ATTACHMENT NO. 4

RESEARCH AND EVALUATION SUMMARY: 33 LAIRD DRIVE

Above: Sheridan Equipment Ltd., (1945-6), 33 Laird Drive, photographed by Panda Associates, 1956, *(Canadian Architectural Archives)*

HISTORICAL CHRONOLOGY

Key Date	Historical Event
9,500 BCE	The property is situated at a series of junctions and edge conditions that have existed over time and find their roots in the neighbourhood's ancient geography. At approximately 9,500 BCE the shoreline of Lake Iroquois (now known as Lake Ontario) extended as far north as the Davenport Road and the Village of Leaside and is still present in the great ridge running east-west to the north of the city and extending as far east as the Scarborough Bluffs.
1793	The town of York is founded and the area including the adjacent York Township is surveyed and divided into 100 and 200 acre park lots set in a series of concessions roughly parallel with Lake Ontario.
1819-20	John Lea purchases Lot 13 in the Third Concession from Alexander McDonnell.
1841	William Lee purchases Lot 12.
1854	John Lee dies, leaving Lot 13 to his sons William and John Jr.

	William builds the octagonal house known as Leaside and founds the village of Leaside becoming the town's chief magistrate.
1881	The Ontario and Quebec Railway is chartered by the Canadian Pacific Railway (CPR) to build a line across the then northern boundary of the city. Expediency leads the line across the Lea family farm.
1884	The CPR now operating the O&Q line, creates a maintenance shop and sidings at Leaside and builds a line following the Don River to Union Station.
1893	William Lea dies. His son John lives in the Leaside house until 1903, after which the home is abandoned.
1894	The CPR opens a new station, naming it Leaside Junction in honour of William Lea.
1912	As part of its expansion, the Canadian Northern Railway (CNoR) links its transcontinental railway with CPR's line to Union Station at Leaside. The company purchases over 1,000 acres of land including former Lea family holdings: Lots 12, 13 and 14. Frederick Todd is commissioned to design the new 'model town.'
1913	The town of Leaside is incorporated William Lea's home, Leaside, is burnt down by the CNoR as part of the clearance of Lots 11-14 for the new residential and industrial development.
1943	Sheridan Equipment Company Ltd. purchase Lots 685-691 of Plan 1535, part Lots 12 + 13, Concession 3 on the East Side of Laird Drive, to the north of the railway station
1945-6	Sheridan constructs an office and warehouse on the above property on Laird Drive to the designs of Margison + Babcock Engineers.
1946	Sheridan relocates from 7-11 Industrial Drive to their new premises at 31 Laird Drive (currently known as 33 Laird Drive).
1967	Leaside is annexed to East York
1970	Leaside station is closed
1991	Sheridan Equipment is acquired by Strong Equipment Corporation and relocated to Markham
1999	By this date the premises are occupied by the Leaside Business Centre
2015	Premises are occupied by Northern Light Technologies

i. HISTORICAL BACKGROUND

<u>Leaside Neighbourhood</u>

Iroquois Lake
33 Laird Drive is located on the south-east corner of Laird Drive and Convarco Road at the intersection of Laird and Millwood Road, north-west of the Canadian Pacific Railway line. (Image 1) The property is situated at a series of junctions and edge conditions that have existed over time and find their roots in the neighbourhood's ancient geography. Approximately 11,500 years ago the property sat at the edge of the Lake Iroquois shoreline. The waters of Lake Iroquois retreated to the current Lake Ontario. When Dr. A. P. Coleman (1852-1939) created his innovative map (Image 2) which collated the geographical strata in 1913, Leaside Junction was identified as a particular point on the Lake Iroquois shoreline. 33 Laird sits in close proximity to the north of the junction's site.

Leaside and the Lea Family

Leaside acquired its name from the unusual octagonal house built in the 1850s by William Lea (1814-1893). (Image 3) William, his father John (1773-1854) and his mother Mary (1791-1846) left Liverpool and arrived in Philadelphia in 1818. By 1919, John had purchased Lot 13, a 200 acre parcel of land in York Township in the Third Concession (St. Clair Avenue to Eglinton Avenue) north from Lake Ontario, where he established his farm. (Image 4) In 1841 William purchased Lot 12, south of his father's holdings. On his father's death in 1854, William inherited 90 acres of Lot 13 and his younger brother John Jr. inherited 110 acres. William built his octagonal house and founded the Village of Leaside. A farmer first of all, William was also a poet, painter and historian of the Don River, an early environmentalist as well as an elected township councillor and Justice of the Peace. (Image 6) By 1878 William and John Jr. have extended their property ownership to include portions of Lot 14. (Image 5) The farm holdings were connected to Yonge Street by a route known as William Lea's Lane. (Image 7)

Leaside Junction

In 1881, the Ontario and Quebec Railway was chartered by the Canadian Pacific Railway (CPR) to construct a railway connecting Toronto with Perth. The new line ran just north of Davenport Road and parallel with the trails adjacent to the old Lake Iroquois shoreline cutting north-east across the Lea family farm. (Image 8) In 1884, the CPR took over the line on a 999 year lease. Keen to find a site for maintenance and railway sidings they created a junction at Leaside. In 1894, a year after William Lea's death, a new railway station was opened and named Leaside Junction, in his honour. In the early 1900s the Canadian Northern Railway (CNoR) linked its transcontinental main line to the CPR line at Leaside Station. Leaside Station would become one of the city's busiest with ten daily passenger trains until it closed in 1970.

Leaside: Model Town

To finance CNoR's link to the CPR line, additional upgrades and to further their ambitions of creating a trans-continental railway line, CNoR's principal shareholders William Mackenzie (1849-1923) and Donald Mann (1853-1934) proposed building a model town as they had previously done with Port Mann in Vancouver and Mount Royal in Montreal. They acquired over 1,000 acres of land in what was described in 1912 "as the biggest real estate operation ever carried out in Toronto or neighbourhood."[1] (Images 9 and 10) They commissioned Canada's "first resident landscape architect"[2] Frederick Todd (1876-1944) to produce a plan for a community which was intended to be a northern version of Rosedale. (Image 11) Todd had previously designed both Port Mann and Mount Royal. At Leaside similar strategies were followed as the plan featured a grid of curving and radial streets over laden with the winding major routes of MacRae and Bessborough Drives (then known as Edith Avenue). These were the essential elements of picturesque town layouts being built in England as well as the United States. Essential to the Leaside Plan was the section around the railway station that was reserved for

[1] Bradburn.

[2] The Canadian Encyclopedia.

industrial development intended to enhance the financial viability and development of the town. (Image 12)

Industrial Leaside

Although CNoR's dreams of achieving a transcontinental railway were achieved in 1915, by 1917 financial difficulty had the federal government merging the company with other railway companies to become Canadian National Railway. An economic depression as well as World War I resulted in the slow development of Leaside and by the late 1920s only 68 homes had been built in a community that was to accommodate 3,000. [3] (Image 13) The industrial sector, spurred on by World War I, developed more quickly, first with the arrival of Canada Wire and Cable Company (CWCC). With the outbreak of war, the CWCC formed the Leaside Munitions Company to manufacture shells and built 60 houses for their employees in Leaside. This was followed by the creation of an airfield to train pilots and a plane factory at the Leaside Aerodrome. (Images 14, 15, 16, 17) The munitions company employed 4,000 people during the war, providing supplies to the United Kingdom as well as the United States. The site also provided accommodation of up to 600 enlisted men including a mess hall and hospital. Following the war, various industries located in Leaside. The CWCC continued its operations there taking over the Durant Motor Company buildings when this business folded in 1934 and expanding the premises.[4]

Sheridan Equipment Company Ltd.

In 1943, Sheridan Equipment Company Limited, a distributor of construction equipment, purchased Lots 685-691 of Plan 1535, part Lots 12 + 13 in Concession 3 relocated in Leaside at the corner of Laird Drive and Convarco Road.[5] The premises were designed by the engineering firm of Margison & Babcock and included a showroom, offices and workshop repair facility. (Image 18) Construction began in 1945 and was completed in 1946[6] when Sheridan relocated from 7-11 Industrial Street, a few blocks north in Leaside.[7] The shop was reputed to have "one of the heaviest cranes in Leaside, needed to ease the handling of heavy tractor and machine parts."[8] Further "a large lot beside the company's frontage on Laird always intrigued onlookers with its amazing array of 30-ton crawler tractors, rock crushers and other machines that Sheridan's always had to offer."[9]

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[3] Otto, p 156.

[4] According to Pitfield, these included the Lincoln Electric Motor Company, Frigidaire Canada Ltd., Durant Motors, The Sangamo Electric Metre Company, Canada Varnish Ltd., W E Dillon, Regal Greetings and Gifts, Apco Industries and ES & A Robinson (Canada) Ltd., Valvoline Oil Company, Reo Motors Company of Canada Ltd., Corning Glassworks of Canada Ltd., and the expanding Canada Wire and Cable Company

[5] Assessment Rolls 2859, 2860, 2861, 2862 dated August 28, 1943 indicates the lots were purchased from Canada Varnish Co. (685-6), Edith Ransom (687) and Hydro Electric Power Commission (688-691)

[6] Assessment Rolls, No. 1997, Aug 17 1945 and No. 1981 August 20, 1946 indicate the period within which the building was completed.

[7] City of Toronto Directory, p 1328, indicates the previous location of Sheridan Equipment Company Ltd. The directory indicates that the president was William L Sheridan, the vice-president was Vincent J Sheridan and Clarence B Flood was the secretary-treasurer. To date no further information has been uncovered about the company.

[8] Pitfield, p 81.

[9] Ibid.

A series of additions and alterations were made to the premises including a small two-storey addition on the south east side of the building, however the primary elevations facing Laird Drive and Convarco Road remain intact amidst these changes. (Image 19)

In 1991 Strong Equipment Corporation now known as Strongco Inc. acquired a "number of well-established equipment distribution companies, including Sheridan Equipment Ltd."[10] By 1999 the premises was occupied by the Leaside Business Centre. Today the premises are occupied by Northern Light Technologies which produces communication systems and cap lamp systems for mines with branches in Australia and Chile.

Margison & Babcock Engineers

Margison & Babcock, engineers were commissioned to build the premises for Sheridan Equipment Company at 33 Laird Drive. They were well-known for their buildings in Leaside as they had already produced the new premises for Canadian Wire and Cable Company[11] at 147 Laird Drive after the company expanded in 1934, as well as the building complex for E.S. & A. Robinson (Canada) Ltd. at 69 Laird Drive in 1941. (Image 20) Another notable work, of this period by the firm, was the Drug Trading Company, 1941-2, located in downtown Toronto at 25 Ontario Street. (Image 21)

Oswald Margison (1882-1973) went into partnership with Harold A. Babcock[12] in 1928 as Margison and Babcock. In1950 Margison Babcock and Associates Ltd. was established until 1954 when the firm was dissolved and renamed A D Margison & Associates Ltd. for Margison's son, Arthur (1918-2013), who had joined the practice in 1946. The original firm was involved with purely engineering projects such as bridges and the planning of the Gardiner Expressway, but they also contributed to numerous architectural projects such as hospitals, office buildings and particularly the York County Municipal Offices and Council Chamber as well as the renovation of the Granite Club. As Robert Hill has pointed out[13] while Margison and Babcock were educated and trained as engineers, they employed registered architects. One of the architects recorded with the firm in 1949-1950 was Herbert Horner, but it is unlikely that he contributed to the projects on Laird Drive which were completed at an earlier date.

A sense of their corporate identity in terms of in terms of their engineering ambitions and their aesthetic sensibility is indicated on the cover of the corporate brochure that was produced sometime between 1950 and 1956.[14] (Image 22) Engineering works are illustrated in bridges, damns, cooling towers, transport infrastructure as well as

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[10] Strongco, "History" http://www.strongcoir.com/aboutUs30/history.php accessed 2 May 2015.

[11] The French company Alcatel purchased Canadian Wire and Cable Company and moved the operation to Markham, selling the Leaside property in 1996. The buildings were demolished in 1999.

[12] At the time of completing this report, no birth and death dates have yet been found for Harold A Babcock

[13] Hill, http://www.dictionaryofarchitectsincanada.org/node/2155 accessed 2 May 2015.

[14] The firm illustrated, Margison & Babcock, was dissolved in 1954, and it is noteworthy that the photographs in the brochure were commissioned in 1956 by Oswald Margison's son Arthur from Panda Associates, founded by three ex-RAF officers who became leading architectural photographers providing Modern buildings with a distinctive dramatic feeling that emphasized their Modernist qualities.

innovative cable structures. The black and white graphics and the architectural style represented are in parallel with the style of their 1940s built projects, as shown above, which can be described as Streamlined Modern.

ii. ARCHITECTURAL DESCRIPTION

The complex for Sheridan Equipment Company Limited is composed of a series of low, one and two-storey boxes expressive of the various functions they contain. (Images 18 and 23) At the centre of the composition, facing Laird Drive, is a taller volume, with floor-to-ceiling windows, that housed the showroom "so the company' products may be on display at all times."[15] To either side, in two lower volumes, were offices and stock rooms and the partially above-ground basement level which provided a staff lounge and projection room for viewing training and sales films. The two-story volume at the rear housed the fully-equipped workshops for repairs.

Clad with brick facing and cast-stone decorative panels the building is a fine example of the Streamlined Modern style with some minor Art Deco[16] details. Streamlined Modern, which evolved in the 1930s, continued the revolutionary Modern style that emerged in Europe and America before World War 1. It represented a complete break with traditional architecture and the predominant, Classical and Gothic-derived styles that had served through a series of revivals and reinterpretations for, in total, approximately 3,000 years. The new Modern style was forward looking, inspired by the abstraction of the art of de Stijl artists, such as Rietveld and Mondrian, as well as by the architectural work of Gropius, Mies van der Rohe and Le Corbusier. [17] It favoured, in this iteration, simple geometric forms combined to provide functional expression of the parts and shunned decoration. Streamlined Modern combined the avant-garde Modern sensibility with a renewed taste for decoration that had emerged with the Art Deco style of the 1920s and was often considered synonymous with the so-called Jazz Age due to the concurrent emergence of this new music which embodied a parallel innovative energy and elegance. Whereas Art Deco could be figurative, often integrating botanical and human forms, and also referencing historic architectural styles and traditional motifs, the decoration of Streamlined Modern style was typically geometric favouring shapes such as circles, square or stripes in flat bands or in relief. Streamlined Modern was inspired by and found expression in industrial design – ocean liners, railway trains, radios etc.

The Streamlined Modern style is present in the horizontal emphasis of the composition of the building with its long, low volumes flanking the central showroom facing Laird Drive and the higher, two-storey, workshop volume with a minor box-like element which may have served as a delivery dock office, facing Convarco Road. (Images 23 and 24) The

[15] Margison and Babcock.

[16] The term Art Deco was derived from the 1925 Paris "Exposition Internationale des Arts Decoratifs et Industriels Modernes."

[17] These three architects are the primary protagonists for the movement which would also include Wright, Behrens, Loos and others too numerous to outline for the purposes of this report

overall horizontally was contrasted with the verticality of the cubic chimney set against the workshop. The decorative treatment of the building indicated the hierarchy of the public importance of the spaces with the entry pavilion being given the greatest variation in design and decoration and the workshop being given the least.

The entry pavilion gains prominence with its greater height, by being set in the centre of the Laird Street elevation and by stepping forward from the lower flanking volumes of the offices and stock rooms. (Images 25 and 26) Its elevation is treated with a broad portal of a cast-stone frame which houses a recessed façade of floor-to-ceiling glazing alternating with cast-stone c-channels whose aggregate has a particular green shade distinguishing these elements from the other cast elements in the rest of the building. The main entrance is glazed but given stature by being encased in a second projecting frame. This one is clad in the smoother, glazed, brown tile. (Image 27) Setting the solid frame into the glazed elevation was a typically Modernist stylistic element which expressed the structural nature of the building and the concept of the 'free façade'. At either end of the frame which enclosed the glazing were decorative panels, with inset square motifs which were typical of the Streamlined Modern. The outer sides of the frame have cast panels with projecting vertical ridges reminiscent of fluting on Classical columns which could be considered Art Deco. Above the cast-stone frame the upper walls of the entry pavilion are clad in brick, but this surface is set apart from other brick surfaces by having projecting, horizontal striations which adds to the importance of this volume.

The side pavilions of the offices and stockrooms continue the emphasis on the horizontal with their wide window openings, the horizontal banding of the decorative cast stone panels and what are likely cast-stone lintels and sills that create continuous horizontal bands from the front and along the side elevations. (Image 28) Originally the horizontal panes of the windows further accentuated this overall emphasis, (Image 18 as above) but they have since been replaced with vertical glazing sections.

Combining the futuristic leanings of Modernism which embraced new technologies and shunned past architectural styles with the fanciful celebrations of the Jazz Age's Art Deco Style, Streamlined Modern was essentially an optimistic forward looking style. It was appropriate that it was embraced by Margison and Babcock, a firm of engineers who contributed to the building of the future of the City of Toronto and Ontario and yet recognized the importance of the art of architecture within that project.

iii. CONTEXT

The former Sheridan Equipment Company Ltd. building's location has been a significant one throughout Toronto and Leaside's long history. Now it is situated at the convergence of several important transportation routes: Laird Drive, Millwood Road, Southvale Drive and the CPR railway line. One hundred years ago the site marked the edge between the proposed industrial and residential halves of the new town of Leaside adjacent to the junction station. 11,500 years ago it marked the edge of the ancient Lake Iroquois and Iroquois Beach. Today the building represents an important transition in the

development and history of the town of Leaside: that of the change in the use of the site from the strategic activities of World War I and II to the manufacturing activities of post-war peacetime. The Streamlined Modern style of the building speaks of that time. The care with which the building elements were articulated expressed the civic and social role the industry played within the development of the town, not to mention the underlying economic basis of the enterprise. As Laird Drive continues to evolve and many historic properties, such as E S & A Robinson have been lost, it is important to conserve and integrate within future development, those iconic buildings, such as that at 33 Laird Drive, which mark significant watersheds of the past, while, with their evident architectural craft and artistry, contribute to the quality of the present environment.

3. EVALUATION CHECKLIST

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. While the criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, the City of Toronto uses it when assessing properties for inclusion on the City of Toronto Heritage Register. The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or X if it is applicable, with explanatory text below.

Design or Physical Value	
i. rare, unique, representative or early example of a style, type, expression, material or construction method	**X**
ii. displays high degree of craftsmanship or artistic merit	**X**
iii. demonstrates high degree of scientific or technical achievement	**N/A**

The former Sheridan Equipment Company Ltd. complex has value as a fine representative of the Streamlined Modern style which was popular in the 1930s and 1940s in Toronto. It is also valued for the artistic merit evident in the expression of the functional elements of the building as separate volumes and in the care with which the various decorative elements are integrated. These qualities are evident in the composition of the massing of the complex and in the detailing of the brick and cast-stone elements.

Historical or Associative Value	
i. direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	**X**
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture	**X**
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	**X**

The property has associative value as it is linked with the history and evolution of the Village of Leaside from ancient Iroquois shoreline to 19th century farm-holdings to model

town with an industrial park and railway station. Built in 1945-6, the complex is part of Leaside's emergence as an industrial area which was integral to its town origins, contributed to Canada's service in World War I and II and expanded to support growth in peacetime. The property is also valued for its association with the Toronto-based engineering company Margison & Babcock who also undertook a number of significant architectural commissions within the city.

Contextual Value	
i. important in defining, maintaining or supporting the character of an area	**X**
ii. physically, functionally, visually or historically linked to its surroundings	**X**
iii. landmark	**X**

The property has contextual value as it is important in defining, and maintaining the historic industrial character east of Laird Drive. Built in 1945-6, the complex is linked to Leaside's history and the industrial area which was integral to Leaside's town origins, contributed to Canada's service in World War I and II and expanded to support growth in peacetime. Situated at the convergence of Laird Drive, Millwood Road, Southvale Drive and the CPR rail line, the distinctive composition of this industrial complex and its Streamlined Modern details make it a prominent landmark and a significant contributor to the physical character of the neighbourhood today.

4. SUMMARY

Following research and evaluation according to Regulation 9/06, it has been determined that the property at 33 Laird Drive has design, associative and contextual values.

The design values are evident in the building's representation of the Streamlined Modern style which was prominent in the 1930s and 1940s. The complex is valued for its association with the evolution of the east half of Leaside as a significant industrial sector during and after both World War I and II and for its association with the engineering firm of Margison & Babcock. Located at the junction of Laird Drive, Millwood Road and Southvale Drive, its distinctive long, low form with its mix of red brick and cast-stone elements make it a longstanding significant local landmark and an important contributor to the historic character of the Leaside neighbourhood.

5. SOURCES

Archival Sources

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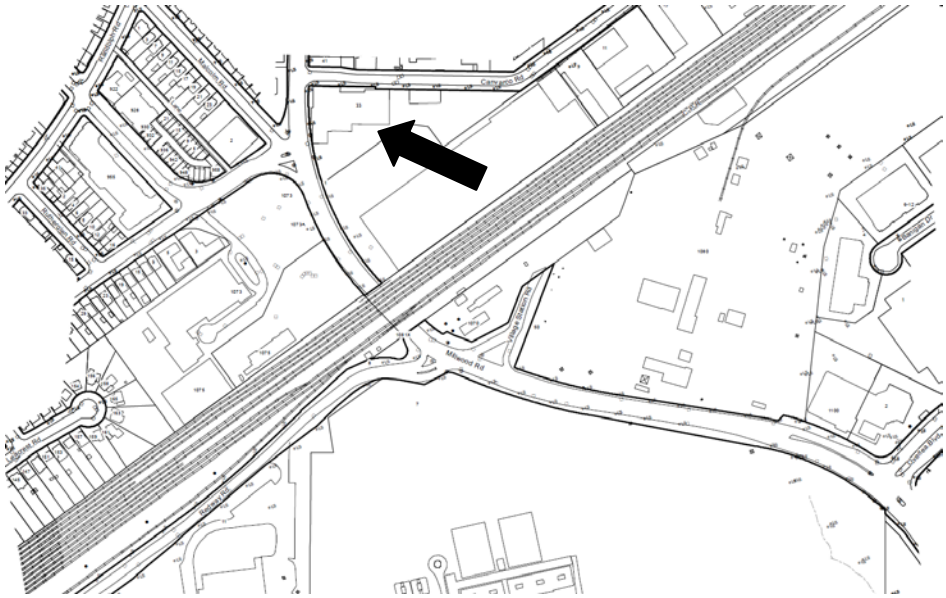
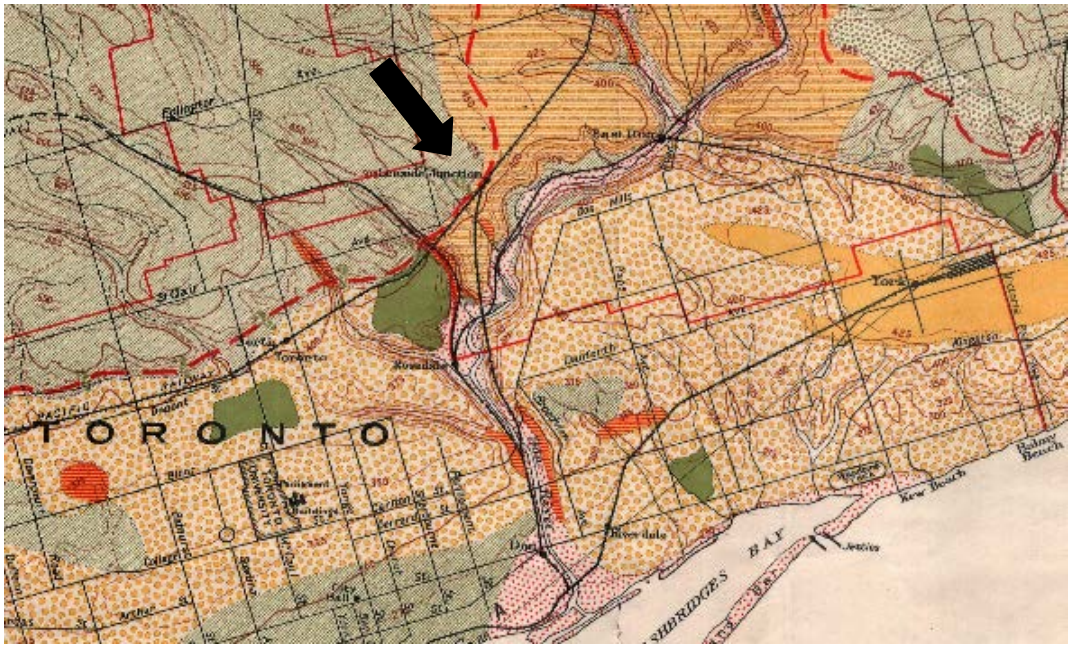
6. IMAGES: the **arrows** mark the location of the subject property unless otherwise indicated. *Unless otherwise indicated north is always at the top of the image.*

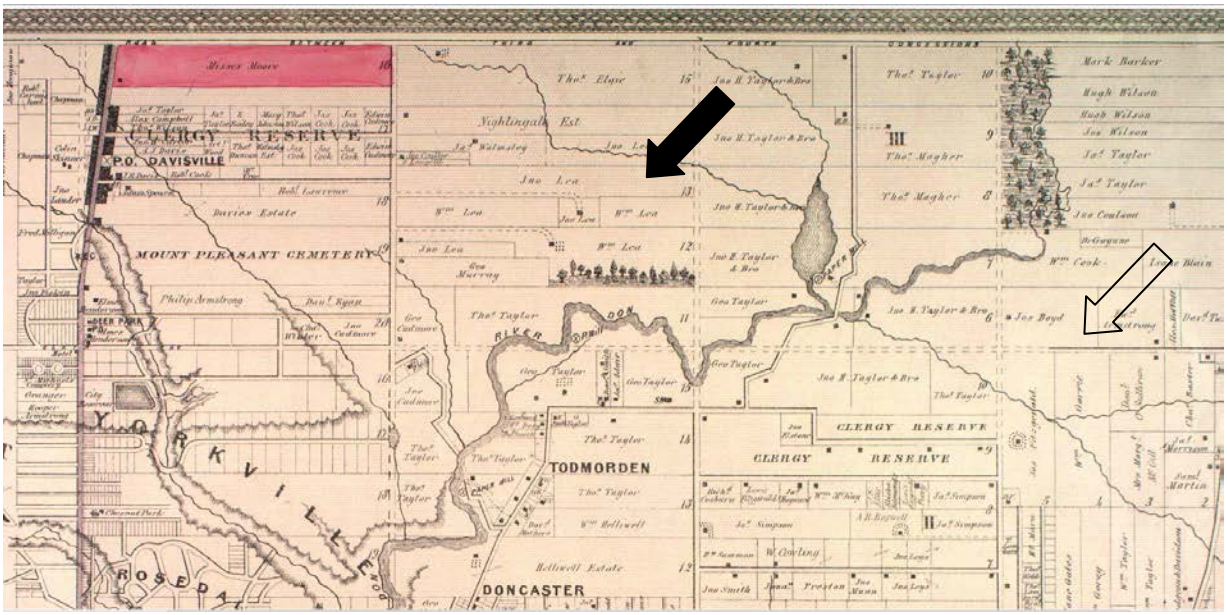


1. City of Toronto Property Data Map: showing the location of the subject property on the south-east corner of Laird Drive and Convarco Road just north of the CPR railway line and to the east of Leaside.

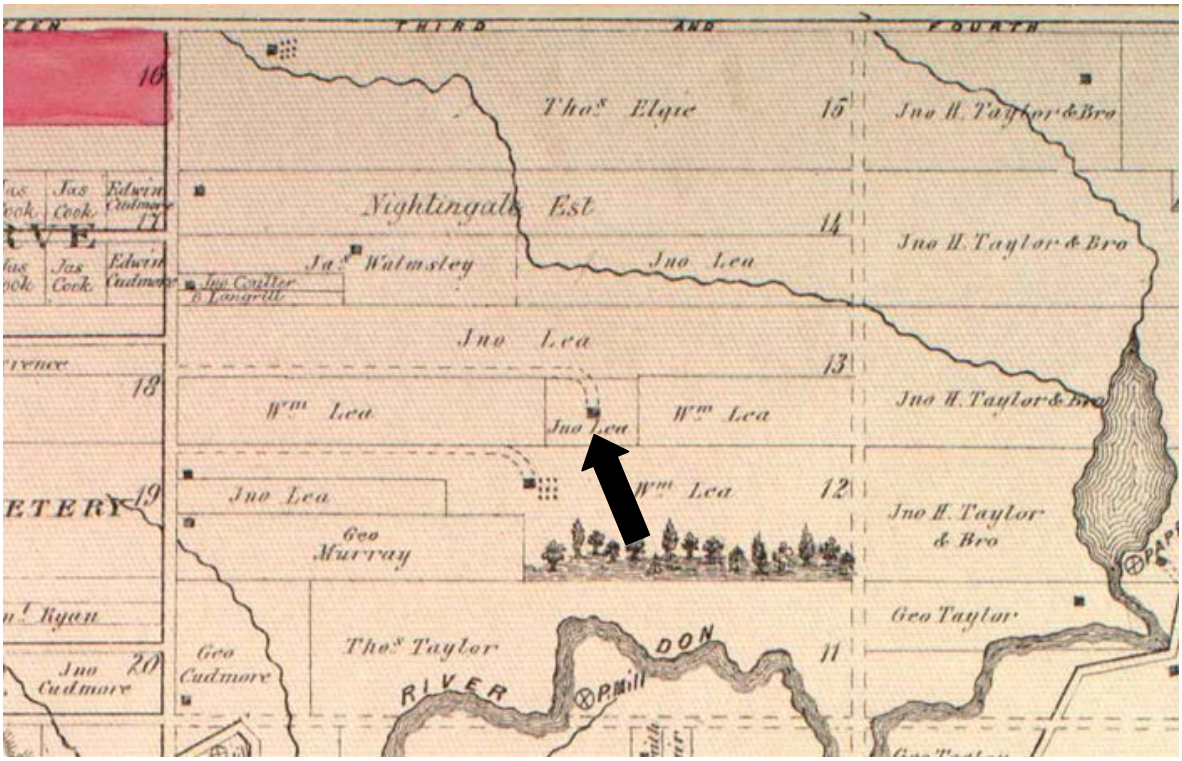


2. A. P. Coleman, *Map of Toronto and Vicinity*, Department of Land, Forestries and Mines, (detail) 1913: The red dashed line indicates the edge of the shoreline of Lake Iroquois, the thin black line is the Canadian Pacific Railway and the arrow indicates the location of Leaside Junction which is labelled on the map. *(University of Toronto)*

3. "Leaside," William Lea's octagonal, 1851-4 house burning in 1913. (*Pitfield*)



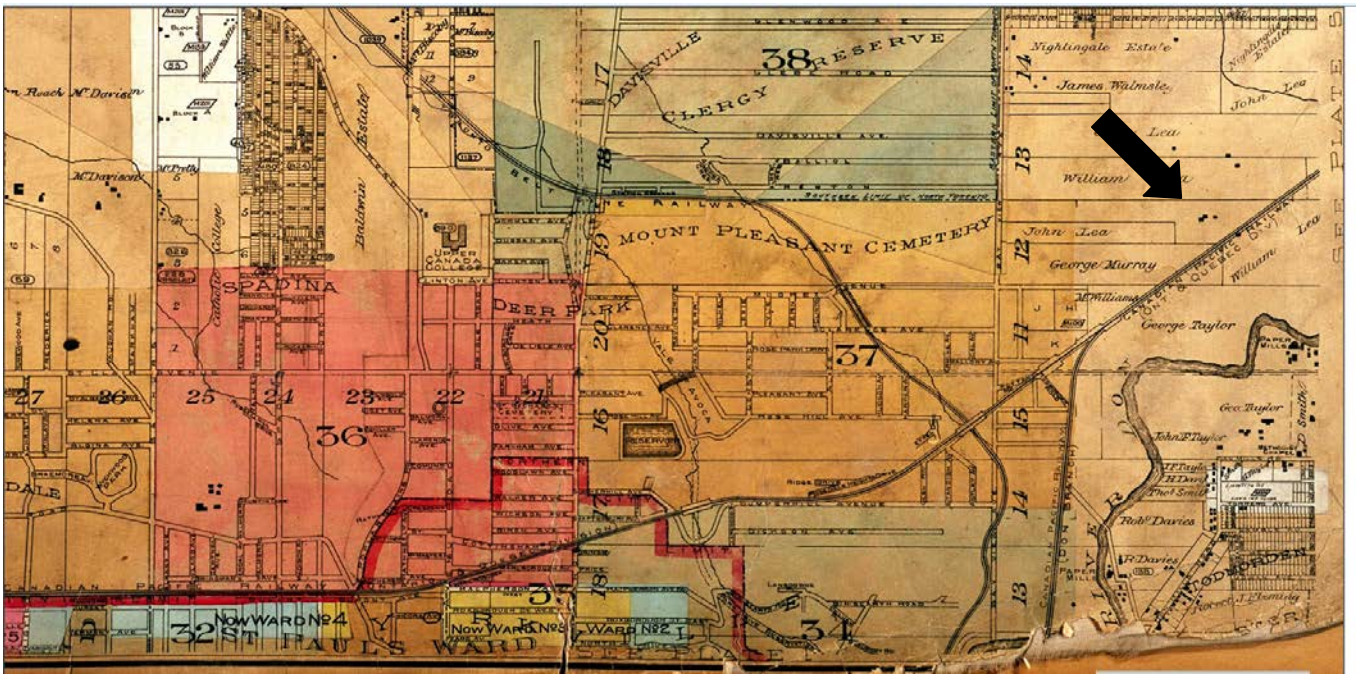
4. Miles & Co. Illustrated Historical Atlas of the County of York, (detail) 1878: showing the location of Lot 13 purchased by John Lea in 1819 (black arrow) in relation to the Don River and Bayview Avenue to the west. The 3rd concession (now St. Clair Avenue) is indicated by the "outline" arrow. (*Ng*)



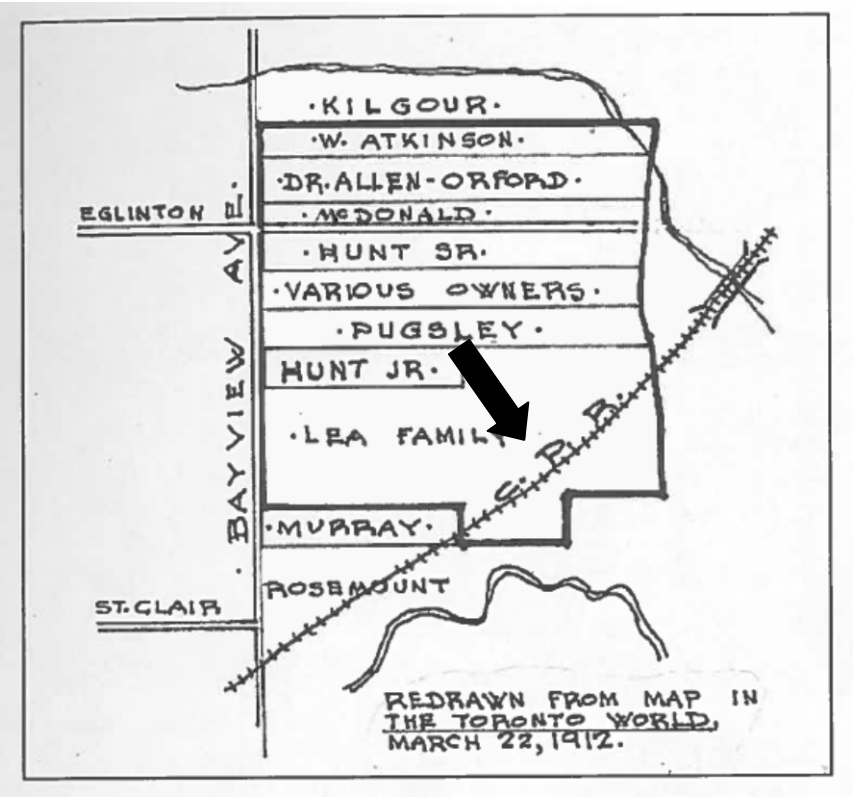
5. Miles & Co. Illustrated Historical Atlas of the County of York, (detail) 1878: showing the landholdings of William and John Jr. Lea on Lots 12, 13 and 14. The arrow points to the approximate location of 33 Laird Drive. (*Ng*)

6. William Lea. (*Pitfield*)

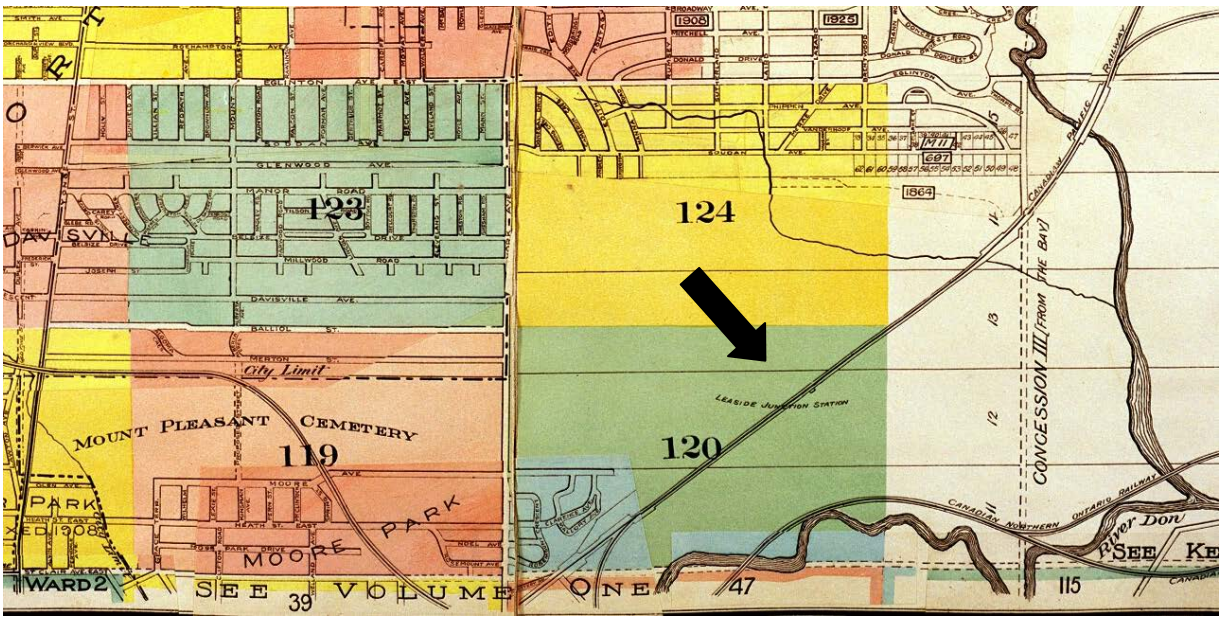
7. William Lea's Lane: showing the Lea family farm holdings with his son Charles' home on the left. (*Pitfield*)



8. Goad's Atlas (detail) 1903: showing the "Canadian Pacific Railway Ontario and Quebec Division" railway line route from just north of Davenport Road in the west (left) and then northeast towards Summerhill and Leaside. The arrow marks the approximate location of 33 Laird Drive on William Lea's property. *(City of Toronto Archives)*

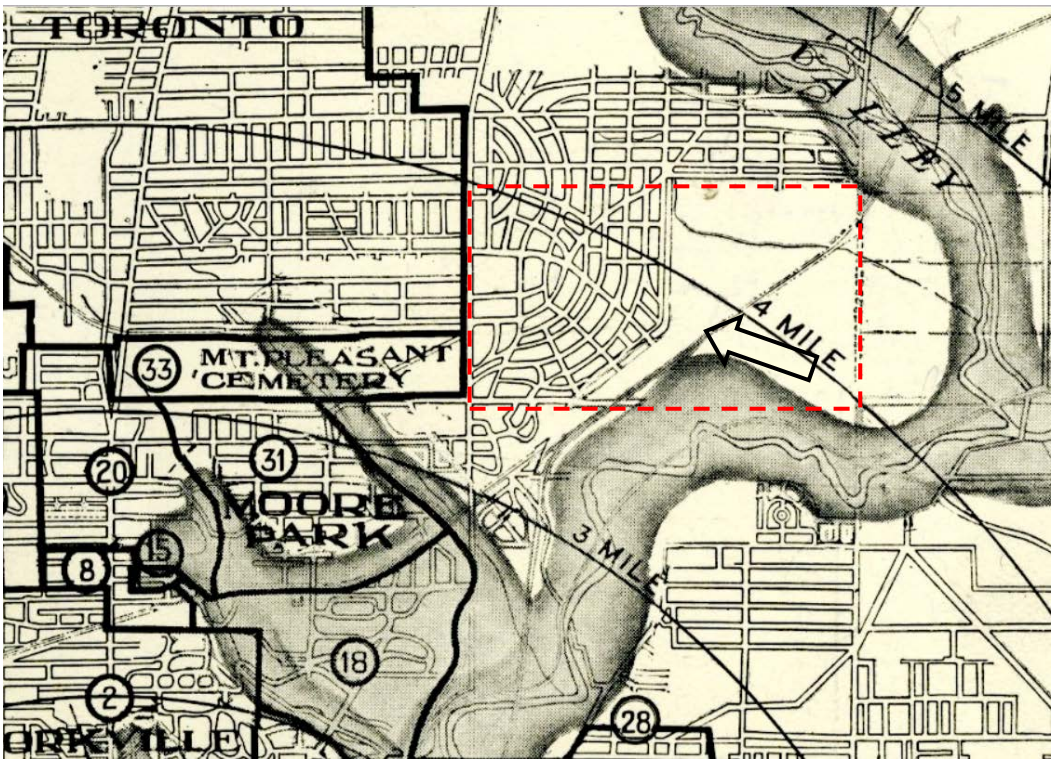


9. York Land Company Property Holdings Map (1912): showing the properties purchased by the company for the new residential development as of March 1912. As above, the arrow indicates the approximate location of 33 Laird Drive. *(Pitfield)*

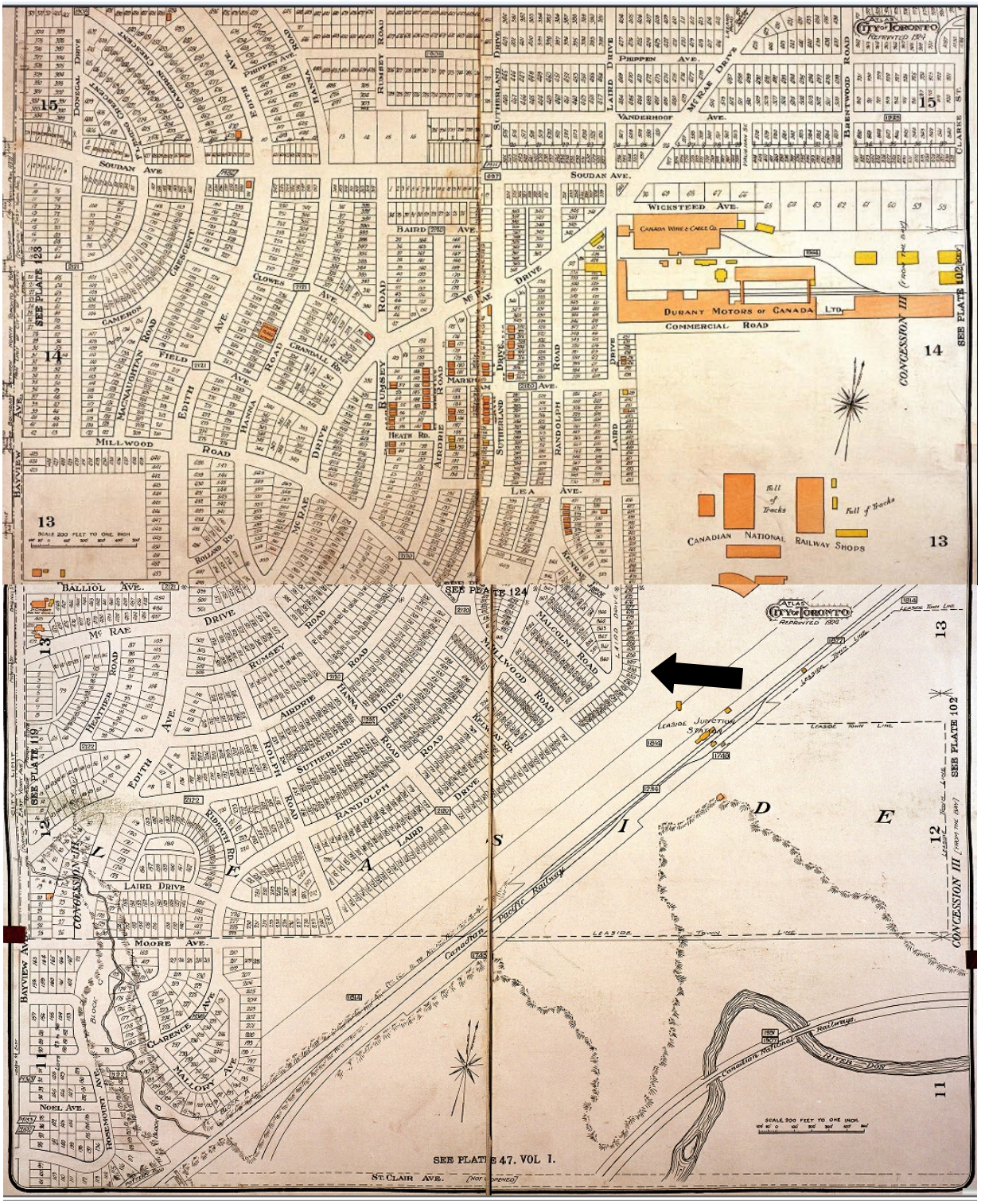


10. Goad's Map (detail) 1913: showing the Leaside Junction just below the arrow which indicates 33 Laird Drive. Note that the previous ownerships by the Lea family and others are no longer recorded. *(City of Toronto Archives)*

11. Frederick Gage Todd, 1909 *(Bradburn)*



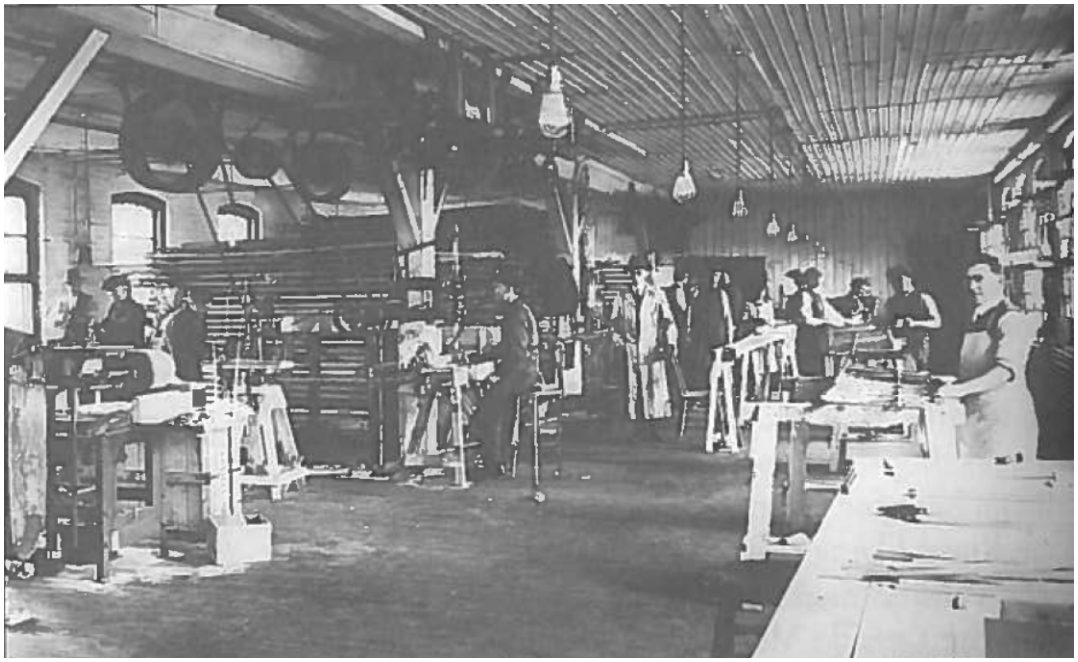
12. Civic Transportation Committee Annexation Map, Toronto (detail),1915: showing the Picturesque curvilinear plan for the residential development, which is bounded by Laird Drive on its east and south edges, and the large un-planned area with the CPR rail line reserved for the railway junction, sidings and various industries. The dotted red rectangle indicates the area of the lots previously owned in whole or part by the Lea Family (Lots 12, 13, 14). *(https://766fa1237ef2c73d5b9e41a6d10b45c191ada570-www.googledrive.com/host/0BwadvTiFXSLcNmNMeEJDeW82Nlk/hmt/1915-AnnexationDates.jpgs)*



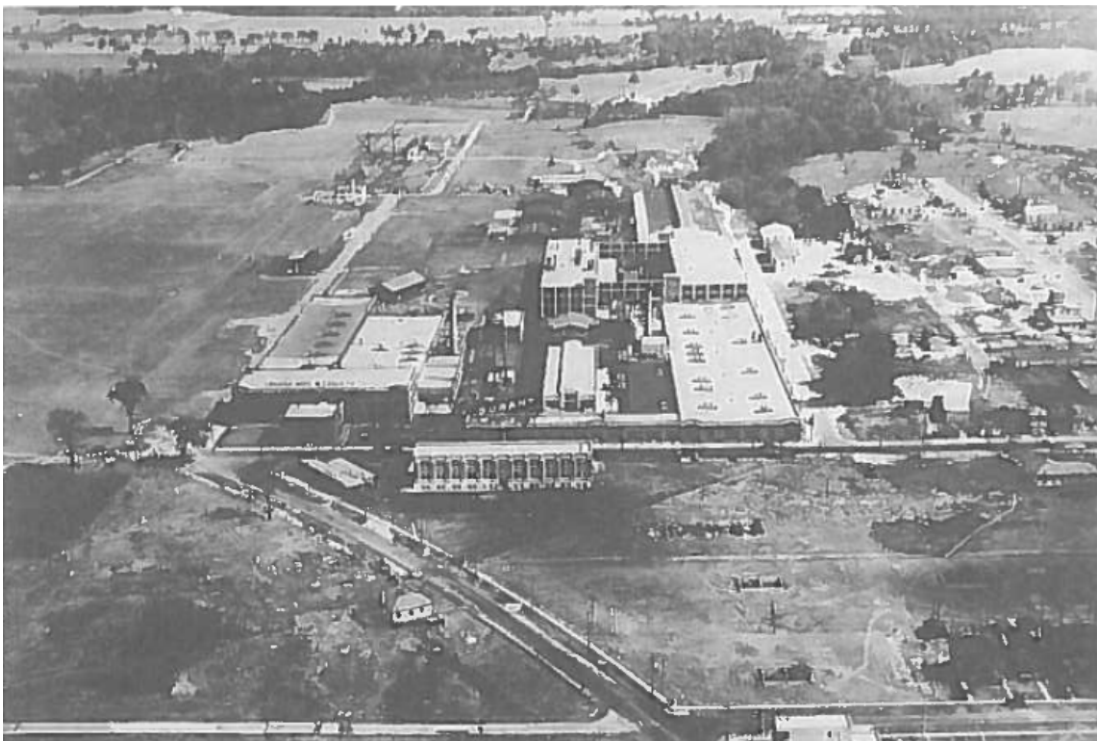
13. Goad's Atlas (detail), 1924: showing Frederick Todd's Plan for Leaside in detail and the extent of land occupied by the Canadian National Railway with Leaside Junction Station to the south and other industry (the Durrant Motor Co. occupies former Leaside Munitions) to the north. The map indicates the small amount of actual houses built by this time. Edith Drive is now known as Bessborough. As above, the arrow indicates the current location of 33 Laird Drive. *(City of Toronto Archives)*

14. Leaside Munitions 6" shells, 1917. *(Pitfield, p 48)*

15. Leaside Aerodrome Flying Instructors, 1918: The man on the left is believed to be Brian Peck the pilot of the First Air Mail delivery to Leaside. *(Pitfield, p 56.)*



16. Wooden Plane Factory, Leaside,1918. *(Pitfield, p 56.)*



17. Aerial View of Laird and McRae Drives, 1922: Laird Drive runs straight from left to right with McRae branching off towards the bottom of the photo. To the left is the space of the air field. Canada Wire and the munitions plant later Durant Motors occupy the centre of the photo and the CN repairs shops were to the right. *(Pitfield, p 44.)*

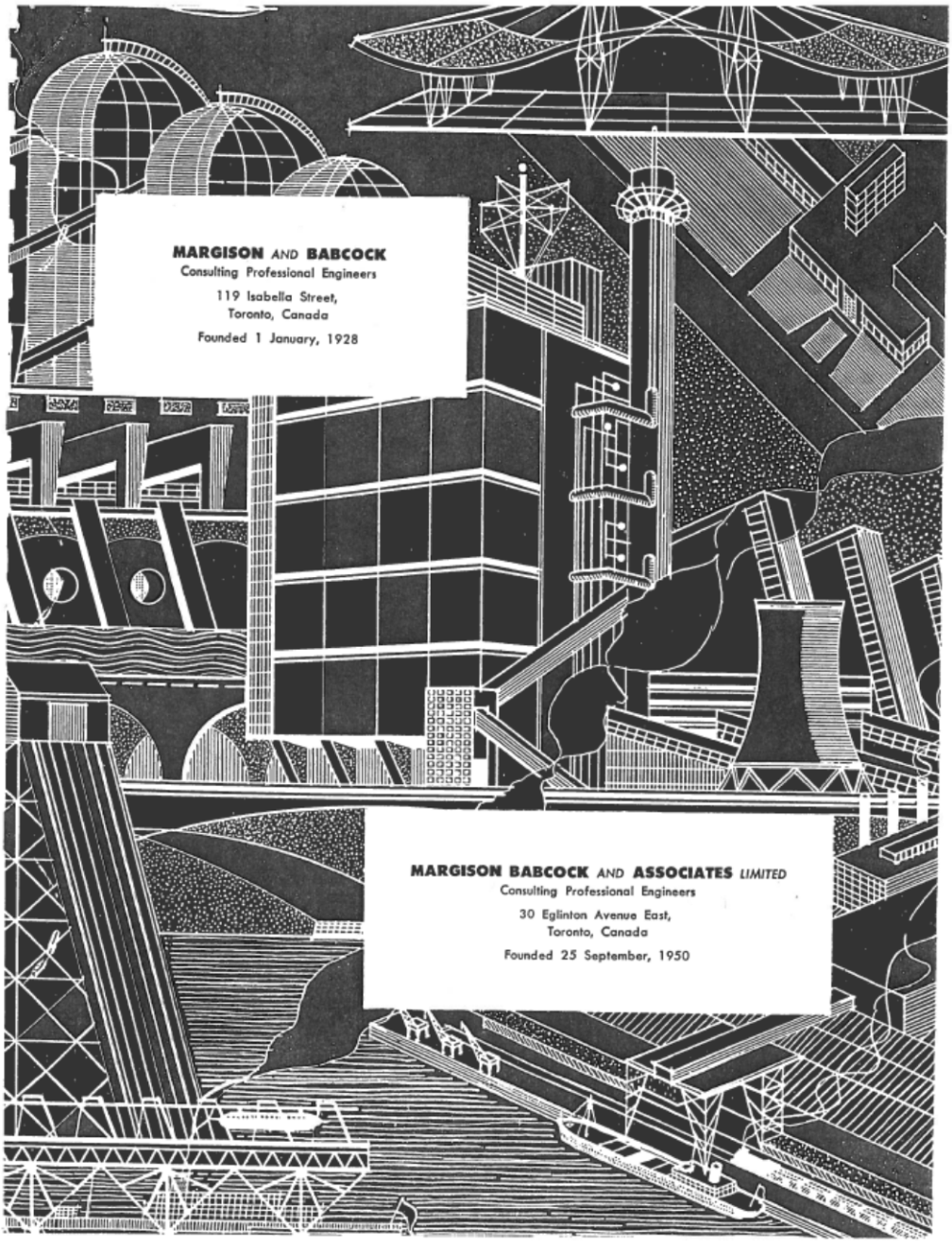
18. Sheridan Equipment Company Ltd, 33 Laird Drive, Margison & Babcock, 1945-6 , photographed by Panda Associates, 1956. (Canadian Architectural Archives)

19. Sheridan Equipment Company Ltd., south-east elevations: showing the extensions (clad in white metal) and the second storey addition (clad in black aluminum siding). *(Heritage Preservation Services, 2015)*

20. E S & A Robinson, 69 Laird Drive, Margison & Babcock, 1941,photographed by Panda Associates, 1956 . (Canadian Architectural Archives)

Canadian Architectural Archives - Library & Cultural Resources - University of Calgary

21. Drug Trading Company Ltd, 25 Ontario Street, Margison & Babcock, 1941-2, photographed by Panda Associates, 1956 . (Canadian Architectural Archives)



22. Margison & Babcock cover of company brochure,1950-1956: showing a variety of engineering project-types including damns, bridges and transportation hubs for rail and shipping to avant-garde cable structures. The industrial complex illustrated in the upper right hand corner combining various components represent the type of work undertaken for companies such as those designed by ES + A Robinson and Sheridan Equipment. *(Robert Hill)*

23. Sheridan Equipment Co. Ltd, north-west elevations: showing the building facing onto Laird Drive and Convarco Road with the composition of functional volumes: entry/showroom flanked by office/stockrooms facing Laird, and two-storey workshop with prominent chimney and the small loading bay office facing Convarco Rd. Note the later white stone and aluminum-clad addition on the extreme left on Convarco Rd. *(Heritage Preservation Services, 2015)*

24. Sheridan Equipment Co. Ltd., north elevation: showing the two-story equipment repair workshop, the small loading bay office and, at the far right, the offices/stock rooms. *(Heritage Preservation Services)*

25. Sheridan Equipment Co. Ltd.: showing the main entry and showroom. *(Heritage Preservation Services, 2015)*

26. Sheridan Equipment Co. Ltd.: showing the main entry and showroom with the concrete frame, C-channels in the façade alternating with floor-to-ceiling glazing, cast-stone decorative elements and brick striations. Note the tile framed entry portal, greenish tone of the c-channels and the traditional "fluting" of the end side panels. *(Heritage Preservation Services, 2015)*

27. Sheridan Equipment Co. Ltd.: showing the main entry with the deep tile-clad entry portal framing the front door surrounded by glazed sections and flanked by cast c-channels using a greenish aggregate. *(Heritage Preservation Services, 2015)*

28. Sheridan Equipment Co. Ltd.: showing the Art-Deco style cast-stone panels used on the side office/stockroom wings. *(Heritage Preservation Services, 2015)*