

PELTON JUNCTION

PELTON JUNCTION - A community surrounding a tower known as Pelton Junction where the Michigan Central Railway crosses the Pere Marquette Railway. The Michigan Central Rwy. became the New York Central and is known now in 1971 as the Penn Central and more recently in 1980 it is called Conrail and the last passenger service ended in Sept., 1970. The Pere Marquette Railway became the Chesapeake & Ohio Railway which it still is today (1980 when this is being written). These railways crossed at Pelton Junction. The corner of Hwy. #98 and Walker Road near the Tower became a very busy intersection. Highway #98, now County Road #46 had been put through to the Old Middle Road and paved and Walker Road had been put through to No. 3 Highway and paved in 1928.

On December 8th, 1961 it was reported the old tower at Pelton would be done away with very shortly. No more switches would be thrown from the Pelton Siding and present operators would be either transferred or out of a job. Late Pelton Tower men, Fred Moore and William Washbrook, natives of this district would no doubt haunt the progress makers of today. All car loadings now from this area would likely be billed from the Walkerville Junction. The Oldcastle Co-Op and the McKee and Curtis families who did business with agents Ted Wright and Wilfred Bondy would be missing their friendly exchange over the phone. When operations stopped the tower was torn down.

June 28, 1962 - A meeting was held in the old Sandwich South Township Hall on No. 3 Highway at Oldcastle to discuss removal of the agent at Pelton Station. Mr. Angus, Operating Assistant, Board of Transport Commissioners of Canada explained that when an application is sent to the Board of Transport Commissioners, he is delegated to hear the objection and report to the Board. The meeting was attended by the following: Mr. F. W. Carrithers, Supt., C. & O. Railway; Mr. K. McKenzie, trainmaster, and Bruce Grayor Railway Telegraphers, were present. Mr. Furlong, local solicitor for C. & O., and Mr. Holden, general attorney for the C. & O. Depot, Detroit, Mich., and Edward Doumouchelle, Reeve of Sandwich South Township were also present.

For the first 6 months of 1962 it was reported that there were 10 cars received and three sent out at Pelton Station. If cars are requested on Sunday it was explained that the request be sent to the agent at Walkerville by Saturday noon. Oldcastle is served by bus service and transport service. Paquette Station can be served by the agent from Walkerville for the loading of sugar beets. The agent at Walkerville will pick up bills of lading at Oldcastle. The agent is on duty at Walkerville from 8 a.m. to 5 p.m. daily, Monday to Sat. inclusive.

It was felt that with the explanation furnished that just as good service would be available from the agent at Walkerville as was received in the past, and for that reason it was felt that the removal of the agent would not cause any inconvenience.

Dec. 2, 1904 - The railroad switchman at Pelton, derailed an M.C.R. freight train to stop the freight running into a passing Pere Marquette passenger train. The fireman on the M.C.R. train died of injuries sustained in the derailment.

March 10, 1905 - James Hanley, a farmer near Pelton was killed by an M.C.R. Express, while driving his team of horses. It was the third time he had been hit by a train.

July 28, 1905 - Fred McCarthy, Michigan Central Railway and Pere Marquette agent at Pelton, narrowly escaped death when the hand car he was operating, returning from Walkerville, was struck by a Pere Marquette freight.

Another of our residents, Fred Gray, became Section Foreman at Pelton in 1925, and resided at Oldcastle, nearby on the Post Office Road. Also Trueman Flexen, Station agent for the Pelton Junction for many years was moved to Leamington after recuperating from a serious accident in which he was hit with a car. Telegrams were phoned out to this Junction from Windsor to people living in the community and the agent here would relay the message by phone over the Municipal Telephone System which operated in the township, otherwise the Bell Telephone System would have to pay a charge. There were times when the weather made it necessary for the agent to deliver the messages personally, especially when ice hit the telephone wires and took many of them down. He would make a nominal charge but the recipients were always glad to receive their message whatever. One instance when this curator's daughter Helen was to be married in January, 1948 and her soloist had to wire that she would be unable to perform her duties at the wedding because she would not be able to get to Windsor from London due to the weather.

There had been a Post Office at Pelton called North Pelton which was closed because Rural Routes were coming in, dated August 21, 1914. The mail was routed through this district from Jackson's Corners, which in 1925, became Roseland, R. R. 1. - Dec. 1, 1913: John W. Austin opened a Post Office in his home.

Nov. 6, 1908 - Walter Gilhula, age 21 years, James Battersby, age 18, and Francis W. Battersby, age 21, all of Pelton were instantly killed by a W.E. & L.S. Railway car. Two other boys with them, James Dennison and Charles Battersby, were not walking on the tracks and were not injured.

Mar. 8, 1918 - Joe Perrin and Fred Washbrook, left for Sovereign, Sask.

Oct. 25, 1918 - The Fred T. McGee family moved to Pelton from the Gesto area where Mr. McGee had just traded his 100 acre farm to Stanley Hall for his 50 acres on Rear Road, and \$6,000. Miss Ida McGee later married Charles Frith of this area and they continued to live in the home following death of her parents.

PELTON JUNCTION

The name PELTON was not named after a family but rather the Irish place called Pelton where many of the residents in the community came from. There were also residents or pioneers who came from England and Scotland.

Prior to the Fred McGee family moving to Pelton in Oct. 25th, 1918, the property was owned by an O'Keefe family.

Sept. 26, 1930 - Fire destroyed the house, barn and sheds with all contents on the Wm. Battersby farm, Pelton-Kassapokuk, tenant on the 7th Conc. Sandwich South.

The Pelton Cloverleaf

Completion of the intricate entrances and exits at the Windsor terminus of Highway 401 are expected to be completed late this autumn, officials of the Ontario Department of Highways have announced. The Pelton cloverleaf at Highway 98 and Walker Rd., seen in the lower centre of this Windsor Star aerial photograph by Mike Bunt, is scheduled to be completed by the end of this month. The end of the month is the target date for completion of the Dougall-Howard exchange seen in the upper left corner. But a section of pavement between the Dougall-Howard exchange and Highway 98 will not be completed until later in the fall, at which time the Highway-3 diversion, off to the left of the photograph will also be finished.

(See Page 3)

THE WINDSOR STAR, SEPT. 16, 1957

WALKER

Sept. 20, 1957 - Congratulations to Mr. & Mrs. Neil McLean (nee Frances O'Neil) older daughter of Frank O'Neil, of Windsor, and the late Mrs. Clara O'Neil on the safe arrival of their baby son at Hotel Dieu Hospital, Windsor on Sept. 15th, a brother for Ronnie, Linda and Brian. The Frank O'Neil's lived at Pelton at the corner of No. 98 Hwy., now County Rd. 46 & Walker Road, before moving to Windsor. The two girls Frances and Anna Mae attended S. S. No. 6 Public School.

July 11, 1913, E.F.P. - Myrtle, 11 year old daughter of Mr. & Mrs. Wm. Washbrook, Pelton was killed by a W.E. & L.S. Railway car.

PELTON JUNCTION (CONT.)

Following the death of Mr. & Mrs. Charles Frith, this property became owned by Mrs. Frith's nephew, Walter Ure, who shared in her estate but never lived there. The home and small acreage is now owned by Mr. & Mrs. William Putman who purchased in 1973. He is a retired fireman from the Windsor Airport. Most of the farm which consisted of more than 100 acres previously owned by the Fred McGee family was purchased by Tony Zanatta of 2080 N. Talbot Rd.

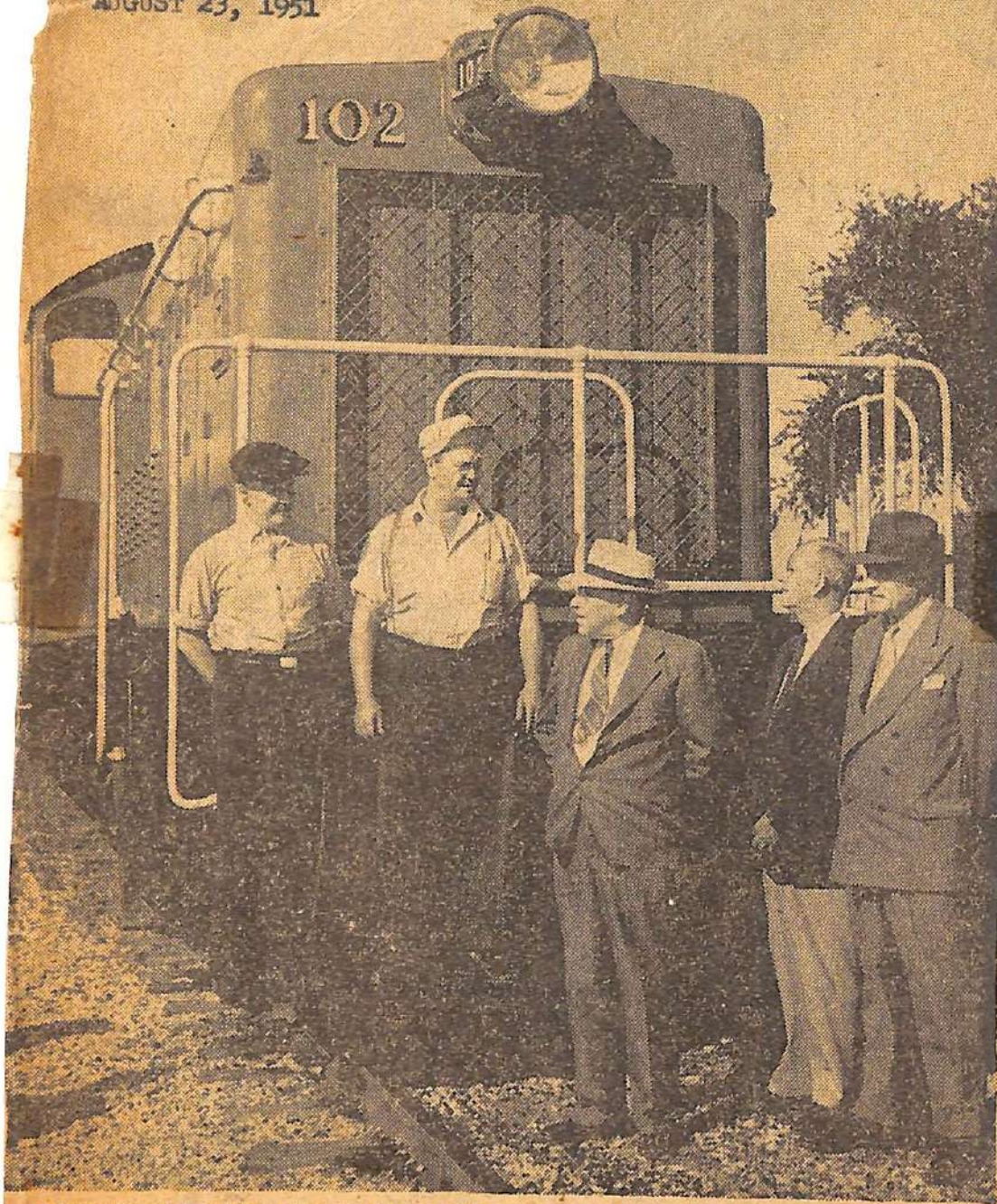
July 13, 1913, - Myrtle, 11 year old daughter of Mr. & Mrs. William Washbrook, Pelton, was killed by a W.R. & L.S. Railway car.

Aug. 2, 1929 - Mrs. John W. Austin, of Pelton, died at the age of 67 years. She was born on the Fulmer farm at Gesto, near Essex, on March 4, 1862. MAR. 8, 1913 - John W. Austin and family moved to Pelton. Following the Austin deaths, the daughters moved to Roseland, and Mr. & Mrs. Millard Warner and Alice moved into this home.

Some of the familiar names among the pioneers of this community were: Cole, Austin, Atkinson, Perrin, Battersby, Ferrari, Washbrook, Moore, Robinson, LePain, LaFond.

Essex Terminal Wars on Smoke Nuisance

THE WINDSOR STAR
AUGUST 23, 1951



Helping to cut Windsor's smoke nuisance while at the same time modernizing its equipment, the Essex Terminal Railway is gradually switching to oil power. Latest of several locomotives of this type to be placed in service here is shown standing. Left to right, are: Mr. Robert

R. Stuart, locomotive foreman; Mr. Carl Washbrook, engineer; Mr. S. E. McGorman, chief engineer of the company; Mr. J. A. Ronson, member of the Smoke Abatement Advisory Board, and Mr. A. St. Clair Ryley, general manager of the railway.

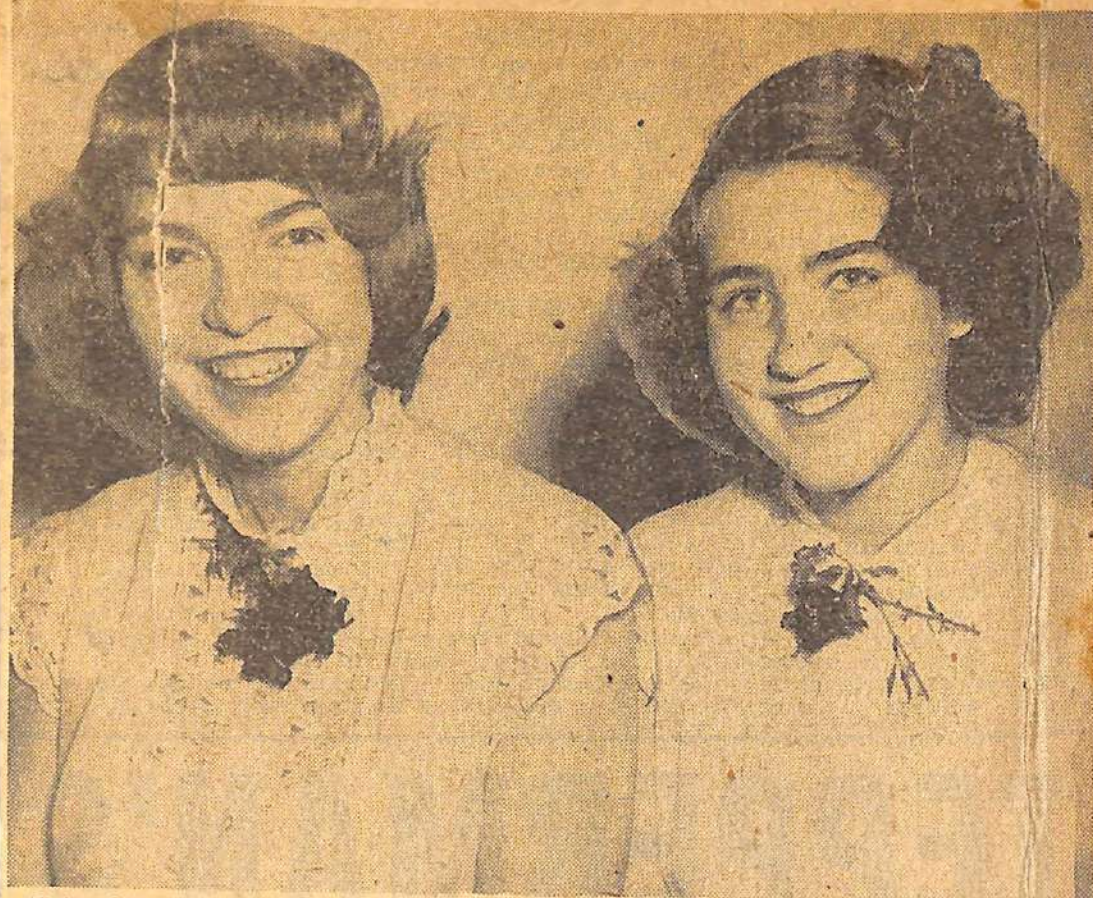
Carl and Dorothy Washbrook have lived in the Pelton area since their marriage and have three children, David, Dale and Lois. He is the son of the late Wm. Washbrook and Mary Moore, pioneer residents of the area, having lived on the North Talbot Road many years, was a farmer and worked in later years on the Michigan Central Railway. The Washbrook postal address had been Roseland until 1955 when that post office was phased out and the Route became R. R. 2, Oldcastle and later R. R. 1, Oldcastle. He attended S. S. No. 6 Public School in Sandwich South, and his children also attended this school before the Frith School was built and they finished public school there.

June 8, 1956 - Sympathy to Frank O'Neil and daughters (Francis, Mrs. McLean) and Anna Mae (Mrs. Fleming) of Windsor, in the loss of a loving wife and mother Clara O'Neil aged 52 years, who passed away at their home on Josephine Ave., WINDSOR, last week from a heart ailment.

Aug. 17, 1951 - The twins pictured below are the children of Mr. & Mrs. Wiley Brown of Walker Road in the Pelton community. They attended S.S. No. 6 Public School in Sandwich South and have a brother William. The postal address for this area had been Roseland prior to 1955 when it became R. R. 2, Oldcastle and later R. R. 1, Oldcastle. Neighbors of this family, all pioneer families of here are the Dominic LePain and Washbrook families, Moore, Battersby and following the 1940 period, the Mills, Warners, O'Neil's, Lyon's, and Barts.

—THE WINDSOR DAILY STAR, FRIDAY, AUGUST 17, 1951

Identical Twins Are Sweet Sixteen on Sixteenth



Not only are they identical twins, but even their names sound alike, but it made no difference yesterday which one answered to which name, they were both receiving congratulations,

becoming sweet 16 on August 16. Laura is on the left and Dora on the right, if you want to be technical. They are the daughters of Mr. and Mrs. Wiley Brown of Walker road.

ESSEX FREE PRESS
FEB. 19, 1982

GOSFIELD NORTH SCHOOL SEC. NO. 8

MABEL & JOHN AUSTIN resided in the late 1920's at Pelton

AT NORTH RIDGE — 1907

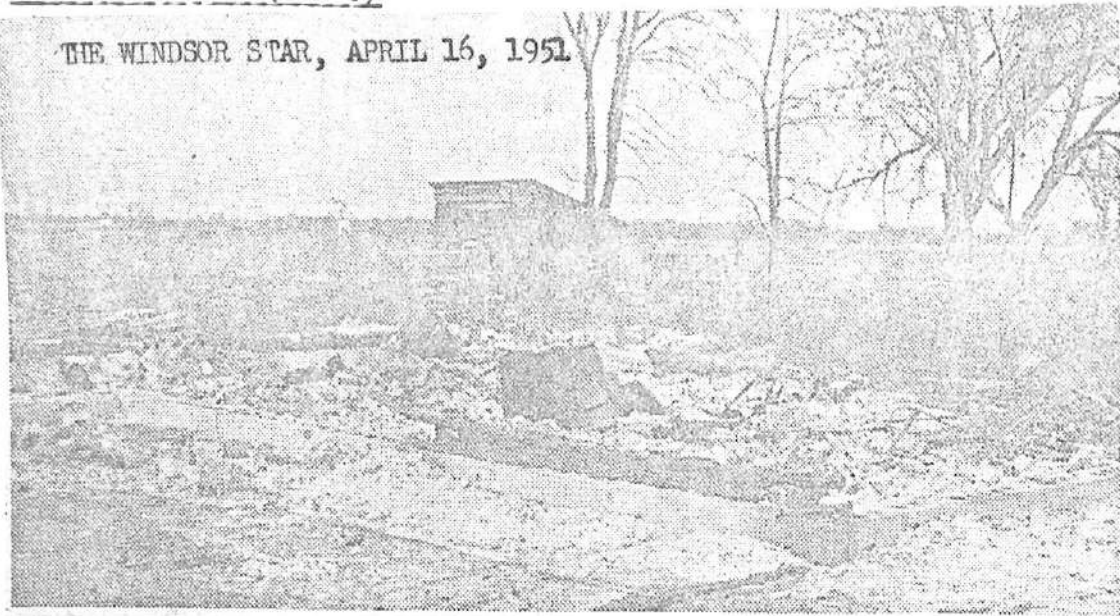
corner Walker Rd. & Q8 Hwy. until they moved to Roseland, and the Millard Warner's purchased this property. They are marked with an X in this picture. The teacher, S.A. Crowder is no relation to the W. A. Crowder, who came to Walker Rd. Oldcastle in Oct. 28th, 1927.



Front Row: Emma Bailey, Gladys Bailey, Lillian Montgomery, Lena Jerry, Myrtle Morris, Annie Morris, Edna Bondy, J. Leak, Jenny Myers, Mabel Austin, Fern Montgomery, Ella Switzer, Edna Slote, Len Slote, Kenneth Stanley, Clayton Morris, Howard Stanley, Mark Noble, Fred Totten, Maudie Row, Lena Iler, Mary Taylor, Grace Jerry, Grace Totten, Mabel Austin, Edna Walters, Ethel Leak, Grace Crow, Bertha Belcher.

Bell Montgomery, Eleanor Wolfe, Jack Barth, Ken Thornton, Burton Leak, Frank Hanna, Roy Myers, Frank Rayment; Back Row: Freeman Hanna, Fred Myers, Darius Belcher, Joe Billing, Frank Noble, Russell Totten, Everett Small, Alfred Bondy, Jason Belcher, Harry Slote, John Austin, Alvin Rayment, Orley Crow, Teacher, S. A. Crowder.

THE WINDSOR STAR, APRIL 16, 1951



A family of four was left homeless after a Saturday morning fire which destroyed a house at Walker road and Highway 98. Pictured at top are Mr. and Mrs. Leo Lyons and their two children, Michael, 21 months, and Linda, 10 months

hind the lads are, left, Mr. George E. Fellows, lost all their household possessions, except for a few articles of clothing. They were not able to salvage any clothes for the children. The lower photo shows the smouldering ruins.

Fire Victims Thank Many Kind Friends

Sir: We wish to extend our sincere thanks to friends, neighbors and relatives for their kind help when our home burned to the ground April 14.

Special thanks to Bud Davies of CKLW, Local 195, the men of Dominion Forge and Stamping Company, the Loyal Order of Moose lodge, Women's Institute of Oldcastle, Marra Bread Company, and all the other kind people who donated clothing, furniture and money.

MR. AND MRS. LEO LYONS
AND FAMILY.
Windsor.



THE WINDSOR STAR, AUGUST 15, 1955
Mr. Stanton Wells, 52, Detroit, died lying on a stop sign when he was thrown from a car at Walker and Highway 98, Saturday night. The picture shows the scene shortly after the crash, in which three other adults and a child escaped injury.

Anyone for a whopper? Come and get it

JULY 13, 1972, ESSEX TIMES

It would take two men to hold this one. Maybe it's a papaburger, or even a mama burger, but it's sure not a baby burger!

To the Russell Quick family it is just a nuisance. And nobody wants this 5 foot replica of a hamburger complete with ketchup and onions.

It fell off something, one night last week just after 1 a.m. and landed in the centre of highway #98, or country road 46, if you prefer. The Quick family heard the commotion and investigated. Before they had a chance to warn motorists or call the police, a car crashed into it and pushed it along the highway. Yes the car has some slight damage. How's that for an alibi? "I collided with a hamburger!"

Police theorize that it may have fallen off a truck or a float. Naturally the Quicks helped take it off the road and onto their front lawn to avoid a n accident. But there it sits, attracting people who stop and take a picture. Meanwhile Mrs. Quick keeps trying to persuade someone to take it away, like the police, or the Department of Transportation and Communication. But nobody wants a styrofoam whopper.



WHAT HAMBURGLAR DROPPED THIS? The much touted whopper that takes two hands to hold has nothing on this one that would take two men to hold. It fell off some type of vehicle onto #98 highway and had to be moved onto the Quicks front lawn. But who's responsible for taking it away? Mrs. Quick was having trouble finding that answer.

May 6, 1960, WINDSOR STAR: DRILL FOR WATER, HIT GAS INSTEAD ran the Headlines.

Alvin Lauzon who is building a house on Highway #98 just east of the #401 overpass at Walker Road, isn't yet sure that he'll have free heat, but he hopes so.

Mr. Lauzon, who now lives at 1232 Howard Ave., and is fleet supervisor at Checker Cab, was hoping for water but hit gas instead. This is a fair exchange Mr. Lauzon is willing to accept if it comes up to all expectations.

The gas well "came in" Thursday when Jacob Lucier and his son Alfred of the Lucier well-drilling firm at McGregor were carrying out the drilling work for Mr. Lauzon. Mr. Lauzon purchased two acres of land from John Hutz, R. R. 3, Maidstone, about six months ago, paying \$1000 per acre. It is planned to test the gas today or Saturday. Mr. Lauzon is hoping the pressure isn't mostly from air but the real McCoy. He says 50-50 air and gas would be a good combination. If the gas pressure is sufficient he'll use it to heat his home.

"It's got me all excited, this free heat business, especially after getting a \$32 gas bill last month," he said.

Alfred Lucier said he had drilled 63 feet when he heard a "roaring noise." He inserted a four-inch casing into the hole and trapped what turned out to be natural gas instead of water. This was about 10 a.m. At 3 p.m. the pressure of 10 to 15 pounds was as strong as in the morning. The drillers say they've never known pressure to be as strong in the area. Usually one gets just a vapor in the water.

Imperial Oil Company has had an option on Mr. Hutz's land for the past eight years. If they struck oil Mr. Hutz would get 1 1/2% of the profits. When Mr. Lauzon bought two acres of the 75 held by Mr. Hutz, he had Imperial Oil sign off on his portion. Mr. Lauzon says he doesn't know if he will gamble that there is oil on the property. A quantity of natural gas doesn't necessarily mean there is oil in the location. Drillers say they would have to go down about 300 feet before striking it anyway. At \$5 a foot that's rather expensive for speculative drilling, Mr. Lauzon thinks. But he's quite ready to keep the gas and drill for water some place else.

Mr. Hutz, of course, says he naturally would welcome an oil strike. He still has 73 acres surrounding the Lauzon land.

December, 1960 - Skaters are having a ball these days on the local ponds, in fact over on the old Cole pit on Walker Road at Pelton, Mr. & Mrs. Joe Perrin have plenty of visitors. The young people of the surrounding community swarm there on weekends to skate. This curator has been hostess to many of them coming home hungry and tired and with her two teenagers supplies hot cocoa and cookies, among those who come on a regular basis are the Kavagh, Harry O'Neil, Burton and Price youngsters.

May 22nd., 1962, Star: BOY 13, GRAVEL PIT VICTIM: Wayne Philip Oltean, 13 of 3614 Riberdy Road drowned Sunday, while swimming with six friends in a gravel pit in Sandwich South Township, near Highways 401 and 98. Robert Cassidy, 15, of 3565 Riberdy Road was one of Oltean's companions.

Mar. 25, 1955 - Around this community and many others the family orchestra has almost passed out of the picture. Here, the Bob Fairbairn family still like to get together in a jam session. Sons, Art, Ray and Douglas can pour out a pretty good tune with the mouth organ, violin, Spanish and Hawaiian guitars. Mother Fairbairn, they say, even tops the lads by putting the violin between the feet and really whooping it up.

Nov. 2, 1956 - We are glad to report that Frank Mills, Sr., a patient in Metropolitan Hospital, Windsor, is making steady progress towards recovery from a recent heart attack.

Jan. 17, 1958 - Freezing weather the past week has given lovers of skates a chance to use them. Most ponds are frozen and lovers of the ice sport are enjoying the chance to play hockey or skid on the ponds. Around the Cole farm on Walker Road where excavation of 25 acres was made for Highway #401, many skaters are enjoying the big surface.

January 3rd., 1958 - Truman Flexen, station agent for the Pelton Junction for many years, is being moved to Leamington. We wish Truman lots of luck in his new position.

July 4, 1958 - MRS. ROBT. FAIRBAIRN DIES: Mrs. Maude Elizabeth Fairbairn, age 71 years, died in Grace Hospital, Saturday after a short illness. Mrs. Fairbairn, whose husband Robert died in 1905 was a Jehovah's Witness and a member of the Roseland Congregation of the group. She is survived by three sons, Arthur, of R. R. No. 2, Oldcastle; Douglas, R. R. 1, Tecumseh; and Ray, at home; three daughters, Mrs. Roy Barnes, (Ruth), of Fenton, Mich.; Mrs. Reginald Craig (Rose-Ann) of R. R. 2, Oldcastle, and Mrs. Robert Sparks (Fay) of Toronto. Also surviving are two brothers, Delbert and Gerald Hesbon, of Harrow; two sisters, Mrs. Isaac Dennis, of Essex and Mrs. Frank Ruston of Essex. 14 grandchildren and one great grandchild.

July 28, 1905 - Fred McCarthy, agent for both M.C.R. and P.M. R. at Pelton, narrowly escaped death, when his hand car was struck by a P.M. train and the hand car was smashed to bits. He was thrown to the ditch at the side of the tracks.



WAYNE OLTEAN.
—13-year-old drowns

Park Plans Include Small Lake

**Excavation Site
At Walker Rd.,
Highway 401**

Two parks suggestions, including one to turn an area excavation into a small lake for swimming and boating were raised at City Council Monday night.

Alderman W. John Wheelton made the suggestion that the excavation in the area of Walker Rd. and Highway 401 might be suitable for a recreation area. He guessed the size of the water-filled hole, dug out to provide fill for highway construction, at between 30 to 40 acres.

The other suggestion, also made by Ald. Wheelton, was to revive the idea of Windsor and Essex County joining to establish a beach park on Lake St. Clair. The alderman explained he was not proposing the city "jumping into" new park acquisition but that the idea should be studied.

Before council was a letter from the Ontario Lands and Forests Department stating the 100-acre site it had been examining on Lake St. Clair was not suitable for a provincial park. The letter suggested the site, not identified, could be developed as a municipal park with the aid of provincial subsidies through the Parks Assistance Act.

Commenting on the letter, E. Royden Colter, city manager, said acquiring and developing the site would impose considerable additional costs on the taxpayers while the city already has many financial responsibilities including undeveloped parkland within its boundaries. Mr. Colter added the most the city could get from the province to aid the development of a park is \$50,000.

Ald. Wheelton said the city-county group should study the possibility of a beach park and report back to council. His two suggestions were made at different times and following the meeting he commented the excavation might provide the answer to a beach-type park.

The alderman said he did not know if the excavation could be turned into the equivalent of a small lake for recreation, but it should be studied and the province asked what it intends doing with the area. One factor is whether the water in the big hole is stagnant.

The excavation already has been used this season for skating.

Commenting park areas are not too adequate in the metropolitan area Ald. Wheelton stated some planning should be done for the provision of a large beach area.

A joint city-county committee was working on plans for a large beach park several years and had reached the point of considering several sites. Its work was dropped when the Ontario Government acquired Holiday Beach on Lake Erie.

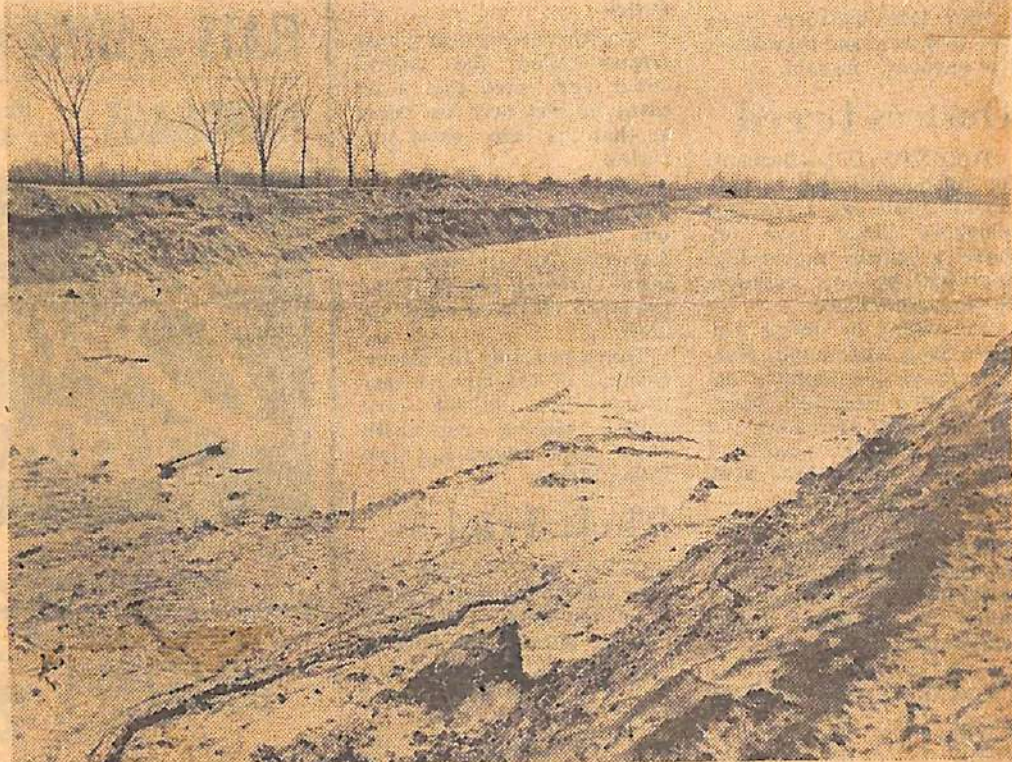
THE WINDSOR STAR, FEBRUARY 7, 1962



NEW SWIMMING HOLE—A plan aimed at improving recreational facilities in the Windsor area has been submitted to City Council for consideration by Ald. John Wheelton. Ald. Wheelton has suggested that

a large excavation on Highway 401, near Walker Rd., in Sandwich South Twp., be developed as a lake for boating and swimming.

(Star Staff Photo)



FISHING LAKE—If a recommendation of a Sandwich East resident is accepted by Township Council, the municipality may become an attraction for fishermen. The

resident has requested council to consider a plan to develop an excavation on the Sandwich East Townline, near Highway 39, as a lake for fishing.