

ESSEX TERMINAL RAILWAY

C. H. RIFF

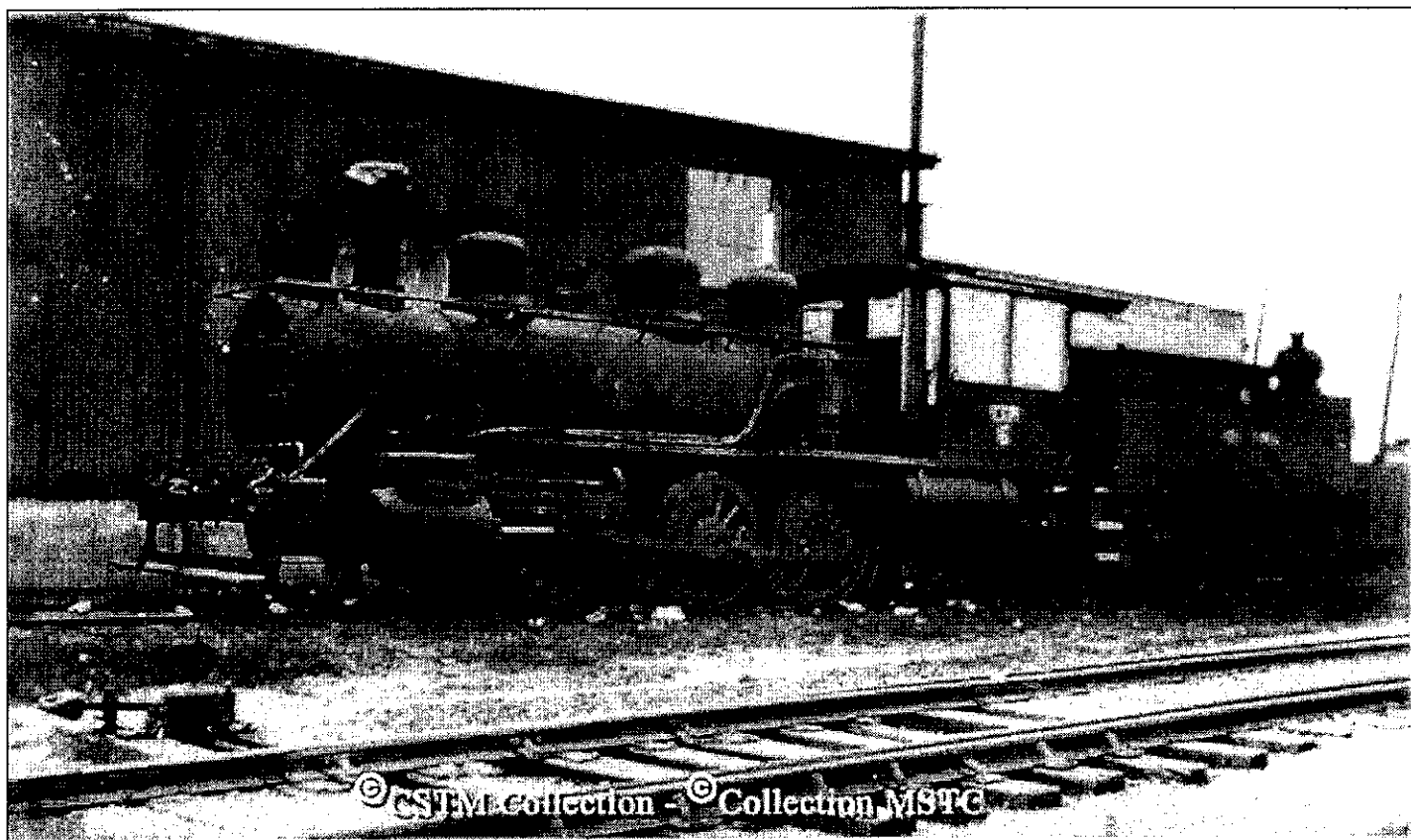


Photo Number: MAT003052
Photographer: unknown
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Subject: Steam locomotive
Equipment Number: 6
Collection: Mattingly

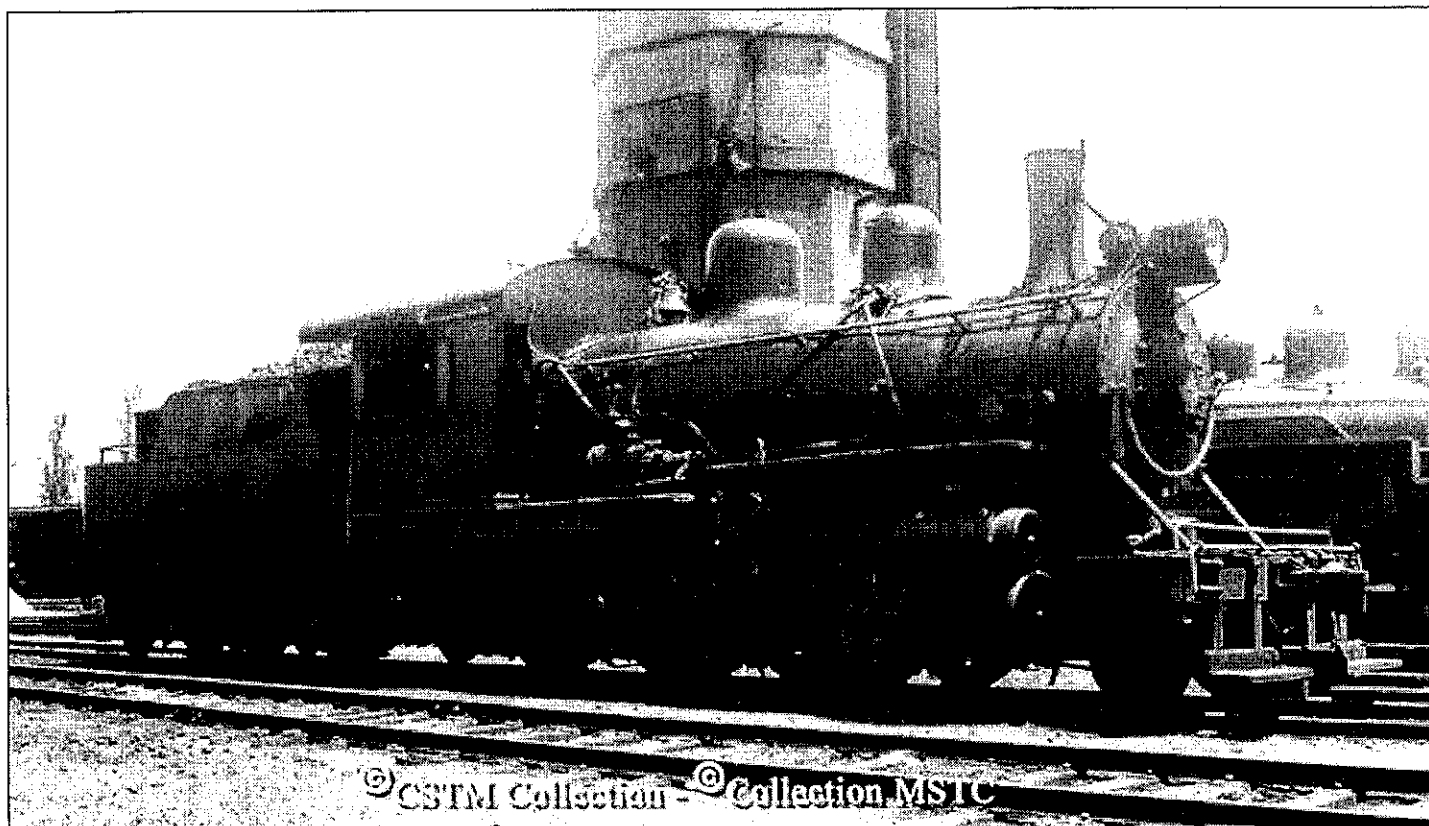


Photo Number: MAT003053
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1948-07-04
Subject: Steam locomotive
Equipment Number: 7
Collection: Mattingly



Photo Number: MAT003055
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1945-10-14
Subject: Steam locomotive
Equipment Number: 9
Collection: Mattingly

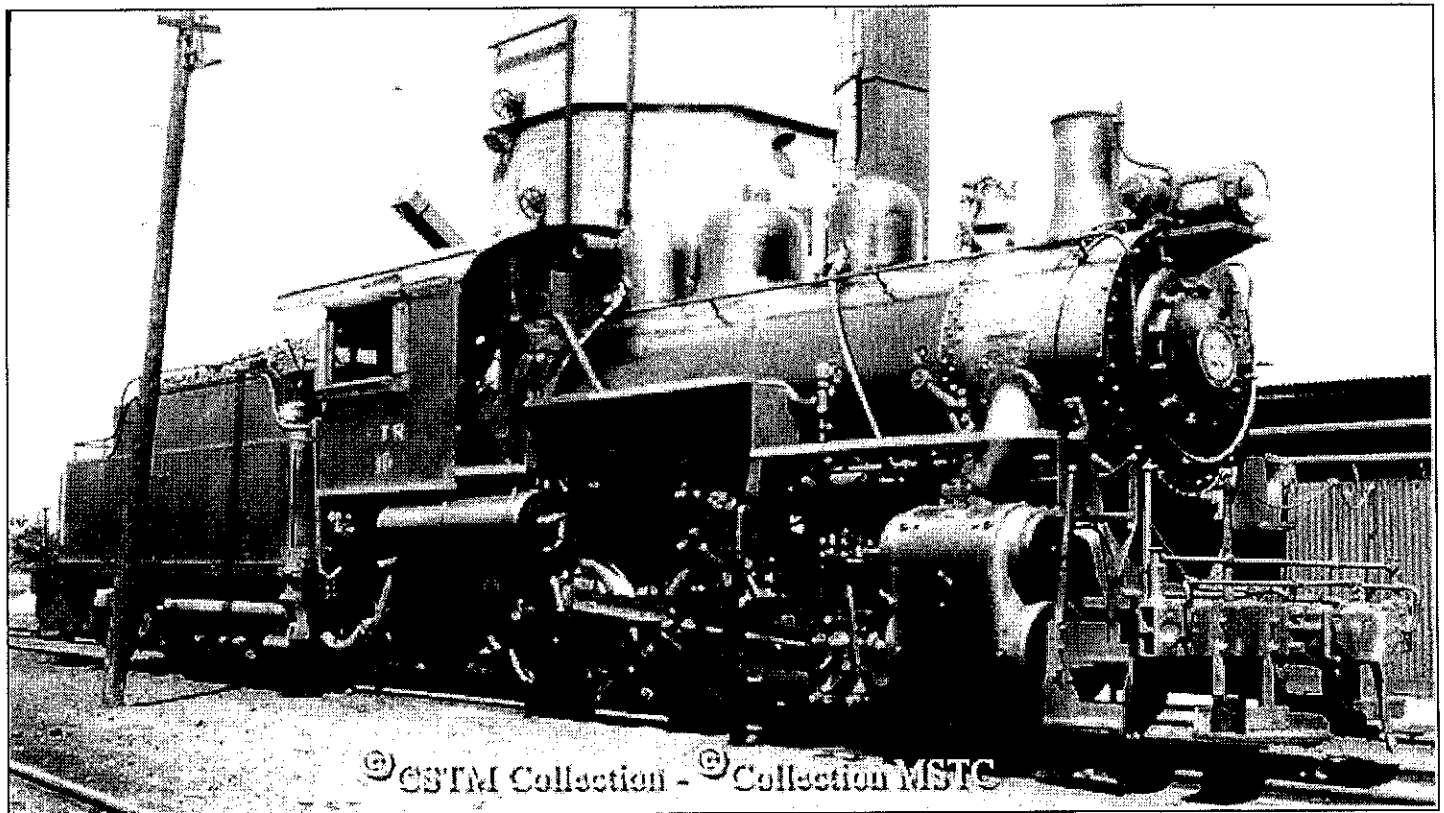


Photo Number: MAT003056
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1946-06-23
Subject: Steam locomotive
Equipment Number: 10
Collection: Mattingly

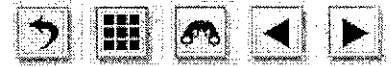


Photo Number: MAT003057
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1945-08-05
Caption: May be scrapped.
Subject: Steam locomotive
Equipment Number: 11
Collection: Mattingly



Photo Number: MAT003059
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1947-08-10
Subject: Diesel locomotive
Equipment Number: 101
Collection: Mattingly



Photo Number: MAT003060
Photographer: Lee, John R.
Location: Windsor, ON
Railway Name: ESSEX TERMINAL
Date: 1946-09-29
Subject: Equipment, caboose
Equipment Number: 53
Collection: Mattingly



Photo Number: STR00626a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-18
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR



Photo Number: STR00627a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-18
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR



Photo Number: STR00628a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-18
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR



Photo Number: STR00629a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-19
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR



Photo Number: STR00630a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-19
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR

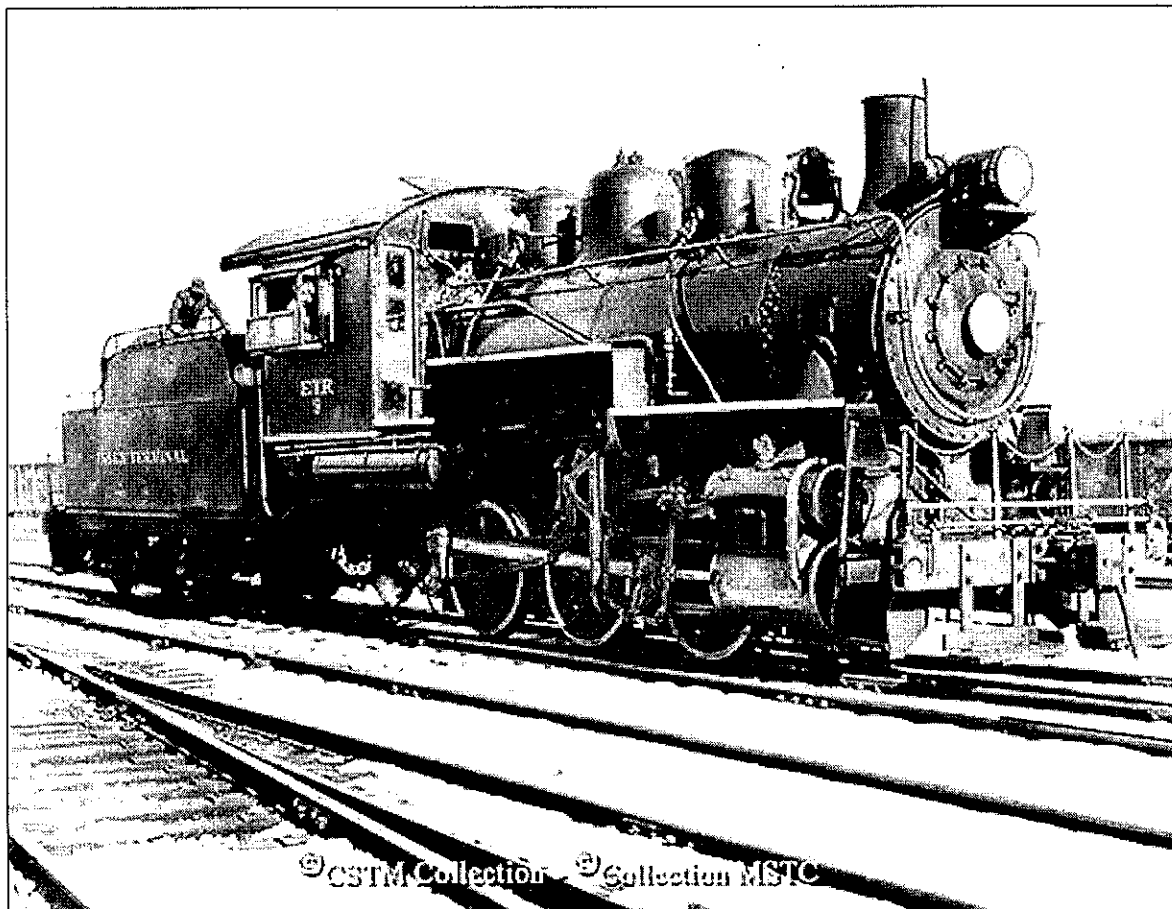


Photo Number: STR00632a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1957-02-19
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1923-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR



Photo Number: STR00634a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1948-04-16
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1929-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 12
Collection: STR



Photo Number: STR00635a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Subject: MOTIVE POWER - STEAM LOCO
Builder Date: 1929-00-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 12
Collection: STR



Photo Number: STR00638a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Subject: MOTIVE POWER - DIESEL LOCO
Type: B-B
Equipment Number: 101
Collection: STR



Photo Number: STR00640a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1948-04-24
Subject: MOTIVE POWER - DIESEL LOCO
Type: B-B
Equipment Number: 101
Collection: STR

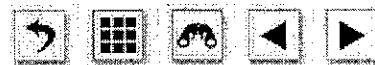


Photo Number: STR00641a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1949-06-24
Subject: MOTIVE POWER - DIESEL LOCO
Type: B-B
Equipment Number: 101
Collection: STR



Photo Number: STR00642a
Photographer: TRELOAR, E.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1949-09-14
Subject: MOTIVE POWER - DIESEL LOCO
Type: B-B
Equipment Number: 101
Collection: STR

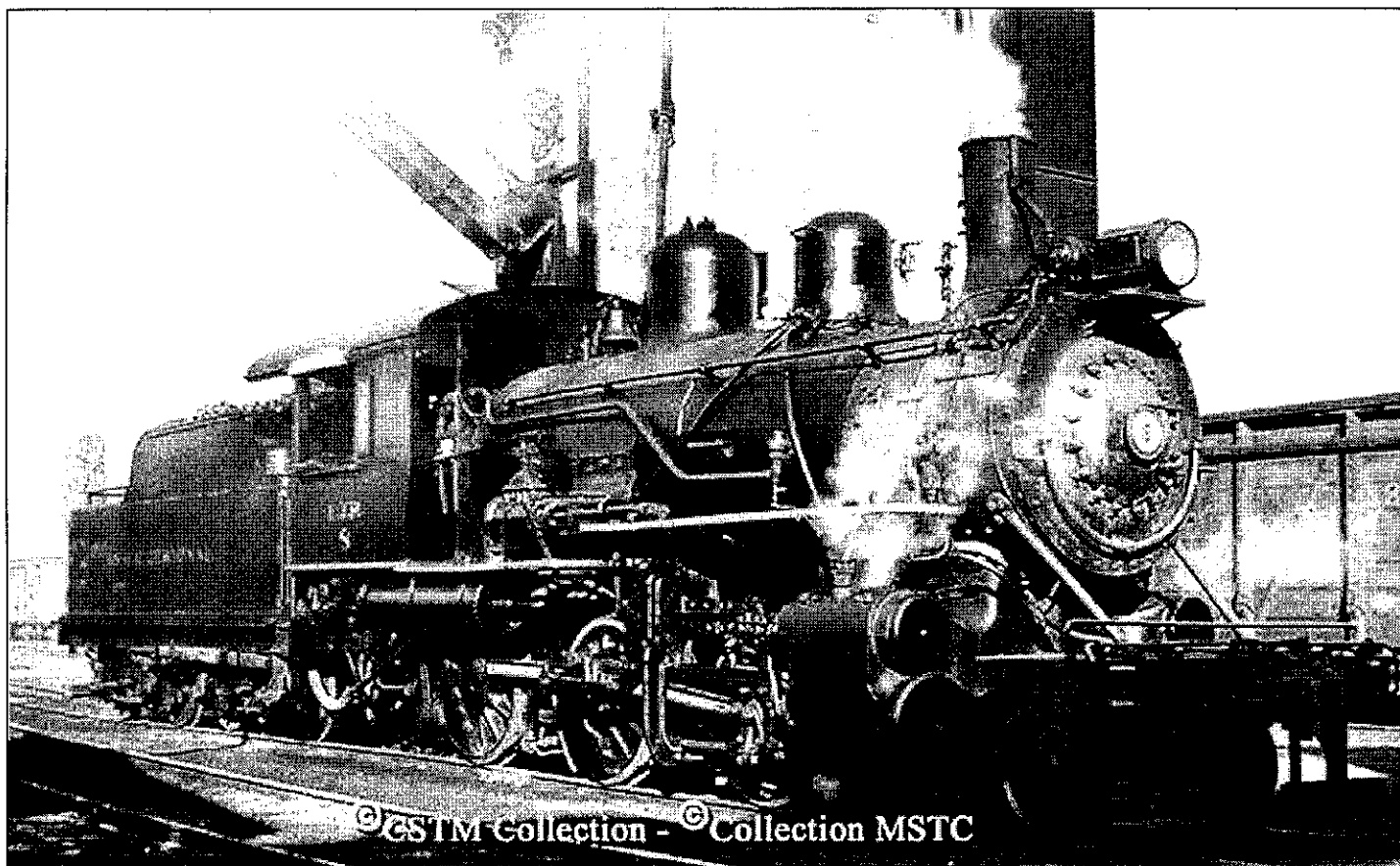


Photo Number: STR04129a
Photographer: VOLLRATH, H.K. COLL.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1938-08-00
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 59034
Builder Date: 1918-08-00
Model: MOGUL
Type: 2-6-0
Equipment Number: 8
Collection: STR



Photo Number: STR04130a
Photographer: VOLLRATH, H.K. COLL.
Location: WINDSOR, ONT.
Railway Name: ESSEX TERMINAL
Date: 1962-05-00
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 64276
Builder Date: 1923-02-00
Model: SWITCHER
Type: 0-6-0
Equipment Number: 9
Collection: STR

From the Vault: Essex Terminal Railway



CITY DESK

More from City Desk ([HTTP://WINDSORSTAR.COM/AUTHOR/CITY-DESK](http://windsorstar.com/author/city-desk))

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RAILWAY TO BEGIN WORK IMMEDIATELY

Council Confer With Essex Terminal Manager on Right of Way.

At the special session of the city council Friday evening, a conference was held between the aldermen and William Woolfitt, general manager of the Essex Terminal railway, which is to tap the city's new factory district.

The right of way has been practically secured by the company. The council and representatives of the company will make a trip of inspection along the proposed route Monday afternoon, and Tuesday evening there will be another special meeting at which arrangements will be made for starting the construction work at once. It will take about two months to finish the switching line. It is expected that this line will prove one of the biggest features in Windsor's industrial growth, and the increased transportation facilities ought to bring the manufacturing concerns to the district in large numbers.

Ald. Keogh's bylaw for the creation of a charity department in the city was withdrawn temporarily after some discussion. It will, however, come before the council at its next meeting, copies of it having been placed in the hands of all the aldermen. Mayor Hanna expressed the opinion that the plan of having a municipal relief officer would not improve on the present method of caring for the city's poor, who are now well attended by the ladies connected with the Home of the Friendless.

June 25
1910

Essex Terminal Ry. - Application is being made at the current session of the Dominion Parliament for an act extending for two years, the time within which the projected lines are to be commenced, and for five years, the time within which they are to be completed. It is further asked that the names of G. P. Porter and W. Pope be placed on the list of incorporators, and those of E. Guardot, R. Loveland and J. G. Watson, struck out. (June, 1902, pg. 190)

JUNE 1904

1905, pg. 459).

Essex Terminal Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the proposed railway and other works; to make changes in the provisional directorate, and to change the head office of the company. J. H. Coburn, Walkerville, Ont., is solicitor for the applicants. (Aug., 1904, pg. 275).

MARCH 1906

P18

Exeter Terminal Ry. A company with this title was incorporated by the Dominion Parliament in 1902, for the purpose of constructing a line from Walkerville to Amherstburg, Ont., with power to connect with the various railways approaching the International boundary between these points and to provide for interchange of traffic between them. An amending act was obtained in 1904, by which the provisional directors were stated to be J. A. Auld, F. A. Hough, Amherstburg; W. Pope, G. F. Porter, Walkerville; S. A. King, Windsor. The company has been making application to the Railway Commissioners for approval of location plans. (Mar. pg. 131).

July 1906

Essex Terminal Ry. An act was passed at the recent session of the Dominion Parliament changing the location of the company's offices to Walkerville, Ont., and extending the time for the construction of the railway. The company proposes to construct a line of about 3.8 miles from the G.T.R., at a point about three-quarters of a mile east of Walkerville to the Michigan Central Rd., about half a mile south of the Tecumseh road, passing through the southerly portions of Walkerville and Windsor, and crossing the C.P.R. tracks. We are advised that the right of way for this line is being secured, a contract for construction let, and that it was expected that a start would be made on the work by the end of July. The track will be laid with 80-lb. steel. Owen McKay, Walkerville, is Chief Engineer. The company has power to extend its line along the river to Sandwich, and to connect with the various lines approaching the International boundary there. The officers and directors for the current year are: President, A. L. Colby; Treasurer, C. F. Doherty; Secretary, J. H. Coburn; other directors: G. F. Porter, G. E. Roehm. (July, pg. 379).

August 1906
p 451

Essex Terminal Ry. In 1906 track was laid for about two miles from the Pere Marquette Rd., westerly to the C.P.R., at Walkerville, and grafting has been done easterly from the Pere Marquette Rd. to the G.T.R., one mile. The intention is to extend the line so as to connect with the Michigan Central Rd. at Windsor, Ont. W. Woollatt, formerly Superintendent of the Lake Erie and Detroit River, is Manager; and O. McKay is Chief Engineer. (May, pg. 329.)

DECEMBER
1908

July 1909.]

for construction was granted in 1908, but nothing has been done. (Mar., 1908, p. 181.)

Essex Terminal Ry.—The Dominion Parliament, 1902, incorporated a company under this title, authorizing the construction of a railway of 18 miles from Walkerville to Windsor, Sandwich and Amherstburg, Ont. In 1904 and 1905 the company was given extensions of time for construction. The company laid 1 mile of track in 1906. (Dec., 1908,

ESSEX TERMINAL RAILWAY

No construction work has been done on the projected railway since December 1906 and it is expected that anything further will not be done until the right to construct it across the Windsor Essex and Lake Shore Rapid Railway on the town line north of the Canadian Pacific Railway at Walkerville has been obtained. The Railway Commission has recently given permission for the railway to construct across the Lake Erie and Detroit Rivers Railway tracks at Walkerville.

December 1908
CR&MW

ESSEX TERMINAL RAILWAY

Proposes to build a spur 1.25 miles from its mainline either along McDougall Street or further west to tap this industrial site and furnish a railway connection with the trunk lines running into Windsor. The company's line at present is in operation from the Grand Trunk Railroad east of Walkerville to the Canadian Pacific Railroad three miles and crosses the Pere Marquette at Walkerville.

1910, p. 447
CR&MW

ESSEX TERMINAL RAILWAY

CANADIAN RAILWAY AND MARINE WORLD

FEBRUARY 1911, p. 111

An additional mile of track between Walkerville and Windsor was laid during 1910. No future work is contemplated for the future.

The Board of Railway Commissioners approves the spur to Saginaw Salt and Lumber Company. Crosses Becker Street, Huron Church Line, Felix Avenue, Chippewa and Centre Road and Bedford Street.

JULY, 1911, p. 645

The Board of Railway Commissioners authorized the Company to cross the Canada Southern Railway and the Detroit River Tunnel tracks at Windsor.

OCTOBER, 1911, p. 935

The Board of Railway Commissioners has authorized the line to be carried by an overhead crossing over the Detroit River Tunnel Company at Windsor.

DECEMBER 1911, p. 1137

Board of Railway Commissioners authorizes the opening for traffic of the line in Walkerville to Gilas Avenue between Windsor Avenue and MacDougall Street, Windsor, Ontario.

ESSEX TERMINAL RAILWAY

CANADIAN RAILWAY AND MARINE WORLD

JANUARY 1912, p. 12

A temporary crossing of the Michigan Central line has been authorized to open the line from Windsor to Sandwich.

APRIL, 1913 p. 168

A large area south of the race track has been acquired for laying out yards.

AUGUST, 1913 p. 376

The Board of Railway Commissionaires approves the extension of th line to Turkey Creek in Sandwich West, there is no present inclination to go to Amherstburg despite the rumours.

September 14, 1914

WINDSOR EVENING RECORD

Work to begin at Ojibway this week.

The beginnings of operations at this time on the extension of the Essex Terminal Railway to ship in and out from the big steel plant is taken to mean that the work of erecting the various miles will be rushed to completion.

AUGUST 18, 1911

WINDSOR EVENING RECORD

Work has been commenced at gradin the Sandwich branch of the Essex Terminal Railway. J. J. Dewhurst of Woodslee contractor is in charge. The work is to be completed in three months time. It is being pushed ahead rapidly.

JUNE 24, 1911

WINDSOR EVENING RECORD

During the past few days ties have been arriving at the Sandwich Dock and work commenced shortly on the Essex Terminal Railway line from Windsor to Sandwich.

JUNE 26, 1911

THE TERMINAL RAILWAY ROUTE

At the City Council meeting tonight the latest plan of the Essex Terminal Railway will come up for approval.

SEPTEMBER 19, 1918

THE BORDER CITIES STAR

COMMENCE WORK ON NEW ROUNDHOUSE FOR ESSEX TERMINAL.

Work on the construction of a new 512, 000 roundhouse for the Essex Terminal Railway on its property on its mainline and Windsor Branch Line junction on the east side of Lincoln Road, Walkerville has been commenced. The contract for the erection of the building has been awarded to Thompson Brothers. Men are now excavating for the building and the work will be rushed as rapidly as possible.

Essex Terminal Ry.—A large area has been acquired south of the race track in Windsor, Ont., by the company for laying out yards. The matter is under consideration by the city council, with a view to obtaining a street extension through the property before the yards are laid out. (Aug., 1912, pg. 411.)

Frederickton and Grand Falls

April 1913

Essex Terminal Ry.—The Board of Railway Commissioners has approved location plans for an extension of the line from lot 59, con. 1, to Turkey Creek, both in the Sandwich West township, Ont. Press reports state that surveys are being made for an extension of the line to Amherstburg, but the company's officials state that there is no present intention of extending the line there. (April, pg. 168.)

July 1913

Essex Terminal Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the company's line through a portion of Windsor, Ont., and through Sandwich to the north side of Titcombe Road, Ojibway, mileage 3.25 to 8.58. This piece of line was built in 1915, but was not approved by the board for traffic until quite recently.

We are officially advised that the company may arrange to build an additional 2 miles of main line track during this year. (June, 1916, pg. 222.)

JANUARY 1917

Essex Terminal Ry.—A press report states that a contract has been let to the Chick Construction Co., Windsor, Ont., for the extension of the line from Ojibway to near Amherstburg, where the Brunner Mond Co. is building a large charcoal plant. An earlier press report stated that the extension was to be seven miles in length along the first concession in Sandwich West to Amherstburg. (Sept., pg. 350.)

November 1917

Essex Terminal Ry.—We are officially advised that during 1918 the company laid 2 miles of sidings in Quarrie's yard, Windsor, Ont. The grading was done by the Quick Contracting Co., Windsor, and the tracklaying, etc., by the company's own forces. The Quarrie yard is connected with the steel plant at Ojibway, Ont., by a line 10 miles long, on which track was laid in 1917, but which was not reported in time for use in our table showing track laid in that year. (Sept., 1918, pg. 390.)

JANUARY 1919 . 26

Essex Terminal Ry.—The Dominion Parliament has granted an extension of time for 2 years for the commencement and for 5 years for the completion of a branch line, originally authorized in 1917, from near Ojibway, on the Detroit River to Pelton, Ont. (Nov. 1924, pg. 588.)

JULY 1925

004.1
Essex Terminal Ry.—A press report states that Ford City Town Council has arranged for changing the location of the Essex Terminal Ry. tracks to Franklin St.

JANUARY 1926

MARCH 1926

plant extensions, arrangements have been completed for the diversion of the E.T.R. tracks from a point near Drouillard Road to a connection with the Canadian National Ry. near Pillette Road, by which the railway line will be lengthened about half a mile. The present Franklin St. will be used for right of way for the railway and a new street will be opened adjoining the railway. The only street crossings provided in the new layout are Drouillard Road, Central Ave., and George Ave., at the latter of which a subway is to be provided within five years. The new construction will be about a mile through level country and without any engineering difficulties. Up to Jan. 1 it had not been decided when construction will be started.

MARCH 1926

.122

Essex Terminal Ry. By-laws Quashed.
Judgment was given recently in the Ontario Superior Court, by Justice Rose, quashing two by-laws passed by Ford City Town Council, the first to permit the Essex Terminal Ry. to make a change of the location of its line in the town, and the second to authorize the execution of an agreement under which the town council undertook to close certain streets and alleys, and not to make application at any future time for more railway crossings.

Canadian National Ry. Pensioners' Association, meeting at Moncton, N.B., March 5, passed a resolution, to be sent to Ottawa, asking that the minimum pension be increased from \$30 to \$60 a month.

April 1926 . 183

August, 1926

The Canada and Gulf Terminal Ry's model 76. gasoline self-propelled car, built by Ottawa Car Manufacturing Co., delivery of which was mentioned in Canadian Railway and Marine World for July, and an illustration of which is given herewith, has the following chief dimensions: length over end sills, 55 ft.; width over posts, $9\frac{1}{2}$ ft.; length of baggage compartment inside, $16\frac{1}{4}$ ft.; truck centers, 32 ft.; motor truck wheel base, 8 ft. 4 in.; trailer truck wheel base, 7 ft.; height rail to top of roof, 12 ft., $3\frac{1}{2}$ in. Seating capacity in main room is 50, and in baggage compartment, 6. The underframe is of steel construction throughout, the centre sills being 10 in. rolled steel channels, continuous from end sill to end sill, the side sills rolled steel angles, the end sills and cross members rolled steel channels, and the bolsters of the built up type. The body framing is also of steel throughout. The flooring is double, the top floor being 5.8 in. t. and g. maple boards laid lengthwise, and the

August 1926

TERMINAL RAILWAY MAKES APPLICATION

Spur Line Into Factory Dis-
trict May be Built in
Short Time.

July 19 1910

Application has been made to the Dominion railway commission by the Essex Terminal railway for permission to build the proposed spur from its main line into the city's factory district along McDougall street. Notice to that effect was received by the city council last night from William Woolbatt, general manager of the road.

Although the city council at its last meeting did not provide for sending representatives to back up the railway application before the board in Toronto, it did pass a resolution which was satisfactory to the Essex Terminal officials. On the strength of this resolution, preliminary steps for the building of the road are being taken, and the spur may be completed without the three months' delay which was expected.

One of the other recommendations which came before the council last night may also have a bearing on the railway question. C. Ray, local agent for the C. P. R., informed the council that General Manager Osborne, of the company, desires an opportunity of meeting the council at the earliest possible date to discuss industrial matters. By the arrangement which was made, the council will be called together some time this week, the date of the meeting being left open to suit his convenience.

JULY 19
1910

PROTEST AGAINST ALTERING COURSE

**C. P. R. Has Directed Comm-
unication to the Windsor
Council.**

Oct
10 1911

The C. P. R. is protesting against altering the course of Tecumseh road as part of the plan for the extension of the Essex Terminal railway to Sandwich. A letter from MacMurchy & Spence, of Toronto, legal advisers for the Ontario division of the C. P. R., was read at the council meeting last night, and referred to the city solicitor.

"We have been informed," said the communication, "that a by-law is now proposed for the closing of a considerable part of Tecumseh road for the purpose of enabling the Essex Terminal railway to construct a spur along the present course of the road. We desire to point out that the proposal is one of great importance to the C. P. R. If the road is closed a great part of the frontage of the C. P. R. yards will be destroyed, and even if a small part of the Tecumseh road, running east and west is left open, which we are not sure is the intention, access from our stock pens will be impeded by the proposed new spur line. Before any action is taken, we hope you will see that we are fully informed of any applications made and proceedings intended, and that we will be given an opportunity to present the company's views. Let us know the present position of the matter."

October 10
1911

ESSEX TERMINAL TO SANDWICH COMPLETED

County Town is Now Placed on Commercial Map—Salt Co. is Now Manufacturing Bi-products of Mineral.

The construction of the Essex Terminal railway extension through the western end of Windsor and into Sandwich to the plant of the Canadian Salt Company, is completed and already engines have been running on the line, considerable new machinery having been taken to the plant by that route Friday.

The opening of the road gives Sandwich railway connection for the first time and is expected to result in the county town being placed on the commercial map. Citizens of Sandwich are confident that the installation of the new road will mean much to the future welfare of the place.

The Canadian Salt company have for years been manufacturing Salt at their plant in Sandwich but it was just recently that they commenced the manufacture of the bi-products of salt in the form of caustic soda and bleaching powder. It is expected that shipments of the newly manufactured product will be made via the Essex Terminal shortly.

JANUARY 22
1912

morning.

Knocked Down by Engine.

Antoine Tino, an employe of the Canadian Bridge company, Walkerville, was the victim of a very unfortunate accident. He is now confined to his home on Wyandotte street with serious injuries. Tino was working on a ladder in the shop when an engine on the Essex Terminal Railway backed down a switch running through the shop, striking the ladder which was knocked to the ground. Tino was thrown some distance. A fractured collar bone was sustained. He is also thought to be injured internally.

February 9 1912

Feb 3 1913
P 7
Extend Essex Terminal.

Engineers are surveying a proposed route for the Essex Terminal railway company, that will extend their line into the new Steel City. It is expected that the work will be started in the spring. With the extension of the railway into that section of the county, the prospects for the coming of the steel plant get much better, as one of the largest shareholders in the railway company is handling the affairs of the Steel Company on this side of the river.

Funeral of Ernest Royal.

The last sad rites for the late Ernest Royal, the M. C. R. freight conductor who was killed Thursday at the M. C. R. "hump", were held Sunday afternoon. Services were held at his late home, 203 London street west by the Rev. W. H. Snelgrove, rector of the Church of the Ascension of which the deceased was a member. The services were under the auspices of the S. U. of N. A. which attended in a body, eight members acting as pallbearers, they being Messrs. A. Barrons, J. J. Lonnee, Wm. O'Brien, A. Smith, John Ryan, Geo. Hess, A.

February 3
1913

day last 11/07/2006 MILLS MEMORIAL
Co. got stuck in the main street
street.

Rushing Double Track.

Excellent progress is being made with the double track on Sandwich street for the belt line. The cars are running on the new tracks, which have been imbedded in concrete. After the rails are all laid and levelled the work of widening and paving the street will begin, and Sandwich street east will be in good shape for the heavy traffic it gets. August 1 1913

Extending Railway to Ojibway.

The Essex Terminal Railway is surveying the route for an extension of its line to Ojibway, where the \$20,000,000 plant of the Canadian Steel corporation will be located. The railway will run as far as Turkey Creek which borders on the southwest limit of the new steel town.

Earlier Closing.

Bartlet, Macdonald & Gow, J. W. Peddie & Son, A. G. & W. E. H. Langer and Joseph Appelbo & Co. have decided to close their stores earlier at 6 o'clock in the evening instead of 6.30. This will apply to each evening except Saturday. It is expected the other merchants will follow suit.

August 1 1913

City Council May Oppose Plans of Essex Terminal

MARCH 3 1913

Large Tract of Land South of Race Track Acquired For Yards--Would Cut Off Ouellette Avenue and Prevent Further Development-- Aldermen Propose to Take Matter Before Dominion Railway Commission--Action May Be Taken at Council Meeting Tonight.

Windsor and the Essex Terminal railway are likely to come into conflict over the carrying out of the proposal for taking in new territory and extending Ouellette avenue which has been made in connection with the movement for city planning.

While the prospect for opposition by the terminal road is not considered a serious obstacle to the plan, it will likely have the effect of spurring the aldermen to immediate action, the probabilities being that unless steps are taken at once to open Ouellette the aldermen may find that they are too late.

Since the extension of Ouellette was first proposed it has been discovered that the Essex Terminal has acquired a large tract of land immediately south of the race track with the intention of establishing extensive yards at that part.

The proposed yards are directly in line with Ouellette avenue and, were the plans of the railway to be carried

out, it would be next to impossible to open the street through them.

Extension of Ouellette avenue for miles beyond the present city limits was strongly advocated by Charles Moore, chairman of the Detroit city plan and improvement commission at a public meeting in Windsor last month and it was advocated quite as strongly by E. H. Bennett, the Chicago expert, who visited Windsor more recently.

Both men expressed the opinion that Ouellette should be the main axis of Windsor, as Woodward is the main axis of Detroit.

Members of the city council are keenly alive to the danger that would confront the city were the Essex Terminal allowed to carry out its plans and they propose going before the Dominion railway commission with an application for a street extension through the railway property before the yards are started.

Action may be taken at the city council meeting tonight.

MARCH 3 1913

JURY VIEWS BODY A ONE WOMAN KILLI

CORONER CALLS INQUEST FOR THURSDAY, MAY 28, INTO HOWARD AVE. BUS SMASH

*Mrs. H. C. W. Potter Dead, Two Other Women
Suffer Loss of Limb; All of 24 Hurt as
Engine Plows Into Loaded Motor*

**NONE HELD PENDING VERDICT FROM
INQUEST; DRIVER GIVES STATEMENT**

*Switching Locomotive Crashes Into Car Carrying
Members of Daughters of England, and Friends, on
Way Home From Kingsville Initiation*

DEAD

MRS. H. C. W. POTTER, 357 Hall avenue.

INJURED

MRS. JONATHAN HORNSBY, 849 Lanspeary avenue,
fractured leg and suffering from shock.

MRS. R. H. BRUMPTON, 1073 Lillian street, one leg
amputated last night.

MR. R. H. BRUMPTON, 1073 Lillian street, scalp
wounds.

MRS. EMMA COOK, 837 Lanspeary avenue, foot am-
putated.

MRS. M. FYNCH, 28 Glengarry avenue, severe bruises,
right leg hurt, cuts and abrasions on face.

MISS MABEL POTTER, 357 Hall avenue (daughter of
the dead woman), scalp wounds and possible internal
injuries.

MRS. POLLY SEFTON, 1588 Marentette avenue, cuts
and abrasions on face.

MRS. ADA CARMODY, 414 Karl place, bruises.

MRS. A. E. CARTER, 1075 Lillian street, shoulder blade
hurt.

MRS. CARRIE BOSONWORTH, 794 Goyeau street,
bruises and abrasions.

No Protection At Crossing, Mayor Says

THE appalling danger repre-
sented in level crossings is
again demonstrated by last
night's accident and as a result
it is likely that an early appeal
will be made by the municipali-
ty of Windsor to the Dominion
Railway Board asking for pro-
tection on the Howard avenue
levels and others of this type in
the Border Cities.

Mayor Frank J. Mitchell said
this morning that it was up to
the municipality to enter a pro-
test and he recalled that only a
few weeks ago, Robert Macken-
zie, a well-known local real es-
tate man, met his death in a
similar accident in Ford.

"There is no protection at the
Howard avenue crossing," Mr.
Mitchell said, "and the view is
obstructed. Something must be
done about it."

city. In high spirits at the success
of the evening and the early return
home. Laughter and snatches of
conversation passed back and forth
in the bus, mingled with scraps of
song, as one after another took up
the refrain of Old England which
the "Daughters" had been singing
earlier in the evening.

It was a fine clear night, with no
suggestion of tragedy in the air.
Midnight passed and the lights of
Windsor came closer as the bus rolled
smoothly along.

"We'll be losing some of our party
soon now," called out a voice in the
rear of the bus.

A few minutes past midnight.

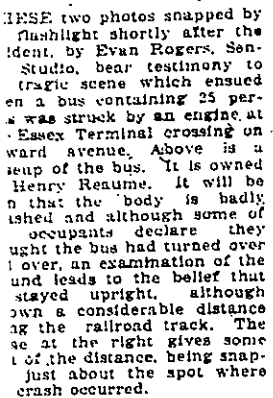
Exclusive Photos of Wreck



THESE two photos snapped by
Guarant, shortly after the
accident, by Evan Rogers, Sen-
sation Studio, bear testimony to
the tragic scene which ensued
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sons was struck by an engine at
the Essex Terminal crossing on
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side-up of the bus. It is owned
by Henry Readman. It will be
seen that the body is badly
smashed and although some of
the occupants declare they
thought the bus had turned over
and over, an examination of the
ground leads to the belief that
it stayed upright, although
thrown a considerable distance
along the railroad track. The
scene at the right gives some
idea of the distance being snap-
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MAY 15, 1925

Exclusive Photos of Wreck Where One Met Death and 24 Were Hurt



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MAY 15
1925

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A few minutes past midnight, the bus slowed down and lurched smoothly across the rails of the C. P. R. crossing at Howard avenue, then on its way again. A moment more and it slowed down a second time for the Essex Terminal Crossing. The singing and gaiety was at its height. Once more the bus picked up speed and rolled smoothly over the tracks. Then—

Then Train Strikes

"There was a blinding crash." That is what most of the victims remember. "A dark object loomed up on my right. Then the train struck us." That is what Beaudoin remembers.

The fireman said "There's an automobile." and I applied my brakes just as the crash came." That is what George Blackham, 501 Lincoln Road, Walkerville, driver of Essex Terminal switching engine number nine, knows about it.

Five minutes later and the roadside was lined by unconscious forms, taken from the overturned bus. Some not so fortunate as to be unconscious of their pain, moaned and shrieked as they were carried away. Two ambulances and a police patrol, assisted by several private cars, were necessary to remove all the victims, and the emergency wards of two hospitals were called into service to provide for their accommodation.

Worked Amid Ruins

Some incidents of that night will never be forgotten by those who saw them—blood everywhere, a victim with a mangled leg hanging only by her stocking, women who, a moment before, had been full of life and gaiety, silent and white, with blood oozing slowly from wounds, groans and cries amid the tangled wreckage of regalia finery. Beaudoin, the driver, bleeding profusely from cuts in his head, working like a demon to do what he could—and beside it all, two British standards dragged from the wreck of the bus—the emblems of the Daughters of England.

In Hotel Dieu, Mrs. H. C. Potter, 42, of 357 Hall avenue, died a short time later from injuries received in the wreck. Several other women are reported seriously injured. The aged mother and father of Sergt. Willis Brumpton of the city police force were among those to require immediate treatment, as was also his sister-in-law, Mrs. B. Carter.

The wife of Sergt. George Markham, also of the city police, was injured—not seriously. Everywhere there were husbands, sons and daughters, relatives and friends of members of the party, besieging both Hotel Dieu and Grace Hospital in search of information concerning their loved ones. All night long the hospital staffs labored at their duties—and today it is uncertain whether the grim total of deaths is complete or not.

Evidence of Tragedy

At city police headquarters this morning the baggage of the party, retrieved from the wreck, bore mute

THESE two photos snapped by flashlight shortly after the accident, by Evan Rogers, Seneca Studio, bear testimony to the tragic scene which ensued when a bus containing 25 persons was struck by an engine at the Essex Terminal crossing on Howard avenue. Above is a close-up of the bus. It is owned by Henry Reaume. It will be seen that the body is badly smashed and although some of the occupants declare they thought the bus had turned over and over, an examination of the ground leads to the belief that it stayed upright, although thrown a considerable distance along the railroad track. The scene at the right gives some idea of the distance, being snapped just about the spot where the crash occurred.

evidence to the tragedy of last night. Crushed suitcases and handbags, parcels and pieces of clothing, hats and shoes, fragments of regalia finery, all bearing the dull brown stain of blood, lay under the shadow of the two British ensigns, waiting to be claimed. It will be a long time before some of that baggage is handled by those who packed it so gayly last night. Some of it will never be.

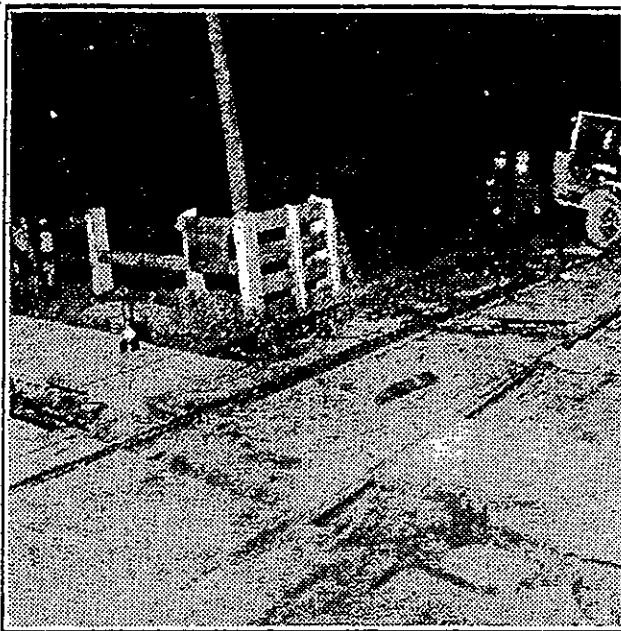
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The body of Mrs. Potter, who died in Hotel Dieu shortly after the accident, was taken to Chapin's Morgue where it was viewed by a jury empanelled by Coroner Dr. Charles W. Hoare, of Walkerville, at 10 o'clock this morning.

Engineer's Statement

George Blackham, 501 Lincoln road, Walkerville, the engineer in charge of the engine that ran into the bus told The Star that he left the yard last night after supper for Oshtway. It was just about midnight when they pulled out. Approaching Howard avenue he stopped at the interlocking switch 100 feet short of Howard because the



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He had his engine at a standstill for about a full minute. Then getting the signal, he whistled twice, as the required answering signal, and started slowly for the crossing. Mr. Blackham estimates his speed at the crossing to be about five or six miles an hour.

As the rules require he blew two long and two short blasts on the whistle before crossing Howard avenue. Sitting on the right side of the cab he saw nothing approaching from either side. His vision to the left was naturally obscured by the engine. The automatic bell was ringing and had been ringing ever since he left the yard, where he had started it going. Also the electric headlights of the engine were turned on, he declared.

Fireman Yells "Bus"

Suddenly the fireman yelled "Bus!" The engineer applied his brakes and at the same time heard a crash. The two things, the application of the brakes, and the crash, seemed to come simultaneously. Mr. Blackham said the engine carried the bus on for something like 80 feet. As soon as the engine stopped he jumped down and helped the people who were injured. The car had been smashed and they

CONTINUED ON PAGE 2

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Mrs. Carmody, who was acting as a member of the degree team last evening, received a blow on the jaw which knocked out several teeth. She lapsed into unconsciousness, and can remember nothing of the accident. It is expected that Mrs. Carmody will be removed to her home today.

By a strange coincidence, Mr. and Mrs. Carmody were both injured on the same day. While at work yesterday, Mr. Carmody slipped from a scaffold, bruising an arm and wrenching his back so badly that he is unable to be at work today.

MAY 15 1925

INJURED

HORNSBY, 849 Lanspeary avenue, suffering from shock.
IPTON, 1073 Lillian street, one leg night.
IPTON, 1073 Lillian street, scalp

837 Lanspeary avenue, foot am-

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PETER, 357 Hall avenue (daughter of 1), scalp wounds and possible internal

TON, 1588 Marentette avenue, cuts n face.

DDY, 414 Karl place, bruises.

R, 1075 Lillian street, shoulder blade

OSONWORTH, 794 Goyeau street, asions.

211 Aylmer avenue, bruises.

HINTON, 435 Wellington avenue,

AWKINS, 813 Windsor avenue, scalp

MARKHAM, 1174 Howard avenue, ses.

223 Aylmer avenue, leg cut, bruises

BOTTOM, 1011 Louis avenue, shock icked hip.

1596 Marentette avenue, shaken up.

BUTLER, 218 Aylmer avenue, frac- over eye.

LLIDAY, 794 Goyeau street, bruises.

E DALLIMORE, 611 Assumption

ALLIMORE, 28 Glengarry avenue, and bruises.

ERS, 242 Rankin boulevard, Sand- nd cuts.

E COLLINS, 117 Lincoln road.

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in, driver of the bus, who was held by after statements had been taken from of the train which wrecked his car, was e on orders of Crown Attorney George e will be held, Mr. Urquhart intimated, if the coroner's jury.

31/10/2004 MILLS FILE

MAY 15 1925

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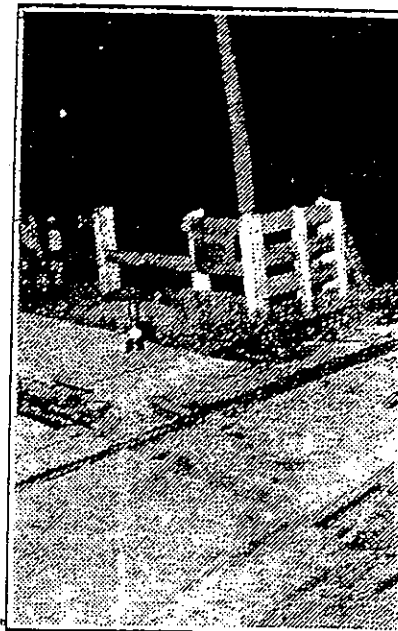
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the Lady Stanley Lodge, Daughters of England, en route to Kingsville to conduct initiatory ceremonies there.

Twenty-three women and two men were in the party, including the driver. They went to the lodge hall at Kingsville and after a highly successful meeting, left again around 11 o'clock to return to Windsor. Shortly before midnight the party

NO BLA 31/10/2007

Cheers and Boos Feature Inquest

EVIDENCE CONFLICTS; TRAINMEN SAY ENGINE
HAD LIGHTS; SURVIVORS OF CRASH DECLARE
NONE VISIBLE; MANY CLASHES OF COUNSEL

By R. V. SHARP

FOLLOWING a hearing marked by some of the most remarkable scenes ever witnessed at an inquest the coroner's jury impanelled to investigate the death of Mrs. H. C. W. Potter at an accident at the Howard avenue crossing, May 15, failed to attach blame to anyone "owing to conflicting evidence."

The verdict was returned at 12.45 this morning, after the jury had been out for more than an hour. It followed a hearing which lasted from eight o'clock to close upon midnight. In the course of the hearing the feelings of the crowd which packed the city court room at police headquarters found vent in applause, cheers, stamping, booing and catcalls, bringing repeated admonitions from Coroner C. W. Hoare.

Although they failed to place blame for the accident, the coroner's jury brought in several recommendations relative to the Howard avenue crossing and to traffic regulation in general. The verdict as approved by the jury at 12.45, read: "We find that Mrs. Potter came to her death while riding in a motor car being struck by an engine of the Essex Terminal Railway at the Howard avenue crossing on the 15th of May. Owing to conflicting evidence, we cannot attach any blame for the accident to anyone. We recommend that some means of protection be established at this intersection that buses and other vehicles carrying paid passengers, and a dead stop at all railway crossings."

The disorders of the evening centered about R. L. Brackin, K. C., who, as counsel for the Essex Terminal Railway, questioned a number of the witnesses brought forward by the Crown. The wildest uproar broke loose while Miss Eliza King, one of the survivors of the accident, was on the stand. Miss King testified that, as the bus containing 24 members of the Daughters of England, and their friends, neared the crossing about midnight of May 15, she and a number of others were looking out the windows, and failed to observe the headlights of any approaching engine. This evidence was directly opposite to that of the crowd who swore that the flashing engine which ran down the bus, was properly lighted.

Cheers and Applause

Dr. Brackin queried Miss King as the reason for her looking out of the window at that point. "We were looking for Tecumseh," she witness said, "some of the party were getting out there." Had the driver been told to stop Tecumseh road? Mr. Brackin asked. "Well, why should you be looking out the window?" counsel asked. "You knew the driver would stop in you got there." "We were getting ready to say good night to our friends," Miss King responded tartly, "and it was our duty that we should be looking to see how near home they were."

In this reply, which marked the beginning of a cross-examination designed to weaken Miss King's evidence, the audience which packed the court room, and aisles of the court, broke into a thunder of applause, and clapping, stamping, cheering continued for a minute more, despite the attempts of the officers and police to restrain the crowd. When the commotion subsided, Coroner Hoare addressed the audience that such demonstrations must be curbed.

Another Uproar

Conducted Probe



DR. C. W. HOARE

Who conducted the inquest last night into the level crossing tragedy of May 15.

the accident, and several motorists who came up immediately after the accident, declared that they did not notice any headlight on the engine, several swore positively that there was no headlight burning on the tender, and all declared that they had heard no warning bell or whistle. Mr. Brackin, who appeared with J. H. Coburn, K. C., for the railroad, fought strenuously throughout the hearing to discredit the evidence of non-railroad witnesses on this point, and it was because of the directly opposing stories told by the railroad and non-railroad witnesses with reference to the engine headlights and bell, that the jury finally failed to place the blame for the accident.

The crowd, as indicated by the disturbances which took place, was distinctly on the side of those witnesses whose evidence would tend to make the railroad responsible for the accident. The point at issue was an important one, as survivors of the accident and their relatives were waiting for a verdict which would place the blame either on the railroad or the bus company, in order to enter damage suits. The jury's open verdict leaves this point still unsettled.

Railroad Witnesses

Witnesses who supported the railroad in the accident were...

set out for the Howard avenue crossing.

Following the accident, Blackham said, he set his engine levers so the engine would not move, but did not touch his light or bell switches. Then he got down to help with the rescue work. The conductor went to telephone for assistance, the brakeman was placed on the road to stop cars coming in to town to carry the victims to hospital, and the fireman and he joined the bus driver in helping to drag the victims from the wreck.

"I asked the bus driver how many he had in the car," Blackham said, and he answered "24." "I said 'For God's sake what have you got there?' and he told me a bus. That was the first time I knew what we had hit."

Other Evidence

The evidence of others aboard the engine corroborated Blackham's as it related to the business in which they had been engaged earlier in the evening, and the lights, whistles and bell warnings as they neared the Howard avenue crossing on the midnight trip. Conductor Robert Burke said he was sitting on the right side of the engine coach, beside Blackham, and he could see the gleam of the headlight on the rails as they proceeded down the track. He saw the engineer switch on the lights before they left for the first trip to Offway, he said, and he particularly noticed the lights after they came out from lunch shortly before the accident. Brakeman Emory Ford supported his testimony and said he also had noticed the lights when coming out from lunch. "They had never been off. The bell, Ford said, had been ringing from the time they left the roundhouse until they went in to lunch, and after lunch it was ringing again. It was still ringing after the accident. Ford said he knew when it stopped. Ford said he was seated on the left side of the cab—the side next the bus—but was looking out ahead and did not see the bus until it had been struck by the engine.

He Saw Bus

J. Morneau, the fireman, was the only member of the train crew to see the bus before the accident happened. When he first saw it, he declared, it was about forty feet away from the track and apparently slowing down. He didn't give the signal to the engineer to be careful because he thought the bus was going to stop. "It looked like a large sedan," he said. As it neared the crossing, he estimated it was proceeding at about the same speed as the engine—five or six miles an hour. When the bus was about five to seven feet away from the crossing and still moving, he called out to the engineer "Car, George," he said, and the next moment the crash came. Morneau gave the same evidence concerning lights and warning sig-

in a car a short distance behind the bus; Robert Cumming, Dougall avenue, who was driving a second car a short distance behind Kaake and Coleman, and by Mrs. George Hinton 435 Wellington avenue, Miss Eliza King, 233 Aylmer avenue, and Mrs. Gertrude Collins, 117 Lincoln road, the only survivors of the accident to take the stand last night.

Beaudoin, the bus driver, said his vehicle had averaged from 25 to 28 miles an hour on the way in from Kingsville. As he neared the Essex Terminal crossing, he slowed down to eight miles an hour. He ran up on the crossing, believing it clear, and started to shift from second into high. As he did so, he said, he saw a dark object bearing down on his right. That was the engine.

"What did you do?" the Crown asked.

Too Late To Act

"I was on the track and it was too late to do anything," witness replied. "I just sat back and took it." Asked if he had seen the engine light, Beaudoin replied: "The engine had no light, because I took the precaution to look for it. I am prepared to swear that the engine had no light. I never heard a bell. I never heard a whistle. There was no noise in the bus except some conversation over arrangements Mrs. Potter was making about the fares." Mrs. Potter was financial secretary of the Daughters of England.

Ed Coleman took the stand and told of being in a car coming toward Windsor with Joseph Kaake and two girls, about one-sixth of a mile from the crossing when the accident occurred. As their car crossed the track, the rear of the engine tender was about eight feet to their left. One of the girls pointed to a litter of broken glass on the roadway and said there must have been an accident. Kaake, who was driving, stopped the car and turned it around, and they saw the engine and bus and "people lying on the ground." They got out and assisted in the work of rescue, carrying some of the victims back to town in their car.

Saw No Light

Coleman said he did not hear any bell or see any light on the engine. "If there had been a headlight on the engine all the time, we'd have seen it as we came along the road," he said. "Did you see a light on the rear of the tender?" Mr. Brackin asked. "I wouldn't say there wasn't one," Coleman answered, "but I didn't see it."

Kaake told the same story up to the point where the exclamation of one of the girls drew their attention to the fact that there had been an accident. His statements about the engine lights were more positive than Coleman's, as he said he was driving and consequently watching for such things. "There was no light

JURY VIEWS BODY A ONE WOMAN KILL

CORONER CALLS INQUEST FOR THURSDAY, MAY 28, INTO HOWARD AVE. BUS SMASH

Exclusive Photos of Wreck

*Mrs. H. C. W. Potter Dead, Two Other Women
Suffer Loss of Limb; All of 24 Hurt as
Engine Plows Into Loaded Motor*

**ONE HELD PENDING VERDICT FROM
INQUEST; DRIVER GIVES STATEMENT**

*itching Locomotive Crashes Into Car Carrying
Members of Daughters of England, and Friends, on
Way Home From Kingsville Initiation*

DEAD

Mrs. H. C. W. POTTER, 357 Hall avenue.

INJURED

S. JONATHAN HORNSBY, 849 Lanspeary avenue, fractured leg and suffering from shock.

S. R. H. BRUMPTON, 1073 Lillian street, one leg amputated last night.

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S. M. FYNCH, 28 Glengarry avenue, severe bruises, right leg hurt, cuts and abrasions on face.

S. MABEL POTTER, 357 Hall avenue (daughter of the dead woman), scalp wounds and possible internal injuries.

S. POLLY SEFTON, 1588 Marentette avenue, cuts and abrasions on face.

S. ADA CARMODY, 414 Karl place, bruises.

S. A. E. CARTER, 1075 Lillian street, shoulder blade hurt.

S. CARRIE BOSONWORTH, 794 Goyeau street, bruises and abrasions.

S. ... 414 Karl place, bruises

No Protection At Crossing, Mayor Says

THE appalling danger represented in level crossings is again demonstrated by last night's accident and as a result it is likely that an early appeal will be made by the municipality of Windsor to the Dominion Railway Board asking for protection on the Howard avenue levels and others of this type in the Border Cities.

Mayor Frank J. Mitchell said this morning that it was up to the municipality to enter a protest and he recalled that only a few weeks ago, Robert Mackenzie, a well-known local real estate man, met his death in a similar accident in Ford.

"There is no protection at the Howard avenue crossing," Mr. Mitchell said, "and the view is obstructed. Something must be done about it."

city. In high spirits at the success of the evening and the early return home, laughter and snatches of conversation passed back and forth in the bus, mingled with scraps of song, as one after another took up the refrain of Old England which the Daughters had been singing earlier in the evening.

It was a fine clear night, with no suggestion of tragedy in the air. Midnight passed and the lights of Windsor came closer as the bus rolled smoothly along.

"We'll be losing some of our party soon now," called out a voice in the rear of the bus.

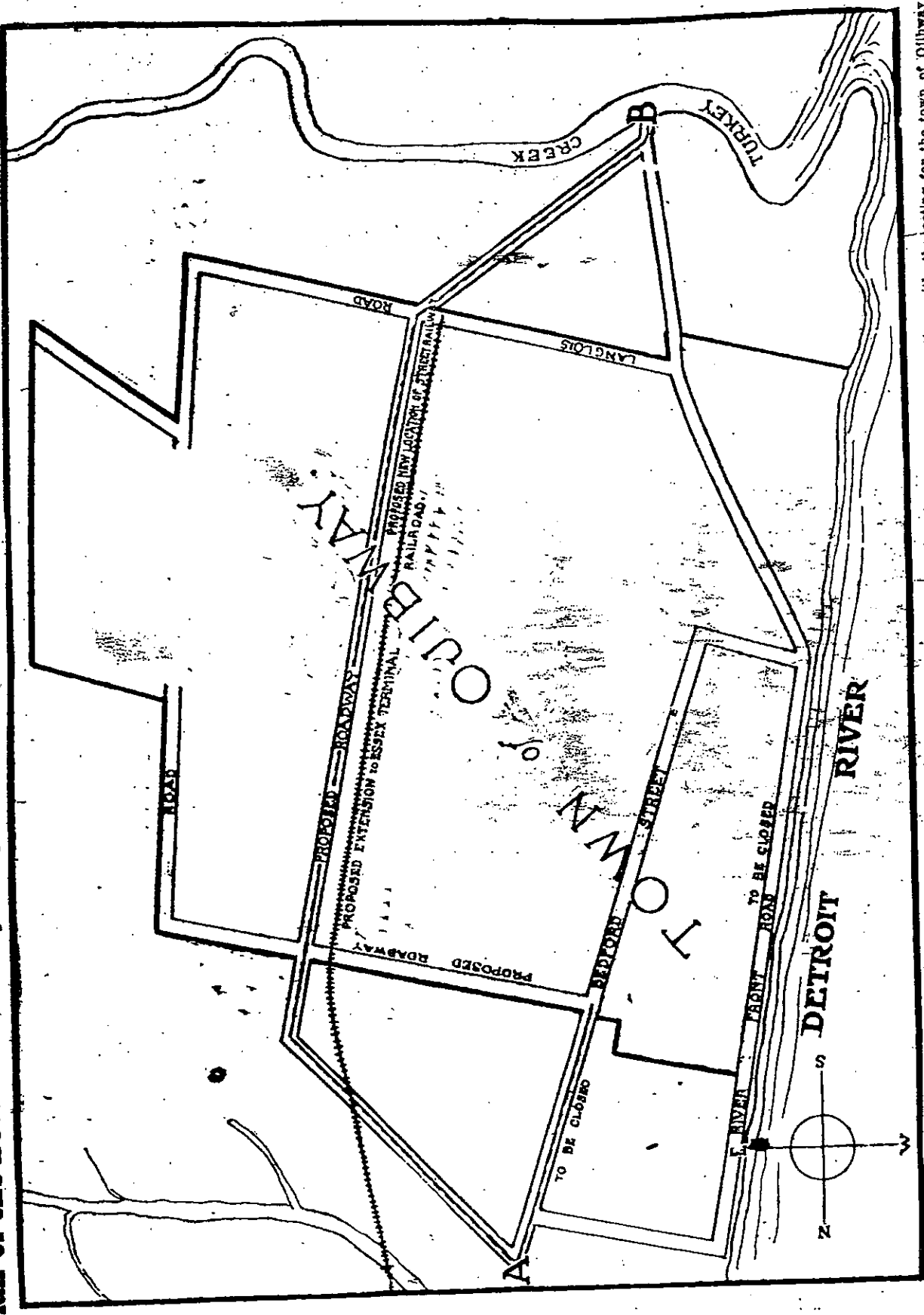
A few minutes past midnight,



THESE two photos snapped by flash-light shortly after the accident, by Evan Rogers, Senior Studio, bear testimony to the tragic scene which ensued when a bus containing 25 persons was struck by an engine at the Essex Terminal crossing on Howard avenue. Above is a close-up of the bus. It is owned by Henry Besant. It will be seen that the body is badly smashed and although some of the occupants declare they thought the bus had turned over and over, an examination of the ground leads to the belief that it stayed upright, although thrown a considerable distance along the railroad track. The scene at the right gives some idea of the distance, being snapped just about the spot where the crash occurred.

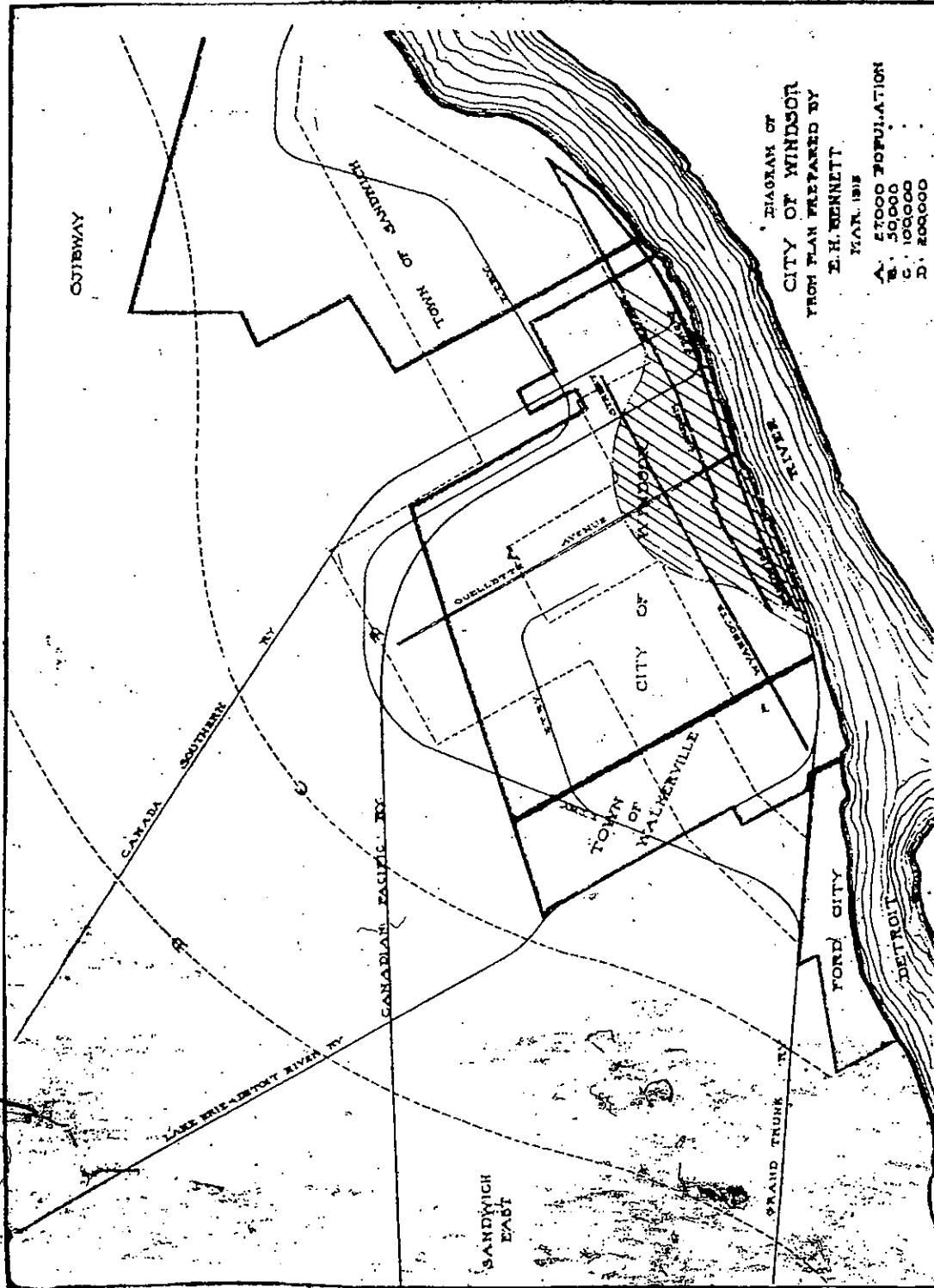
MAY 15, 1925

Plan of the Steel Town of Ojibway Showing Street Car Line and Proposed Street Changes



This engraving is reproduced from above plan. It is proposed to divert proposed street car line will be the south to the connection with the acting for the town of Ojibway an a drawing made of the plan for the route of the street car line at a Essex Terminal railway, with a dozen through line to Amherstburg and the steel trust officials, to visit the town of Ojibway and the adjacent point between McKee Creek and McKe or more different tracks running back along the diverted diagonal onto and secure the approval of the property, showing the diverted route and run the tracks in a diagonal. This is the reason for diverting the Weaver road and Elliott Road, where the plans by the Lieutenant-Governor-Council. It is understood the Canis for the street car line to Amherst- burg and the proposed changes in a lateral direction, above the front roadway. It is proposed to close down the Ojibway postoffice, are company of the United States Ste- burg and the proposed changes in the front roadway, the eastwardly to be closed. The Langlois road, corporation, will build its gener- the streets. The plan was filed on by Hunsly-Page-Chapman, and attached and western light.

When Windsor and Vicinity Reach 200,000 Population



The above map was made from a tracing furnished The Record by Engineer S.J. Newman, from a blue print supplied by Mr. E. H. Bennett, of Chicago. He noted city planning expert, showing preliminary diagram for Windsor and border municipalities. Mr. Bennett sees a big future for this district and has drawn boundary lines for a population up to 200,000. The portion marked "A" represents an area with a population of 50,000, "B" with 100,000, "C" with 150,000 and "D" with 200,000. The main business area for present and future is marked with shaded diagonal lines. The leading street arteries shown are London, Wyandotte and Ouellette.

Mr. Bennett is one of the foremost city planning authorities on the continent, having furnished plans for the beautification and development of Chicago, Detroit, Minneapolis, San Francisco and other places. The idea would be to have outer boundaries made into boulevard driveways, one after another as the city grows and expanding out from the corner of Ouellette and Tecumseh boulevard, and have park areas set apart. Such a plan would be registered and followed from year to year in the same way that an architect's plans are followed in erecting a fine residence or other dwelling.

The Essex Terminal Railway Company

Table of Locomotives

ROAD NO.	BUILDER	SERIAL NO.	DATE	MODEL	NOTES
?	BLW	30050	Jan 1907	0-6-0	(n) Oliver Mining #81; (2) US Steel; Canadian Steel Corp. #1, c1917; (4) Essex Terminal #?, 1942; scr? from acqui: this would have been #13.
1	?	?	?	0-4-0T	(n) Canadian Bridge #1; (2) Essex ^{Terminal} #1, 1908; DU
2	GTR	1028	1873	4-4-0	(n) GTR #1993 (178, 218, 341, 332 ^{Essex} Terminal #2, 2/11; scr.
3	BROOKS	?	Area 1906	0-6-0	(n) Pere Marquette #822; (2) LE&D ^{2.0} Essex Terminal #3, 1912-3; scr.
4	CLC	325	Aug 1887	4-4-0	(n) MCR #8857 (352, 428); (2) Essex #4, 1914; scr.
5	MCR	?	Oct 1892	0-6-0	(n) MCR #8533 (336, 323); (2) Essex #5, 1915; (3) Windsor Sand & Grav DU.
6	BLW	30097	Feb 1907	0-6-0	(n) Oliver Mining; (2) Essex Terminal scr. 1942.
7	MLW	59033	Aug 1918	2-6-0	(n) Essex Terminal #7; scr. 5/52.B (appv'd purchase Mogul Loco from I \$39,000
8	MLW	59034	Aug 1918	2-6-0	(n) Essex Terminal #8; DU. Mogul I MLW for \$39,000
9	MLW	64276	Feb 1923	0-6-0	(n) Essex Terminal #9; (2) Ontario I (3) S. Ontario Loco. Rest. Soc. - 19
10	MLW	67009	Sep 1926	0-6-0	(n) Essex Terminal #10; tender to V Metal Products 5/60; engine to Unit 12/60; scr. 1/61.
11	BLW	27729	Mar 1906	0-6-0	(n) Duluth & Iron Range #28; (2) Essex Terminal #11, 1928; scr. 2/51.
12	MLW	67985	Jul 1929	0-6-0	(n) Essex Terminal #12; scr. 5/54.
101	ALCO	69824	Dec 1941	S-1	(n) CC&M #5; (2) Essex Terminal # (3) The Hearn Group #200, 4/88.
102:1	GMD	A238	Aug 1951	SW8	(n) Essex Terminal #102; (2) GMD (3) Peaker Services, 8/91.
102:2	GMD	A2019	1963	GP9	(n) ACR #172; (2) Essex Terminal # 1986; last GP9 built - in service.
103	MLW	77282	1952	S-3	(n) Essex Terminal #103; (2) The H

The Essex Terminal Railway Company Table of Locomotives

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103	MLW	77282	1952	S-3	(n) Essex Terminal #103; (2) The H

7/16/2006

#300, 1988.

104	GMD	A611	1954	SW8	(n) Essex Terminal #104; (2) now in Cargil, Inc. Bloomingberg, Ohio (BE
104:2	EMD	10046	1950	SW14	(n) IC SW7 9404; ex-IC SW7 404, ex-IC/ICG 1475, 11/99; (n)Essex Terminal #104:2 - now in
105	GMD	A949	1956	SW9	(n) Essex Terminal #105 - in service
106	ALCO	84721	1963	C-420	(n) L&HR #22; (2) Essex Terminal # (3) Arkansas & Missouri, 1988.
107	EMD	37436	1971	SW1500	(n) EMD #113, (2) GMD #113; (3) E Terminal #107, 1977 - in service.
108	GMD	A1822	1960	GP9	(n) C.R.M #59; (2) ETR #108 - rebuilt service.

BLW	Baldwin Locomotive Works
BROOKS	Brooks Locomotive Co.
CLC	Canadian Locomotive Co. (Kingston)
CRM	Cartier Railway (Cartier Mining Co.)
GMD	General Motors Division
EMD	Electric Motive Division
GTR	Grand Trunk Railway
MCR	Michigan Central Railway
MLW	Montreal Locomotive Works
(n)	new owner
(2)	second owner, etc.
(DU)	Disposition unknown
(scr)	scrapped

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Send Comments to

ESSEX TERMINAL RAILWAY

(ex 323, later 336)

Windsor, Ont.

6 0-6-0
MCRR 8533 (ST THOMAS, 1892) sold to ETR in 1915.Roster of Equipment

							0-6-0
A5							
7 and 8	Montreal Loco # 59033-34	AUG 1918 (built)	165400# wt.	28720# T.E.	Superheated		2-6-0
9	" # 64276	FEB 1923	178000	31800	"		0-6-0
10	" # 67009	SEPT 1926	176800	"	"		0-6-0
11	Baldwin	1910	172800	34300	Saturated		0-6-0
12	Montreal # 67985	JULY 1929	174400	31800	Superheated		0-6-0

All locomotives are ~~0-6-0~~ tender type.

6 locomotives as of May 25/45

(# 7 & 12)

Notes:

The road is a subsidiary of the Canadian Bridge Company.

It is 42 miles long, all standard gauge, and serves the industries in the border cities. In addition there is a 19 mile line to connect with the Brunner Mond Company's plant.

New Equipment

On June 26/46, the ETR purchased a 100 ton, 660hp Alco-GE switcher from War Assets; The loco, serial 59874, was originally sold to Canadian Car & Munitions (Cherrier plant), in Dec. 1941. This plant, later Defence Industries Ltd., loaned the loco to the CNR when the Montreal Tunnel fire occurred in Jan. 1946. During this period of service, an engine failure occurred, and the loco was returned to DIL, then to War Assets. ETR purchased it (ex Can. Car & Mun. Road #5) and repaired the damage to put the loco in service in Dec/46.

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TrainWeb

Anuncios Google

Essex Terminal Railway - ETL

Route:

Windsor - Amherstburg, ON (21 miles)

Headquarters:

Windsor, ON

Junctions with other railroads:

CN & CP: Windsor, ON

Radio frequencies:

160.605, 160.905, 160.995

History:

Company incorporated on May 15, 1902.

Construction of the line took place between 1902 and 1918.

Ownership:

Essex Morterm Holdings

Roster:

	Alco	S-1	69824		12/1941	nee Canadian Car & Munitions (Montreal, PQ) 5	1946	1988	to Don Hearn & Sons (Amherstburg, ON) 200, 1988; to La Salle Packaging 200
102:1	GMD	SW8	A238		8/1951	acquired new	1951	1977	to General Motors (London, ON) 102, 1977; to General Motors - Central Foundry Division (London, ON) D0069:1; to General Motors - Buick Division, 1991
	GMD	GP9	A2019		8/1963	nee AC 172	1986	-	in service
103	MLW	S-3	77282		6/1952	acquired new	1952	1988	to Don Hearn & Sons (Amherstburg, ON) 300, 1988; to La Salle Packaging 300
104:1	GMD	SW8	A612		2/1954	acquired new	1954	1999	to Cargill (Bloomington, OH) 104, 1999
	EMD	SW14	10046	4016-5	6/1950	ex-IC 1475; ex-ICG 1475; ex-IC SW7 404; nee IC 9404	1999	-	in service
	GMD	SW1200	A949		3/1956	acquired new	1956	-	in service
	Alco	C-420	84721		6/1963	nee LHR 22	1973	1988	to AM 50, 1988
	EMD	SW1500	37436	7314-1	4/1971	ex-General Motors (London, ON) 113; nee Electro Motive Division 113	1977	-	in service
	GMD	GP9	A1822		5/1960	ex-QCM 59; nee QCM 9	1989	-	in service

Light Thrown on Diesel Maintenance Cost

Experience with the oldest Alco-GE Diesel-electric locomotive in Canada, one on the Essex Terminal Ry. with 9½ years of hard service to its credit, is reassuring as concerns long-period maintenance costs for Diesel-electric locomotives.

While railways in the United States and Canada are enjoying relatively low maintenance costs with the Diesel-electric locomotives placed in service during recent years, there are those who feel that this is due to the fact that these locomotives are new, and that they have not accumulated sufficient mileage to necessitate large maintenance expenditures, and now and then such a statement as "I know that Diesels do not cost much to maintain when they are new; but what about those big repairs in the far-off future?" is heard.

Diesel-electric locomotives have been in the railway picture, in Canada particularly, for such a short time that there has been little opportunity to formulate a yardstick for long-term maintenance costs, and the doubts as to the railways being able to enjoy low maintenance costs, indefinitely, are not unreasonable. However, there are indications that maintenance costs with the Diesel units are not going to be excessive at any stage, and in this connection much interest attaches to the experience of the Essex Terminal Ry. Co., at Walkerville, Ont., with its Diesel-electric locomotive No. 101, which, after service of 9½ years, was disassembled to have its drive units rebuilt. The Essex Terminal Ry. links the major U.S. and Canadian railways in the Windsor-Walkerville-Sandwich

area, which is highly industrialized and through which a great deal of freight moves. An idea of the amount of work done by locomotive No. 101, and of the mileage accumulated by it, is to be derived from the fact that the rims of the drivers, originally 2½ in. thick, were worn down to ¾ in. in thickness when the locomotive was withdrawn from service for general overhaul. The four wheel and axle assemblies were sent to Montreal Locomotive Works, Ltd., to have new wheels put on, and the four traction motors from the locomotive were shipped to the Canadian General Electric Co., Ltd., plant at Peterborough, Ont., for complete reconditioning. The motors had not been disassembled since the locomotive was built, and had received only inspection, cleaning and normal replacement of brushes. Those concerned recognized that they were at last afforded an opportunity to learn what nearly 10 years of hard and continuous service does to traction motors in a Diesel-electric locomotive.

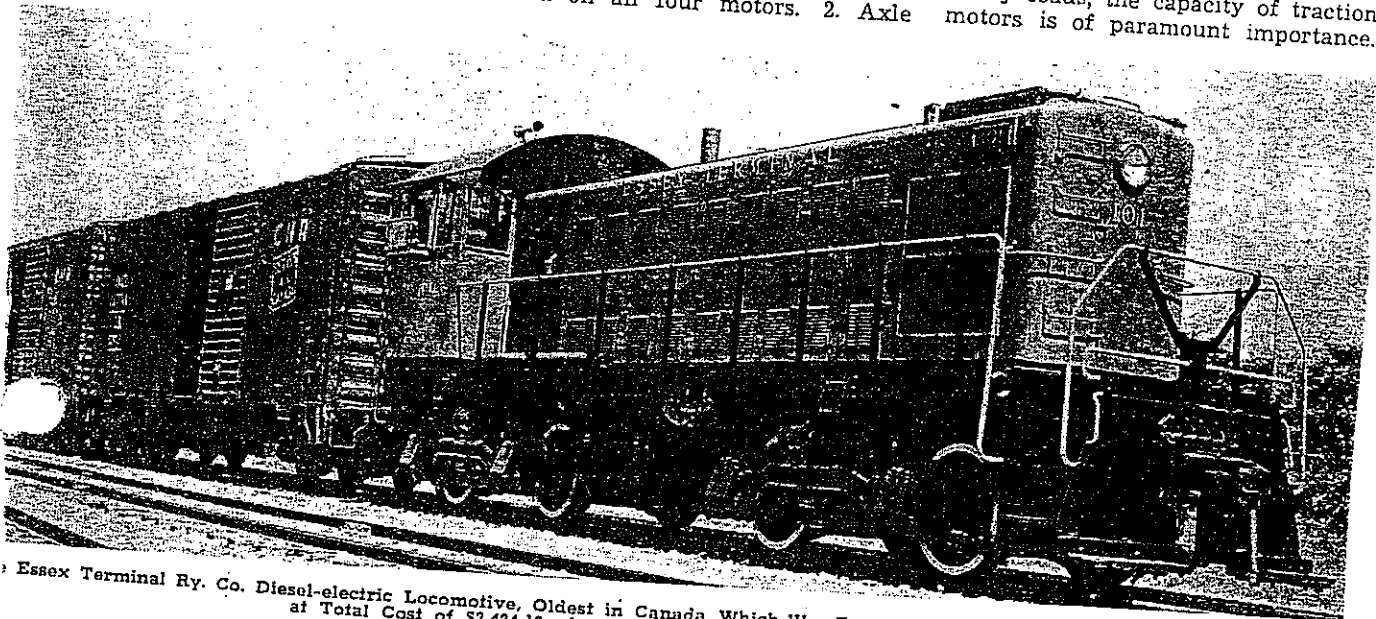
Reconditioning of the motors was completed in excellent time, and the railway took advantage of the layoff to have other work done on the locomotive. When the motors were dismantled at Peterborough, their general condition was reported as "good". Here is an itemized account of the work done:—1. New cables were installed on all four motors. 2. Axle

liners were replaced on all four. The original liners were worn to the condemning limits, although the wear was quite uniform. 3. The frame and axle cap outside thrust surfaces were trued up because of slight rusting. 4. One motor needed a new field coil, as the connection lug was damaged. All other coils were in good condition and needed no attention. 5. Another motor was fitted with one new armature bearing. 6. Armature shafts were checked and straightened. 7. Commutators were tightened, seasoned, and diamond-turned. 8. All armatures were varnish treated and dynamically balanced, and the fields thoroughly painted and baked.

C.G.E. engineers consider that the work required to make these motors as good as new was practically negligible.

Cost to the railway for factory-reconditioning this equipment, including the cost of eight new drive wheels, came to \$3434.12. This is only \$90 a year for each motor unit, or \$360 annually for the locomotive over more than nine years' heavy duty. Shipping charges and labor costs of replacing the wheels at the plant of Montreal Locomotive Works, Ltd., added another \$231.42.

Inasmuch as switching service requires almost continuous starting of heavy loads, the capacity of traction motors is of paramount importance.



Essex Terminal Ry. Co. Diesel-electric Locomotive, Oldest in Canada, Which Was Factory-reconditioned (with New Drivers Supplied) at Total Cost of \$3,434.12 after More than Nine Years of Hard Service.

CANADIAN TRANSPORTATION

February 1951

Essex Terminal Railway

From Wikipedia, the free encyclopedia

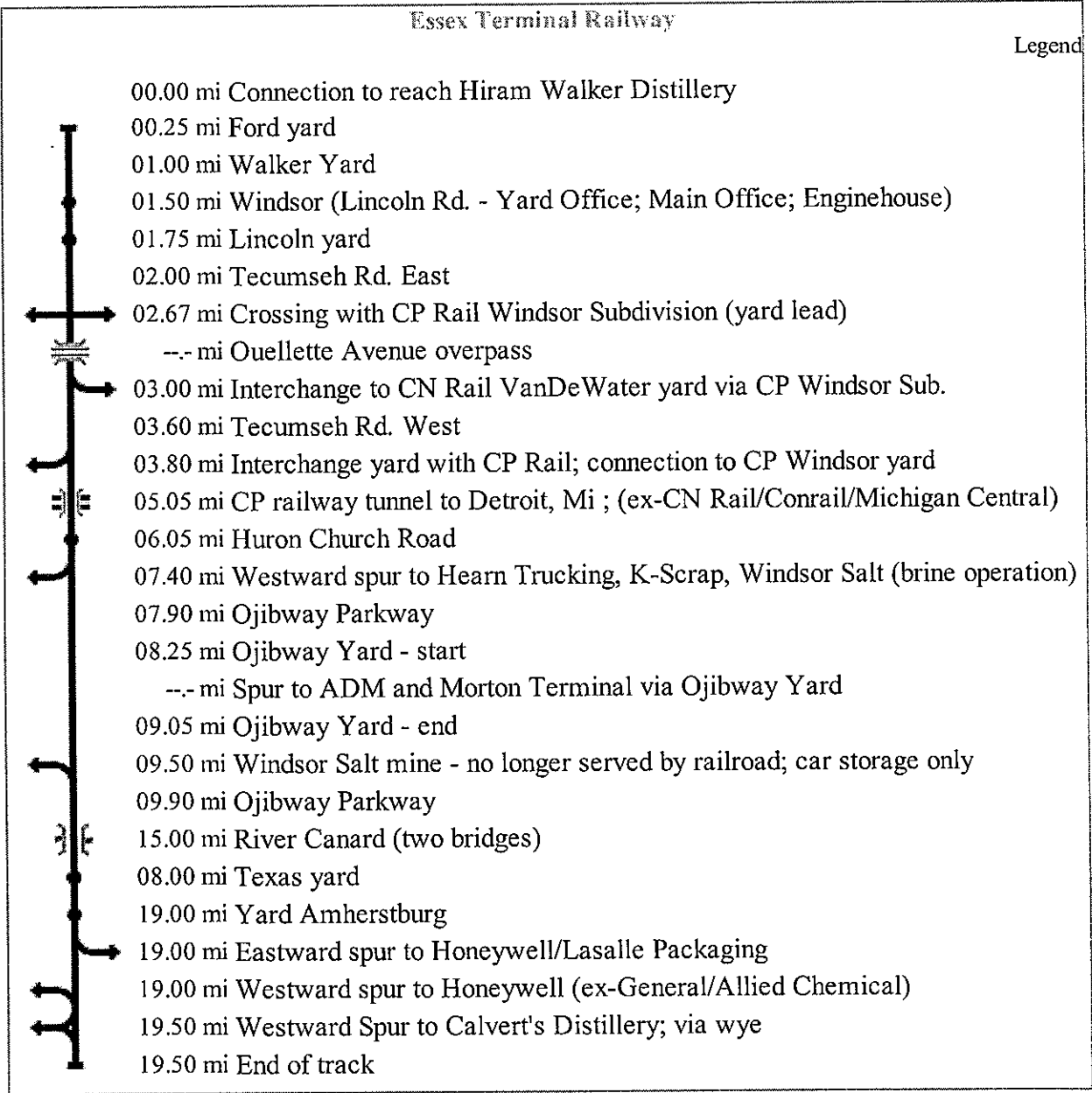
Essex Terminal Railway (reporting mark **ETL**) is a Canadian shortline terminal railroad, running from the City of Windsor, Ontario through La Salle, to the Town of Amherstburg, Ontario, for a distance of approximately 21 miles (34 km). The ETR has direct connections to Canadian Pacific Railway, and Canadian National Railway. The railway is owned by Essex Morterm Holdings.



History

The railway was founded in 1902 as a western connection of the Grand Trunk Railway (now present-day Canadian National Railway) to factories in the

eastern end of Windsor. Construction of the line took place between 1902 and 1918. During World War II, the trains hauled military and industrial equipment (i.e. Bren Gun carriers, and trucks) from Ford Windsor and other industries, to interchanges with Canadian National, Canadian Pacific. New York Central, Pere Marquette, and Wabash Railways. Its four-stall enginehouse, and main offices are on Lincoln Road in Windsor. Due to heavy development along much of the mainline, Essex Terminal runs its trains at a maximum of 12 miles per hour (19 km/h) in the city, and 20 miles per hour (32 km/h) in the county. (There is currently (2013) a slow order in the River Canard area.)



As a part of the urban renewal of Windsor, the railway sold several kilometers of spur line (The Factory Branch) in central Windsor to the City of Windsor and various developers in 1998, allowing new homes and businesses to be built along the former rail RoW. The Mainline was generally unchanged but the ETR became more dependent on down river traffic.

In September 2002, the ETR celebrated its 100th anniversary and brought its newly restored 1923 Number 9 0-6-0 locomotive down from St. Thomas, Ontario. The company was loaned several 1930s CPR and CN passenger cars to give rides to nearby residents that celebrated with the company. Number 9 currently operates out of Waterloo, Ontario.

Ironically, a week after the centennial celebration, the ETR had its first serious derailment in over 10 years, caused by abnormally heavy rains. Cars carrying soybeans were involved. There were no injuries, the tracks were repaired and two nearby grade crossings repaved.

On September 12, 2007, Essex Terminal Railway had its second accident when a transport truck tried to race a slow moving ETR train across the Weaver Road at-grade crossing. ADM and Morterm Terminal are accessed by Weaver Rd. The SW-1200 locomotive clipped the rear of the trailer, tipping the transport truck onto its right side (the truck was heading west at the time and the locomotive was headed northbound) and ripped the axles off the trailer's box and frame. Aside from damage to the transport truck, the locomotive also sustained some damage to one of its couplers, which had impacted the trailer. The driver (who was from Ohio) was uninjured and cooperated with Essex Terminal Railway officials and Windsor Police. Essex Terminal Railway later said in The Windsor Star that, "This is a reason why people should never try to beat a train."

In the summer of 2009 the Essex Terminal Railway signed agreements with the City of Windsor to allow 2 new rail spurs to be constructed on the west end of the city. The rail lines will serve 2 industries in the Ojibway industrial area.

In 2010 a spur was run across Ironwood Dr. into Belo Metal Recycling. It can be seen on Google Earth. The second unidentified industry has not yet received access.

ETR currently has more than 15 customers in Windsor including ADM, Plains Midstream Canada (formerly BP) and the Windsor Salt Company (packaging) and serves Seagram's and Honeywell in the town of Amherstburg. Although the trackage is still in place, the rock salt mine no longer uses rail. The spur is used for overflow storage for ADM.

In early 2013, a connection was made so that the ETR can switch the Hiram Walkers (Wisers) tank farm just west of the VIA passenger station (Walkerville). ex-CN track is accessed (stopping short of George Ave.) but is not connected to the CN/VIA mainline. The ETR switch to the isolated VIA/CN track can be seen between Westcott and Aubin. It is now the only track to cross Walker Rd, after the VIA station tracks were terminated east of Walker.

In 2014 a new track was run from within the K-Scrap complex to a new two track transloader next door at Sterling Fuels.

ETR Locomotives and Rolling Stock

The ETR currently has 5 units on the roster. A list of ETR's motive power (past and present) can be viewed at <http://www.etr.ca/locotbl.html>

ETR has several pieces of rolling stock used for storage; two boxcars (one ex-CP; one ex-CN) are off their trucks in west Windsor (Ojibway) and two (one covered hopper and one boxcar) are on-trucks but stationary at the engine facility on Lincoln Rd.

They had two ex-CP wide vision cabooses which have been sold to Waterloo Central Railroad and were renumbered from ETR 1610 to WCRX 1040 and ETR 1600 to WCRX 1042.

The cabooses departed August 14 for London. They are routed to Sarnia according to a source. Branchline Magazine reports one is supposed to be Waterloo bound while the other is Sarnia bound.

The ETR now no longer has cabooses on the roster.

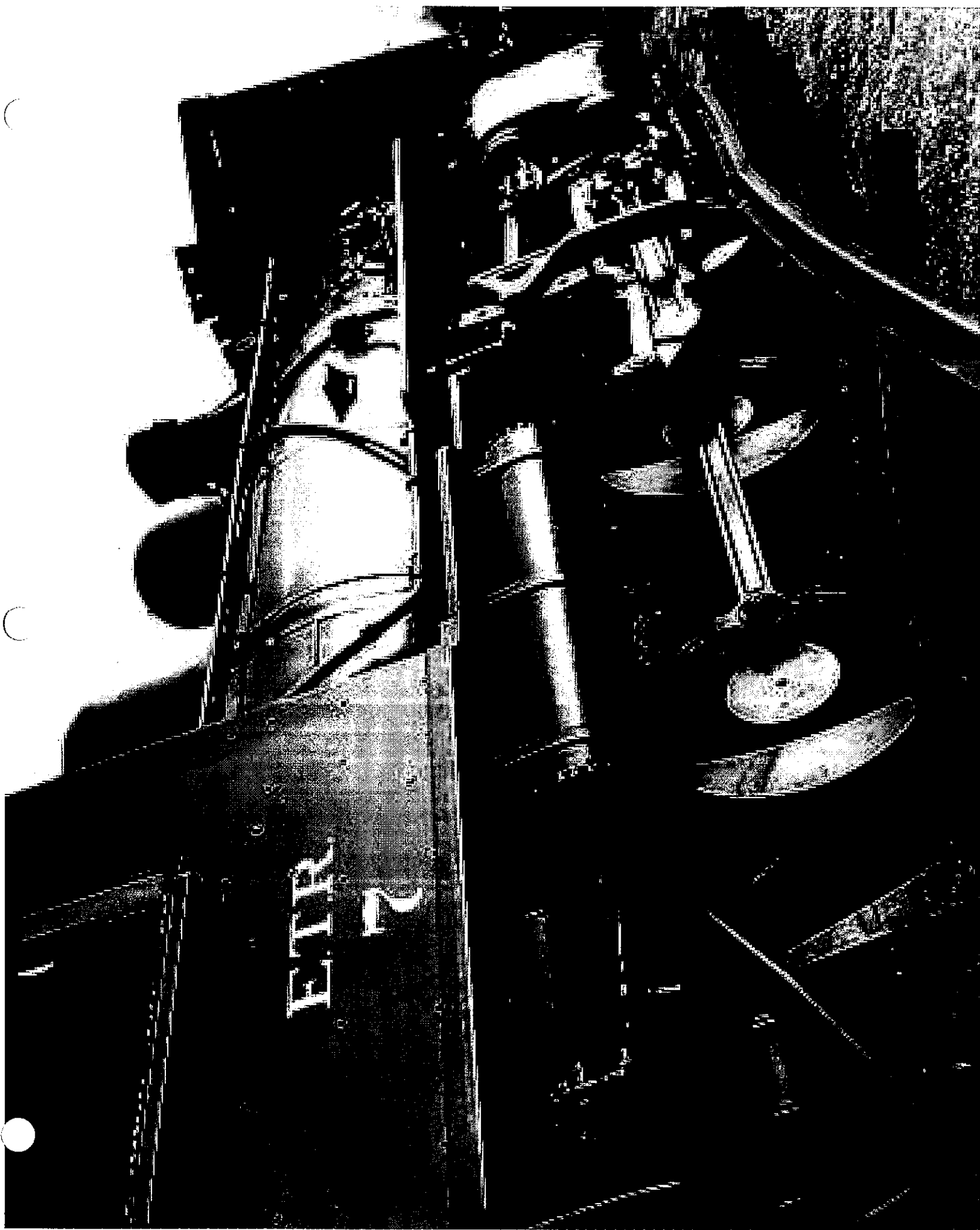
External links

- ETR official website (<http://www.etr.ca>)
- ETR Rolling Stock GIF Images at Trainweb.org (<http://www.trainweb.org/rrgifroundhouse/etrgif.html>)
- Southwest Ontario Train at TrainWeb.org (<http://www.trainweb.org/swontariotrain/>)
- ETR train paint schemes (<http://usloki.tripod.com/comp2.htm>)

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Categories: Transport in Essex County, Ontario | Transport in Windsor, Ontario | Ontario railways
Railway lines opened in 1902 | 1902 establishments in Ontario

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CANADIAN
PACIFIC

C.P.

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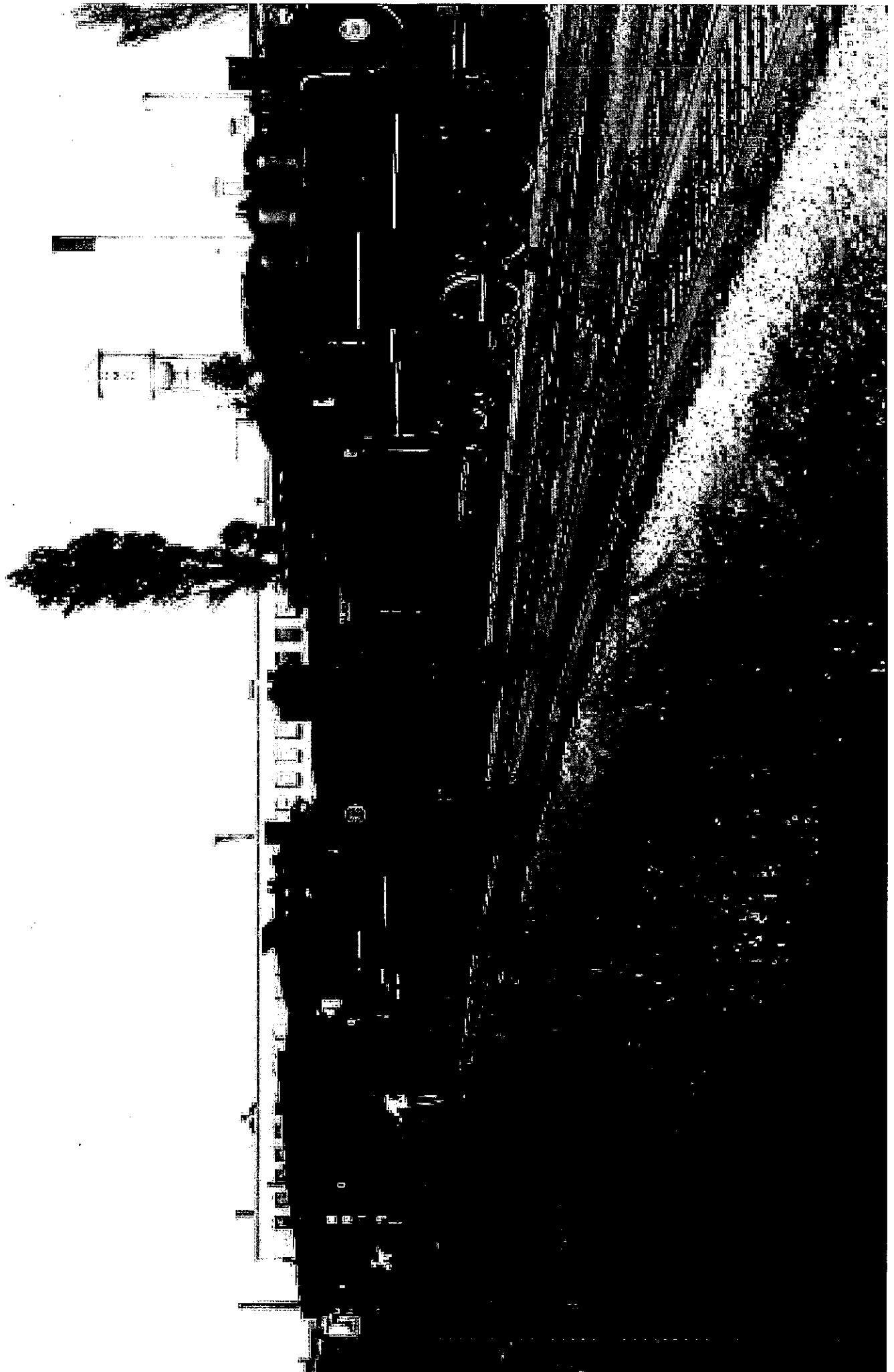
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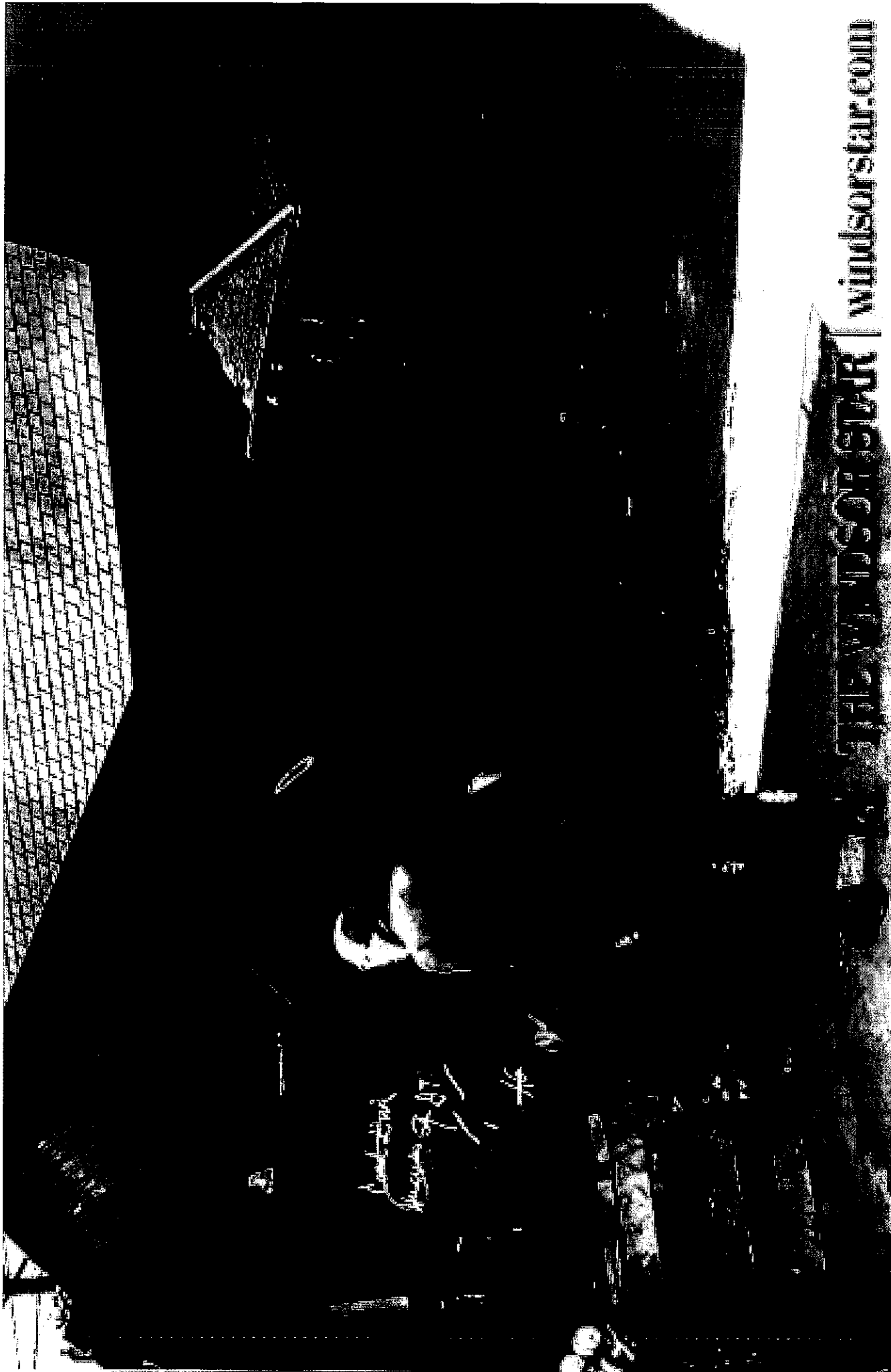












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