

Historic Junction Station Could Be For Sale, Signs Indicate

Jan 26/72

On April 4, 1965, C. F. Armstrong, operations manager of the Canadian National Railways, London area, told officials of the Perth County Historical Foundation that the St. Marys Jct. Station would not be torn down before the end of 1965.

Mr. Armstrong's word was good, because the old stone structure is still standing, not quite as fresh looking, in the same place just north of St. Marys.

The historical group was interested at that time in preserving the building as a museum. Mr. Armstrong promised, "We will do what we can to help. It is a beautiful building and it is a credit to the integrity of the builders that this building is not gone."

A little more rust has collected on the door hinges and latches, some more of the paint has cracked and fallen off, passing trains have shaken a bit more of the plaster loose on London run, is only 15 feet away from the station. Public safety was the main concern. A fence

was considered in 1965. Thomas A. Edison worked in the station as a telegraph the walls inside, and layers of dirt have replaced busy feet on the floor, but the stone exterior still stands proud and strong.

Most of the rooms in the station are vacant except for an old oil drum, or some fence material in storage. There is also the cab of a patrol vehicle, and a large lawn mower.

The walls have become targets for people wanting to be remembered, either as themselves, or someone else. One name scrawled on the wall is "John Wayne, Amarillo, Texas, U.S.A." Although the history of the station goes back to the mid 1800's, there is no record of this movie hero ever being in St. Marys.

"Bobby Oliver, Aug., 1950, Windsor; Scott Allyson," are two other markings on the walls of the station.

The idea of using the station as a museum was only hampered by one thing — the track, still used for the Stratford to

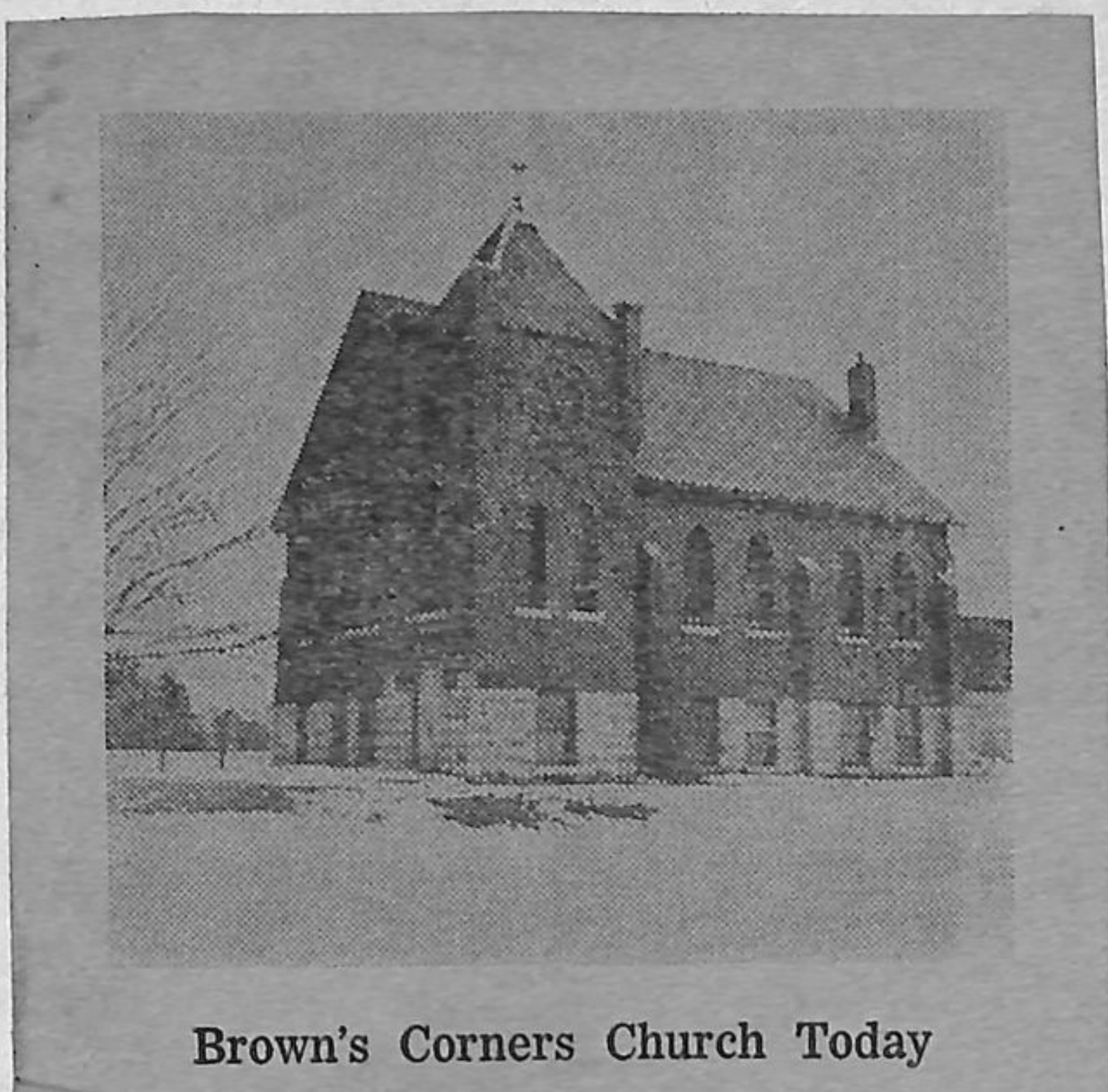
operator in 1862-63. At that time he was 16 years old. The desk he worked at remained in the station for about 70 years before it was donated to the Ford Museum in Dearborn, Mich.

There used to be a six-engine stone roundhouse nearby the station, but CNR policy was to remove all buildings and other structures not in use. The only thing near the station now is a fertilizer depot.

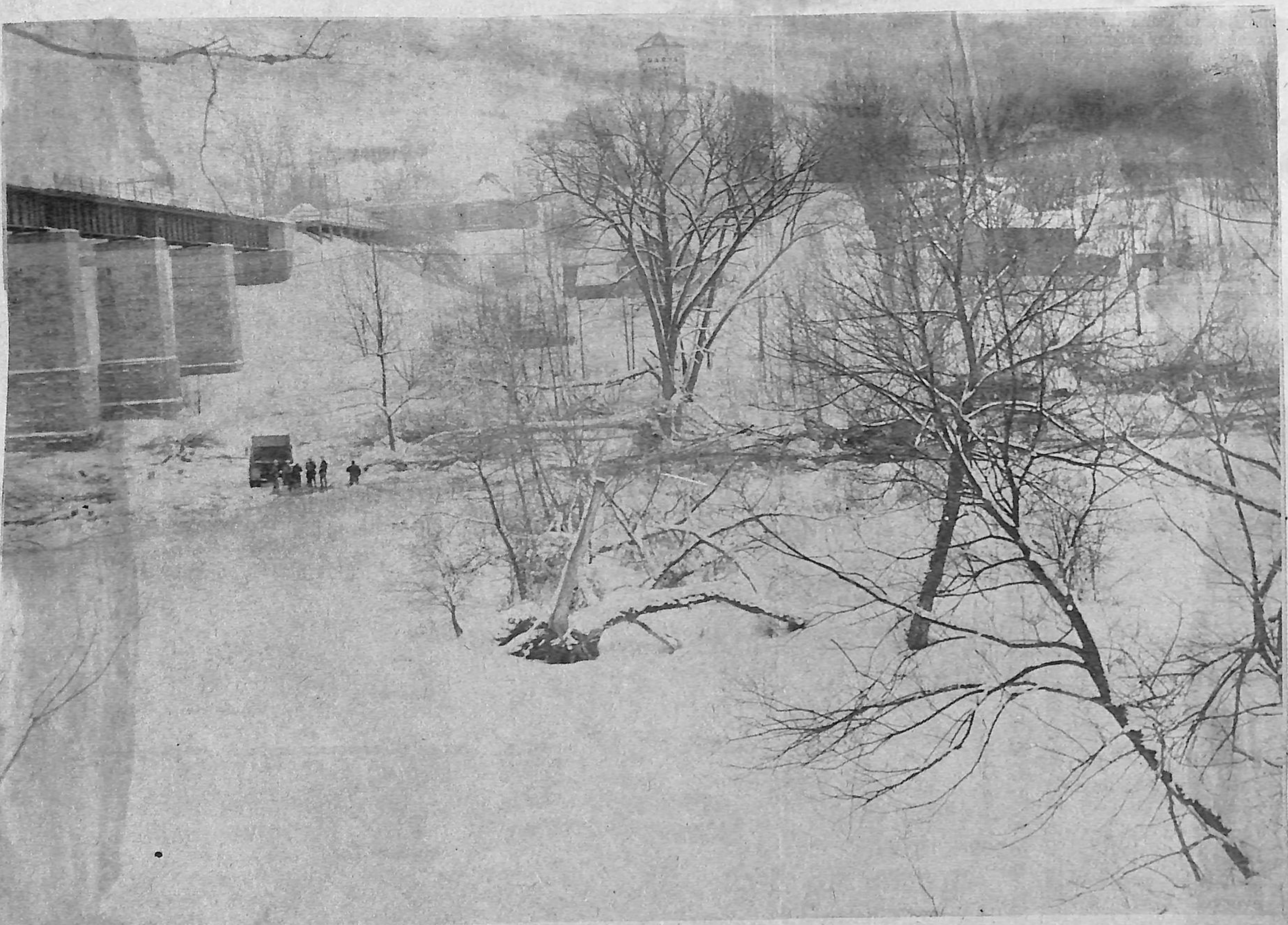
Ed Carr of St. Marys, a citizen concerned about the fate of the station, says anyone interested in moving the station away, could probably buy it very cheap right now. There is only one problem with this, however, he says, the walls alone are about 20 inches thick of solid stone. That would make it weigh many tons.

A CN official in London said it will be at least a year before any effort is made to sell the station. Right now the signal department is using it for storage, and until another storage facility is obtained it will have to do.

After that, tenders will be called for the removal of the stone station. "I imagine whoever gets it will have to tear it down to move it, it is so heavy. Stations are bringing from \$1 to \$1,000 now," he said.



Brown's Corners Church Today



JAN. 26 1972. **TROUT CREEK BANK CLEAN-UP** is well underway. The winter works scheme, started under a Provincial grant, is carrying on with considerable brush removal completed along the Thames, and a start in the area pictured here to the west of the C.N.R. London bridge. It is expected a Federal winter-works grant will soon be forthcoming to carry on the program. Most of the tangled maze of willows shown here will be removed with a tree planting program, filling and so forth slated for Spring. This is the area of Trout Creek scheduled for course alignment later this year. The river and creek improvements are beginning to attract considerable local attention and should lead eventually, over the next few years, to a great change for the better along St. Marys streams.