

OLD CNR LONDON
STATION IN 1935

Old C.N.R. Station

(Continued from Page One.)

ron, 20 years service, were brakemen.

MAYOR ON HAND

Mayor Wenigo was on hand and congratulated both engineer and conductor in charge of the train.

"We hope you'll be driving your engines into a fine new station for the next 46 years," he told Engineer Fred Morris.

As soon as No. 6 pulled out at 12.30 the old station was closed for business, its 60-year-old career ended.

Immediately workmen started to remove the remaining waiting room benches and the ticket office so as to be ready for the first train from the temporary station in the London Shoe building at York and Richmond street shortly before 3 p. m.

Joseph Pigott, president of the Pigott Construction Company, who will build the new station, was a visitor to the C. N. R. offices and it is understood that the wrecking of the old station will get under way on Monday morning, under the direction of George Everett, who wrecked the old Merchants' Bank building in preparation for the new federal building.

So the old station, London's most distinctive landmark, rooted deeper in the hearts of Londoners and connected more closely with their lives than perhaps any other building in the city, will disappear.

August 15

1935

Last Train Through Old C.N.R. Station At Noon Next Thursday

**After That Time Train Service
Will Be From Temporary Sta-
tion in Former London Shoe
Co. Building**

The old Canadian National Rail-
way station here will see its last
service on Thursday morning.

After the departure of C. N. R.
train No. 6, Chicago to Montreal, at
12.30 on Thursday the old station
will be closed.

The ticket office, restaurant, bag-
gage rooms and facilities and pas-
senger accommodations will be
moved into the London Shoe Build-
ing at York and Richmond streets.

Train No. 172 for Stratford, leav-
ing at 3 p.m., will be the first train
to carry passenger from the tem-
porary station in the London Shoe
Building and train No. 18 from
Windsor, about an hour later, will
be the first to discharge passengers
there.

The demolition of the old station
will actually begin on Monday of
next week. Workmen are today
transferring cable from the old
building.

The public entrance to the old
temporary station in the London
Shoe Building will be directly off
the southeast corner of York and
Richmond streets.

August 13
1935

WOULD BURN DOWN ANCIENT C.N.R. STATION AS FITTING END TO FAMOUS LANDMARK

Milder Plan Is to Hold Old-Fashioned Dance to Mark Passing; Ceremony Must Be Before End of Present Week

That the old C. N. R. station, for so many years a landmark in this city and for so many years the butt of many a joke, should be closed with some fitting ceremony is the suggestion heard from many quarters as its demolition is being planned.

The ticket offices and other facilities will be moved from the old station to the London Shoe building, at York and Richmond streets, tomorrow afternoon.

Tomorrow night the old station, which hasn't been locked since nobody knows when, will be completely deserted.

A gay old-time dance, to end up by setting the old building afire under the watchful eye of the city fire fighters, has been one suggestion, but it met with a cold reception. It appears that there is considerable salvageable material in the old building and the fire would be too dangerous.

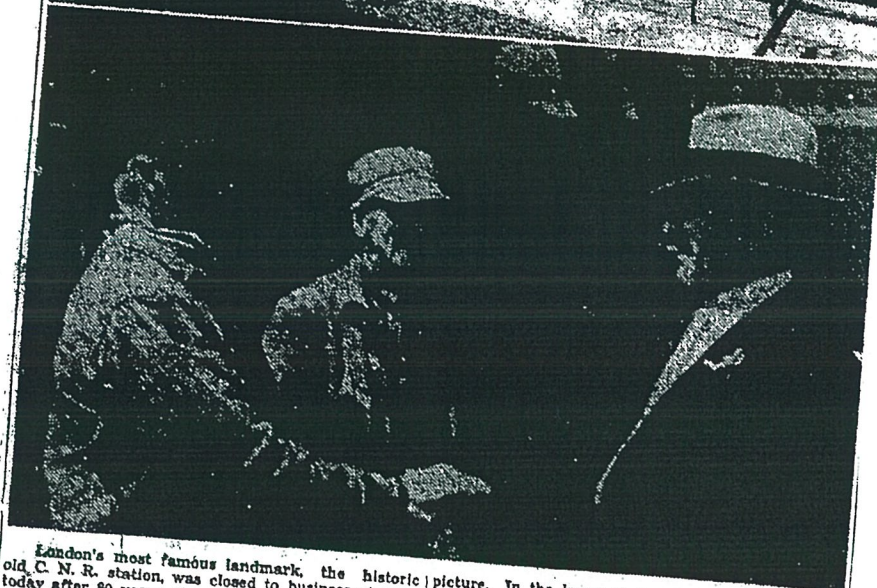
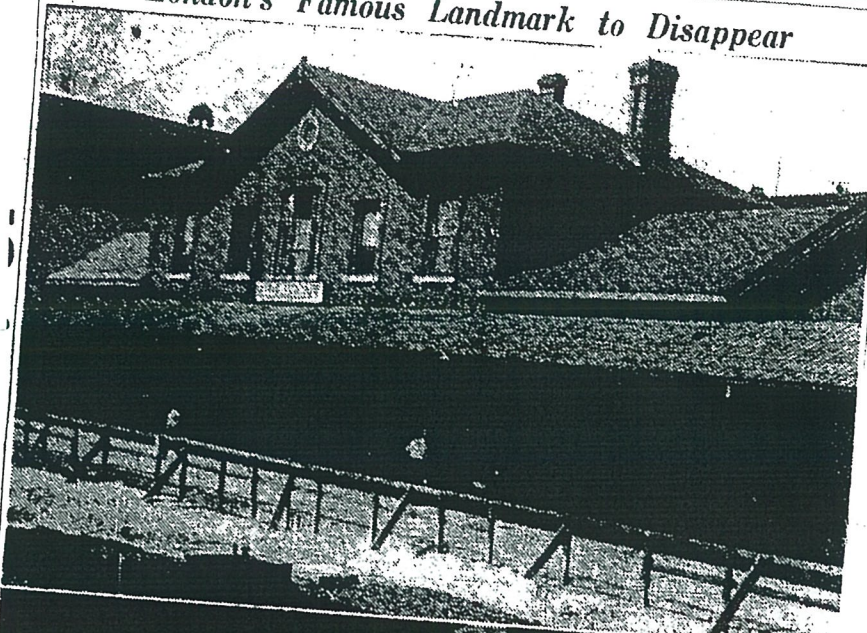
However, the dance could be held and many of the C. N. R. staff employees who worked in the old building so long agree that it might not be a bad idea to close the old landmark with such a function.

But if there is going to be any ceremony it will have to be held before the end of the week as it is

August 14

1935

London's Famous Landmark to Disappear



London's most famous landmark, the historic old C. N. R. station, was closed to business at noon today after 80 years of service. It was built in 1854 and was first known as the Great Western station, then the Grand Trunk Western, the Grand Trunk, and finally the Canadian National. The old building, which will be wrecked immediately to make way for a new and modern building, is shown in the top picture. In the lower photo The Free Press photographer caught the engine crew of the last train to leave the old station as they were receiving the congratulations of Mayor George Wenige. From left to right: Engineer Fred Morris, of Sarnia, who has piloted C. N. R. trains into the old station for the past 46 years, Fireman William Spendlow, of Sarnia, 25 years a fireman, and Mayor Wenige.

Old C. N. R. Station Shuts Up and Ends 80 Years' Service

Last Train Steams Out of Station at Noon; Wreckers Start Monday Morning

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The last travelers to use the station, which has offered shelter to hundreds of thousands as they waited for their trains in the past 80 years, left the city on C. N. R. train No. 6 at 12.20 p. m., the Limited Chicago to Montreal train.

The accommodation offered these last travelers was a bit crude as the moving of waiting room facilities and passenger accommodation to the temporary station was started early today.

Only a few benches, the ticket office and a table which served as a news stand and the Travelers' Aid desk remained in the building as the last train from the old building pulled out. The walls were bare and more than half the furniture had already been moved to the temporary station in the old London Shoe building, which opened at 3 p. m.

Engineer Fred Morris, of Sarnia, who has been driving engines into the old station here for the last 46 years, was at the throttle of the big engine 6000, as train No. 6 made her last stop at the old London station.

Conductor Tom Porter, also of Sarnia, and who has been in the service for 41 years, accepted the clearance orders as the last train using the station, pulled out. William Spendlow, of Sarnia, 25 years service, was fireman, and C. T. Muxworthy, London, 16 years service, and H. A. McLean, Port Huron.

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