Standard (Country) Station Designs

General

All way-station buildings consisted at minimum of an agent's office, a general waiting room and a baggage room. Many also featured any one or more of a ladies' waiting room, inside water closets, and a combination (i.e., larger than a baggage room), baggage and freight room (where a separate freight shed was not justified). Many included accommodation for the agent and his family, usually as an upper storey. Telegrapher's bays appeared around the turn of the 20th century for better trackside observation.

Portable stations and flagstop shelters were of more or less standard dimensions, usually either one-room or two-room. The details of the design would naturally vary, e.g., as to the overall dimensions themselves, the location, size and shape of the windows, and whether there was a door or merely a large opening. A trackside centre (usually) door, and windows facing up and down the line, were common. Unfortunately for the historical record, since flag stop shelters were comparatively modest structures, they were not often photographed, and were also very vulnerable to casual demolition.

Railway company designs

All railway companies had their own individual station designs as part of their "brand". It was common for them to be of a unique design or to have unique design features, but to vary in dimension and ornament in accordance with the railway's business needs and sometimes in the event of the local community's willingness (in its civic pride) to pay for extras, such as a tower or turret.

Grand Trunk Railway

The Grand Trunk Railway, for instance, was originally hallmarked with its masonry stations (their design attributed to the English railway architect Francis Thompson), such as have survived at Prescott, Ernestown, Napanee, Brighton (in brick), Port Hope, Georgetown and St. Marys Junction. (These are discussed in some detail in *Survivals*, at pp 51-68). As further examples, the Great Western Railway had a distinctive two-storey station design (of which Woodstock is about the only one to have survived). The Northern Railway of Canada had its distinctive round Gothic window design, believed to be that of its architect/Managing Director Frederic Cumberland (King City is the only survivor as Canada's oldest station, built in 1853/4). The Midland Railway had a similar round Gothic window design, with double windows at the ends (Fenelon Falls as a survivor). The Hamilton & North Western's hallmark was its bellcast roofs. The Wellington, Grey & Bruce Type A station had a wide-sided design with three spaced oblong windows. And so on and so forth.

The Grand Trunk Railway had absorbed all these lines (and many others) by 1889, so it inherited a wide variety of station buildings, most of them built of wood rather than of stone or brick. From around 1900 to the beginning of WWI, the GTR embarked on an ambitious station replacement program, made necessary because of fire, decay, or simply the need for a larger station. It was during this period that a pattern of latter-day GTR- identifiable station designs emerged. In some cases these were partial rebuilds, so that the building retained some of its previous owner's characteristics, but in general, a new series of stations sprouted up that had a distinct "GTR" imprint. To our knowledge, these have never been formally classified, but using replacement stations on the former N&NW system as a template, Charles Cooper has categorized them in *Hamilton's Other Railway* at pp 247 – 285:

Straight roofs (S)

Type S1: Gable roof. Examples: Port Dover GTR, Rymal, King Street (Hamilton, H&LE), Georgetown GTR (pre- and post- Hamilton-Allandale service), Inglewood N&NW, Caledon East GTR, Thornton GTR, Thompsonville, Everett, Glencairn, Avening (N&NW and CNR).

Type S1a: Gable roof with attached freight shed and/or waiting room(s), and/or with extended canopy(ies). Examples: Stuart Street (Hamilton, GWR), Georgetown GTR.

Type S2: Hip roof. Examples: Hagersville (H&LE) core building, Collingwood NRC (post-fire).

Type S2a: Hip roof with end gables. Examples: Milton, Alliston.
Type S2b: Hip roof with attached freight shed and/or waiting room(s), and/or with extended canopy(ies). Example: Collingwood NRC.
Type S3: Hip/(gable) roof. A short gable at the roof line, with a hip roof to the roof overhang. Example: Tioga.
Type S3a: Hip/(gable) roof with attached freightshed and/or waiting room(s) and/or extended canopy(ies). None on the H&NW system.
Type S4: Gable/(hip) roof. A short hip at the roof line, with a gable roof to the roof overhang. Examples: Beach Road, Mansewood, Allandale GTR (1894).
Type S4a: Gable/(hip) roof, with attached freightshed and/or waiting room(s), and/or with extended canopy(ies). Example: Beeton (N&P Jct Rly).
Type S5: Gable/(hip/gable) roof. A combination of Types 3 and 4. A short gable at the roof line, followed by a narrow hip roof, and then continuing as a gable roof to the roof overhang. Examples: Lisle, Glen Huron, Duntroon.

Bellcast roofs (B)

Type B1: Bellcast gable roof. Examples: The standard H&NW design stations, Caledonia (BB&G/B&LH), Cheltenham (GTR rebuild), Cookstown (GTR rebuild).
Type B2: Bellcast hip roof. Examples: Palgrave GTR, Vine (GTR 1918)
Type B2a: Bellcast hip roof with end gable(s) and/or attached freight shed and/or waiting room, and/or with extended platform canopy(ies). Examples: Burlington Freeman GTR, Inglewood GTR
Type B3: As per B2a, but one end of the core building (usually a waiting room) is hexagonal, with a corresponding hexagonal roof. Example: Jarvis GTR.
Type B4: As per B2a, but one end of the core building (usually a waiting room) is round, with a corresponding cone ("witch's hat") roof. No examples on the H&NW system.
Type B5: Bellcast hip/(gable) roof. Examples: Garnet, Stewarttown, Creemore.
Type B5a: Bellcast hip/(gable) roof with attached freight shed and/or waiting room(s), and/or with extended canopy(ies). Example: Caledonia GTR.

Notes:

1. These classifications are not intended to be exhaustive. The possible permutations of station designs are considerable, and in the case of the GTR, the classification of stations is compounded by the number of station designs acquired by virtue of the take-over of other companies. In addition, there are a number of other miscellaneous roof designs, e.g., mansard, gambrel, pyramid, saltbox, that do not appear on the H&NW system.
2. Hip/(gable) and Gable/(hip). For ease of distinguishing between these two types, the less prominent feature is indicated in brackets.
3. Each type may vary in additional detail, with different overall dimensions, window designs, gable sizes, dormer designs, and so forth. Enhancements, such as a tower or turret, were not uncommon.
4. Telegrapher's bay designs were rectangular, hexagonal, octagonal or rounded. Union stations may have bays on either side of the building. A telegrapher's bay would either go as far as the roof overhang, or "go through", or "break", or go through and create a "wrap-around" roof overhang (e.g., Creemore GTR). Those going above the roof overhang were normally topped with a gable roof, or with a roof to suit the selected shape. Some telegrapher's bays incorporated a dormer above the roof overhang.
5. Dormer roof designs were usually gable, sometimes "shed" or "swept", occasionally (though not on the H&NW system) hip, gable/(hip), or indented hip. If the dormer shape was hexagonal or octagonal (usually to match the telegrapher's bay design below), the dormer roof would follow the same contour.
6. A station with an attached freight shed could have a high platform (boxcar floor-height) for the length of the freight shed portion, with a ramp.

Glossary

Batten – (as in "board and batten") a strip covering a joint between vertical boards.
Bargeboard – decorative board on a gable edge or eaves.
Bellcast – a roof profile curving out as part of the overall roof, or at the roof overhang.
Bracket – angular support of platform overhang.
Core building – the main station building.
Crenellation – indentations or notches as a crest on the roof line.
Dormer – a window extending from a sloping roof.
Extended platform canopy – an open gable or hip roof, supported by pillars, usually attached to the core building roof, to shelter passengers on (long) platforms. E.g, Hamilton King Street, Hamilton H&LE/H&NW, Burlington Freeman GTR, Collingwood NRC.
Finial – pointed ornament on the apex of gable, usually at the ends.
Ornamental – decorative, not serving any practical purpose.
Platform canopy – a roof strip separate from the main roof overhang, usually supported by brackets. Usually on two-storey station buildings, e.g., Beeton GTR.
Porte cochere – not to be confused with an extended platform canopy or an umbrella roof: a short pavilion-type canopy as part of a station's forecourt to shelter arriving and departing passengers.
Roof line – the uppermost part of the roof.
Roof overhang – that part of the roof extending over platform or sidewalk (eaves).
Roof profile – the general shape, contour or outline of a roof.
Side gable roof – facing out to track or street.
Tower - ornamental addition to the station design, usually larger (extending above the roof line). Usually square, with a flat, or pyramid-style or square mansard-style roof to match. Examples: Allandale GTR (1905), Collingwood NRC.
Transverse – in a crosswise direction, e.g., the Hagersville (H&LE) core building.
Turret – a small tower, usually in keeping with the roof profile. Usually hexagonal, octagonal or conical, with a pointed roof to match, e.g., Georgetown GTR.
Umbrella roof – a connecting gable roof between two buildings, e.g., Georgetown GTR, Allandale GTR (1905).
Union station – one building serving two railways, e.g., Jarvis (GWR and H&NW), Inglewood (CVR/CPR and N&NW), Port Dover (H&NW and PD&LH).

***Canadian Railway Station Guide*, edited by Bruce Ballantyne (published by the Bytown Railway Society, Ottawa, Ont.)**

This publication illustrates

- basic railway station roof designs and architectural features,

the station types referred to in *Canadian National's Western Depots*, (Charles Bohi) below, namely

- the **Canadian Northern Railway's** Second, Third and Fourth Class stations,
- the **National Transcontinental's** Number One depot
- the **Grand Trunk Pacific's** Type C, D, E, F, and G stations,
- the Third and Fourth Class designs that the **CNR** did introduce,

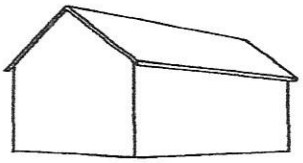
as well as the extant **Canadian Pacific Railway** station silhouettes. They are numbered, but it is not clear whether the numbering in the Station Guide coincides with the official CPR numbering, if there is one. Arguably, the best-known one is Type 1, the ubiquitous "van Horne" station that was used for instance throughout on the Ontario & Quebec line. Type 10 or 12 were used substantially on the MacTier sub.

DIAGRAMS

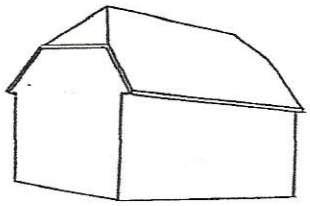
Throughout the listings, reference is made to different types of roof designs and architectural features. These are intended to make it easier to identify a station you are looking for. The following simple drawings provide a visual description of these designs and features. At the same time, we've included diagrams showing some of the standard station designs of the major railways in Canada. You will find a further explanation about station designs as an introduction to that section of the Guide. **Note** that these diagrams, including the station designs, are not drawn to scale.

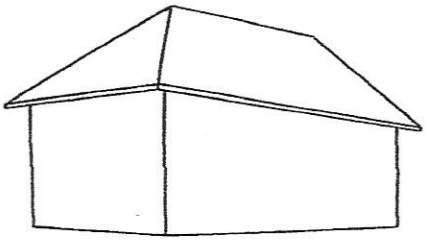
ROOF DESIGNS

GABLE



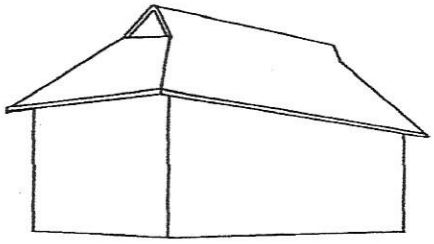
GABLE/HIP





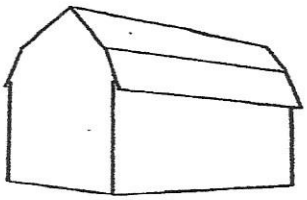
HIP

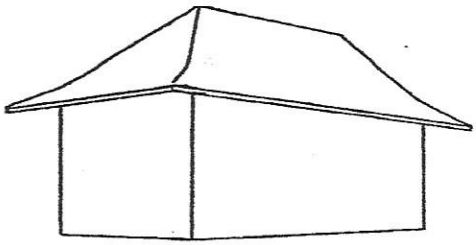
HIP/GABLE



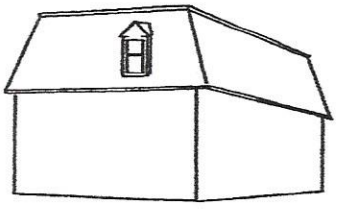
ROOF DESIGNS (CONT.)

GAMBREL
("Barn" roof)





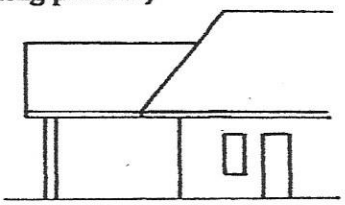
BELLCAST HIP



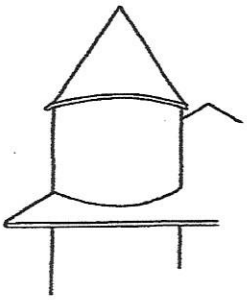
MANSARD
(with gable dormer)

ARCHITECTURAL FEATURES

Extended Canopy
(along platform)

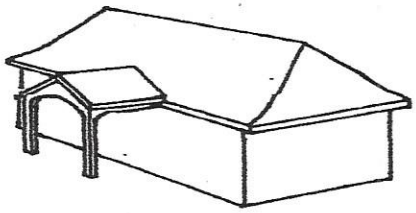


Tower with Cone Roof

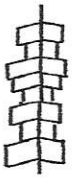


Cone Roof
(over waiting room)

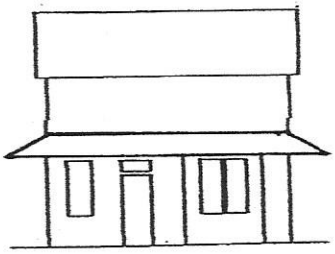
Portecochere
(side or back of station)



Quoin



Canopy (over platform)

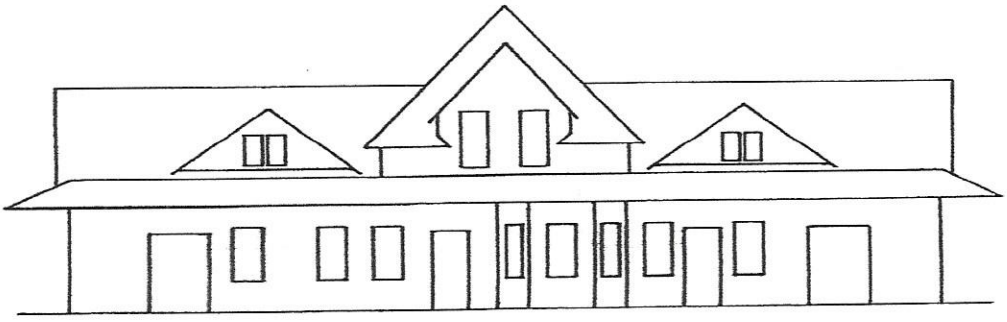


STANDARD STATION DESIGNS

Note: Although the railways developed standard designs, some were built with reverse floor plans (like a mirror image). Others might have had different window and door configurations from the standard drawings to reflect local needs. Perhaps a second waiting room was added that occupied some of the freight section, resulting in an extra door and windows. A dormer or extra dormers might have been added to provide more lighting on the second floor. In some cases extra space may have been provided for freight, making this space larger (and the station therefore longer). Frequently, it required a second set of doors and even extra windows. However, normally the location of the agent or operator's room (and hence the bay window) remained the same as in the basic design. These drawings should therefore be used primarily to identify the roof design and the general outline of a building.

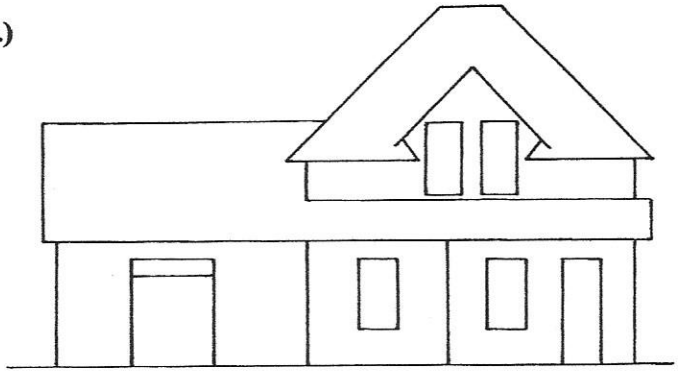
Canadian National Railways

CNoR 2nd Class

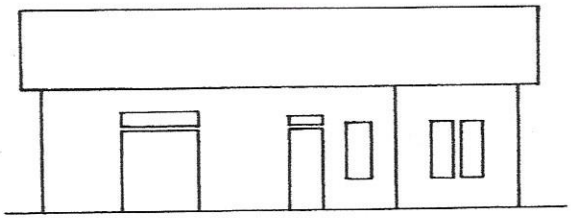


Canadian National Railways (Cont.)

CNoR 3rd Class



CNoR 4th class

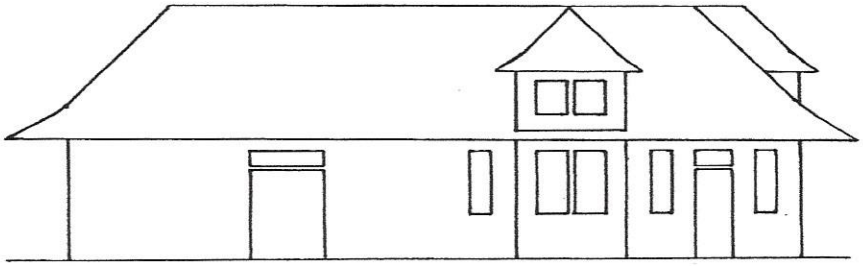


GTP Type C

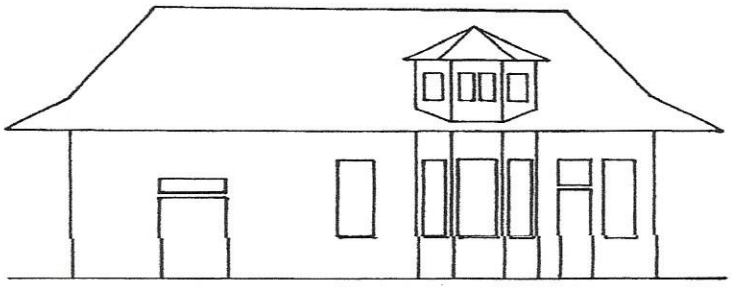
STANDARD STATION DESIGNS (Cont.)

Canadian National Railways (Cont.)

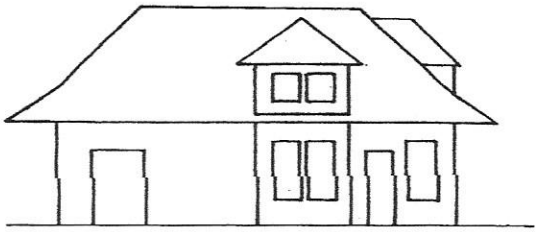
GTP Type D



GTP Type E

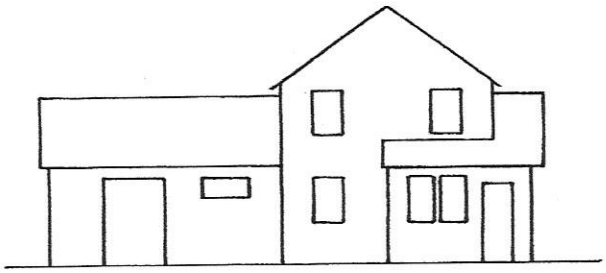


GTP Type F



Canadian National Railways (Cont.)

GTP Type G

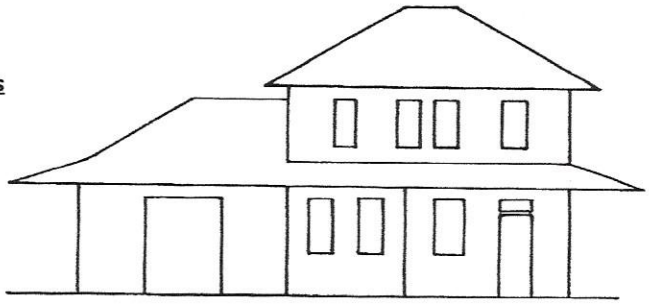


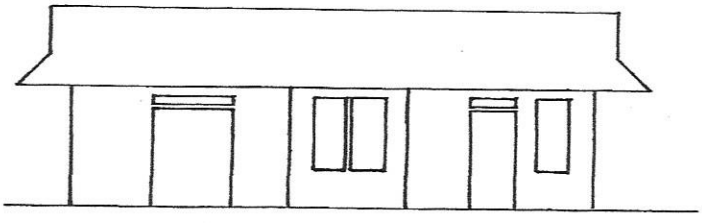
NTR No. 1

STANDARD STATION DESIGNS (Cont.)

Canadian National Railways (Cont.)

CN 3rd Class

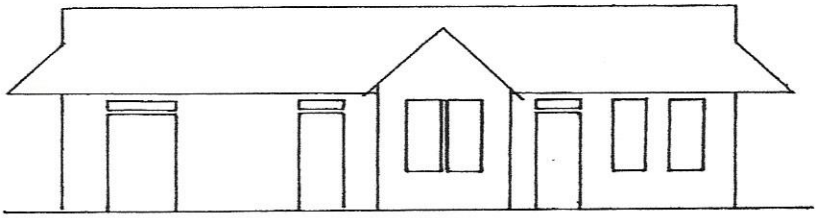




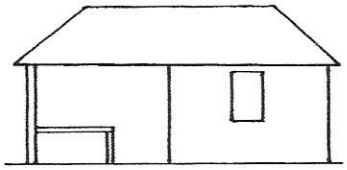
CN 4th Class

Canadian National Railways (Cont.)

CN Type 4A

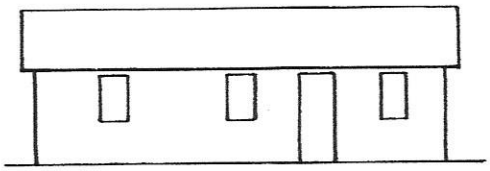


Canadian Pacific Railway



Standard Flag Station

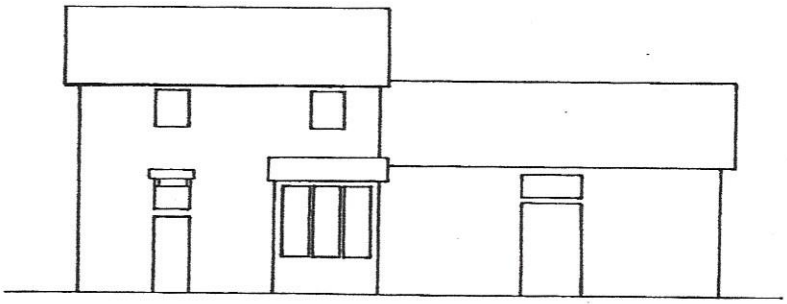
Standard Portable



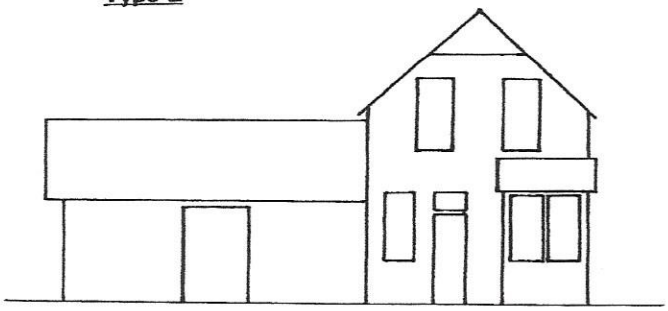
STANDARD STATION DESIGNS (Cont.)

Canadian Pacific Railway (Cont.)

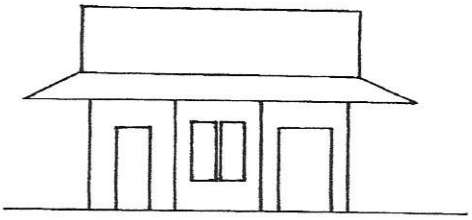
Type 1



Type 2

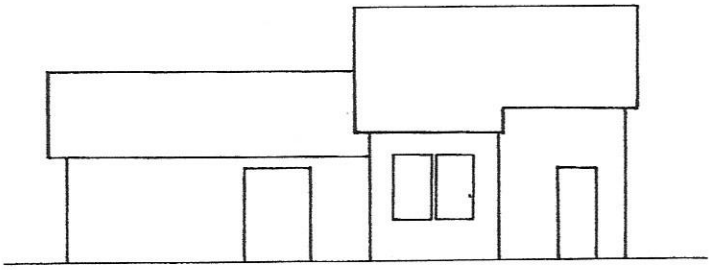


Type 3



Canadian Pacific Railway (Cont.)

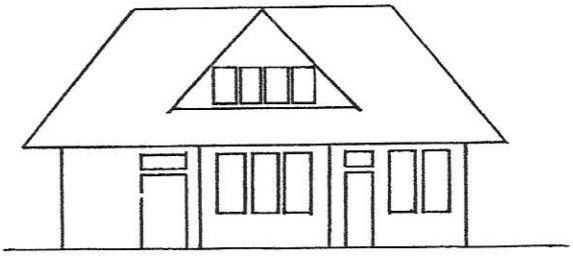
Type 4



Note: There are no Type 5 stations known to exist today.

Type 7

Type 6

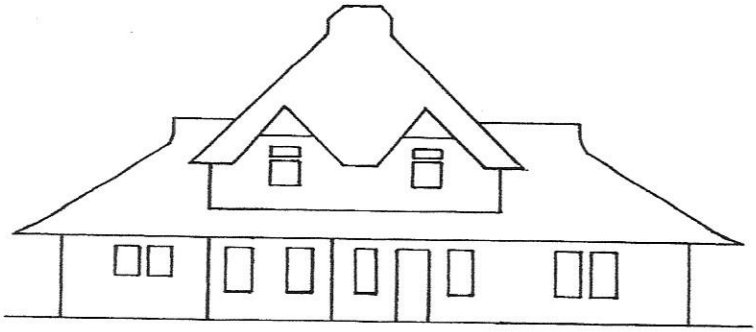


STANDARD STATION DESIGNS (Cont.)

Canadian Pacific Railway (Cont.)

Type 8

Type 9

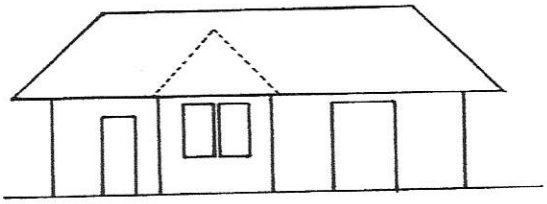


STANDARD STATION DESIGNS (Cont.)

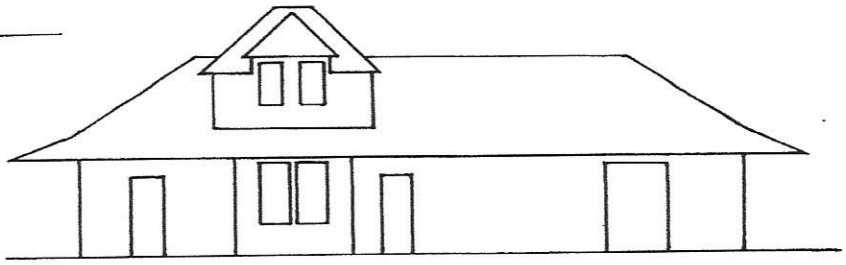
Canadian Pacific Railway (Cont.)

Type 10

Type 11



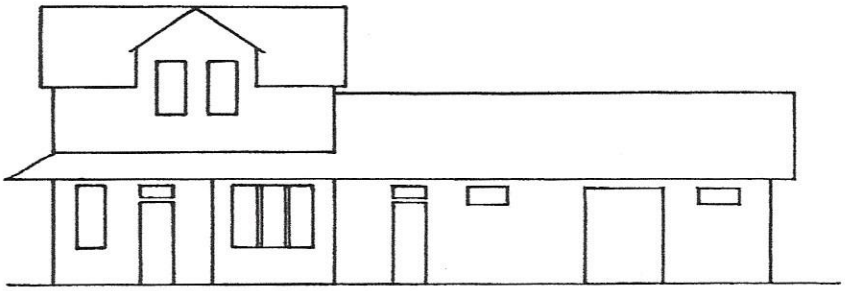
Type 12

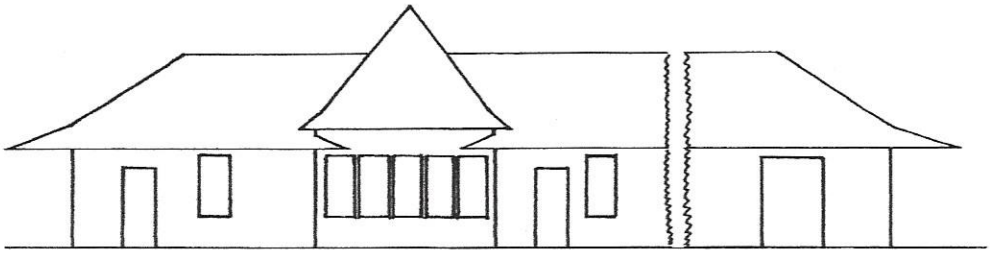


STANDARD STATION DESIGNS (Cont.)

Canadian Pacific Railway (Cont.)

Type 13

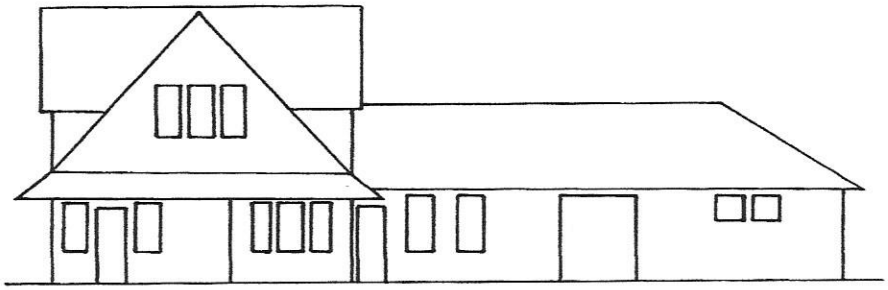




Type 14

Canadian Pacific Railway (Cont.)

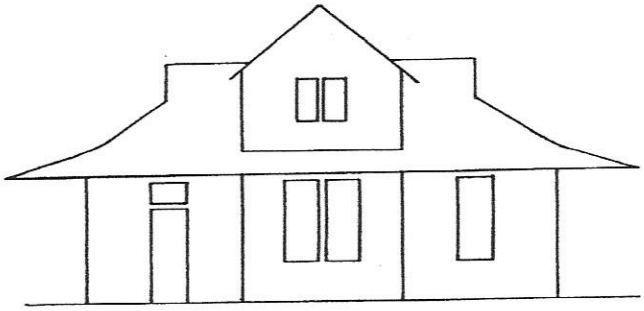
Type 15



Type 16

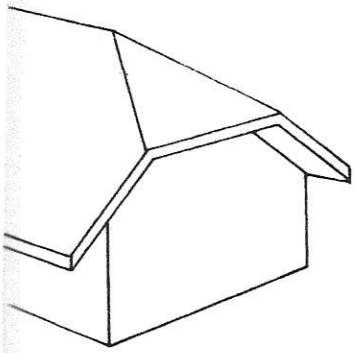
Canadian Pacific Railway (Cont.)

Type 17

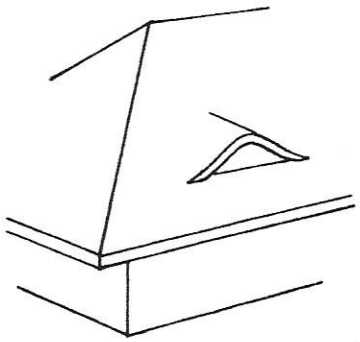


CNR and predecessor Canadian Northern, Grand Trunk Pacific and National Transcontinental Railways
If fire or accidental demolition did not claim them, latter-day wooden stations are capable of lasting for decades, so the CNR did not have to undertake the kind of re[placement that the GTR did; and thus inherited a broad range of still-functioning stations that had every prospect of lasting until the end of passenger service in the early 1960s. On taking over passenger service in 1976, VIA Rail retained many of the larger stations, but erected small shelters (new flag stops) in many "whistle stop" locations. In his book *Canadian National's Western Depots*, Charles Bohi addresses in detail the Third and Fourth Class designs that the CNR did introduce, as well as in considerable detail the Canadian Northern Railway's Second, Third and Fourth Class stations, the National Transcontinental's Number One, Two and Three depots, and also classifying the Grand Trunk Pacific's four types of stations.

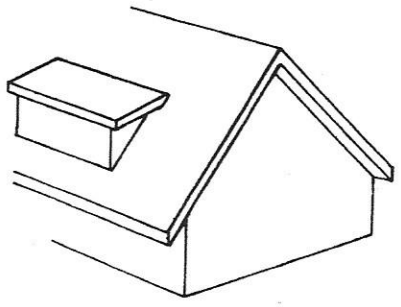
Illustrations of terms used to describe roof and building styles
Canadian National's Western Depots, Charles Bohi, page 19



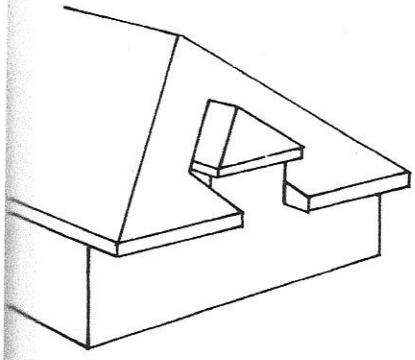
Hip gable roof



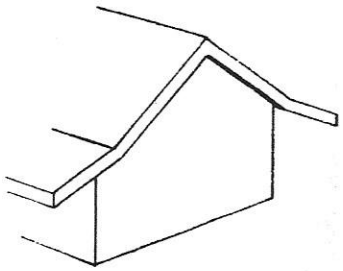
Swept dormer on a high hip roof



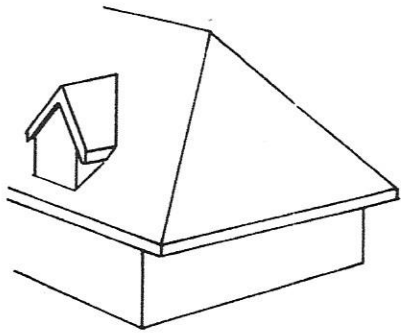
Shed dormer on a high gable roof



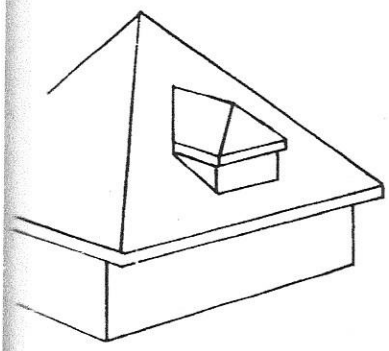
Indented hip dormer on a hip roof



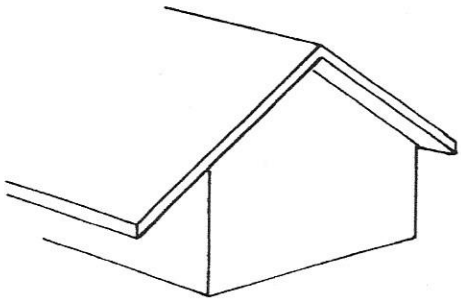
Bellcast gable roof



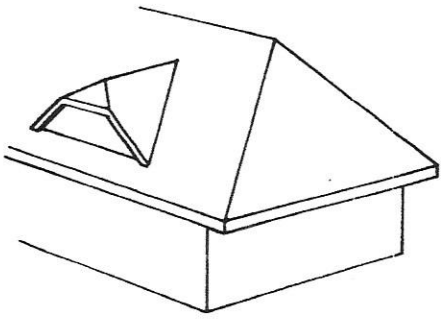
Gable dormer on high hip roof



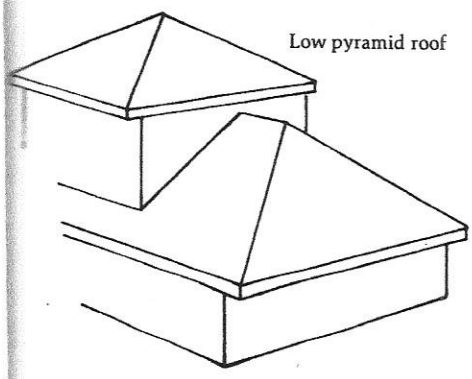
Hip dormer on high pyramid roof



Low gable roof

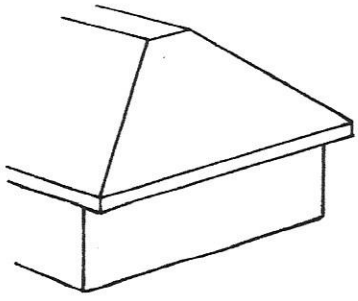


Hip gable dormer on a high hip roof

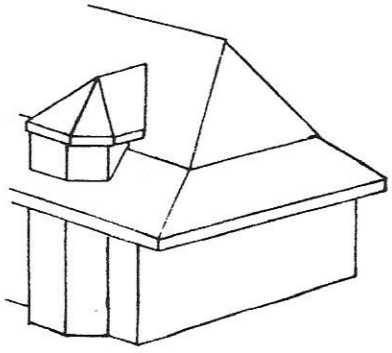


Low pyramid roof

Medium hip roof



Truncated hip roof



Hexagonal bay and dormer, on a bellcast hip roof

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