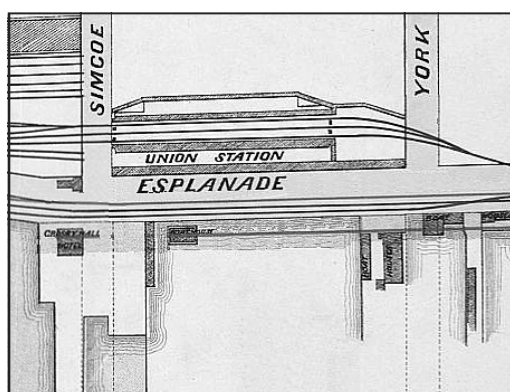


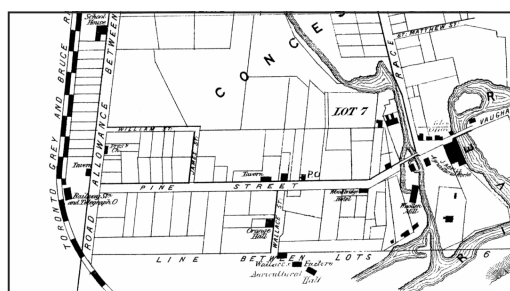
Queen's Wharf Freight Station in 1873. Cars were turned onto the wharf using turntables.

Toronto Public Library



The Second Union Station in 1884. The TG&BR platform was on the north side of the Station. The middle track of the three along the harbour, was dual gauge in 1873.

Toronto Public Library



Woodbridge

## Stations and Depots on the TG&BR mainlines

Maps from contemporary County Atlas's. Courtesy of Whitby Public Library, unless otherwise noted.

### *Toronto, Union Station*

The TG&BR used the facilities of the GTR in Toronto. When the GTR entered the city from the east in 1856 its station was at the Don River; but its western division built a station at Queen's Wharf at the foot of Bathurst St. In 1857 the two lines were joined at a temporary station at Bay St., and the Queen's Wharf station became a freight depot. In 1858 a wood frame first Union Station (for the GTR, GWR and NRC) was built a few yards west of York St., and the old building at Bay St. was torn down. When William Adamson asked, at the 1871 TG&BR Annual General Meeting, 'What position are we in with regard to station accommodation in the city?' John McMurrich replied that 'The warehouse at the Queen's Wharf is now ready for freight, and our passenger trains come into the Union Station. We only need an office there to make the accommodation complete.' The TG&BR acquired the GTR freight depot at Queen's Wharf as its freight station. Notable features were the turntables used to turn cars through 90° to access the wharfside tracks. New TG&BR engines were commissioned at the GTR shops, between Brock St. and Peter St. In 1871 engine stabling was leased at the nearby NRC shops. Early visitors to the line used a GTR train to Weston, but after April 1871 these excursions were by TG&BR train from Union Station. Regular mixed trains ran from Union Station to Orangeville after September 1871. Precisely which 'Union Station' was being used is unclear because at some point in 1871 the first Union Station at York St. was demolished, and a temporary building was put up at the west side of Simcoe St. This was done to clear the original site for construction of the second Union Station between York and Simcoe St. which was opened on Dominion Day, July 1st 1873. The TG&BR used a third rail in the northernmost indoor track. Three tracks lay to the south of the new station building, and after the GWR built its own station at the foot of Yonge St. in 1866 some of its trains stopped here for the convenience of passengers. One of these tracks had a third rail and it is possible that this was the track which connected the TG&BR and T&NR.

### *Weston Junction (9 miles)*

A sawmill was built here on the Humber River in the 1790's and the place became known as 'The Humber'. In 1815 miller James Farr renamed it Weston after his birthplace in Hertfordshire. The GTR placed a station on the east bank of the river in 1856. The TG&BR negotiated the right to lay a third rail in the GTR tracks to Weston but not to take business between Toronto and that place. In May 1871 it was proposed to establish a 'Union' station at Weston for transshipment of west-bound freight. In 1874 the inconvenience of sharing tracks led to a contract with Frank Shanly to build an independent TG&BR line from Toronto to Weston. The first TG&BR station was at Oak St. ¼ mile north of the junction. It was replaced in 1875, after the independent line was built, by another (½ mile south of the junction), close to the GTR station at John St..

### *Humber Summit (15 miles)*

Humber Summit grew in the 1840's around grist and saw mills on the Humber River owned by the Rowntree family. There was neither a village nor a Post Office at the location near the present junction of Steeles and Islington Avenues. Perhaps the flagstop was located in the hope of obtaining some traffic from the mills, but it cannot have been much because it does not receive a single mention in the TG&BR revenue accounts from 1872 to 1880.

### *Woodbridge (16 miles)*

Woodbridge has its origins in a Crown land grant of 1802. Arriving in 1837 Rowland Burr erected grist, saw, and textile mills on the Humber River and the settlement around them became known as Burwick. With the coming of a Post Office in 1855 the name was changed to Woodbridge to avoid confusion with Berwick in Stormont County. In 1862 John Abell established a business to manufacture steam engines and agricultural implements, and his Woodbridge Agricultural Works, on the west bank of the Humber River, employed nearly two hundred men at the time that the TG&BR arrived. The station was of the standard single storey, wood frame design located at the junction of Pine St. (now Woodbridge Ave.) and the VIIth Concession (Kipling Ave.). This was about 300 yds west of the modern CPR alignment.