenger/staff and freight portions from the track. The freight portion has a double door facing the track. The passenger/staff section is characterized by a door between the freight portion and the bay, the telegrapher's bay, then a second door. This simple configuration provides a core which was customized to suit local needs.

By 1910 this basic form had been used to create at least three standard plans. One of them was the GTPR's Plan A or E, also known as Plan 100-152 (Figure 11),[22] of which "Over 200...stations were built ... between 1910 and 1916."[23] Apparently, this plan was popular because it was both flexible in application and cheap to build. Its track facade has a distinctive windowed semi-hexagonal gable and telegrapher's bay combination that is easily recognizable. It has been claimed that the design for this station was prepared in 1908, although no examples built before 1910 have been identified.[24] Railway historian Ron Brown attributes the design of this station to the GTPR's Chief Engineer, K.B. Kelliker, and dates its origin at 1910. As the GTPR was a subsidiary of the GTR, it is not surprising that such a plan would be drawn from GTR roots.

Both other standard plans of this family occur in 1910-11 in the stations of the GTR itself. One of them is the standard plan used at Maxville (1910-11, Figure 12), which also appears at Vars (1910-11, Figure 13) and Moose Creek (Figure 14), Ontario. This plan incorporates a flat triangular gable with a window over the eave line above the telegrapher's bay, creating a towerlike assembly (Figure 15).

Another GTR standard plan in this family was built at the Dublin (1910-11) and Hensall (1911, Figure 16), Ontario stations. These designs were prepared by L. Montague Watts in the Toronto Bridges and Buildings Department of the GTR in June 1912, and labelled Plan H-23. These stations have no gable above the roof line, but instead possess a recessed peak in the gable location which falls to incorporate the eave line in a short five sided tower.

GTR Ontario plans from this family share a common roofline that is distinct from that of the GTPR Plan A/E. It drops from the ridge to a flared peak forming a platform cover (Figure 9). The ridge ends are recessed from the outer walls of the building, with a triangular apex followed by a continuation of the flared platform eave found on the end facades. The underside of the eave is decorated by standard, simply shaped wooden brackets

(Figure 17), whereas the GTPR Type A/E station has no brackets at all.[25]

The visual impact of this group of stations is dependent upon roof form, rough texture, and applied details such as brackets. In Maxville, attention to these aesthetic "frills" is reduced to a minimum. The station's brackets and details are simply and inexpensively worked. The primary decorative element is the diamond shaped tile on the roof (Figure 15). Locally produced smooth red brick is used on the upper walls of the exterior in contrast to the rough texture generally utilized in the design of stations of this type. Maxville's station is a pared down, practical expression of this standard plan family.

Today Maxville's station retains its original characteristics. Alterations have been minimal. A freight door (Figure 18) on the rear facade has been changed into a single door and window combination with an accompanying metal stairwell. The elevated platform that once extended to the bottom of the freight doors on the track side of the building (Figures 7 and 19) has disappeared. Although the building is no longer occupied, there is little obvious exterior deterioration.

Functional/Technological Qualities

Maxville's station was built with the practical movement of freight as a primary consideration. Its freight section was double sized, with two sets of loading doors front and rear (Figures 18 and 20), and a huge loading ramp at wainscott level across the track side freight bay (Figures 7 and 19). A similar platform probably also existed on the rear as the timber support for it can still be seen today. Functionality, particularly that associated with the movement of goods, was the major consideration in the design of this station.

All of the standard plans in Maxville station's design family share an emphasis on the movement of freight. This priority is underlined in their layout and in the finishes they exhibit. Every one of these stations contains a large freight bay which occupies half of the ground floor space. In Maxville, as elsewhere, this area was roughly finished (Figure 21).

Next to the freight area in Maxville was the ladies' waiting room. Beside it was an agent's office, then a large general waiting room on the extreme east end of the building. This same configuration is evident in all stations of this plan family. Most examples, however, contain waiting rooms half the size Maxville's. It is interesting to note that this floor plan could be adapted to accommodate living quarters when required (Figure 22).

The staff/passenger areas of these stations were uniformly finished with vertical wood siding (Figure 23) and hardwood floors. The original vertical sidings are still visible at

Maxville. They are of two types: a narrow lapboard in the ladies' waiting room area, and a wider cove siding in the rest of the station.

In recent years, Maxville's waiting rooms have been subdivided by a beaverboard wall to provide offices (Figure 24). The original siding was left on the outer walls of these offices, while the public waiting room was "modernized" with a lowered ceiling and new beaverboard walls.

Maxville's station has a partial basement under the west end of passenger section. There is also a chute for coal on the floor of the freight area, indicating it was stored in the crawl space below. Today the station has an electric furnace.

This station was probably one of the first in Canada to possess a telephone. Thanks to Booth, its predecessor had been the site of the village telephone switchboard.[26] In 1909, just before this station was built in Maxville, the Board of Railway Commissioners had decided:

> If the telephone company's instruments are in general use in the district surrounding the station in question, and it appears that the installation of a telephone in the station would be of substantial convenience to the public having business with the railway company, and would not be unduly oppressive or inconvenient in the railway company, ... the Board should grant the application.[27]

After this, many stations in Canada acquired telephone facilities as a form of public service. A telephone was installed in Maxville's station from the outset.

ENVIRONMENT

Setting

Maxville's 1910 GTR station is on the same site as its predecessor, the 1882 CAR station. It is situated on King Street (Figures 3, 25), just a short step away from the town's Main Street. While the station and Main Street are visible from one another, they are also parallel. The two are joined by Mechanic's Street West, a subsidiary off the village's major traffic route.

Until it burned in 1921, the Ottawa House hotel was located on Mechanic Street West, conveniently tucked out of sight in what was an aggressively "dry" town during prohibition.[28] In 1949 the village built its new Community Hall on the same stretch of road. The station was, therefore, functionally linked to the

main commercial activity of Maxville even though it was not in the midst of it.

Instead, it was the heart of a small industrial and warehousing area. A 1925 Fire Insurance plan of Maxville (Figure 25) shows that two sawmills and a creamery were located along the tracks near the station. There were cattle pens on the western edge of the station yards. All of these facilities were constructed nearby to expedite the shipment of local products. This pattern continued into the 1970s and 1980s, as the Maxville station is flanked on three sides with grain elevators today. At least one of these was once served by a separate siding which has now disappeared.[29] Maxville's station complex itself housed a separate freight shed, located to the west of the station. This is visible in Figure 22, but it has since been demolished.

There is little indication Maxville's station site was ever groomed as either a local or a railway showpiece. Instead, the station grounds are relatively flat, characterized by a large parking area surrounded by residential lawns and grain elevators (Figures 9, 10). Electric streetlights have been a feature of its site since 1920-21 (Figure 19). Today, the station site is well maintained. A small plexiglass and steel shelter has been constructed by VIA just to the east of the station. It is separated from the station building by a narrow strip of grass and hedge. The Village of Maxville has built a senior citizens' home to the northwest of the station site.

Although Maxville was once heavily wooded, the town's history is peppered with "disastrous fires."[30] Both its landscape and its building stock have been repeatedly decimated (Figure 26). As a result, the railway station remains one of the community's few early structures.

Community Status

It is interesting to note that the histories of Maxville that date from the 1960s focus more on the historic fabric the community has lost by fire than on its surviving heritage buildings. The village's railway station received little attention until its future was threatened in the 1980s.

When the Maxville station closed on 1 October 1988, the building was boarded up and the community was informed that it was available for sale.[31] Since that time, Maxville citizens have considered various uses for the station, particularly its recycling as a senior citizens' centre. They approached the CNR during the town's centennial in 1991, but the CNR stated the station would have to be moved. Residents do not wish to see the station moved, but Maxville's Council continues to discuss its renovation as a community facility.[32]

The Province of Ontario has identified Maxville's station as a Class B building, an "architecturally significant station type... Locally significant and prominent historic building."[33]

Endnotes

1 Public notice of closure, found in the Maxville station during site visit made by Margaret Carter, 20 October 1992.

2 A.W. Currie, The Grand Trunk Railway of Canada (Toronto: University of Toronto Press, 1957), p. 417.

3 Duncan Johnston, Pins and Links: Canada Atlantic Railway, Old Boys' Reunion, August 19-24, 1935 (Ottawa: Donald H. Legate, 1935), p. 8.

4 W. Kaye Lamb, History of the Canadian Pacific Railway (New York: Macmillan, 1977), p.232.

5 G. R. Stevens, Canadian National Railways (Toronto: Clarke Irwin & Co., 1962), Vol. 2, p.241.

6 Stevens, Vol. 2, p.241.

7 The Grand Trunk System (Montréal: General Passenger Department, Grand Trunk System, 1911), p.5.

8 "The Land of Opportunity", in Canadian National Railways Magazine, November 1923, Vol. ix, No. 11, p. 11-12.

9 John Graham Harkness, Stormont, Dundas and Glengarry, A History, 1784-1945 (Oshawa: Mundy-Goodfellow, 1946), p. 153.

10 Province of Ontario Gazetteer and Directory, 1910-11 (Ingersoll: Union Publishing Co., 1910), p. 621.

11 Harkness, p. 128.

12 Lovell's Business and Professional Directory of the Province of Ontario (Montreal: John Lovell and Sons, 1882), p. 730.

13 Harkness, p. 151-2.

14 Harkness, p. 153.

15 Harkness, p. 127.

16 Ontario Gazetteer and Directory, 1892-93 (Toronto: Might's Directory Co., 1892), p. 836.

17 Ontario Directory, 1910-11, p. 621.

18 National Archives of Canada, Library, Merilees Collection, pamphlet 1255, The Tour Through Canada of HRH Prince Arthur of Connaught, pamphlet published by the GTR System, April 1906, n.p.

19 Centennial Book Committee of the Village of Maxville, Maxville: Its Centennial Story, 1991 (Maxville: Centennial Book Committee, 1991), p. 66.

20 Maxville Women's Institute, History of Maxville and Community (Maxville, Ont.: n.p., 1967), p. 13.

21 Charles Bohi, Canadian National's Western Depots (Toronto: Railfare Enterprizes, 1977), p. 47.

22 This design is described as GTP Plan 100-152, "Standard Type 'A' Station" by Leslie S. Kozma in his "A Building Survey and Brief Architectural Examination of Railway Stations in Alberta, 1883 to 1930", (manuscript prepared for Alberta Culture, 1976), p. 279. The same "Type A" designation is used by Ron Brown, The Train Doesn't Stop Here Any More (Peterborough: Broadview Press, 1991), p. 84. It is described by Bohi, p. 47-49, as a "Type E" station.

23 Bohi, p. 47.

24 Leslie S. Kozma in his "A Building Survey and Brief Architectural Examination of Railway Stations in Alberta, 1883 to 1930", (manuscript prepared for Alberta Culture, 1976), p. 279.

25 Leslie S. Kozma in his "A Building Survey and Brief Architectural Examination of Railway Stations in Alberta, 1883 to 1930", (manuscript prepared for Alberta Culture, 1976), p. 279.

26 Maxville: Its Centennial Story, 1991, p. 340.

27 "Telephones in Railway Stations", The Railway and Marine World, July 1909, p. 453.

28 Harkness, p. 127.

29 Sean Gill, Bridges and Buildings, St. Lawrence Region, CNR, interview during site visit, 20 October 1992.

30 Maxville Women's Institute, p. 12.

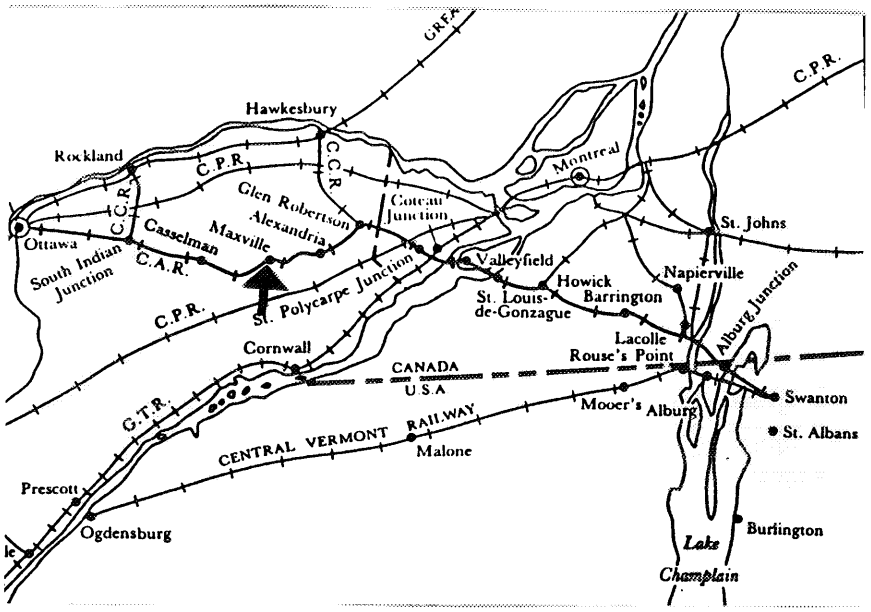
31 Marie Claire Gougeon, CNR, Montréal, telephone conversation, 16 October 1992.

32 Telephone interview with Mr. Gordon Winter, 4 January 1993. Mr. Winter was recommended as a knowledgeable source by the Village of Maxville, in letter of reply to Heritage Research Associates' query for information on community sources and attitudes towards the station, 19 October 1992.

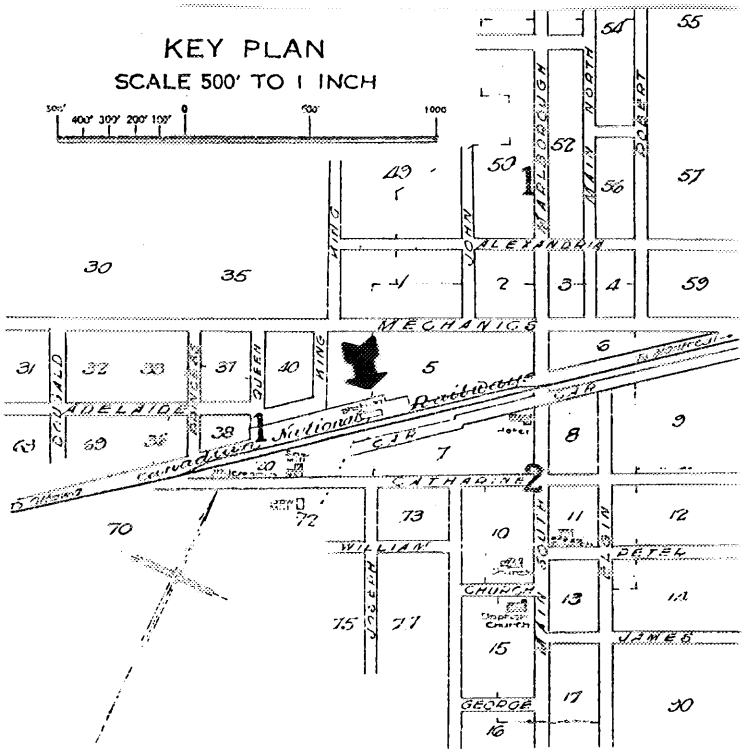
33 Ontario Heritage Foundation and Ministry of Citizenship and Culture, Ontario, Planning for Heritage Railway Stations, "Maxville" (Toronto: MCC, 1987).

CANADIAN NATIONAL RAILWAYS STATION, MAXVILLE, ONTARIO

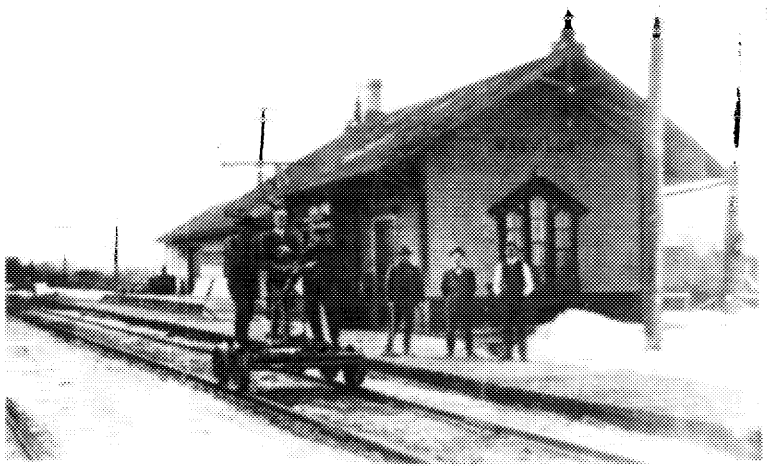
1 Canadian National Railways (CNR) station, built by the Grand Trunk Railway (GTR) in Maxville, Ontario, 1910-11. (Nancy Fairbairn, Heritage Research Associates, 1992.)



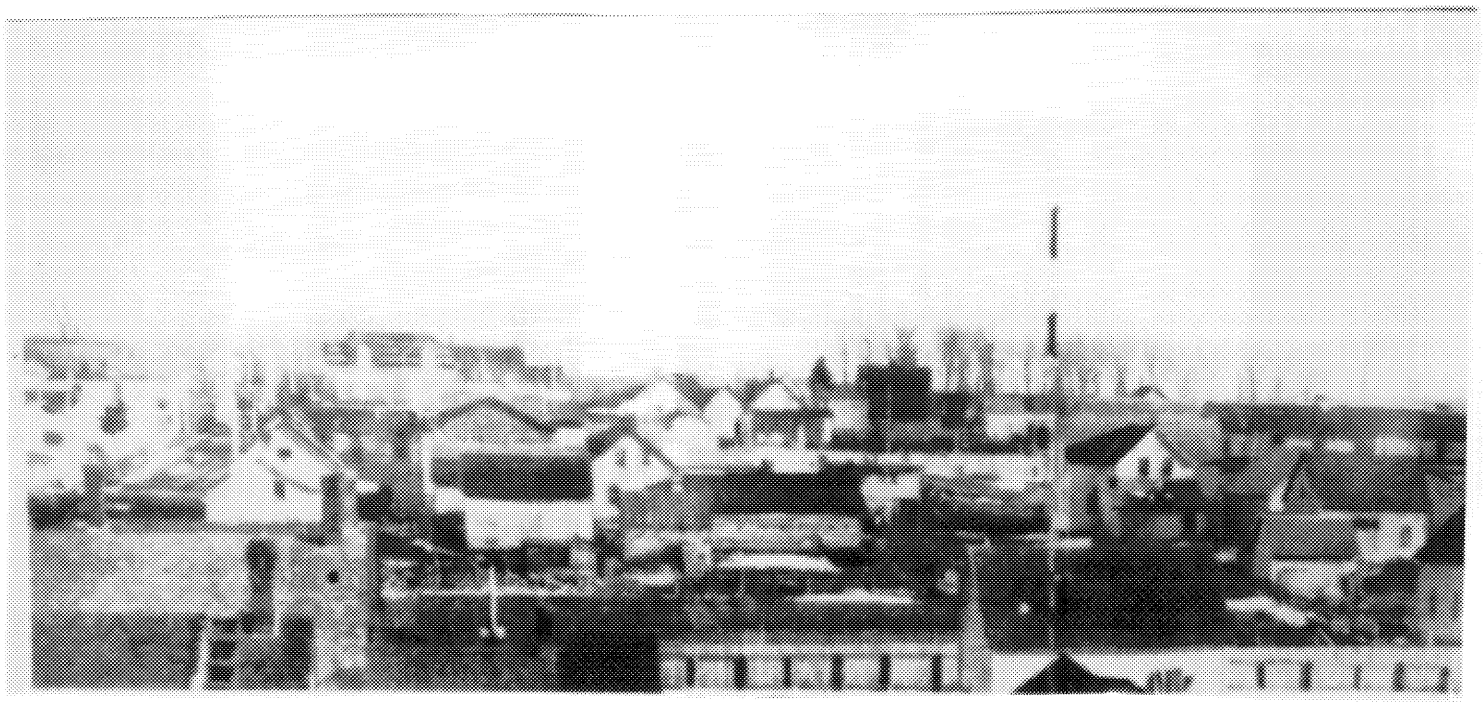
2 Railway map showing the route of the Canada Atlantic Railway. (Allan Bell, A Way to the West [Barrie, Ont.: L. Allan Bell, 1991], p. 133.)



3 1925 plan of Maxville showing station site in relation to the village. (National Archives of Canada (NAC), NMC 9547 1/2.)



4 Canadian Atlantic Railway station, Maxville, 1882-1910. (Centennial Book Committee, Maxville: Its Centennial Story [Maxville: Centennial Book Committee, 1991], p. 370.)

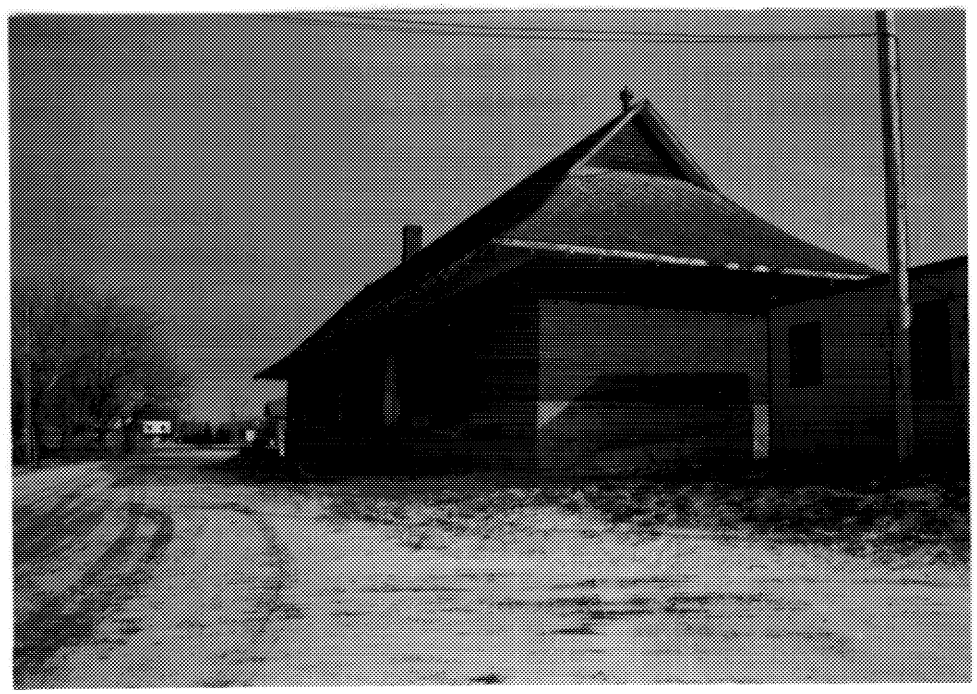


5 Maxville, 1907. (Centennial Book Committee, Kenyon Agricultural Society, [Cornwall: Onyx Printing, 1989], p. 21.)

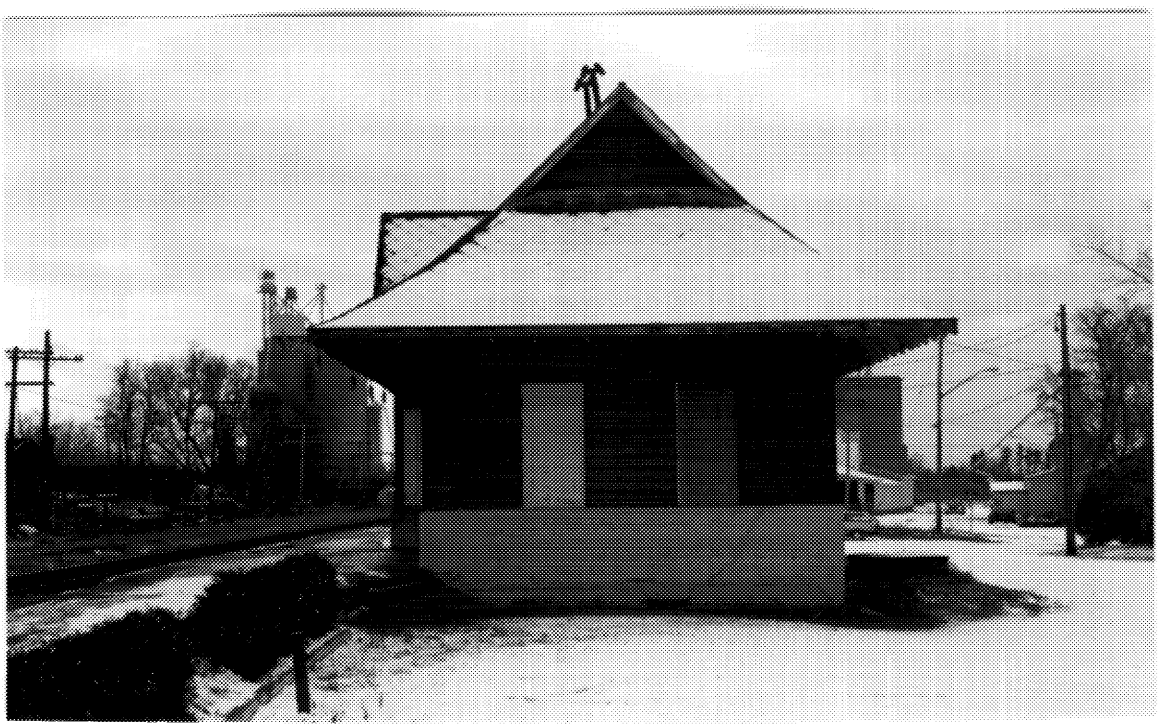
6 Borden's milk receiving plant, built in Maxville around 1948. This plant followed a much earlier plant built by Borden's in 1914, evidence that railway links spawned important prosperity in Maxville in the first half of the 20th century. (Clive and Frances Marin, Stormont, Dundas and Glengarry, 1945-1978 [Belleville: Mika, 1982], p. 199.)

7 GTR Station, Maxville, 1915. (NAC, PA 188650.)

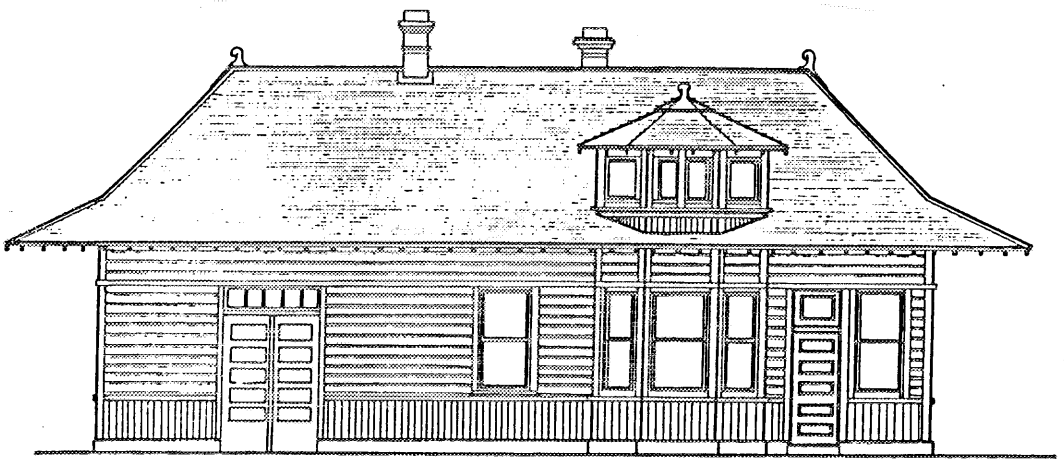
8 Although it was built in 1895, this station in West Toronto was adapted to conform to a common GTR configuration in 1906. Two other GTR stations of this plan, at Burlington and Jarvis, Ontario, were both built in 1906. This design provided the inspiration for the family of standard plans with which Maxville is associated. (Ron Brown, The Train Doesn't Stop Here Any More [Peterborough: Broadview Press, 1991], p. 73.)



9 West elevation of the Maxville station. This facade faces the town. (Nancy Fairbairn, Heritage Research Associates, 1992.)

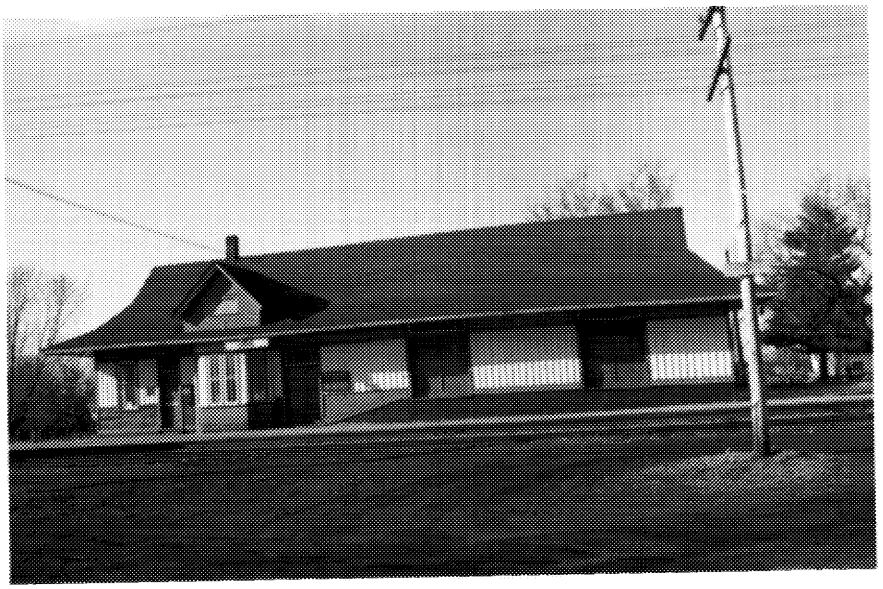


10 East elevation of the Maxville station. (Nancy Fairbairn, Heritage Research Associates, 1992.)



11 GTPR Standard Plan Type A/E, attributed to GTPR Chief Engineer K.B. Kelliker, and dated both 1908 and 1910. Track elevation. (Leslie S. Kozma, "A Building Survey and Brief Architectural Examination of Railway Stations in Alberta, 1883 to 1930", [manuscript prepared for Alberta Culture, 1976], p. 281a.)

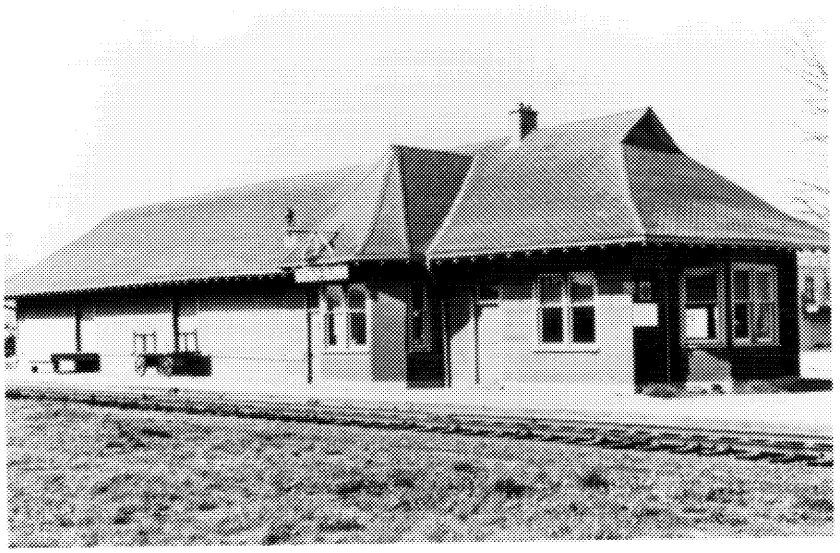
12 South (track) facade, Maxville station. (Nancy Fairbairn, Heritage Research Associates, 1992.)



13 GTR station, Vars, Ontario (now at Cumberland County Museum). This station has the same flat triangular gable as Maxville and is built in a combination of brick and wood. (Canadian Inventory of Historic Building, Phase 1, 06011700000065.)

14 Moose Creek station, moved in 1949, burned in 1955. This station has the same flat triangular gable as Maxville. (Marin, p. 199.)

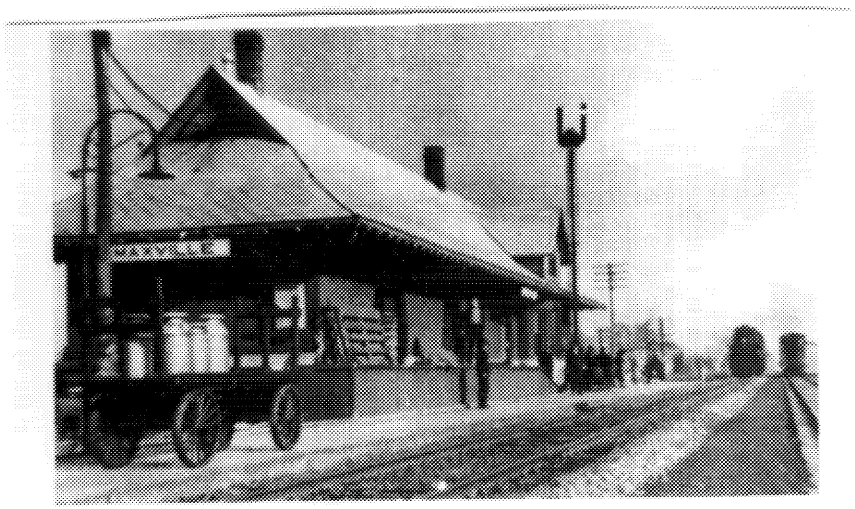
15 Bay and gable combination, Maxville GTR station. (Nancy Fairbairn, Heritage Research Associates, 1992.)



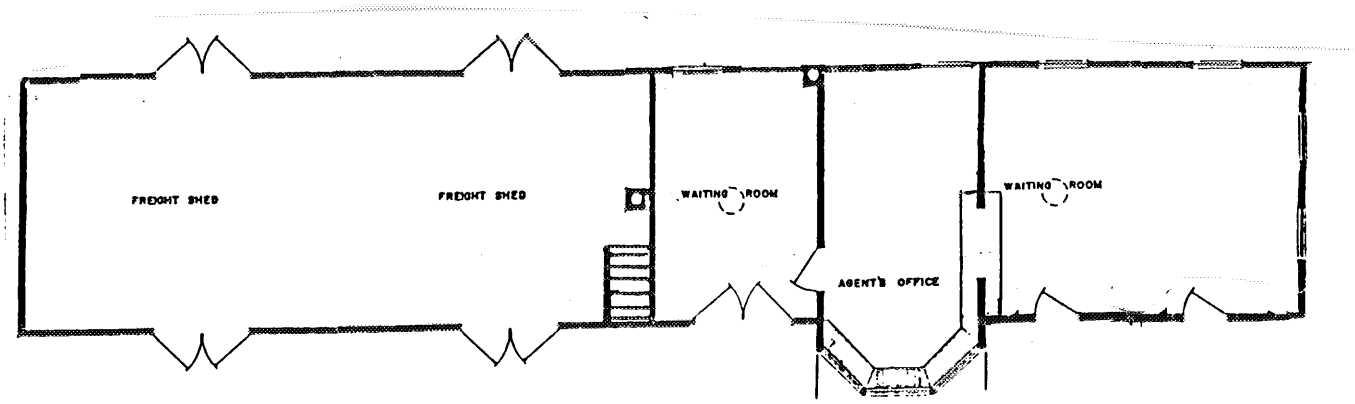
16 GTR station, Hensall, Ontario, built ca. 1911, demolished. This station follows the same design with a recessed five sided peak and no gable. (CIHB, Phase 1, 06003400000011.)

17 Brackets, GTR station, Maxville. (Nancy Fairbairn, Heritage Research Associates, 1992.)

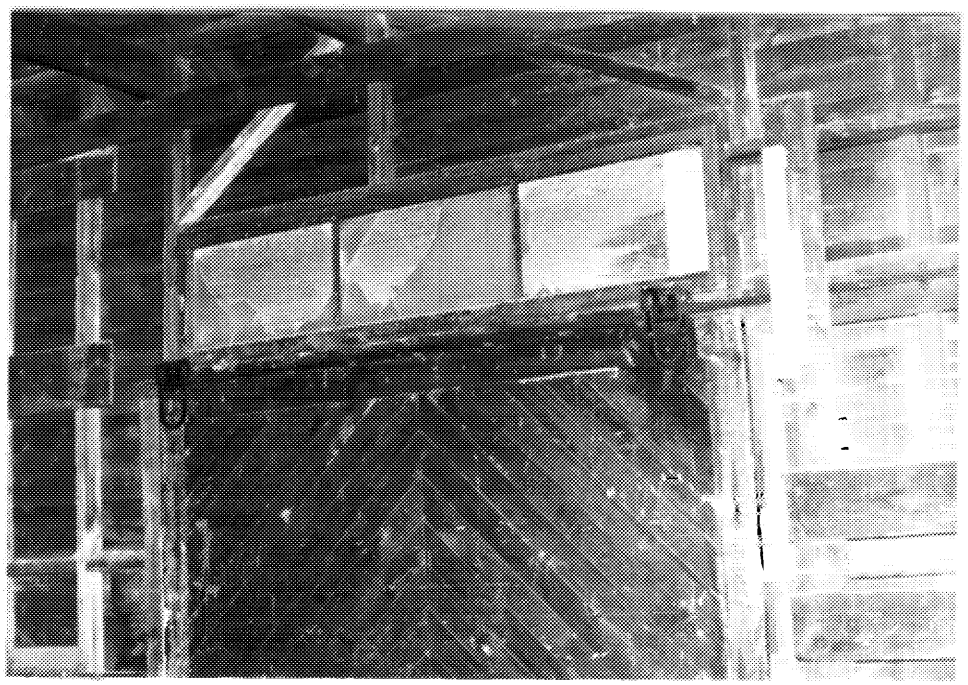
18 The east freight door on the north facade has been altered since 1973 when CIHB recorded the building. (Nancy Fairbairn, Heritage Research Associates, 1992.)



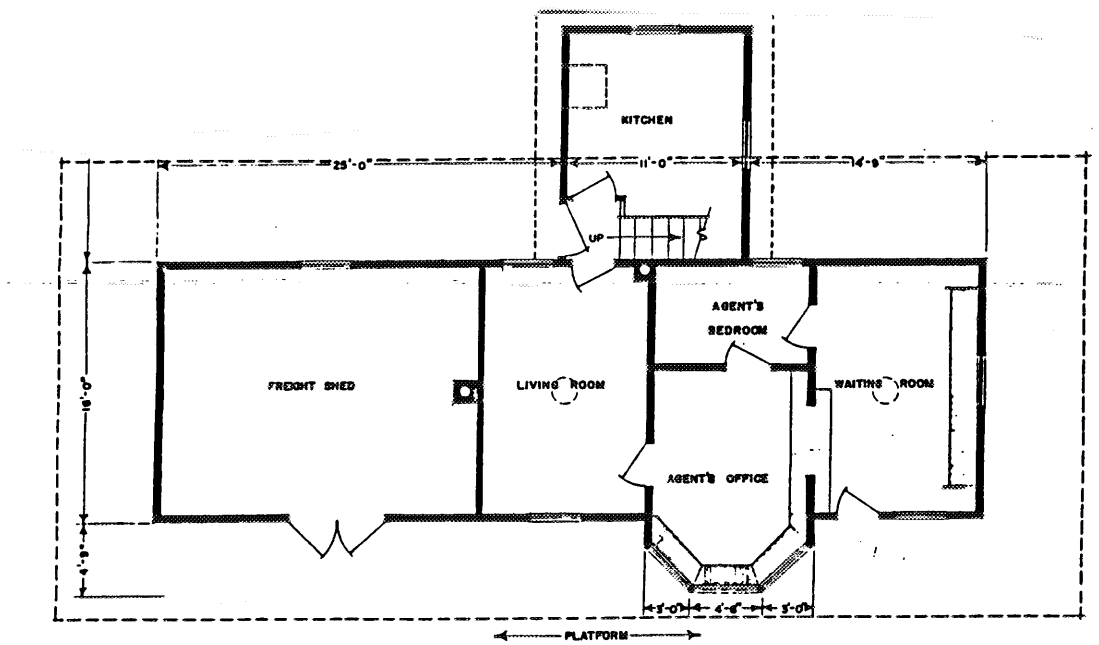
19 CNR station, Maxville, 1949. ("Maxville: Its Centennial Story", p. 370.)



20 Original floor plan, GTR Station, Maxville. (Composite prepared from on-site evidence and other standard plans.)



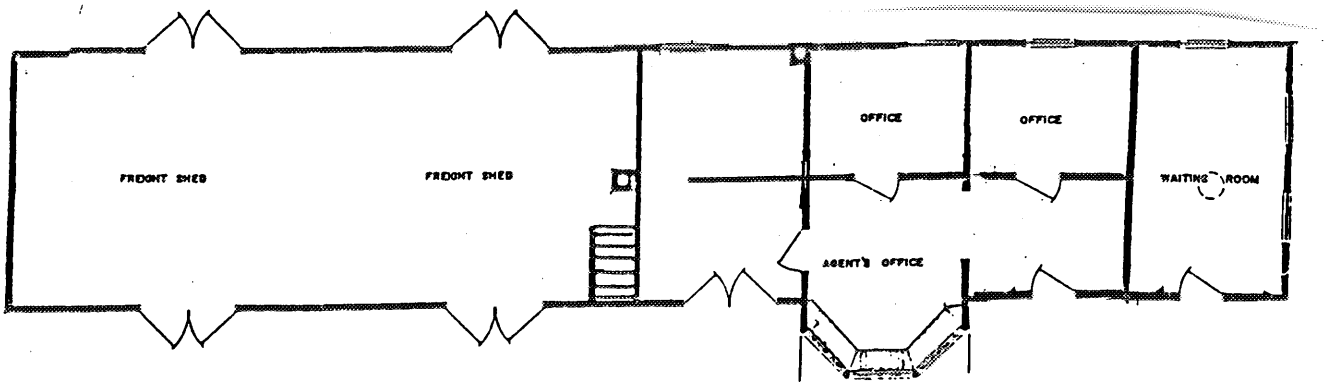
21 Interior, freight area, Maxville station. This area has interior siding 3/4 up the walls and is cross braced in the centre with an iron tie-rod. (Margaret Carter, Heritage Research Associates, 1992.)



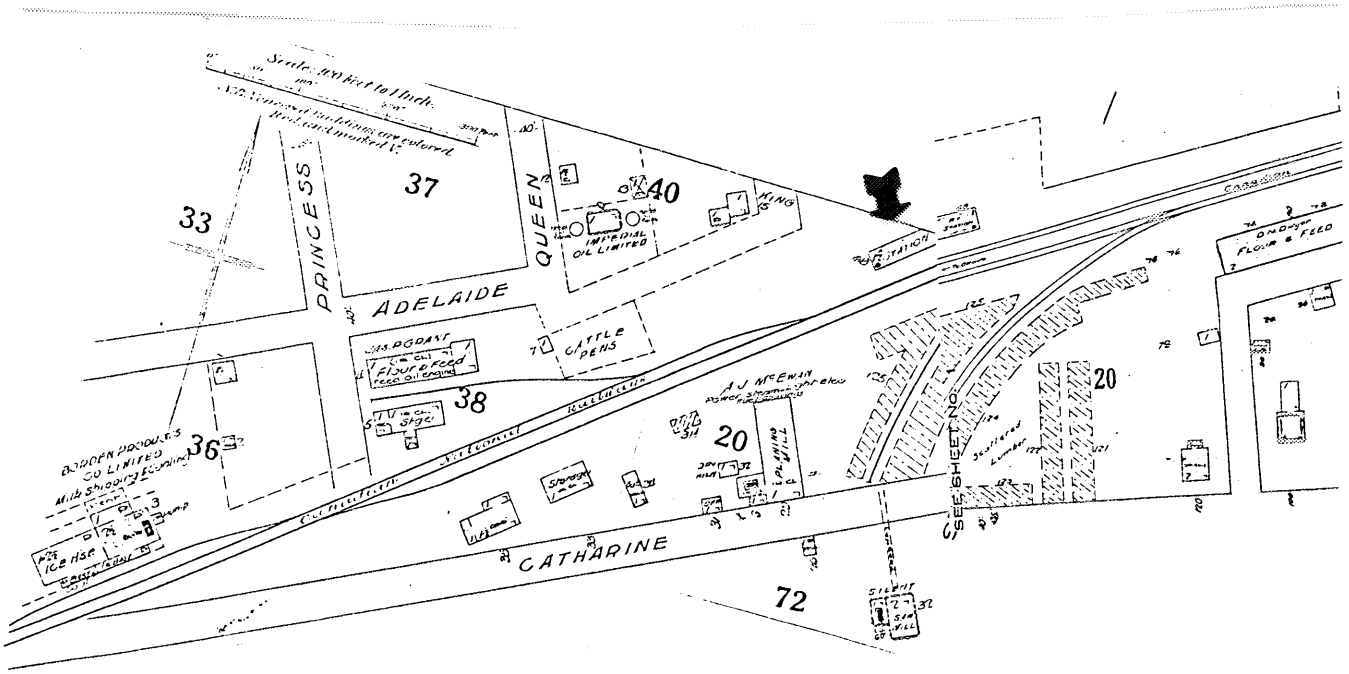
MAIN FLOOR PLAN

22 Floor plan, Grand Trunk Pacific Type A Standard Station, created by the GTR Design Department in Montréal. In other variations, the "living room" served as a Ladies' Waiting Room. (Kozma, p. 281b.)

23 Interior of Maxville's station showing an original door, and also above the door the two different sidings used as interior finishes for the building. (Margaret Carter, Heritage Research Associates, 1992.)



24 Present floor plan, CNR Station, Maxville. (Prepared as a result of site examination by M. Carter, October 1992.)



25 A badly matched compilation of fire insurance plan pages which nevertheless shows the disposition of the station site and its link to surrounding industries, 1925. (NAC, NMC 9547, 1/2 and 2/2.)

26 A photograph of Main Street West after Maxville's second "Great Fire" in 1914. ("Maxville: Its Centennial Story", p. 67.)