

WINDSOR  
EVENING  
RECORD  
NEWSPAPER

February 18, 1901

A system of street cars drawn by horses was established between Windsor and Sandwich in 1872. These were operated until 1891 when they were replaced by an electric line built by J. M. Clark and C. E. Warner. The late J. W. Fringham constructed the electric railway from the British-American Hotel along Sandwich Street to Walkerville. This was the first electric line built in Canada. The present owners purchased the railway in 1894. They own fifteen miles of track and 26 cars.

June 12, 1901

#### BUILT IN WINDSOR

The SW&A are putting two new open cars on the Walkerville Belt Line. No. 23 and No. 24, the first went into service today and will others will follow in a few days. The attention of the public is drawn to these two cars owing to the fact that they were built in the city and are a credit to the builders. They are modern, substantial and convenient, fitted with the latest Brill Trucks, 30 HP Westinghouse Motors, illuminated signs, and electric bells.

The Company feel justly proud that such fine cars have been built in Windsor, the body was built by A. N. McLean of selected and seasoned timber.

June 22, 1901

Mr Hough, Barrister has returned home from Detroit where he has been to consult with persons who are ready to undertake the building of the South Essex Electric Railway.

September 3, 1901

The Windsor Street Railway met the common fate and is swallowed by the big syndicate. The Everett-Moore Combination gobbled up the Windsor, Sandwich and Amherstburg System on Saturday night.

September 0, 1901

## CARS COLLIDE ON THE SW&A

Two cars collided on the SW&A electric railway at about 8:30 last night near the Brighton Beach Hotel a short distance below Sandwich. Robert Higgins was the Motorman.

The Car collided with the Plug was the Amherstburg No. 103 with Jack Major, Motorman, the Plug was No. 6

December 12, 1901

Two handsome cars for the SW&A Street Railway were turned yesterday by A.N. McLean and Company. The cars are similar to the Detroit Cars having a double platform in the rear end and a vestibule front. The cars are a credit to the A.N. McLean Company who only a short time ago turned out two others. The decorating and painting was done by P. A. Craig.

December 16, 1901

One of the new cars built by A. N. McLean for the SW&A was put into commission on the Belt Line today.

December 25, 1901

#### NEW STREET CARS.

Cars Nos. 30 and 39 with the SW&A have put into service on the Belt Line are deserving of more than a casual notice.

After A. McLean & Company built the two open cars they fully justified the confidence of Mr Anderson placed in them.



March 31, 1902

SW&A

For a bonus of \$20,000.00 work on the extension of the SW&A Street Railway to Amherstburg will be commenced this year. This was the answer of J. C. Hutchins to a deputation of citizens from Amherstburg who awaited upon the Detroit Street Railway magnate Saturday afternoon.

May 8, 1903

CARS TO THE BURG.

The SW&A will commence tomorrow to run their cars on schedule to Amherstburg, a car will leave Windsor every two hours during the day

June 15, 1903

A PAY CAR ON THE SW&A

Street Railway ran down to the end of the line yesterday, the rails are laid down and overhead wires stretched almost to Amherstburg and if work is furthered at the present rate the system will soon be in operation between the City and the quaint little town down the river.

September 4, 1902

Trolley Party had the right of way, Manager Anderson cleaned the track last night and city councillors were taken for a ride

September 22, 1902

All aboard for Amherstburg.

October 3, 1902

SANDWICH.

The Sandwich Car almost went over the steep embankment at the CPR bridge on London Street.

December 23, 1902

Two of the small winter cars have been taken from the road by the street railway company and larger thirty horse power cars from Detroit have been put in their place.

December 23, 1902

The Amherstburg Extension of the Street Railway has been completed as far as Canard and it is now possible to run cars to this point.

December 11, 1911

Modern PAYE cars were installed on the SW&A. Their first appearance was on the Sandwich Line. Three more cars are coming from the Preston Car Works. They are 32 feet long on single trucks.

September 5, 1906

Swell cars for SE&LS Railway. Ottawa car turning out handsome coaches.

October 19, 1906 The DUR absorbs the Windsor and Tecumseh Line.

October 20, 1906

Trolley poles are being put up on Sandwich Street for the Windsor and Tecumseh Railway.

October 24, 1906

Two large cars ordered by the Windsor and Tecumseh have arrived a Windsor and turned over to the DUR. The cars were taken to the barns to be used on the Walkerville or the Amherstburg line.

November 29, 1906

WE&LS AND THE Michigan Central Railway crossing.

December 29, 1906

Windsor and Tecumseh service.

August 30, 1907

WE&LS to run their cars in two weeks.

September 3, 1907

WE&LS Ry. The first Car arrives from Kingsville to Windsor  
Thursday morning

September 7, 1907

WE&LS Wires are strung but no through service yet.

September 12, 1907

WE&LS are to pave Howard Avenue.

September 14, 1907

The WE&LS are to open on Thursday. The cars were built by Ottawa Car Company and are named "KING EDWARD", "EARL GRAY", "LAURIER", "DOMINION", AND "REPUBLIC". Five cars and six trailers.

November 7, 1907

The WE&LS STARTED RUNNING THEIR CARS TO THE TERMINUS AT Pitt and Oulette Streets on Wednesday. Mayor Wiggle went over the railway.



July 16, 1908

#### FOUR INJURED IN TROLLEY ACCIDENT.

Leamington, July 16, 1908 Four persons were injured, a horse killed and a brick office building badly damaged by the trolley car "Dominion" on the WE&LS Railway which jumped the track at a switch on Erie Street opposite the Erie House. While coming into Leamington early last evening.

The Car was running at a good speed when the rear truck jumped and followed the spur , the front truck keeping on the mainline.

Collingwood Foster with his two daughters Edna and May were driving beside the track. The front of the car swung around, smashing their rig into kindling, mangling their horse so that it had to be shot, and throwing the occupants to the ground.

The rear of the car smashed into a brick building owned by Arthur Brown and occupied by him as his office.



October 3, 1910

OPEN WORK CARS TO GO.

The closed cars of the SW&A Railway will replace the open cars the first part of this week. During the summer months the closed cars have received a fresh coat of paint, the motors have been repaired and other improvements.

February 3, 1912

The Private Car "Mara" collided with a new PAYE Car at Sandwich last night. A jolly party was on board the MARA together with a coloured orchestra. The collision was not very serious but several of the passengers were knocked over.

Sandwich East asks for a Belt Line Car.

March 2, 1912

A street car nearly drops into the River Canard.

April 6, 1912

New Paye Car jumped the track on Gladstone Avenue.

June 12, 1912

Sandwich Car No. 42 jumped the track at the Fleming sometime between ten and 12 oclock.

July 4, 1912

Two cars are on Ouellette line.

July 10, 1912

A double track is on Sandwich Street East.

August 21, 1912

#### TWO INJURED WHEN STREET CARS CRASH.

Brakes on a Sandwich Car failed to work causing a crash with an Amherstburg Car standing in on a switch.

Sandwich PAYE Car No. 42 crashed into the rear of Amherstburg Car No. 1086 on the Campbell Avenue Switch.

The brakes of the Sandwich Car refused to respond coming down the slope from the Michigan Central bridge on London Street and tearing down the grade at a fast rate of speed the Sandwich Car rammed the back of the Amherstburg Car standing on the Switch.

August 26, 1912

Work on the car line to the new Michigan Central station has been started. Construction of the SW&A Railway line along Wellington Avenue to the Michigan Central Tunnel Station is to be started.

November 2, 1912

#### NEW FREIGHT CAR

The SW&A Railways brand new freight car made its first appearance on the down-town tracks this morning bringing a load from Amherstburg. The new car is a huge double trucker and fills a long felt want of the street railway. SW&A Car No. 37

November 29, 1912

#### USE RAIL BONDER

A new electrical invention is a rail bonder. Is being used by the SW&A Railway on the Amherstburg line. The outfit is used for binding the rails together is mounted on trucks and is capable of a good speed.

December 3, 1912

#### MIRRORS ON STREET CARS.

Reflecting mirrors on streetcars intended to give motormen a better view of the rear step on streetcars have been installed on all PAYE Cars.

December 28, 1912

#### STARTED GRADING

The Windsor and Tecumseh Railway has started grading on the William Angus farm for the extension of the line to Belle River.

December 1912

#### BROKEN AXLE

Several passengers on Oulette Avenue Rattler No. 2 were given a scare yesterday morning when the axle broke.

August 16, 1913

### SANDWICH CAR JUMPS THE TRACK.

The Sandwich Car left the tracks at the end of the Fleming Switch. At seven o'clock.

August 26, 1913

### HOLD YOUR SEATS. A PAYE Car derailed.

September 4, 1913

Belt Line Car No. 45 ran off the track this morning on Wyandotte Street just east of Goyear.

September 13, 1913

### SANDWICH EAST OPPOSES BELT LINE.

October 2, 1913

The WE&LS is to be turning cars cars on the new track on Howard Street.

October 7, 1913

### IRON FENCE STOPS BELT LINE CAR.

Line car left the tracks at the corner of Windsor Avenue and Sandwich Streets.

December 9, 1913

### NEW SNOW PLOW.

A new snow plow and combination sand sprinkler has been added to the equipment of the Sandwich, Windsor and Amherstburg Railway Company. The new car will be a big help to the Company in battling with the snow as it is of a heavy type. Different from the old car, it has a brake and sides so that the sand stays on the car.



January 28, 1914

Loop Line and double track for ten minute two way Sandwich service.

February 2, 1914

Loop for Street Railway at Ferry and Victoria.

February 20, 1914

Burg car jumps derailer, The brakes refuse to work. The Derailer is where the the SW&A crosses the Michigan Central Railway.

February 23, 1914 Oulette and Sandwich Cars in rear end collision at the corner of Chatham and Ouelette.

February 24, 1914 Collision at Ojibway. The Plug Car operating between Sandwich and Ojibway collided with an Amherstburg Car.

February 28, 1914 A Tunnel Car cuts a Taxi in two.

March 13, 1914

A Loop Line on Ferry would be dangerous.

March 17, 1914

Sandwich Car No. 49 crashed into a van.

April 26, 1917

#### KINGSVILLE CAR BARN DAMAGED

A disastrous fire supposed to have originated spontaneous combustion broke out in the car barns of the Windsor Essex and Lake Shore railway at 11:45<sup>4</sup> last night.

The passenger coaches and a n electric locomotive were badly damaged so that they are out of commission.

This will force the company to curtail service for a few days, there being only three coaches left to handle the traffic. Repairs will be rushed in order to restore the schedule as soon as possible.

The Evening Record

December 20, 1926

## OVER A SCORE HURT IN STREET CAR CRASH

More than a score of persons including several children were injured when two Windsor streetcars crashed headon on London Street between Elm and Wellington Avenues last night. The cause of the accident is believed to have been a split switch.

Sault Daily Star



Bram-  
V. C's  
on any  
e the  
board  
Winn-  
ronto;  
thurst-  
Merri-

Out  
Bed  
ard

every  
is who  
ses on  
leward  
metry.  
scover-  
Chair-  
indsor  
ist to  
prog-  
The  
ing by  
season  
usion.

CT  
ED  
RS

Into  
ost

or po-  
learn-  
y pro-  
in er-  
will be  
provides  
hour  
es and  
try in-  
wed to  
w if it  
speed  
Wind-  
for a  
a half  
in the  
except  
by the

Is

or

# INTERURBAN CAR WRECKED AT KINGSVILLE

## Sixty Passengers Have Narrow Escape from Death

### Cause of Accident is Un- known; Inquiry Held Today

Sixty persons narrowly escaped death Saturday afternoon when the W. E. & L. S. Interurban car leaving Windsor at 3 o'clock ran off the tracks at Kingsville, breaking off Hydro line and telephone poles, and crashing into a large iron fountain, the body part finally leaving the tracks and reclining at an angle of about 75 degrees.

#### W. L. Clark Injured.

W. L. Clark, a noted author and lecturer, of Leamington, was the only person who sustained any serious injuries, however. He happened to be sitting about the middle of the car when it struck the fountain, and a piece of iron coming through the window fractured his collar and shoulder bones, besides inflicting several smaller injuries.

One lady passenger had her hand and arm severely lacerated, and several others sustained minor injuries. The fact that there were no fatalities is considered a miracle in view of the fact that the impact threw the passengers into heaps, and the collision with the poles brought both the trolley and Hydro wires down on the car, and the high voltage carried in both rendered attempts at rescue very precarious and the condition of the passengers more dangerous.

#### Passengers Rescued.

As soon as possible the passengers were lifted, one by one, out of the windows and taken to the hotel near by, where their wounds were attended to. The wreckage was not removed until a late hour Saturday night, the traffic being consequently tied up, although the work of the company's wrecking crew was speedily completed.

An inquiry into the reasons for the accident was held in the offices at Kingsville to-day. The motorman and conductor, as well as the passengers are at a loss to explain the cause, as all claim that the car was not travelling at a higher rate of speed than necessary, and other witnesses have testified the switch at the corner was not open. No other accident has ever occurred at the same place, and the rails are in good condition.

of Windsor. I  
cial police, y  
the Mons Star  
gining of th  
went through  
1914, with ti  
and was inca  
tism. The me  
pointed bronz  
leaf wreath  
twined by a  
1914 Nov  
wreath is the  
top point of  
ring attached  
vided for the  
ed and water  
blue.  
So far as  
the first man  
ceive the star

WAR  
MAY 1  
CENTR

Ford and  
Branch D  
Pre

Claiming  
granted suffi  
cils of the  
of the Great  
tion, of wh  
branch, the  
and Walker  
their clubroo  
Block Thurst  
rangments to  
charter from  
zation.

Members of  
their recom  
central organ  
ters in Wind  
the attention  
therefore, are  
away. An  
of the attitud  
branch toward  
ed by the V  
sub-branch r  
tion issue, wh  
tion refused  
take a definite  
ed by the sub

May  
With  
Say

Border  
Cities  
Star  
Windsor  
Ont  
April 21  
1919

EIGHT BORDERS



**ELECTRIC**  
deration  
he com-  
extend-  
and gen-

bson, J.  
Osborne  
t., have  
io Com-  
000, and  
of estab-  
and to  
he com-  
rminals;  
ity with  
station.  
ed a by-  
se. The  
\$150,000  
ering the

iv.—The

Ry. Co. (April, pg. 217).

**Windsor, Essex and Lake Shore Rapid Ry.**

—We were advised, Aug. 18, that the contractors were pushing the completion of this line from Windsor to Kingsville, Ont., as fast as possible. The present organization of the company is as follows: President, J. Piggott, Chatham, Ont.; First Vice-President, W. L. Wilson, Port Huron, Mich.; Second Vice-President, Dr. Jas. Brien, Essex, Ont.; Secretary, W. T. Piggott, Chatham; Treasurer, W. C. Crawford, Tilbury, Ont.; other directors: M. Wilson, K.C., Chatham; Hon. E. G. Stephenson and Dr. P. Heseltine, Detroit, Mich. The Executive Committee consists of the President, Secretary, Treasurer and M. Wilson, K.C. The company has appointed as General Manager, W. N. Warburton, heretofore Manager of the Chatham, Wallaceburg and Lake Erie Ry., and formerly connected with the Niagara, St. Catharines and Toronto Ry. (Aug., pg. 479.)

September 1906 p 549



interests.

**Windsor and Tecumseh Electric Ry.**—It has been announced that the charter for the construction of this electric railway has been acquired by the Detroit United Ry., which already owns the Windsor City Electric Ry., and the Sandwich, Windsor and Amherstburg Electric Ry. Construction work is being pushed and it is expected that the line will be completed by Dec. 31.

**Winnipeg.**—It is proposed to establish a new town opposite Headingly, Man., to be connected with Winnipeg by a bridge over the river, and an electric railway.

December 1906  
p 761



(Jan., pg. 5.)

**Sandwich, Windsor and Amherstburg Ry.**

—Application will be made at the current session of the Ontario Legislature for an act authorizing the S.W. and A. Ry. and the Windsor and Tecumseh Electric Ry. to agree with one another for connections, or to make running arrangements, or enter into an agreement for the sale or lease of any portion of the last named railway; to authorize the S.W. and A. Ry. Co. to acquire the capital stock, bonds or other securities of the W. and T.E. Ry. Co.; to empower the S.W. and A. Ry. to supply power to the W. and T.E. Ry.; to extend the time for the completion of the W. and T.E. Ry.; to confirm and validate the proceedings of the provisional directors of the W. and T.E. Ry.; to confirm a mortgage of the W. and T.E. Ry. to the International Trust Co. of Boston, Mass., and to change the head office of the W. and T.E. Ry. from Walkerville to Windsor, Ont (May, 1906, pg. 27, Windsor and Tecumseh Electrical Ry., Dec., 1906, pg. 753.)

**Stamford and St. Joseph Radial Ry.**—The

cor  
for  
and  
an  
De  
by  
to  
de  
m  
na  
pu  
Th  
as  
a  
co  
st  
in  
J.  
sc  
S

November 1907

p84H



as any  
e Van-  
inding,  
ing the  
entures  
ie time  
issued.  
anding  
rm one  
whole  
is pay-  
30—a  
ept. 30  
quired  
any to  
lv in-

Mich.; H. B. Van Courtland, New York;  
General Manager, J. Anderson, Windsor.  
This company is a part of the Detroit United  
Ry. System.

The Windsor and Tecumseh Ry. Co.'s  
annual meeting was held at Windsor, Ont.,  
Mar. 20. Following are the officers and  
directors for the current year: President, F.  
W. Brooks; Vice-President and Manager,  
J. Anderson; Secretary, A. E. Peters; Treas-  
urer, J. Bampton; other directors, J. C.  
Hutchins. All are residents of Detroit, Mich.,  
except J. Anderson, who is at Windsor. The  
company is a portion of the Detroit United  
Ry. System.

December 1906/7 .



f the  
could  
notor  
com-  
ever,  
ils in  
eneral  
rs, of  
early  
ature  
d size  
of a

### Electric Railway Notes.

G. U. G. Holman, formerly of the Levis County Ry., has been appointed manager of H. W. Johns-Manville Co.'s electrical department, Boston, Mass.

The Post Office Department has given a contract to the Sandwich, Windsor and Amherstburg Ry. to carry the mails between Windsor and Amherstburg, Ont.

July 1907

521



WINDSOR

## **"Dinky" Car Put on 'Burg Line to Handle Crowds to the Fair**

Sept 25

1913

An indignation meeting was held in the Amherstburg car, which left Windsor at 2 o'clock Wednesday afternoon for the 'burg, and if expressions of opinion go any distance in condemning a street railway company, the S. W. & A. railway is condemned right. The whole trouble arose over the little car that was placed on the run for that trip. As a rule the big cars are used on the afternoon trips, but there was a crowd going down Wednesday to the fair, and the company could not be expected to look after the comfort of the passengers.

When the car left Windsor, Manager James Anderson was standing a few feet from the car and must have seen the manner in which the people were forced to pile in. The seating capacity of the car is 21, but 49 people crowded their way into the "dinky." Most of the passengers had to ride to the end of their journey standing up. There were 20 ladies in the party and they got off a few miles past the end of the Sandwich car line. When they got off the car there were still 27 people in the car and three were picked up on the way to the 'burg.

When the car passed the barns some of the passengers hoped that it would turn in and a larger car would be put into service, but there was no such luck. The car continued on its way and the people were jostled around, in the meanwhile voicing their opinion of the street railway and the management.

September 25  
1913



# STREET CAR NOW RUN TO TUNNEL STATION

Cars Put in Operation on New Line  
This Morning, Giving 15-Minute  
Service—Two Cars Used.

Feb 13 ————— 1913

After interminable and vexatious delays from the city, county and steam railroads the street railway has at last finished the line to the Michigan Central station, the first cars starting on the run this morning.

A fifteen minute service is given, the Michigan Central cars taking the place of the Elm avenue loop cars. Two cars are in operation and have been fitted up with new signs reading on the sides "M. C. R. Depot" and on the ends "Tunnel."

The first car to go over the line was in charge of Motorman Victor Baillargeon and Conductor John Antaya.

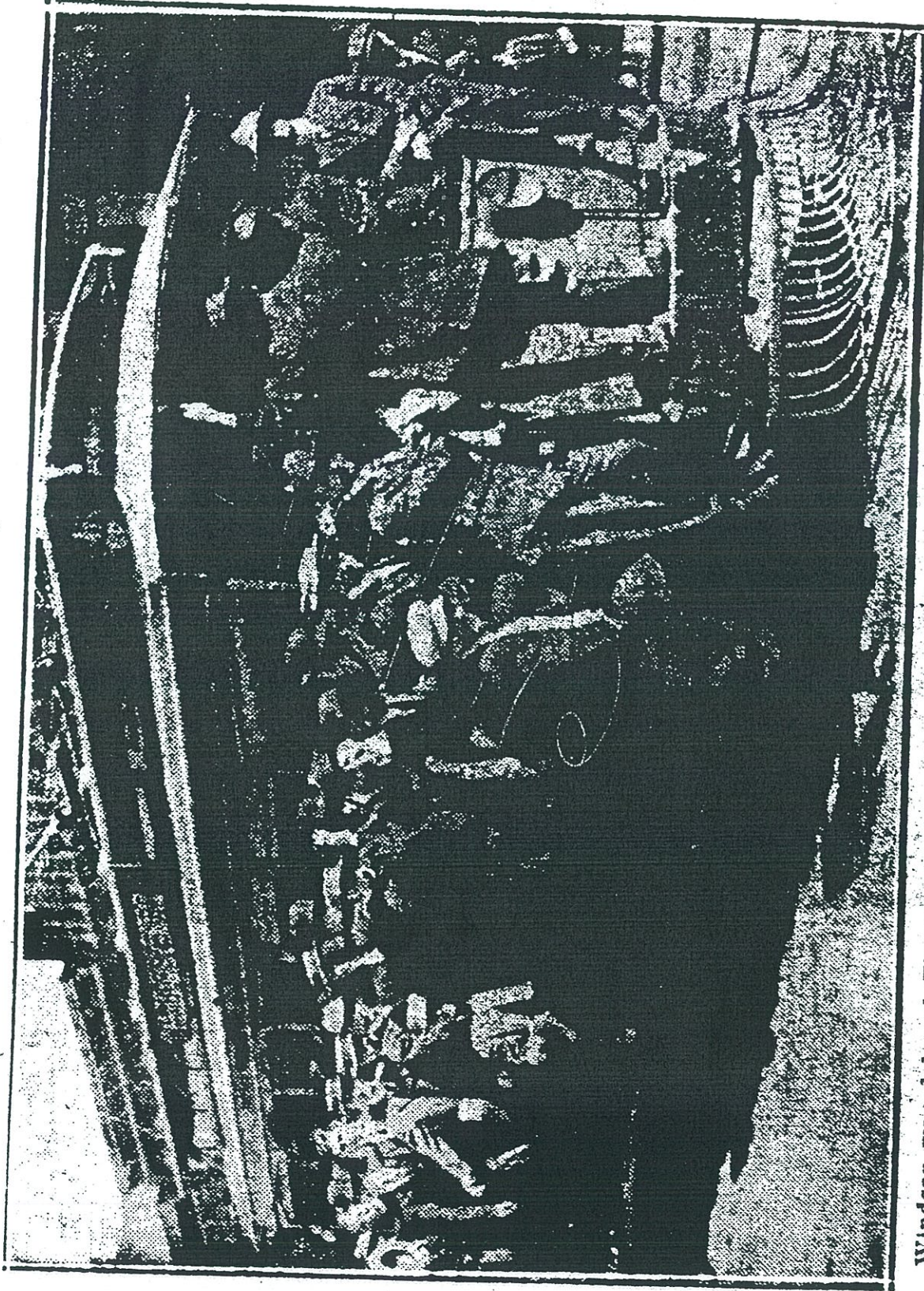
The residents in the Wellington avenue section are literally tickled to death. Instead of having to walk over a mile before they can secure a car to town the cars now run right by their doors. Hundreds of workmen make their homes in that section and the road has provided a blessing to them.

Despite the fact that it has taken over two years to construct the line Superintendent McLeod has done fast work considering the handicaps under which he worked.

February 13,  
1913



## Detroit Crowds Fought to Get on Windsor Cars



Windsor was deluged Thursday afternoon with Memorial day visitors from Detroit, who fairly fought with one another to get on the street cars for a trip up or down the river to the various summer resort colonies and roadhouses. Before the staff photographer arrived a dozen or more Detroiters were perched on the top of the above car. The police ordered them down.

JUNE 1  
1912



# SANDWICH STREET CAR CONDUCTOR "DUCKED"

Passengers Take Sweet Revenge on  
S. W. & A. Employee Who Passed  
Them By in The Rain.

July 29 ——— 1913

A crowd of water-soaked men and women held a street car conductor on the Sandwich line under the dripping roof of his car Sunday night to repay him for similar treatment received at his hands, when he slammed one of the car doors in their faces and left them out in the rain.

It happened where the Ojibway "plug line" meets the Sandwich cars. In the thunderstorm the "plug" conductor, when he reached the place where the Sandwich car was to be met, demanded that the occupants of his car get out. They obeyed reluctantly.

When the Sandwich car arrived, the "plug" moved on, while the former disgorged its passengers into the rain. These were forced to run 25 or 30 feet in order to catch the "plug". The climax came when the conductor of the Sandwich car slammed the door in the faces of the Windsor and Detroit bound passengers, telling them to wait until the car went around the loop.

"We'll fix you," shouted one of those in the wet. He pounded on the closed door while the conductor signalled the motorman to proceed.

When the car returned from the loop the angry crowd scrambled head long into the car, seized the conductor with angry hands and bent him back over the platform, where a small torrent of water splashed on his hat, shoulders and linen collar.

"Glub, glosch, glub," he bubbled in his frantic efforts to get away, but to no avail. Time after time he went under the water, and it was not until he was thoroughly soaked that he was released.

July 29  
1913



# STREET CAR NEAR DROPS INTO RIVER CANARD

---

Forty Passengers on Board Are Given Rude Jolt and Some Suffer Minor Injuries When Conveyance Jumps Track and Alights in the Muck.

March 2 1912

Amherstburg, March 2.—High hopes and fond anticipation on the part of several Amherstburg notables who were awaiting the 6.15 car Thursday evening, to attend the Windsor banquet in honor of H. A. Clarke, were rudely shattered when news was received here that the S. W. & A. conveyance had left the rails and had planted itself in the muck and mire of the River Canard.

The worthy gentlemen, it is said, left sometime later in one of A. Fox's hacks and enjoyed a taste of the old-time mode of Amherstburg to Windsor travel.

The S. W. A. car due in Amherstburg at 6.15 p.m., while speeding along at a lively clip, on the Canard River bridge approach, broke a forward truck axle, and leaving the rails planted itself soundly in the middle of the ditch. Some forty passengers were given a rough jolting, and some received minor injuries.

---

MARCH 2  
1912

# P.A.Y.E. CAR FOR FORD CITY RUN

S. W. & A. RY. WILL PROBABLY  
GIVE HALF HOUR SERVICE BE-  
TWEEN WALKERVILLE AND AS-  
KIN'S POINT.

October 29 1913

Realizing the need of better service for the residents on the river front above Walkerville, the street railway company is making preparations to put a "pay-as-you-enter" car on the run to Askin's Point.

Interviewed by The Record on Wednesday Morning, Superintendent McLeod, of the company, stated that no definite schedule had been made for the car which will probably be placed on the run at the beginning of next week. The schedule will be framed up by Manager Anderson.

It is understood that the car has been rebuilt into a "pay-as-you-enter" from one of the old belt line cars. If this is true, then the alteration reflects great credit on the company, for the car presents a nice appearance. It is marked "Askin's Point."

Whether the people on the river front will be given a half-hour service by the car being placed on the run remains to be seen, but the growing population in that district entitles the people to better service than they are getting now.

It was stated by Mr. Montreuil, reeve of Ford, at a recent meeting of the council of that village, that he was taking the matter of better service up with Mr. James Anderson, and that the manager of the street railway company had promised to give the matter his attention. The result of the reeve's efforts is the introduction of the car on the run.

October  
29  
1913



# STREET CAR PLUNGES INTO GROCERY STORE

*June 28 1910*

## Passengers Have Narrow Escape Near Sandwich Court House When Derailed Electric Car Runs Wild Plate Glass Window Smashed.

Eight passengers on a S. W. and A. car had a narrow escape from serious injury about 9 o'clock Monday night, when the car left the track just a short distance past the court house switch and crashed into the front of J. Scott's grocery, smashing a large plate glass window and fetching up against a brick pillar, which ended its mad career.

The car was going at a lively clip when it was derailed, and everyone on the car at the time is wondering how they managed to go through the accident without a scratch. The only damage to the car was a bent fender.

A stone which was on the track, and which now reposes on Manager Anderson's desk, is said to have caused the accident.

It is certainly a miracle, according to passengers, that no one was hurt. The car had just passed the switch at the

east side of the court house, and was picking up speed when it left the track. Some idea of the momentum obtained may be gleaned from the fact that it ran across several yards of mud road before "butting in" on the food stuffs displayed in Mr. Scott's window. The latter estimates his damage at about \$150.

The car carried about eight passengers, including George Bartlett, the well-known Windsor retailer, Jack Saunders, the actor, and Chief Alois Master of Sandwich. All the passengers stuck to the car and were jolted considerably.

It is said by those who witnessed the accident that had it not been for the brick pillar which stopped the progress of the flying vehicle the motorman must surely have met his death. As it is, those who were in the smash-up are thanking the fates that they came out alive.

*JUNE 28 1910*



# CAR JUMPS TRACKS DASHES INTO TREE

Wild Rush of Hamilton Road  
Street Car Last  
Evening.

## TWO HITCHING POSTS CARRIED AWAY BY CAR.

Few Passengers Aboard, With Conductor  
and Motorman, Escape  
Injuries.

Jumping the tracks on the Hamilton road, between William and Adelaide streets, at 6.30 last evening, Oxford street car, No. 114 plunged forward at an angle toward the sidewalk, crashing into a huge maple tree with noticeable results.

Two hitching posts were also carried away by the impact, and the curbing alone prevented the runaway car from continuing on its mad rush over the sidewalk into the window of a grocery store.

It was replaced by company men after lengthy exertions and the usual good Oxford service was resume.

Allowing for a severe jolting the crew and the few passengers luckily escaped injury.

### THIS TREE SHOULD BE SAVED.

Of the many beautiful maple trees that surrounds the proposed federal square on King street there is one large tree that is situated near Dr. Moore's corner, on King street, that is split completely down its center. By a little immediate work on the part of Parks Superintendent Dillon this beautiful tree may be saved.

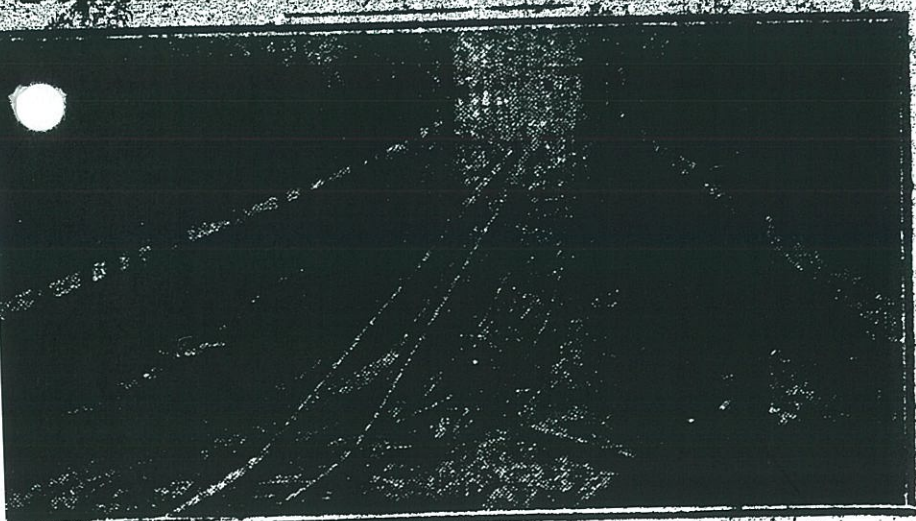
November 23  
1912

# NARROW ESCAPE AS ENGINE STRIKES CAR

Leamington Man Has Car Damaged:  
Plant Building Enlarged.

LEAMINGTON, June 13—An accident that might have had serious consequences occurred yesterday on Erie street south, while a freight engine of the W. E. & L. S. was switching at the spur of the H. J. Heinz Company plant. Having completed the switch the engine was being driven again to the main line when a touring car, driven by F. Green, of Leamington, in some manner came in contact with the front of the engine. The driver escaped unhurt, but the motor car suffered considerable damage. Several times drivers of automobiles have endeavored

Deploable Condition of this point at no little



14 1928

Howard avenue has been practically closed to vehicular traffic, owing the wretched condition of the street. It has been torn up for weeks and months. A temporary track for the radial railway was put down but not connected up. It was planned to start the pavement, last year, but something delayed the work. It was fully expected the pavement would be undertaken this year, but again the residents along Howard have been disappointed. If they did not get a pavement the residents were assured the street would be placed in shape for traffic by dumping cinders or gravel on the road, but nothing has been done and the east side of the street (left of tracks in picture) is a sea of mud. It is a common thing to see rigs tied up at the horseshoe while the drivers walk down the sidewalk to make their calls. How the hack drivers reach the cemetery is a mystery.



# FREE MOTORMAN THOUGH GUILTY

*June 18 1924* — *June 19 1924*  
Driver of Border City Car Let Go  
On Suspended Sentence.

WINDSOR, June 18.—Convicted of criminal negligence, William Meeks, 36 years old, motorman of the Hydro-Electric Commission, in charge of a Walker road car which crashed with a Tecumseh car on Pierre avenue switch, injuring three persons, on June 4, was freed on suspended sentence of two years by Magistrate Gundy to-day.

The car operated by Meeks struck the Tecumseh car just as it left the switch at the corner of Sandwich and Pierre avenue. The three hurt were passengers on the Tecumseh car, which, charging criminal negligence, Miss Dupuis was named as having been caused serious bodily injuries.

ST. CATHARINES, Ont., June 18. — George, nine-year-old son of ex-Councillor William Inglis, Port Dalhousie, is in the hospital here with a fractured skull, resulting from being hit on the head with a baseball bat by another boy during a game in the Port Dalhousie public school yard. The skull has been trepanned and the doctors believe the lad to have a chance for recovery.

*24 June 19 1924*  
*JUNE 19 1924*



# NARROW ESCAPE AT G.T.R. BRIDGE

NEW FORD P. A. Y. E. CAR STOP-  
PED WITHIN INCH OF A TE-  
CUMSEH CAR LOADED WITH  
ENGERS.

*November 12  
1913*

The Ford P. A. Y. E. car narrowly escaped being in a rear-end collision with one of the heavy Tecumseh cars at the foot of the bridge over the Grand Trunk tracks at the intersection of Sandwich street and Devonshire road on Tuesday afternoon shortly before 6 o'clock. The Ford car had been preceded by the Tecumseh car, which stopped at the corner of Devonshire road to take on passengers. The big car was already crowded, and the waiting ones had great difficulty finding even standing room.

While the car was taking on the passengers, the Ford car came down the bridge at a rapid rate of speed, and it looked to the spectators as if the motorman had lost control of the car, as he was clanging his gong and the brakes did not seem to be acting.

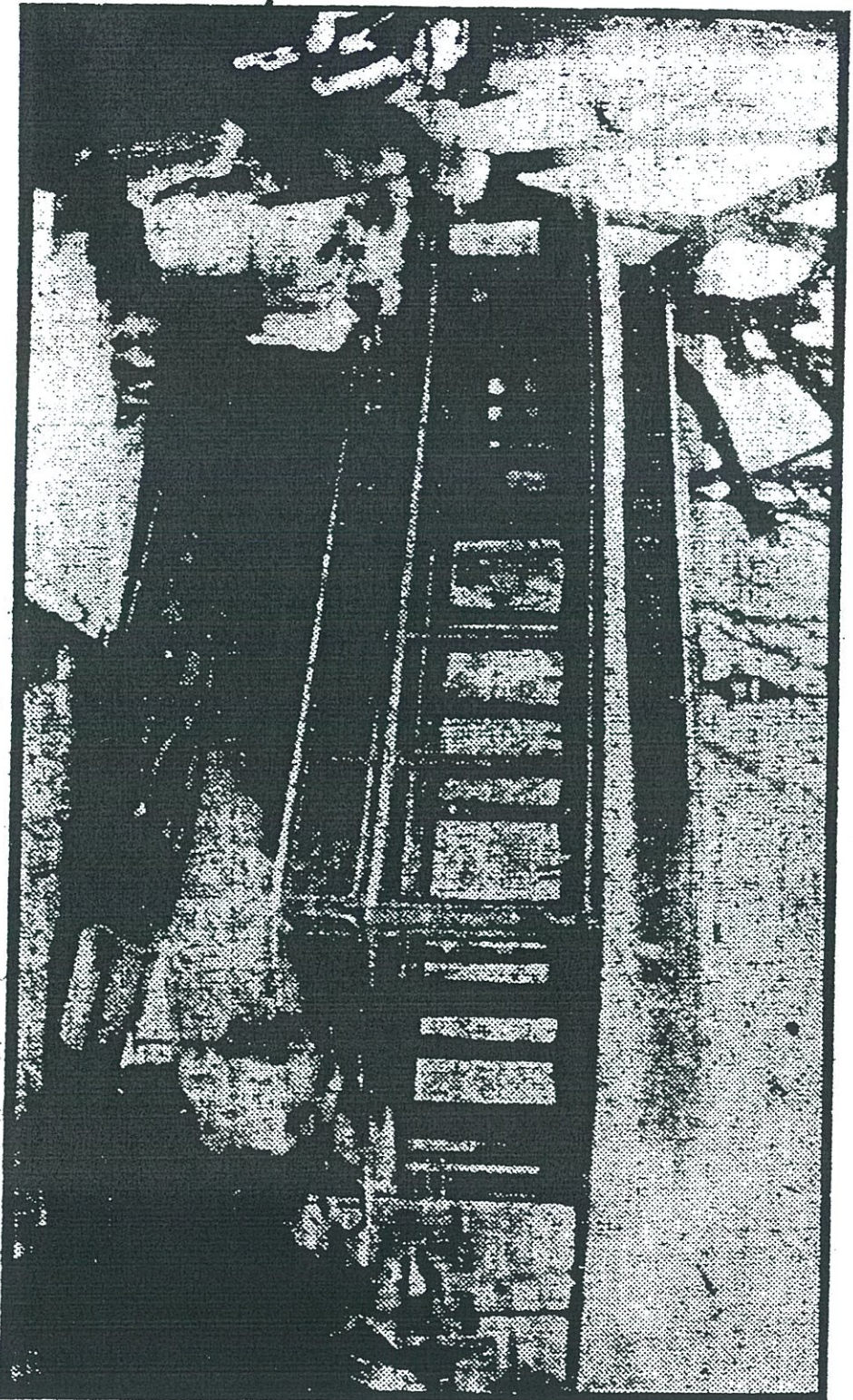
Shouts of warning from the bystanders warned the would-be passengers of the Tecumseh car that something was wrong and they rushed to the sidewalk to get out of the collision, which seemed certain. But the motorman of the Ford car regained possession of his brakes, and the car was stopped within an inch of the rear of the Tecumseh car.

Had the brakes refused to act there would have been a serious accident, as the rear end of the Tecumseh car was packed with passengers, who did not seem to realize their danger and they made no attempt to jump.

*November 12  
1913*



## Tunnel Car Starts Loop Line Down Bruce Avenue



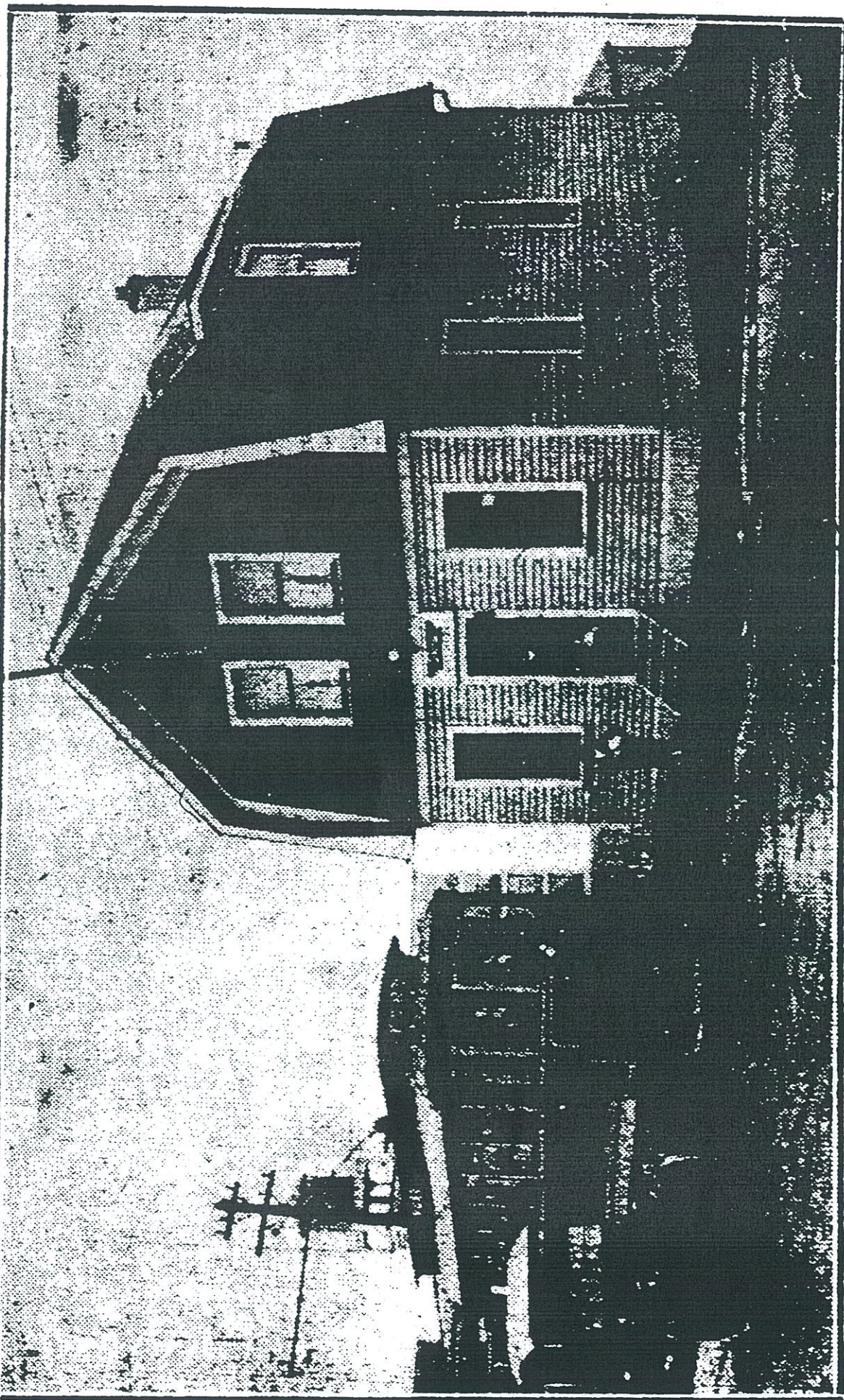
April 29  
1914

It was no easy for the street railway company to construct a loop line without consulting the wishes of the people that tunnel car No. 39 became imbued with the same feeling of independence and on two occasions has left the rails at London street and attempted to turn down that thoroughfare to the river. Saturday last the curbstone stopped it but last night it took a maple tree to put an end to its wild desire. Motor-man "Red" Spitalisky was injured in last night's smash-up.

The above photo was taken a few minutes after the car left the rails and crashed into the maple tree at the corner of Bruce Avenue and London street. The trustees of the Bruce Avenue Baptist church are considering getting out an order-in-council to compel the street railway to lay tracks wherever the cars may wish to go.

Photo by A. H. Hunt.

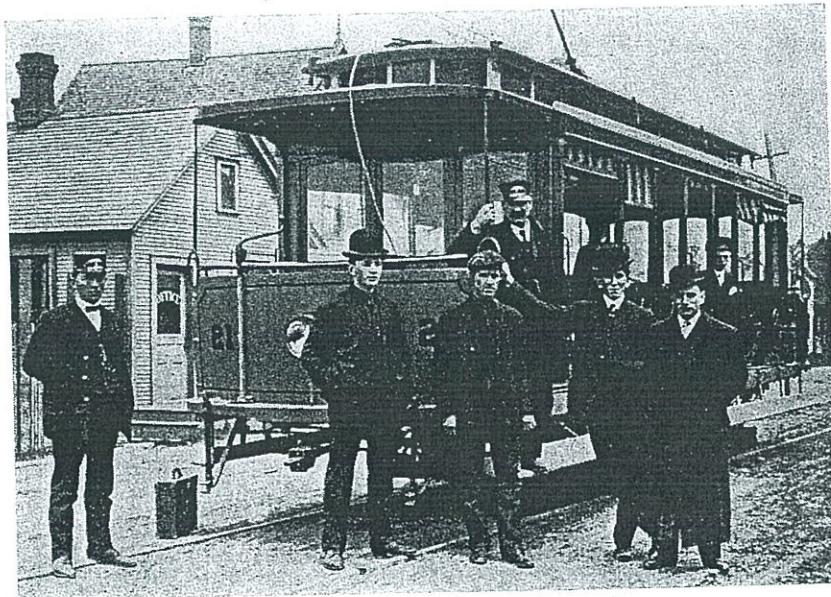




This is possibly the only place in the world where five distinct objects of an entirely different nature are all together under the same name: Ford, Ford township, Ford factory, Ford postoffice, Ford street car and Ford Automobile.

April 18 1914

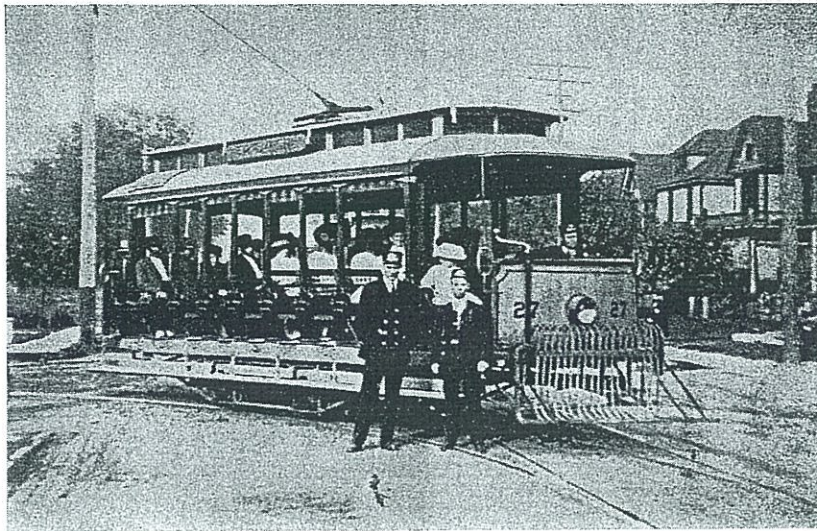




*Above:* Lower Ouellette Avenue, Windsor, about 1892. The new post office now occupies the site of the old on the left. The C. H. Smith store is now at the northeast corner of Pitt and Ouellette on the right.

*Below:* First Windsor-Tecumseh street car, 1907. Conductor William McGuigan is at the extreme left, and motorman Arthur Geauvreau on the running board.

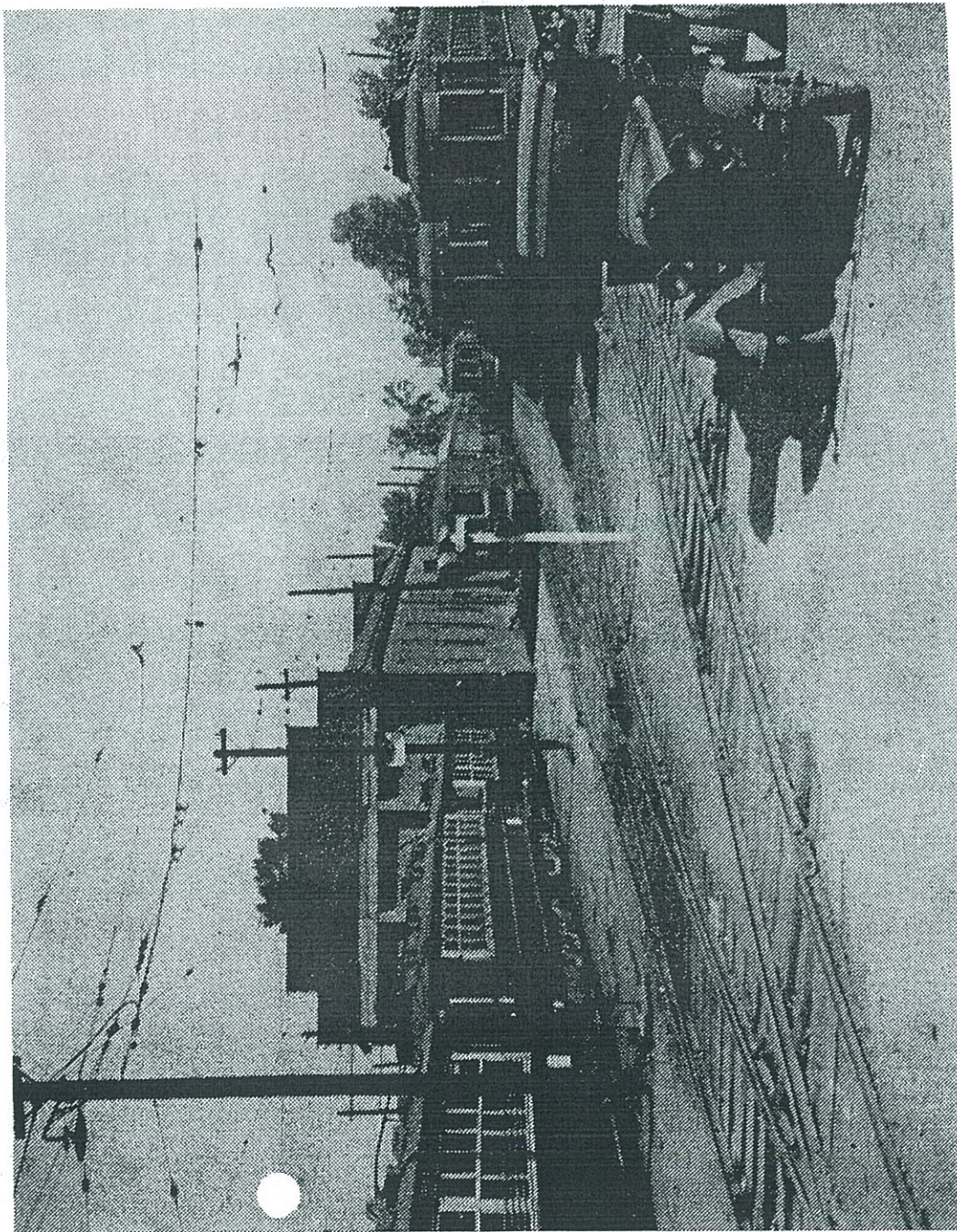




*Above:* Open cars were a popular summer feature of the street car era.

*Below:* Laying the last rail of the electric line connecting Windsor and Leamington, opened in 1908. This picture was taken at the intersection of Talbot and Eric streets in Leamington.



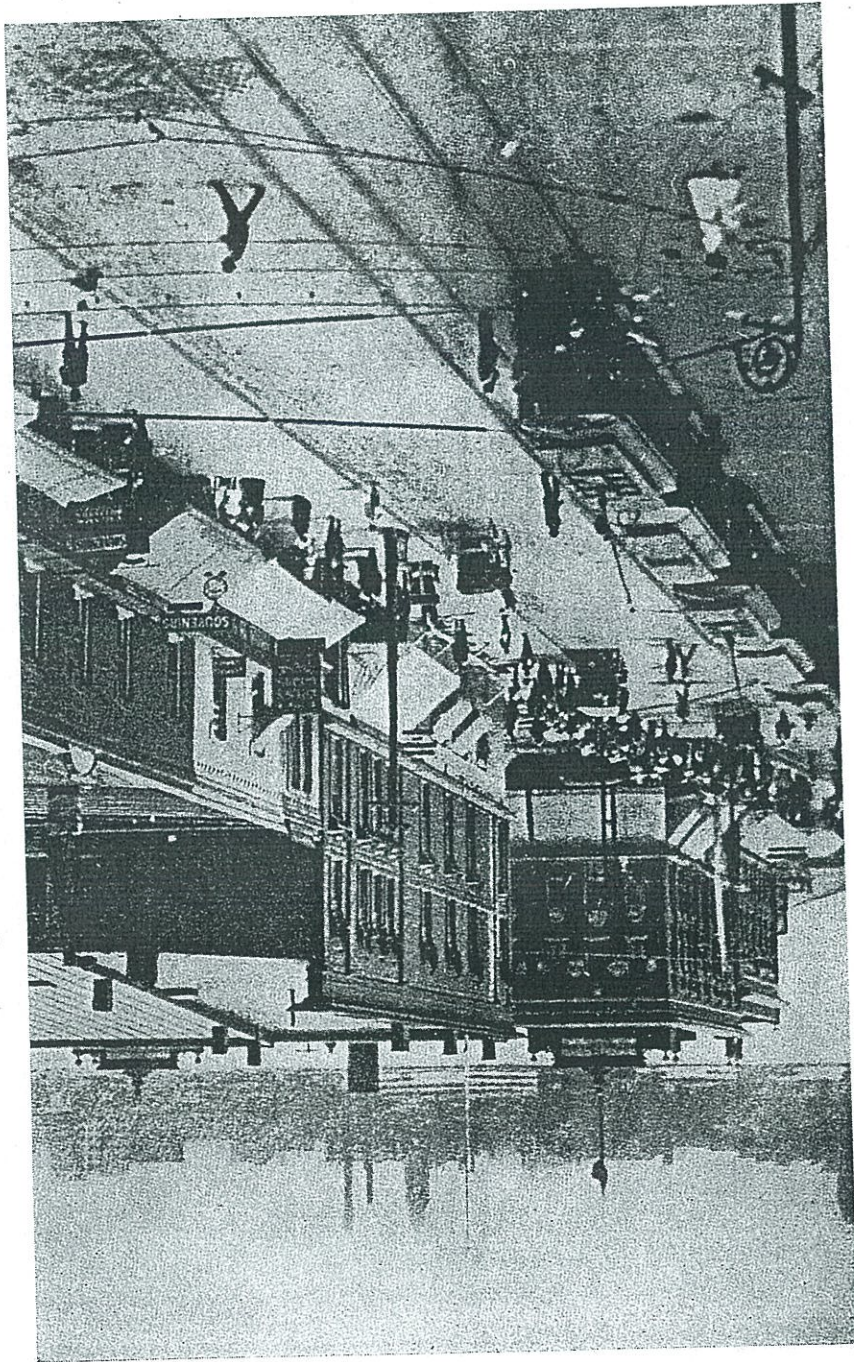


*Streetcars of the Thirties*

Municipal Archives  
Windsor Public Library



Busy corner of Ouelllette Avenue and Sandwich Street about 1900.



# 2 TRIALS FOR RADIAL CREW

Campbell and Keown  
Won't Come Up  
Together

Urquhart Opens Case For  
Crown At County  
Assizes

Mr. Justice Wright this morning approved the motion of T. Gerald McHugh, counsel for Conductor Jacob Campbell, implicated in the W. E. and L. S. Railway collision, that separate trials be given Campbell and Motorman Earl Keown. The trial of the latter, charged with manslaughter, is being proceeded with.

Keown and Campbell were arraigned on the same charge, and it was the intention of the Crown to conduct their trial as one. The hearing with regard to Campbell will proceed immediately following of the present trial.

## COUNSEL IN CASE

The case for the Crown is being presented by Peter White, K.C., assisted by Crown Attorney George Urquhart; Motorman Keown is represented by Frank W. Wilson, and Conductor Campbell by Gerald McHugh.

The jury empanelled is Peter Naylor, George Lyons, James A. Holt, James Court, Edward Broderick, Llewellyn Brooker, John Dunn, Harry Hind, William Nagawson, Walter R. Donaldson, Louis Meyrfield and A. J. Allen.

Mr. Urquhart delivered the customary address to the jury on behalf of the Crown this morning, during which he outlined the various phases of manslaughter. Mr. Urquhart referred to the distinguishing line between manslaughter and murder though both might involve the death of one man through the act of another.

Manslaughter included cases where death was due to no intent on the part of the one causing that death. One instance would be where a person might contract blood-poisoning through slight injuries inflicted by another, and if death should result, the person committing the injury would be guilty of manslaughter.

## DESCRIBES COLLISION

Mr. Urquhart remarked that the present case had to do with the negligence or carelessness of the accused, and then went on to describe the collision on the Windsor, Essex and Lake Shore line on November 16, 1923, that had caused the death of Orlando Wigle, Kingsville, and serious injury to other passengers.

Motorman Keown and Conductor Campbell were in charge of Car No. 512 on the morning of the accident, and the Crown alleged that they had received written orders to hold their car at Pelton switch to allow Limited Car No. 316, bound from Windsor to Kingsville, to pass. It has been the usual custom for these two cars to pass at the "Gravel Road Switch," about one and one-half miles north of the Pelton switch. Motorman Wigle and Conductor Mills, of Car No. 316, had received similar orders prior to leaving Windsor.

The weather was extremely foggy and when Motorman Keown drove his car past the Pelton switch and produced towards Windsor the two cars collided about a mile north of Pelton. It was alleged that Keown saw the other car's headlight, and applied his own brakes.

The cars telescoped, and Wigle received such injuries that he is believed to have died almost instantly.

January 21  
1924



## A TROLLEY RIDE.

Council and Board of Trade  
Guests of Manager Anderson.

They Visited the Girardot Wine  
Cellars at Sandwich.

One of the New Cars Made by A. N. Mc-  
Lean & Co. Was Used.

Mr. James Anderson, manager of the Windsor street railway, invited the board of trade and members of the city council to a trolley ride last evening.

The invitation was accepted by about 50 of the members of the organizations mentioned, and a most enjoyable outing was the result.

The car used on the occasion was one just completed by the A. N. McLean Co. for the street railway company. The car is a very handsome one, made out of native woods, and reflects great credit on the local firm.

The party were taken around the Walkerville loop and then headed for Ojibwa. A halt was made at the Girardot Co's wine cellars at Sandwich, recently erected by the company.

An hour was spent here inspecting the cellars and in sampling the products. Tables were spread and well provided with crackers and cheese, as well as the juice of the grape.

Tongues were soon set wagging and a feuse joie of impromptu speeches fired off.

Mr. Sol White complimented A. N. McLean & Co. on their excellent workmanship, as shown by the cars which the company had produced. He hoped Mr. McLean would be able to provide more in the future.

Mr. J. H. McConnell called for a toast to A. N. McLean, which was right royally given.

Mr. McLean responded. He felt flattered by the complimentary remarks made regarding the cars his firm had turned out. His firm could supply all local wants in this direction. They were not equipped to do a large business in street car building, but could meet a reasonable demand.

Dr. Cruickshank proposed a toast to the local street railway and took occasion to compliment the company on the excellent service they were giving.

Mr. James Anderson responded in a few remarks, in which he expressed the hope that the present pleasant relations existing between the company and their patrons would continue.

Dr. Coventry, president of the company, said that the present members of the company had put \$70,000 of their own money, and were therefore very careful regarding their investment. They were not speculating with other people's money, or they might have extended the road

July 4  
1901



# 15 INJURED WHEN BO CAR HITS INTERUR

## MOTORMAN THROWS ON FULL FEET AND PREVENTS HEAVY LOSS OF LIFE AT FORD CITY

sh Car, Filled With Women And Chil-  
Overturned And Partially Wrecked  
Remarkable Accident In Front Of  
Motor Plant

sequence in which Motorman Sullivan has figured in his long period of service.

Conductor Joseph Reaume, 119 Mill street, Sandwich, with eight years' experience on the road, was collecting tickets when the crash came. A party of Detroiters, women and children, had boarded the car at the Walkerville ferry, a short distance from the scene of the accident. A pleasant-faced Detroit woman had just handed the conductor a coin, when, with a bang, the two cars came together. Conductor Reaume went down in a heap. When he recovered himself, the cars were at a standstill and he began the work of helping the others out. Conductor Reaume was badly bruised and sustained a slight cut on one of his hands, but is suffering no serious effects. He told The Star that there may have been someone the back platform of the car but he is not sure. No trace of any such person has been found.

### PICNIC PARTY ON CAR

Seven members of a party of fourteen women and children from All Saints Lutheran Church, of Detroit, who were on their way to spend the day at Kelvin Grove, St. Clair Shores, are now in Hotel Dieu suffering from injuries both internal and external received when they were thrown beneath the wheels and debris. The other members of the party have returned to Detroit.

The picnickers had boarded the car at Walkerville after crossing on the Walkerville ferry and had only gone a few blocks when the accident occurred. All seated near the back of the car saw the approaching box car.

Mrs. Charles Gauss, one of the injured who received only minor injuries, describing the accident, stated that, although she saw the approaching car, she thought the street car would get past in time to avoid the collision. When she saw that an accident was inevitable, Mrs. Gauss says she became panic stricken.

Maria Petz, Detroit, also among the injured, says, "I was sitting on the side of the car away from the accident. I saw the approaching car, but believed that everything was alright; then followed the terrible crash, which I shall never forget."

The wreck was witnessed by a number of persons, and all were unanimous in their declaration that the result was nothing short of a miracle. How so much damage could be done without anyone being killed was regarded as remarkable.

### CHIEF RENDER AID

Chief of Police Albert Maisonneville was on the street a short distance away, and he at once rushed to the scene and did splendid service in helping to remove the victims. When he arrived, he found A. E. Ellis, Sandwich street, Ford, already at work.

It is difficult to estimate the property damage done, but it will run into several thousands of dollars. The smashed interurban is of the heaviest type used locally, and has been in service for some years.

### RAIL HEADS ARRIVE

Conductor Reaume notified the Hydro Radial authorities as soon as he was able to leave his post, and Supt. A. F. McGill and his assistants were at the scene of the wreck a few minutes later. Supt. McGill announced that an investigation would be held as soon as possible.

It was the general view that the accident was entirely unavoidable. The Wabash freight car which did all the damage was standing on the track running into the Ford factory held in position by the usual "shoe" attached to the rails. When the coupling of the yard

### Holding Probe



MR. A. F. MCGILL,  
Superintendent of the Essex  
Division of the Hydro Radial,  
who is making an investigation  
of the crash at Ford City this  
morning.

## DETROIT FOLK PICNIC BOUND WERE ON CAR

Lutheran Church  
Party 14 In  
Number

SEVEN IN HOSPITAL  
Women Tell Of Watching  
Approaching Train And  
Of Later Scenes

Seated in the back of the wrecked Tecumseh car in that portion in which the most damage was done was a party of 14 ladies and children from the All Saints Lutheran church, in Detroit, who were on their way to Kelvin Grove, St. Clair Shores, to spend the day. Of this picnicking party, seven are now in the hospital and the remainder have returned to Detroit slightly injured.

"We could all see the train approaching, but the motorman seemed to go straight on, not heeding the oncoming car," said Mrs. E. Glaser, who was one of the party, and who was accompanied by her two daughters. "I was not able to move, so I just screamed, and suddenly it happened and I was thrown beneath the seats and rubbish," she said. Mrs. Glaser said that she was not the only one who screamed, for everyone saw the cars approaching, but no one made any effort to stop the wreck.

"And there were so many babies on the car," added Mrs. M. Walsh, 3233 Barry avenue, Detroit, who said her way to spend the day with a friend up on the river front. "I had my sister-in-law's baby in my arms, but I do not know what happened to him. I do not know whether my sister took the baby or

## 2 WITNESSES TELL STORIES OF COLLISION

A. E. Ellis Was First  
To Enter Wrecked  
Radial

DEVASTATION SCENE  
Ford Watchman Also Sees  
Crash That Injures  
Women, Children

A. E. Ellis, an employee of the Walker distillery, the first man to enter the ill-fated car, was an eye-witness to the whole tragedy, as was also L. V. Spurr, Ford watchman.

Both men saw the impending crash, and stood, absolutely helpless, to avert it. They listened to the grinding of the cars together, the forceful blow which the lighter street car sustained from the heavier freight car, the screams and shrieks of the women and children in the car as they were pitched hither and thither about, as so many sheaves of wheat, and the car finally settled over on its side, with a terrific thump and a grinding, while glass showered them from all sides.

Mr. Ellis rushed to the front of the car with all speed and climbed in through the front window; it was a terrible scene which greeted him. Humans were piled everywhere. Mothers, their babies, and other children, presented a mound of twisting, screaming fighting humanity.

All Glass Broken  
There was profusion. Everyone seemed to be bleeding. And no wonder. Every pane of glass in the large car was reduced to minute particles. Many of these found resting places in the faces and arms of the occupants.

Mr. Ellis did not hesitate long to look around. Two children were at his feet as he stepped into the car. These he grabbed up. By this time there were others outside. He passed the children out as other men joined him inside the car. Then, as fast as possible, the jumbled mass of persons were lifted out of the wreckage and to safety.

The small window in the front of the car was not a sufficiently speedy means of escape, so a ladder was secured from the Ford plant and willing workers scaled the top of the car on the up-turned side, grasping the bleeding and cut ones, took women and children, as they passed, up by equally willing hands from the inside.

All this did Mr. Ellis participate in, until the last of the passengers had been taken out.

Nearly Tilt by Cars  
Mr. Ellis was walking to his home, a stone's throw from the money from a child's bank. He

(CONTINUED ON PAGE 15)

### WRECK PHOTOS

Exclusive photo-  
graphs of scenes  
at the wreck in Ford  
City this morning  
made for The Star im-  
mediately following the  
collision, and will be  
found on Pages 3 and  
15 of this issue.

## Passenger On Hydro Ca

The wrecked car contained  
party of women and children  
their way to a picnic near Tecu-  
The party consisted of Lady  
Aid Workers from All Saints' Lu-  
oran Church, of Detroit, who we  
to spend the whole day on this si-  
of the river. Those in the par  
are listed below:

Maria A. Petz, 27 years old, 21  
East Forest Avenue, Detroit.  
Mrs. H. Kemmer and daughter  
Margaret, 14 years old, of Bur-  
Street, Detroit.  
Mrs. Charles Gauss, and son, E.  
win, 10 years old, of 3605 Park  
Street, Detroit.  
Mrs. George Schoof, and dang-  
ter, Mildred, 18 years old, 34  
Cadillac Avenue, Detroit.  
Mrs. Henry Schomaker, 25  
Seyburn Street, Detroit.  
Mrs. H. C. Weisiger, 2953 Bal-  
win Avenue, Detroit.  
Mrs. G. Thomas, of Detroit.  
Martin Eggart, Jr., 16 month  
old, son of Martin Eggart, of Ga-  
land Avenue, Detroit. The child  
mother was badly shaken up.  
Miss F. Glaser, 2648 Towns-  
Street, Detroit, and Mrs. C. Glas  
and daughter, Adelaide, of the san-  
dreas.  
Mrs. A. Walsh, 2953 Catharin-  
Street, Detroit.  
Mrs. A. Soest, 2684 Water-  
Street, Detroit.  
Sylvester Soest, 16 years old, sc  
of Mrs. A. Soest.  
Miss Julia Mosser, 15 years ol  
2850 Waterloo Street, Detroit.  
Mrs. R. Rossineau and daughter  
Hilda, of 2953 Fisher Street, D-  
trot.

All were badly shaken up, ad  
injured.

Bodies of the wrecked ca  
taken to the Hotel Dieu for atten-  
tion are listed below:

John Girard, 241 Gladstone Ave  
Windsor.  
Geo. Jung, 68 Pitt Street Eas  
Windsor.  
Mrs. A. Larrabee, 463 Baby Stree  
Sandwich.  
Mrs. R. Roy, 509 Marentett  
Avenue, Windsor.  
Mrs. Walter Burbridge, 23 Can-  
oran Avenue, Windsor.  
Mrs. A. Owen, 23 Cameron Ave  
Windsor.  
Mrs. A. Mapes, 563 Windermere  
Road, Walkerville, wife of assem-  
ment commissioner Mapes.

### FACES THIEF TRIAL

Hamilton, Aug. 17.—Edwa-  
O'Connor will today face trial on  
charge of stealing uninsured chee  
from the Ontario reformatory  
Quilp, and with passing or attempt-  
ing to pass them in this city on me-  
chants. O'Connor was said to be  
been visiting the reformatory fro  
which he had not been long liberat-  
after serving a term for stealin  
money from a child's bank. H  
lowerly will try to establish an alit

## Pillar Broke Force Of Fall for Wrecked Car

THE large pillar between the switching tracks at the entrance to  
the Ford loading plant, undoubtedly saved the lives of many  
people.

August  
17  
1922  
GTR  
engine  
1569







# SIX HURT AS 2 CARS CRASH

## Accident Occurs On Line of W.E. and L.S.

Six persons were slightly injured by flying glass, when a Windsor Essex and Lake Shore car, in which they were race track bound at 7.20 o'clock this morning, crashed into an incoming car at the Lake Shore Junction, three miles from Windsor. The crash resulted when the brakes of the southbound car failed to work. A more serious crash would have resulted but for the presence of mind of Motorman C. R. McCallum, who was driving the city-bound car. He saw that something had gone amiss with the approaching car, and immediately applied his brakes. He was backing his car when the other car, in charge of Motorman R. Wigle, crashed into it. Names of the injured were not secured by railway employees.

Approximately 80 passengers were en route to the race track, and about 60 were riding on the incoming car. Passengers were severely shaken by the impact, and flying glass from the shattered windows caused slight hurts to six people. Officials immediately rendered assistance to the injured, and offered to take them to hospital. They refused, saying that their injuries were "nothing to worry about," officials said.

Superintendent C. P. Cooper investigated the collision. He afterward stated that he was satisfied that the motormen were not to blame. Faulty brakes were responsible, he said. The race track car was approaching the junction at about 12 miles an hour. The approaching car was moving slowly. At that point the race track car was to have drawn onto the siding to allow the other car to pass. When the motorman applied the air brakes, they refused to respond. He then tried the emergency brake, but the car kept its speed and ploughed headlong into the other car.

Fortunately the speed of the cars was moderate or it is likely that there would have been a heavier and more severe casualty list. The line was blocked for one hour. Both cars will be completely repaired by Monday, the superintendent said.

July 22

1922



# MOTORMAN IS GIVEN BLAME FOR ACCIDENT

**Should Have Switched  
At Essex, Road  
Head Says**

**Mishap Occurs Just Out of  
Town; One Passenger  
In Hospital**

Four persons were injured when the two early morning cars of the W. E. & L. S. Railway met in a head-on collision Sunday morning, just outside of Essex. Wesley Pennington, of Windsor, was the more seriously injured. His left leg was badly cut and bruised, and he sustained injuries to his back. He was taken to Hotel Dieu, where it was reported this morning that he would be able to leave for his home this week.

The others hurt were Miss Tilly Fields, of Sandwich, Curtis Horning and Cyril Brackevolt, of Detroit. They received only minor cuts and bruises, and after being given treatment by Dr. George W. Rogers, of Essex, they proceeded back to their homes.

The actual damage to the cars was so slight that they will be back in service before the end of the week, according to General Superintendent Cooper. The motorman's compartment was smashed in both cars, but both motormen escaped injury.

## WEMP IS BLAMED

According to Mr. Cooper, the motorman on the car leaving Windsor at 7 a. m., George Wemp, overran his orders. He should have sidetracked his car at the Essex station to pass the car coming from Leamington. Instead he tried to run his car to the switch just east of Essex and the two cars collided just a short distance from there.

Wemp succeeded in bringing his car to a halt just as the collision occurred. Motorman Keown, on the northbound car, was not so successful, due to the fact that the other car hove in sight suddenly, having been hidden from view around Naylor's curve. However, he was running slow at the time, and was able to reverse his motor and jump back into his car just as the cars collided. Wemp jumped as soon as his car stopped, probably saving his life.

It took a small gang of workmen only three hours to clear the track, so that service could be resumed. An investigation will be held.

July 23  
1923



Authorities at Grace Hospital this afternoon held out little hope for Todd's recovery. He has been unconscious since being admitted to the hospital.

The hospital authorities were busy administering to the injuries of the victims this afternoon, and had not made out a close check up on the extent of each patient's injuries.

With a deafening noise and without any warning, W.E. and L.S. radial cars 312 and 316 crashed in a head-on collision about half a mile past the Kenilworth Race Track at 8.25 a.m. today, killing one man and severely injuring 15 passengers.

Miraculous escapes from death followed as passengers struggled to free themselves from the wreckage when the two cars piled up. Motorman Wigle was hurled from his driving seat completely through the compartment separating the passengers. He succumbed to his

injuries a few moments after the terrific impact. His last words were spoken to his conductor, Allan Mills.

Car No. 316, outgoing was in charge of Motorman Wigle, and Conductor Allan Mills. Earl Keown, Kingsville, was driving Car 312, Windsor bound, and Jake Campbell was the motorman. The incoming car telescoped Car 316, and penetrated half way through the outbound radial, tearing seats, windows, and part of the flooring out.

## NO WARNING IS GIVEN

A blinding crash of glass and a deafening noise was the first warning given to those riding on the ill-fated cars. The dense fog, according to Conductor Mills, obscured front vision, and all efforts to avoid the collision were useless.

Debris was strewn for some 50 yards on each side of the railway track. Passengers riding on the incoming car were forced to climb through intricate wreckage filled with twisted wire, and broken glass.

Several passengers sustained their injuries in climbing from the mass of wreckage. The toll of dead and injured undoubtedly would have been far in excess had either of the cars left the track.

So great was the impact that the oncoming car was buried in the outgoing car, practically half a length. Seats were smashed like matchwood, and the heavy frame-work on both cars twisted into an unrecognizable spectacle.

## RESCUE WORK COMMENCED

Passengers were chatting among themselves when the crash came. Hurling from their seats to the floor

and thrown against smashed windows and twisted debris, many sustained serious hurts, while others escaped with nothing more than a shaking up. Heroic efforts at rescue work were immediately commenced by those who were fortunate enough to escape injury. One man was pinned beneath a broken window and was slowly be-

ing choked to death when timely rescuers pulled him from his perilous position.

Although the exact number of passengers on either car could not be stated by the conductors in charge of the radials, incoming car 312 contained the largest load, composed chiefly of workers bound for Windsor or Detroit.

Immediately after the wreck occurred, aid was despatched from the M. C. R. depot, and a coach sent to the scene to convey the injured to hospitals in Windsor.

## SURVIVORS TELL OF CRASH

Graphic stories regarding the crash were told by those who survived the collision with safety. According to Motorman Keown, of Kingsville, in charge of the incoming car, no signals which might have prevented the accident were heard. Crews of both cars when seen by a Star representative were unable to give any reason for the crash.

Motorman Keown states that as far as he could remember the whistle on the outgoing car could not be heard before the crash came. Looming out of the fog, car 316 without a moment's warning piled foremost into his car throwing him to the floor. Glass falling and the body of the car becoming twisted was all that he remembered.

Badly shaken and suffering considerably from his injuries, Conductor Mills was only able to give

a rough description of the crash. It came he said without any warning whatever. The dense fog which hung over the surrounding country at the time made front vision almost impossible. As the cars met he was thrown to the floor with great force. Recovering himself, his first thought was of rescue. Conductor Mills noticed Motorman Wigle lying on the floor of the car, having been hurled through the door which divided the motorman's stand from the passenger compartment.

"My motorman spoke his last words to me, just before he died," said Conductor Mills to The Star. "I can't explain how the accident happened, for there didn't seem to be any warning of any kind which would have given any chance for escape."

Arthur H. Plant, of Essex, a passenger on the incoming car, told of

November 16  
1923



# I KILLED, IS MURDER

## W.E. & L.S. TROLLEYS COLLIDE HEAD-ON NEAR RACE TRACK

**Orley Wigle, Motorman, Dies Shortly  
After Wreck; Out-Bound Car  
Is Telescoped**

### MANY ESCAPE DEATH MIRACULOUSLY

**M. C. R. Rescue Car Brings Injured To Windsor; Second  
Man Not Expected To Live; Impact Comes With-  
out Warning; Cause Remains Mystery**

#### KILLED

ORLEY WIGLE, motorman, car 316, Kingsville.

#### EXPECTED TO DIE

Man named Todd, of Toronto, fractured skull, arm broken in two places and possible internal injuries.

#### SERIOUSLY INJURED

FRANCES COCHRANE, 7 years old, daughter of Thomas Cochrane, Sandwich South, fractured hip and severe bruises.

MISS JEAN PETERSON, 21 years old, Kingsville, in an unconscious condition and suffering from possible internal injuries.

#### INJURED

THOMAS COCHRANE, Sandwich South.

AL J. BALLMAN, Cottam.

ALFRED TAYLOR, 145 Crawford Avenue.

PH ROBINSON, Leamington.

JOE F. BROUGHTON, 20 Bartonville Avenue, Mt. Dennis, Toronto, injuries to neck, ribs and body bruises.

FOREST LITTLE, Maldstone.

GEORGE TROUTMAN, Kingsville.

ALLEN MILLS, Kingsville, conductor on southbound car, bruises.

EARL KEOWN, Kingsville, motorman on northbound car, bruises.

JAKE CAMPBELL, conductor, car 312, Leamington, body bruises.

J. W. KILLRIDE, Strathroy.

WILLIAM FRANCIS, Church Street, Windsor.

Authorities at Grace Hospital this afternoon held out little hope for Todd's recovery. He has been unconscious since being admitted to the hospital.

The hospital authorities were busy administering to the injuries of the victims this afternoon, and had not made out a close check up on the extent of each patient's injuries.

With a deafening noise and without any warning, W.E. and L.S. radial cars 312 and 316 crashed in a head-on collision about half a mile past the Kenilworth Race Track at 8.25 a.m. today, killing one man and severely injuring 15 passengers.

Miraculous escapes from death followed as passengers struggled to free themselves from the wreckage when the two cars piled up. Motorman Wigle was hurled from his driving seat completely through the compartment separating the passengers. He succumbed to his injuries a few moments after the terrific impact. His last words were spoken to his conductor, Allan Mills.

Car No. 316, outgoing was in charge of Motorman Wigle, and Conductor Allan Mills. Earl Keown, Kingsville, was driving Car 312, Windsor bound, and Jake Campbell was the motorman. The incoming car telescoped Car 316 and penetrated half way through the outbound radial, tearing seats, windows, and part of the flooring out.

### Dies In Collision



**MR. ORLEY WIGLE**  
of Kingsville, motorman on W.  
& L. S. radial car 316, who  
was killed in the head-on col-  
lision this morning.

## NO WARNING IS GIVEN

A blinding crash of glass and a several passengers

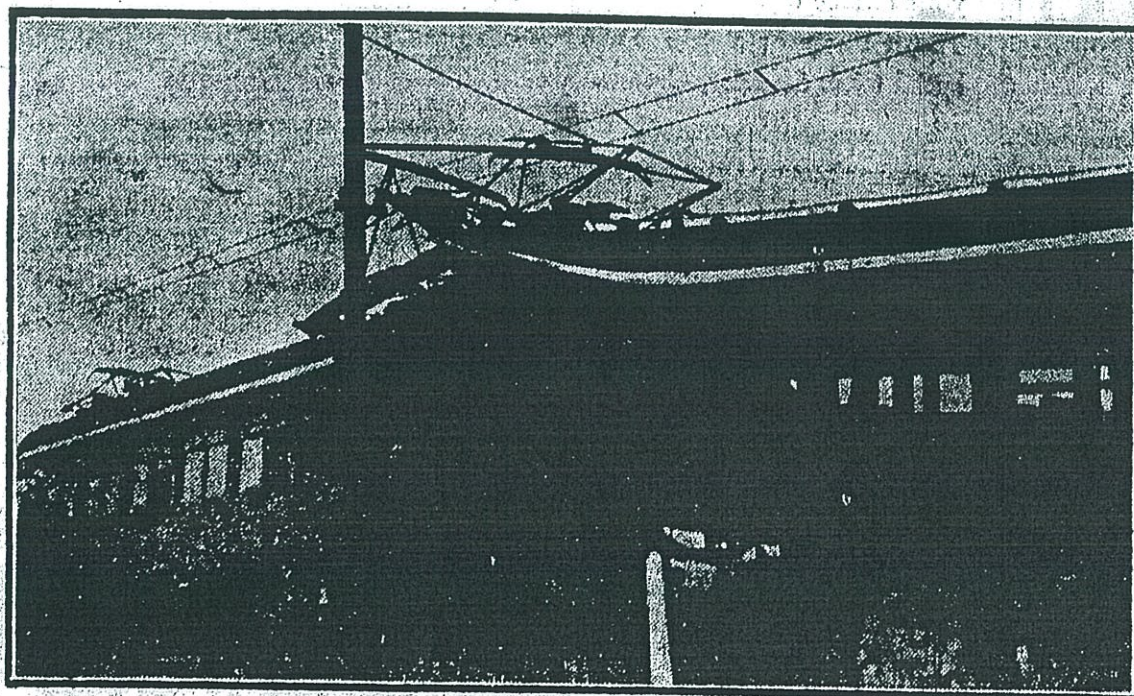
November  
28/16  
1923



## Failure of French to Back

# WRECK IN RADIAL CRASH

### What Remains Of Wrecked Cars



**A**BOVE is a photograph taken shortly after the two cars of the W. E. and L. S. R. crashed in a head-on collision this morning about half a mile from the Kenilworth race track, killing Motorman Wigle, of Kingsville, and injuring many passengers. The photograph shows how

the two cars were completely wrecked by the terrific impact. The fronts of the cars were telescoped and twisted into unrecognizable debris. Several school children escaped injury. Crews of the cars state that a dense fog which hung over the country at the time made it impossible to prevent the crash.

—Photo by Tweedale

### Complete Investigation Being Made

President Pinckard of W.E. and L.S. Attributes Wreck to Heavy Fog; No Blame Attached To Car Crews; Definite Cause Not Yet Determined

November 16 1923



# LACK OF SYSTEM IN DISPATCHING ORDERS

Believed by Jury to Be at Bot-  
tom of Tragedy on Traction  
Line.

## INQUEST INTO DEATH OF MOTORMAN CONNELL.

Jurors Unable to Fix Responsibility on  
Any Individual Employee of  
Company.

"This jury impaneled to inquire into the death of John Connell, find that he came to his death on Saturday, the 23rd, from injuries received in a crash between a northbound baggage car, No. 25, on which deceased was motorman, and a southbound passenger car, No. 52, on which the late Charles Ryckman was acting motorman. The collision occurred at a curve on the baseline on the London & Lake Erie Transportation.

"We, the jurors, cannot, under the circumstances, fix the responsibility upon any individual employee of the company.

"While the accident resulted from non-observation by crews of the regulations of the company, the practice of station agents and assistants giving 'running' orders was, according to the evidence, so usual that the exercise of that custom in this case was only a resort of customary practice.

"A lack of system of dispatching orders appears to have been at the bottom of the fatality."

Such was the verdict returned last night after an hour's deliberation by the jury inquiring into the death of the late John Connell.

Mr. Geo. H. Northcott, in charge of the operation of the cars and crews of the traction line, was the first witness called. In reply to Crown Attorney McKibbin's examination, he testified that about 8.30 on the morning of the accident he was in the London office, when Geo. Miller, master mechanic of the company, telephoned him from Lambeth. Assistant Agent Fred. Bauslaugh, he said, answered him, and at his direction, told him to proceed to Glendale and again ask for orders.

Mr. Northcott asserted he was about the station when Miller called from Glendale, but he understood that Bauslaugh told him to come on to the car barns and meet a car. He saw the regular passenger car leaving London.

Mr. Northcott explained that a signal of two bells from the station notifies the conductor of such that no passengers are waiting. Previous to this, however, according to the rules, he must call St. Thomas, in hearing of the motorman, and receive orders. This, however, is not always done, he said, when cars are late, the conductor receiving orders from the station. He did not see Conductor Ryckman, or the passenger, get orders from the latter place.

### SHOULD HAVE CALLED.

Replying to Mr. W. R. Meredith, Mr. Northcott stated that, according to rules, the conductor of freight car No. 25 should have called St. Thomas for orders. He felt certain that the freight car could have reached the car barns before the passenger.

Mr. Northcott displayed a diagram he had drawn up, showing that the motorman of the passenger car should have had a truck view of 333 feet at the curve where the wreck occurred. In his opinion the passenger car could have been brought to a stop inside of 100 feet and the freight car in 150 feet.

Mr. George Miller, master mechanic, and in charge of baggage car No. 25, as conductor, stated that after leaving St. Thomas he had received orders at 8.53 at Lambeth. He was ordered to Glendale. There he was ordered to proceed to the old car barns to await a car. Fred. Bauslaugh gave both orders. According to orders, he should have called St. Thomas, he said. It had been customary, however, to call the station ahead.

He was standing at the side door, and was first aware of the impending danger when his motorman, John Connell, shouted, "Look out, George, a car is coming!" He felt the brakes applied and their speed slackened.

Mr. Miller saw Connell jump. His opinion regarding the distance before the cars could be brought to a stop was the same as Mr. Northcott's.

Mr. Fred. Bauslaugh, assistant agent here, asserted that Miller called him at Lambeth and Glendale, and had received orders by him which was not in accord-

November  
28

1912



# BY TROLLEY OPERATOR SAVE

## CHILD CAUGHT BY DROPPING FENDER OF CAR

**Victim of Near Fatal-  
ity Rolled 35 Feet  
Is Only Bruised**

**Motorman Puts on Emer-  
gency Brake; Action  
Is Praised**

Narrowly escaping death with a few minor injuries in the nature of skin bruises, Stella Sodowy, the four-year-old daughter of Mr. and Mrs. Fred Sodowy, 933 Lillian street, Windsor, is alive today owing to the presence of mind and quick action on the part of Oscar C. Lehnus, street car operator of the Hydro Electric railways.

### CAUGHT BY FENDER

The little girl was knocked down and caught in the fender of an Erie car near the intersection of Erie street and Howard avenue and dragged for more than one full length of the trolley about 4 o'clock Thursday afternoon. She was struck by the corner of the car when she ran into it and knocked under, only to be caught by the fender which was dropped to the ground by the operator on the application of his emergency brake.

Lehnus had stopped at Howard avenue for the green traffic light. Another trolley had stopped on the opposite side of the street for the same reason. The little girl had apparently stepped from the curb and was running across the street without heed to the approaching car. The attention of the motorman was drawn to an automobile which had turned off Howard onto Erie street and was crowding the street car on the turn.

### LEHNUS COMMENDED

As the two trolleys passed the little girl ran from behind the westward bound car only to be caught by the front left hand corner of the eastbound Erie car driven by Lehnus.

Quick action on the part of Lehnus in dropping the fender with his application of the emergency brake was commended by the Hydro officials and eye-witnesses this morning.

The girl was rolled along the tracks for about 35 feet by the momentum of the car before it could be brought to a stop. Immediately the car was stopped the operator leaped out and catching the girl by the feet dragged her from beneath the trolley. Her first concern was for her hat which had been knocked from her head with the first impact of the car.

## *Presence of Mind Saves Life of Child*



SHOWN above is a view of a front end of a trolley similar to the one which struck four-year-old Stella Sodowy, at Howard and Erie street, Thursday afternoon, in which she had a miraculous escape from fatal injury. Beneath the end of the car can be seen the fender which was dropped by the operator and caught the girl and prevented her from being crushed to death by the wheels of the trolley. Oscar C. Lehnus, 431 California avenue, operator of the Erie street car which struck the girl, is shown above. The girl, who experienced the escape from serious injury, is shown in the lower picture.



## NO VOTING IF NO PERSONAL RETURNS



orders appears to have been at the bottom of the fatality."

Such was the verdict returned last night after an hour's deliberation by the jury inquiring into the death of the late John Connell.

Mr. Geo. H. Northcott, in charge of the operation of the cars and crews of the traction line, was the first witness called. In reply to Crown Attorney McKillop's examination, he testified that about 8.50 on the morning of the accident he was in the London office, when Geo. Miller, master mechanic of the company, telephoned him from Lambeth. As assistant Agent Fred. Bauslaugh, he said, answered him, and at his direction, told him to proceed to Glendale and again ask for orders.

Mr. Northcott asserted he was about the station when Miller called from Glendale, but he understood that Bauslaugh told him to come on to the car barns and meet a car. He saw the regular passenger car leaving London.

Mr. Northcott explained that a signal of two bells from the station notifies the conductor of such that no passengers are waiting. Previous to this, however, according to the rules, he must call St. Thomas, in hearing of the motorman, and receive orders. This, however, is not always done, he said, when cars are late, the conductor receiving orders from the station. He did not see Conductor Ryckman, of the passenger, get orders from the latter place.

#### SHOULD HAVE CALLED.

Replying to Mr. W. R. Meredith, Mr. Northcott stated that, according to rules, the conductor of freight car No. 25 should have called St. Thomas for orders. He felt certain that the freight car could have reached the car barns before the passenger.

Mr. Northcott displayed a diagram he had drawn up, showing that the motorman of the passenger car should have had a track view of 333 feet at the curve where the wreck occurred. In his opinion the passenger car could have been brought to a stop inside of 100 feet and the freight car in 150 feet.

Mr. George Miller, master mechanic, and in charge of baggage car No. 25, as conductor, stated that after leaving St. Thomas he had received orders at 8.53 at Lambeth. He was ordered to proceed to the old car barns to await a car. Fred. Bauslaugh gave both orders. According to orders, he should have called St. Thomas, he said. It had been customary, however, to call the station agent.

He was standing at the side door, and was first aware of the impending danger when his motorman, John Connell, shouted, "Look out, George, a car is coming." He felt the brakes applied and their speed slackened.

Mr. Miller saw Connell jump. His opinion regarding the distance before the cars could be brought to a stop was the same as Mr. Northcott's.

Mr. Fred. Bauslaugh, assistant agent here, asserted that Miller called him at Lambeth and Glendale, and had received orders by him which was not in accordance with the rules. When the passenger car was ready to leave London he told him the orders, which was, "No orders."

#### MEMORY FAILED.

"The freight car slipped my memory," said Mr. Bauslaugh. "About five minutes later Mr. Northcott asked me what orders I had given. Even then I was not alarmed, as I believed that the freight car had plenty of time to reach the barns, according to schedule."

Frank Miller, stated that he was motorman on passenger No. 25 when it left London. Hardly three minutes after Ryckman had relieved him, the freight car came, he said. He did not feel the brakes applied.

James Jupp, an eyewitness of the accident, stated to the jury that he was attracted by a whistle, presumably from the south-bound passenger, but upon looking saw the baggage car, and thought it had been mistaken. Later he said the cars did not think they could stop, as both seemed to be traveling slowly and slackening speed. Connell, he said, tripped, walked a distance, caught hold of a fence, and collapsed.

Mr. Geo. Wilson, at a conducted a post-mortem on the carcass of the freight car, declared that crushed and bent from rupture of the lower flange of the car in impact against some object. He said it took him only a few moments to find out that it was at the bottom of the crash, following it.

Mr. Thomas Harding, passenger on No. 25, was holding his pipe when the crash came. He noticed nothing irregular in its speed.

November 28  
1912



tion. They were not equipped to do a large business in street car building, but could meet a reasonable demand.

Dr. Crulekshank proposed a toast to the local street railway and took occasion to compliment the company on the excellent service they were giving.

Mr. James Anderson responded in a few remarks, in which he expressed the hope that the present pleasant relations existing between the company and their patrons would continue.

Dr. Coventry, president of the company, said that the present members of the company had put \$70,000 of their own money, and were therefore very careful regarding their investment. They were not speculating with other people's money, or they might have extended the road to Amherstburg. His company were not attempting to exercise any influence upon the council regarding the franchise to the new Amherstburg line. They were attending strictly to their own business.

W. B. McKee, M.L.A., said that personally he would be pleased to see an electric railway between Windsor and Amherstburg. He knew the people of the Burg were anxious for one, and he hoped they would secure it. His company could not see their way clear to extend the line to Amherstburg, and would give every assistance to any company desiring to build the road. He did not think any company would care to parallel their line from Ojibwa to Windsor, and he had no doubt his company would be prepared to make reasonable arrangements with another company. He hoped the council would grant a franchise on reasonable conditions. He thought the new company should pay for the franchise in the same proportions as to streets used, as the present company was paying.

The papers had created the impression that the present street railway was using its influence against granting a franchise to the Amherstburg line. He said this was not true. He did not himself think this line would be built at present.

Mr. Perry of the Girardot Wine Co. responded to the toast to that company.

Mayor Davis said when his company took over the present street railway it was practically in the pawn shop. He said he was interested in a number of enterprises in the city, including the street railway, the race track, Standard Paint Co., sanitarium and other things. He did not attempt to influence the council in connection with granting a franchise to the Amherstburg Co.

Messrs. Martin, George Bartlett, M. Cowan and Macpherson also spoke. The latter accounted for the absence of President McNea by saying that he had entered into a tug-of-war with the Rev. James Livingstone at Tashmos park on Dominion Day and was now undergoing a course of hot water baths and mustard blisters.

The party then re-entered the cars and started for Ojibwa. A stop was made in Sandwich, where they were joined by Mayor Girardot and the other members of the council.

At Ojibwa Mayor Girardot was called upon for a speech, to which he complied. He looked forward, he said, to the rapid development of Windsor, Walkerville and Sandwich. Progress was in the air at present, and this section would take the place that its great natural advantages should command.

The party then returned, and were pleasantly entertained on the return journey by Postmaster Wigle.

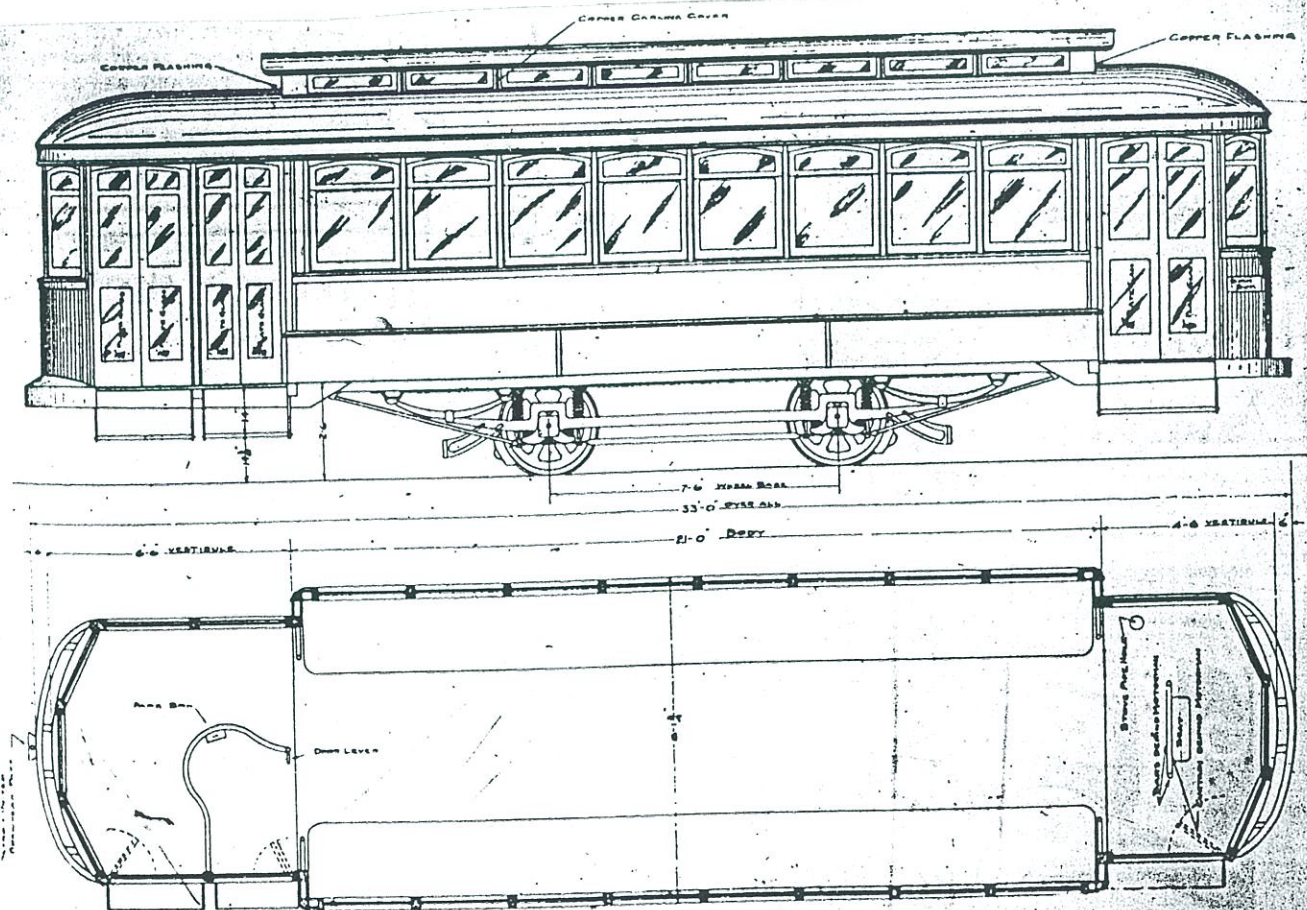
July 4

1901



# S. W. & A. Railway Cars

The diagrams on this page show the elevation and floor plan of the six cars which the Sandwich, Windsor and Amherstburg Ry. has ordered from the Preston Car and Coach Co. They will be omnibus body single truck cars, mounted on 21-E trucks, 7 1/2 ft. wheel base, 33 in. wheels. They are for single end operation. The width over hills will be 7 ft. The width over posts above the belt rail 8 ft. 1 1/2 in. The front vestibule will be 4 1/2 ft. long, the rear vestibule 5 1/2 ft. long. There will be one pair of automatic folding doors in the front vestibule, and two pairs of automatic folding doors in the rear vestibule. The doors in the rear vestibule may be operated independently of one another, by the conductor, who will have the controlling mechanism located where he stands inside of the P.A.Y.E. railing. The steps in both the front and rear end will operate along with the door, so that when the door is closed the steps are folded up. The same handle that controls the door will control the steps also. The same thing occurs in the front. There will be no bulkhead in either end of the car body. The lower panels of both front and rear vestibule doors will be 3/4 in. plate glass. These are said to be the first cars in Canada equipped in this way. The interior of the cars will be finished in cherry, as also the interior of vestibules. The upholstery will be leather, with spring cushions and backs. Each car will be equipped with two sand boxes, register rods, electric bells and hand brakes.



The Sandwich, Windsor and Amherstburg Railway's New Cars.

JUNE 1911



### **An Automobile Livery.**

The large auto or motor carriage being built for the W. E. & L. S. railway at Leamington will be ready about the 15th of April. It is known as a gramm two-ton chassis of 45 h.p., and is being built at Walkerville, while the body is being constructed by T. J. Eansor of this city. The maximum speed will be 16 miles per hour, and it will make the trip to Wheatley and return in about one and one-quarter hours.

February 7 1913



# NEW OUELLETTE CAR CREDIT TO COMPANY

MARCH 3, 1913

S. W. & A. to be Congratulated on  
Its Fine Appearance and Pleas-  
ing Features.

Modern in every respect and built for comfort is the new P. A. Y. E. car now in operation on the Ouellette avenue line of the S. W. & A. railway. The car is a credit to the company and to the city.

The interior, for passenger accommodation, cleanliness, facilities for ventilation and general appearance, is unequalled by any that have appeared on any of the D. U. R. lines in Windsor or Detroit. Leather upholstered seats, electric heating and ventilating system, push buttons and the latest in safety pay-as-you-enter types of doors, constitute a few of the many pleasing features of the car.

"It is the only car of its style in Canada," stated Superintendent McLeod. "It is an innovation in the street railway world and officials from Detroit and many other towns have been here admiring the many features of the car. Car companies have been endeavoring for years to perfect a double-end P. A. Y. E. and this car seems to have solved the problem."

The car is equipped with two separate Canadian Westinghouse motors, with separate trolleys, and has six entrances. It was built by the Preston Car and Coach company, Preston, Ont.

The second car will be placed in operation shortly.

MARCH 13, 1913



Edie Street South, Leamington, Ont., Canada

