

Bus Operation Taken Over By

Chatham Coach Lines

Matt Leidl, President and Executive Director of United Trails, Inc., and Reg DeNure, Vice-President and General Manager of Chatham Coach Lines announced today that the firms have entered into an agreement whereby the Leamington, Kingsville, Harrow, Amherstburg, Essex, Windsor bus operation will be taken over by the Chatham firm.

Mr. Leidl indicated that the sale was an effort by United Trails to consolidate their operations in the Kitchener, Cambridge, Simcoe and Stratford areas. United Trails had served the Windsor area since 1975 when it assumed control of Habbkirk Transit.

To insure uninterrupted service to the residents of the licensed area, Chatham Coach Lines assumed control this morning under the terms of the management agreement. The sale is subject to the approval of the Ontario Highway Transport Board.

Chatham Coach Lines has served residents of the Belle River-Windsor area since the takeover of the County Bus Line operation three years ago. In May of 1977 the Company was awarded a charter and tour authority from the City of Windsor by the Transport Board. This charter and tour operation will now be expanded throughout the area formerly served by United Trails.

Mr. DeNure advised that Chatham Coach Lines purchased some buses from United Trails and currently has on order new units to augment the highway coach fleet already operated by the Company. In addition to enlarging the number of units in the fleet, Mr. DeNure advised that the Carefree Tour operation, operated by his brother, Ken, will be expanded in the Leamington, Kingsville, Harrow, Essex, Amherstburg area.

There are to be no immediate changes in personnel, schedules or rates. Telephone listings are unchanged. No purchase price was disclosed.

A 'fare' exchange

Items culled from the files of the Essex Free Press for the week of August 1st, 1930.

Canadian Greyhound Bus-line started a local bus service to Ontario points. Buses left Sadlers Drug Store daily at 10:35 a.m. and 10:05 p.m. for Wheatley, Blenheim, St. Thomas, Tilsonburg, Jarvis, Welland and Niagara Falls.

Direct connections were made at Jarvis for service to Hamilton, Toronto, Montreal, Ottawa, Quebec, etc.

The following are the fares to various places: Detroit, 55c; Chicago, \$5.55; Toledo, \$2.05; St. Louis, \$10.55; Buffalo, \$6.75; Syracuse, \$11.00; Boston, \$16.75; New York, \$15.75; Blenheim, \$1.60; St. Thomas, \$3.20; Tilsonburg, \$4.00; Niagara Falls, \$6.75; and Welland, \$6.60.



Star Photo by BEV MACKENZIE

George Nehler, a Chatham Coach Lines driver, accepted gifts in lieu of regular fares from passengers who boarded his bus Tuesday. The Chatham busline says all the toys, food and clothing collected on its suburban routes will be turned over to the Salvation Army in Windsor, Chatham, and Sarnia for distribution to the poor at Christmastime. Organizer David Seaton reported dozens of people traveling to Chatham, Sarnia, Wallaceburg, Wheatley, Belle River, Essex, and other locations contributed.

Business Highlights

THE WINDSOR STAR
FEBRUARY 25, 1975
JACK KENT'S COLUMN

Habbkirk Transit Service Ltd., which has its headquarters at Seaforth, but has operated a suburban bus line between Leamington and Windsor since 1971 and is licensed to operate charter bus service from Windsor, Leamington and Huron County, is one of three transit companies which have been merged into United Trails Inc.

United Trails, which has its headquarters in Kitchener, operates a fleet of 126 vehicles and has a work force of 185.

The three companies involved in the amalgamation are: Habbkirk Transit Service Ltd., with seven motor coaches, 15 school buses, and a staff of 35; L and H Coachways Ltd., Simcoe, with 22 vehicles and 35 employees; Lishman Coach Lines Ltd., Kitchener, which has 45 school buses, 12 highway coaches, 25 limousines, and a staff of 115.

The new company is planning a major expansion in its charter bus service and package tour business. Between them, the three companies carry 1.8 million passengers a year and their vehicles travel about 4.5 million miles.

Matt Leidl of Simcoe, is president of United Trails; Les Habbkirk of Seaforth is vice-president; Ross Lishman of Kitchener is secretary-treasurer, and his brother, Nelles Lishman, also of Kitchener is chairman of the board. Dave Huddle of Cambridge is a director and also president of All Star Tours, a wholly-owned subsidiary.

The completely Canadian company is repainting its vehicles with red and green on a white background.

Chatham bus line takes over routes

CHATHAM Coach Lines has taken over bus operations of United Trails Inc. in Leamington, Kingsville, Harrow, Amherstburg, Essex and Windsor, it was announced this morning.

In a joint statement, Chatham Coach Lines vice-president Reg DeNure, and United Trails president Matt Leidl said the takeover was effective Thursday.

The sale was prompted by United Trails' desire to consolidate its operations in the Kitchener, Cambridge, Simcoe and Stratford areas.

The company had served the Windsor area since 1975 when it assumed control of the former Habbkirk Transit Co.

The present sale is subject to approval of the Ontario Highway Transport Board.

Chatham Coach Lines has served residents of the Belle River-Windsor area since its takeover of County Bus Line operations three years ago.

In May of this year the company was awarded charter and tour authority from the City of Windsor by the transport board. Charter and tour operations are now being expanded throughout the area formerly served by United Trails, DeNure said.

He said his firm purchased some buses from United Trails and has new units on order to augment the highway coach fleet.

In addition, he said Carefree Tour operations, operated by his brother Ken, will be expanded in the Leamington, Essex, Harrow and Amherstburg areas.

There will be no immediate changes in personnel, schedules or rates.



Jack Sanford shows off one of his prized relics — a rusted metal spike that never stops collecting rust.

By Ted Whipp MAY 24, 1980
Star Leamington Bureau

In 1908, the last spike was driven in the Windsor, Essex and Lakeshore railway line joining the city of Windsor with the towns of Leamington, Kingsville and Essex. And four-year-old Jack Sanford was there.

In fact, he can be seen in a picture of the opening ceremony watching with his father and grandfather as the area's first electric railway began its inaugural trip along the main street of Leamington.

Today, Jack Sanford has part of that railway sitting in his livingroom — in the form of a bookend.

HE PICKED up his first rail 20 years ago, when they lowered the intersection at Erie and Talbot streets. At that time he thought it would make a good anvil for his garage business.

Years later, while leafing through an old railway hobbyists' magazine, he saw a picture of bookends made from chunks of rail.

"Then I saw another piece of rail lying around and I just kept saving them ever since. I kept them all stashed away in my basement thinking someday I'd get around to making them into bookends."

THAT DAY arrived after Sanford retired. Now at 76, and at least 60 sets of bookends later, he is still going strong.

His wife complains he still

There was the bell from the old onion farm where he worked as a teen-ager. And, then, there was the 1927 Dodge he bought from a man on Pelee Island 30 years ago.

"OH, IT crossed the ice to the mainland a lot of times. That's why they bought these old cars or kept them. They had high wheels. And speaking of the wheels, they're oak. They came from the Simpson bush near town. The Dodge brothers brought this wood for their cars...the wheels on the Dodge are as strong as ever."

The ability of wood and steel to stand the test of time excites the collector's instincts in Sanford. And the feeling is contagious. Friends drop a never-ending supply of spikes, rails and other cast-offs at his home.

A friend cuts the rails into workable chunks several centimetres long. A machine shop straightens them, while a local monument shop sandblasts away years of rust and grime, leaving a shiny anvil-shaped piece of iron.

Sanford coats each with a varnish to protect it from rust and glues felt to the bottom.

ONE OF the favorite items in Sanford's collection is a spike that held down a stretch of the Chesapeake and Ohio Railroad built through town in 1947. He also has a spike — pitted and flattened by time — which helped hold down a hand turntable for the Lake

Erie Detroit River Railroad which was built through the area in 1889.



The fascinating collection of memorabilia includes cast-iron toy dog and racing fire engine horses

THE WINDSOR STAR, MAY 24, 1980

Bits of steel help spark memories of a last spike

"That train came to Leamington and then went straight back to Windsor. The train turned around on a hand turntable. Anybody walking by at the time was asked to lend a hand to turn the train around to head back to Windsor."

At that time, the railways supplied Hiram Walker with grain or carried the area's vegetables to market.

SANFORD also has some smaller bookends — only a few centimetres high — from area tile yards, which used small trains travelling along narrow rails carrying clay, finished drains or bricks to and from the drying kilns.

Sanford delights in showing off all his cast-iron toys, including fire engines and banks, bearing the label of a shop owned by U.S. President Jimmy Carter's uncle in Georgia.

The fire engines, sold by Hugh Carter's Antiques, are finely detailed right down to the bell, hose and leather horse halter and reins.

"Anything that's cast-iron, well I like it. You look back and that's the only thing people had to make things."

If they could talk, Sanford says, those bookends could tell their own story. Each is identified by a plaque or engraving telling where it came from and the length of time it existed.

Most of the early roads which were mere trails came from the East and were headed for such places as Sandwich which was the capital of the District of Essex, Windsor and Amherstburg which had a fort and was a military village. All of these trails or later roads had to cross or run through Sandwich South which earlier was called the Sandwiches. These were so named from the direction they bore to the County Town of Sandwich. The main ones being the Middle Road, later No. 2 Hwy., Hwy., 98 and now is County Road #46; Talbot Road - part of it from Essex being called Cameron Road, then Talbot Road became Highway No. 3; Malden Road - a military road leading to Amherstburg. No. 2 Highway is now County Road No. 42 across our township. Walker Road, a much travelled route through our township leading to the southern end of the county and Lake Erie used extensively by tourists crossing over from Detroit and by industrialists coming and going to and from the automobile factories and Hiram Walkers Distillery from which it derived its name from the Walker family.

TALBOT ROAD: Col. Talbot landed at Port Talbot, Elgin County, May 21st., 1803, took an axe, chopped down the first tree, inaugurating the Talbot Settlement. The Townships of Sandwich, Maidstone, Gosfield and Mersea were after included in the Talbot Settlement and the judicial seat was at the Town of Sandwich. The winding Talbot Road was the only highway between the eastern and the western settlement.

Early settlement of families began in the 1830-40's and were ministered to spiritually by missionaries sent out from Assumption Church, Sandwich, as they were mostly Roman Catholics but at the same time protestant families were also setting up their settlements and were ministered to by the clergy sent out from St. John's Anglican Church, Sandwich. From Woodslee to Maidstone and Oldcastle, along the Middle Road and No. 3 Highway, or Talbot Road as it was then known, also some along the South Talbot Road and Malden Road. A great many of the names of the families who settled in these areas are still with us. The Maidstone area and the Oldcastle area was known as the Irish Settlement. Some of these names still around are: Burke, Deehan, Hayes, Allen, Bellaire, LePain, McGuire, Mooney, McCann, McLean, Barry, Durocher, Kavanagh, McCarthy, McAniff, Halford, Collins, O'Brien, Driscoll, O'Neil, Sexton, Higgins, Danaher, Cole, Markham.

HOWARD AVENUE: The MacDonnell Road extended from Windsor to Ouellette Corners, a distance of five miles and the Cameron Road, extended from Ouellette's Corners along the Talbot Road to the Town of Essex. The name of McDonnell was changed to Howard after a man named Howard around 1895. It was originally corduroy - logs flattened on one side laid side by side. One of the pioneers who helped to cut Howard Avenue through from Burke's Corners (Howard & No. 3 Hwy. today) to Windsor was John Jessup, who was a Magistrate, with a Post Office in his farm home, known as Wimbleton P.O. It is said that in building the road, stumps 6 ft. through had to be removed. This road was under the supervision of the famous Col. Talbot who installed Toll Gates and collected a toll of .05¢ per single horse and .10¢ a team. Gates were installed at Jackson's Corners (now Roseland) and at the Grand Marais. When the district was divided into townships this road became "The Townline" or "The Gravel Road" and then became Howard after a man who owned a farm at Tecumseh Road through which the road passed. The name Jackson's Corners came from an old coloured man, a Mr. Jackson - who had a shack at the Corners (where the Hutson Block now is) and who made and sold soap. The first man of whom we have record as being Toll Keeper here was Duncan Douglas and later by a man named Vanderbinder. There was trouble on all of these roads with the Toll Gates. Stage Coaches used this road and the first coach through Jackson's Corners was run by Mr. Sol Wigle, father of the late Postmaster Wigle of Windsor. In those early days oxen was often used to pull the farmer's wagons, especially in the winter and spring when the roads were really terrible. Drivers of the Stage Coach, in order to rest or change horses and to allow the passengers to eat, there were "Rest Stations" along the way. These were usually Taverns, often combined with Livery Stable, Blacksmith Shop, Grocery store and Post Office. These Stage Coaches followed Talbot Road through to Leamington.

Among the early settlers in this area were Dumouchelles, Jessups, Dennisons, Lauzons, Morands, Allens, Burke's, Ouellettes, Cahills, Meros, Vollans and others. Later on when Howard Ave. was gravelled, the first road foreman was a Mr. Sam McDonald.

MORE INFORMATION ON THE TOLL GATES ALONG TALBOT ROAD - written by Thomas P. McCloskey of Maidstone Cross and printed in the Essex Free Press under date April 17, 1953.

"When No. 3 Highway had toll gates on the building the collector lived in which stood on the south west corner of No. 3 Highway and Malden Road, it was then called Talbot Road. The reason for having toll gates was that the road was very bad in some places and they had to put 3" planks across bad places, and a man by the name of Cameron agreed to gravel the road and keep it in shape for travel. The land south of Essex being of a gravelly nature, the road was taken care of from the south end of the town of Essex to the corner of Howard Avenue & Tecumseh Road was kept in shape by a man named Dawson. There were toll gates at the south and east side of Essex, at Maidstone, Oldcastle, Jackson's Corners, now Roseland, and on the corner of Howard & Tecumseh Road. These toll gates became very unpopular, a gang of men disguised themselves, starting at Essex, removed the furniture and set the buildings on fire through to Tecumseh Road. There is one of these men still living on this road in April, 1953 when Mr. McCloskey wrote this article.

A large stage coach travelled between Leamington and Windsor (this was before the roads were kept in shape for travel). When the road was real bad they sold three different fares: First Class, one stayed on the coach; Second Class, when they came to a bad spot, they had to get out and walk; and Third Class, if they got stuck, they had to help to get out. The worst part of the road was just south of the cemetery (St. Mary's, Maidstone). This was called the "Willow Swamp". This was the time of the American Civil War and there was a great number skipping the country and coming over here, (they called them the skidders). There were two husky men took a third class fare and when the coach got as far as Willow Swamp, it got stuck. There were plenty of fence rail so they each got one under the rear axle. The driver told them, when he said "Lift up" for them to lift. The coach did not budge, so the driver went to the rear and found out, instead of the coach coming up, the men just sunk down in the mud.

Talbot Trail: Finally open!

By Dave Silburt
Star Staff Reporter

After many twists, turns and false starts, the Talbot Trail, marked by its distinctive tomahawk logo, is finally open.

As of June 1, the Talbot Trail committee officially declared the historic scenic route along the north shore of Lake Erie open to the public.

Named for Col. Thomas Talbot, who first settled parts of the area in 1803, the route first got its brown and white logo in January, well before it officially came into existence.

The stylized tomahawk, forming the T's in the words Talbot Trail, marks a route that began as a rough road.

In the face of objections from local residents — claiming the route was uninteresting and poorly marked — and delays and red tape in obtaining and posting the signs and having the route marked on provincial maps, the job is now done.

According to the Talbot Trail committee, the original plan to have the route stick to winding scenic backroads along the Lake Erie was modified after much discussion.

Now, the route includes highways such as Highway 3 as well as backroads, and committee members say it covers some very beautiful areas.

Problems and politicking arose between municipalities slated to be effected by the route. Some wanted more involvement, along with more tourist action that would come with it. Others wanted less, seeking to avoid the excess traffic.

Even the building of a new road was

considered briefly, then dropped because of prohibited costs.

Division of costs has been solved by having the municipalities involved pay for the signs, costing about \$20 each, in their areas.

The winding route along highways, county and township roads from the Niagara area to Windsor includes both beautiful scenery and historic legend surrounding the original settlement of the area by Talbot, back in the early 1800s.

But in those days, life was simpler.

The good Colonel never had to contend with the politicking surrounding the trail named after him.

He just settled there, and left the arguments to future generations.

A Mr. Wigle told of driving a horse and buggy from Leamington to Windsor when the road was real bad and reported that when he got to Willow Swamp there was a man's hat on the road. He got out and when he lifted up the hat, there was a man's head under it, the man sunk down in the mud. He asked the man where he was going to and the man replied "Windsor". Mr. Wigle invited him to ride with him. The man thanked him and said that he was on horseback. When the present pavement was laid they dug up some of the planks.

Reports on how the Toll Gates disappeared were many and varied. Press reports in Essex Free Press, dated May 29th, 1896, states that about 11 o'clock Wednesday night, May 27th, the cry of "fire" rang through the streets, a few people heard it, but as no fire alarm was given, not much attention was paid to it. It proved, however, that the new toll house at the west end was being consumed it is said, by a visitation of the powers that be, by the devouring element. The agony was not long drawn out and no regrets were recorded. Various opinions are hazarded as to the origin of the blaze but all good people unite in saying "it was struck by lightning". Other dark hints are afloat but they are libelous and it is dangerous to repeat them.

July 24, 1896, Essex Free Press - "One of the live topics of the day in the district, was the burning of the toll gates on Talbot Road. Under the heading "THREE EYESORES GONE" the Free Press reported the burning the night of July 21st of the three toll gates, one at the north east end of town, one at Maidstone and one at Oldcastle. The latter two had been built for some time, however, the one in Town, had only been built a week previous, replacing the one burned in May. There was still one gate left between Essex and Windsor besides the one at the south east end of town. On another page of the paper was this item: "the house at the Toll Gate at the Southeast end of Town is now vacant, Mrs. Gasco who moved in on Monday, moved out on Wednesday. The toll gate building at southeast end of Town, vacated the week previous by Mrs. Gasco, the toll gate keeper, was destroyed by fire. Cause of fire, same as previous toll gate fires.

The toll gate at Oldcastle was located where Jack Tasker's store is located today in March 1971, and was the last to be burned. The toll-gates were a nuisance and aggravated the travellers and settlers alike and the real fact was that a group of farmers gathered and set them afire. Two sisters, a Miss Hannah and a Mrs. Pierce kept the gate at Oldcastle.

Reported in the Essex Free Press, Apr. 9, 1897 - Sandwich South Council took steps to prevent Talbot Street Gravel Road Company from collecting tolls. The company stopped collecting tolls, and on April 29th, 1898 tolls on toll roads in Essex County were abolished.

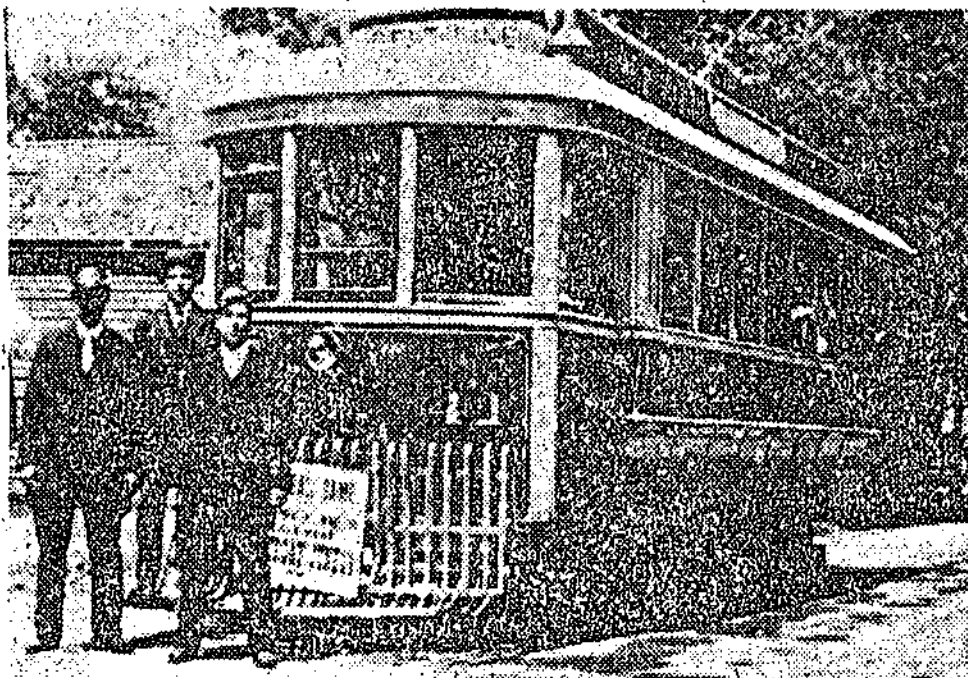
More on the early roads: Talbot Road was originally an Indian Path, useful because it followed the contours of high land from Sandwich to the Pelee area. The Government of Upper Canada ordered a survey of Talbot Road which was carried out in 1818 by Mahlon & Burwell of Elgin County and this area was opened for settlement.

The British Government considered immigration and thereby settlement of the colonies important for security reasons. The Crown granted land to individuals such as Col. Talbot to hold for settlement purposes and also to corporations such as the Canada Company which sold land to many families in this area. Col. Talbot was granted extensive land holdings as a reward for past military service. Most of his personal land holdings were in the Talbotville and St. Thomas area; he acted as a Crown agent in Essex County, holding land in trust for settlers. He had prejudices in deciding who would settle where. To get settlers, advertising was done in papers in London, England and perhaps Ireland.

Between 1834 and 1838 the Canada Corporation was granted at least 1500 acres along the south side of Talbot Road in the Maidstone area. Lots on South Talbot Road were considered less favorable than those lots having direct access to the highway. Therefore they were often settled at a later date than the Talbot and Walker Road areas. Most of the settlers came by way of the U.S., often staying for long periods in the port cities of New York and Boston for lack of money to continue their journey. Our pioneer family, the Danahers came from the Maumee Valley of Indiana to the Middle Road in Maidstone Township. The Middle Road, then #98 Hwy., and now County Road #46, was surveyed by Col. Burwell in 1828, it was a trail of blazed trees until well after 1837-38 Rebellion. Most of the settlers along the Middle Road from Maidstone Cross to Woodslee were Irish Catholics. Oxen were used for Draught purposes and horses chiefly for riding, with a great deal of walking as the chief mode of transportation as roads were little more than tracks. This road was almost an unbroken wilderness in 1840-41. Inhabited mostly by wild beasts and bands of roaming Indians; it was a mere cart road cut through the woods. It required two days with an ox team going to Sandwich for provisions and two more to return. The land was low and level diversified by small ridges between which water remained standing the greater part of the year and was heavily timbered with oak, ash, elm, and sycamore.

May 19, 1911 - Essex Free Press: Gordon Wigle of California was visiting in the County. He moved west in 1888. He recalled driving the Stage Coach, from Leamington to Windsor in the early 1860's.

An old friend about to take different path on growing up



Windsor's transit system around 1909

Windsor and its local transit company, the SW and A, grew up together.

The first passenger rail service was from the village of Sandwich to the village of Windsor in 1874. Local businessmen bought a 100-foot-wide right-of-way through fields and orchards for the horse-drawn cars.

Electric streetcar service, the first in Canada and maybe the first in North America, began in 1886 from Walkerville to Ouellette Avenue and Riverside Drive.

The first motorman was Lincoln C. Brooks, who rode at the front. Ninety years later, the SW and A hired its first female driver.

The streetcar service became known as the Sandwich, Windsor and Amherstburg Railway Company in 1887. Hiram Walker and Sons sold the system electrical power at \$5 a day. Fuel for the fleet this year is running about \$1,000 a day.

Drinkers found a handy service in public transit. At the turn of the century, the streetcar line passed six hotels in Sandwich alone.

In 1975, about 9,200 New Year's Eve partygoers rode city-wide free bus service. A retiring driver in 1976 complained the system isn't what it used to be. "Kids are drinking and smoking marijuana. A driver has to be careful."

The SW and A became publicly-owned in 1920 when Ontario Hydro bought the system for \$2 million. To a cheering local crowd, Hydro's chairman Sir Adam Beck described his vision for a network of publicly-owned electric trains across Ontario.

In Detroit, Henry Ford was perfecting his vision for private transit, mass producing Model T's for less than \$400.

In 1934, the SW and A went bankrupt and Hydro turned the operation over to the Ontario Municipal Board, which controlled it until 1970 when it reverted to the city.

Meanwhile, in 1934 Ford's idea was catch-

ing on. Automobile production in North America neared four million.

Windsor buses today average 12 miles an hour.

In 1973, a German manufacturer, Krauss Maffei, sent an agent to Windsor to determine if there was local interest in rapid rail transit. The city said no when it learned the system would cost at least \$1.7 million a mile to install.

When the streetcars were retired in 1939 in favor of Ford buses, about 1,000 persons showed up for an unscheduled party which started on the last run at 1:35 a.m. As the six cars rattled down University Avenue, the celebrations woke sleeping residents who came out on their porches to wave farewell to the trolleys.

The last paying passenger on the streetcars was Charles Kent, father of Windsor Star columnist Jack Kent.

Jack Kent recalls a common teen-age prank in the 30's was "popping the trolley." That's springing the power boom free of the overhead wire accompanied by a shower of sparks. Today's drivers only have to contend with with rocks and snowballs thrown by youngsters.

Three masked gunmen held up the Kildare offices in 1971 and lugged away \$20,000 in coins, weighing about 800 pounds. But it was just petty cash as far as the Guinness Book of World Records is concerned. The record was set in 1967 when hoods took \$1.5 million in rare coins from a collector in Florida.

It cost 12 cents to ride the stage between Sandwich and Windsor in 1860. The current adult fare is 40 cents. The cheapest bus rides likely were in 1948 until the authorities found out a counterfeit ring had put phony bus passes in circulation.

The total for SW and A passengers peaked in 1945 when the line carried 39 million.

After the war, local plants went back to making cars and the workers were paid enough to buy them. Ridership hit bottom in 1972 at 6.7 million. Currently it is about nine million and the company hopes it will climb with the new routes that go into effect Monday.

In 1948, the SW and A moved its offices and garage to a former machinegun plant on Kildare Road. There's still a pistol range inside.

During the 1950s, when ridership was dropping, the SW and A was a friend to car drivers in the winter. To boost ridership, the company looked into the advantages of introducing a dial-a-bus service, a kind of taxi-bus. It turned out to be a wrong number, for two years later in 1975, consultants said it would be better if the basic system was improved. That started the wheels rolling for the new route system.

The current boss of the transit system is James Mansbridge, hired in 1973. Twenty-years earlier he was driving a bus for the Toronto Transit Commission.

Now secretary-treasurer and general manager, he wants the buses to run on time. Monday's new routes should help but he's considering radio-dispatching and computerized monitoring in a year's time.

The board of directors has approved applying for provincial funds to make the city system a model of efficiency for Ontario.

Heading the public transit company is a council-appointed, five-member board of directors. The buses are made by General Motors Corporation.

When the bus drivers leave the Kildare garage before dawn Monday, they'll be leaving behind the 90-year-old name of Sandwich, Windsor and Amherstburg Railway Co. To symbolize the route change, the company has taken on a new title, Transit Windsor.

Remember the Windsor stage coach?

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EARLY TRANSPORTATION IN ESSEX COUNTY MAKES INTERESTING READING* THE ESSEX TIMES, NOV. 13, 1975.

This weekly series of guest articles are from the collection of CKLW Radio Sketches of Periods-Events-Personalities from the History of the Essex County - Detroit Area. We thank the Essex County Tourist Association and the Essex County Historical

Association for the following stories of the past.
by N.F. Morrison, Ph.D.

Stage coach service between Windsor and Amherstburg, the last in Essex County, ceased on July 1, 1907. It was but the remnant of a much

longer journey by stage which once extended to London and beyond to points eastward. The coming of the railway to Windsor in 1854 shortened that stage route to the section along the Detroit River and this continued to operate for many years.

Mrs. Jean Barr Black gives the following picture of the old stage run of pre-railway days.

About the year 1830 the stage was driven from Chatham to Amherstburg by way of the middle road (now King's Highway Number 98), while the return trip kept to the river where stops were made at Windsor and way posts.

In the year 1848 William McGregor, ex-M.P. and father of Mr. W.D. McGregor of Windsor, made the journey to London from Amherstburg. They travelled on an average of six miles an hour, with a change of horses every twenty miles. The coach was driven along the front streets and they made halts at Sandwich, Windsor, Belle River, Stoney Point and then on to Chatham over the corduroy road. From Chatham they drove back to Longwood's road and thence to London. In those days Mr. Bruce Carter of the Windsor Castle held the contract to deliver Her Majesty's Mail from London to Amherstburg.

Information regarding stage coach operations of about a century ago also comes from Emile Chauvin, patriarch of Stoney Point. His father,

Emile's uncle, Francois Chauvin (now the summer residence of Mr. Floyd Yeager of Detroit) on Lake St. Clair just west of Stoney Point was an important hostel thereabouts where horses were changed and a stop made overnight. The road in the vicinity of Stoney Point was then the old Tecumseh Road which is now close to the lake, because of erosion by the waters of Lake St. Clair.

This broadcast must, however, concern itself principally with the abbreviated run between Windsor and Amherstburg. As early as 1827 McKinstry and Burtis best known perhaps as ferry boat operators ran a stage line along the Canadian side of the Detroit River to Amherstburg. The Amherstburg Courier of 1849 sheds light upon conditions in that year at which time two stage lines were in operation between Windsor and Amherstburg. The first was the mail stage which operated daily, morning and evening. The second of recent inauguration, was a line owned by G. Bruce Carter. The times of departure were the same for both lines, but they left from opposite ends of the route, thus accommodating the public with two round trips from each place daily. The Carter stage could be boarded at the Canada Stage Office, Detroit, the General Stage Office at the Windsor Castle, Windsor, and at the British

Thomas three times a week along the Lake Shore. Somewhat later in 1855 the newly established Windsor Herald carried the advertisement of Windsor Amherstburg stage service.

The last driver on the Windsor - Amherstburg run is still a resident of Windsor in the person of Mr. William Fox, now nearly 88 years of age. Among Mr. Fox's predecessors on this run probably the best known was Tom Bradley, a native of Ireland who, when a lad, came to Canada with his parents. For a time according to Mrs. Black, young Tom took up his quarters at the then beautiful Col. Mathew Elliott home, now a ruin below Amherstburg, where since he was a lover of horses, he became coachman for the young ladies.

Later he drove the stage between Windsor and Amherstburg in which connection he is reputed to have said, "We used to receive six hundred dollars a year by our contract with the government for the delivery of the mail, so our passenger and transfer business was straight profit. It was a paying business, but still I had my own troubles." One example of his troubles was a certain occasion, when near the old Indian burying ground on King's Highway No. 48, above Amherstburg, he had to leave the stage stuck in the mud and unhitch the horses, ride one bareback into

the electric car this was a great convenience to travellers up the river. When the Michigan Central Railway entered Windsor about the beginning of 1883 he changed his route to accommodate passengers in that direction. His stage coach days over, he retired to live in Detroit.

William Fox, native of Malden and longtime resident of Windsor, commenced to drive the Windsor - Amherstburg stage in 1884, when his brother Albert purchased the business. He continued driving it until it ceased operating in 1907. The Windsor terminal was at Millard's feed barn just west of the firehall on Pitt Street East, near the market, while the Amherstburg terminal was on Richmond Street at Albert Fox's livery barn across from the Amherst House, then

Pierre Chauvin, was a stage coach driver into and out of Windsor before the coming of the Great Western Railway. Mr. Chauvin tells how his father also drove on to Amherstburg and east to Chatham. The stage stopped at Stoney Point twice weekly going each way. The old "Goose" Tavern of

2ND ROW
North American Hotel, Amherstburg. This hotel was later the Weber House and as the present-day Dominion Store on Dalhousie Street it still stands. Single fare between Windsor and Amherstburg was 50 cents. Mention was also made of the Mail Line leaving Amherstburg for St.

3RD ROW
Amherstburg, while the other horse carried the mail bags. After Tom Bradley left the Amherstburg route, he ran his own bus from Windsor to the Dew Drop Inn at the southwest corner of Drouillard Road and Sandwich Street East. In those days before the Walkerville ferry and

Page 38, The Essex Times, County Edition, Thursday November 13, 1975

'Amherstburg-Windsor coach' Continued from page 31

called the Brown House. The Windsor-Amherstburg stage was scheduled to leave Windsor at 9 a.m. arriving in Amherstburg at 12:36 p.m., leaving Amherstburg at 1:30 p.m. and reaching Windsor well in advance of the departure of the Grand Trunk train at 6:30 p.m. The alternative to the stage coach trip between Windsor and Amherstburg was a round about railway journey on the Michigan Central via Essex Centre, where a transfer was necessary. Travellers by that route would leave Windsor about 8 a.m. and not be home until 7 or 8 p.m.

Service to the public stood at the head of the list in the program of William Fox, who drove the stage coach daily except Sunday between Windsor and Amherst-

burg for over 20 years. One round trip six days a week was his program. Even the great blizzard of April 6, 1886 which paralyzed train service failed to stop him. Three times a week on the way down he had to call at River Canard on the Malden Road or send the mail there. In the latter event another person would take the mail out and return with mail from River Canard, while Mr. Fox made the trip to Amherstburg and return. If the roads were good, he made the River Canard trip himself. His stage was the only means the nuns had of reaching the convent at River Canard and he was held in high esteem by the sisters.

Before the railway came to South Essex in the later 1880's Harrow, Kingsville and Leaming-

ton were isolated and greatly dependent upon the stage coach. The completion of the Michigan Central's Essex "cut off" from Essex to Windsor about the beginning of 1883 spelled finis to that section of the stage coach route, but stage service continued from Essex Centre to Kingsville and Leamington for a few years longer. Mr. Fox recalls that he started driving on the Amherstburg - Oxley stage in the early 1880's before he transferred to the Windsor - Amherstburg route passengers and freight in quantity were transferred from one stage to the other. Merchandise was even sent C.O.D. through to Harrow, which necessitated the money being transferred from one driver to the other. The

stage carried such items as sole leather and stove pipe elbows, and for James Murray, blacksmith at Harrow, small blacksmith iron. The desire to please on the part of William Fox knew almost no limit. On one occasion he picked out a bonnet for a Mrs. Quick of Colchester Township, and marvellous to relate, she was satisfied with his choice.

The old Windsor-Amherstburg stage coach was a dark-green, covered vehicle with a driver's seat. It would accommodate nine inside with three on the front seat, and the driver on the footboard out in front. Evidently William Fox was not superstitious of the number 13. Drop curtains on each side were rolled up in good

weather, but kept down in cold or wet weather. In winter they would place the body of the coach on sleighs instead of the customary wheels. They had four horses, two of which they used at a time.

In bad weather of spring and fall, they often had to send an extra horse from Amherstburg to meet the stage at Petri-moult's Corner.

The route followed by William Fox between Windsor and Amherstburg and also the landscape were considerably different from that of 1948. A stretch of toll road between Crawford Avenue and Indian Road with toll gates at each end provided a touch lacking in our day. For the use of this road William Fox paid 50 cents a week. As far as

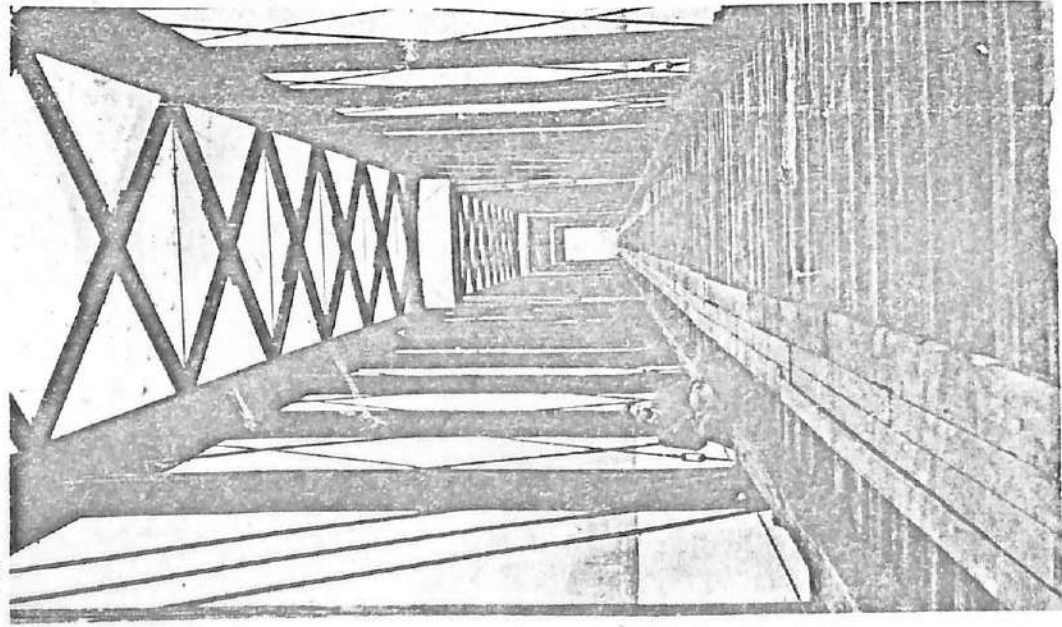
the C.I.L. plant of our day, he followed Sandwich Mineral Springs and the old Brighton Beach Hotel. This hotel, on the site of the present C.I.L. plant, was built by a wealthy Mr. Buchanan, who had come from Kentucky. This gentleman also had a summer resort and one of the attractions he offered was the production of H.M.S. Pinafore on an old schooner out in the Detroit River near his hotel.

Proceeding down river the stage passed the old fish hatchery and then continued along the now closed-off section of the river road through the Canadian Steel Corporation. Limited property of the present day. At the Turkey Creek Bridge the stage road again became the present King's Highway

No. 18. In the words of Ten-nyson, "The old order changeth, yielding place to new" and so it was with the Windsor-Amherstburg stage coach. In 1903 the electric car started service between Windsor and Amherstburg, thus ending William Fox's passenger business. Refusing to give up the battle, he took the seat out of his coach and carried merchandise for four years more. Finally, when the mail contract was awarded by the government to the street car people, the Windsor-Amherstburg stage, the last in Essex County, was taken off the road July 1, 1907. With that act an era in the history of Essex County transportation came to an end.

THE OLD TIME CORNER

100 YEARS AGO



Pictured is the Wooden bridge, which at that time, connected Stoney Island and Grosse Isle, in the Detroit River. The bridge was built by Canada Southern Railway to connect the two islands. When the railroad was first built their Canadian Terminal was at Gordon (end of Texas Road), above Amherstburg. The company transported their trains, by boat, from there to Stoney Island thence across the above bridge to Grosse Isle, then after crossing Grosse Isle, across another short span to Michigan mainland. In the late 1860's the CSR Mainline was continued from Essex into Windsor so there was no more use for the bridge. You will note in the above picture, the rails had already been removed. After conferring with David Botsford, of Amherstburg, he thought the above photo could have been taken about 1873 or 100 years ago. The photo is reproduced courtesy of Mrs. R.T. Heaton (Winifred Wigle).

Glance back MARCH 8, 1973 • Cattle boat capsized

In March of 1866 cattle sought refuge on the Essex County shore of the Detroit River.

A ferry boat, the Globe, capsized and sank on the American side of the Detroit River. Eighty head of cattle on board as the boat crossed the river, for some reason, rushed to one side of the vessel, capsizing it. A number of these cattle swam across the river and landed on the Canadian side.

By the spring of 1863, army horse contractors were buying Canadian horses for the American cavalry. About twenty horses a day were shipped across to the States from Essex County.

The ferry boat, Globe, was used by the Great Western Railway to ferry livestock across the river until it capsized. Another boat, the Transit was used until 1867 for this purpose.

Nostalgia of The 20 - 50 Years Ago

Feb. 4th, 1927, the first article was published about the shutting down of the W.E.L.S. Railway. Walker Road, Walkerville will be widened this year to 86 feet and completion this summer of the Walker road extension will mean a direct link with the provincial highway from the Walkerville ferry.



Angus Munro

MAY 4, 1974

old ferries THE WINDSOR STAR remembered

Memories come flooding in from so many sources as one thinks of the days of the old ferry dock at the junction of the river and Ouellette Ave. It was the busiest part of the city for many years. Only for a few hours in the very early morning was it quiet.

Most remembered by those who used the building are the rush hours in the morning and evening. There was a very large waiting-room, but it seemed crowded when the thousands of commuting workers sought to board the big ferries. There would be long lines of people awaiting the arrival and docking of the ships. In rough weather this often took longer and patience used to wear thin, especially when cars became more popular and encircled the lower deck completely, blocking access. Later on the ferry company managed to have a second floor built and passengers and cars could embark and disembark simultaneously.

Then there were days when storms swept the river and even the bigger ferries had difficulty making the short crossing without giving passengers

some discomfort and a few thrills.

Thanks to the skill of the navigators and wheelmen, there were few incidents of accident involving injury, but rough landings often chipped off pieces of the docks or scarred the ship's paint. Ferries, especially the smaller ones, frequently were driven off course. Making a landing in a big blow was not a job for those unfamiliar with the river or the wind directions.

Flagship of the ferry fleet in later years was the Cadillac, which made its last trip July 18, 1938. Throughout that memorable day, many hundreds of Windsor and Detroit citizens who had used ferries through the years, made special trips across on the Cadillac, the LaSalle and the Britannia, just to say they had been part of the informal farewell to the service which had been meeting the needs of passengers since 1820. The early ferries were smaller and included the Pleasure and the Promise.

The Cadillac did not make its appearance until 1928. The LaSalle was built in 1922 and the Britannia in 1906. All were withdrawn from service when the inroads of tunnel and bridge made it uneconomical for them to continue. The Cadillac eventually became part of U.S. Coast Guard.

In the early part of the century (1900) J. S. Laird, Civil Engineer, settled at Maidstone Cross in 1864 and went to Essex in 1873, died at the age of 87 years, in Nov., 1928. He was responsible for many drains and road construction in the area and had surveyed the writer's property on Walker Road, Sandwich South Twp. when it was purchased back in 1927. He was usually appointed to survey work by the Municipal authorities of the township until his death, when C.G.R. Armstrong of Windsor, Consulting Engineers, took over the survey work of the township and have doing these duties for some time now.

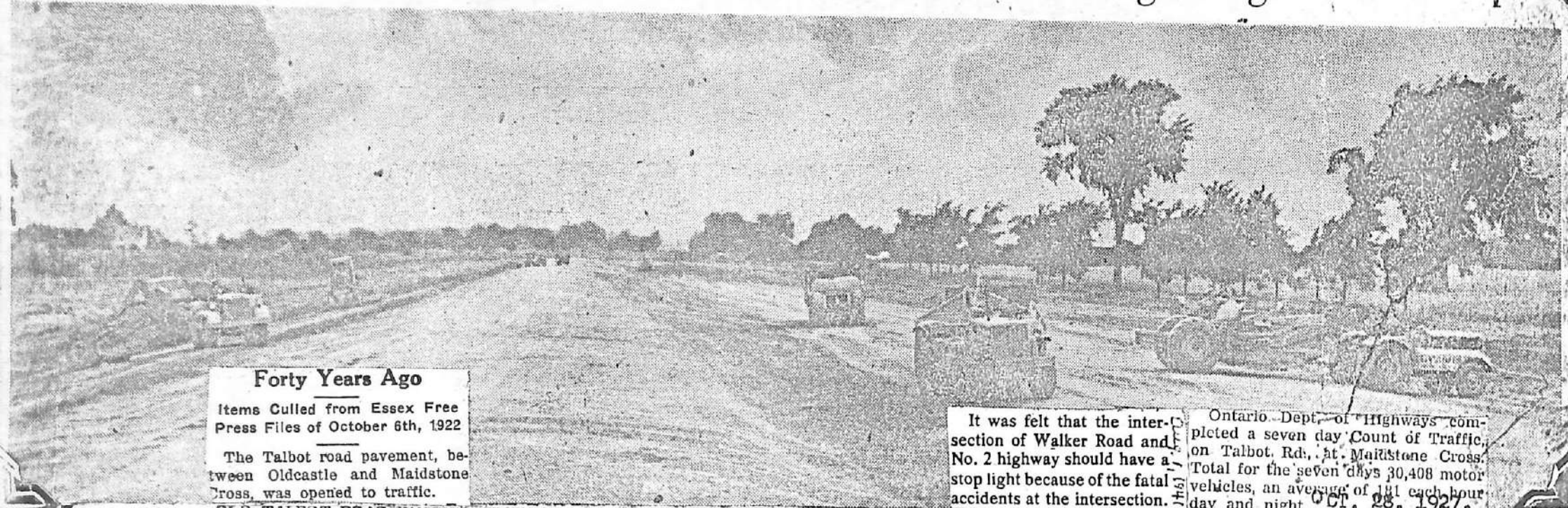
Nov. 17th., 1905 - Essex Free Press Files: One of our local citizens, A. J. Halford, a native of Maidstone Cross was appointed Assistant Provincial Engineer for the Dept. of Highways. He became Deputy Minister of Public Works for the Province of Ontario and was superannuated by the Department in Sept., 1933, after having been with the government for 28 years, being appointed by Hon. J.G. Reaume.

Nov. 13, 1920 - The new cut-off for No. 2 Highway, named Prov. Highway #98 from Six Corners to Howard Ave., about 7 miles was to be opened to the public Dec. 27th. This Highway has since been made a County Road and is at present County Rd. #46.

Jan. 14th, 1921 - Essex Free Press - The first sod on the new Provincial Highway out of Windsor on Dougall Ave., was turned on Tues. Jan., 11th, 1921, connecting up with Highway No. 3.

SDAY, AUGUST 2, 1951

New Dual Highway Connecting Windsor and Toronto Now Beginning to Take Shape



Forty Years Ago

Items Culled from Essex Free Press Files of October 6th, 1922

The Talbot road pavement, between Oldcastle and Maidstone Cross, was opened to traffic.

OLD TALBOT ROAD BEFORE IT WAS PAVED, LOOKING EAST RUNNING ALONG S.S. NO. 6 SCHOOL, IN FRONT OF JOS. LEPAIN HOMESTEAD - 1906.

It was felt that the intersection of Walker Road and No. 2 highway should have a stop light because of the fatal accidents at the intersection. Ontario Dept. of Highways completed a seven day Count of Traffic, on Talbot Rd., at Maidstone Cross. Total for the seven days 30,408 motor vehicles, an average of 181 each hour day and night, Oct. 28, 1927.

THE WINDSOR STAR - SEPT. 3, 1951



Few changes have been made in the original plan of the super-highway since it was originally announced last fall, although in the Dougall road additional access roads have been planned. In the photo above Mr. Alec McLaren, Department of Highways surveyor, left, explains details of the Dougall road terminus of highway to Reporter Jack Kent, right.

Forty Years Ago

Items Culled From Essex Free Press Files Of June 29th, 1928

A new highway link was opened providing a short cut from Windsor to No. 2 Provincial Highway, avoiding the MCR crossing, the route paralleling the tracks to North Talbot Rd. to the Middle Road, 9th Hwy.

Fifty Years Ago

Items Culled From Essex Free Press Files Of October 6, 1922

Talbot Road pavement between Maidstone Cross and Oldcastle, was opened to traffic.

The Huron Line, from Tecumseh Road to Talbot Road, was to be paved and made a super highway. EFP JULY 4, 1930

TALBOT ROAD



The roadbed of what will eventually be a dual highway connecting Windsor and Toronto is shaping up east of the Maidstone Townline. Work began last week and now one-half mile of the first 10-mile stretch is graded. At the top is a view of the completed section looking back toward the townline. A half million

dollars worth of machinery will be in use by the end of this week to haul an estimated million yards of dirt in the project. The lower picture shows one of the workmen, Bruno Sandre, perched on a load of dirt, receiving instructions from Superintendent Joe Rorai. One bite from the huge machine scoops up 10 yards of earth.

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New Super Highway Building Poses Colossal Task

Excavating Proceeds On Dream Project

A dream that has lingered for years, a modern superhighway linking Windsor and Toronto, is in the process of realization through farmland to the east of the Maidstone Townline between Highway 2 and 98.

HARD TO FIND

The project is hard to find, but once found it is well worth a visit. For, on the half mile section already graded, one gets an idea of the engineering problems that must be tackled to turn flimsy dreams into solid reality.

Not that there's very much to building a road. It takes only patience, know-how and an assortment of weird looking machines with an aggregate value, in the neighborhood of half a million dollars.

Work has been in progress for eight days on the 10-mile stretch which is the only local portion yet awarded on tender. In that time, the first half mile has been finished as far as grading is concerned.

It is estimated that, given good weather, the road will push for-

ward at the rate of a mile every three weeks. Heavy rains could cut this schedule to ribbons—but construction men are optimistic individuals who never consider this horrible possibility.

GIGANTIC TASK

Each mile constructed means that 100,000 cubic yards of earth must be moved from its original place and deposited elsewhere. When the first portion is finished, from Pillette road to the Belle River road, one million yards will have been moved.

Once the ground has been surveyed and fence lines established new drainage systems are put in to replace those which have been cut off farm property by the proposed road. Then, huge earth scoops strip off black top soil to a depth of eight inches.

This precious soil is stockpiled for the time being while 81-foot strips on each side of the roadway are excavated to a depth of four feet.

This earth, heavy yellow clay, is heaped up in the centre of the road bed and then impacted into a compact mass that slowly turns into a near concrete under the baking action of sun and wind.

Returning to the excavated portions, men take the stockpiled black dirt and spread it over

the cuts for eventual seeding with grass. After the initial cut has been made, it is necessary only to scrape black dirt, or top soil, ahead of the cut and back-fill as the work progresses.

To prevent settling of the earth masses, special machines called "sheep's foot" are used. These are double drums hauled by a tractor. Each drum weighs 15,000 pounds empty and carries a load of 10,000 pounds of water. The drums have 120 feet in regular rows with each foot giving an impacting load of 516 pounds per square inch.

Once the "sheep's foot" has pulverized the earth and packed it down, graders begin smoothing it into a level surface.

From fence to fence the road measures 300 feet. Each road bed is 26 feet wide and the two road beds are separated by a 30 foot boulevard which will also be seeded. Wide shoulders give ample room for another traffic lane in each direction if needed in future.

Drainage will be provided by a depression in the centre boulevard which will carry water to runoffs which lead to catch basins at regular intervals.

When grading is completed, the road crown will be three feet above surrounding ground level and seven feet above the bottom

of side cuts. It is a type of construction that is called "turn-piking."

In the first 10 miles the road will run without a single curve. Succeeding sections will also be straight if natural obstacles and property rights do not force a change of direction.

Motorists who complain about the high cost of tires will be soothed by some facts and figures on construction vehicles. A single tire for one of the earth hauling machines costs a cool \$1,850. With inner tube included the cost rises above \$2,000.

The machines themselves range in cost from a modest \$2,000 to a not so modest \$28,000—which includes the tires.

Machines presently in use can scoop up as much as 10 yards in a single bite. As the work progresses, other machines capable of carrying even greater loads will be employed.

The new road is far from being an accomplished fact, but the existing half mile of glistening yellow clay lying ready for its covering of concrete is evidence that the day is not far distant when the dreamed-of superhighway will be in use.

But it's not a job for nibblers. It's a man-sized task.

Local Farmers Voice Disapproval of Highway Route

THE WINDSOR STAR - SEPT. 3, 1954.



While Department of Highways surveyors complete the laying of boundary lines for the new super non-access highway into Windsor, Sandwich South farmers and Sandwich West Council voice dissatisfaction with route of the highway and the handling of the

situation by the highways department. In the photo above, left, Mr. Harold Klinck, North Talbot road, examines a centre-line stake for the new highway which carries the road through part of his peach orchard and the subsequent loss of about nine acres of his

42-acre farm. At the right, a survey team is shown setting line stakes as it nears completion of the survey task. Left to right are Mr. John Robertson, Mr. William Williams, both of Tilbury, and Mr. Pel Salna, Toronto, who is operating the transit.

Highway Project To Start in Fall

THE WINDSOR STAR - SEPT. 3, 1954.

New Traffic Artery Survey Listed 'High Priority' by Planning Head

By JACK KENT

Paving of the 28-mile stretch of the new non-access super highway from Tilbury to where the expressway crosses Highway No. 98 at Pelton Crossing, near Windsor, will likely commence this fall, a reliable Toronto source told The Star today.

Tenders are expected to be called shortly for the work which will also include the grading and paving of the highway from its present terminus at the 9th Concession, Sandwich South, to Highway No. 98.

The new highway has now been graded from Tilbury to the 9th Concession and with the paving of this section, the highway will become available for travel some time next year.

Provincial highway department surveyors are now laying the lines

of the new highway from Highway No. 98 to its eventual terminus on No. 3 Highway near the old CKLW transmitter at School road.

The survey work is also taking in the north branch of the new highway which cuts off to run toward Windsor, joining up with Dougall road at Davis street near Roseland Golf course.

W. J. Fulton, director of planning for the Department of Highways at Toronto, was unable to say when the work on this section of the highway would commence. "It is a matter of government policy," he said.

The minister and deputy minister of highways were not immediately available for comment.

Mr. Fulton said there is a "high priority on the survey work now being done on the final section of highway."

"We expect to get grading under way on this section of the highway as soon as the surveying and engineering work is completed along with the design of bridges," he said. Surveyors expect to finish their work early next week.

Work on this section of the highway started in 1951 but progress has been slow.

At the terminal points on No. 3 Highway and on Dougall there will be cloverleaf and diversion roads to allow the new four-lane highway

Little alteration has been made in the plans revealed in The Star last November although at the Dougall junction some minor changes have been effected to provide for better access.

Construction of this link in the highway has been urged as a means to aid the unemployment situation in the Windsor area this winter.

The highway is laid out on a 300-foot wide strip of land which passes about half-way between No. 2 Highway and No. 98 Highway between Tilbury and Windsor.

From Tilbury it is a straight section of highway until it reaches Highway 98 where an overpass will carry the highway over Pelton crossing where the New York Central and Chesapeake and Ohio Railway intersects.

A half cloverleaf just before this overpass will allow traffic to pass onto Highway 98.

After the overpass, the highway splits with one arm feeding directly to No. 3 Highway while the other crosses toward the north, across Howard to join Dougall near the Roseland Golf Club.

In the V section of land between Howard and Dougall, there will be a cloverleaf and several diversion roads so that traffic may circulate in the area.

From Tilbury to Windsor the new highway carves a 300-foot-wide path through the farmland of Tilbury West, Rochester, Maidstone, Sandwich South and Sandwich West townships.

Main purpose of the highway will be to facilitate highway travel between Windsor and Toronto.

At the Windsor terminus of the highway the two branches give motorists the option of traveling into downtown Windsor to the Detroit-Windsor Tunnel or heading for the west side of the city and the Ambassador Bridge.

Promise Pay For Losses

STAR - FEB. 9/55

Department of Highways spokesmen gave assurances last night that farmers who own land in the path of the proposed new superhighway can get fair compensation for loss of crops, damage to farm machinery and loss of land.

The Highways Department representatives met at the Oldcastle town hall with Sandwich South farmers whose land was expropriated along the route of the projected new road.

The farmers have protested against trouble with surveyors and loss of income and fertile farmland. Last night's meeting was designed to provide a friendly atmosphere leading to a better understanding between the two factions.

Work is scheduled to resume on the highway in the spring with the major portion of the project under way in mid-summer. The farmers pointed out that, considering this fact, very few settlements of property values have been made. They insisted that it left them in an extremely difficult position.

As a result they were in doubt as to whether they should plant crops. If they do not because of the impending construction, they wondered whether the Department of Highways would compensate them for their loss.

To this question, J. K. See, representing the department, stated that reparations would be made in all cases of this sort if claims for damages were made.

Farmers Blast Handling of Highway Problems

Claim Land Sliced In Haphazard Way

Sandwich West Council Raps Department Slowness in Replies

(See Pictures and Additional Story—Page 25)

By JACK KENT

Sandwich South farmers and the Township Council of Sandwich West aren't too pleased with the location of the new non-access super-highway or the way in which the Department of Highways is handling the problem.

Farmers contend their property has been impossible to sell since original surveys were made two years ago.

Apart from that they are unhappy with the route of the highway which they claim cuts indiscriminately across valuable farm lands and with the attitude of the highways department because they have received no official notification of the intention of the department.

Sandwich West Council is disturbed because it has received no word in reply to its resolution of last fall condemning the spur or northern arm of the highway which leads across Sandwich West land to Dougall road.

The Department of Highways director of planning, W. J. Fulton, defends his department's policy on the ground that no positive action to purchase land can be taken until final approval is given to a route.

He also said that his department tries to establish a highway line with consideration for the economy of construction and with respect to property rights.

Mr. Fulton added, however, that shortage of engineering staff and property buyers in the department might be the cause of some delay in handling property matters and damage claims at this end as well as the delay in getting final plans completed for the Windsor terminus of the highway.

On the question that farmers have not been notified of the intention of the department, particularly with respect to their individual properties, Mr. Fulton said: "That might be bad public relations on our part."

He hastened to assure that in most instances they could gain considerable satisfaction by contacting the department. "Then we could tell them well in advance what property would be used, and could indicate what crops could safely be planted or what buildings could be erected."

Annoyed at the attitude of the department, a group of farmers whose lands are affected by the route of the new highway through Sandwich South, have banded together to co-ordinate their stand with the department, particularly with respect to land price.

One member of this organization explained the stand of the farmers. Harold Klinck, who owns a 42 acre farm on North Talbot road, said he stands to lose about nine acres of his farm with the passage of the super highway at the north edge of his land.

Mr. Klinck said: "We object to the route of the highway in this section because it crosses farms on the diagonal and no consideration has been given to the location of homes or farm layout."

"The farmers have received no official word from the department advising what its intention is concerning our property. The only indication we have had is when surveying parties come on our land."

Mr. Klinck said many of the officials on the survey parties have used dictatorial manners in their dealings with farmers.

In his own case, Mr. Klinck said the surveyor came and asked permission to go on his land for the survey.

One instance cited by Mr. Klinck was when a highways department representative abruptly announced, "We're going to cut down some of your corn."

"We object because there has been no offer to purchase the land which has been surveyed. For two years the land has been tied up as far as planting an orchard because of the land survey. I can't afford to put in a young orchard and then have it lost in a couple of years," Mr. Klinck said.

He added that since the survey of the land there have been no buyers for the property and the department has made no move.

Mr. Klinck referred to a neighbor who planned to sub-divide her farm, but plans had to be abandoned after the survey.

On three sides of the Klinck farm, which takes in the development along North Talbot road, Howard avenue and Wallace, many of the lots have been bought and homes erected.

Mr. Klinck said property on the south side of North Talbot road sold at \$1,500 an acre recently.

On Wallace some of the land is selling for the equivalent of \$2,100 an acre or higher and is used for new housing development.

Equivalent land around Leamington is selling for \$1,500 an acre and they are farther from produce markets, Mr. Klinck said.

"We feel our land in this area is worth at least what sub-divided property is worth because of its potential for development. In addition, we should be paid for the inconvenience of relocating," he said.

"The department policy of cutting through farms and in some cases reducing their size so that farming becomes uneconomical is unjust, and in these cases the department should pay damages or purchase the whole farm."

Mr. Klinck said that in Maldenstone Township a number of farmers settled at \$125 per acre with the department. "We will object to a straight farm land price for our property in this area."

He said that steel pegs marking the route of proposed routes for the highway had been left in farmland and a few farmers had damaged their equipment. Their claims to the department have not even been answered.

On the farm of Steve Esping, 6th Concession, Sandwich South, the new highways intersect his land in several ways and cut up one 20-acre field, leaving two triangular pieces.

Mr. Klinck said there has been some recent activity on the part of the department land buyers but he knows of no settlements.

Mr. Fulton said in Toronto there have been two land buyers working this week in the area from No. 98 Highway to the end of the route.

Explaining some of his department's problems, Mr. Fulton said it is often necessary to survey several routes before one route is established and approved.

He said his department is trying now to plan well ahead so many of these problems of delay will be avoided.

Mr. Fulton said damage claims might be delayed for a time until investigation is complete but he could see no reason for extended delays of more than three months.

To the suggestion that options might be taken out on property where surveys are taken, Mr. Fulton said this is not practical.

From Sandwich West, Reeve Lawrence Brunet said an appeal has been made to the deputy minister of highways reminding him of the Sandwich West Council resolution of 1953 which opposed the north branch of the super highway.

Quoting from his letter to the deputy minister, Mr. Brunet said, "The township is content to have the highway join with No. 3 and then follow Huron Line to the bridge."

The north spur which joins with Dougall road, Reeve Brunet said, cuts through farms and funnels traffic into the busy downtown section of Windsor.

He said this route will cause untold damage to the township because it will remove valuable lands from the assessment rolls and also results in the loss of sites which might be developed as valuable assets in the community.

Reeve Brunet said the proposed route will also hamper normal transportation in the immediate area.

"There are ample access roads to Windsor for those who wish to go there and with the new highway ending just at No. 3, there would still be ample roads into Windsor and few farmers would be hurt."

12—THE WINDSOR DAILY STAR, FRIDAY, JULY 15, 1955

Department Offer Angers Farmers

Hearing July 27 to Set Stage For Showdown on Superhighway

Farmers in a Sandwich South area mapped for the new four-lane Highway 401 will picket their lands if necessary to keep construction machinery from moving in unless they get a better deal than has been offered them by the Department of Highways.

"We'll go on picket duty 24 hours a day if necessary," Joseph P. Hayes told The Star today. His family has farmed the area for generations.

Grading on the new highway in the vicinity of Concession 9 of the township has been temporarily halted. A hearing has been scheduled for July 27, in Windsor, when the property owners will be asked to show cause why a warrant should not be issued by the county sheriff authorizing contractors to move their machinery onto the disputed land.

The farmers interviewed this morning are determined and in a fighting mood. Those whose lands will be affected will lose on the average about 10 acres. They are not happy about the highway going through in the first place, but they are more concerned with what they term the "unfairness" of the highway department buyers.

"They make no distinction between a farm which is highly productive and those which are just average or below it," Mr. Hayes declared. "It's all just farmland to them. I'm ashamed of the Department of Highways. They're just not fair."

A dozen of the largest type of earth-moving and grading machines are standing idle waiting word that a settlement has been reached. Workers have had no clashes with the farmers and have instructions not to force their way onto any property the owner of which has not settled with the government.

In addition, according to the farmers interviewed, most of the construction men are unionized and would not cross a farmers' picket line.

In the case of Mr. O'Neil particularly, his property will be cut practically in two. An overpass will be built over the section of the new highway and a clover-leaf access road will cut into another part of it. Some of the larger machinery he uses on his farm will be difficult if not impossible to manipulate in the odd-shaped fields which will result from the highway construction, he said.

Keystone Contractors of Windsor, the firm doing the work on the new road, estimate that about two and a quarter miles of the project are affected by the stand of the farmers.

Harry Holland, Q.C., Windsor lawyer, who is acting for the Crown, explained that the department has a legal right to move onto the lands now should it so desire. Expropriation proceedings, he said, automatically gave title to the Crown. The department, he added, has a policy of not doing anything which would bring about violence or a show of force between the farmers and the contracting employees.

Farmers who are making the most determined stand include: Mr. Hayes; his cousin, Roy Hayes (who could not be reached for comment) Frank Jobin and Gordon O'Neil. All own lands in the Pillette road area, have farmed there all their lives and strongly resent what they term the "unfair" prices offered them for their lands.

The proposed highway, being a controlled access road, is 300 feet from one side of the right-of-way to the other. The actual pavement is comprised of two lanes, each 23 feet wide with a 28-foot boulevard between. According to the landowners interviewed, no increase in property values is likely, since nothing can be built on the new strip and there will be no demand for the property.

"The highway is not a particle of use to us," Mr. Jobin told The Star. "All it does is spoil good farming land, so far as we are concerned. We are trying to be realistic about this. We realize we cannot stop progress and have no desire to do so, but all this talk of our land values increasing because of the highway is just nonsense. We're going to find it harder than ever to work our farms."

Farmers Bar Highway Men Until

Sandwich S. Owners Take Firm Stand

30 Seek to Hurry Superhighway Moves Prior to Plowing

Provincial surveyors and highways department workers will be told to keep off Sandwich South farms through which the super highway will run until settlements with the province are reached, 30 farmers decided last night.

Aimed at hurrying Toronto officials so the farmers will know what is to be done with their lands before plowing time arrives, the motion to keep surveyors from putting in iron bars and concrete monuments was passed unanimously by the Sandwich South Highway Association at a meeting in Sandwich South town hall.

The farmers, after hearing from Don McClounie of Comber, decided to take a quiet but firm stand. Mr. McClounie told the group how settlements had been reached in his area.

The meeting, under the chairmanship of Harold Klinck, also agreed to invite top highways department officials to meet with them in the near future and to send letters to all county members of the provincial Legislature.

Most of the farmers have received notice that the highway route through their farms has been vested in the province. Only a few have received settlement offers, and none has accepted so far. Those who have received offers consider them far too low and contend the subdivision possibilities of the land have not been taken into account.

While offers will vary according to the effect of the highway on individual farms, some who had received offers indicated they worked out to about \$300 an acre. While no definite asking prices were mentioned, some farmers indicated they would want \$1,000 an acre.

Some of the actions of provincial officials have bothered the farmers. The notices they received weren't even polite, Mr. Klinck said. Nor have the farmers been paid for crops damaged by surveyors last summer.

The farmers were particularly angry about the survey stakes, wood, iron, and, in some cases, concrete. With no settlement in sight, they face having to work around the stakes and run the risk of damaging equipment, they said. It is this fear that led them to decide not to allow concrete monuments to be put in until settlements were made. One farmer said concrete posts have been on his land for three years, and still no settlement has been made.

Mr. McClounie warned that if a stand were not taken, the

Sale Pacts Made

farmers would be stalled along while work continued on the highway, and then there would be little action to take.

He also warned the farmers not to threaten any of the provincial men, but just to tell them to get off the property. If they wouldn't move, the provincial police should be called.

In the Comber area, after long negotiations, he said, all but two settlements had been reached, and the farmers felt they had been fairly dealt with in the end. He said his group had employed lawyers to bargain with departmental officials.

He particularly warned the farmers to stay away from the Ontario Municipal Board, which is supposed to arbitrate settlements. In Mr. McClounie's opinion, the board was appointed by the province and would favor the provincial offers.

He reminded the farmers that their legal position was doubtful, but it came down to a matter of which side could bluff the other.

He advised the farmers not to try to play politics. His group had tried, and hadn't got to first base, he said. All his advice was not criticism of provincial officials. Very fair settlements on drainage problems had been reached, he said.

The farmers should also try to put themselves in the shoes of the provincial officials, and shouldn't be bull-headed in reaching settlements, he advised.

The buyers were custodians of public funds and "they are taking awfully good care of the public money," he said. They couldn't go buying land "willy-nilly" at some ridiculous prices, asked, or the public, including the farmers themselves would be angry about it.

He advised the farmers to deal through their township councils in questions of keeping certain concession roads open. Deputy Reeve Ed Dumouchelle who sat in on the meeting said the township council had been given no information by the province about its intentions in connection with road closings.

Mr. Klinck emphasized the need of the farmers to know within the next few weeks what the settlements would be. Some farmers might have to look for new farms and if they couldn't get them soon, they would lose a whole year's income.

In his own case, he wanted to know about his orchard through which the highway will go. If the trees in the right-of-way are to remain there all season, they will have to be sprayed in case blight from them goes to other trees.

He said representatives of local Progressive Conservative associations had been invited to attend but none had shown up.

The motions to keep surveyors and highways men and their equipment off the farms until settlements were reached and to send letters to M.P.P.'s, were moved by John Bart, and seconded by Gordon O'Neil.

Among the others attending the meeting, which was conducted in an orderly and restrained manner, were Steve Esping, association committee chairman; Learn Harper, secretary; Frank Jobin, committee member; Wilbert Jessop, Clayton Bloomfield, Russell Lepain, Ed Hurley, Elmer Herdman, Francis Hurley, Gerald Watson, Douglas Watson and G. R. Plamondon.

Holdout Farmers Delay Work on Road To Resume Superhighway

THE WINDSOR STAR
JULY 14, 1955.

Indemnity Offer Fails To Satisfy

Sandwich South Landowners Make Arbitration Bid

Refusal of Sandwich South farmers to permit construction machinery on their property has caused some delay in proceeding with the Windsor-Quebec superhighway, but the delay is said to be only temporary.

The farmers have demanded arbitration in the matter of compensation for their land, and a hearing has been set for July 27, according to Harry Holland, Q.C., who is acting for the Crown through the Department of Highways.

Originally, five farmers had formed the holdout brigade, but one of them has settled with the department. Still to be mollified are Joseph P. Hayes, Joseph R. Hayes, Frank Jobin and Gordon O'Neil, owners of land in the Pillette road area which is required for the 300-foot right-of-way for Highway 401.

Mr. Holland admitted today that he has filed notice requiring the farmers to show why a warrant should not be issued to the county sheriff to enable contractors to move their machinery on the disputed land.

At the same time, Mr. Holland said this was merely a technical step, that the department now has the legal right to move on the land if it so desires. He said expropriation proceedings automatically vested title to the disputed property in the name of the Queen through the department.

There has been no actual friction between farmers and contracting gangs. According to Mr. Holland, the farmers made their stand regarding use of the land and the department ordered that it be respected.

This is in accordance with departmental policy to avoid trouble wherever possible, said Mr. Holland.

A spokesman for Keystone Contractors, the firm doing the grading and concrete work on Highway 401, estimated that two and a quarter miles of the project are affected by the stand of the farmers. Work has gone ahead in other portions but considerable delay has been caused in this particular section.

Mr. Holland interpreted the resistance of the farmers concerned as being quite normal in expropriation proceedings. Although they know they are unable to stop progress of the highway if the department wishes to override their opposition, the farmers resist to improve their bargaining position.

It is quite possible that some of the landowners may settle even before the July 27 hearing.

STAR - JULY 28/55. To Resume

Last of the holdout owners of farmlands in the vicinity of Highway 401 in Sandwich South Wednesday withdrew their objections to contractors moving onto their properties.

Gordon O'Neil and George Bezdán, in the presence of Judge J. A. Legris, consented to withdraw their registered objections. Work on the new highway may now proceed without interruption.

Withdrawal of their objections does not necessarily mean that full satisfaction has been given the farmers in the expropriation proceedings which cut into about 10 acres of their farms for highway purposes. The matter of compensation now becomes a private matter between the highways department and the farmer—or, if the department does not settle, then a deal may be worked out by the individual and the Ontario Municipal Board.

Originally there were about half a dozen owners who could not come to terms with the department and who engaged legal counsel to defend their stand against the contractors cutting across their lands. One by one they have withdrawn their objections over the past two weeks.

In every case some satisfactory adjustment in price or conditions of the deal between the farmer and highways department was made, and it is now assumed that the last two holdouts have at least some promise or assurance of getting a satisfactory adjustment.

No prices have been announced, but the owners claim their lands are among the choicest farming areas in the township. It is quite likely that the highways department has had to raise its original offer in most cases.

STAR - JULY 8, 1955 Lay Cement On 4-Lane Super-Road

**Award Contracts
For 2 Bridges
On Highway 401**

First concrete was laid Thursday on the western end of Highway 401, the new province-wide four-lane strip which will soon carry motorists from the Michigan to the Quebec borders.

The initial western strip, being built by Keystone Contractors of Windsor, begins at concession 11 of Sandwich South Township, about a mile and a half south of Highway 2 and about seven miles from the city limits. Approaches to the city will be built later.

Coincident with the concrete-laying, the first of which was poured about 10 a.m., the Department of Highways announced from Toronto that contracts have been awarded for two of the numerous bridges which must be built to carry the new highway.

Deputy Minister M. A. Elson made known that Eastern Construction Company was the low bidder on both contracts. The company will build one bridge 2,100 feet west of Walker road in Sandwich South Township at a cost of \$58,231.75 and the other at Howard in Sandwich West Township for \$76,528.75.

The long strip of road which began Thursday is being laid with the most modern equipment available and is expected to proceed at about 1,200 feet a day, being stepped up later to 1,800 or 2,000 feet if possible.

A fine gravel coating has been laid down as a bed for the concrete. Actually the concrete is being poured in four strips, each 11 and a half feet wide. Two of these (a total of 23 feet) will form the eastbound lane and two others the westbound. In between will be a 28-foot boulevard, sloping gently and later to be sodded with grass. The concrete is nine inches thick.

Steel forms keep the soft concrete in place until it hardens. The metal sides of the forms are oiled so they can be quickly stripped away when one section hardens and laid forward to carry another section.

The heavy steel tops of the forms also act as rails on which operate the spreaders, finishers and longitudinal floats, (or final smoothers) all latest type of machines used in highway construction. Today there is very little shoveling by hand.

Before the concrete is poured, a heavily-impregnated paper is laid on the soft gravel to prevent moisture in the concrete being too readily absorbed. As the nine inches are poured and leveled off, burlap is laid carefully over the finished road and a hose turned on.

This prevents the surface from drying out too quickly. A major objective of highway builders is

to have the concrete harden uniformly from top to bottom.

Ample supplies of water at the right point and in the right amounts poses another problem for the highway contractor. Keystone, at the moment, is drawing water from a pond by truck tanker, pumping it into a huge tank installed at the site of the highway, then pumping it from the tank to the huge mixing machines directly at the job.

While the western end of the highway is being laid, other contractors are at work on other stretches of the 28-mile strip as far as Tilbury.

Original plans call for the completion of the job this fall, but engineers on the job will not commit themselves. Approaches, bridges, all the jobs that must be done before the controlled-access road is ready for cars, can mean delays, all of which are not predictable.

But Highway 401 will match anything being built today, say those close to the job. It will be a smooth road, a direct road and a traffic artery capable of meeting the heavy demands made upon it.

The biggest road-building job ever attempted in these parts is well on its way and before the snow flies again, should be carrying motorists seeking relief from the more crowded, less direct ways of reaching their destinations.

JULY 19, 1955

8—THE WINDSOR DAILY STAR

3 Farmers Still Halt Road Work

**Equipment Moves In
As Papers Signed
With Two Others**

Two property owners, who have been persistent holdouts in reaching agreement on a price for land needed for Ontario's new Highway 401, have settled, it was announced Monday. Three others are standing firm.

Joseph R. Hayes and Frank Jobin came to terms within the past week. Joseph P. Hayes (a cousin of the first named), Gordon O'Neill and George Bezdán now form the last barrier to contractors moving in on their lands. All are residents of the 8th and 9th concession area of Sandwich South Township.

No details of the price paid for the farmland were revealed—the deals being made separately between the parties and the department of highways. But it is known that considerably more than the original offer was finally won by the holdout owners.

Actually, according to law, expropriation and remuneration for the expropriated lands, have little connection so far as legal procedure is concerned. Expropriation having been already completed, the property is now in the name of the Crown. The matter of compensation, if it cannot be settled between the owners and the highways department, is a problem for the Ontario Municipal Board, which has been called in on expropriation proceeds in numerous instances.

Because of negotiations between the land owners and the highways department, about two and a half miles of the

new highway have been delayed. With the newly announced settlements, at least one strip of the four-lane job could be proceeded with. Machinery which had been idle during the past week is on the job this morning.

While contracting firms doing the work on the highway know they have the right to move on the expropriated property, there have been no clashes between farmers and contracting employees. The latter have orders settlement has been reached before going into the fields with their bull-dozers and earth-moving machines.

A hearing before County Judge J. A. Legris is scheduled for July 27, but it is hoped before that

date there can be a satisfactory agreement reached with the holdouts. The hearing is planned by counsel for the Crown who will ask that cause be shown why a warrant should not be issued granting contractors the right to move their machinery onto the disputed lands.

Mr. Hayes of the holdout group said last week that unless a more favorable offer is made for his land than the one now pending, he and other farmers will picket their lands if need be, should contractors try to enter it. Since most of the contracting employees are members of unions, it is quite likely they would respect a picket line.

Highway Land Offer Holdouts Drop to 2

THE WINDSOR STAR - JULY 22, 1955.

Opposition to Highway 401 contractors entering his lands has been withdrawn by Joseph P. Hayes, one of the strongest of the group of holdout farmers in the Sandwich South area where the new controlled-access road is being built.

Mr. Hayes could not be reached for explanation, but the fact that he had changed his former position was confirmed by his family and by legal counsel for the Highways Department.

The farmers were holding out for a better deal on the expropriation of their acreage. The fact that Mr. Hayes has withdrawn objections does not mean that he has settled with the department on a price. His family stated today no settlement has been reached.

Two others who were holding firm earlier this week, Gordon O'Neill and George Bezdán, could not be reached for comment, but it is understood they have not yet come to terms with the government.

Originally there were half a dozen farmers holding out, but the

number dwindled to three earlier this week.

A week ago the farmers stated they were prepared to picket their lands to keep contractors from going to work. Matters never reached that stage. The Keystone Contractors, Limited, of Windsor, had no intention of pressing the matter that far. Their own union employees would have become involved if they crossed a picket line of farmers.

The highway's first 26 miles are expected to be completed before the end of the present year. It is being built on a right of way 300 feet wide. Its 9-inch-thick concrete roadway will consist of two lanes, each 23 feet wide and a boulevard between which is 28 feet in width.

Farmers, Highways Officials Discuss Expropriation of Land For New Road



Sandwich South farmers and Highways Department representatives met at Oldcastle town hall last night to discuss expropriation of farmland for the projected new superhighway. From left, are Mr. E. Robson, Department of Highways;

Mr. F. Jobin, Sandwich South Highway Association; Mr. C. R. Belyea, economist; Mr. S. Eping, Highway Association; Mr. J. K. See, and Mr. A. F. Flintoff, Department of Highways.

WINDSOR STAR (Star Staff Photo) FEB. 9, 1955

First Concrete Coating Poured on Superhighway

THE WINDSOR STAR - JULY 8, 1955.



What used to be part of a farmer's field, just east of the 11th concession of Sandwich South Township, yesterday received the first concrete to be poured into what will be Ontario's newest and finest province-wide Highway No. 401, near its western terminus. The scene above is an overall view of the

paving operation just a few hours after it began Thursday about 10 a.m. The four-lane, controlled-access highway is being laid in four strips, each 11½ feet wide, providing a 23-foot eastbound lane and a westbound lane of the same width. In between is a 28-foot boulevard. The right-of-way from boundary

to boundary is 300 feet wide. Engineers on the job claim it will be among America's finest roads when completed. The first 26 miles, including bridges and approaches, are expected to be finished this summer. While the scene above was being enacted, other contractors are starting work on other sections.

Major Grading on 401 Gets Started in Spring

Work Throughout Winter to Finish Walker Rd., Highway 98 Underpasses

Construction of the Windsor terminals for Highway 401 will progress throughout 1956 with major grading work starting in the early spring.

Throughout winter months work will continue to finish the Walker Rd. and Highway 98 underpasses for the new highway and concrete and steel work for the bridge which will carry Highway 401 across the Chesapeake and Ohio and New York Central rail tracks at Pelton.

Frost in the ground will prevent any grading for the two major approaches into Windsor but work on these is expected to start by mid-March.

The main highway is paved from Tilbury to approximately Walker Rd. with the exception of a four mile strip on one lane which will be paved early next year.

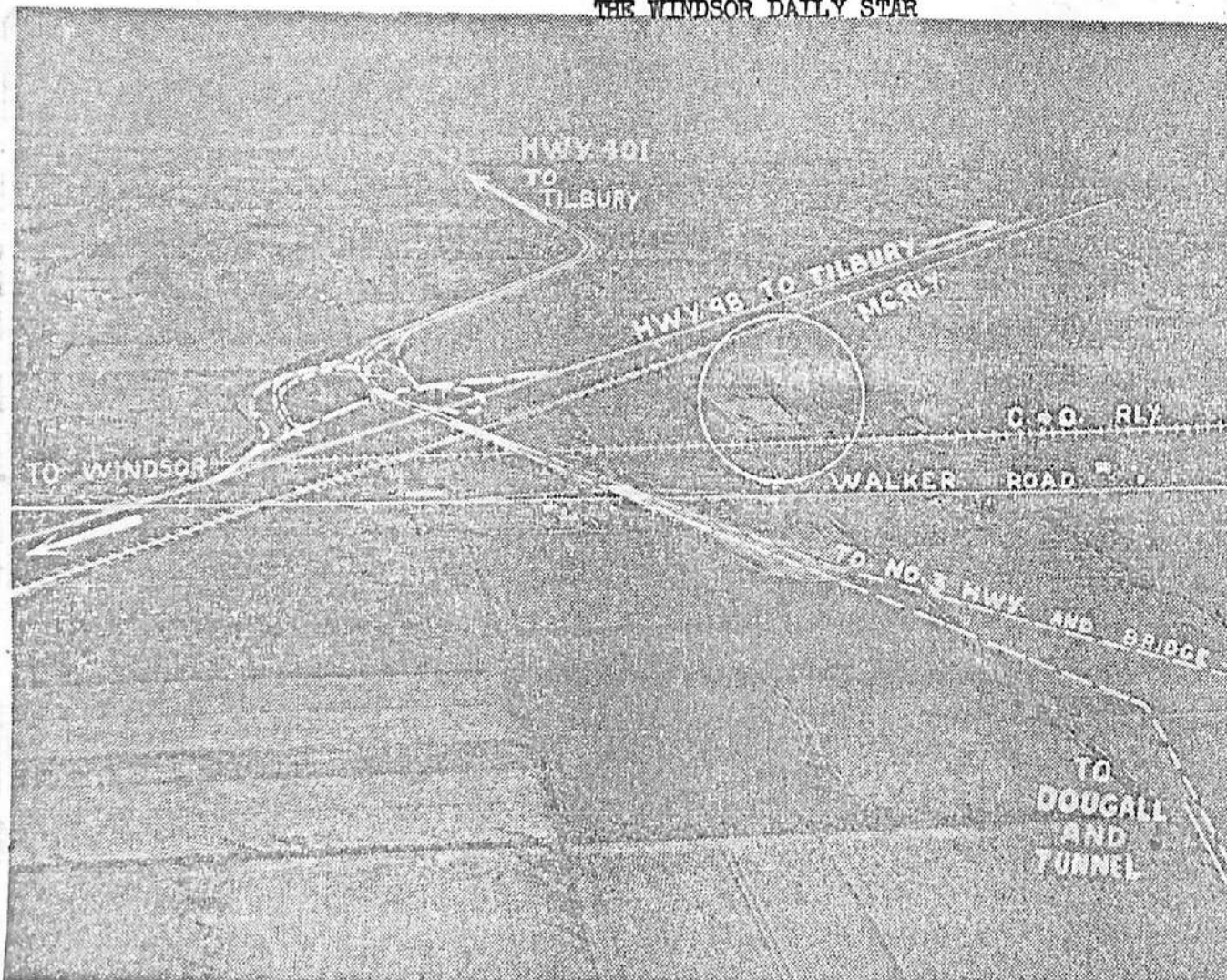
This section is expected to be open for regular use by the time the tourist traffic begins to flow heavily.

Work on the Windsor entrance will not be completed until at least 1957.

There is still considerable work to be done along the Highway 401 stretch from Tilbury to Windsor in completing overpasses to carry the main sideroads across the super highway and considerable of this work probably will be done during the next year.

SATURDAY, DECEMBER 31, 1955

THE WINDSOR DAILY STAR



READY FOR TOURISTS—The main stretch of Highway 401 between Walker Rd. and Tilbury will be opened for the 1956 tourist season and throughout the winter months work will progress in building the bridge over the railway tracks at Pelton Junction, on the outskirts of Windsor. During 1956 work will proceed in grading the entrance of Highway 401 into Windsor

with leads feeding to No. 3 Highway and to Dougall Rd. The aerial map shows the new highway as it ribbons from Walker Rd. to Tilbury. The dotted lines show the linkage of the new highway over the railway tracks and at the lower right, the diversion of the highway to the two Windsor entrances is indicated. The highway is part of overall Ontario expansion.

Oldcastle Rd. STAR-JUNE 22, 1960. Contract Let

OLDCASTLE — Contract for cleaning the Oldcastle Rd. drain and relocating the branch on Walker Rd. has been awarded. E.V.N. Contractors of Windsor for \$5,150.

This bid was the lowest of four received by Sandwich South Twp. Council. There was little difference between them, with the highest at \$5,325.

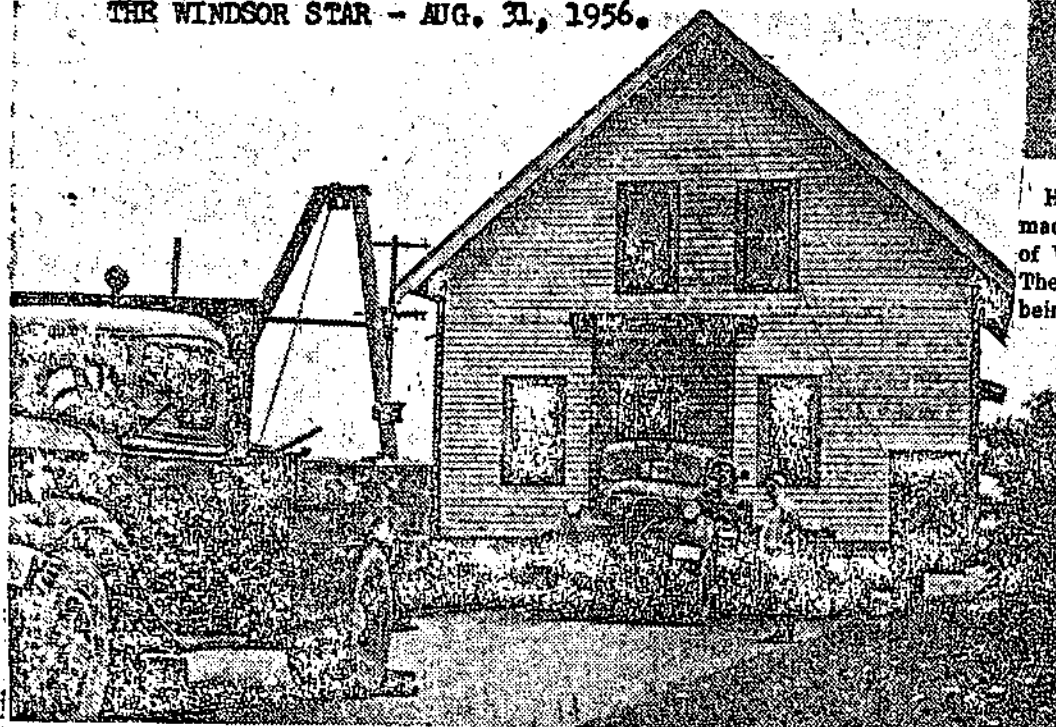
The cleaning and relocation of the drain is far from being the most expensive part of the job. Ontario Hydro is moving back poles at an estimated cost of \$10,000 and Windsor Suburban Roads Commission will award contracts Thursday for 10 access bridges at an estimated cost of \$16,560.

New lights were turned on the No. 98-401 highway exchange the past week and many have claimed it is a beautiful sight at night. When all lights are finished the northern part of this area will be well lighted. Parr Brothers, former residents of this district and electrical contractors, gained some of the contracts in this district. **ESP. JULY, 1959.**

Municipal Paving have moved equipment into this area for the re-surface of black topped roads that felt the winter wear.

Essex County road crews are doing a job on much needed work on North Talbot that we hope residents will be thankful for. **ESSEX FREE PRESS AUG. 14, 1959.**

THE WINDSOR STAR - AUG. 31, 1956.



DISPLACED BY 401—Six houses are being moved to make way for an overpass for Highway 401. This house is being moved along

North Talbot Rd., between Howard Ave. and Walker Rd., to its new location, a trip of about a mile. (Star Staff Photo)

Here is a closeup of some of the modern machinery being used. Keystone Construction of Windsor is building this particular section. The nine-inch-thick slab seen in the photo is being poured at the rate of about 1,200 feet a

day. The spreader on the left is doing the work formerly done by hand methods, while immediately behind are two finishing machines which pack down and smooth out the mixture. (Star Staff Photos)

The house at left was set down on the Frank Burke farm across the lane from the farm residence and became the home of the Bernard Burke (Betty Deslippe) family. Following the death of Bernard, Betty married the other brother Wilfred and still resides there in 1975.

Petition Ontario Government

Farmers and residents are circulating a petition throughout the area to call a halt by the Ontario Department to call a halt to cutting off the eighth and twelfth concessions crossing the new 401 Highway in Sandwich South Township. Business men south of the highway also are in earnest as to the department closing off these two roads leading to grain elevator and other business places that are mainly along No. 3 Highway.

Department of Highways had proposed to close off a number of crossroads between here and Tilbury to save expense of overpasses. **ESP. OCT. 9/59.**

Residents here are not in favour for the reason they must travel to elevators with tractors and wagons over busy roads.

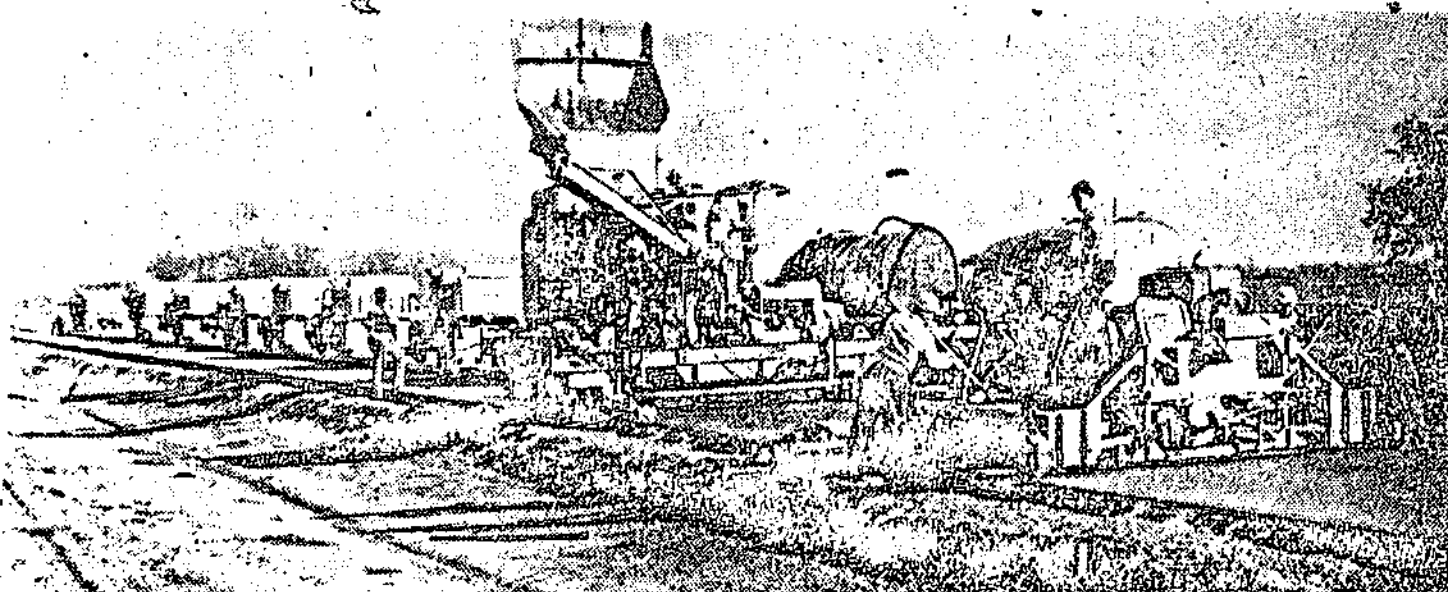
Closing of these two roads would cut off all travel by side-road and force users to travel by way of Walker Road or No. 2 Highway.

THE WINDSOR STAR
OCTOBER 29, 1955



Construction of bridges and necessary ramping for Highway 401 where it crosses Highway 98, Walker Rd. and two railway tracks, is proceeding quickly as part of the multi-million dollar

highway construction job. The photo above shows the bridge being constructed over Walker Rd. by Keystone Contractors Ltd. and the extent of ramping.



The largest concrete paving project undertaken by the Ontario Department of Highways since the late 1920's, Highway 401 leading from Tilbury to Windsor called for the assembly of 2,000 worth of heavy equipment and the employment of

more than 1,000 men. The 26-mile dual lane highway is nearly complete at this point except for the Windsor entrance. Shown above, cement machinery is shown in action laying part of the final section of the highway.

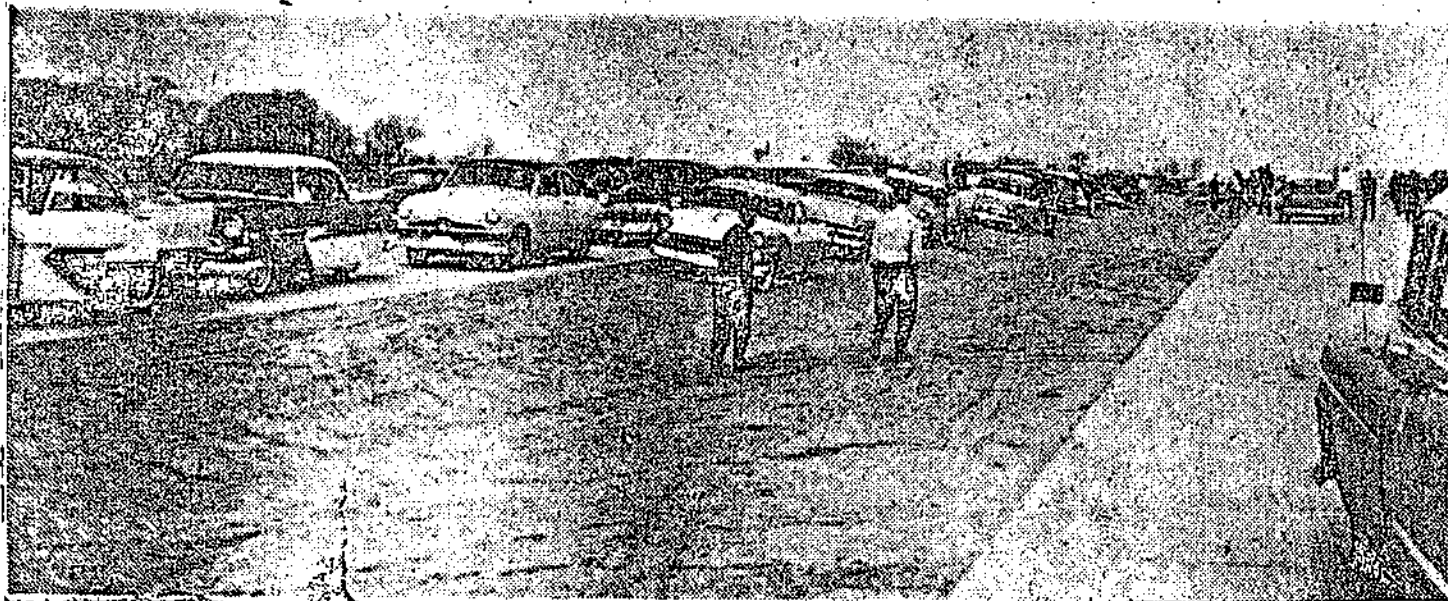
Ask County STAR - NOV. 23/60 Take Road

OLDCASTLE—Essex County will be asked to take over control of Con. 9 in Sandwich South Twp. strictly in a trustee role.

As the resolution was passed by Township Council, Reeve Edward J. Dumouchelle explained Riverside Suburban Roads Commission was prepared to assume control of the road to link Jefferson Blvd. with Highway 401. Control had to be assumed by the county for a year before the eventual transfer could be made.

Mr. Dumouchelle earlier broached the matter at a meeting of Essex County Council's roads committee and was advised to bring in a resolution. At the same time it was suggested the township might like to take back Con. 8, now a county road, so that it would be an exchange of roads.

THE WINDSOR STAR - APRIL 16, 1956.



New Highway to Open Soon

Highway 401 running between Windsor and Tilbury will be opened to public travel on or about August 14th, Hon. William Griesinger, minister of public works, advised Tuesday.

Meanwhile many people are making use of the new four-lane highway.

There will be no official opening ceremonies until the overpasses are completed on the Windsor end of the highway. At present the new road is completed through as far as Walker Road. **EFP. AUG. 10, 1956.**

Oldcastle Rd. Bids Called by Council

STAR - JUNE 13/55.
OLDCASTLE—Sandwich South Council has taken action to improve the section of Oldcastle Rd. between Highways 3 and 98. It has called tenders for the supply and application of tar and chips.

Bids will be accepted by the township clerk, Bert R. Bedford, until 12 noon, Aug. 16.

Sandwich South Township is in the process of widening the Oldcastle Road from the Oldcastle Co-Op to Walker Road. Widening has been needed to this strip of road for some years. Farmers delivering grain to the Co-Op and tomatoes to the tomato station use this road to great advantage and escape heavy traffic on both No. 3 Highway and Walker Road. **7/11/56**

THE WINDSOR STAR MAY 25, 1965. Dinsmore Produces Lowest Bid

Three Miles
Being Widened
For \$239,000

The Windsor Suburban Roads Commission has accepted a \$239,000 tender by Dinsmore Construction Co. for the reconstruction of approximately three miles of Walker Rd. between Highway 3 and County Rd. 20.

The Dinsmore bid was the lowest of five received. Others were \$244,000 by Woollatt Construction, \$248,000 by W. S. Fullerton Construction, \$249,000 by Marentette Bros. Construction, and \$265,000 by Sterling Construction.

The project will be the largest of the year undertaken by the commission.

Plans call for the travelled portion of the road to be widened from 20 to 22 feet and for the surface to be covered with a three-inch asphalt top. Work will begin within a week and is slated to be completed within 85 days.

The project has been necessitated because of a general deterioration of the road.

UNSCHEDULED OPENING—A section of Highway 401 near Concession 2, Rochester Township, received an unofficial christening Sunday afternoon when some speed fans staged unscheduled auto races. About 2,000 persons gathered to watch the half-mile sprints made from a standing start. One side of the new highway was used for parking and the other side for the "drag strip."

Impromptu Drag Strip THE WINDSOR STAR - APRIL 16, 1956.

2,000 Watch on Highway 401

ST. JOACHIM—Impromptu car races on an unopened section of Highway 401 created a real "drag strip" Sunday afternoon.

More than 2,000 persons clustered about to watch the half-mile sprints near Concession 2, Rochester Twp.

Dozens of late-model cars were pitted against each other in tests of getaway speed.

The contests were not sanctioned by anyone and were not regulated by any official rules. However, observers reported no rowdyism and no accidents.

There were a few brief halts in the meet as O.P.P. patrol cars arrived on the scene, attracted by the crowd of cars and people. The event was allowed to continue, nevertheless.

Majority of the cars competing were 1955 and 1956 models. Older vehicles had their motors tuned to the last degree and were loaded with fancy chrome trimming.

Ducharme Ave., in Roseland, has been re-surfaced into a fine road. It is said now that some motorists use this road for a speedway to endanger lives of pedestrians. From reports steps have been taken to curb the speed of cars. Not only do motorists need warning but children need warning also to play in the home yard and not on the road and avoid being hurt. From reports the township is planning for parks in that area for children to play in and not on the streets. **JULY 11/58.**

R.T.P. who plan on going to Essex would be well to watch their foot on the gas near the thirty mile zone. From reports some local travellers were nipped by the law doing slightly over the thirty limit. Times are tough and hard hit speed tickets dropped the money bag lower.

Road Plan Snags

WINDSOR STAR
NOV. 1958
Widening Cost Jumps \$10,000

OLDCASTLE—The widening of two miles of Walker Rd. immediately south of Highway 3 has hit a \$10,000 snag.

Original estimate of the cost, which includes moving the Oldcastle Drain to provide for the added roadbed, was \$38,000.

Writing to Sandwich S. Council, C.G.R. Armstrong, the township engineer, pointed out it was proposed to move hydro poles back to allow the widening.

He had been advised by Ontario Hydro that as the poles are on private property, the township would be required to pay the total cost of this part of the project, an estimated \$10,000.

Another proposal was to move the drain so it would cut

through the edge of lawns. This would entail the construction of numerous culverts. The suburban roads commission may be asked to bear this part of the cost.

The widening program was instituted by the former county engineer, John Adams, councillors said, and perhaps the new engineer would have a change in outlook. The past proposal called for an 88-foot road allowance instead of the standard 66 feet.

It was decided to leave the decision until members had a chance to talk with Robert Lee, the new county engineer.

Will the Real Land Owner Please Identify Himself!

The Windsor Suburban Roads Commission would like to buy a small piece of property where Con. 7, Sandwich South Twp., meets Walker Rd., but doesn't know whom to approach.

A plan of expropriation has been filed on the property and Con. 7 rerouted to meet Walker Rd. at a right angle.

Since early last year the commission has been negotiating with John Zelenak, the registered owner, without a decision being reached. In the meantime two appraisals have been secured.

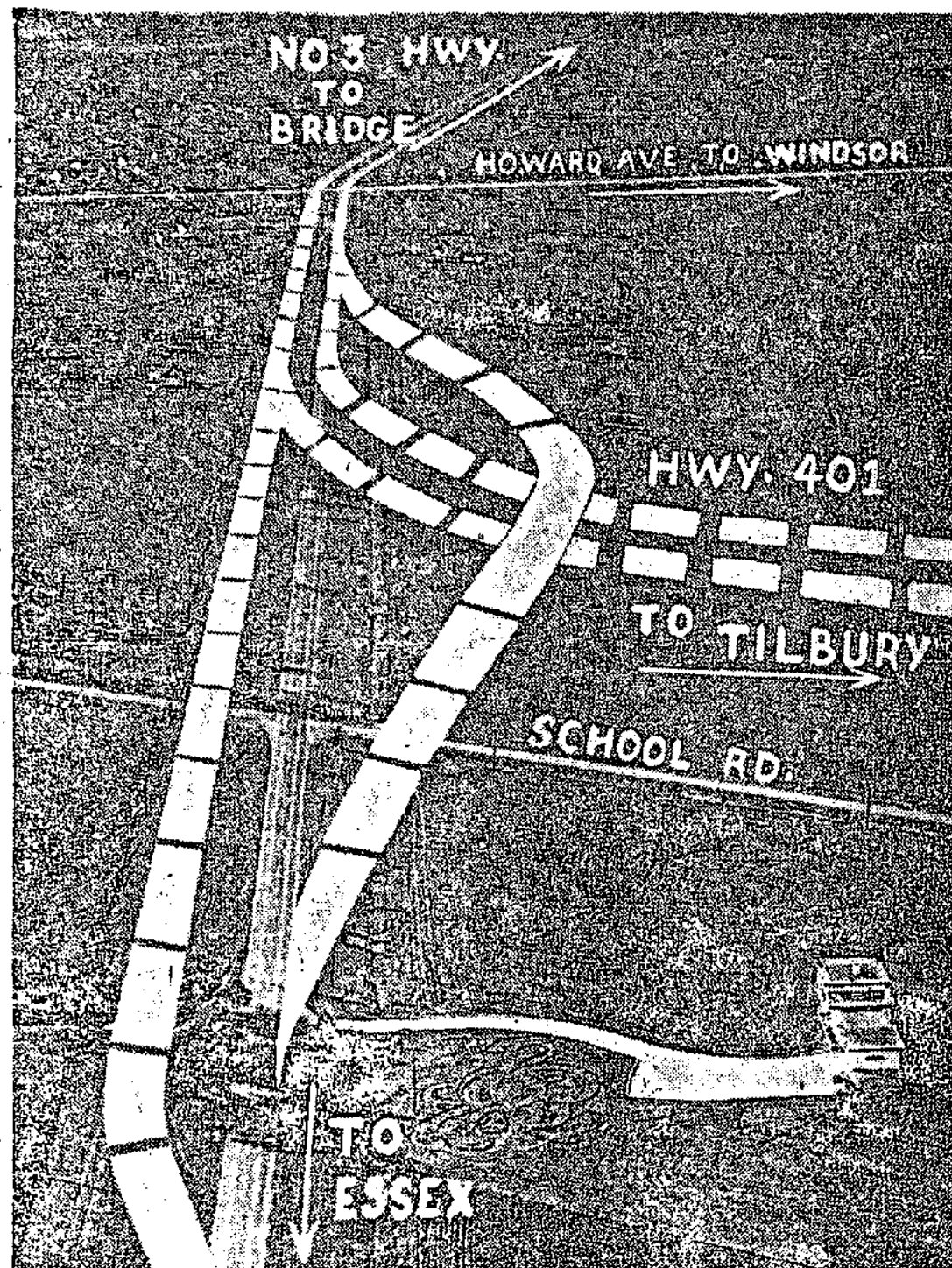
Late in the year the commission was made aware of two developments. The whole property, including the triangular wedge required by the commission, has been sold by Sandwich South for taxes and the commission has received a letter from a man claiming to hold a registered mortgage on the property.

The engineer has been asked to check with the commission's solicitor to determine the right person to approach in further negotiations.

STAR

JAN. 11, 1964.

Opening First Superhighway Link



Still Need Four Miles Of Paving

Windsor-to-Tilbury Stretch Like Ribbon Through Countryside

By JACK KENT
Star Staff Reporter

Highway 401, from Tilbury to Windsor, is a fact now but it won't be until late spring before it is in general use by the public.

Lying between Highway 2 and Highway 98, the new 26-mile super highway stretches like a white ribbon through the countryside. All but four miles of paving will be completed this fall and a month-and-a-half of work will complete the job in the spring.

The entrance to Windsor is not included in this phase of the work. However, contracts for the grading of the five and a half miles of the Windsor entrance have been awarded Keystone Contractors, Ltd., and work will start this fall on that phase.

The task of constructing the 26-mile dual highway from Tilbury to Windsor is the largest concrete highway paving job given by the Department of Highways since pre-depression years.

Four paving contractors are working on the job with heavy concrete mixing and working equipment worth up to \$5,000,000. The mammoth project has been carried out in record time with an assembly of equipment never before seen in this area.

Laying of concrete only started in July, 1955, and all but four miles of the east-bound lane will be completed before cold weather halts the work.

The east and west lanes are each 23 feet wide, with a 29-foot, V-shaped grassy area between.

Although the highway is not open to traffic, it is possible now to travel on the smooth new concrete ribbon from Pelton junction at Highway 401 and Highway 98 to the westerly edge of Tilbury, where the highway rejoins No. 2.

Some idea of the immensity of the project can be realized from some facts and figures.

Nearly 900,000 tons of gravel and sand have been used, along with 1,100,000 bags of cement, which would weigh about 95,000,000 pounds.

As well about 4,000,000 cubic yards of earth have been or will be moved. Grading cost is estimated at \$1,700,000.

There is a nine-inch gravel base under the nine-inch concrete pavement. Cost of the 26-mile section now nearly complete is estimated at \$5,000,000, exclusive of cost of paving materials.

From Essex County, 420,000 tons of heavy gravel have been used on the project, hauled in by truck. Railways have hauled 320,000 tons of fine gravel to the project from Preston and Paris.

Completion date is expected in 1957.

In the Windsor entrance alone there are eight bridges to be built. In the stretch of the highway now almost complete, there are or will be 10 bridges.

Eventually, all side roads will cross over Highway 401, but for a time these will cross the new dual-highway on a level grade.

County roads and main concession roads will be the first to have bridges built over the new highway.

Included as well are traffic interchanges, commonly known as clover-leaves, built at the junction of Highway 401 and Comber, St. Joachim, Belle River, Puce and Maidstone side roads.

to Public in Late Spring

Council
STAR- APR. 23, 1966.
opposes
expressway

Complaints sent
to MacNaughton
by Sandwich S.

By DON HARRIS

OLDCASTLE — Sandwich South Township Council wants an arterial road instead of an expressway for the proposed E. C. Row Ring Road.

The council has sent complaints to C. S. MacNaughton, minister of highways, objecting to a M. M. Dillon Co. report calling for an expressway with four entrances and exits, at Chrysler Centre extension, Howard Ave., Dougall Rd. and Highway 3.

The original company report, filed three years ago, asked for a major east-west arterial road to relieve overloaded east-west facilities by providing continuous routing, and acting as a distributor, intercepting major north-south arteries at grade intersections.

The council asked the highways department to make a complete economic study of the proposals, outlined in the latest Dillon report.

According to Sandwich South Council, the proposed expressway outlined in the report, which has not yet been made completely public, would deviate from the present E. C. Row alignment to "meander all over the countryside." Council members also felt the expressway would cut up farms, especially from Howard Ave. eastward.

The new route, they claimed, "tramples right over" the Ontario Department of Transport beam bearing station on Banwell Road, a situation which did not exist when original plans were presented.

The township felt the original arterial plan with exits at Lauzon, Jefferson, Pillette, Chrysler Centre extension, Walker Road, Howard Avenue, Highway 3B, Dominion Street, and Highway 3 would be more sensible and economical.

Council members said there was no justification for replacing the originally proposed \$5,000,000 arterial with an expressway which would likely cost several times the original amount.

Council said it appeared speed was the only criteria for the change and pointed out that excessive costs of an expressway were not justified in this case.

Council also asked, in the letter to Mr. MacNaughton, that serious consideration be given to land-owners who are living adjacent to the proposed road.

Copies of the letter will be forwarded to the Windsor Suburban Road Commission, the

These will give points of access or egress to and from the superhighway. All of these bridges across 401 will be 108-foot spans.

In the Windsor entrance a 425-foot span bridge will be built at Pelton, where the new highway crosses the Michigan Central and Chesapeake and Ohio Railway tracks.

The entrance to Windsor will be one of the most elaborate highway entrances developed in Ontario.

At present, many may have seen the bridge construction taking place near the Walker Rd. and Highway 98 Junction.

Dinsmore Construction Company is erecting the bridge just north of Highway 98, while Keystone Contractors, Limited, are building the bridge over Walker Rd.

Keystone Construction is moving thousands of tons of earth to build the ramps which will allow the elevated approaches for the new highway over the railway intersection.

About 1,000 feet east of Walker Rd., a road separation will be built to divert Highway 401 traffic either to Highway 3 and the Ambassador Bridge, or to Dougall Rd. and the Detroit-Canada Tunnel.

On Highway 3, the new road will join just east of the School Rd., which is adjacent to the old radio transmitter station (now a home). Highway 3 at this point will be extended as a dual highway from Howard Ave. to the junction with Highway 401.

The other branch of the new highway which leads to Dougall Ave. will feed in south of Cabana Rd. almost at Davis St.

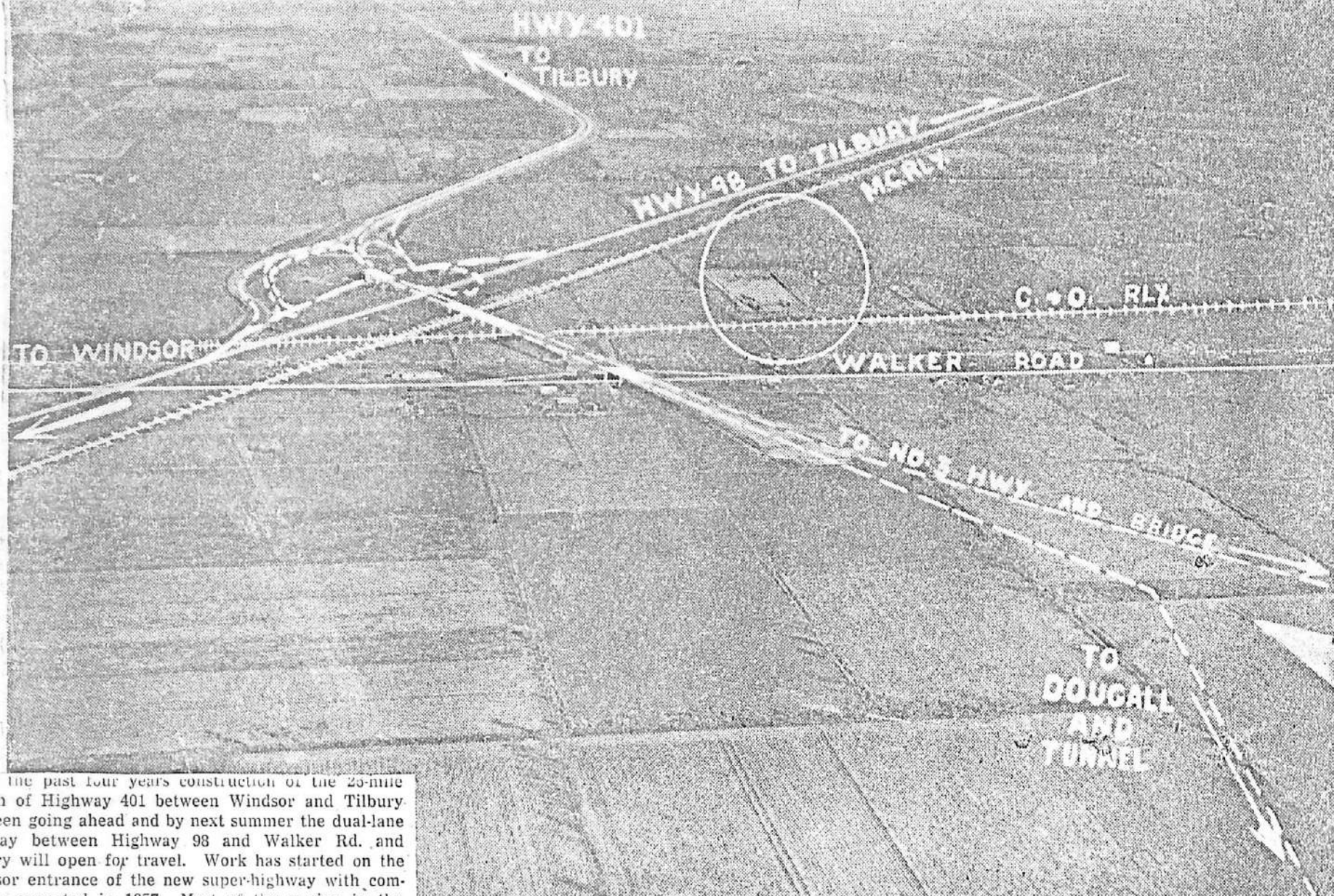
There will be diversions of Howard Ave. and Dougall Rd. at this point and a maze of roads which allow the smooth flow of traffic over, into and around the new highway.

The section of the eastbound highway still unpaved is a four-mile section between the West Belle River Rd. and 9th Concession.

With the storm of criticism currently levied at the dangers on Highway 2 between Chatham and Windsor, the opening of the new highway will be welcomed by next year's travelers.

The one sore point lies in the fact that no contracts have been let for any work in Middlesex County.

The Ontario Department of Highways has announced that it expects to open a 40-mile section of Highway 401, known as the London by-pass, next fall.



For the past four years construction of the 25-mile section of Highway 401 between Windsor and Tilbury has been going ahead and by next summer the dual-lane highway between Highway 98 and Walker Rd. and Tilbury will open for travel. Work has started on the Windsor entrance of the new super-highway with completion expected in 1957. Most of the paving in the 26-mile stretch, Windsor to Tilbury, is complete. The photos on this page, taken by Star Photographer Jack Dalglish, show the highway work which is under construction and the projections which will complete the Windsor entrance at Dougall Rd. and also at No. 3 Highway. In the aerial photo at left the entrance on No. 3 Highway at School Rd. is shown. Dual lane

traffic will be extended along No. 3 to Highway 401 and a diversion of No. 3 will allow westbound traffic to cross over the new road. The photo at the right shows the Highway 98 and 401 junction. Beginning of the new pavement is shown in the background as it lines toward Tilbury between No. 98 and No. 2 highways. The dotted lines show the planned route of the roads leading

to the Windsor entrance. The solid white area shows the 425-foot span bridge which will carry the new highway over the railway tracks. The division of the new highway, shown at the lower right of the photo, indicates the separation which will provide routes into Windsor for bridge and tunnel traffic. The circled area is a huge bowl dug to provide dirt.

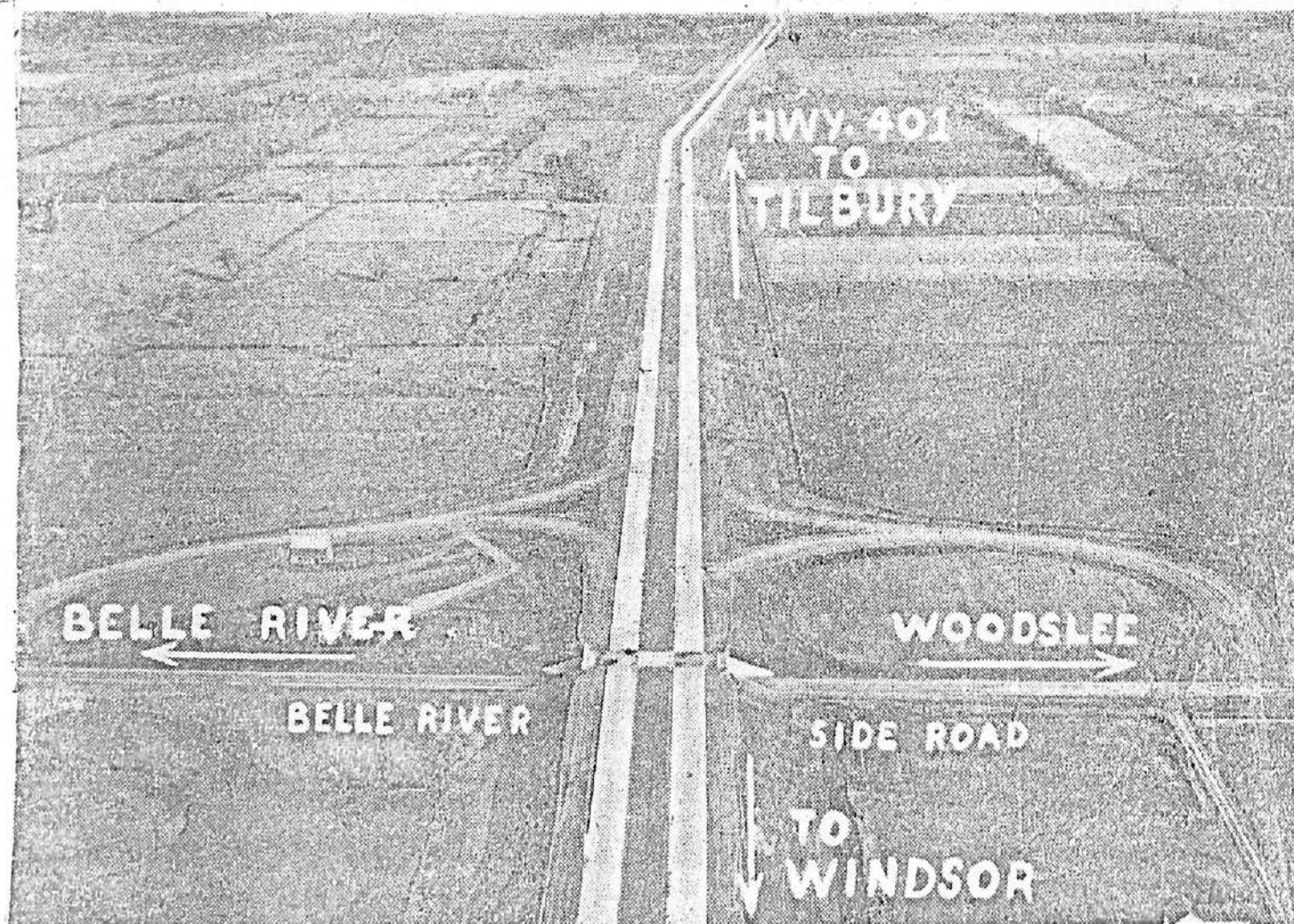
STAR - APRIL 1/65. Sandwich S. Road Outlay At \$80,000

OLDCASTLE — Sandwich South Township council has approved an \$80,000 road budget for 1965. This is approximately \$3,500 more than last year's total.

The largest single expenditure is \$40,000 for gravel surfacing. The total includes base for stone and chip treatment on roads.

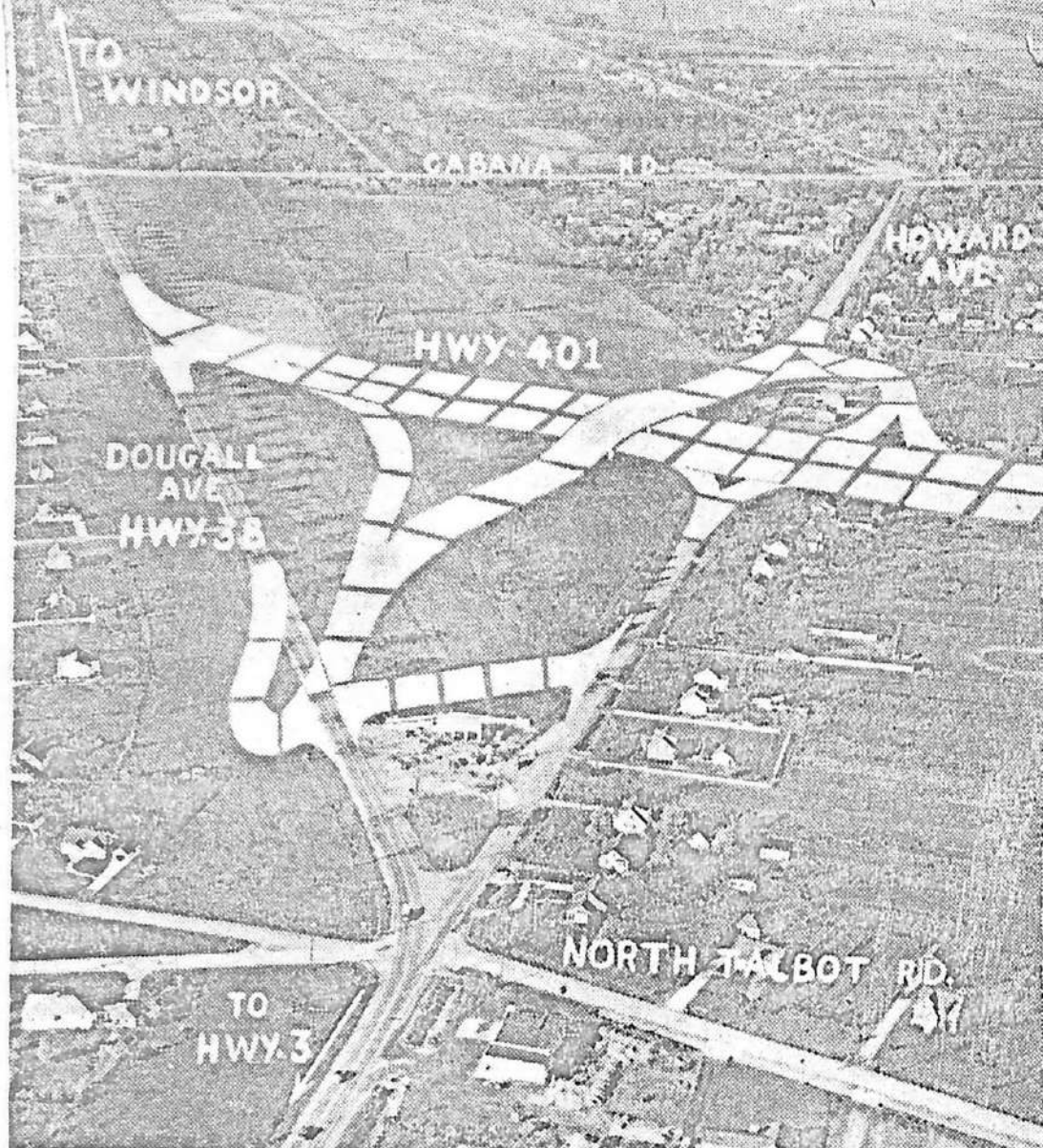
Other totals are: \$5,000, scraping; \$2,500, roadside maintenance; \$6,000, dust control; \$6,000, paving; \$7,000, supervision; \$4,000, drainage assessment; \$2,000, snow removal; \$2,600, ditching; \$800, catch basins, etc.; \$300, sanding; \$3,500, culverts; \$300, miscellaneous.

The budget will require Ontario Department of Highways approval. If this is given, the DHO will give a subsidy of about 50 per cent on the total costs.



Some idea of the sweep of the new highway and the development of clover-leaf traffic interchanges is shown in this aerial photo at the Belle River sideroad. Work has started on paving of the clover leaf which can be seen as circular sweeps providing access and egress to and from the new highway. The 23-foot

wide strips of pavement are separated with a 29-foot grassed boulevard. Overhead crossings will eventually be provided for all the roads which cross Highway 401, except at this point where the Belle River road runs under Highway 401. Other interchanges will be located at Comber, St. Joachim, Puce and Maidstone.



A maze of diversionary roads at the Dougall Rd. entrance of Highway 401 will allow a free flow of traffic on the new dual lane highway. Contracts for grading have been let for this phase of the work and completion is expected by 1957. A diversion of Howard Ave. will allow traffic to pass over the new highway

which sweeps to Dougall Rd. and a diversion of Dougall Rd. will provide a route for through traffic, leaving the present road to serve residents of the area. The aerial photo above shows with dotted lines the proposed line of the roads and diversions and traffic interchanges.

401 Overpasses

THE WINDSOR STAR - FEB. 11, 1965

Proposal for Sandwich S.

OLDCASTLE—Construction of Highway 401 Macdonald-Cartier Freeway overpasses at Concessions 9 and 11 in Sandwich South Township has been proposed.

Preliminary plans have been completed by the Ontario Department of Highways and presented to the municipal council for approval.

According to these the two-lane structures will be built large enough to provide for expansion of the super highway to six lanes when and if the need arises.

The overpasses will have an approximate 17 foot clearance and will be supported by centre columns situated on the Highway 401 median. They will be granular topped.

Plans were submitted to Sandwich South council by W. R. Kinnear, DHO regional functional planning engineer.

The construction of the overpasses is in keeping with highways department plans to eliminate dangerous level intersections along Highway 401.

The department is also in the process of eliminating final obstacles in the path of the construction of an interchange at County Road 7 immediately west of Essex OPP headquarters.

That intersection is one of the busiest and most dangerous in the county.

It has been the scene of numerous accidents including a number of fatal ones.

The Concession 9 and 11 intersections also rank high on the accident list.

\$45,000
STAR - MARCH 8/66.
budget OKd

OLDCASTLE — Sandwich South Township council has approved a \$45,000 roads budget for 1966.

This includes \$35,000 for maintenance and \$10,000 for construction.

Largest single anticipated expenditure is \$12,100 for stone and gravel patching. Dust control and overhead will each cost \$7,000.

The township has set aside \$6,500 for resurfacing the section of South Talbot Rd. between lots 294 and 301 and has budgeted \$2,000 for extending a bridge over West Branch Delisle Drain on the road.

Other expenditures are: \$1,400 for cement patching; \$1,500 for road resurfacing; \$3,000 for ditches, tile drains etc.; \$1,500 for weed spraying and brush cutting; \$500 for signs and zone marking; \$1,500 for snow removal and \$1,000 for bridge repairs.

Rexdale Area Work

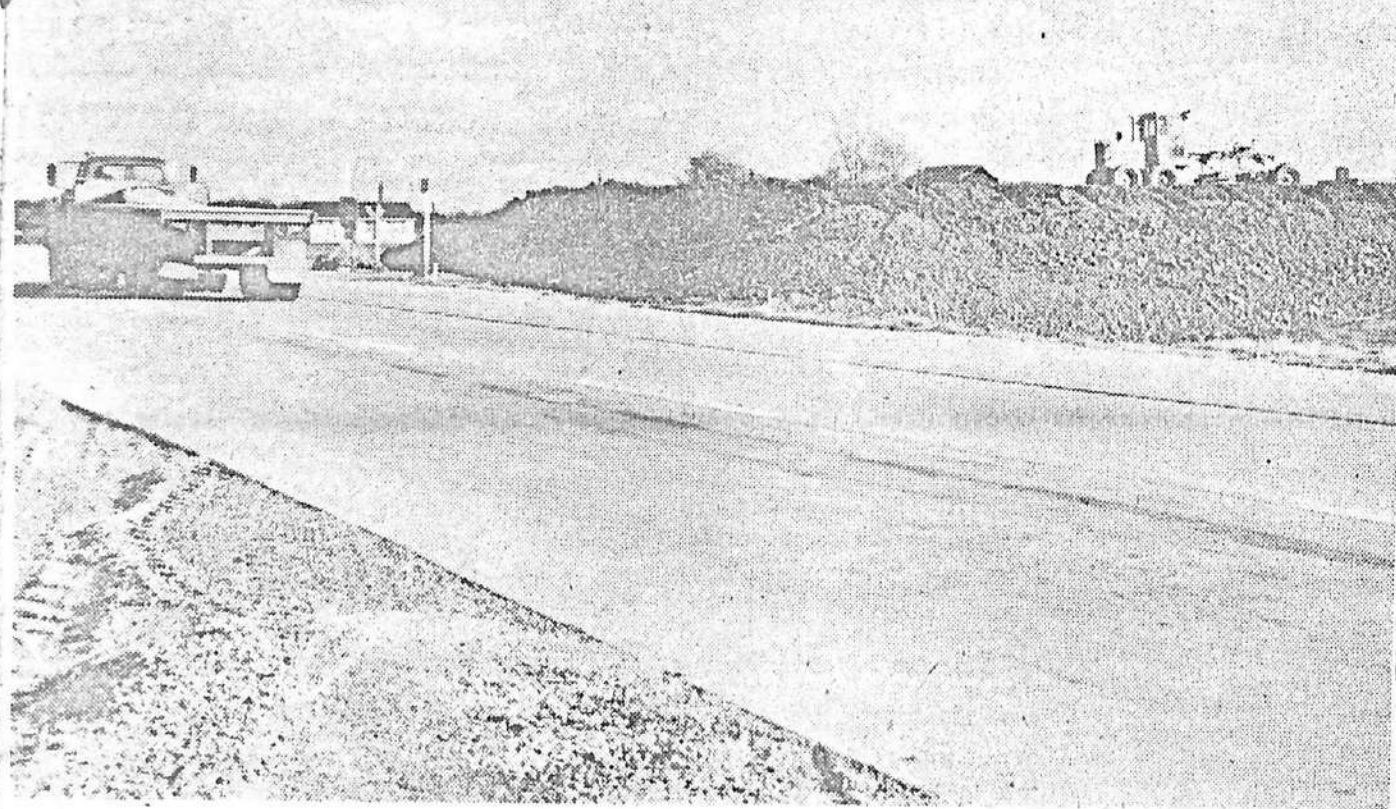
OLDCASTLE — Municipal Spraying and Oiling, Rexdale, has been awarded the contract for supplying and applying prime, stone chip and asphalt emulsion for the sections of Oldcastle Sideroad and Con. 8 Rd. between Highways 3 and 98.

The company's bid of 22.35 cents per gallon for prime, 29.65 cents per gallon for emulsion and \$4.70 per ton for stone was the lowest of two received.

Spinks Gravel, Leamington, bid 21.8 cents for prime, 30 cents for emulsion and \$4.80 for stone.

BYLAW APPROVED

OLDCASTLE — Sandwich South Township has received department of highways approval for its \$30,000 supplementary road bylaw.



401 OVERPASS—Construction has begun on the near \$800,000 Macdonald-Cartier Freeway, Highway 401, cloverleaf interchange at Maidstone-Sandwich South Townline. is being done by Keystone Construction, Windsor. The

intersection is considered the deadliest on the western end of the freeway. It is thought the interchange will be completed within a year.

(Star Staff Photo)

Blink Green Light On Superhighway

29-Mile Stretch to Tilbury May Be Set for Use Wednesday

By JACK KENT
Star Staff Reporter

Highway 401 between Tilbury and Windsor will probably be opened Wednesday to provide the most modern section of highway this part of the province has ever seen.

The new dual lane road will relieve much of the traffic load on Highway No. 2 and No. 98 and provide an almost unobstructed run from the east side of Tilbury to Walker Rd. at Windsor.

The Highway 401 entrances into Windsor are not complete and won't be until late 1957. Construction however is moving ahead on this end of the project as bridges are completed and the highway right of way is graded.

The 29 mile stretch of highway from Tilbury to Windsor provides a double lane road in each direction.

Both double lanes are 23 feet wide and on the outside edge of each is a 10 foot strip of fine stone and on the inside edge a three foot strip, providing solid shoulders.

Between double lanes is a grassed strip of land which slopes to a "V."

When completed there will be five interchanges for the new highway allowing easy access or egress from Highway 401 at logical points.

Interchanges at St. Joachim and Belle River are complete but at Comber, Puce and Tecumseh much work remains.

The Windsor entrance, which is under construction, provides routes to No. 3 Highway and the Ambassador Bridge or to downtown Windsor and the Detroit-Canada Tunnel via Dougall Rd., Howard Ave., or Walker Rd.

The Windsor entrance to the highway is now off Walker Rd. at No. 98 Highway.

Here the Highway 98 diversion has been constructed, circuiting traffic around the Highway 401 overpass construction and avoiding the confusion of railway tracks at Pelton Crossing and the junction of Highway 98 and Walker Rd.

When the Windsor entrance is completed there will be a smooth traffic flow.

A section of No. 98 highway has been cut out to make the Highway 98 diversion effective.

A driver is impressed along the 29-mile route to Tilbury to find straight ribbons of smooth concrete highway. Where curves have been engineered to break monotony, they are easy grades which require no check in speed.

At St. Joachim and Belle River bridges allow Highway 401 to pass over county roads which run north and south.

At the Tilbury end another diversion to allow traffic from No. 2 and Highway 401 to merge without confusion.

Plans are progressing for extension of the highway between Tilbury and London but a great deal of preliminary work to be done and this phase cannot be completed for several years.

For travellers, the new highway will be a boon even for the relatively short distance between Windsor and Tilbury.

Hon. William Griesinger, minister of public works, announced this week in Toronto that the new highway will be opened for general use on or about Aug. 14.

Highway officials anticipate the road will be ready on Wednesday.

There is still a final bit of work to be done and crews are hurrying to complete shoulders and sodding in a few places so the road will be ready for opening.

Heavy rains last week delayed work.

There will be no fanfare for the opening of the road until the Windsor terminals of the road are completed. At that time government officials and others will give this section of the road a fitting introduction.

In the intervening period the road will be in use.

At the beginning of this year there was a four-mile stretch of the new highway left to construct and sodding between the highway lanes. This has been completed.

Cost is not given but the project has run into many millions of dollars. It is a portion of the dual lane highway which will eventually run from Windsor to the Quebec border.

STAR-MAR. 11/68. Marentette gets 401 job

Marentette Bros. Ltd. of Windsor was awarded a contract by the Ontario Department of Highways for the construction of two flyovers on Highway 401.

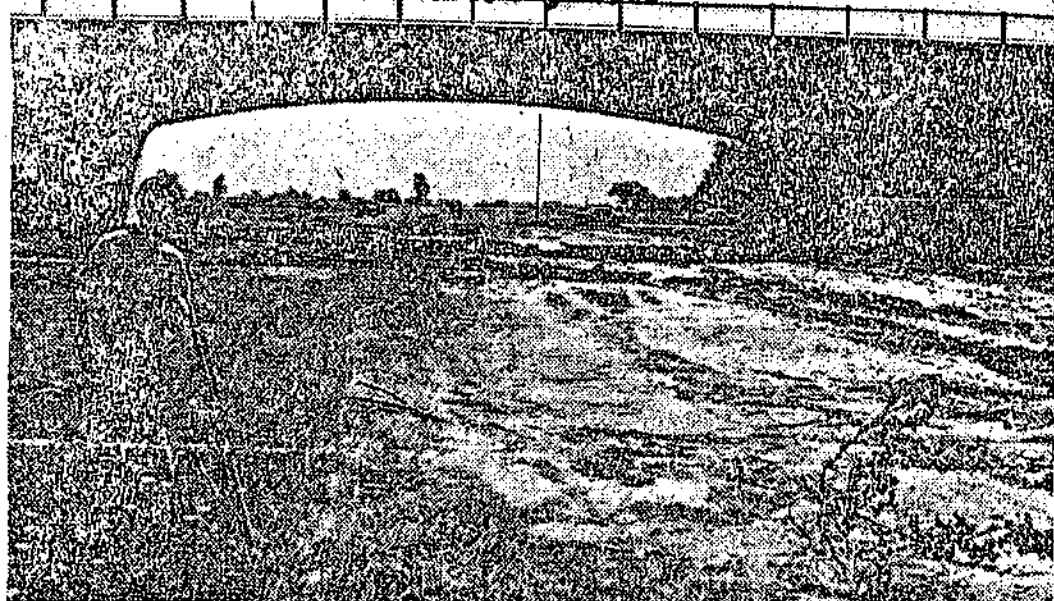
The project involves the construction of bridges to carry Essex County Road 27 and Sandwich South Township Con. 11 over the freeway.

The new bridges are located 1.5 miles and 3.2 miles east of Highway 98 respectively.

The company's bid was \$327,347.

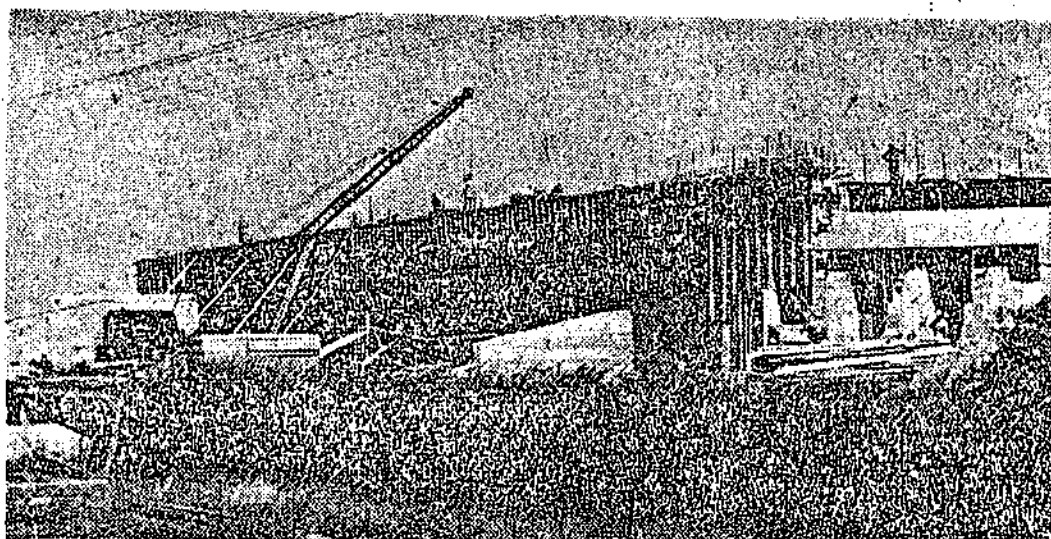
Work is to start within three to four weeks with completion scheduled four months from start.

THE WINDSOR STAR - AUG. 11, 1956.



HIGHWAY APPROACH—Construction crews are busy working on the Windsor approaches for Highway 401 and at Howard Ave. in Rose, land the new road cuts off Howard Ave. but a diversionary road will carry Howard Ave.

traffic over this bridge without interfering with the traffic flow of Highway 401. A construction worker is shown sighting his transit under the new bridge toward the section of new highway which leads toward Walker Rd.



DIVERSIONARY ROAD — At the Highway 3 entrance of the new super highway it is necessary to construct another diversionary road so that 401 traffic can flow smoothly

into No. 3. Construction workers are shown grading sections of the new Highway No. 3 overpass at this junction as the work progresses on the Windsor end of Highway 401.



BLOCK ROAD OFF — At the junction of Highway 98 and Walker Rd. where Highway 401 converges, it was necessary to cut off a section of the old Highway 98 and divert it

under a bridge carrying Highway 401 over the railway tracks and two main roads. The diversion road is shown veering to the left while the old road is blocked off.

STAR-JULY 8, 1968.

Township calls bids for road paving job

OLDCASTLE — Sandwich South Township Council has called tenders for reconstruction of approximately one mile of 7-8 Sideroad.

Township road superintendent Harvey Washbrook will accept bids until 4 p.m. July 22.

Plans, specifications and tender forms are available at the township office building.

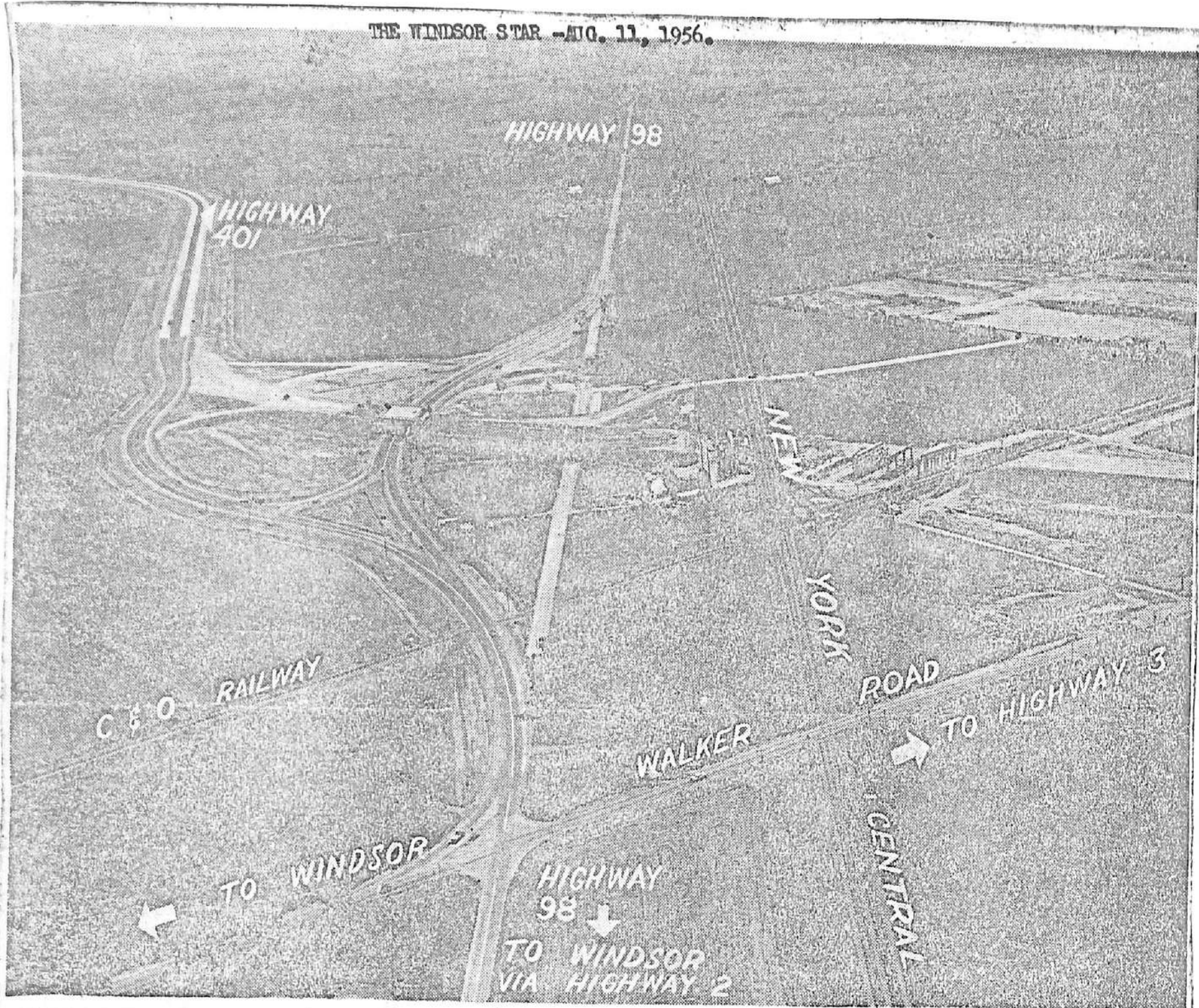
STAR-JULY 8, 1968.

Council asks tenders for road surfacing

OLDCASTLE — Sandwich South Township council has called tenders for surface treatment on township roads.

Road Superintendent Harvey Washbrook will accept bids until 4 p.m., July 22.

Plans, specifications and tender forms may be obtained at the township office building, Highway 3, Oldcastle.

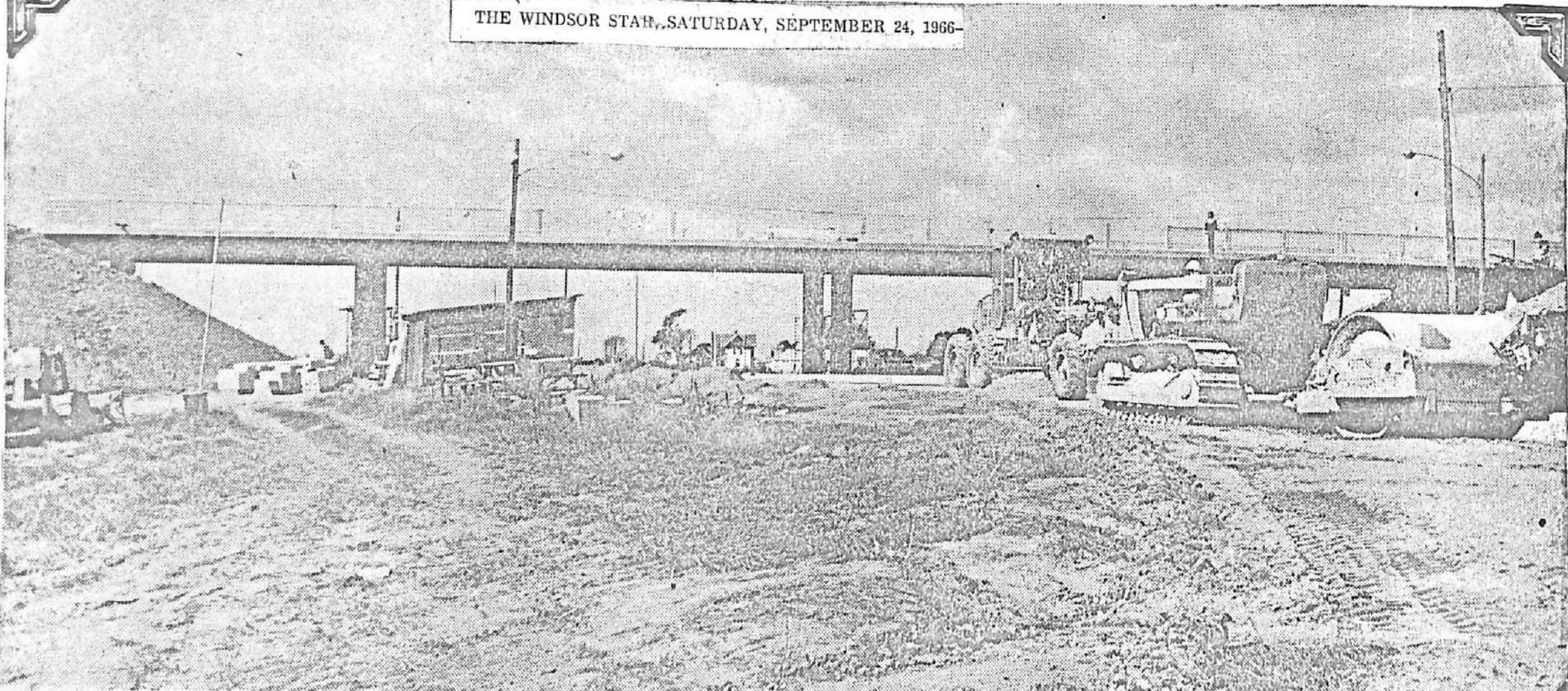


SOON READY FOR USE — Completion of the new dual-lane Highway 401 between Windsor and Tilbury with the exception of the Windsor entrance is a major step in development of the super-highway which eventually will extend from Windsor to the Quebec border. The 29-mile stretch between Windsor and Tilbury is to be opened for general use

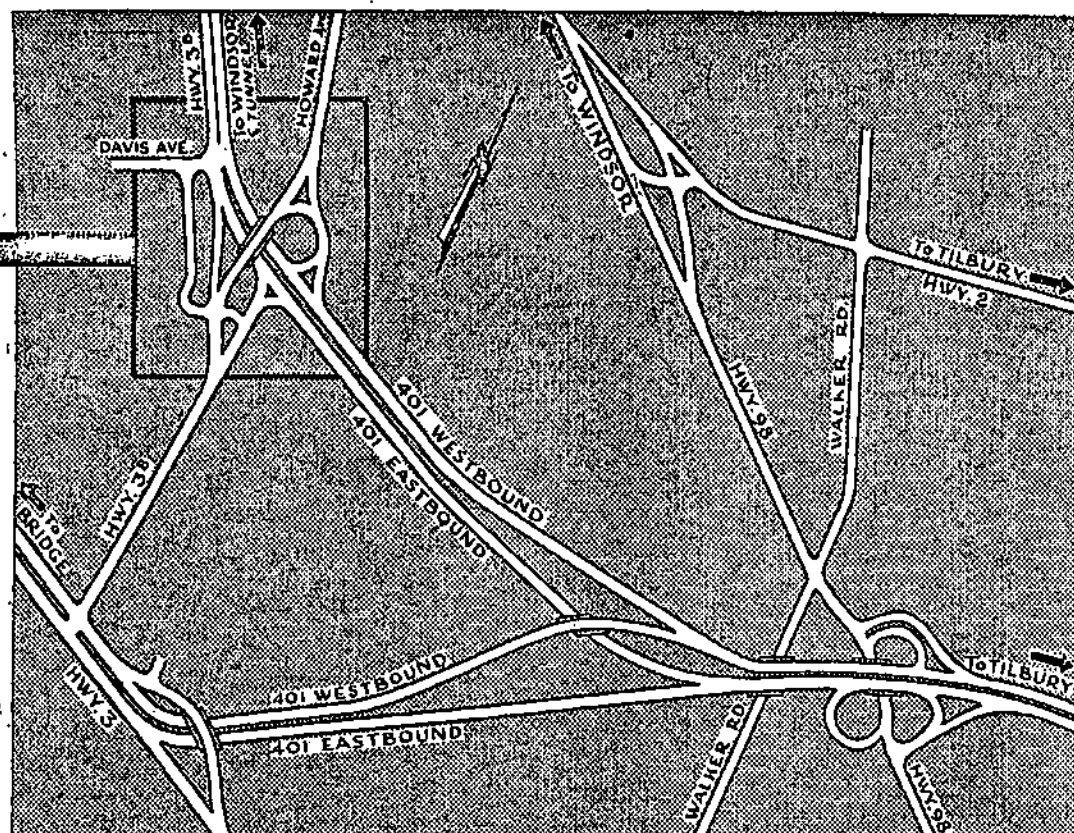
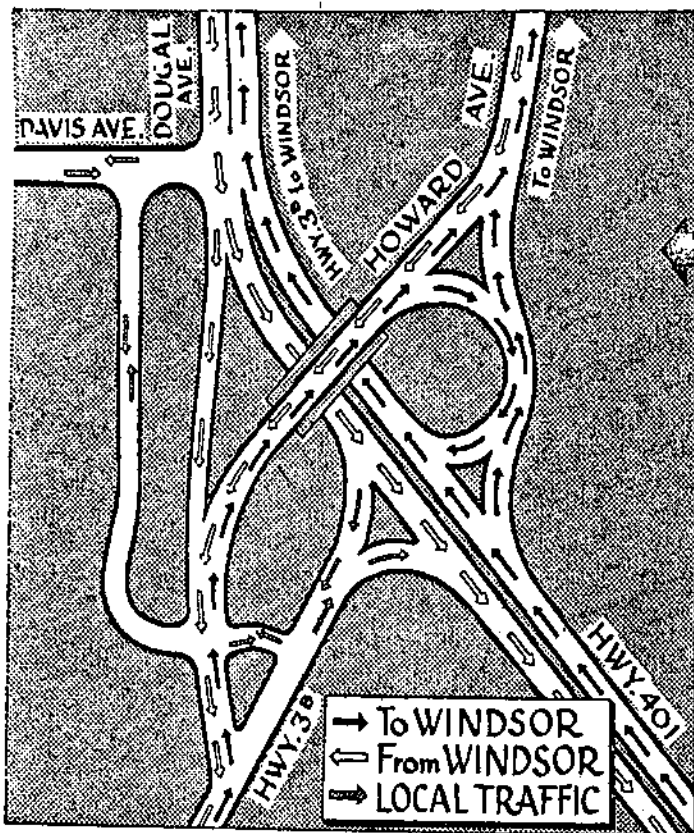
on Wednesday and will absorb a large part of the traffic flow now using Highways 2 and 98. The above aerial photo taken by Star Photographer Jack Dalglish shows the junction of the new highway with 98 and Walker Rd. as well as part of the bridging for overpasses at Pelton Crossing leading into the Windsor entrance of Highway 401 on High-

way 3 and on Dougall Rd. The Highway 98 diversion can be seen veering to the left of the photo with the bridging for Highway 401 overpassing nearing completion. In the background, left, can be seen the dual highway ribboning toward Tilbury. Lettering on the photo locates the main features. (Star Aerial Photo by Jack Dalglish)

THE WINDSOR STAR, SATURDAY, SEPTEMBER 24, 1966-



NEARING COMPLETION—Work is nearing completion on new Highway 401 cloverleaf interchange at Maidstone-Sandwich South Townline. The project is being undertaken by Keystone Contractors Ltd., Windsor. Work is slated to be finished by the first part of November. Asphalt paving and final trim remain to be done.



MAP SHOWS ENTRANCES—On the left is the approach to Dougall Ave. from Highway 401. It also shows the interchange past Howard Ave. to

Dougall and the diversion of traffic from Dougall and Howard to Highway 3B. Arrows indicate traffic flows. On the right is an overall view of the highway

entrances to Windsor, showing how Highway 401 feeds to downtown Windsor and to the Ambassador Bridge.

180 Miles of Highway 401 Now in Use

Providing Direct Route With City, Quebec Border

Official opening of the Windsor-Tilbury entrances to Highway 401 bring the superhighway mileage in use to 180.

Included in this total are some short sections of other highways with which this new superhighway merges.

This will be a direct route from this border city to the Quebec border. Conceived prior to World War II, the first section of the highway was paved near Toronto in 1947.

Here are some of the other sections which have been completed: London - Ingersoll - Woodstock - Eastwood, 38 miles;

Toronto bypass, including the link via Highway 27 with the Queen Elizabeth Way, 27 miles;

From the eastern end of the Toronto bypass to Newcastle, 32 miles;

From Gananoque to Brockville, 25 miles;

From Prescott to Highway 16, three miles;

From Iroquois to Aultsville, 16 miles.

Before the end of the year, another 45 miles of Highway 401 should be open to traffic. This will include 33 miles between Brighton and Marysville, east of Belleville, and extensions to the Kingston and Toronto bypasses.

Highway 401 is being con-

structed in sections, each of which is a complete entity in that it joins two existing Queen's highways and can be put into service as soon as it is completed.

Priority is given to these sections on the basis of the amount of relief which will be afforded for traffic congestion on other highways.

From its eastern end at Tilbury where it connects with High 2 to the junctions of Highways 3 and 3B, Highway 401 is exactly 31.28 miles long.

From Tilbury to Highway 98, it stretches 26.35 miles.

Each two-lane portion is 23 feet wide from Tilbury to the Highway 98 interchange. From that point to the junctions with Highways 3 and 3B, the width is 24 feet.

Concrete paving has been used for the complete project.

The median strip is 28 feet wide and is depressed for the full 31.28 miles, except for a section less than a mile long, between the interchange for Highway 98 and Walker Rd.

Outside shoulders are ten feet wide; the median or inside shoulders are three feet wide.

The right-of-way is 300 feet wide.

A new type of high-speed interchange is located a half-mile west of Highway 98 to allow traffic to take the route to downtown Windsor and the tunnel by way of Highway 3B or the section to

Highway 3 and the Ambassador Bridge.

There are two overpass traffic interchanges; four underpass traffic interchanges; three overpasses without an interchange; one underpass without an interchange; one bridge over a railway line and six bridges over water-

The largest single structure on this section of the highway is over the Chesapeake and Ohio and the New York Central Railways.

It consists of 10 spans with a total length of more than 410 feet. The roadway is 76 feet.

M. M. DILLON & COMPANY LIMITED

CONSULTING ENGINEERS

"Designers and supervisors of construction of 10 of the 13 major bridge structures on the Windsor-Tilbury section of Highway 401."

LONDON
141 MAPLE ST.

TORONTO
EGLINTON AVE. E.

Between North Talbot Road and Walker Road overpasses, is a stretch of road on 401 highway, called "Hot Rod Heaven".

Men in blue have tapped some of the wildcats but it never seems to discourage the Rodders. Last Sunday evening these rodders, lined up on the side of the highway for almost three blocks. Incoming traffic to Windsor was definitely slowed down as motorists cut their speed as the cars on the side of the road drew their attention.

The men in blue do a good job upholding the law in the county but these "goons" are hard to cope with, either giving the men in blue plenty of back talk or at times ganging up on them.

Court cases seem only to push the issue further as the judicial end does not seem to throw the law book hard enough and pop refuses to use the str

3/6/61

EXP

Cass Opens Entrances to Highway 401

THE WINDSOR STAR - JUNE 10, 1958.

Cuts Ribbon In Ceremony

By JACK KENT

With the cutting of a white ribbon, Hon. Fred M. Cass, Q.C., minister of highways for Ontario, opened the Windsor entrances to Highway 401 Monday.

This marked completion of the 31.28 miles of the Windsor-Tilbury section of the new super road, and another link in the 500-mile dual-line limited access highway, which will run from Windsor to the Quebec border. Completion is slated for 1970.

In brief ceremonies on the highway, today, just east of Walker Rd., civic and provincial dignitaries attended along with 35 American newspaper editors, who are beginning a tour of the province.

Mr. Cass, and his deputy minister, W. J. Fulton, found trouble getting on the new highway at the Windsor end.

"My deputy minister, and myself, had some trouble getting on and off this road," Mr. Cass said.

In his comments, Mr. Cass said the party was going to lunch at Elmwood, "if they can find the right turnoff."

H. J. Lassaline, general manager of the Windsor Chamber of Commerce and secretary of the Essex County Tourist Association, extended a welcome to those attending the ceremonies, and introduced Lt.-Col. William Griesinger, M.C., M.P.P. for Windsor-Sandwich, and former Ontario cabinet minister.

Also speaking was William Murdoch, M.P.P., Essex South, who praised completion of this part of the big road project.

Col. Griesinger, who introduced the minister, said, "I am going to take some of the credit for this section of the highway."

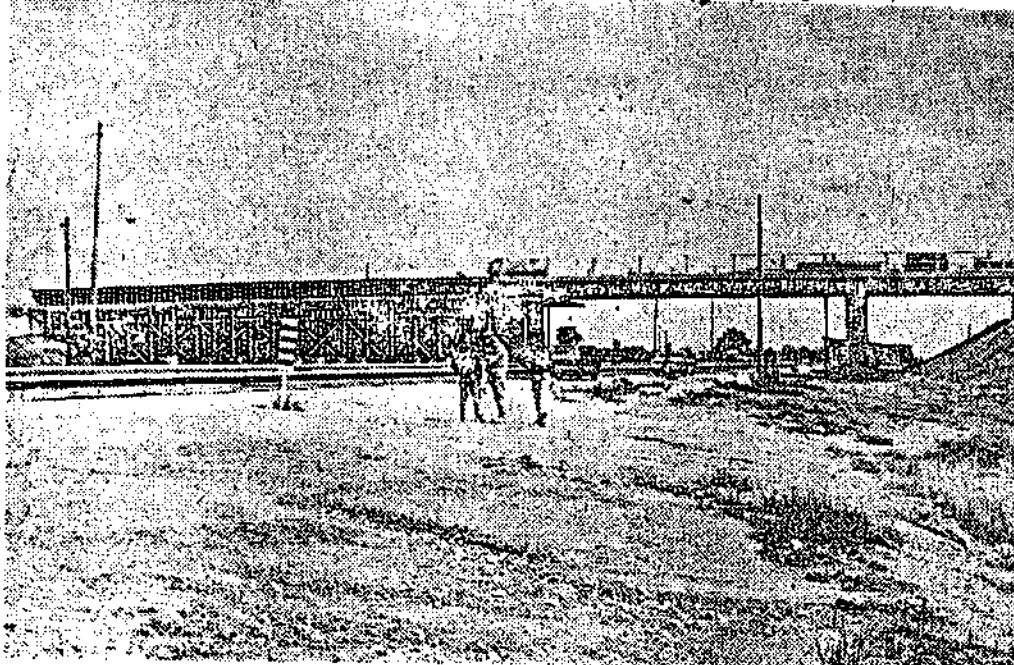
"When I was acting minister of highways for about a year, I sneaked into the highways estimates an item for \$18,000,000 for this section of the highway, which was subsequently approved."



WITNESS CEREMONIES — Shown during ceremonies opening Windsor entrances to Highway 401 Monday are, from left: Lt.-Col. William Griesinger, M.P.P. Windsor-Sandwich; Harry Lassaline, general manager Windsor Chamber of Commerce and secretary of Essex

County Tourist Association; G. V. Howell, Chatham, district engineer, department of highways; W. J. Fulton, deputy minister of highways for Ontario; Hon. Fred M. Cass, minister of highways and William Murdoch, M.P.P. for Essex South.

THE WINDSOR STAR - AUG. 24, 1966.



SOON TO BE COMPLETE—Work on the new Highway 401 cloverleaf interchange at Maidstone-Sandwich South Townline is rapidly nearing completion. Company officials an-

ticipate the structure will be ready for traffic by early November. The intersection is one of the deadliest along the major highway. It has been the scene of several fatal accidents.

Maidstone-Sandwich S. OCT. 21, 1966.

New 401 interchange to open next month

MAIDSTONE—The new Macdonald-Cartier Freeway (Highway 401) cloverleaf interchange at Maidstone-Sandwich South Townline is expected to be open to traffic in less than a month.

According to Victor Rorai, chief estimator for Keystone Construction, Windsor, the general contractor, the interchange should be complete sometime during the week of Nov. 14.

The intersection has been the deadliest on the western end of the freeway. Since the Windsor-Tilbury stretch of highway was opened in 1956, four persons have been killed and more than 50 seriously injured at the site.

Mr. Rorai said structural work is complete. Guardrails are now being erected and asphalt paving undertaken. As soon as this work is done the company will begin doing the shouldering, fencing and trim.

The \$300,000 structure is unique for this area. It has pretensioned cast in place concrete deck similar to structures on Highway 401 at Toronto.

The construction of the interchange is in keeping with highway department policy to eliminate dangerous crossings along the major highway.

Plans have also been made public for a cloverleaf interchange at County Rd. 8 and for overpasses at Cons. 3, 6, 7, 8 and 9 in Maidstone Township, Cons. 8, 9, 10 and 11 in Sandwich South Township and Cons. 2 and the Rochester-Tilbury West Townline in Rochester Township.

Mr. Rorai said construction of the new interchange has not hampered the flow of traffic along the major highway. He said there have been no tieups at any time.

STAR-JUNE 22, 1968.

Road work intended

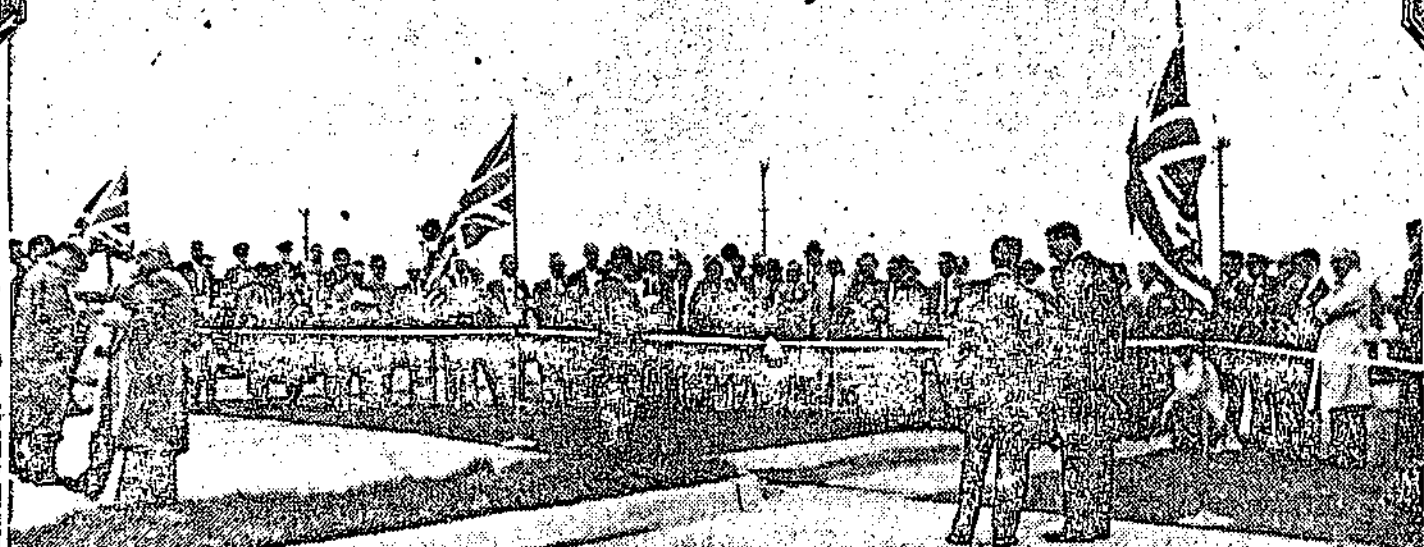
OLDCASTLE — Sandwich South Township council has published notice of its intention to reconstruct the section of St. Anne St. between Intersection Rd. and North Pacific Ave.

Estimated cost of work is \$24,800. Council intends to assess this against owners of lands abutting directly on the work. Cost per foot frontage is expected to be \$7.46.

The plan requires Ontario Municipal Board approval. Affected landowners have 21 days in which to file objections.

A hearing will be held if there is sufficient opposition.

THE WINDSOR STAR - JUNE 10, 1958.



TRIAL VIEW AS ONTARIO'S MINISTER OF HIGHWAYS, HON. FRED M. CASS, OPENED HIGHWAY 401 ENTR

We spend trillions of money for mapping new roads and sometimes forget the things that are under our own nose.

In other words like the student who hunts for a note on a music scale and a teacher will tell you its right in front of you.

On a stretch of road south from Tecumseh Rd. on Walker Rd. car dealers can make a bundle selling new cars to people who bump and play hodge podge with a long needed repair job.

Close to the Chrysler factory who sold so many cars last year maybe there is a reason.

MARCH, 1964

MAY 22, 1964

No. 3 highway in this area is the sign of the times. When this old route to the South is crowded in the morning with cars heading to the industrial heart of Windsor then we are in the midst of a shot in the arm of progress.

For almost two years now No. 3 highway and Walker Rd. early in the morning is crowded with bumper to bumper traffic for the series and gum chewers for the big offices.

Motorcycles have joined the hot rodders on the drag strip on 401 Highway to give the men in blue a headache and suspended sentence troubles as well as local neighbours sleepless nights.

It is said give "em" a drag strip to race on. No fun in that there would be no white door or uniform to play hide and seek with. June 5, 1964

Usually when new super highways are built it uproots the beauty of a surrounding countryside but at the same time the Ontario government has seen to the added beauty also.

At the present time bushes planted on the sides of many of the overpasses are turning to their autumn colours.

Red turning bushes, mingled with the green grass and black and white guard posts sets off a beautiful scene in the sun.

OCT. 30th, 1964

Just in case you whip up Walker Road with your new survey with the fringe on top there is a new stoplight north of No. 2 highway. Should you miss the light there goes your Christmas Santa Claus.

It is the opinion that the signal light at the intersection of Walker Road and No. 3 has become out-dated.

Drivers who want to make left turns especially in the morning and evening, find the idea almost impossible.

The present type light was fine some years back but Walker Road intersection is one of the most congested intersections in the county at present.

When employment was down in the border area the present light was satisfactory but now who wants to see employment go down again. Maybe if a new light was to be installed nobody would have to look to the relief rolls and change accounts again.

APRIL 16, 1965 EFP

Essex County construction crews are busy again on the East end of North Talbot Road, near Walker Road.

New culverts are being laid on the south side of North Tal-

APRIL 20, 1964

Dinsmore Construction Company are in the process of widening the Walker Road at present south of No. 3 Highway. Traffic has been detoured to the Oldcastle Road south to Walker Road and heavy traffic is a caution for local drivers who are not aware of this detour. JULY 2, 1965

Howard Ave. from the intersection of No. 2 and 98 Highways is at present being torn up and widened to the city boundary. Motorists should drive this route with care or otherwise use an alternate route to Windsor.

Windsor again will have another beautiful entrance to its boundary that was badly needed for some time.

From now on township and county road crews will be busy repairing winter damage to many of the area roads.

There is only one thing missing the repair crews should invent a backstop at intersections to catch the flying stones.

Some of these local yokels just love to throw stones from extra gunning of the gas when they take off around the corners.

Automatic drives are lovely but buying catchers' masks or gas masks to ward off flying stones or burnt rubber can get expensive in these high cost of living times. JUNE 4, 1965 EFP

APRIL 8, 1966
New signal lights will soon be installed at the intersection of No. 98 Highway and the Cabana Road. Over the past few years this intersection has become a hazard with increased traffic that leads to and from the outlying districts to the Windsor industrial plants. Increased traffic over the past few years also has brought on a rash of accidents that will be curbed by the use of the traffic sign.

Road Supt. Harvey and Mrs. Washbrook, Reeve Clyde and Mrs. O'Neil; Councillor John M. Henry and Mrs. Brian and councillor John M. McAuliffe returned last Wednesday evening from the Road Convention in Toronto. While there they were entertained by former Warden John Robinson, who was also a popular former Manager of Shamrocks. He entertained the Sandwich South Delegation at dinner at "The Hat Stove League Club" and hosted them to the Maple Leaf - Chicago Black Hawks hockey game. The latter winning 1-0. MAR. 8th, 1966

Essex County and its surrounding townships, the past few years, has gone on a program of widening many of their main roads and then secondary roads to increase the flow of traffic to great extent.

Many more roads are slated for construction to come up to modern day travel in the next few years.

The day of the little rural back road with fine foot high sweet clover travelled with horse and cart has gone out with the times. Modern automobiles and trucks design along with farm implements has out-modern the old rural road to modern smooth travelled asphalt and cement.

Essex Free Press -
Nov. 16, 1962
Carson Jessop's Col.

Fewer Heavy Vehicles

In Downtown Area

THE WINDSOR STAR - SEPT. 1966

The announcement that county and city traffic authorities have reached agreement on a plan to reduce the number of heavy motor vehicles using downtown streets will come as a boon to light vehicle drivers.

The plan in simple terms is to reroute heavy trucks and trailers crossing the bridge from Detroit so that all will miss the city except those having deliveries here. Instead of using the city's already jammed cross streets, these heavy vehicles bound for out-of-town destinations will continue out Huron Line across No. 3 Highway to Walker road, thence north to No. 2 Highway and on out of town.

Even though drivers of the big and ponderous behemoths of the road generally are expert in handling their huge loads, few motorists feel at ease when the big boys come roaring into city traffic. Each takes up the space of several cars; and always they seem to come when the daily homeward rush is heaviest.

The plan also has the blessing of the Ontario Highways Department. With the increasing number of cars in use the department rightfully welcomes any sign of relief in what is rapidly becoming a serious problem. If, as some students of traffic report, the inter-city highway system is 25 years behind the times, then the city traffic lanes themselves are in some cases at least 50 years out of date.

AUG. 24, 1962 EFP

One hopes that when the Dougall Avenue construction is completed traffic will be moving far more smoother then it does now.

Driving on Dougall Avenue at the present is not for amateurs nor the faint of heart. Construction work accompanied by three shopping centres, a drive can appreciate the fact that some animals are born with more than two eyes and a head that can turn in a circle.

Drivers duck in and out of lanes, turn without giving proper signals, stop on a dime, and imagine they are the only driver on the road. Very little courtesy is used on Dougall at present, its a matter of using your own inside brain radar to figure the other guy's direction.

Drivers schools, teaching driving in schools or government examinations does not seem to be the problem of the modern day driver. All these institutions are used but we are willing to bet the modern school-taught drivers toss the book away.

Give me the old back road self taught driver who uses horse-sense instead of nonsense. Give me the driver who has been driving for at least the last thirty years and part of that behind the wheel of a truck. We will be willing to bet that all the examination questions he will flunk with a zero but as to how to drive a thirty-five or forty powered horse on four wheels he will use just common horse-sense. Carson Jessop's Col.

Road Work

On Schedule

STAR, JULY 16/65

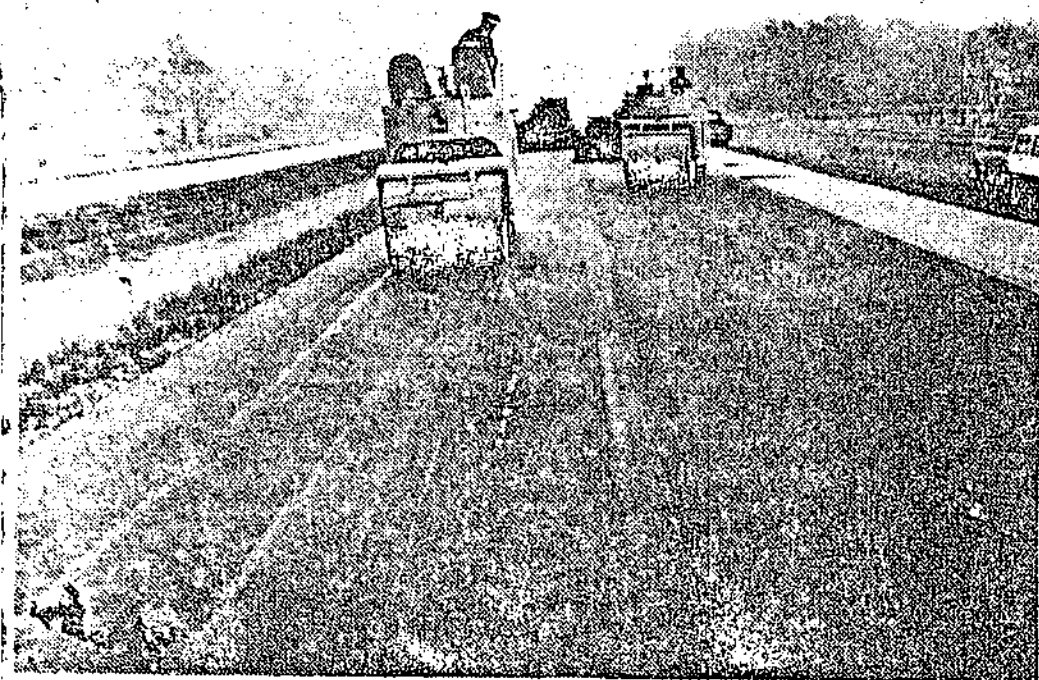
OLD CASTLE—Reconstruction of the approximate three-mile section of Walker Rd. between Highway 3 and County Rd. 20 should be completed by the early part of September.

A spokesman for the county engineer's office said today work is progressing on schedule.

The \$239,000 project is being done by Dinsmore Construction, Windsor. Plans call for the travelled portion of the road to be widened from 20 to 22 feet and for the surface to be covered with a three-inch asphalt top.

The project has been necessitated because of a general deterioration of the road.

THE WINDSOR STAR - SEPT. 28, 1966.



REPAVE 401—A 10-mile stretch of the MacDonald-Cartier Freeway immediately east of the city limits is being resurfaced. The stretch is expected to be completed in two weeks.

Workers were paving about a mile east of the Maidstone Townline, moving eastward, this morning and two-way traffic was diverted into the westbound lane.

Road to get new top

10 miles of 401 east of Windsor

A 10-mile stretch of the MacDonald-Cartier Freeway immediately east of Windsor city limits will be resurfaced during the next two weeks.

The length includes the Maidstone Townline intersection where construction of a cloverleaf has hampered traffic for the past three months, and the intersection immediately east of the townline where construction of an overpass is just under way.

Ontario Provincial Police said Tuesday traffic travelling both east and west on the freeway will be routed along the lanes opposite those being resurfaced.

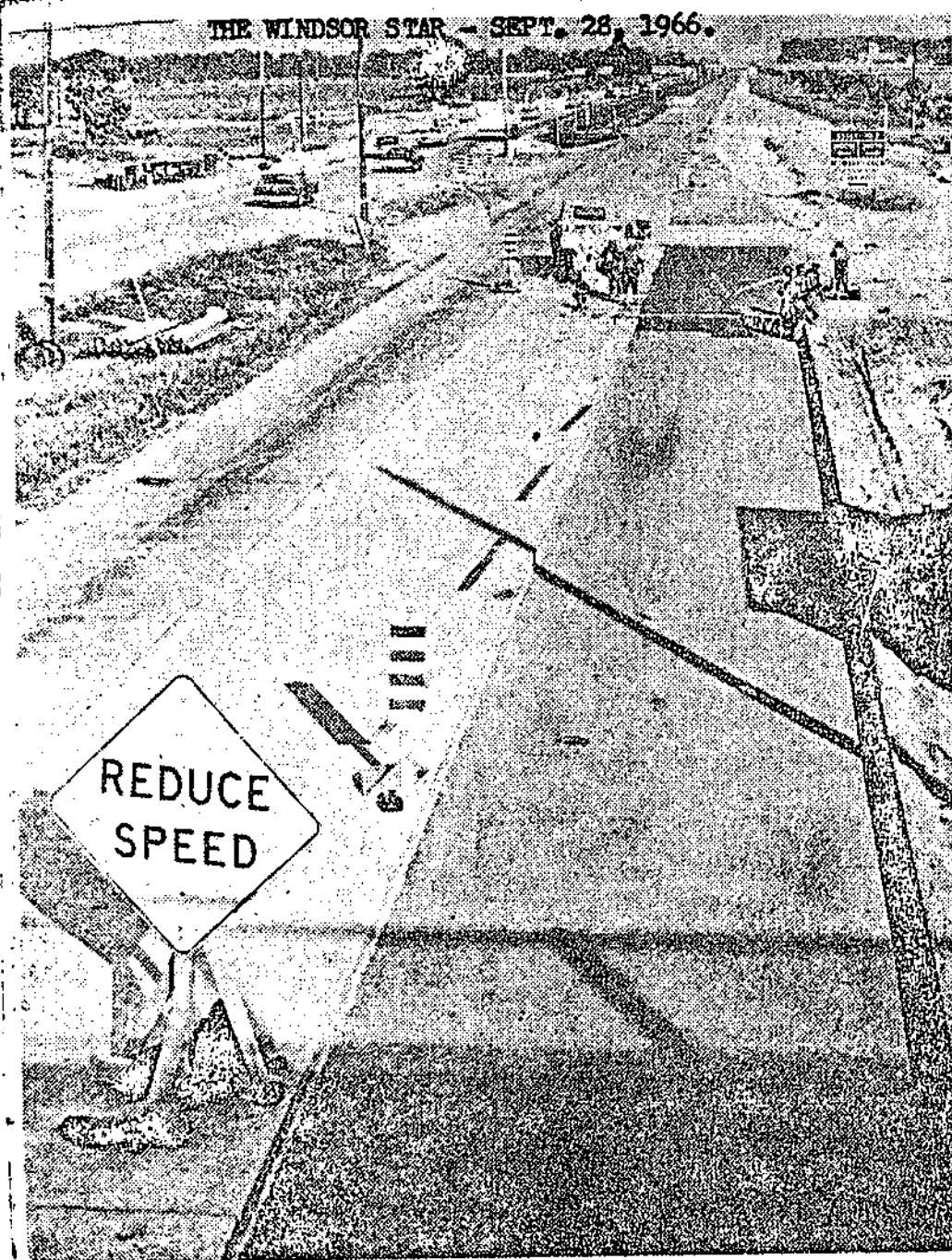
Speed in the two-way lanes has been reduced to 45 miles per hour and police are enforcing a no-passing regulation during the two week detour.

OPP Constable Bill Evans said Tuesday the rerouting had already caused one two-car collision Monday which sent a man to hospital for treatment.

Constable Evans said for most of this week traffic will be rerouted along the westbound lane while the eastbound lane is resurfaced along a five-mile length.

Work is expected to be completed by Oct. 7 and is proceeding during the daylight hours Monday through Friday. Traffic will be rerouted only during those same hours.

Work has commenced on the Walker road stretch from No. 2 Highway to No. 98 Highway. Motorists tend to get confused at the intersection of Walker road and the seventh concession of Sandwich South. Here you find a sign that claims, "Bridge out". One isn't too sure whether it's the Walker road or the seventh concession. "You are right" it is bridges on both roads that are being widened and repaired.



MAIDSTONE CLOVERLEAF — The approaches to the cloverleaf at the Maidstone Townline and the MacDonald-Cartier Freeway are being levelled and paved this week, ham-

pering traffic in the immediate area of the intersection. Workers here smooth the approach to the eastbound lane of the freeway. The freeway itself is also being resurfaced.

1963—\$3 million will be spent to build 12 new overpasses and two interchanges along Highway 401 between Windsor and Tilbury.

Interchange opens

Maidstone Town Line, 401

More than an overpass and less than a cloverleaf opened to traffic Friday at the Maidstone Town Line (Essex County Road 7) intersection with the MacDonald-Cartier Thruway.

"It's a two-quadrant cloverleaf," explained, Donald Renaud, project supervisor for the department of highways.

A full cloverleaf has four access lanes to form what appears like the leaves, if viewed from an aircraft.

By whatever name, the newly-opened road was used by all manner of vehicles as soon as the construction barriers were carted away. There was no official opening ceremony.

The cloverleaf, seven miles east of Windsor, is the location of Essex Provincial Police headquarters. Officers there said only two minor traffic accidents at the site had taken

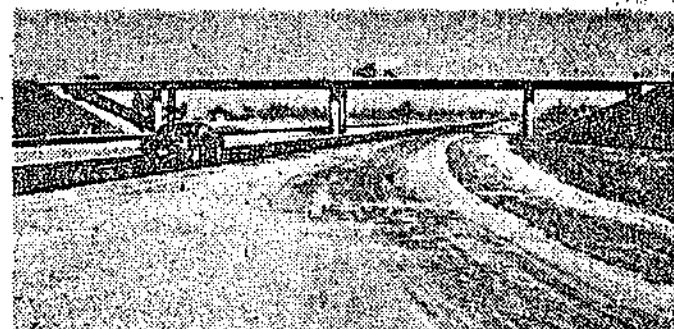
place since construction started.

Work was begun a year ago by the Windsor-based Keystone Contractors Ltd.

The Keystone firm is also working on two overpasses

east of the cloverleaf and two overpasses west of it are being built by Marentette Brothers Ltd. of Windsor.

Mr. Renaud said the overpasses will be finished early next fall.



INTERCHANGE DEBUT—The barriers came down seven miles east of Windsor Friday as construction of the half-cloverleaf Maidstone Town Line interchange with the MacDonald-Cartier freeway was completed after a year's work.

Oldcastle bypass Council objects to road plan

OLDCASTLE—Sandwich South Township council is opposed to the route proposed by the Ontario Department of Highways for the new Highway 3 bypass.

It has written a letter to the DHO planning department asking that a further survey of the Oldcastle area be made.

Councillors said the existing plan for the area will create a traffic hazard at Walker Rd. and will be detrimental to several businesses in the area.

The plan calls for an overpass to be constructed at the C and O Railway crossing on Highway 3 and for the buildings along the highway near the crossing to be removed.

Sandwich South would like to see Highway 3 diverted in a southeasterly direction from Walker Rd. to South Talbot Rd. and for the new highway to then follow South Talbot Rd. to bypass the Town of Essex.

Councillors feel their proposal would eliminate the potential traffic hazard at Walker Rd. and would affect fewer homes and places of business.

The bypass was discussed during the regular council meeting. Council also passed a resolution concerning school bus safety and set up a bylaw to enforce a 30-mile-per-hour speed limit on the section of Base Line Rd. between Concessions 7 and 8.

The 30-mile-per-hour limit on Base Line was requested by petition. Homeowners along the road said speeding cars are a danger to youngsters who live in the built up area.

The bylaw will have to be approved by the Department of Transport before it becomes law.

The bus safety resolution

asks that legislation be passed making it mandatory for vehicles in all speed zones to stop when school bus during lights are flashing.

Councillors said existing legislation is confusing to drivers and stressed that the change would serve to both eliminate the confusion and give better protection to youngsters who ride school buses.

The present legislation calls for vehicles to halt when school bus warning lights are flashing in an area where the speed limit is greater than 35 miles per hour.

STAR-MAY 23, 1968. Realignment of road set

OLDCASTLE — The Windsor Suburban Roads Commission has announced plans to purchase property for a 120-foot right-of-way along the stretch of Lauzon Rd. from the City of Windsor limits at the Canadian Pacific Railway tracks to Highway 2.

The commission proposes to realign the road so that it will meet Highway 2 at Con. 10, Sandwich South.

It will hold a special meeting June 26 to hear interested parties.

Ring Road plan centre of storm

THE WINDSOR STAR - MAY 10, 1966.

Sandwich South, Windsor at odds

Highways minister sent conflicting proposals

Windsor and Sandwich South councils have sent opposing requests to the minister of highways concerning the proposed revision of E. C. Row Ring Road plans.

The city wants a freeway while the Sandwich South council wants to keep the original plans of an arterial road for E. C. Row. The city is sending a delegation to discuss plans and Sandwich South has sent complaints.

The city delegation will meet the minister of highways as soon as possible in an effort to iron out plans for the development of E. C. Row Ave. as an east-west freeway.

Mayor John Wheelton said a number of problems have to be cleared between the city and province concerning the E. C. Row development.

The mayor said the first problem is the routing of the thoroughfare between highways 39 and 18.

He said he is afraid the city may run into a conflict of interest with the province on the routing as the department pays 75 per cent of the construction cost but it is only logical it will prefer the more economical route.

Mayor Wheelton said the delegation to Toronto will discuss the signing of a formal agreement with M. M. Dillon consulting engineers, to draft a route plan and design for the freeway. The mayor noted the status of the road design has been changed from an arterial route as originally suggested, to an expressway and now to a freeway status.

The minister of highways will be asked to make an appointment with the city delegation as soon as possible as the routing and future of E. C. Row has a definite bearing on the city's future planning.

Mayor Wheelton will head the delegation along with three or four members of council and representatives from the Dillon firm with city's traffic engineering department, public works and planning departments.

Sandwich South sent complaints to C. S. MacNaughton, minister of highways, objecting to a M. M. Dillon Co. report calling for an expressway with four entrances and exits—at Chrysler Centre extension, Howard Ave., Dougall Rd. and Highway 3.

The original company report, filed three years ago, asked for a major east-west arterial road to relieve overloaded east-west facilities by providing continuous routing and acting as a distributor, intercepting major north-south arteries at grade intersections.

The proposals outlined in the Dillon report call for the Ring Road to, according to Sandwich South, "meander all over the countryside".

The new route, councillors claim, "tramples over the Ontario Department of Transport beam-bearing station on Banwell Rd., a situation which did not exist when original plans were presented."

Council has also asked for 'dead end' signs if the request is filled.



HONOR OFFICIAL—Jack Tillcock, Ontario Department of Highways district engineer for Essex, Kent and Lambton Counties for the past 12 years was honored by municipal officials from Windsor, Riverside and Essex County Friday evening on the eve of his departure for Toronto. Mr. Tillcock, who was the Chatham Branch of the O.D.H., will

take up a new post in the O.D.H. head office. From left: C. A. Keeley, Essex County clerk, Mr. Tillcock, Harvey Washbrook, president of the Essex County Road Supervisors Association and C. G. R. Armstrong, Essex County consulting engineer. An estimated 80 persons were in attendance at the Shawnee Gun Club in Tecumseh.

STAR-MAY 9, 1968.

Road safety program proposed

OLDCASTLE — Sandwich South Township council has asked for a two-pronged program to improve road safety in the municipality.

It has requested that the Windsor Suburban Roads Commission install a flashing warning light at the Howard Ave.-Townline Rd. intersection and that the Ontario Department of Highways close 12th Con. Rd. at Highway 401 and construct turn basins with guard rails at both sides.

The intersection at Howard and Townline Rd. is described as a "suicide corner". It has been the scene of a number of serious accidents.



Council is suggesting a flashing amber light for Howard Ave. traffic and a flashing red one for sideroad traffic.

Sight lines at the intersection are restricted. Both roads are heavily travelled.

Twelfth Con. Rd. will be the only north-south artery in the township where an overpass is not provided at Highway 401.

There are few homes on the stretches of the road near the major highway and good crossroads are nearby.

Council has also asked for 'dead end' signs if the request is filled.

THE MACDONALD - CARTIER FREEWAY

THE WINDSOR STAR - FEB. 1965.

Macdonald-Cartier Route Gets New Signs

Highways Minister Charles S. MacNaughton has announced that new highway signs for the Macdonald-Cartier Freeway (Highway 401) are now being prepared.

At all points along the highway where there is now a '401' route marker sign, an 'M-C Freeway' route marker will be placed beside it. Both signs are of the same dimensions, approximately 18 x 28 inches, in the shape of a crown and shield which is the standard King's Highway route marker design.

The new sign will have a blue background with 'M-C Freeway' lettered in white on the shield. The '401' route marker now in use will not be altered.

At principal interchange points along the 510-mile route large signs 5 x 12 feet will be erected. The name 'THE MACDONALD-CARTIER FREEWAY' will run the full width across the lower half of the sign.

Two standard route markers with the 'M-C Freeway' design and the '401' designation will be located on the upper left and upper right corners respectively.

The background colour for the sign will be blue, with white lettering, while the route markers in the corners will have a white background with coloured lettering.

The new signs will be in place by the start of the 1965 tourist season.

STAR - MAY 9, 1968.

Tender call authorized

OLDCASTLE — Sandwich South road superintendent Harvey Washbrook has been authorized by council to call tenders for tar and chip treatment of the section of Base Line Rd. between Highway 2 and Con. 8.

SEPT. 16, 1966

Travellers now on part of highway 401 will find travelling smoother travelling on the recent re-surface job of ten miles over the old road.

In other words the family jalopy will act like a good car should instead of a bronco feeling the burred bumps of old 401. From reports the bad stretch to Tilbury will not be finished for some time yet and there will be times the family battle wagon will have to tie down the baby bottles from here to Tilbury.

Revised Highway 3 plan asked

THE WINDSOR STAR Highway plans change urged at Oldcastle

MARCH 20,
1968.

OLDCASTLE—Village and area residents are continuing their push for a change in Ontario Department of Highways' plans for a Highway 3 bypass.

They have appointed a three-man committee to meet in London with DHO officials Thursday to appeal for a change "because the proposed road could become a death trap in the Oldcastle area."

Members are Sandwich South Township Reeve Robert Pulleyblank, Manson Jessop and Allan Parr.

The DHO plan calls for a four-lane highway to be constructed between Windsor and Leamington. It would require an overpass to be built at the C and O Railway crossing on Highway 3 at Oldcastle and for the buildings along the highway near the crossing to be removed.

The committee will ask that the bypass be rerouted through properties in the centre of the range of lots south of the stretch of Highway 3. It has been suggested that the route begin at the Highway 401 complex, go through the rear of farms fronting on South Talbot Rd. and join with Malden Rd. west of the town of Essex.

Mr. Pulleyblank said the

route would solve the problem at Oldcastle and would not interfere with the orderly growth of the area.

Village residents are most concerned about a heavy traffic flow being funnelled through the Highway 3-Walker Rd. intersection. There have been 10 persons killed at the site in the past 18 months and the residents question what will happen if the present DHO plan is completed.

The DHO has suggested a four-foot median for the Oldcastle area. Village residents say this would not give sufficient turning area and would "add to a dangerous situation."

The highways department has said the new road will have a 60 mile-per-hour speed limit.

Farmers are particularly concerned because they will be forced to travel additional miles when transporting crops to Oldcastle Co-operative.

The old township hall, post office and cold storage will be among the buildings affected if present plans are followed.

401 finished at long last

STAR - OCT. 8, 1968.

It's a long way back to 1950 and the promised super-highway, from Windsor to the Quebec border. Only now has the last section been completed. That, near Brockville, will be open Friday in time for the Thanksgiving traffic.

This applies only to the main traffic lanes. There still is work being done, as in the providing of extra lanes in the Toronto area and overpasses. It is no great credit to successive Ontario Governments that it is taking almost two decades to do the job.

THE WINDSOR STAR - MARCH 5, 1968. Further talks on overpass at Oldcastle

TORONTO—Further talks will be held between the Ontario department of highways and Sandwich South Township concerning local objections to the proposed Highway 3 overpass at Oldcastle.

Highways Minister George Gomme, replying to a question in the legislature Tuesday from Richard Ruston (Lib., Essex East), said his department is still studying plans for an overpass that would carry Highway 3 over the Chesapeake and Ohio railway tracks just east of Walker Rd.

Mr. Ruston said outside the legislature the area residents would like the overpass extended so it would also cross over Walker Rd. This way, the two roads would be connected with ramps which would provide a safer intersection and better access to Highway 3.

Residents in the Oldcastle area are concerned about the proposed overpass interfering with the access of Oldcastle properties to Highway 3 and about the safety of the new intersection at Walker Rd., scene of the 1966 school bus accident that took the lives of eight children.

The project to provide a four-lane overpass with a channeled intersection at Walker Rd. is part of plans to eventually widen Highway 3. Mr. Gomme said the department plans to widen the intersection and install traffic lights.

Farmers are concerned because they will be forced to travel additional miles when transporting crops to Oldcastle Co-Operative.

Area residents have suggested that traffic be diverted in a southeasterly direction from Walker Rd. to South Talbot Rd., and that the new highway then follow South Talbot Rd. to bypass the town of Essex.

STAR-JULY 17, 1968

Word due on bypass in autumn

OLDCASTLE — Sandwich South residents should know by early August whether or not the Ontario Department of Highways will act upon their complaints and alter proposals for Highway 3 bypass in Oldcastle area.

Township council has received a letter from Highways Minister Gomme asking that a meeting be arranged to discuss the matter.

The DHO plan calls for a new four-lane highway to be constructed between Windsor and Leamington. An overpass is to be erected at the C and O Railway crossing at Highway 3, Oldcastle, and nearby buildings along the highway are to be removed.

Complainants say 10 persons have been killed at the Highway 3-Walker Rd. intersection in the past year and question, "What's going to happen if an even greater flow of traffic is channelled through the community?"

They have suggested that traffic be diverted in a southeasterly direction, through the middle of the range of lots at the rear of South Talbot Rd.

The plan, according to highways department officials, would necessitate added miles of road construction, but complainants say any additional expense is justified if it could result in the saving of lives.

Farmers are particularly concerned because the present plan will force them to travel additional miles when transporting crops to Oldcastle Co-Op.

The DHO plan calls for a four-foot median in the Oldcastle area, something about which residents are most concerned. They say it would not give sufficient turning area and would "create a dangerous situation."

Sandwich South council has urged Windsor Suburban Roads Commission to install flashing signal lights at the high-accident intersection of County Roads 19 and 46.

Last week four persons were injured and two killed at the intersection.

In a resolution to the commission council also urged that a guardrail be put up to protect traffic from the deep drainage ditch that runs north about half a mile along County Road 19.

A low bid of \$1,325, from E.V.N. Construction, was approved by Sandwich South council for construction of a drain along the east side of Malden Road south from South Talbot Road to

Oldcastle rerouting requested

Residents fear
added danger
at intersection

OLDCASTLE — The Ontario Department of Highways will be asked to revise its plans for the stretch of the proposed new Highway 3 bypass at Oldcastle. Area residents are circulating a petition asking for an alternate route and will present it to the Minister of Highways for consideration and action.

They fear the road could become a "death trap" in the Oldcastle area if present plans are carried through and are suggesting that traffic be diverted in a southeasterly direction from Walker Rd. to South Talbot Rd. and that the new highway then follow South Talbot Rd. to bypass the Town of Essex.

Present plans call for a four-lane highway to be constructed. An overpass is to be built at the C and O Railway crossing on Highway 3 at Oldcastle and nearby buildings removed.

Complainants say 10 people have been killed at the Highway 3-Walker Rd. intersection in the past 14 months and question, "What's going to happen if an even greater flow of traffic is channelled through our community?"

Farmers are particularly concerned because they will be forced to travel additional miles when transporting crops to Oldcastle Co-operative.

Plans call for the new road to have a 60 mile-per-hour speed limit and for a four-foot median in the Oldcastle area.

Petitioners say the median would not give sufficient turning area and would "create a dangerous situation." They have also expressed concern about the added speed and the danger of a descending intersection into Walker Rd. from the proposed railway overpass.

These plans, they say, could create "a very dangerous situation. The petition has nearly 50 signatures to date and it is expected the number will at least double."

THE WINDSOR STAR - FEB. 8, 1968. Residents protest new bypass

Oldcastle intersection termed 'death trap'

By DON HARRIS

OLDCASTLE — The Ontario Department of Highways has been accused of "putting money before safety" in preparing plans for the new Highway 3 bypass.

John VanDekka, DHO regional engineer, London, was told Wednesday night by an overflow crowd who attended a meeting at Sandwich South Township hall that "the proposed road could become a death trap in the Oldcastle area."

Complainants said 10 persons have been killed at the Highway 3-Walker Rd. intersection in the past 14 months and questioned "What's going to happen if an even greater flow of traffic is channelled through our community?"

They suggested that traffic be diverted in a southeasterly direction from Walker Rd. to South Talbot Rd. and that the new highway then follow South Talbot Rd. to bypass the Town of Essex.

The plan, according to Mr. VanDekka, would necessitate added miles of road construction. Complainants said, however, that any additional expense is justified if it could result in the saving of lives.

The DHO plan calls for a four-lane highway to be constructed between Windsor and Leamington. The stretch of road to Cottam is expected to begin within three to four years

and the remainder of the highway within five years after that.

The plans call for an overpass to be constructed at the C and O Railway crossing on Highway 3 at Oldcastle and for the buildings along the highway near the crossing to be removed.

The old township hall, post office, cold storage building and several businesses will be affected.

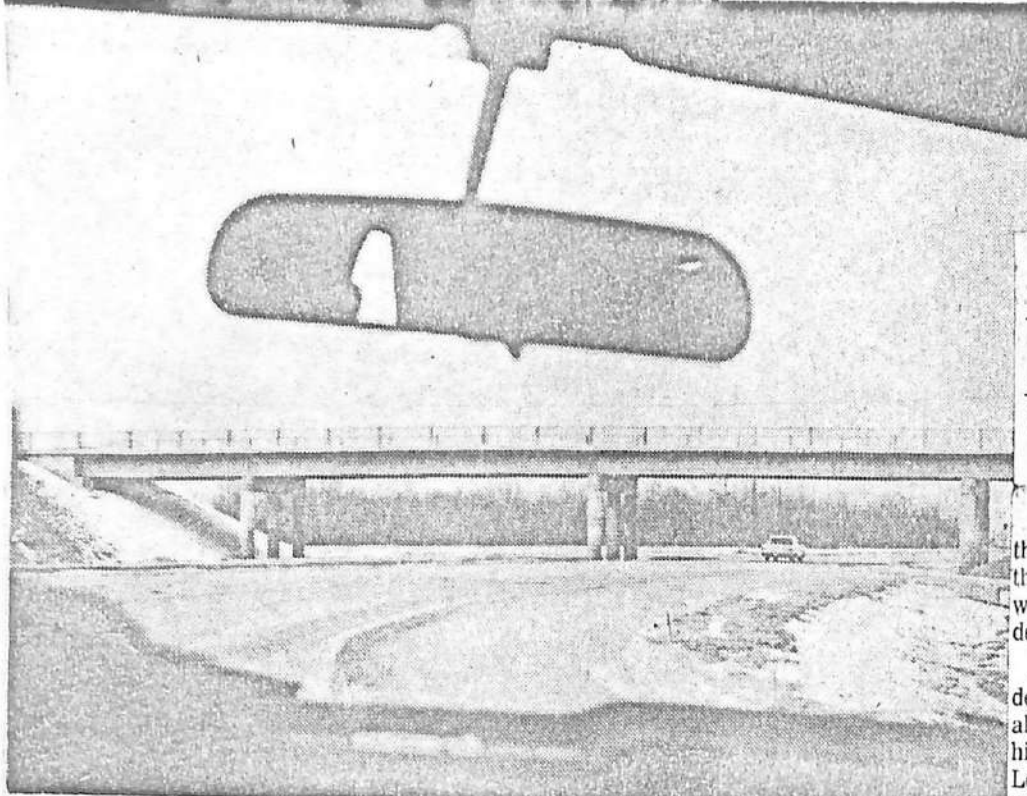
Farmers are particularly concerned because they will be forced to travel additional miles when transporting crops to Oldcastle Co-Operative.

Mr. VanDekka said plans call for the new road to have a 60 mile per hour speed limit. He indicated that the Town of Essex would be bypassed to the south.

The proposal calls for a four-foot median in the Oldcastle area, something which residents were most concerned about. They said it would not give sufficient turning area and would "create a dangerous situation."

The residents also expressed concern about the danger of a descending intersection into Walker Rd. from the proposed railway overpass. They said the plan could only "add to the danger now present at the corner."

Plans call for a petition to be circulated amongst residents. This will ask for an alternate DHO survey of the area. It will be forwarded to Fred Burr MPP (NDP—Sandwich Riverside).



As 401 flyovers rise, the death toll drops

By DICK SPIGONE

After 10 years and more than 50 fatalities Highway 401, the Macdonald Cartier Freeway, is starting to cheat death.

A program of more than a decade to close off or control all access routes to the highway from Windsor to London is showing results. Fatalities along the 110-mile section last year dropped to three compared to a high of 15 in 1964.

None of the deaths for the past two years has been at an open intersection. At least 20 deaths occurred at these potential deathtraps in eight earlier years.

Department of highways plans for 1968 will further reduce these open intersections to 12 and if weather permits all open crossings will be eliminated within two years.

"We're getting down to the end of the line," said highways program engineer, Walter Wigle, in Toronto. "All structures to control access will have been announced by this year's end," he said.

He added this means the closing or control of all open intersections will be completed from Windsor to London by 1970.

This year, completion of four flyovers and construction at another four, all in Essex County, will provide a completely controlled route from Windsor to the Puce Road interchange.

The Puce Road interchange in operation this year only needs a coat of paint and

sodding before the Department of Highways will sign the forms "completed."

The "bumpy strip," 23 miles of unlevel pavement that used to bounce cars and cause drivers to pull off the road to check their tires has been repaved—all except the construction scene of the Puce interchange.

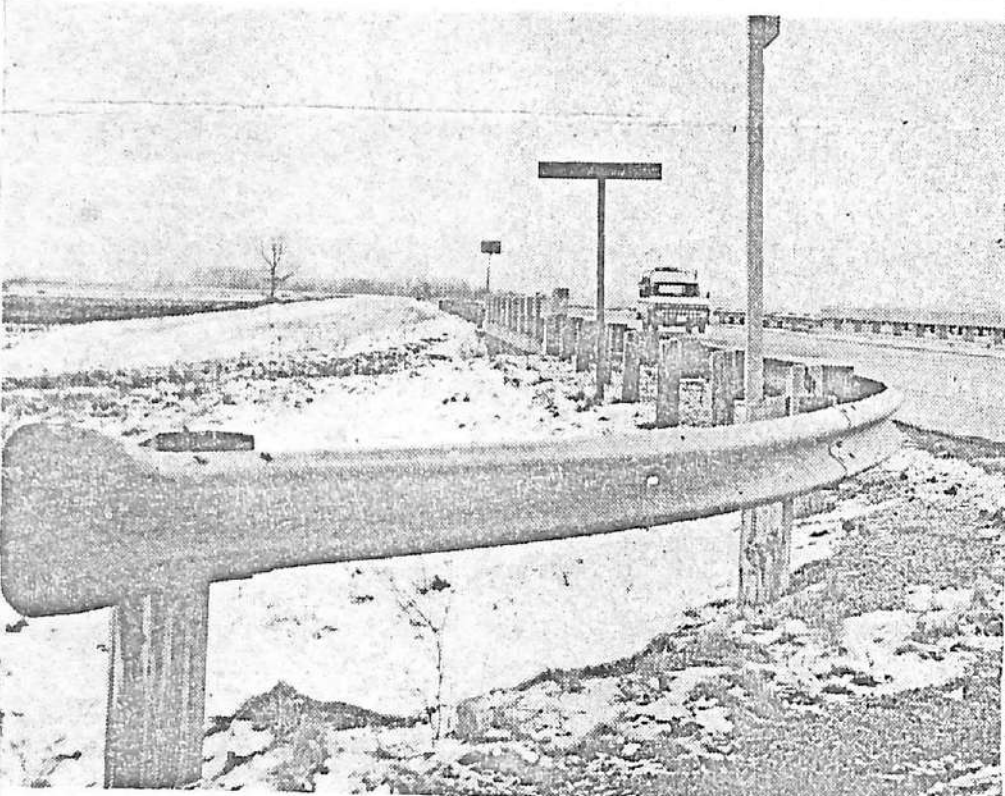
Police officials have already noted that roadside signs have a longer life, no longer being

sheared off by cars bounced out of control by the rolling pavement.

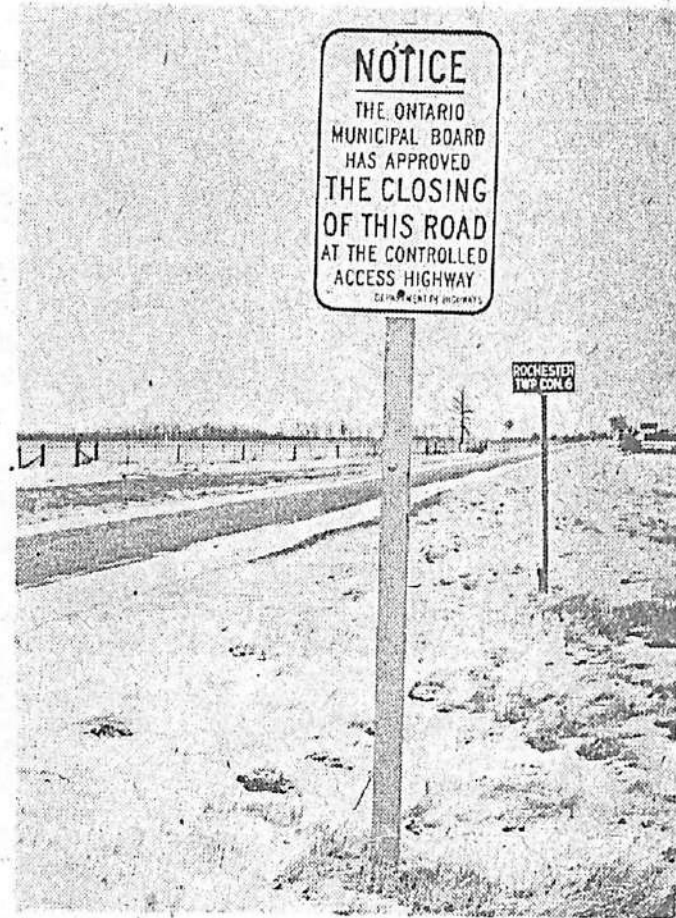
The story of the four-lane highway and how it was built in Southwestern Ontario with 99 uncontrolled crossroads has often puzzled critics.

Off the drawing board in the late 1940s, the superhighway was proposed as a completely controlled route from Windsor

See 401—Page 6



401 PROGRESS — For more than 10 years Ontario Department of Highways officials have been trying to eliminate the potential deathtraps of open intersections along the Highway 401 from Windsor to London. The end is in sight with officials saying the highway will have complete controlled access by 1970. Top photo shows one of the latest controlled intersection on the highway in Essex County, the Puce Road interchange. In sharp contrast, is view of the Dillon Sideroad crossing near Chatham (lower photo). View of the driver on the Dillon Sideroad approaching the westbound lane of 401 is obscured by roadside guard rail.



SIGN OF THE TIMES — A sign of the times since 1957 but not a fact until 1970. A road closing notice at the Rochester Township Con. 6 at Highway 401.

STAR-SEPT. 28/70 Highway 3 job awarded

TORONTO—Award of a contract for the improvement of Highway 3 in the Chatham district has been announced by Highways Minister George E. Gomme.

The project is for grading, drainage, granular base, cement treated granular base and hot mix paving for the new 9.6-mile Essex Diversion on Highway 3.

Work is expected to start on this project by October 12, with completion scheduled by August 30, 1971.

Cayuga Materials and Construction Co. Ltd., of Cayuga has been awarded the contract for \$799,752.



HIDDEN PERIL—Although the number of open intersections along Highway 401 has been reduced from 99 to 22 in the Windsor to London stretch, some of the worst crossings remain wide open and will stay that way up to the 1970 deadline.

Above is one of them, the Dillon Sideroad crossing in the Chatham area as seen from the westbound lane of 401. Arrow points out car hidden behind barriers.

Walter Jackson

STAR-AUG. 7, 1968. Spinks tender wins road work

OLDCASTLE — Spinks Gravel Ltd. has been awarded the contract for surface treatment on Con. 8, Sandwich South Township.

The company's bid was the lowest received. It will supply prime treatment for 24 cents a gallon, asphalt emulsion for 30 cents a gallon and stone chips for \$5.10 a ton.

Work is expected to begin before the end of the month and to be complete by early fall.

'Killer Corner' speed cuts sought

Sandwich South Council endorses OPP proposal

A campaign to cut speed limits on the approaches to the killer corner of Highway 3 and Howard Ave. has been started by Sandwich South Township Council.

The council, meeting Monday, endorsed an Ontario Provincial Police proposal

suggested by Staff Sgt. F. M. Rawlings that the speed limit be reduced from 50 m.p.h. on Howard Ave. and 55 m.p.h. on Highway 3, to a new limit of 35 m.p.h. on both sides.

The township council also has directed that a letter go to the Windsor Suburban

Roads Commission, asking for the Howard Ave. speed reduction since Howard is under the jurisdiction of this commission.

In the Howard Ave. case, the suburban commission is being asked to make the speed limit of 35 apply from the corner south to the area of Heavenly Rest Cemetery entrance.

It is also recommended that the speed reduction on Highway 3 be imposed from the site of Percy McKee Public School to the corner.

The intersection has been the scene of three fatal accidents this year. The latest was July 6 when Robert W. 'Pepper' Brush, 7 Balaclava St., Amherstburg, was killed.

A coroner's jury Friday said speed has been the major factor in accidents in the area.

The jury also recommended closing two paved crossovers on the Highway 3 median east of Howard Ave. and a parking ban on the shoulders of both sides of Highway 3 for 1,000 feet east of Howard Ave.

Thought is also being given to putting traffic lights for northbound traffic on Howard Ave. at Highway 3 on the south, instead of north, side of the intersection.

Highways Minister George Gomme got a quick report Monday on the coroner's inquest that looked into the January 17 fatal accident at the intersection.

Bernard Newman, Windsor-Walkerville Liberal, gave Mr. Gomme a copy of Saturday's Windsor Star which carried the recommendations of the inquest that was held Friday. The coroner's jury recommended new speed and parking controls for the intersection.

Normally the minister would not see the jury's recommendations until the inquest report filtered through regular governmental channels.

Mr. Newman was told in a letter from the minister that the highways department now is making a detailed study of the location and that a special report is being prepared for the Ontario supervising coroner's office by the Essex County Crown attorney.

The Friday inquest was into the death of Eugene Draft, 64, Kitchener, killed when he drove his car out of a restaurant parking lot and was hit by an eastbound transport truck.

Howard, Highway 3

THE WINDSOR STAR - JULY 8, 1968

Star Staff Reporters
TORONTO — Highways Minister George Gomme has asked his officials for a report on the Highway 3-Howard Ave. intersection where three men have been killed in motor vehicle accidents so far this year.

The report will include a study of the intersection and analyses of the accidents, a department spokesman said Tuesday. It is being prepared for the minister by the department's London office.

All three men killed were driving cars which collided with trucks.

On July 5 Robert W. Brush, 49, of Amherstburg died when his car was demolished by a 40-ton cement truck.

The driver of the truck, Douglas Leslie Graham, 27, of Windsor was not hurt. He has been charged with dangerous driving.

Eugene Kraft, 64, of Kitchener was killed June 28 when his car collided with a transport truck while he was pulling out of the Embers Restaurant parking lot at one corner of the intersection.

An inquest into his death will be held on Friday.

Louis Fortin, 27, of RR 4, Essex died Jan. 17 after his car and the tractor section of

a tractor-trailer rig collided. On Highway 3 the speed limit is 50 mph west of Howard Ave. and 55 mph east of the intersection.

On Howard the limit is 50 mph.

The intersection is controlled by traffic lights.

Mr. Gomme was asked about the intersection by Bernard Newman, Windsor-Walkerville Liberal.

Meeting Wednesday THE WINDSOR STAR - FEB. 6, 1968. Strong protest on highway 3

OLDCASTLE—Sandwich South Township ratepayers from Oldcastle area are up in arms over the Ontario Department of Highways plans for the new Highway 3 bypass.

They have arranged to meet Wednesday night at the township hall with John VanDekka, DHO planning engineer, London, and plan to issue strong complaints about present proposals.

Most feel the existing plan will create a traffic hazard at Walker Rd. and will be detrimental to several businesses in the area.

The plans call for an overpass to be constructed at the C and O Railway crossing on Highway 3 and for the buildings along the highway near the crossing to be removed.

The old township hall, post office and several businesses

will be among the buildings lost. Farmers are particularly concerned because they will be forced to travel additional miles when transporting crops to Oldcastle Co-Operative.

It has been suggested that Highway 3 be diverted in a southeasterly direction from Walker Rd. to South Talbot Rd. and that the new highway then follow South Talbot Rd. to bypass the Town of Essex.

Many people feel this proposal would eliminate the potential traffic hazard at Walker Rd. If implemented, it would affect fewer homes and places of business.

Residents complain THE WINDSOR STAR JULY 9, 1968. Highway 2 parking to end near airport

OLDCASTLE—"No Parking" signs will be erected along the stretch of Highway 2 opposite Windsor Airport.

Sandwich South Township council has learned the Ontario Department of Highways will request an order-in-council from the Cabinet to authorize the change.

The move was prompted by complaints of area residents concerning the danger of traffic lined up along the high-speed highway.

Complainants warned that the "situation has become critical" and asked for "immediate action."

In other business, council passed bylaws to provide for licensing and operation of racing vehicles; asked township clerk Bert R. Bedford to

investigate the possibility of extending the water line on Lesperance Rd. to the south side of the Canadian Pacific Railway tracks; requested a report on the costs of repairing and improving Graham, South Malden Rd. and Pike Creek Drainage Systems; and gave a \$75 grant to the Sandwich South Pee Wee Baseball League.

The bylaw sets down rules for racing and defines specific areas in which races may be held.

The water line extension is necessary to open up Lesperance Rd. for further expansion.

Road project STAR-DEC. 10, 1968. costs \$10,550

OLDCASTLE — J. R. Phillips Trucking Ltd., Maidstone Township has been awarded the contract for constructing a crushed stone road between Intersection Rd. and North Pacific Ave.

The company's \$10,550 bid was the lowest of five received by Sandwich South Township. Others: Earl Jones and Sons Ltd., Amherstburg, \$10,800; Marentette Bros. Ltd., Windsor, \$10,985; Dinsmore Construction Co., Windsor, \$17,275; and W. S. Fullerton Construction Co., Windsor, \$16,475.

The new road is expected to open up the area for residential development.

Work will begin this week and be completed before the end of the year.

See reverse side for "Delegation to Toronto" Aug. 23rd., 1968 to protest new location of #3 Highway.

Site of 3 deaths THE WINDSOR STAR SEPT. 10, 1968. Push parking curbs for 'Killer Corner'

OLDCASTLE — New parking restrictions have been recommended for the deadly Highway 3-Howard Ave. intersection.

Sandwich South Township council has been asked by the Ontario Department of Highways to approve plans for 'no parking' along the north and south sides of the 1,000-foot stretch of Highway 3 immediately west of the intersection.

The recommendations are the result of a highways department study made following three fatal accidents earlier this year.

The study includes a study of the intersection and analyses of accidents. It was undertaken by the department's London office.

All three fatalities came as the result of car-truck collisions. July 5 Robert Brush of

Amherstburg died when his auto was demolished by a 40-ton cement truck; June 28 Eugene Kraft of Kitchener was killed when his car collided with a transport truck and Jan. 17 Louis Fortin of Essex died when his vehicle and the tractor section of a tractor-trailer rig collided.

It has also been suggested that speed limits be reduced in the area, trees near the intersection be removed, additional intersection warning signs be erected and changes be made to the traffic lights.

There is a possibility some of the median crossings will be closed.

A contract for supplying 8,000 tons of crushed stone to be spread on North Talbot Road, between 8 and 9 Concession Roads, and for 3,000 tons of crushed stone to be spread on Intersection Road, between Shawnee and Lesperance Roads was awarded to E. Bondy Excavating and Trucking Ltd., by Sandwich South Council.

Sandwich South Township has awarded a \$3,350 contract to Fred Paquette for installation of tile drain on the east side of Lesperance Road from Gouin Street to Highway 2 (39 bypass). In addition to the contract work, township crews will install a stone shoulder in the same area for the protection of pedestrians. A traffic count taken last year showed an average of 4,800 vehicles using the road daily. STAR, APR. 7/71.

Sandwich South council approved a supplementary road budget of \$19,500. Council had earlier approved a road maintenance and construction budget of \$99,500. The \$19,500 will be spent to improve Lesperance Road from County Road 42 to Leblanc Avenue and from Highway 2 south to Gouin Street. The figure will also cover costs of improving South Talbot Road from Walker Road to Howard Avenue.

Sandwich South council has endorsed a proposal from Windsor Suburban Roads Commission to spend about \$500,000 to improve County Road 8 instead of spending the money to move the adjacent Colchester Town Line Drain. There have been cave-in problems at the drain but by improving the road and moving it slightly south the problem with the drain will be alleviated somewhat with the removal of traffic.

STAR - MAY 18, 1971

The Ontario Department of Highways has agreed to consider a Maidstone Township Council request for the installation of a flashing warning light at the Highway 98-Maidstone-Sandwich South townline. This intersection has been the scene of three fatal accidents during the past year. STAR, APR. 7, 1971.

AUG. 23, 1968 STAR Delegation To Toronto

A five-man delegation from Sandwich South met with Ontario Highways Minister George Gomme Wednesday morning at Queen's Park in a last-ditch effort to have plans for Highway 3 Bypass in Oldcastle area revamped.

The delegation was headed by Sandwich South Township Reeve, Robert Pulleyblank and included Manson Jessop, Fred Sylvestre, Allan Parr and Jeff Cainen.

The London branch, Ontario Department of Highways, has refused to change its proposal to funnel traffic through the dangerous Highway 3-Walker Road intersection and delegation members were told Mr. Gomme is the only man who can now alter proposals.

Mr. Pulleyblank said the Highways Department has given people in this area "no consideration whatsoever" and warned "Oldcastle could become a death trap" unless something is done.

The highway plan calls for a four-lane highway to be constructed between Leamington and Windsor. It would require an overpass to be built at the C. and O. Railway crossing at Oldcastle and for buildings along the highway near the crossing to be removed.

Residents have suggested the road be rerouted through properties in the centre of the range of lots south of the stretch of Highway 3. It has been suggested the route begin at the Highway 401 complex, go through the rear of farms fronting on South Talbot Road and join the Malden Road west of the town of Essex.

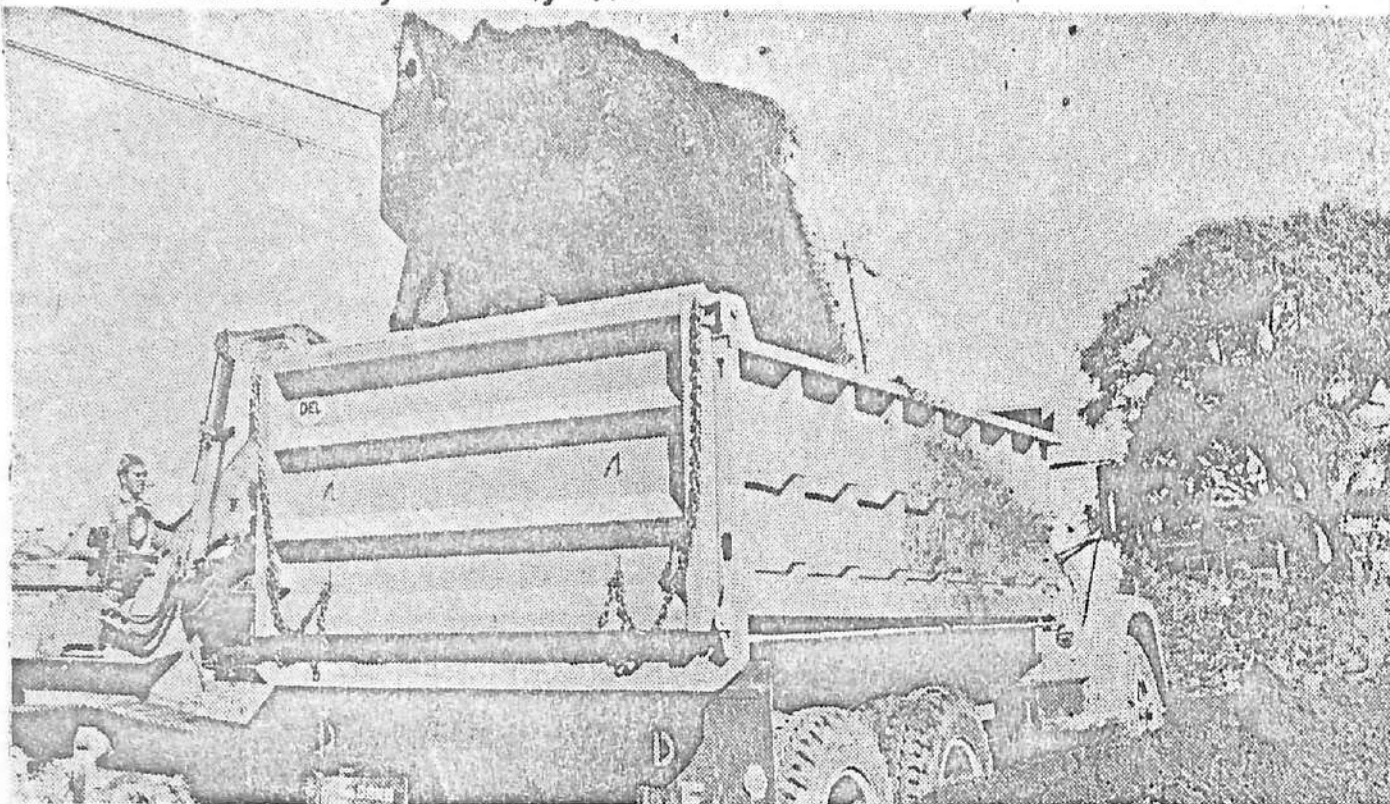
Mr. Pulleyblank said the route would solve the problem at Oldcastle and would not interfere with the orderly growth of the area.

Village residents are most concerned about a heavy flow of traffic being funnelled through the Highway 3-Walker Rd. intersection. There have been 10 persons killed at the site in the past 18 months and the residents question what will happen if the highway's plan is completed.

The highway's department has suggested a four-foot median for Oldcastle area. Residents say this would not give sufficient turning area and would "add to a dangerous situation."

Farmers are particularly concerned because they will be forced to travel additional miles over highly travelled roads when transporting their crops to Oldcastle Co-operative.

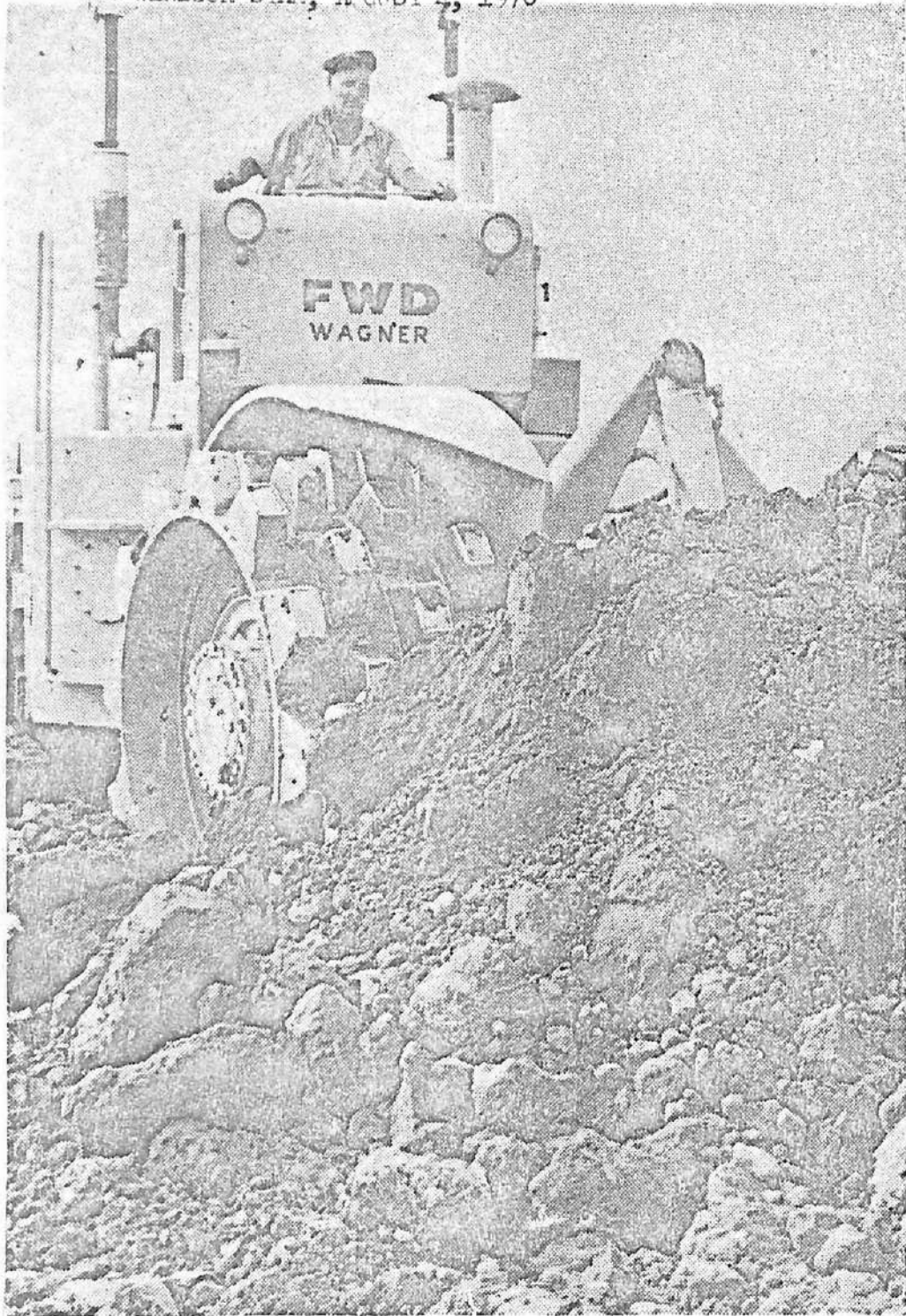
THE WINDSOR STAR, AUGUST 4, 1970



WORK UNDER WAY—Work on the first phase of the E. C. Row Expressway got under way this morning. Top soil was being stripped from the site where the first of almost 1,000,000 cubic yards of fill will be dumped. The stripping was expected

to be completed today and fill will be trucked to the site from near Amherstburg beginning Wednesday morning. The first fill site will be east of Dougall Rd. across South Cameron Blvd. to the limits of the Penn Central Railway.

THE WINDSOR STAR, AUGUST 4, 1970



EXPRESSWAY FILL—Caterpillar earth movers are busy distributing tons of earth being trucked to a site between Howard and Dougall Avenues to be used in construction of the E. C. Row Expressway. More than 300 truckloads have already been delivered and about 950,000 cubic yards of fill will be dumped by November, 1971. Windsor's traffic department is working toward a goal of having a truck dumping earth at the site every 42 seconds.

THE ESSEX TIMES, NOV. 14, 1974



PREPARING FOR "OLD MAN WINTER". Above on the left, Joe Switzer and Emet McGuire with George Pjevac below, plant poles in a field in Cottam for snow fences for the Ontario Transportation and Communications Dept. The three men are members of patrol three from Oldcastle who say they are all Irish. George Pjevac?

Traffic signals to be installed at intersection

ESSEX TIMES
NOV. 17, 1971.

Traffic signals are to be installed at the intersection of County Roads #19 and #46, better known as Manning Road and #98 highway. The county roads committee and the province have approved the installation of the light at this corner after much prompting by the council of Maidstone township.

In a little more than one year there have been five fatal accidents at this corner. The council has been urging the government for several years to install traffic lights.

at the intersection but only a larger stop sign had been erected. The Department of Transportation and Communications has now approved the installation of overhanging flashing signal lights. After a fatal accident last March, council took further steps to urge for installation of such lights. In September there were a series of serious accidents, two within 24 hours and in one accident two people were killed, prompting council to again urge the installation of lights.

Highway 3 History

SEPT. 8, 1971.

The new by-pass, built to eliminate the problem of driving through the town during rush hours, has not been the first attempt to avoid travel along #3 highway, through Essex. Around 1890, John Milne donated land for a road to bypass the Essex toll gates. The toll-gates were originally set up as a means to provide better roads, but in a short time they became a source of revenue for the unscrupulous owners.

Colonel Talbot built the road along Indian trails. The people living along it were to keep it in repair but there has always been the careless and indifferent, so some residents did not do their share of the work. Then road building companies took over the job and it seemed logical to charge tolls so that those who used the road would pay for its upkeep. The first tolls were collected in 1856. Some of these toll gates were less than 4 miles apart. The charge varied from 5¢ to 10¢ depending on the decision of the keeper and/or whether a single horse or a team was being driven. At one time the return trip from Essex to Windsor was 65¢ and that was just about a single day's wages then. If the roads had been kept in the same good repair as they were when the system began travellers would have been content. If you travelled late at night you would have to waken the keeper. It did provide some excitement for some of the high spirited youth of the day who 'got a charge' out of jumping the gates when on horseback, or even ram-

ming them with a team. But the roads were neglected by the owners. Just west of Essex in the spring, 3 or 4 feet of water would cover the road. Lou Wigle, who drove the first stage coach from Kingsville to Windsor would have to help his passengers climb to the roof of the coach while they drove through the swampy area. Imagine the women managing that without benefit of hot pants or slacks! The people reasoned that the company may have the right to collect tolls on the road but they can't collect on water transit. For the people living on the east side of Essex it was a real hard ship. No one could avoid them, even to go to Essex to shop. That is why John Milne encouraged the building of a by-pass. One of the owners went to Toronto to make legal arrangements to prevent the by-pass being built. When he returned it was already finished. It is doubtful if any road has ever been built faster anywhere, even with all our modern machinery. Then the owners decided to build a toll gate to catch the travellers as they came off the by-pass where it joined the main street, at the present site of Stokely-Van Camp. Every morning when the workmen arrived they would find their work of the previous day torn down. After a week the company gave up their efforts.

But not for long. In 1896 the company that owned the road moved an old frame house to the west end of town, to be used as a toll gate. This gate shut

Essex bypass

THE WINDSOR STAR - JAN. 23, 1970.

work begins

ESSEX — Construction has begun on the first stage of the new Highway 3 bypass around Essex.

Officials of Keystone Contractors, Windsor, general contractor, say they have completed the staking of the route and are now undertaking drainage and culvert work.

Contract price is \$647,993. The project includes grading and drainage for the first two lanes of the 9.8-mile four-lane-controlled access bypass. Work is expected to be completed by mid-November.

The bypass will branch off Highway 3 approximately one mile west of Maidstone and rejoin the highway about one mile east of Essex.

The highway department proposal calls for the new route to skirt Essex near South Talbot Rd. at the end of Victoria Rd. and for South Talbot Rd. to continue to exist as a service route.

It will have a 60 mile-per-hour limit.

The bypass is part of the new collective highway between Windsor and Leamington. This is being constructed to ease the burden that increased traffic has placed on motorists travelling Highway 3.

Highway department officials have said there will be four main exits off the bypass leading to Essex and that plans call for Highway 3 to be improved and turned back to local authorities once the new access road is complete.

The DHO received Ontario Municipal Board approval to temporarily close sections of Sandwich South, Maidstone, Colchester North and Gosfield North roads which intersect or run into the proposed bypass.

The plan affects 10 sections of road in Colchester North, four in Gosfield North, two in Maidstone and one in Sandwich South.

Highway

A large crowd followed the men on the night of July 22 as they moved from one gate to the next. At each toll house the keepers were allowed to gather their belongings and move out. The keeper at Maidstone refused to move so he was carried out. If other buildings were in danger as the gates burned, the men promptly formed a bucket brigade and prevented any unnecessary damage. Two sisters who were the keepers of one gate, fled as the men arrived and search parties did not find them until two days later. The company owner promptly announced he would rebuild all of the gates but was warned to take no action. Police came to Essex to investigate but strangely enough everyone had been at home the night of the fires. This had not been wanton destruction. Everyone felt the men had acted wisely to stop a gross injustice. It is not recorded how long it took before the highway was put in good repair.

The company was determined to succeed and built a toll-gate of tin and iron. It was opened on July 18, 1896 and the company official collected the tolls himself. The people were annoyed that the time and money had not been spent repairing the roads. Five days later a group of men plotted to remove the gates once and for all. It was impossible to get the names of the men responsible since no one would admit to knowing anything about it. Plans were made at the Aberdeen Hotel and at McDougall's livery stable. The men blackened their faces, turned their coats inside out, rolled up one pant leg and wore old slouchy hats.

Roads on route shut for while

Sandwich South, Maidstone among districts affected

By DON HARRIS

ESSEX—Work is expected to begin this summer on the new Highway 3 bypass at Essex.

The Ontario Municipal Board removed the final hurdle from the path of the project Tuesday when it gave the Ontario Department of Highways permission to temporarily close sections of Sandwich South, Maidstone, Colchester North and Gosfield North roads which intersect or run into the proposed bypass route.

The decision came following a public meeting at Essex council chambers. This was conducted by board officials F. G. Blake and A. L. McCrae.

They heard only one major objection. A number of rate-payers requested that the highways department give thought to conducting an overpass at County Rd. 23 (Arner Townline). This, they said, would be an important safety measure due to heavy traffic.

DHO project engineer James Heffernan assured, however, that every precaution is being taken to guard against accident at the corner and said a traffic light will be installed if necessary.

The DHO plan calls for 10 sections of road to be closed in Colchester North, four in Gosfield North, two in Maidstone and one in Sandwich South.

Those in Colchester-North: (1) the road allowance between Lots 281 and 282, South Talbot Rd.; (2) South Talbot Rd. at the northeastern limits; (3) the road allowance between Lot 18, Con. 13 and Lot 32, North Malden Rd. at the northeastern limits; (4) the road allowance between

Roads in Maidstone are: (1) County Rd. 19 at the southwestern limit of the bypass and (2) the road allowance between Maidstone and Sandwich South at the northeastern limit of the bypass.

Highways department officials said work is expected to begin on the bypass in August. A two-lane road will be constructed at the outset. The bypass will be 7 1/4 miles in length. It will begin near Highway 114 and run through to Malden Rd., Gosfield North Township.

Those in Fosfield North: (1) the travelled road in Lot 279, North Talbot Rd. at the east limit of the bypass; (2) South Talbot Rd. at the easterly limit; (3) the road allowance between Gosfield North and Colchester North at the northeastern limit; and (4) the travelled road in Lot 279, North Talbot Rd. at the northeastern limit of South Talbot Rd.

STAR-AUGUST 19/68.
**Highway 3
bypass hit
as danger**

**Last-ditch effort
to avert Oldcastle
'death trap' label**

OLDCASTLE — A five-man delegation from this area will meet with Ontario Highways Minister George Gomme Wednesday morning at Queen's Park in a last-ditch effort to have plans for Highway 3 Bypass in Oldcastle area revamped.

The delegation will be headed by Sandwich South Township Reeve Robert Pulleyblank and will include Manson Jessop, Fred Sylvestre, Allan Parr and Jeff Cainen.

The London branch, Ontario Department of Highways, has refused to change its proposal to funnel traffic through the dangerous Highway 3-Walker Rd. intersection and delegation members have been told Mr. Gomme is the only man who can now alter proposals.

Mr. Pulleyblank said the Highways Department has given people in this area "no consideration whatsoever" and warned "Oldcastle could become a death trap" unless something is done.

The highway plan calls for a four-lane highway to be constructed between Leamington and Windsor. It would require an overpass to be built at the C and O Railway crossing at Oldcastle and for buildings along the highway near the crossing to be removed.

Residents have suggested the road be rerouted through properties in the centre of the range of lots south of the stretch of Highway 3. It has been suggested the route begin at the Highway 401 complex, go through the rear of farms fronting on South Talbot Rd. and join the Malden Rd. west of the town of Essex.

Mr. Pulleyblank said the route would solve the problem at Oldcastle and would not interfere with the orderly growth of the area.

Village residents are most concerned about a heavy flow of traffic being funnelled through the Highway 3-Walker Rd. intersection. There have been 10 persons killed at the site in the past 18 months and the residents question what will happen if the highways plan is completed.

The highways department has suggested a four-foot median for Oldcastle area. Residents say this would not give sufficient turning area and would "add to a dangerous situation."

Farmers are particularly concerned because they will be forced to travel additional miles over highly travelled roads when transporting their crops to Oldcastle Co-op.

THE WINDSOR STAR, APR. 7, 1971
DHO turns over Highway 98

Essex County road system increased

The Essex County road system has been increased by 28 miles as the result of the Ontario Department of Highways turning over Highway 98 to the county jurisdiction.

With the county assuming Highway 98 from the Windsor city limit to the Kent County boundary, the Essex system now consists of 344 miles of road.

County engineer Roy Lee said the route is now known as County Road 46.

County Council has requested the Department of Highways to assume Howard Avenue and the Meadows Road as a new provincial highway in Essex.

If the province agrees to the request Howard Avenue would become a provincial highway from the Windsor city limit to Highway 18 and the Meadows Road from Highway 18 to Highway 18A.

There has been no reply to council's request. Council feels

there is a need for another provincial highway running north-south in Essex County. Howard Avenue is a main route from Windsor Lake Erie resort districts and the Holiday Beach Provincial Park.

The only straight north-south provincial highway in Essex is Highway 77. Highway 18 winds along the Detroit River on the western side of the county.

Supporting the county's request is the fact that the province assumed a road from

Kent County last year. This is the road leading to Rondeau Park.

In 1970 the province turned over the section of Highway 98 to the county road system in Kent County.

The Essex County system was also increased last year when the highways department turned over 14½ miles of Highway 2 to the county and Highway 107 between Ruthven and Highway 18.

In Sandwich South

Township road tenders awarded

THE WINDSOR STAR - MAY 22, 1969.

OLDCASTLE — Sandwich South Township council has awarded two contracts for road work in the area.

It has accepted a \$14,190 bid from Madax Construction, London, for crushed stone base along St. Anne and Gouin Sts. and a \$10,835 tender from Spinks Gravel Ltd., Leamington, for surface treatment on sections of Cons. 9 and 12 and Lesperance Rd.

Bids were the lowest received. Others to submit bids were J. R. Phillips Trucking, Maidstone; Earl Jones and Sons Ltd., Amherstburg; E. Bondy Trucking, Amherstburg; Marquette Bros., Windsor; and Municipal Spraying and Oiling, Toronto.

Work will begin as soon as final approvals are received.

In other business, council entered into an agreement for use of the Anderson Township disposal area until the new county land-fill site is complete, decided to consider establishing a township recreation committee, passed a bylaw to provide for the repair and improvement of McPherson Drain and gave a \$150 grant to the Sandwich

South Firefighters Association.

Present township disposal areas are no longer adequate. Ratepayers will be allowed to dump refuse at the Anderson site Wednesday from noon to 5 p.m. and Saturdays from 9 a.m. to 5 p.m.

The agreement prohibits disposal of garbage at the site. A caretaker will be on duty.

THE WINDSOR STAR, JUNE 4, 1971.



The new Highway was opened to traffic Friday from The Schermer Farm east, now known as Highway 3. We who used to live on Highway 3 now have to go back to what this Road was known a long, long while ago, now we live on Talbot Road, with the D. H. O. Blessings. 11/2/71

WEST OF MAIDSTONE—Travelers along Highway 3 west of Essex and Maidstone during the past

several weeks have seen heavy construction equipment working on the new access routes to the \$1.4

million, 9.6-mile Essex bypass. Here heavy equipment levels some rough spots next to Highway 3.

Bypass to open by end of summer

ESSEX — The \$1.4 million Highway 3 Essex bypass will be completed and paved and open to traffic by the end of this summer, said Essex county engineer Roy Lee Tuesday.

The county's road committee will invite the Windsor Suburban Roads Commission to its next meeting to try and work out an agreement so the speed limits on County Roads 42 and 46, formerly highway 2 and 98, can be increased from 50 to 60 miles an hour.

The commission has stated its disagreement with the change even though the municipalities where the roads are located have voted in favor of the increase.
STAR JUNE 11, 1971

SANDWICH — Sandwich South Township has accepted a tender of \$10,400 for purchase of a five-ton dump truck for its road department. The purchase must also be approved by the province.
STAR DEC. 9, 1971

The bypass is part of the provincial government's plan to improve Highway 3 from Windsor to Leamington.

The 9.6 mile bypass will eliminate highway traffic through the town of Essex,

and allow through traffic to proceed without having to slow for 45 and 30-mile an hour zones in the town limits. The bypass begins about one mile west of Maidstone (five miles west of Essex) and re-

joins the old Highway 3 east of Essex about two miles out of the town.

A department of highways official in Chatham said Tuesday the \$1.4 million price tag did not include property

acquisitions nor engineering costs.

He said the Essex bypass was the first step of the five-year program to reroute the highway.

A call for tenders to install tile drains with stone covering for two Sandwich South roads, has been approved by township council. The work will be carried out on the North Talbot Road, between Concessions 8 and 9 and on Intersection Road, between Shawnee and Lesperance Roads. A second tender will be called for installing a closed tile drain on the east side of Lesperance to run 2,300 feet.
STAR MAR 17, 1971

Officials of the department of transportation and communication, Chesapeake and Ohio Railway Co. and Sandwich South Township will meet Sept. 28 to discuss plans for an overpass on Highway 3 at the tracks in Oldcastle. The overpass is part of the future plans for the highway. Council is concerned that an access route will not be made available to farmers who must get to the Oldcastle Co-op.
STAR Sept. 23/71

Many travellers of the North Talbot Rd. that runs between Howard Ave. and Walker Rd. are complaining about a bump that sits in the middle of the road like a wart on a mosquito. Time and again travellers of this road who are not acquainted with this wart soon realize that there is a difference between a wart and a mountain when the shock absorbers kiss the frame of the car and the steering wheel points to the local fields instead of the center of the road.

City of Windsor street men patrol this road every day of the week but for some reason look at the pheasants parading or the display of Orchard Farms fruits and vegetables nearby. Oh well, maybe after election the boys will smooth over this jaw cracker and all will be well



In the Name of Progress?

#3 By - Pass Changes Course of Life

MAY 12, 1967
Recent proposed plans for the new four lane No. 3 Highway has caused much stir in the community. It is believed that many of the landmarks of the community and homes will be uprooted especially from a proposed overpass over the present Chesapeake and Ohio Railway.

Under the present plans the construction may be five years, it may be more and maybe less. Present plans have given the local Sandwich South Council, members of the community and Oldcastle Co-Operative much concern.

Present plans it is believed will shut off the present Oldcastle Road, north of No. 3 Highway and will be replaced with access roads that will cause farmers and the local Co-Op much inconvenience in the delivery of farm products to and from north of the present proposed plans. It is believed the Township governors and business firms have been in contact and discussed future plans with the Department of Highways and it is hoped that some changes will be made in the present plans.

Progress. Are the passing move the buildings back. I suggested that I'd make the deal if they would move the buildings back, provide a well and a bridge over the ditch to get into the buildings from the Marsh road. Then they offered to buy the whole farm," Wave Tully explained of the negotiations that have been going on for 2 or 3 years. He had decided to retire and has been renting the farm the last 2 years but they had no intentions of ever leaving their home. The decision came hard—it wasn't a decision but rather an ultimatum that will change the course to the remainder of their days. They knew it had to be and were prepared to go along with it, but it took time. Then as if it were part of some plan, a house on Irwin Ave. in Essex was offered for sale. It was only 3 houses away from the house where Wave Tully was born and where he grew up as a boy. That was the house. "It will be just like going home."

"I love it out here, but it has to be," Ruth Tully smiled wistfully as she thought of leaving her home—her life really—to move into town. The continuation of the #3 by-pass as it strikes through to a spot just north of Leamington will be rolled right across the Tully home. They are situated on the corner of the Marsh Road and the South Rear Road; the by-pass will be laid just along the south side of the Rear Road.

"We aren't the only ones but the rest have evacuated. We are the only ones left. They wanted to buy only 23 acres of the farm and suggested I could

ed to his original farm and plans to be out there in the summer. It is about fifty years ago that he bought his first cattle. About eight years later most of his cows had to be destroyed when contagious abortion ruined his herd. So he bought three registered Ayrshires, two cows and a bull, as a foundation for a fine herd that grew in number to 30. He sold his milk to Walker's dairy, later bought out by Borden's. Recently he gave up the dairy business. "I was always interested in the Ploughman's Association and was director on the board for years." He was also on the school board of S.S. #12 Gosfield North, and 14 years on the township council; 2 of these years as deputy reeve and 5 as reeve. Ruth Tully reads a wide variety of materials and is well informed on all that goes on in the world. People took pride in their work then, perhaps we should say, had time to take pride in their work. Wave Tully reminisced about threshing days and how the men would build a straw stack carefully so that it was a good straw stack in which one could take pride. One man would stand back and direct, "put another forkful here, it needs a little more over there..." He recalled threshing with a steam engine, how it was sometimes done in the barn in the winter. "The dust would be so terrible that the men would scarcely be able to see one another." Ruth explained about the straw stack, "You had the stack on the south side of the barn so cattle could lie out in the warm sun in the winter, and the barn would protect them from the wind." But time has gone on, and in the name of progress the home must go. Wave commented, "There is only one person left around here that was here when I came. The whole neighbourhood has changed.

"I feel I never really left Essex. I never go to Essex without at least driving by home. I played in that house where we're going to live, many a time. They had four sons and I was in and out of there all the time. We had to obey the neighbours the same as we would have to obey our own parents. If we got out of hand they could give any of us a swat and send us home, and none of the parents minded." "It was a family named Metcalfe that owned that house I've bought. He was a photographer and had a photo gallery on the corner where Steeds' gas station is now," he explained.

It is 54 years ago that he started farming where he lives now. He inherited his love of farm life from his mother who saw her older son's interest in farming and encouraged her

husband, who was a blacksmith, to buy their son a farm. "I was just 18 when Dad asked me if I wanted to be a farmer. So he bought me this 98 acre farm and left me here to run it. He never interfered—just came out to help me with the work when I was extra busy," Wave said.

About 4 years after he began farming Wave Tully married the teacher of the nearby school - S.S. #12, Gosfield North. They have 3 daughters Alice, now in Kingsville, Joy in Denver, Colorado, and Yvonne in Don Mills.

Wave recalled, "When we were first married you could walk up to #3 highway and catch the street railway into Essex. They had a dance every Friday night in Essex and I always went."

As he spoke again of his home he commented, "I loved to see things grow and I enjoyed working with the livestock. When I came here there were three trees and a bit of orchard. I liked trees. Ruth and I planted trees. See the trees that are here now. Yes, I wanted to farm, I didn't want to work for someone else." "My father was a blacksmith and carriage maker and worked for McDougall's Carriage works that were about where the Essex Utilities are now. I bought the last buggy that came out of there. That was a fine buggy. It was black with red wheels. If the road was muddy, even if it was late when you came home you didn't put the buggy away until you washed all the mud off. Then you covered it up to protect it. You took care of your buggy. Those red wheels were really special," Wave recalled.

They bought their first car about 45 years ago. They travel as they wish now that he has retired. He says he'll always be a farmer. He still has the 150 acres that he add-

ed to his original farm and plans to be out there in the summer.

It is about fifty years ago that he bought his first cattle. About eight years later most of his cows had to be destroyed when contagious abortion ruined his herd. So he bought three registered Ayrshires, two cows and a bull, as a foundation for a fine herd that grew in number to 30. He sold his milk to Walker's dairy, later bought out by Borden's. Recently he gave up the dairy business.

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Highway crews have been surveying in the area and stakes are popping all over the place for the expected new No. 3 Highway and overpass here. Many business places and residential homes could change over the next few years and keeps owners wondering of the future. Like one of the crew claimed, "Judy that stake might be right in the center of your kitchen". NOV. 24, 1967

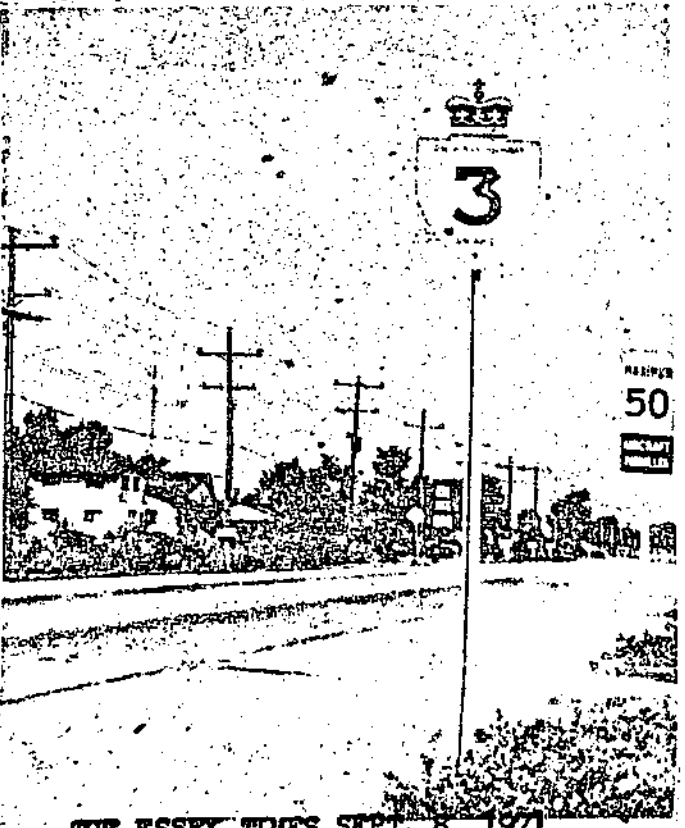
OCTOBER 29, 1971

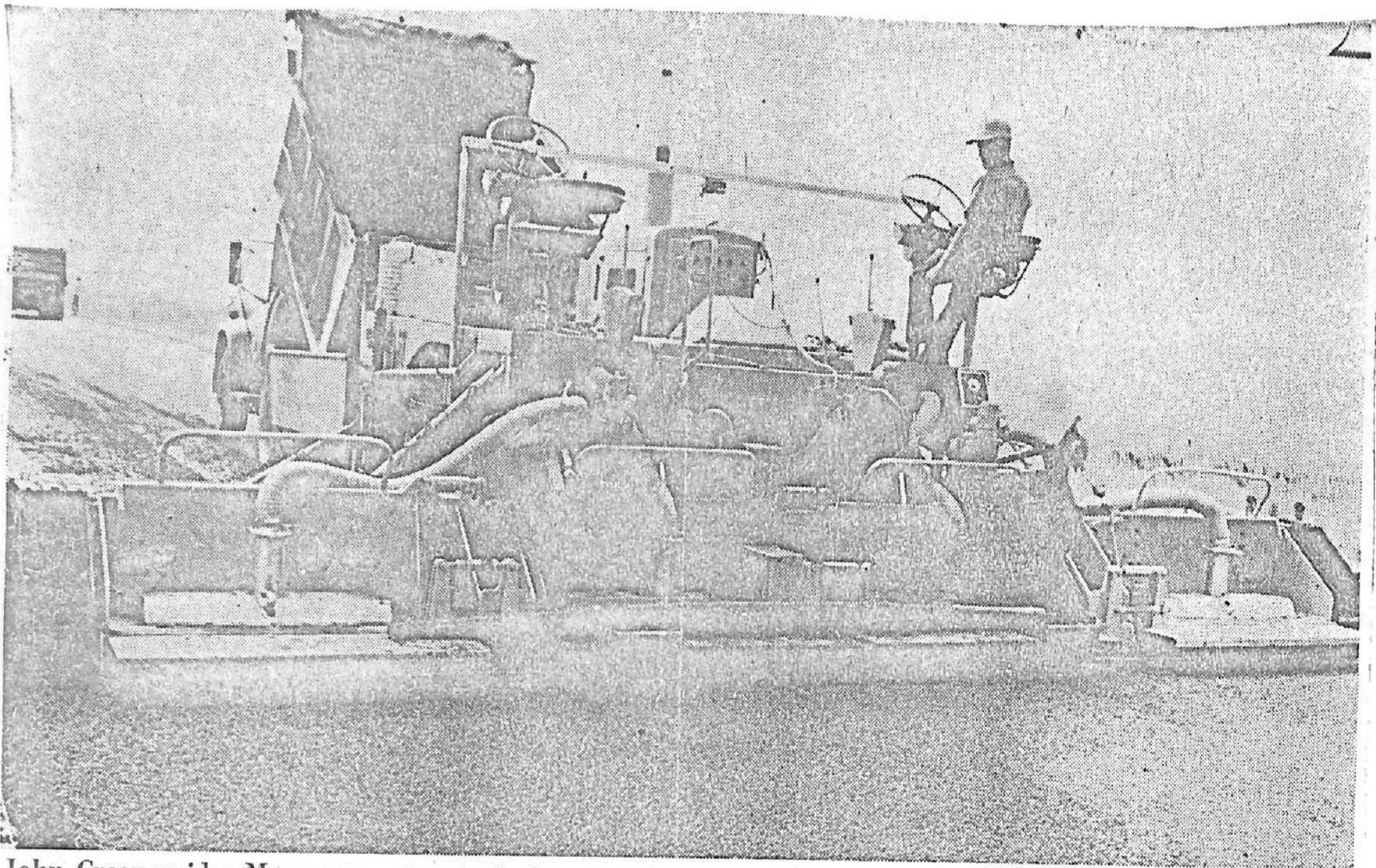
By-Pass To Open

The Department of Transportation and Communications is pleased to announce the completion of a section of New Highway 3 forming the Essex Diversion. This 9.6 mile section will open for traffic on November 5th, 1971. F. C. Brown, P. Eng. District Engineer.

Some of the families are still on the family farms. "Already more cars go by here, now that the first part of the by-pass is open. They can cut through to Division road and into Kingsville."

He enjoys walking and this fall he has been cutting and chopping wood to burn in their two stoves. Usually they burn coal and will do so when the cold weather really comes. A shaft of sunlight cut through the grey November sky, fell across the room, accenting the cosy warmth that radiated from the stove just as sunlight had done for countless years before that room was there, and will do so long after it has gone.





John Crean guides Marentette construction's monster surfacer over Highway 3 bypass STAR-AUG. 20. 1971

New surfacing machine gets road test

By DAVE AGNEW

ESSEX — The Highway 3 Essex bypass is being constructed with a type of surfacing machine that may result in the increased life of the roadway and a decrease in costs for future highway and street projects.

The resurfacing machine is owned by Marentette Bros. Construction Co., and lays down a 24-foot wide strip of

asphalt. This does away with the customary procedure of having to set down two individual strips of 12-foot pavement.

Roger Marentette, assistant to the president, said it is the first surfacing machine of its type to operate in Canada.

He explained that by laying the 24-foot wide strip it does away with having to place stripping between the sections

of pavement in the centre of the roadway.

Normally road surfaces give way first at the centre stripping because of the moisture that seeps through. And then in the spring months when the frost leaves the ground it tends to lift the surface.

The surfacer is the first to be tried out by the department of highways and officials were in Essex Thursday getting a

first hand look at the operation.

The \$87,000 machine is fully automatic and sets its own grade which results in a smoother and more even surface.

Mr. Marentette said the use of the machine not only results in a better quality of road surface but should mean cheaper costs since it can

surface the entire road in a single movement.

Marentette Bros. have the contract for surfacing the 9.6 mile bypass which should be ready for traffic by the end of September.

The bypass is the first phase of a total program to provide a four-lane high speed roadway from Leamington to connect with the present four-lane highway near Howard Avenue.

Essex by-pass to get lighting

ESSEX TIMES
MARCH 29, 1972.

Three intersections on the new section of #3 highway will have street lights within the next few weeks according to report received by Sandwich South council from the Department of Transportation and Communications. The street lighting will be installed at intersections of county

road 8 and 19 and the break-away point west of Maldstone. The department's district engineer F.C. Brown also indicated that the intersection at Malden road in Sandwich south township will be further reviewed following complaints from the municipality that it is a traffic hazard.

JULY PAQUETTE
2nd 1971
Harvey Washbrook, R. R. 3, Maldstone, a road employee of the Township of Sandwich South has attended a course sponsored by the Ontario Good Roads Association and held at the University of Guelph. Various courses are given each year and are designed to assist municipal road employees in their every day operations.

THE ESSEX TIMES, OCTOBER 26, 1972.



NEW STOP LIGHTS. Traffic lights were installed last Friday at the intersection of Essex road 19, and County road 46. At present the lights were left flashing red for north and south bound traffic on Essex road 19 and flashing caution for east and west traffic on County road 46, until drivers become aware of the lights.

times photo

Township road okay may speed overpass

By MIKE McATEER

OLDCASTLE — General agreement was reached Wednesday on a Sandwich South Township proposal that might break the impasse delaying construction of an overpass at Highway 3 and the Chesapeake and Ohio Railway tracks.

Alfred Wittenberg, regional design engineer, Ministry of transportation and communications, London, told a meeting in the township hall that he was prepared to recommend the township's proposal to the ministry.

The township's proposal calls for construction of a new road, south from North Talbot Road and running along the west side of the C and O tracks going under the overpass and linking up with the Oldcastle Co-Operative and a new service road to Walker Road south of Highway 3.

Attending the township hall meeting were members of Sandwich South council, officials from the ministry of transportation and communications, representatives from the Oldcastle Co-operative, Eugene Whelan (M.P., Lib., Essex-Windsor) and area property owners affected by construction of the overpass.

Mr. Wittenberg told an early informal meeting of property owners that the "freeze" on properties would end "as soon as an agreement was reached

with council." And "it could be this year."

The ministry official also indicated that the new service roads would be turned over to the township right after construction.

Recommendation to accept the township's proposal, Mr. Wittenberg said, was contingent upon a township resolution agreeing to the overall plan. Final decision to proceed with construction, he said, would be based upon financial participation by the federal government.

The proposed overpass (part of an overall plan for a Windsor-Leamington Highway) will be constructed just north of existing Highway 3 East of Walker Road and right over the top of the former township hall now being used as a county library branch.

In a former ministry design farm wagons carrying produce from the west and the north to the co-operative would have come along Walker Road before making a left hand turn about 900 feet south of the intersection with Highway 3 and onto a new paved road to the co-operative. The design also included construction of a new paved service road linking Oldcastle Road with Highway 3, north of the highway and east of the overpass.

Both township council and the

co-operative — vitally concerned with maintaining convenient access to its buildings — balked at this design. Council proposed a new service road east of the C and O tracks giving access to the co-operative from North Talbot Road and eliminating much of the farm traffic along Walker Road.

In the updated design presented by the ministry, the township gets the proposed road adjacent to the tracks; loses a service road from Walker Road north of Highway 3 to the municipal fire hall; the two new service roads proposed in an earlier design will be unpaved; and, a proposed left turn lane on Walker Road is eliminated.

Mr. Wittenberg said that estimated additional cost of the changes would be \$40,000 plus cost of the property required to build the new road. He suggested that council should be prepared to share in this additional cost.

Township reeve Robert Pulleyblank said it would be "economically impossible" to share in this amount and suggested that the ministry should "take the extra cost on and the township would try and purchase the land."

This is the suggestion that Mr. Wittenberg will take back the ministry. Co-operative officials have also asked him to consider retaining the left hand turn lane on Walker Road south of Highway 3.

Reeve Pulleyblank said that if the land required for the new road could not be had for a "reasonable price" it might present "a stumbling block to going ahead."

"We'll try and get the property owners to work with the township and look at it as a community effort." He said it was essential that the co-operative's business be protected.

Co-operative manager Ken Hartley said the co-operative "could live with something like this" (the updated design). Without the proposed new road to the co-operative, Mr. Hartley said "we are done."

Township fire chief Frank Nostadt said that major disadvantage in the design was in the extra time needed in servicing the eastern part of the township.

The proposed new road between North Talbot Road and the co-operative would have ditches on each side, have 26 feet of top and gravel 13 to 20 inches thick.

WINDSOR STAR NOV. 8, 1972 Overpass to retain co-op link

OLDCASTLE — Direct access from the north to the Oldcastle Co-operative will be retained in construction of an overpass at Highway 3 and the Chesapeake and Ohio Railway tracks in Oldcastle.

Sandwich South Township learned Monday that a township proposal to speed-up construction of the overpass and safeguard the interests of the co-operative had been accepted by the Department of Transportation and Communications.

The township's proposal, made at a public meeting in August, calls for construction of a new road south from North Talbot Rd., running along the west side of the C and O tracks and passing under the overpass to link up with the co-operative and a new service road to Walker Rd. south of Highway 3.

Township reeve Robert Pulleyblank cautioned that acceptance of the township proposal will not necessarily mean immediate construction of the overpass. The township has been told that construction will start on the "basis of continued re-assessment of provincial priorities."

"It could be soon or it could be in three or four years," the reeve said.

The proposed overpass — part of an over-all plan for a Leamington-Windsor Highway — will be constructed just north of the existing Highway 3, east of Walker Road.

Reeve Pulleyblank told council that the additional cost of implementing the township proposal — estimated at \$48,000 — will be picked up by the ministry of transportation and communications.

The township will be asked to pay for the cost of the right of way for the proposed road along the C and O tracks. Reeve Pulleyblank said the township would negotiate with the ministry on putting this cost to the township on its supplementary roads budget.

EDITORIAL

Trans Canada Highway now and then

"Let us build roads across this Dominion so that the peoples of the east mingling with those of the west may together become one indivisible nation." These words, spoken by Sir Wilfred Laurier at the turn of the century, expressed the hope of Canadians for a trans Canada highway. Sir Laurier had the support of newspapers across Canada who, in 1920 started a crusade for the construction for a national road. Reporters covered many significant motoring trips into previously untravelled areas.

The turning point in the campaign came in 1925 with a much celebrated pioneering trip, sponsored by Ford of Canada. A Model T Ford, built in Windsor, Ont., stubbornly motored 4,794 miles from Halifax to Vancouver and proved that an automobile could cross Canada without leaving Canadian soil. The trip was one of hardship, considering there were only a few hundred miles of paved roads in all Canada at that time. In the Maritimes, the roads were narrow and tree branches and bushes touched the sides of the car. In Northern Ontario, with its rocks and mudholes, the sturdy Model T sometimes covered less than 20 miles a day. The prairies burrowed the car in axle-deep gumbo, the Rockies repeatedly reduced the speed to a crawling pace with their precipitous wagon roads. The pioneers had to cross unbridged rivers and streams and sometimes mounted their car on railway tracks. The car's rubber wheels were replaced with steel flanged wheels for that purpose. The participants in this historic trip backed their car carefully across a beach near Halifax so their rear wheels touched the salty waters of the Atlantic. Forty days later they repeated the dipping in the Pacific Ocean in Vancouver.

With the trip successfully completed, the newspapers reacted enthusiastically. The Border Cities (now Windsor) Star commented, "The motorist of British Columbia will be able to visit the Maritimes. All this will make for better understanding and for a more united Dominion, something for which we are striving."

Canadians who travelled across Canada in those days swung out of their country for long distances in order to bridge gaps in the Canadian highways. For this reason the Winnipeg Free Press reflected, "The result is that traffic is directed away from Canada instead of toward it and that Canadians are left with a sense of the incompleteness of their own national life and organization. Both of these are a loss to the country. The first is a loss in money; the second is a loss in national unity. Canada cannot afford either of these."

These words ring very true to our heart, even today. In those times it was traffic directed away from Canada. Nowadays the problems facing Canada are among others, loss of revenue through foreign enterprise. In the case of the Trans Canada Highway, efforts were finally rewarded in 1962 when ceremonies were held at Rogers Pass in the Rocky Mountains to officially open the highway. Reflecting on this heroic effort to unite the east and west coast, Canadians can look to the future with hope in their hearts that, in other ways, Canada can be united in an economical independence of other countries.

Our forefathers did it. So can we now.

THE WINDSOR STAR, AUGUST 22, 1972. New overpass plan to be outlined at meet

An updated design for the overpass for the new Highway 3 at the Chesapeake and Ohio Railway crossing in Oldcastle will be presented Aug. 30 at a meeting at Sandwich South Township Hall.

The overpass has been a bone of contention with area residents and farmers since it was proposed more than a year ago.

The original plans for the highway overpass called for termination of the service road into the Oldcastle Co-operative.

Farmers using the Co-op would have been required to go over the overpass with their heavy, slow-moving loads, then go over to Walker Road and south to another winding service road into the Co-op.

Officials of the ministry of transportation and communication will attend the meeting with officials of the Co-op and people of the area.

Sandwich South clerk Bert Bedford said the provincial ministry had apparently reached some agreement with the C and O railway for provision of a service road parallel to the track under the overpass and into the Co-op.

Such a road had been one of the requests of people from the area during public meetings on the issue last year.

Transportation study touches many roads

By BILL HICKEY

Relocation of two major sections of railway track, an abbreviation of the E. C. Row Expressway and a second expressway into the downtown are among the recommendations that are finally feasible for Windsor, a consultants report has recommended.

Elimination of the CNR tracks from the riverfront to Jefferson Boulevard, conversion of that right of way to a main arterial road and the extension of that route from Jefferson to Manning Road is a major recommendation.

It also suggests eliminating the CPR tracks from Howard Avenue across behind Jackson Park and down alongside Janette Avenue to Elliott Street and use of that right-of-way for an expressway from Riverside Drive to the E. C. Row Expressway.

And it suggests ending the Row at Lauzon Parkway and Huron Church Road, with arterial road connections from there to Highway 18 on the west and Highway 2 on the east.

There are five other specific recommendations and several general suggestions.

The report, compiled by the engineering and planning firm of DeLeuw, Cather, has been prepared in preliminary form and distributed to members of City Council.

Mayor Frank Wansbrough said today he had not sufficient time to review the study in depth, but he does agree with the proposals for the

development of main arterial and expressway routes in Windsor.

The mayor agreed that the study does not deal with rapid transit development in the city and noted Windsor is not large enough to enter into such a venture.

He observed that rapid transit for municipalities the size of Windsor would result in "a tremendous deficit." He noted that even a city the size of Toronto is experiencing financial difficulty in operating rapid transit.

The report will be explained to council by officials of the consulting firm Monday at 4 p.m.

Council will then be asked by the city administration to defer further action on the report for two weeks to give interested parties an opportunity to make suggestions on its recommendations.

The preliminary study is "conceptual" only, City Manager John Steel stressed. He said if council accepts the administration's suggestion that the report be approved, a second phase will begin.

That phase will study in greater detail the work that must be done and the actual costs, indicating what subsidy and other financial help is available from the senior governments.

The preliminary report indicates the cost of implementing its recommendations through the study period of 1972 to 1995 would average \$7 million annually.

In its 10-year capital works program for the years 1971 to 1980 the city has allotted an average of \$7.8 million annually for expressways, rail grade separations, arterial roads and associated property acquisitions, the report notes.

In 1969 the city spent \$4.9 million, in 1970 \$4.6 million and in 1971 \$6.9 million in those areas.

The report notes that there is no guarantee that the projected figures would be valid throughout the study period "in view of changing subsidy policies and other demands on city resources".

But the preliminary study does "provide a strong indication that the concept is financially realistic and worthy of further investigation".

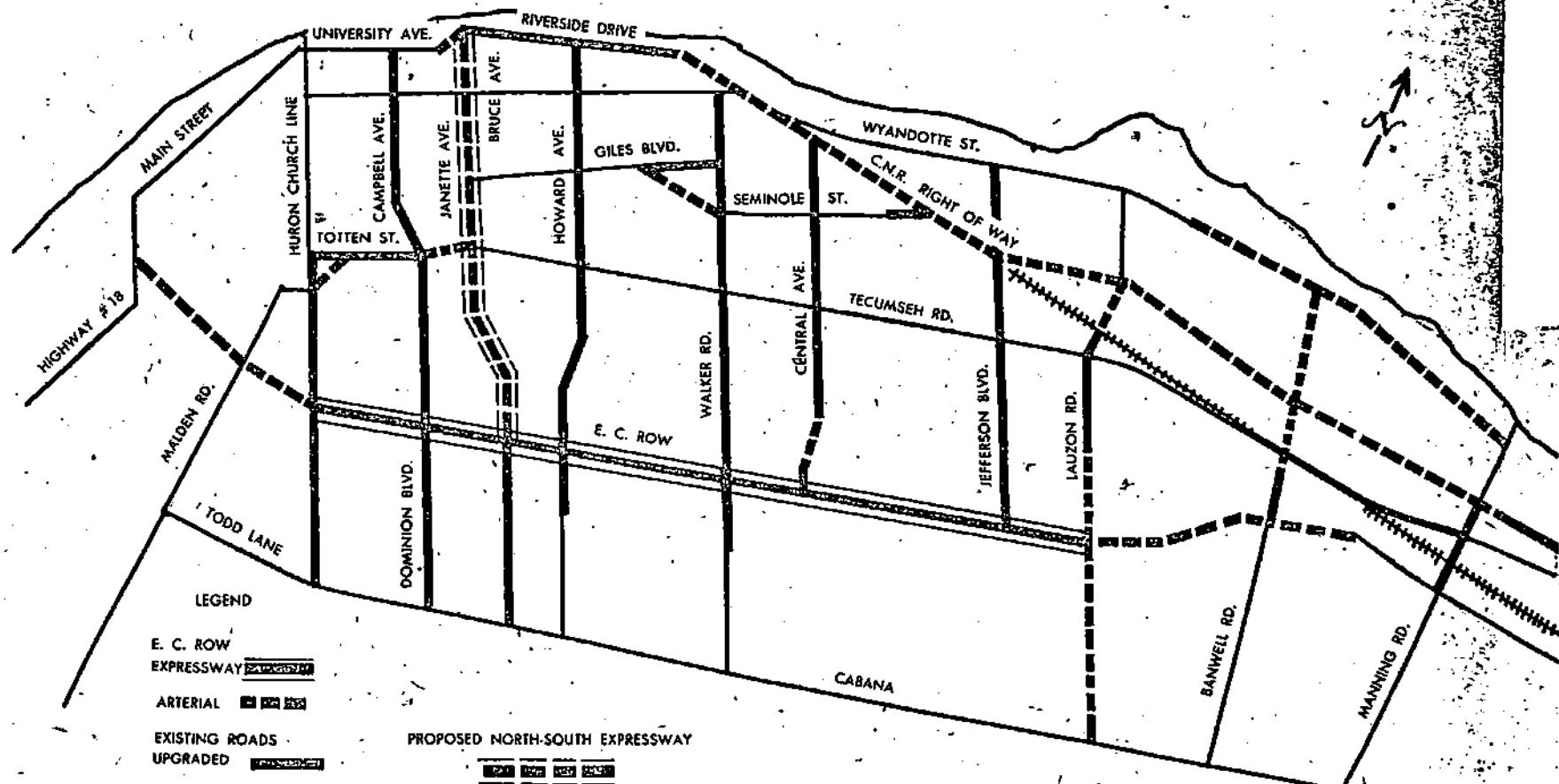
And it further states that the study can be related "more specifically to the city's ability to pay" in the phase two report.

The preliminary report says rapid transit or the city was ruled out because it would not attract enough riders.

Such methods of forcing people to ride a rapid transit system as cutting back road and parking capacity, pricing controls or metering of traffic were rejected because implications were complex, it says.

However, express bus services would be warranted, the report indicates, and could be developed as "a first step toward rapid transit".

See STUDY — Page 2



TRANSPORTATION STUDY: — Map shows proposals submitted in Windsor transportation study. One

major proposal is to end E. C. Row as an expressway at Huron Church Road and Lauzon Road. However

these would be continued as major east-west arterial routes rather than as an expressway. A second major

submission is to build a north-south expressway from Riverside Drive, to E. C. Row at Janette Avenue.

Report recommends 15 changes

The transportation study contains these specific recommendations for the study period 1972 to 1995:—

—complete elimination of the CNR tracks between Jefferson Boulevard and the riverfront, including the waterfront yard.

—elimination of the C and O tracks alongside Walker Road

from the Chrysler Canada Ltd. plant to the ETR tracks north of Seminole Avenue.

—elimination of the CPR yards from the south end of Jackson Park north alongside Janette Avenue to Elliott Street.

(The report indicates a short new section of track may be

required to service Hiram Walkers.)

—Construction of the E. C. Row to expressway standards between Huron Road and the Lauzon Parkway.

—extension of the Row as an arterial road to Highway 18 on the west and to Highway 2 (formerly Highway 39) on the east.

—a freeway on the CPR-Penn Central right-of-way from E. C. Row to Riverside Drive. (A preface to the report indicates city Planning Director Raymond Skelly has "reservations" on this aspect.)

—a new arterial road on the CNR right-of-way from Walker Road out to Manning Road.

—an overpass over the CPR-Penn Central rails connecting Tecumseh Road west to Totten Street.

—extension of Central Avenue to the Row.

—construction of Lauzon Parkway as an arterial road between the CNR right-of-way

See REPORT — Page 2

STAR, NOV. 10, 1972
Report
(Continued from Page Three)
arterial and County Road 42 (formerly Highway 2).
—extension of Wyandotte Street east to Manning Road.
—extension of Banwell Road north to the Wyandotte Street extension.
—Riverside Drive east and west of the downtown area would continue to be a scenic parkway route.
—Ouellette Avenue would not form part of the major traffic network but would continue its present function and could be developed as a pedestrian mall.
(However, the report notes increased traffic will be experienced on both Riverside and Ouellette until the suggested alternate routes are built. Improvements to tunnel and bridge access routes will be studied in Phase Two.)
—a rapid transit is not warranted but express routes should be established from Southwest Windsor on the CPR freeway route and from East Windsor along the CNR route, stopping at Ford and Hiram Walker plants. Exclusive lanes for buses should be considered.
—the approximately 5,200 parking spaces now available downtown should be increased by 2,000 by 1995.

STAR, NOV. 10, 1972
Report
A contract for work on reconstruction of Con. 9 in Sandwich South Township has been awarded Gordon H. Fuller Construction of Windsor. The tender of \$24,699 was one of four received. The work is part of a \$70,000 project at the County Road 46, North Talbot Road and Con. 9 intersection that will include the installation of short-arm gates and warning bells at the grade crossing.

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BY-PASS CLAIMS FIRST VICTIMS



DEATH VEHICLE The vehicle that carried two of the six people to their death last weekend.

Six people die in THE ESSEX TIMES Area Accidents within hours FEBRUARY 2, 1972.

In a two car accident on New #3 highway and the Maidstone cutoff on Sat. Jan. 29, 1972 at approx. 5:45 p.m. four persons were killed and 3 injured. The 1966 Ford was proceeding north on the Maidstone cutoff and the '72 Valiant Scamp was west bound on #3 when the collision occurred. Robert Miller, driver of the Ford is in good condition. His wife Jeannine, and his mother, Mr. Elizabeth Winters of R. R. #2 Essex were both killed. Mark Winters is in Grace Hospital with internal injuries. In the Scamp, the driver Mr. Nicholas Formigan of 1468 Lincoln Rd, Windsor was killed. Also his sister - in - law, Mrs. Connie Formigan of 2534 is in intensive care in Grace Hospital.

The Millers were on their way back to Essex to pick up their six month old baby daughter, Jennifer. They were moving into their new apartment on the South Talbot Road, near Oldcastle, and had left the baby with Mrs. Miller's sister in Essex, while they worked. Mr. Miller's mother and 14 year old brother Mark Winter, went along to help with moving. They were living in an apartment at 123 Talbot St., Essex.

The Formigan family were on their return trip to Windsor, -members of the family reported that they frequently visited friends together on a Saturday.

Funerals for all four will be held Wednesday. Services for Mrs. Miller will be conducted at 9:30 a.m. at the Stewart L. Kennedy Funeral home, with burial at "Our Lady of the Lake Cemetery." Services 1 p.m. at the Stewart L. Kennedy funeral home for Mrs. Winter with burial at the North Ridge cemetery. Mrs. Roy Formigan and Nick Formigan will be buried in Windsor.

Jeannine Miller is survived by her husband and daughter her mother, Mrs. Blanche Marquette of Essex, brothers and sisters, Mrs. Leonard Fields (Yvonne) of Harrow, Mrs. William Burling, (Michelle) Jean Paul, Jacqueline, Gisele, Lionel, Patrice, Renee, all of Essex. Elizabeth Winter is survived by her children, Mrs. Tony

Jerome (Catherine), Robert Lyle and Mark and brothers Willard and Hartley Miller.

Paul Mansell, 18 died in the two car collision on the Belle River Road which also claimed the life of William Naylor on Saturday, January 29. Paul was employed at Maedel's Beverages in Essex, and was a resident of Woodslee. He was the son of Mrs.

Rita Mansell of Woodslee and the late Thomas Mansell. He is survived by four brothers, Kenneth of Essex; Patrick, Claude and Michael of Woodslee, three sisters, Jo-Anne, Claudette and Angela at home and Rose Marie (Mrs. Joseph Chevalier) of Woodslee. Funeral was held on Wednesday with burial in St. John Church Cemetery in Woodslee.

We've lost a good friend



A part of Essex died last Saturday night when William Naylor was killed in the tragic accident, that also took the life of Paul Mansell. It is not only the people of Essex and surrounding area who lost a valued community member and a friend, but anyone who needed him anywhere, for people were Bill's life.

He befriended people he never met, --the 'down and outers' at the Harbour Light Mission in British Columbia, or three children, whom he assisted in India, Hong Kong, and Bolivia, or wherever someone told him there was a need. Bill felt he was guided to trouble, wherever it was, and when he became aware of it, it was his problem. Time meant nothing to him, people were more important.

At all times his concern was to live a life of service to his fellow man and for his Master, extremely conscious of the example he was setting in every action of his, no matter how trivial.

As well as his concern for individuals, the welfare of the community claimed a large share of his life. He was a member of the Board of Trustees and of the Official Board of Essex United Church. In addition he was a lay minister and a gifted member of the choir, as a soloist on occasion.

For a number of years he taught a Sunday School class and it was then that his duty by example weighed heavily on his heart. Also in connection with his work in his church he was a past general chairman of the United

Church Men's Conference, and was on the London Committee in Christian Development. Bill Naylor superintended the building of the United Church Gesstwood camp and was largely responsible for its origin. He was a past member of the Corporation of the Camp. During the years that Hidden Springs, a rehabilitation centre near Brantford, was in operation, Bill worked closely with its administrators to assist financially, and to direct to it those who could be benefitted.

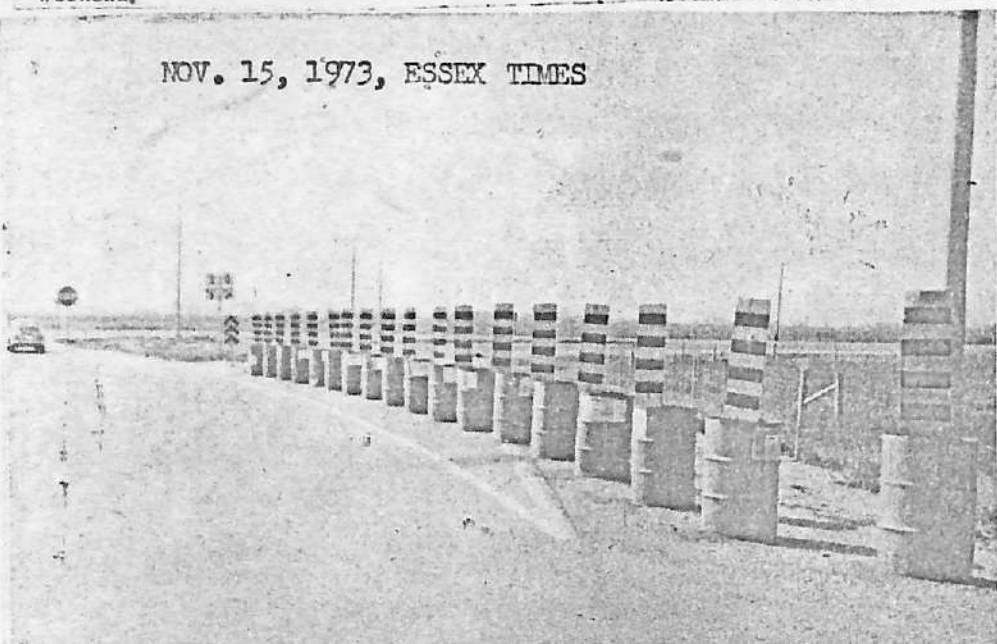
At the time of his death he was capably carrying the duties of president of the Essex Rotary Club as well as those of vice-president for Essex of the Essex Liberal Association. He was past president of the Southwestern Lumber Dealers' Association and for 12 years served on the Colchester North school board, five of those as Chairman. He was also an Honorary member of the local Canadian Legion.

William Naylor was manager of the Naylor Lumber Company in Essex, a business started by his grandfather, James Naylor, in 1882. Bill was educated in Essex. When he was 14 he joined the reserve forces as a trumpet player in the Tank Corps Brass Band. It was he who played 'Last Post' and 'Reveille' each year for memorial services. For a number of years he has acted as chairman of the Salvation Army Red Shield Campaign.

Bill is survived by his wife Dorothy Vanstone, three sons and two daughters, Eric Ann, Mark, Lisa and Craig. His parents, Mr. and Mrs. Jack Naylor of Toronto, sister Mary (Mrs. Lawrence Hird) of Quebec, and brother Robert of Toronto, also survive. A memorial service was conducted Tuesday night by the Rotary Club. Funeral services were held in the Essex United Church, conducted by the Rev. Gordon Geiger.

Our town has been made a better place to live because of Bill Naylor. He has left a great legacy.

NOV. 15, 1973, ESSEX TIMES



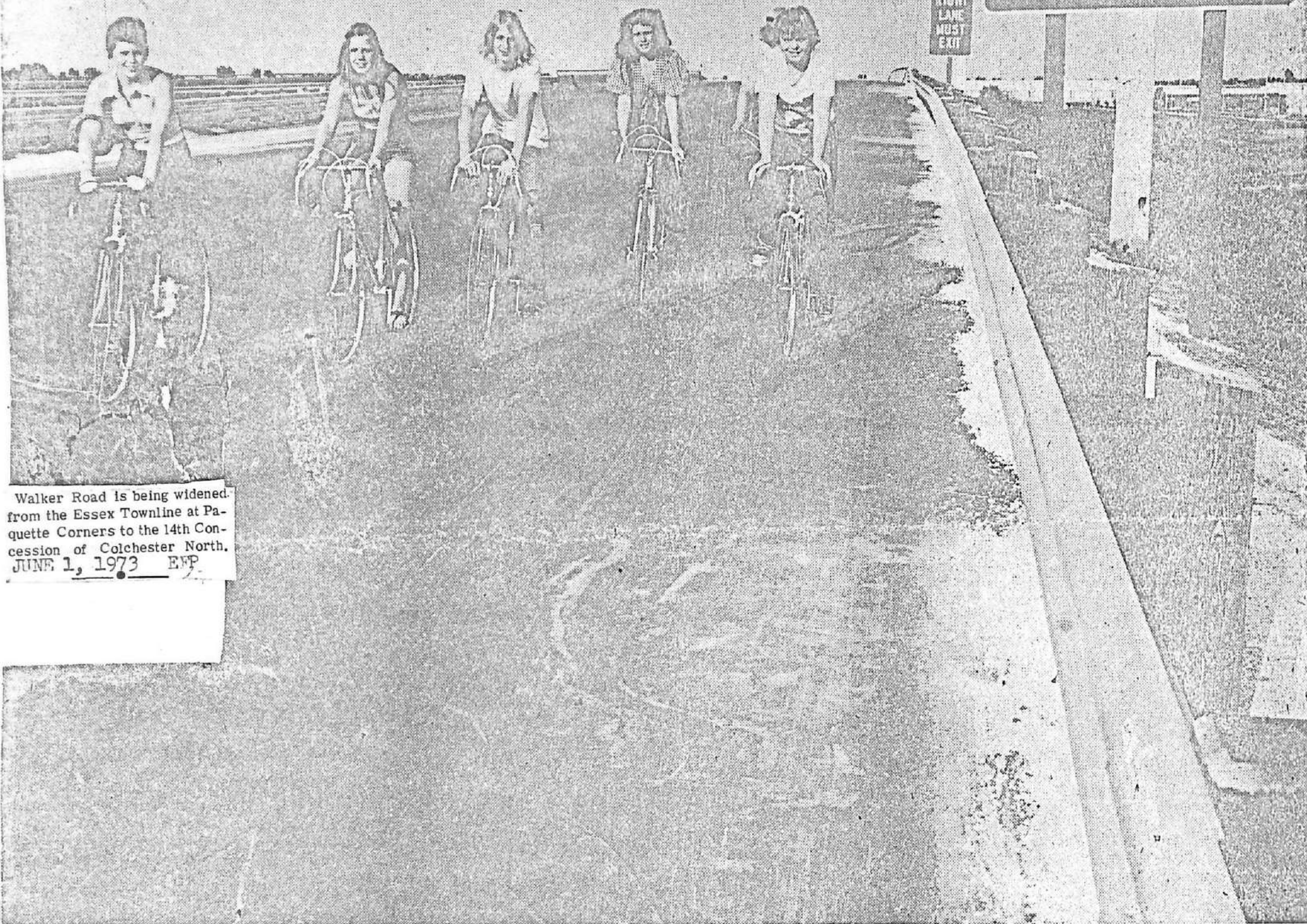
MERGING RAMP CUT OFF. Workers for the Ministry of Transport and Communications are cutting off the Westbound merging ramp where Highway 3 enters the Bypass.



CENTRELINE REPAINTED. To facilitate the change made to the Bypass, the centreline is repainted and traffic is funneled into a direct line.

THE WINDSOR STAR
JULY 14, 1973

HOWARD AVE.
KEEP RIGHT



Walker Road is being widened from the Essex Townline at Paquette Corners to the 14th Concession of Colchester North. JUNE 1, 1973 EWP

Photo by Mike Bunt

OPENING TUESDAY—After much complaining, planning, building, and waiting, the first phase of the E. C. Row Expressway will be opened Tuesday. There will be no official ceremony. Cars will simply be allowed up the entrance ramps for the first time, about 10 a.m. And that will end the 1.2 mile stretch of carefree bicycle riding that has been all

the expressway has been good for while the builders waited for more than a month for some final parts to arrive. There will be no bicycles or pedestrians allowed on the expressway that will allow traffic to flow from Dougall Avenue to Howard Avenue, connecting Third Concession on the west and E. C. Row Avenue on the east and ending

an east-west traffic bottleneck that has plagued motorists for years. Speed limit on the section will be 40 m.p.h. The next phase to be built, from Howard to Central Avenue, is the subject of severe protests from citizens and industries in the area. Plans call for the expressway to eventually stretch from Highway 118 to the Tecumseh bypass.

PLEASANT PARK

JUNE 8, 1973 EWP
Maynard Cline who has been road supervisor for the past 24 1/2 years of Maidstone Township put in his last day on Thursday May 31st. The township truck drivers Ray Hicks, Archie Dame, Clayton Hicks and Thomas Johnson who is the new supervisor took Maynard out to dinner on Thursday evening. We wish Maynard good luck and good health to enjoy many years of retirement.

Maynard Cline's daughter, Sharon, taught at Frith Public School in our township.

Rescue of stranded persons

ESSEX TIMES
DEC. 12, 1974

The Officers of the Essex Detachment, Ontario Provincial Police would like to publicly thank all those who in any way assisted in the rescue of hundreds of stranded persons during the snow storm of December 2nd and 3rd. Many helpless women and children were removed from the snow bound roads by unselfish residents operating snow machines, farm tractors and four wheeled vehicles. Hundreds of persons found temporary shelter at our

O.P.P. Detachment, the Maidstone Central School and the Maidstone Township Buildings. A special thank you to those who opened their own homes to the strangers in need. The tired officers who worked during the blizzard will not forget the assistance shown to themselves or the deeds of anyone involved in the rescue. To Mr. Jack Hicks of the 10th Concession, R.R. #2, Maidstone Township, a special note of appreciation.

Mr. Nisbet told council two key issues have been raised in the legal challenges to the city's attempt to acquire the land needed for the expressway.

One question is whether the city has the power to expropriate the land. It has been argued the expressway is a Queen's Highway and under current legislation only the province has the power to expropriate for the highway. The city is arguing it is acting as agent for the province.

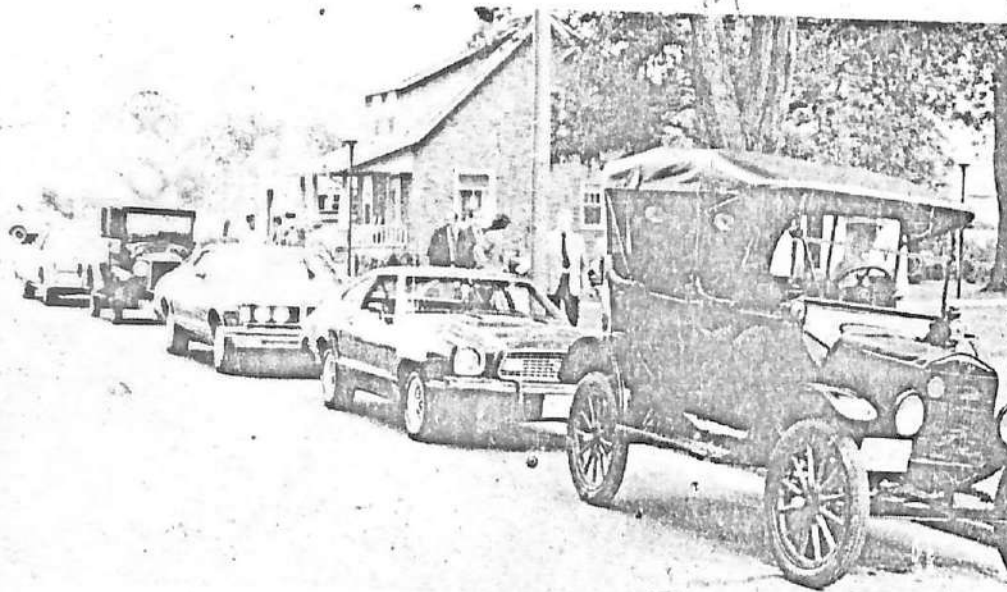
The other issue challenges the entire expressway agreement between the city and the province. It is noted the agreement asks the city to expropriate the required lands but one piece of land is in Sandwich South and outside Windsor's jurisdiction. Since the city can't get this land, it is argued the entire agreement is null and void.

Mr. Nisbet did not name the property owner raising the legal arguments, however a matter involving the city and Zuliani Glass at 2376 E. C. Row is currently before the courts. THE WINDSOR STAR

JUNE 13, 1975

NOV. 13/75 SANDWICH SOUTH STAR
Reeve Robert Pulleyblank reported to council that the Windsor Suburban Roads Commission will recommend to County Council that the speed limit on County Rd. 42 between Manning Road and the commission's West Pike Yard be reduced to 35 miles an hour from 50 miles an hour. The decision came after a meeting between Reeve Pulleyblank, the roads commission and several area residents, who have been trying to get the speed limit reduced for more than a year. The West Pike Yard is located just east of Checker Flag Raceway, about five-eighths of a mile from Manning Road.

From Sea To Sea With Ford . . .



The Cross-Canada Tour by Ford Motor Company included Essex on Thursday when a Model-T Ford of 1917 vintage, another from 1925, along with a 1974 Mustang II and a Cougar, stopped briefly in front of the Essex Municipal Building.

Reeve George Rogers on behalf of Mayor Marvin LeClair, signed the commemorative scroll. Ken MacKenzie of MacKenzie Insurance and Sam Ouellette of Lachance Motor Sales loaned the antique Fords.

It was part of the re-enactment of a similar trip made in 1925, when a Canadian built Model T Ford made its way along 4,794 miles from the shores of the Atlantic at Halifax to that of the Pacific at Vancouver. It was the first time an automobile had been driven coast to coast without leaving Canada.

The 1973 trip retraces the route of the original tour and marks the 70th anniversary of the Ford Motor Company in Canada. Areas which have been linked by major highways since 1925, are being included.

Beginning at Victoria, B.C. on August 28, the four 1974 Mustangs and Cougars started from



Pictured above are (left to right): Reeve George Rogers; Joe Lachance, of Lachance Motor Sales (Essex) Ltd. and Grant Gay of Essex Farmers Ltd.

the Pacific Ocean waters and headed east to complete the re-enactment by October 4 in St. John's Newfoundland.

The present day trip is easy on the 11 year old Trans-Canada Highway but not so the journey of 1925. Dr. Perry Doolittle began his journey in Halifax to promote the concept of a Trans-Canada Highway. It was impossible to cross all of Canada by road or even on dirt tracks, so he took four flanged wheels as backstops so he could travel on the railway tracks when the rock and underbrush became too thick to penetrate.

The Model T, sold for \$395 in 1925.

A photographer accompanied Dr. Doolittle and the recent discovery of a silent movie of the 1925 tour prompted the 1973 trip. A newspaperman also went along to handle publicity.

Ford of Canada's pioneering all-Canadian automobile trip of 1925 was hailed as a dramatic demonstration of the need for a Trans-Canada road. Many Canadian leaders felt it would be a vital factor in building a more united Dominion when people travelled through towns and cities of other provinces.

Road Widened . . .

AUGUST 9, 1974
ESSEX FREE PRESS



JUNCTION WIDENED. Work is now complete on the 1,000 foot extension of the approach to the #3 Highway By-Pass at the western end. It is extended to eliminate any confusion that may have caused motorists to enter the west bound lane as they approached from the east.

Work has been completed on the widening of the junction of the #3 highway by-pass and the highway at the west end.

Because of reports of traffic failing to make the proper separation as it approached the by-pass from the west it was considered advisable to extend the width of the approach by 1000 feet according to the report of William Katarynczuk of the Ministry of Transportation. There have been complaints of the east bound traffic entering the west bound lane at this junction. The changes were made as a result of the consultation held last year by the Ministry to determine the cause of the high accident rate on the by-pass.

Work has also been done on the curve that lies east of the intersection of the Arner townline.

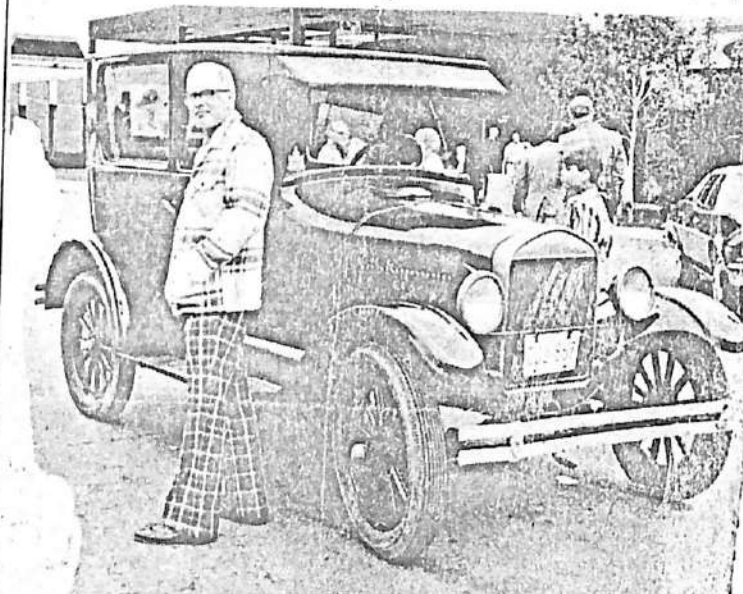
Ode THE WINDSOR STAR to the Road NOV. 1, 1976.

(With apologies to
John Greenleaf Whittier)

The sun that Brief December
Day
Rose cheerless over hills of
gray;
Amid the coldness and the
snow
My car was stuck, it would
not go.
And as I cursed the
warmthless sun
I thought of things I should
have done.
If I had had my engine tuned
I might not be here lost,
marooned.
What's more, if I had fixed
my lights
These winter days would not
seem nights.
And had my tires been up to
snuff
I wouldn't skid through slush
and stuff.
And how I wish that I had
checked
My cooling system, now it's
wrecked;
And wipers so that I could
see
The other cars ahead of me.
But I was pressing on my
luck,
So now I sit here, cold and
stuck.
The wisest words, my
friends, I trow,
Are "Move it, buster, do it
now."



Ken MacKenzie, right, displays his 1916 Model T.



Jack Herdman is shown above with his 1927 Model T.

THE WINDSOR STAR, JANUARY 10, 1974



Photo by Jack Dalglish

VICTORS—A happy group gathered on E. C. Row to celebrate the "citizens' decision" on the proposed expressway. They are members of the Tri-Community Citizens' Association which

Mayor Frank Wansbrough credited with influencing his decision that the expressway should not be built. From left, the members are: Donna Rigo, Rev. Rene Giroux, adviser to the association;

Bob Girard, president; Barbara Pellarin; Kay Kennedy and Joanne Mackie. The controversy over the status of E. C. Row has been going on for months.

Wansbrough stands firm on E. C. Row

WINDSOR STAR
JAN. 10, 1974 By JOE FOX

Mayor Frank Wansbrough is standing by his statement Wednesday that as far as he is concerned it has been decided by the experts that E. C. Row should be downgraded from a freeway-expressway to an arterial road.

Meanwhile, Jan. 16 has been set as the date for a meeting to put in motion the process for involving citizens in the design of the arterial road.

The Mayor said he made his statement Wednesday after a discussion Tuesday at a closed meeting between members of the city-provincial committee in charge of the project, himself and Alderman David Burr.

The final decision will have to be made by City Council, he said today.

But, he said, the expressway Technical Advisory Committee (TAC) is convinced that a major road with cross streets should be built instead of a no-access freeway as a compromise to protesting local citizen groups and the provincial government's attitude of putting the wishes of people before expressways.

That was his conclusion, he said after the meeting Tuesday, which TAC chairman Cam Brown told the The Star was not a regular TAC meeting.

"If the others don't have the guts to say it, I do, he said."

Representatives of the Tri-Community Citizen's Organization and the South Windsor Expressway Action Committee, leaders of opposition to the freeway concept, will meet with TAC at City Hall on Wednesday at 7.30 p.m. to discuss the groundrules for planning the arterial road.

The meeting will be chaired by Alderman Burr, who is acting as a liaison between the citizen groups and TAC.

A series of public meetings, perhaps spread over several months will follow to allow all interested citizens to examine what effect the arterial road will have on them and to make suggestions on the planning, Alderman Burr said.

Mayor Wansbrough said he suggests the concept of an arterial road be taken to council for approval in principle after the public meetings.

If approval is obtained, he said, then detailed design plans will be drawn up.

In the cold light of dawn the day after he dropped his bombshell statement, it appears Mayor Wansbrough has stuck out his neck in announcing his personal decision and what he has concluded to be the compromise agreed upon by TAC.

But he said today he is happy to have cleared the air and that he hoped it would accelerate resolution of the protests that have plagued the project.

The mayor said he is confident council will not reject the compromise.

"I think they see the handwriting on the wall," he said.

He said times have changed from when expressways were a must for all cities.

Mr. Brown, district engineer for the Ministry of Transportation and Communications said Wednesday that TAC "is a creature of the city and ministry and will follow its direction."

An arterial road will mean less efficient and less safe traffic movement, he said, but can be built if the citizens of Windsor are willing to put up with these drawbacks.

An aide to Gordon Carton, minister of transport and communications, said Mr. Carton won't decide on the E.C. Row plan until he sees the recommendation from the Technical Advisory Committee and likely not until he receives a resolution from City Council.

Robert Girard and Rev. Rene Giroux, leaders of the Tri-Community group, and Steve Peters of the South Windsor Committee, said today they were pleased with the Mayor's declaration of his stand.

The likelihood that the freeway section will be downgraded to an arterial road culminates the first large-scale citizens' movement in Windsor.

The E. C. Row people power groups were late in getting started.

The plans they protested had been in existence for almost six years without raising an eyebrow.

But once the ball got rolling it snowballed into very vocal, very visible, well-organized political force that soon made its presence felt.

In announcing Wednesday that he considers it inevitable that

the freeway plan will be abandoned, Mayor Wansbrough said you have to look all the way back to the "Stop Spadina" movement in Toronto for a key part to the answer to what caused his change of heart.

He said the government's decision in that case—later reiterated when a freeway planned for Brantford was downgraded last month—made it clear that the climate for expressways in the province would no longer be the same.

It was the same spirit that mustered the force resulting in the political decision on Spadina that was behind the Windsor movement.

It began in the late spring of last year and grew during the summer as the city-provincial committee in charge of the project was finishing off contract plans and land acquisition.

The Tri-Community Citizens' Association mushroomed from a project of the Bishop Cody separate school PTA to investigate what effect the expressway will have on getting badly-needed sewers for the area.

Once they began looking closely at the plans, they realized it would fence in a large section of the southeast corner of the city because no provision had been made to allow crossing of the freeway between Howard Avenue and Walker Road.

Langlois Avenue was to be cut off, making it necessary for the 900 residents of Woodlawn and Parkwood Avenues to go to Howard or Walker to cross the expressway.

It was also realized that the Devonshire Mall had been allowed to build on the route that was to have been the neighborhood's exit to Howard.

Sydney Street, their exit in the original plans, would now run through the mall's car wash if extended to Howard.

The expressway would force them to go a long way out of their way to leave their neighborhood, they argued, and then their exit to the west was dependent on the whim of the mall's owners who could block off the rear entrance to the mall at any time.

It also became obvious to the residents, and the tenants of the the Devon Industrial Park, that trucks would be routed down residential streets if the plans were implemented.

Several of the industries later joined in with demands for a redesigning of the freeway to allow access mid-way between

Howard & Walker, or at least access for industrial traffic to the freeway's service road.

They argued that the freeway would burden them with the noise of the city's commuters and industrial traffic and disrupt their traditionally close-knit community.

For a high percentage of the residents a key factor in their dissatisfaction was that the freeway would separate them from their church, Our Lady of Perpetual Help on Grand Marais Road.

Father Giroux, a priest at the parish became their adviser and an articulate spokesman for the group.

They quickly elected an executive with florist Bob Girard as chairman.

The Tri-Community Citizen's Association included the Devon Park area's 900 people (Woodlawn and Parkwood Avenues), Remington Park, with a population of 2,800 and the 3,350 people living along Walker Road in the area known as Walker Homesites.

They called two public meetings to rally support as well as appearing en masse at the Planning Board and City Council.

The protest gradually grew from demanding access somewhere between Howard and Walker to proposing an arterial road for the whole length of the freeway section, along the lines of Huron Church Road or Walker between Tecumseh and the railway tracks by Chrysler Canada, Ltd.

Attempts, - unsuccessful at first - were made to get citizens from outside the area that would be affected, to join in.

They argued in practical terms: trucks on residential streets, inconvenience because of the lack of access points, and their belief that the expressway money could better be spent on sewers and sidewalks instead of on the most sophisticated type of highway available.

But they also signed out every book in the public library on expressways and put forth arguments on a more philosophical type plane that may have had the greatest impact of all in the long run.

The South Windsor Expressway Action Committee arrived on the scene at what now appears to be the 11th hour.

Its membership - people living along the expressway route between Dougall Road and Huron Church Road - were prompted into action by severe traffic problems on Third Concession, Dominion Blvd., and Dandurand Ave. after the Dougall-Howard overpass was opened.

When they took their turn at closely looking what was in store for their neighborhood, it was realized that Dominion was the only feeder street between Huron and Huron Church and would be widened into a four-lane arterial road with a high-scale interchange at E.C.Row.

They surfaced in November under the leadership of Mr. Peters, an engineer and Dominion Blvd. resident.

The South Windsor Group, like their Tri-Community counterparts at the other end of the overpass, were highly organized and able to keep their anger and enthusiasm for instant change in check enough to participate in the emotional discussions without raising the ire of the pro-freeway city-provincial participants to a point that could have scuttled all chance for a compromise.

E.C. ROW CHANGES

a good bargain

THE WINDSOR STAR, JAN. 10, 1974

The complete change in planning for the E.C. Row route across south Windsor is a victory for citizen participation in government decisions and for government itself.

The road was planned a decade ago as an east-west expressway to carry traffic at 70 miles an hour, with no stops, across the southern section of the city. Now, with the first stage of that project completed and \$19.4 million spent, the whole concept is to be changed. E.C. Row will now be an arterial road, with cross streets and traffic lights, a speed limit of 40 miles an hour, and access from more streets than originally planned.

The decision to change, which must still be approved by City Council, came about because of changing times and because of a well organized campaign by neighboring residents who saw, late but still in time, the disruptions and inconveniences that the original concept would cause.

City Council paid attention to the citizens. The Ontario government, which was paying the majority of the costs, also paid attention, and its decision to change follows a pattern it set in cancelling the Spadina Expressway in Toronto and making radical changes in a similar project at Brantford.

The citizen groups should be content both with the planned changes in the road and with the attention paid them by elected officials. The whole incident is proof that you can fight City Hall and win, even if their commendably moderate and reasonable tactics could hardly be

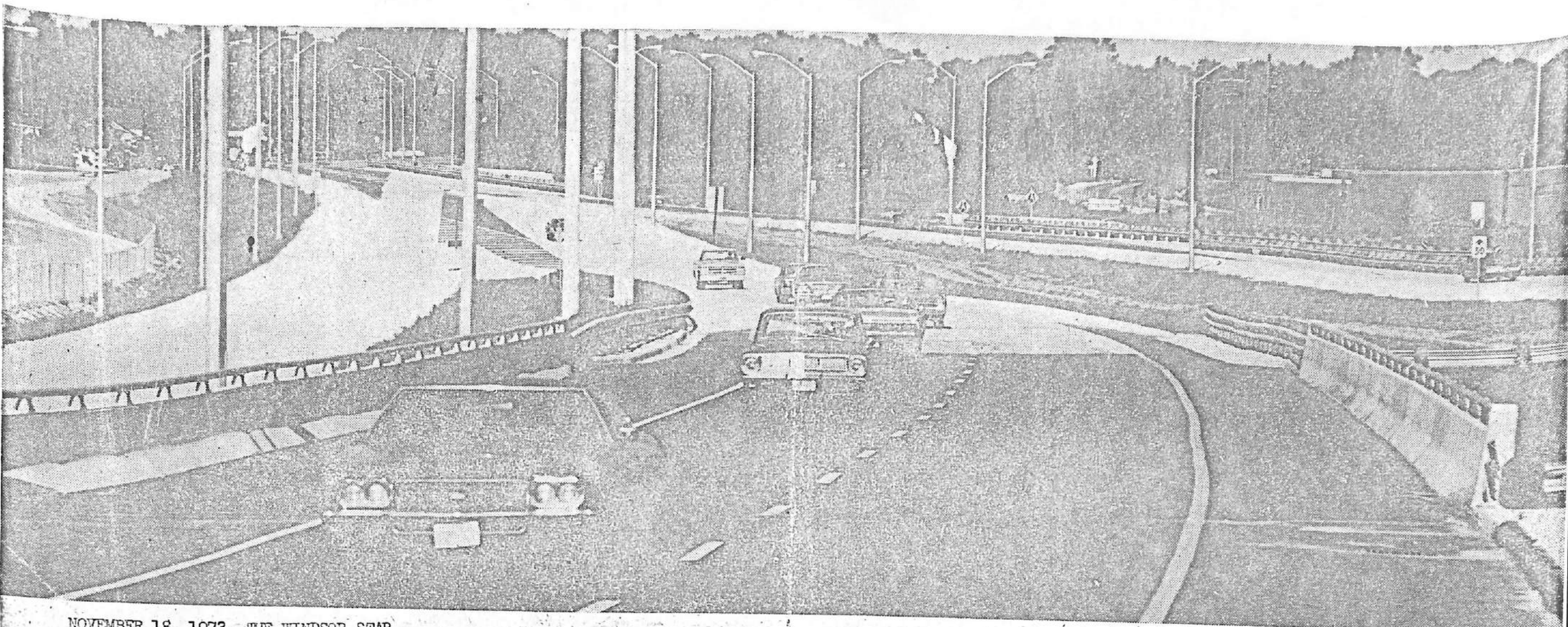
described as fighting City Hall.

The highway planners will not be content with the decision, and they deserve sympathy. They were ordered to design a 70-miles-an-hour expressway, and they did so. They made a few mistakes, which they have admitted. But they are not to blame for doing what they

were told by their political superiors, just as they cannot be held responsible for any difficulties that crop up while putting the new concept into reality. Changing conditions, which can upset the most expert planning, played a very large part in changing the E.C. Row plans. The population projections for Windsor, based on the boom era centring around 1961, have not held up - although the projected number of vehicles today was accurately predicted. The concept of cities for people rather than cities for automobiles, which has gained great popularity recently, has also had a great effect. And the energy shortage, whose effects no one can predict but which could lead to great changes in transportation, is another factor.

The new E.C. Row will cost less than the original plan. No taxpayer is likely to complain about that. But it will also provide less: slower traffic, stop lights, perhaps more congestion. Drivers must be prepared for that as the cost of bringing the road more into keeping with what the public wants. If

the changes mean slower traffic, they also mean better service for more people. The change is a bargain for all.



NOVEMBER 18, 1973, THE WINDSOR STAR

... AND AWAY WE GO—Traffic wasn't exactly stampeding the first section of the E. C. Row Expressway which opened

Tuesday between Dougall and Howard Avenues. The 1.2-mile section connects Third Concession on the west and E. C. Row

Avenue on the east. During the afternoon rush-hour period when this picture was taken there was only a handful of cars using the

roadway at any one time. Traffic will no doubt increase, though. When the Howard Avenue and Walker Road phase is finished

Photo by Mike

Nov. 29/73 FFP Maynard T. Cline Dies

Maynard T. Cline, aged 66 years, passed away quite suddenly on Saturday, at his home on the farm on which he was born, May 7th, 1908.

Deceased, farmed all his life and had retired as Road Superintendent of Maldstone Twp., a position he held for 23 years, on June 30th, 1973. He was a past president of the Essex County Road Superintendent Assoc.; served 2 years as Councillor; was a member of St. Andrews Presbyterian Church, Puce, serving many years on the Board of Managers and a member of the Session of the church.

Retired from Twp. Service June 30th, 1973. Immediately after the Essex County Road Superintendents, bestowed the honour upon Maynard by making him an Honorary Member and presented him with a Plaque for service in the Road Dept.

Surviving are his widow, nee Mildred Stowe; two daughters, Sharon (Mrs. John W. Robinson), Elaine, at home; a son, Earl, at home; one granddaughter; also two brothers, Wesley, Maldstone; Lloyd, of Goderich and a sister, Mrs. Eva Vivalier of Maldstone. A sister, Hazel (Mrs. Gerard), died in 1958.

The Pall Bearers were: Gordon Addison, Alex McRae, Albert Jubenville, Jim Lettier, George Kerr, Lloyd Clickner.

The organist was Norma Faus. Soloist - Don Linton who sang the Lord's Prayer. The Honorary Pall Bearers were members of the Essex County Road Superintendents Association.

Funeral Services in charge of the Stewart L. Kennedy Funeral Home, were held in St. Andrews Presbyterian Church at 1 p.m. Tuesday, November 26th. Rev. Charles Congram officiating. Interment was in Greenlawn

11 Thank You Cards

Cline—Maynard, November 23, 1974. Perhaps you sent a lovely card. Or sat quietly in a chair. Perhaps you sent a funeral spray. If so, we saw it there. Perhaps you spoke the kindest words. As any friend could say. Perhaps you were not there at all. Just thought of us that day. Whatever you did to console our hearts. We thank you so much whatever the part.

The family of the late Maynard Cline wishes to express sincere thanks and appreciation to relatives, friends and neighbors for their many acts of kindness during loss of a loving husband, father and grandfather. Sincere thanks to all those who sent floral tributes, letters and sympathy cards; gifts in memory of the deceased to St. Andrew's Church Fund; and to the Ontario Heart Foundation; The Puce Jessie Linton Auxiliary; Essex County Road Superintendents Association; Council and Officials; The Elders and Board of Managers of St. Andrews Presbyterian Church, Puce; The Employees of Maldstone Township Road Department; The Department of Transportation and Communications, Chatham; The Council and Employees of the Town of Belle River; The Windsor Board of Education; The Windsor Women Teachers Association; Zella Chapter of Delta Kappa Gamma Society; The Sandwich South Bowling League; The Branches of the North Essex District Women's Institute; The Various companies and contractors, whom the deceased was in contact with over the years; The Active and Honorary Pallbearers; The Women's Association and all who provided food and served at the Church Hall, and also at the home; The soloist and organist, Rev. Charles Congram; and the Kennedy Funeral Home and staff. May God Bless you all. Mildred Cline and Family.



THE WINDSOR STAR, JULY 25, 1975

AT LAST — Crews have started work to improve the intersection of Highway 2 and Manning Road. Area municipal councils have been asking for the improvements for some time. Roy Desjardins, a businessman at the corner, had threatened to erect his own warning signs on the highway if something was not done.

Highway 2 takes turn for better

By JERRY MORROW

No one is happier about the improvements being made at the intersection of Highway 2 and Manning Road than Roy Desjardins.

Work started last week to build a right-turn lane and install traffic lights at the corner.

Mr. Desjardins was so upset that nothing was being done at the dangerous intersection that earlier this month he threatened to erect signs on the highway warning motorists.

In the four years he has operated Lakeview Marine at the intersection, he and his employees have helped clear away the wreckage of 10 fatal accidents and an uncounted number of less serious crashes.

In letters to area politicians, Mr. Desjardins offered to help pay for improvements to the corner if that would speed up the work.

He is not sure if publicity given his letter in The Star was responsible for the work being done, but he noted men were

THE WINDSOR STAR, JULY 25, 1975

working on the intersection less than a week after his story was published.

The ministry of transportation and communications had the corner scheduled for improvements some time this year. A ministry engineer said two weeks ago that delays in obtaining material made it uncertain when the work would be done.

The councils of area municipalities had been pressuring the province to install lights at the intersection because of the high number of accidents.

Mr. Desjardins said the foreman of the work crew told him the wiring for traffic signals was installed more than a year ago.

"They have worked on that corner three times now. Before they would do a little bit and quit. This time it looks like they are going to finish the job," he said.

The signs Mr. Desjardins planned to install on the highway were ready to erect when the work started. He is having them repainted to warn trespassers away from his business.

Overpass plans for Highway 3 may be shelved

THE WINDSOR STAR, MAY 17, 1975
By JERRY MORROW

Plans for an overpass on Highway 3 at Oldcastle may be scrapped by the ministry of transportation and communication.

The overpass had been planned to take the highway over the Chesapeake and Ohio Railway tracks that cross the road near the hamlet.

Al Wittenberg, a ministry engineer, said Thursday there is a strong possibility that traffic on the rail line will be reduced and an overpass will not be required.

Rather than a grade separation, an improved level crossing would be adequate if the rail traffic was reduced, he said.

A consultant is now drawing plans for a two-lane improved level crossing and these should be available for Sandwich South Township Council inspection by next month, Mr. Wittenberg said.

The concept has already been informally discussed with council, and before any official decision is made on the project, both council and the public will have an opportunity to review and question the plans.

The planned overpass would have widened the highway to four lanes, but Mr. Wittenberg said the vehicular traffic flows in the area do not warrant that size road.

An improved level crossing would be adequate for five or ten years until traffic volumes, both rail and on the highway, reach a level where a grade separation is actually needed, he said.

Once the plans for the level crossing are presented to council, the ministry plans to open a drop-in centre in the area so members of the public can see the drawings and make comments.

One of the main problems with the overpass had been the township fire department. The fire hall is located where it would have been difficult for equipment to get across the railway tracks on the overpass.

Mr. Wittenberg said a problem of that nature would have been solved and would not have stopped an overpass if it had been needed.

The ministry has already acquired much of the land needed for an overpass. Mr. Wittenberg said the government would retain ownership of the land even if the council and the public accepts the idea of a level crossing.

In the future — 10 or 15 years — increased road and rail traffic volumes might force some improvements. Three possible options would be widening the highway to four lanes, building an overpass or realigning the highway.

Mr. Wittenberg said the land might be required at that time. In the interim, the homes that were purchased would probably be rented, he said.

SEPT. 22/75 SANDWICH SOUTH W. STAR

A planning board suggestion accepted by council may cause some problems in the township industrial park. Council agreed not to accept a road from a developer in the park until it had been paved to specifications being set by the road superintendent. However, developers who own land in the park say such a policy will force land prices up. Gravel roads are acceptable in an industrial area, they said. The idea behind the new policy is to prevent new industries from asking for pavement at the expense of other taxpayers in the township.

Heavy traffic on township roads is damaging the roads and council feels development in Windsor is partially responsible. Residents of Lauzon Road and E. C. Row complained that heavy trucks and a stream of cars have left their roads in poor condition. A farmer from E. C. Row said two axles on farm wagons had broken in potholes on the road. The problem will be referred to the Suburban Roads Commission, the body responsible for roads in the county that carry a lot of city traffic. Council members said the road damage is not being caused by township residents but by city drivers trying to bypass Tecumseh Road and the many detours in the city this year.

MAIDSTONE

Council has asked the county engineer to delay calling tenders for traffic lights at Manning Road and County Road 42 until the question of street lighting has been resolved. Although both roads are under county jurisdiction, the townships have been asked to pay for street lights at the intersection. Council feels all costs should be a county responsibility.

No widening for highway

THE WINDSOR STAR, JULY 4, 1975

Highway 3 from Walker Road to the Essex Bypass will be improved but will not be widened to four lanes with an overpass at Oldcastle.

A reduction in rail traffic on the Chesapeake and Ohio Railway line caused ministry of transportation and communications engineers to redesign the project eliminating the overpass and the road widening.

The new plan was shown to residents last month and of the 35 persons who attended, 24 were in favor of the revised design.

The ministry has finalized the plan for changes at the intersection of Oldcastle Road. The road will be moved about 400 feet east on the north side of the highway to eliminate the slight jog

across the railway tracks now. The new alignment will force drivers to make distinct right and left turns to continue along the road across the highway.

The shoulders will be paved along this area so cars and trucks will be able to pass slow moving farm vehicles going to and from the co-op.

The intersection of Sexton Sideroad has not been finalized. The ministry had suggested realigning the road to meet the highway at a 90-degree angle. Some opposition to the idea has made the ministry consider leaving the road as it is slashing across the highway.

Sandwich South Township council has asked for streetlighting at major intersections along the highway. During the

summer, township roads are busy with slow-moving farm vehicles and many farm operations work all night.

Ministry officials said lighting of this type is usually against policy but would be considered.

The resolutions necessary for the ministry to begin work on the final plans for the highway will come before the township council Monday. A majority of council has indicated it supports the revised plan.

Land purchased for the original scheme of widening the highway and building an overpass will not be sold. A ministry spokesman said the land and buildings owned by the province will be leased because the widening may be required in the future.

Sandwich South plan to recommend angled roads

THE ESSEX TIMES, JULY 14, 1973

SANDWICH SOUTH—Sandwich South Planning Board will make the third mistake in its industrial park road planning, the committee decided Tuesday night.

Representation was made to the board by two of the property owners for the development of roads in the industrial park. The proposals followed the crooked north-east to south-west direction of the property lines.

Mr. Clarence Howling, senior member of the board recommended that instead the roads be put in running in a straight north-south direction parallel to Walker Road. The road would then cut through several properties in-

stead of just the Hanes and North East Holding property.

In turning down Mr. Howling's proposal, the board felt that it would be impossible to get all of the property owners to agree to the north-south position.

The property lines were put in the north-east to south-west direction as the first mistake; the buildings on the property were put in on that angle for the second mistake and making the roads fit that pattern would be the third, said Mr. Howling.

The Planning Board decided that the Hanes property would be divided by a 66' wide roadway and the North East

Holding property divided by another road which would join with the Hanes road.

Conditions set for the road construction included cul-de-sac's extending right up to the Wolfe drain, a working easement for the cleaning of the drain, culverts to maintain the drainage of the area and a buffer zone created between neighbouring properties.

Arguments were presented against the location of the cul-de-sac's but these were overruled.

Future easements for completion of the road network were also included in the industrial park planning.

THE ESSEX TIMES, MAY 8, 1975.



THE BYPASS - BEAUTIFIED — Would you believe that the Ministry of Transportation and Communication in their beautification program are planting trees along the highway Three Bypass? These boys are from the Chatham depot and obviously enjoying the warmth of the sun on a chilly morning. As for beauty, they mutter something about a silk purse and a sow's ear.

The Essex Times, Thursday July 3, 1975, Page 13



"SOMEBODY SQUASHED MY DRAIN PIPE" Not really, it's supposed to look like that, say the contractors. The 56 foot long multiplate culverts are being installed at the junction of the 8th and 9th concession, Sandwich South and Town Line Road. The county states that the narrow bridges were a hazard to wide-turn vehicles such as school buses. The tab, which the county picked up was \$6,275 and \$6,965 for the two jobs.

Suburban roads to be discussed soon

THE ESSEX TIMES, JULY 17, 1975

SANDWICH SOUTH—Sandwich South township council has decided that the time has come for the four municipalities surrounding Windsor to get together with the suburban roads committee. The topic to be discussed: the paltry suburban roads budget which is supposed to maintain the Essex County and municipal

roads used by Windsor citizens.

The resolution by Sandwich South occurred as a result of an opinion poll being circulated by a group studying the city of Windsor housing policy.

John Steele, Windsor's city manager consultant would be visiting the township with regards to a

housing - problem - solving-venture.

Windsor has apparently planned a large development on the eastern borders of the city. Lack of a comprehensive housing policy is one of the problems which this group will attempt to solve.

Sandwich South council felt that the housing problem is a part of the

total question of Windsor's relationship with surrounding municipalities. Under specific fire was the suburban road network. One member of council expressed his opinion that everything, north of Highway three is a connecting link between different parts of Windsor. He complained that a large portion of the Sandwich

South road budget was spent resurfacing roads that served Windsor's drivers.

Another member pointed out that the suburban roads budget never had enough money to adequately serve all the suburban roads. Windsor contributes, a council member added, only 25% to the budget.

Council asked that a

letter be sent back to Mr. Steele to the effect that since the matters to be discussed "do have implications in our municipality, a meeting of all concerned areas should be held." The "role of the suburban road system" will be the subject of the four municipality meeting since "they all have the same concern as we

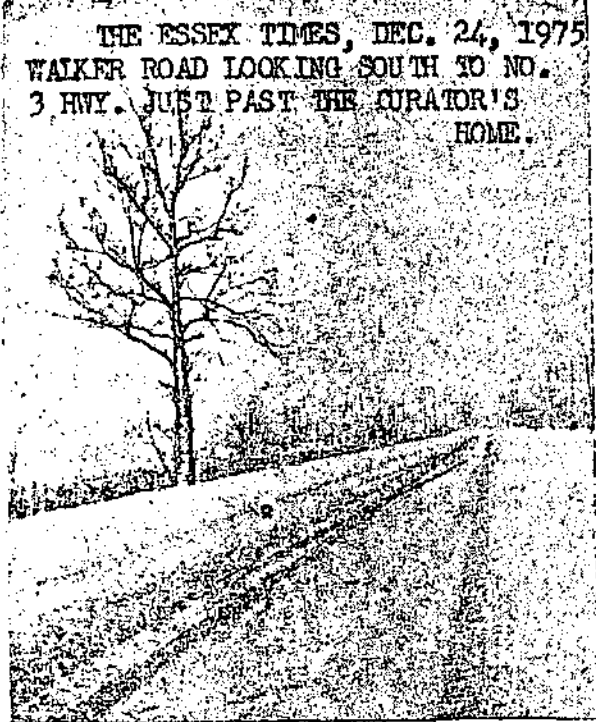
have."

One member commented that it was his hope that the meetings have a better result than the meetings with Tecumseh about mutual concerns over water. Tecumseh, as a result of those meetings, raised the water rates 58%.

THE ESSEX TIMES, MAY 26, 1975

Highway proposal shelved

— two lane Hwy. 3 to be retained



THE ESSEX TIMES, DEC. 24, 1975
WALKER ROAD LOOKING SOUTH TO NO. 3 HWY. JUST PAST THE CURATOR'S HOME.

OLDCASTLE — A public meeting was held Tuesday at the Fire Hall located in Oldcastle concerning the widening of Highway #3 from Highway 401 to the Essex By-Pass.

The original plan which has now been shelved for four to five years if still feasible by then, called for widening of highway #3 from the existing two lane highway to a four lane highway. The plan also called for building a highway bridge over the railroad tracks located near the Oldcastle Fire Hall. The highway from the Walker Road intersection to the railroad tracks would have been moved 150 feet north

from the centre line of the old highway to the centre line of the new road towards the Fire Hall, thereby forcing the Oldcastle library to be demolished or moved to another location. In addition a service road would have been built from Walker Road located behind the Windsor Drive-In and extending behind the Oldcastle Fire Hall along the railroad tracks and joining highway #3 at the proposed bridge. The Oldcastle Road would have been re-aligned 300 feet East back of the highway. Traffic use of the highway has been re-appraised by the Ministry of Transportation and Communication

and a new proposal has been made.

Negotiations have been or are almost completed for the purchase of land along the highway owned by Oldcastle residents. Palencar, Buchinsky, Wellwood and Cavanagh land will be retained by the M.T.C. for future.

Appropriation of land is expected to be completed by next month.

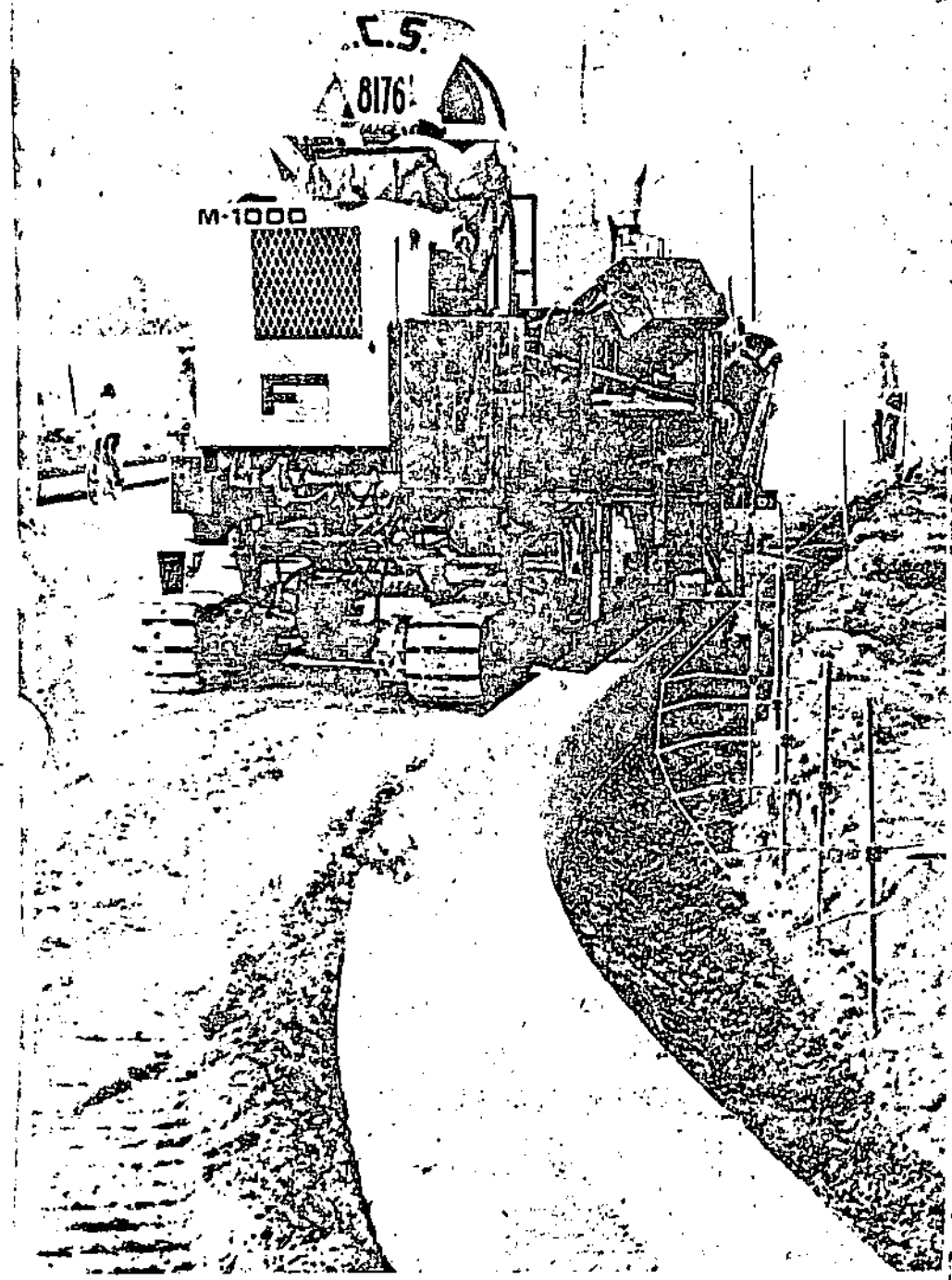
Under the new proposal the highway will be retained as a two lane road with each lane being expanded from ten feet to twelve feet. A ten foot shoulder will be excavated at the side of each lane to give farming vehicles more room when using the high-

way. The library will also be owned by the Ministry. An asphalt median will be placed at the intersection of highway #3 and Walker Road. The Oldcastle Cold Storage building located at the intersection will be torn down because there will be no access to the building after the median has been built in front of the structure. Oldcastle Cold Storage has been serving the area since 1942 and holds 420 cold storage lockers.

The public meeting held Tuesday was sponsored by the M.T.C. in order to answer questions of the area residents.

THE ESSEX FREE PRESS — Friday, October 17, 1975

Paving of South Talbot Completed . .



ROUTE TO CIVIC CENTRE — The last coat of asphalt was laid on South Talbot Road on Tuesday, from Victoria Avenue to Brien Avenue. Curbing was laid by a new machine that formed the curbs and driveway ramps in one continuous line, as shown in the above picture. Beyond Brien Avenue the road is covered with a 'tar and chips' surface.

IT HAPPENED IN CANADA

THE FREE PRESS WEEKLY

Dr. PERRY ERNEST DOOLITTLE

REPORT ON FARMING

OCT. 18, 1975

0-1



BORN IN AYLMER, ONT., BEFORE CONFEDERATION, DR. DOOLITTLE BY 1921 HAD DRIVEN CARS 150,000 MILES — FAR FARTHER THAN ANY OTHER CANADIAN UP TO THAT DATE. HE DEVOTED HIS LIFE TO ADVOCATING BETTER ROADS AND ROAD SAFETY, WHILE TRAVELING ALL OVER THE COUNTRY. IN THE EARLY 1920'S HE ORIGINATED THE IDEA AND BEGAN TO PRESS FOR A TRANS-CANADA HIGHWAY.

BY THE TIME HE DIED IN 1933 HIS LIFE'S DREAM OF A ROAD LINKING ALL THE PROVINCES WAS BECOMING ACCEPTED AS A DISTINCT POSSIBILITY. IT STANDS TODAY AS A MONUMENT TO HIM, OUR GREATEST MOTORING PIONEER.

©1975 — Doolittle

Tickets may be obtained at Sandwich South Municipal Building, North Talbot Rd., on or before June 19th or from Council members for the Dinner-Dance at Teutonia Club, Windsor, on Friday, June 25th to honour the retiring Road Supt., Mr. Harvey Washbrook, after 30 yrs. of service to the Twp. Tickets are \$7.50 each.

Sunday, June 20th Essex Seniors will be hosted by JUNE 18, 1976 EFP

After government hold-up THE TIMES, DEC. 8, 1976

Weeks opens new overpass

by GORDON GILMOUR

Windsor Mayor Bert Weeks braved chilly winds and winter's cold this past Thursday afternoon as he officially opened the Central Avenue overpass connecting Grand Marais Road and E.C. Row.

a federal government subsidy of nearly \$1 million will expedite travel between Tecumseh Road and the pending E.C. Row expressway. Presently, traffic is often held up at the Walker Road level crossing of the CN-CP railway.

The opening has been delayed thus far by the Railway Transport Commission because it requires that the city close Pillette Road at the level crossing before Federal Government funds can be released for the Central Avenue Overpass.

The Federal government will provide municipalities with some funding for the construction of overpasses if a level crossing is closed

as a result of the construction.

The City of Windsor has assured the Federal Government that the Pillette Road level crossing will in fact be closed as soon as Grand Marais Road is re-aligned to exit onto Pillette Road near the Dodge Truck Plant. This project will be completed in 1977.

The structure built at a cost of nearly \$2 million dollars including



EASE UP! — The province has cut the speed on 401 to 60 miles per hour, from 70. The change in speed limits began Sunday and all signs should be changed by the end

Photo by JACK DALGLEISH of the week. Tuesday afternoon, Charles Personneault, left, Eugene Papineau and Edmund Lajoie, department of transport, were changing the signs outside Windsor.

Traffic flow should slow as lower limits posted

THE WINDSOR STAR, FEB. 4, 1976

By JERRY MORROW

Traffic on Highway 401 is moving slower than usual today.

Tuesday, ministry of transportation and communications crews completed their task of changing speed limit signs on the highway, reducing the limit by 10 miles per hour.

The permitted speed on the 401 is now 60 m.p.h. The new speed limit came into effect Feb. 1.

Although the law changed at the first of the month, the new speed limits were not being enforced until the signs had been changed.

A ministry spokesman said today, priority now will be given to highways that run into another district. Motorists can anticipate lower speed limits, from 60 to 50 m.p.h., on Highway 2, Highway 3 and Highway 7 soon.

The ministry will then move to convert the signs along internal highways such as Highway 18 and Highway 40.

Provincial police in the area say, no special enforcement has been started on highways where the signs have been changed. "We have been too busy with accidents in this bad weather," a spokesman said.

There may be a campaign to enforce the reduced speed limits when the weather improves, he said.

The ministry is using a plastic overlay with the new speed limit printed on it that sticks over the existing signs to make the conversion.

First plans were to apply the overlays on the highways, but the bad weather has forced crews to take the signs down and take them inside for cleaning before the overlay can be applied.

Work on the sign conversion began Monday and the signs along Highway 401 in this district had been all changed by Tuesday night.

All signs in the area are expected to be changed by the first of next week.

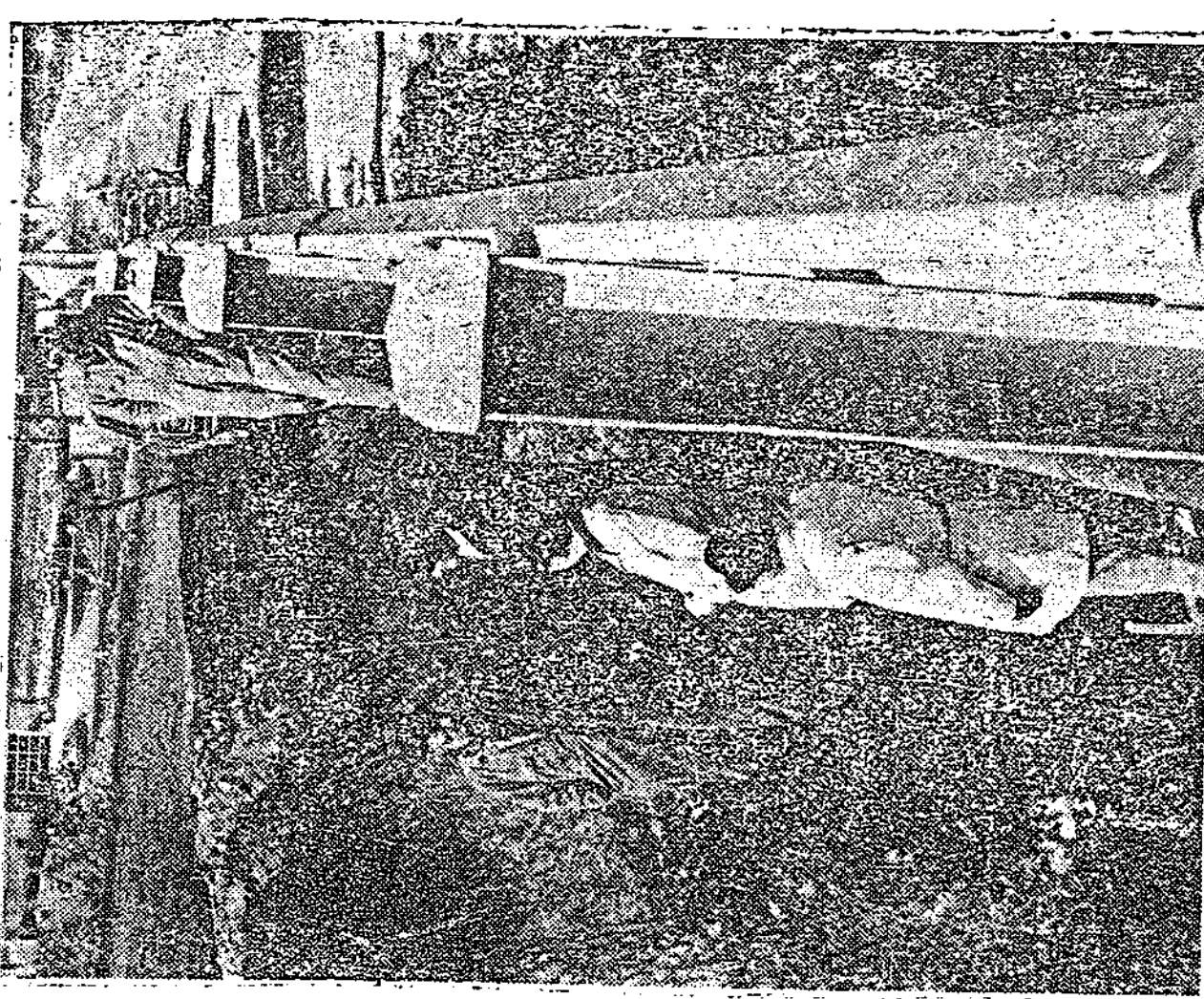


Photo by STAR STAFF TOUR — Essex County road committee members discuss the building of a breakwall along a Ruscom River bridge during one of the county's semi-annual road tours held to discuss new and projected programs and air citizen problems.

THE WINDSOR STAR, NOV. 13, 1976

County road committee follows an old tradition

By ROB VAN NIE

It's a cold, late autumn day, and the gusts blowing off Lake St. Clair dip the mercury to the bottom of the thermometer.

The wind knifes through the overcoats and suit jackets of the small knot of men gathered around the Ruscom River bridge.

The group ends its discussion with an overall-clad man and clutching red ears and noses, hurriedly heads for two cars parked alongside the road.

The cars turn and start down the road across the bleak fall landscape to another road construction site.

The men are members of Essex County's road committee and engineering department, on one of their semi-annual road tours.

The road tours are symbolic of the brand of government practised by county councillors in the 125-year tradition of Essex County.

It's a brand of government where the politicians want to see first hand on what basis county employees make their recommendations and where a municipal meeting or gathering is as much a social event as a political one.

Twice a year, the county road committee members and several administrative personnel tour the north part of the county on one day and the south the next.

The day begins at 8:30 with coffee in the cafeteria of the Essex County Civic and Education Centre.

Engineer Roy Lee discusses some of the new and projected road projects and mentions a few places to stop along the way to look at situations county residents have complained about.

"That's the idea of a road tour," said committee member Omer Oriet. "Someone tells us about a problem and we go out and look at it."

After the small talk and discussions of road problems the two-car caravan hits the road. Warden Clint Tofflemire driving one car and committee member Russ McKeen the other.

Road chairman Fred Bistany and Engineer Lee ride with the warden as the engineer guides them over some of the county's recently-paved roads.

The county is responsible for 342 miles of road and not all of them are covered during the tours, said Mr. Lee. However, he tries to point out new projects and problem areas.

First on the agenda is a look at a drainage ditch where a farmer has requested the county to help pay for upgrading it.

It's a frigid day and the councillors really don't want to get out of their cars, so they just slow down and take a look.

Then it's on to Belle River, where the municipality wants the county's moral support in telling the province that its roads were not restored to proper standards after sanitary sewer construction.

After viewing pavement cracks and loose gravel shoulders, the engineer tells Mayor John George to set up a meeting of the county, provincial and project engineers to discuss the problem.

The visit is rewarded by the town with coffee and donuts at a local restaurant, where the main topic of discussion is the upcoming elections and the politicians joke whether they'll still be around after Dec. 6.

Then it's on to the Ruscom River where a lot owner wants the county to contribute to the costs of a breakwall near a county bridge.

"He asked if we'd contribute and I told him I'd ask the boys," said Mr. Lee.

After the tour's frigid encounter with the north wind near the bridge, the man is told the road committee will look into the problem, and it's on toward Tilbury to look at some more roads.

As the sun comes out from behind the clouds, it becomes warm in the car and the committee members unzip outer layers of extra clothing they put on in anticipation of the cold morning.

Warden Tofflemire is in a jovial mood. He is retiring from politics at the end of the year and says he feels freer to say what he feels knowing he can't damage his political career.

The warden banters with Mr. Bistany, tells a few jokes and the talk again turns to the election.

Engineer Lee is careful to stay out of the discussions concerning politics. "I'm not saying anything," he laughs when questioned by the two politicians on his views on the election.

Although the engineer doesn't want to talk politics, he tells the group about a bake shop in Tilbury where they make delicious bread.

The road tour makes a brief detour through the town's back streets, finally locating the shop, which happens to be closed that day.

Then it's back to Essex for a late lunch and more discussion about roads and politics.

The committee members reminisce about past road tours, one of them saying he heard that quite a few years ago, one road committee's penchant for euchre led to the tour only making it as far as the county pit in Leamington, where they spent the rest of the day playing cards with the employees.

Those days are gone, county councillors say, but the style of grass-roots politics still lingers.

E.C. Row construction moves ahead

By JOE FOX

Two years of stalled activity on E. C. Row Expressway ended in 1976.

Work started on extending the expressway from Howard Avenue to Walker Road and plans were approved for speeding up construction of a scaled-down version of the west end of the highway to serve new industries proposed for the city's far west side.

According to the present schedule, the expressway should stretch from Ojibway Parkway (Highway 18) to Central Avenue by 1980.

The initial dream, to have four lanes of controlled access expressway from Highway 18 on the west to the Tecumseh Bypass on the east, is scheduled by the end of 1984.

The expressway is about three years behind schedule, for a variety of reasons including land acquisition problems and citizen complaints about the expressway design.

It is also over budget, reflecting inflation in the construction industry and land values.

The original 1967 estimate

for the "initial stage" — four lanes of pavement from east to west, with overpasses at major streets — was \$50.1 million.

The latest estimate available, compiled at the end of 1975, is \$67.1 million.

The "initial stage" cost of \$67.1 million almost equals the "final stage" cost of \$67.5 million estimated in 1967 when the expressway plan was approved.

The final stage of eight lanes in the centre section of the expressway with four lanes in the sections at each end will be depend on traffic demands.

The province pays 75 per cent of all costs, with the city paying the remainder. Construction and planning are overseen by a city-provincial technical advisory committee.

The city has been paying \$1 million a year into the expressway account and the province has been paying \$3 million a year.

But the rescheduling of construction planned for the next three years will increase the city's yearly cost by \$500,000. The province will pay more than \$1 million per

year extra for the accelerated schedule.

The expressway costs annually eat up about one-tenth of all the money the city spends on capital projects.

In 1976 Central Avenue was extended southerly from Tecumseh Road to hook up with E. C. Row Avenue. The \$1.3 million job included an overpass across railway tracks north of E. C. Row. The extension was opened Dec. 2.

Also in 1976, work began in extending the expressway easterly from Howard Avenue to Walker Road.

Marentette Brothers Ltd. was awarded a \$2.3 million contract for extending the expressway to Walker Road. The project includes an underpass at Langlois Avenue and installation of footings for a large overpass at Walker that will include a bridge across the C and O rail lines east of Walker.

Construction began in the fall on the new section, but has been suspended for the winter. The work is scheduled to be completed in the spring.

In the meantime, the city

will be realigning Grand Marais Road, between Pillette and Central.

In 1978, work is scheduled to begin on the expressway through South Windsor, from Dougall Road to Huron Church Road.

In 1978, it is planned to construct service roads along each side of the expressway from Dougall to Huron Church.

In 1979, the expressway will be built, including a pedestrian overpass at Mark Ave. There will be a "diamond" interchange at Dominion and the beginnings of a cloverleaf at Huron Church. The temporary interchanges will be controlled by traffic lights.

In 1979, work is scheduled to begin on extending the expressway west of Huron Church to Highway 18 to serve the new Maple Leaf Mills plant and other industries planned for the Morton Industrial Park on the city's western edge.

Only two lanes will be built at that time to service the new area as soon as possible.

In 1980, work will begin again on the east end of the

expressway, extending it from Central to Lauzon Parkway and building an overpass at the Central intersection.

There will also be overpasses at Jefferson Boulevard and Lauzon Parkway.

Ted Szalay, special projects engineer for the city, said it is hoped by 1980 the federal government will have decided where access to the new airport terminal will be.

It is not known at this time where the new terminal will be built or where access will be to the present terminal scheduled for renovations.

Mr. Szalay said current proposals envision Jefferson as the link to the airport.

Noted and Filed with Tom McMahon

THE WINDSOR STAR, OCT. 16, 1976

Pick a number, any number, where the road ends, nobody knows.

Murray Whelpton, the commissioner of the Windsor Utilities Commission, affectionately known as WUC, has offended a Sandwich South neighbor by using a non-existent street number for his home.

The neighbor says Murray has erected a street sign in front of his home which lists his address as 2004 Shawnee Rd.

Township council was asked this week how Whelpton could have an address on a non-existent street when eight years ago the woman had to wait months for a building permit because the township wouldn't assume responsibility for the street.

There was a ready explanation.

"He's numbering it as a continuation of Shawnee Road which doesn't exist (the continuation, not Shawnee Road)" clerk Bert Bedford said.

Oh well, that explains it. But Bert wasn't finished.

"I guess he just picked it (the number) himself," he said.

Whelpton says he has always had a Shawnee Road address since he built his home five years ago.

Unlike most of us, Whelpton not only has his own number, he also has a sign announcing same.

Whelpton said he erected the sign himself from a blank metal street sign he received from the utilities company. He also lettered it himself.

He was supposed to receive a bill, but hasn't. The sign was estimated to cost about \$2.90.

Gee Murray, I think it's great having your own sign and number, but what if your neighbors demand equal time. It could lead to a lot of strange signs and numbers. . . 2001 has a nice ring to it.

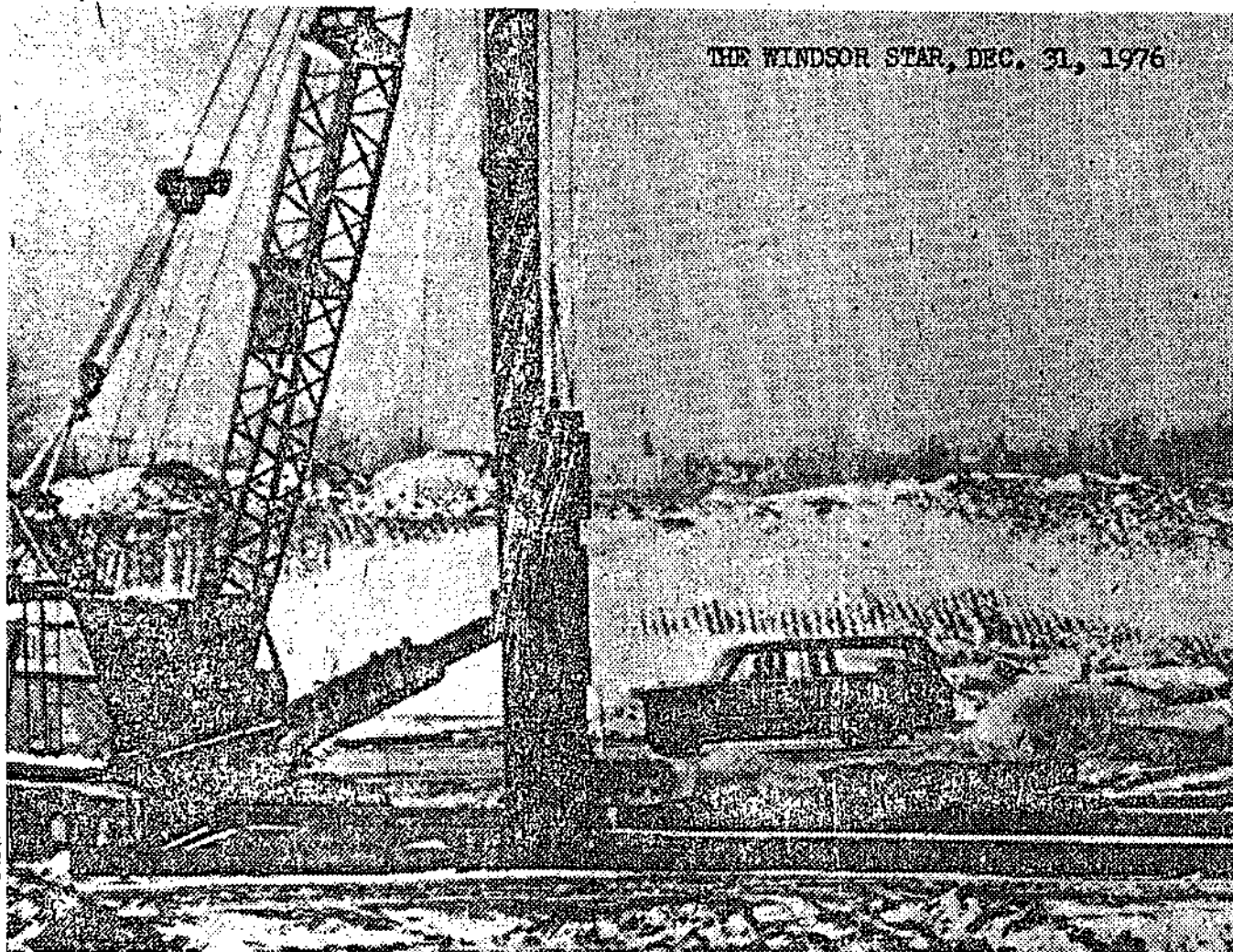


Photo by STAR STAFF

Work got under way on expressway project near Walker Road

High-speed roads, and income, changing Canada's towns

THE WINDSOR STAR
By Richard Gwyn
JANUARY 12, 1977

OTTAWA — It's a Canadian phenomenon, a missing part of our mosaic, that the countryside has played only a small part in the shaping of our national consciousness.

Maybe the explanation is nothing more complicated than our long winters and our long distances, but we lack the richly textured — in social and economic terms — countryside of Britain and of France, say, or, to pick a comparison closer to home, the vibrant hinterland of the U.S., with its contrasts from the "Main Street" values of the Mid-West to the aristocratic traditions of the Old South and the natural democracy of New England communities.

Our national character seems to have been shaped either by our experiences in the cities or by our awareness, since relatively few Canadians have actually been there, of the frontier. In Canadian literature, for example, small towns have seldom been celebrated: Stephen Leacock's Mariposa of course; Crocus, Sask., where J. W. Mitchell put Jake and the Kid, and Avonlea where Anne of Green Gables grew up in the imagination of Lucy Maude Montgomery.

Our small towns and villages, we take more or less for granted, are inexorably dwindling away. On the Prairies, grain farmers spend the winters in Regina or Saskatoon or Winnipeg (or Hawaii); behind them

the country-side, empties and the towns and villages shrivel. In Newfoundland, hundreds of fishing out-ports have been wiped off the map by government planners. In the metropolitan fringe around cities like Toronto or Montreal, independent communities are submerged into the maw of subdivisions.

Yet they live. And they thrive. Between 1961 and 1971, the total Canadian population grew by 18 per cent. The population of small towns and villages (a minimum of 50 people and a maximum of 10,000), grew by 13 per cent. The larger small towns (5,000-10,000 people) actually grew faster than did Canada's metropolitan areas, by 62 per cent compared to 28 per cent.

These facts come from a first-of-its-kind study of Canadian small towns and villages, done for the federal urban affairs department by Gerald Hodge and Mohammed Qadeer of the Queen's University School of Urban and Regional Planning.

Much of the study is statistical. As one measure of small town and village vitality, a survey of 100 centres of different sizes showed they have added new houses at twice the rate of their population growth.

The most interesting parts of the Hodge-Qadeer study are descriptive and analytical.

High-speed roads, television, leisure and disposable income, which

mean that people have time to travel and money to spend when they arrive, all are homogenizing the countryside, indeed have already homogenised it. "Towns and villages (are) becoming stamped in the social and economic image of the city."

The outer appearance, as well as the inner aspirations, of small towns and villages has been changed. "The Main Street of many towns has been transformed into a strip of nationally-known supermarkets, fried-chicken outlets and automobile franchises."

Yet, "small centres are not just scaled-down versions of large cities." The pace of life is different, people know each other, depend upon each other, so that "out-migration of a high school graduating class may cause a community newspaper to close."

Here, despite their appeal and vitality, lies the problem of small towns and villages. "The major decisions affecting their future are made in the boardrooms and bureaucracies of the big cities... (and) have reduced local autonomy and engendered feelings of powerlessness."

The centralizing thrust of provincial governments, which impose standardized regulations and policies, has under-cut the traditional small town regulations and policies, leadership group of "old families and local merchants/industrialists." Even if

self-interested, the "visibility and accessibility," of these individuals "gives a democratic flavor to local decision-making." You meet the

mayor in the street, that is, and bitch about the garbage.

Today, power resides in a bureaucrat, in the provincial capital or

Ottawa. Those with "access to the outside," like lawyers, land developers and retired civil servants, are the people who count in small towns.

But they don't count very much, because of "the increasing remoteness of power and decisions."

If small towns and villages can survive depopulation they probably can survive provincial bureaucracy. It'll be interesting to see whether these communities can organize themselves, as has done another threatened species, small businessmen, who have formed the politically powerful Canadian Federation of Independent Businessmen.

In a recent speech, Hodge makes one salutary point. He states that small communities need help to cope with complex problems like zoning and land use. He praises some provincial initiatives, like Alberta's Main Street programs which allows small towns to refurbish their commercial sections.

"Towns and villages," Hodge adds, however, "have reached their present situation with little or no help from others. This accounts for much of their uniqueness in our centralized, urban society." Rather than a "massive program to 'help' small centres," Hodge continues, assistance should be offered only when small towns and villages ask for it. Provincial bureaucrats shut up, that is, until Canada's countryside speaks up.



Drawing the crowds to town

Tenders called on

Oldcastle

WINDSOR STAR
JANUARY 28, 1977

By ROB VAN NIE

After nearly 15 years of controversy, the provincial ministry of transportation and communications has called tenders for reconstruction of about 4½ miles of Highway 3 through Oldcastle.

The ministry's plans to widen the pavement and shoulders and to improve the Walker Road intersection in the hamlet is a highly scaled-down version of the original proposal.

The original project, based on train and auto traffic projections which did not materialize, included an overpass across the Chesapeake and Ohio railway crossing in Oldcastle.

Tenders for the highway reconstruction from Outer Drive to the west end of the Essex bypass, will be opened on March 9, Sandwich South Reeve Robert Puleyblank said last week.

The project will include some overhead lighting in Oldcastle and improvements to the Walker Road and Highway 3 intersection, he said. Several side roads which intersect the highway will be realigned at a different angle, he added.

"That is one piece of road that's been in a fight since the early 60s," said Reeve Puleyblank.

The fight is not yet over. Sandwich South has petitioned the Canadian Transport Commission not to allow Canadian Pacific trains to use the C and O tracks in the township.

If this happens, train traffic could increase to a point where an overpass may be necessary," Reeve Puleyblank said.

Concerned about the safety of cars descending from an overpass onto the Walker Road intersection and questioning traffic projections, council and area residents fought ministry plans to construct a grade separation over the tracks in 1975.

After further research, the ministry found train traffic had decreased and the volume of traffic on Highway 3 hadn't reached government estimates.

Plans for the overpass were scrapped, although ministry officials maintain that the grade separation may become necessary in the future.

The province has retained ownership of land and buildings in the hamlet that were expropriated for the project.

Included in the provincial holdings are the former township hall, former post office and variety store building, three homes and a colic-breeding business.

Many of the buildings are now being leased out, some to the township.

The ministry will pay for some overhead lighting near the Oldcastle Co-op, which experiences heavy traffic from farm vehicles during the summer.

There's a moral for politicians in success of highway law

THE WINDSOR STAR

By Dalton Camp

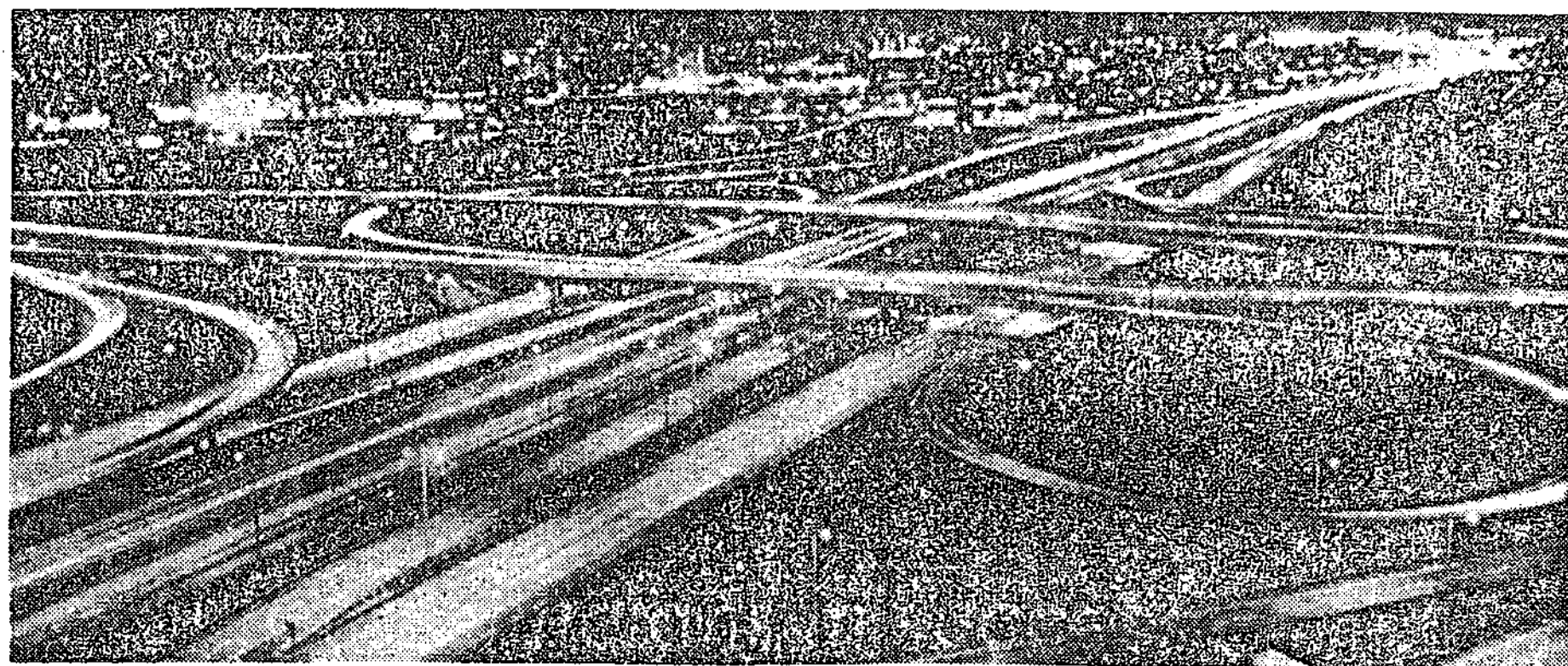
JANUARY 17, 1977

On the highways of Ontario last year, so the Ontario Provincial Police inform us, there were 185 fewer people killed, 4,772 fewer injured and 3,036 fewer automobile collisions than in 1975. The evidence, thus, is overwhelming that Ontario's year-old seat-belt legislation and reduced speed limits have been effective in impressively bringing down the toll of deaths, injury, and destruction on the highways.

This is all bad news to the many who fought tooth, claw, and vocal chords against the legislation. As opponents of the measures would have it, the people of Ontario had a constitutional right to enjoy the daily risk of being hurled through the windshields of their cars. Indeed, if the Lord had meant us to wear seat-belts, we would have been born with them. As for lowering the speed limits, the argument was the voting truckers would not like it, and, anyway, the greatest menace to safety on the highways were really those motorists who did not drive fast enough. More than a few legislators opined that their constituents would rebel: "You can't legislate public safety. At least, you can't do it in my riding."

Well it turns out you can, Charlie.

Now that the returns are in, one wonders what the argument was about, and why it went on so long. The simple answer is that just about everything a government or legislature does takes time, even when it comes to saving the life and limb of their citizenry. The seat-belt and



Ontario highways are safer than they were a year ago due to lower speed limits and compulsory seat-belt laws

speed-limits legislation is a text book example.

The genesis of the policy came from, of all places, the ministry of transportation and communications. One of the new realities in our political system, which we need to recognize, is that some of the best policy initiatives come from the bureaucracy.

Despite that — or because of it, perhaps — the MTC proposal was

difficult to advance: for some time, it languished in the policy and priorities committee, principally because the politicians were wary of it. Politicians, we are led to believe, mirror the attitudes of those they represent, and it was generally believed that the general public was either indifferent to seat-belt legislation or hostile towards it. It was not an idea whose time had come.

Nevertheless, the MTC proposal

surfaced in the informal group who were gathered at the time around Premier William Davis. The group — otherwise known as the chief mechanics of the Big Blue machine — included such as Hugh MacAuley, Norman Atkins, William Kelly, Roy McMurtry, and Eddie Goodman. None of them, at that time, had ever been elected to anything and spoke for no-one but their own opinion. But all of them favored seat-belt

legislation. It would be an understatement to say that they argued it with increasing fervor and none of them more so than Goodman, who had only recently lost a child in a highway accident.

What is curious about this, and worth noting, is that a couple of civil servants, including Tom Campbell, from the cabinet office and Clair Westcott, from the premier's office, together with a clutch of back-room

boys and a few persistent bureaucrats in MTC ultimately made a missionary of Bill Davis who went off into the political jungle to convert his colleagues. It was not easy.

If the public seemed apathetic, so was the political community, including the elected members and their parties. Despite the old fashioned and romantic belief that public men lead public opinion, the truth is that most public men and women follow public opinion: those who don't are either Red Tories, or left-wingers, or mere trouble-makers. As well, it is one of the perversities of modern politics that nothing is more difficult to do than to do what is obviously right.

Finally, after nearly two years of controversy and contest over seat-belts and the speed limit, the legislation was introduced and passed in the first session of the minority Parliament. (Though one Grit and one Tory lawmaker threatened never to abide by the law.) We can now see the results, and they must be heartening — to Davis, to Eddie Goodman, to the presumably dispersed Big Blue mechanics, and to the angels of change in the civil service.

The moral of the story is, I guess, that good public policy these days more often than not comes in various disguises. Ontario's life-saving highway laws, at least, came into being not because of the traditional political system — grass roots and all that — but in spite of it. There ought to be a lesson in there somewhere, as well as a moral, for those who study politics or those who practice it.

County Business
THE WINDSOR STAR, MAR. 25, 1977
SANDWICH SOUTH



Ministry of
Transportation and
Communications

A roads budget of \$175,300, of which the province pays about one-half in subsidies, was accepted by council. The budget included improvements to Con. 11 from County Rd. 46 to Highway 401. Council is asking the province for a supplementary subsidy of \$24,000 to pave Shawnee Road from Intersection Road to Highway 2. The roads budget will form part of the township's total budget, expected to be struck on April 18.

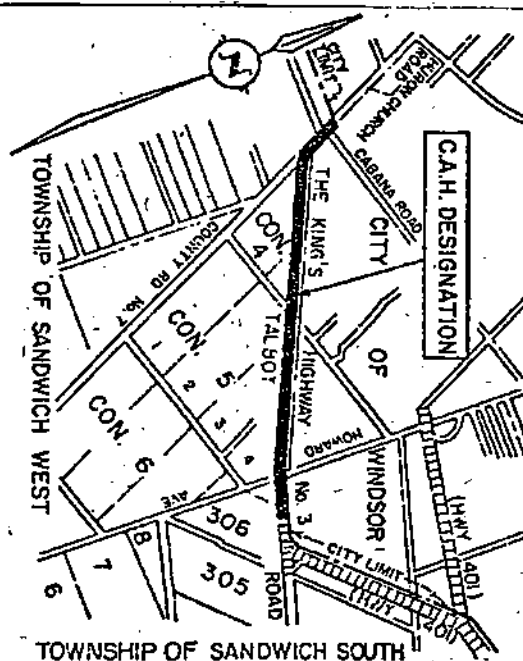
Dated at London, Ontario this 24th day of February, 1977.

Enquiries regarding this designation should be made to:
Mr. E. J. McCabe, Regional Director
Ministry of Transportation and Communications
P.O. Box 638, Postal Station D
659 Exeter Road
London, Ontario
N6V 2Z1

The controlled access highway designation does not appropriate land but after the effective date the provisions of Section 33 of the Public Transportation and Highway Improvement Act in respect to permits apply.

Ontario Regulation 1010-76, designating the highway as a controlled access highway, was published in the Ontario Gazette dated January 8, 1977.
Plan P-1854-33 may be inspected during office hours at the following locations:
The Office of Mr. A. Willeberg, Head, Planning and Design Section, Ministry of Transportation and Communications, 659 Exeter Road, London, Ontario.
The Office of Mr. R. L. Henton, District Engineer, 50 Kell Drive, Chatham, Ontario.
The Office of Mr. J. B. Adams, Clerk of the City of Windsor, 305 University Avenue East, Windsor, Ontario.
The Office of Mr. R. W. Dargatzis, Clerk of the Township of Sandwich West, 5950 Maiden Road, Windsor, Ontario.
The Office of Mr. B. Balford, Clerk of the Township of Sandwich South, P.O. Box 355, North Talbot Road, Okeechotee, Ontario.
Record Services Office, Ministry of Transportation and Communications, 1201 Wilson Avenue, Downsview, Ontario.

Ministry of Transportation and Communications plan P-1854-33, illustrating the controlled access highway designation, was filed with the Minister of Record Services of the Ministry of Transportation and Communications at Ottawa on the 22nd day of August, 1971.



IS HEREBY GIVEN that pursuant to Section 33 of the Public Transportation and Highway Improvement Act (R.S.O. 1970, c. 201) and amendments thereto, the Governor in Council did designate a portion of existing King's Highway No. 3 as a controlled access highway. The effective date of the designation as a controlled access highway was December 22, 1976.

The highway, having a right-of-way of approximately 185 feet in width, is located in the City of Windsor and in the Townships of Sandwich West and Sandwich South in the County of Essex being:

- (a) part of lots 306 and 307 in Concession North of Talbot Road (Township of Sandwich South);
- (b) part of lots 306 and 307 in Concession South of Talbot Road (Township of Sandwich South);
- (c) part of lots 12 to 22 in Registered Plan 1444 for the Township of Sandwich South;
- (d) part of lots 2, 3, and 4 in Concession 5 (Township of Sandwich West);
- (e) part of lots 1 and 2 in Concession 4 (Township of Sandwich West);
- (f) part of lots 279 to 318, 322 to 353, 359 to 399, 402 to 409, 412 to 452, blocks C and D, Marquette Ave., Chateaufort Ave., Renison Ave., Randolph Ave., Villa Maria Blvd., Janissia Ave., Anastasia St., Richards Blvd., Daytona Ave., 1 foot reserve on northwest limit of Daytona Ave. and lane between lot 281 and lot 279 and 280, all in Registered Plan 1263 for the Township of Sandwich West;
- (g) part of lots 391 to 400 and Todd Ave., all in Registered Plan 971 for the Township of Sandwich West;
- (h) part of Daytona Ave., Huron Church Rd., Cabana Rd., lots 427 and 428 and lots 425 to 429, all in Registered Plan 1269 for the Township of Sandwich West;
- (i) part of lots 1 to 6, Registered Plan 1427 for the Township of Sandwich West;
- (j) part of lots 37 and 42 and lane between lot 40 and lots 41 and 42, all in Registered Plan 1033 for the Township of Sandwich West;
- (k) part of blocks H, J, K, and Todd Ave., all in Registered Plan 875 for the Township of Sandwich West;
- (l) part of the road allowance between: concessions 3 and 4 (Cabana Road) Township of Sandwich West; concessions 4 and 5 (Cousineau Road) Township of Sandwich West; the Townships of Sandwich South and Sandwich West (Howard Avenue); hereunder:

THE PUBLIC TRANSPORTATION
AND HIGHWAY IMPROVEMENT ACT
PUBLIC NOTICE
THE WINDSOR STAR, MARCH 16, 1977

Council asked to press for full funding for E.C. Row

THE WINDSOR STAR, APRIL 25, 1977
An attempt to persuade the Ontario government to take over 100-per-cent funding of the E.C. Row Expressway will be considered by City Council tonight.

Currently the city pays 25 per cent of the construction costs, amounting to \$1 million annually. And with industrial expansion announced for the city's west side, council anticipates a speed-up of construction, raising the city's payment to \$1.5 million.

An appeal for immediate study of full funding has been turned down by provincial officials, but City Administrator Hilary Payne has recommended council take its case to James Snow, minister of transportation and communications.

Although the city pays its share of the expressway by long-term borrowing, the annual debt charges are added to the tax

bill. This year the city's debt payments will rise by reason for \$1 million to \$13 million, part of a proposed 10.9 per cent tax increase.

A report to council prepared by three city departments notes the province has paid full funding for an expressway in the Regional Municipality of Waterloo.

Windsor has also learned full funding was provided for the Queensway Expressway in Ottawa, the London-St. Thomas expressway and the Brantford Bypass.

The apparent reason for the provincial funding was a high volume of out-of-town traffic and because the systems link other provincial highways.

Windsor is prepared to argue that the E.C. Row Expressway will be an integral part of the provincial network, linking highways 18, 3, 3B and 2.

The city suggests that the proposed expansion of the Windsor Airport will boost out-of-town traffic on E.C. Row. It is also felt that completion of the Lauzon Parkway to Highway 401 will create a city bypass along E.C. Row to the Ambassador Bridge and the Detroit-Windsor tunnel.

The city administration said it has already approached the ministry's Chatham regional director E. J. McCabe for an \$1,800 traffic study, but he turned the city down.

Mr. McCabe said the study is scheduled when Windsor completes the second phase of its urban transportation plan, not yet considered by council.

Meanwhile, a call for construction bids on the Walker Road extension of the expressway is imminent and more construction pushing the expressway west of Dougall Avenue is anticipated within 12 months.



THE WINDSOR STAR, OCTOBER 25, 1977
Chrysler truck plant workers find traffic jam on Pillette Road

Photo by BEV MACKENZIE

Extra lanes to relieve traffic

The city will spend \$13,000 on temporary lanes to relieve traffic congestion at Central Avenue and E. C. Row Expressway when Pillette Road is closed next month.

Beginning Nov. 1, Pillette will be blocked at the railway tracks, just north of E. C. Row.

The city is building a new road linking Pillette and Central. Completion is scheduled to coincide with the closing of Pillette.

Pillette must be closed under Canadian Transport Commission regulations.

The commission requires level rail crossings to be closed while a bridge is being built over an adjacent crossing. Any expense which results is repaid with money contributed by the commission and the railways.

Central Avenue was extended to connect with E. C. Row and a bridge over rail lines has been constructed.

The closing of Pillette will effect the 2,000 workers at Chrysler Canada's Pillette Road van plant.

The plant's parking lots empty on to Pillette and many workers go south on Pillette to get to E. C. Row.

While Pillette is closed, truck plant traffic will have to travel north on Pillette and follow the new road to get to Central Avenue.

But Len Ruel, committee chairman for UAW Local 444 at the truck plant, said workers fear getting stuck in traffic jams.

He said Fountainebleu residents fear many plant workers

will take Grand Avenue and drive through the subdivision as a short cut going east at the same time schools are getting out.

Ald. David Burr and Public Works Commissioner Gord Harding visited the plant at quitting time last week to see the traffic problem first hand.

On Monday, City Council accepted a recommendation from Mr. Harding that it spend \$13,000 on temporary improvements to the Central-E. C. Row intersection.

The temporary improvements will provide extra lanes for E. C. Row traffic to continue past cars turning left on to Central. Right turn lanes will also be made easier.

The city plans to install traffic lights at Central and E. C. Row, Plymouth Road — the new link under construction — and Pillette; and at Pillette and Grand.

Ruel said today he is happy some improvements will be made, but the workers are not completely satisfied and fear traffic jams going to and from the job.

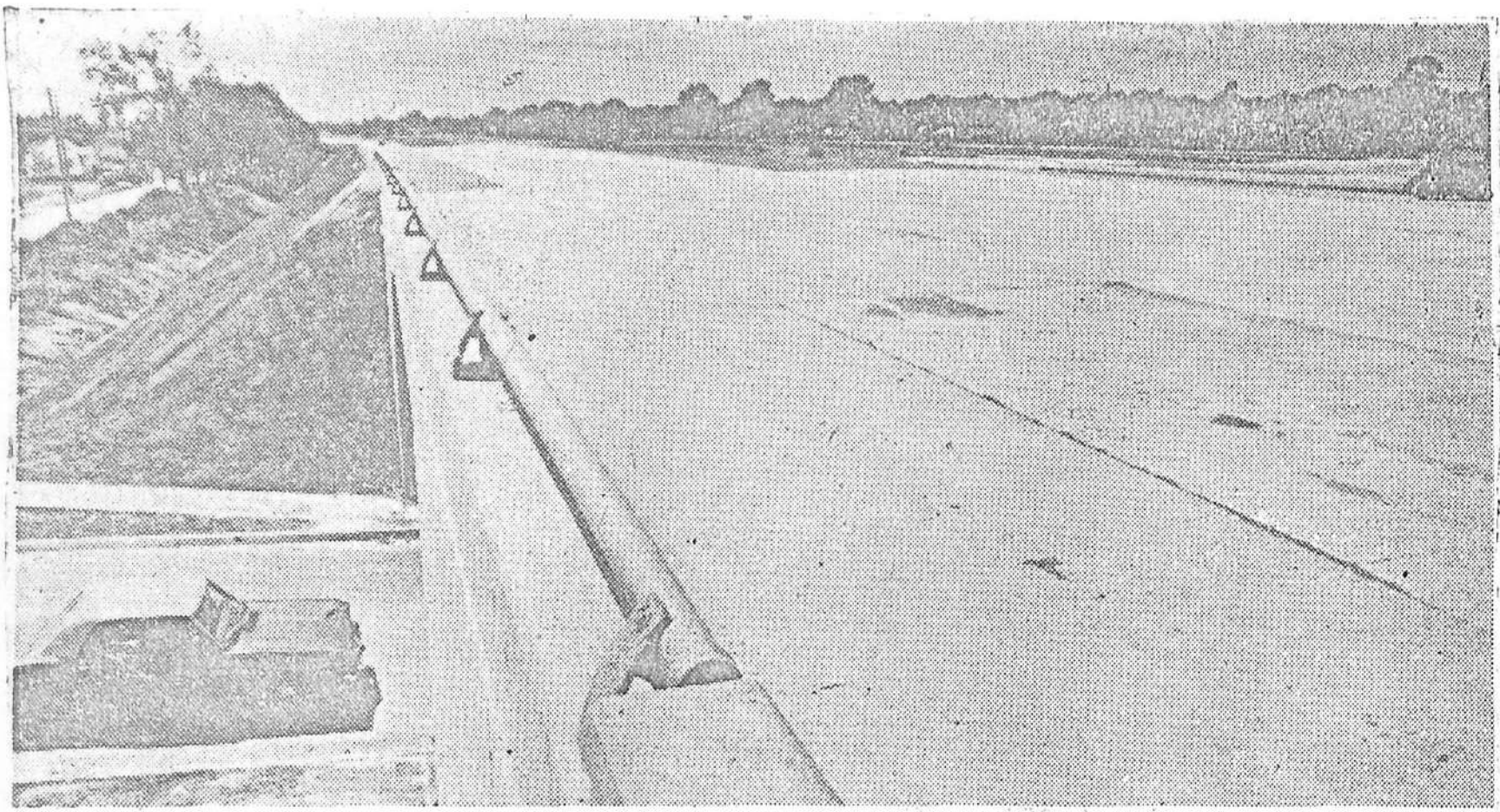
He said Pillette should remain open until E. C. Row is extended to Central.

Ruel added that Fountainebleu residents will be subjected to heavy traffic flows which could be dangerous for children coming home from school.

He said the new road should be built easterly from Pillette to allow plant traffic to travel eastward without going through Fountainebleu.

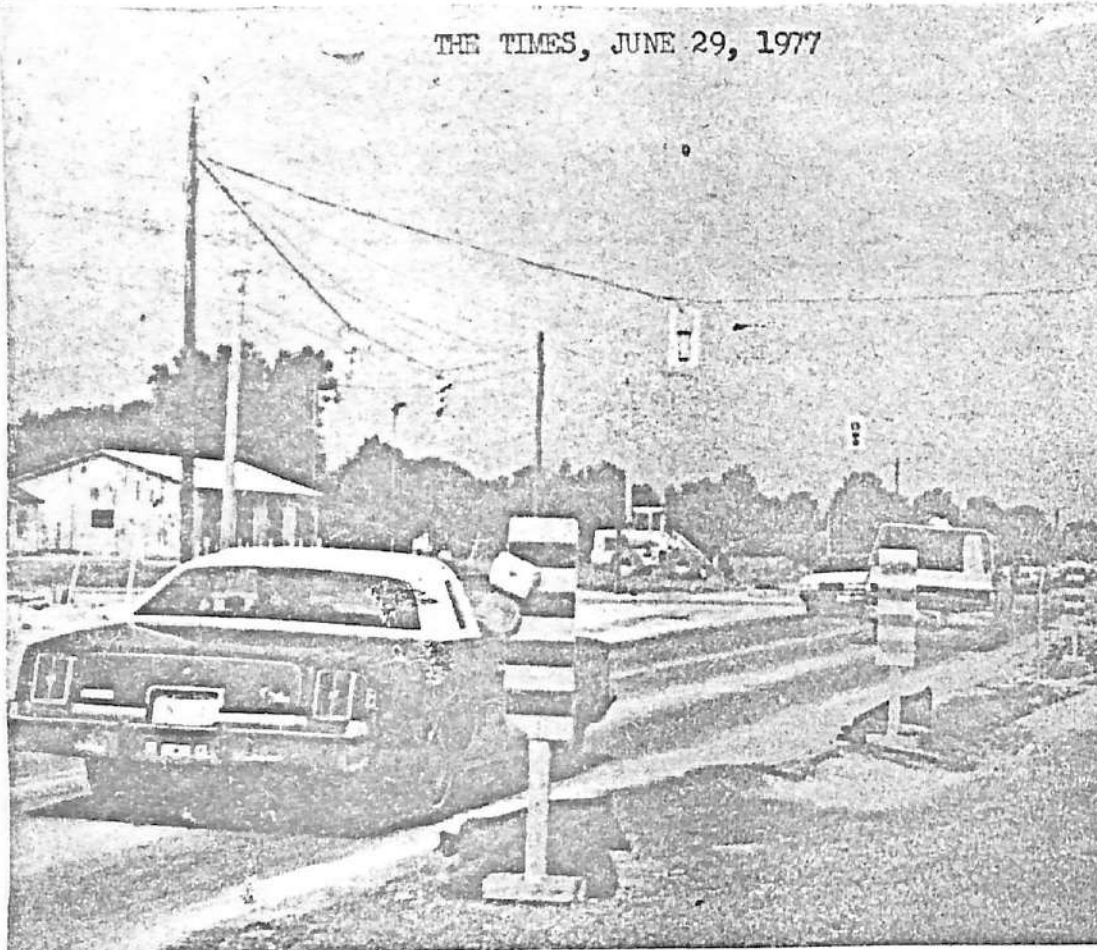
IT HAPPENED IN CANADA





TAKING SHAPE — After years of going nowhere, E. C. Row is finally beginning to look like an expressway. Pavement is being laid between the overpass at Howard Avenue to Walker Road and it is anticipated traffic will be travelling the new section by the end of September. The photo was taken looking east from above the underpass near Langlois Avenue, mid-way between Howard and Walker. A contract for building a huge

Photo by STAR STAFF
cloverleaf-type overpass at Walker and extending the expressway easterly to Central Avenue will be put out to tender as soon as permission is received to build a bridge across the C and O railway tracks.



THE TIMES, JUNE 29, 1977

Highway 3 and Walker Road get a new look as street widening and road surfacing continue. Construction is ahead to alleviate some of the traffic problems at this busy intersection.



THE WINDSOR STAR, MARCH 2, 1978

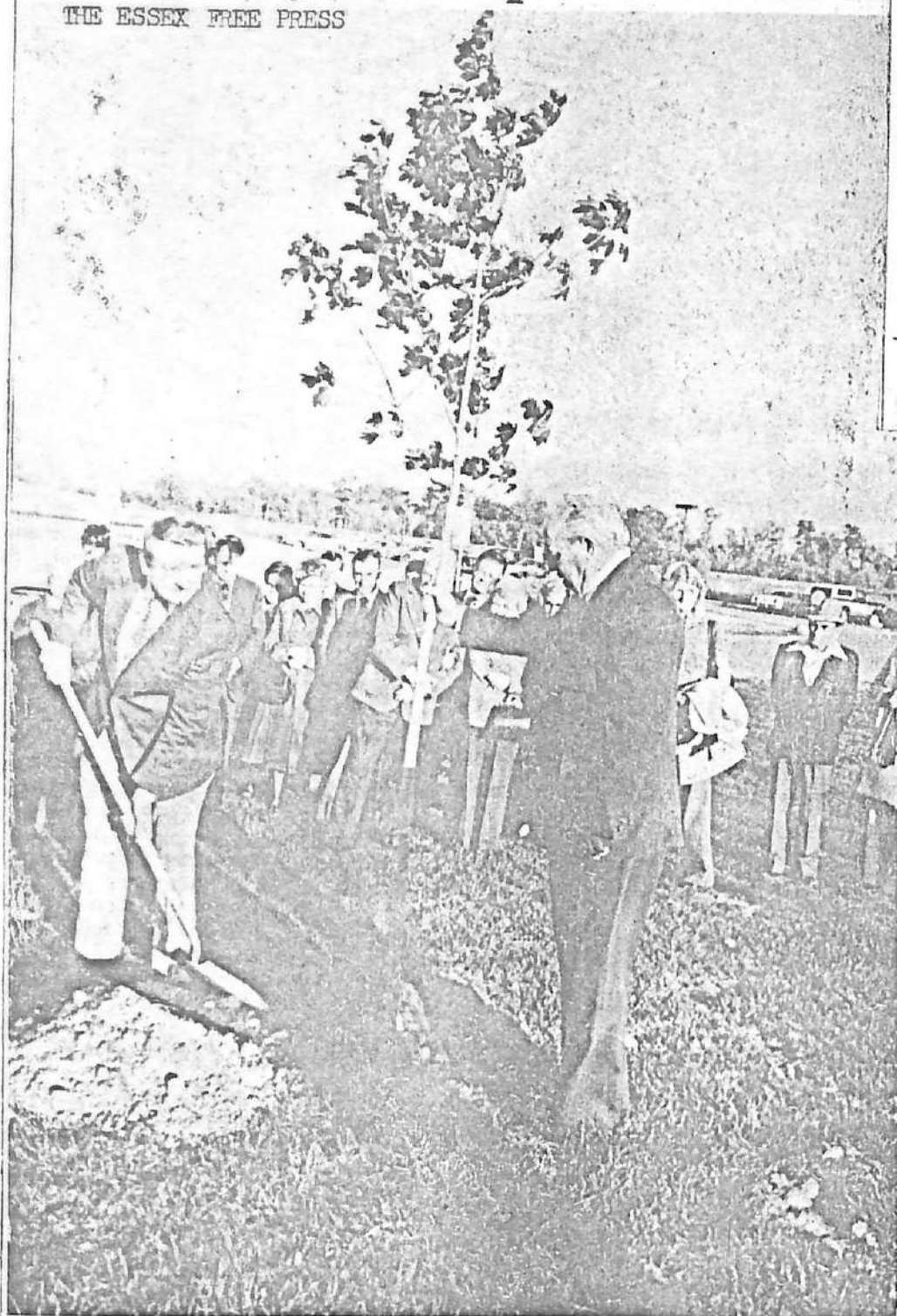
Intersection of E.C. Row Expressway at Walker Rd.

Tree Planted To Remember

OCT. 27, 1978

County Road Superintendents . .

THE ESSEX FREE PRESS



Steve Zelko, road superintendent of Rochester Township, secretary of the Essex County Road Superintendents' Association, plants a Maple tree at the Essex Civic Centre as a memorial to the road superintendents who have served in Essex County. He is assisted by Harvey Washbrook, retired road superintendent of Sandwich South. Roy Sparrow, of Waterloo, of Kopper Culvert Company, who organized the association in 1960 was present for the ceremony.

Warden Hugh Rogers of Gosfield South Township and Linton Hubert of Colchester South Township Road Superintendent, unveil a plaque to commemorate the road superintendents of the county who have died since 1960. They are: Robert Bosman of Mersea, Leo Tisdelle Tilbury North, Robert E. Sampson of Sandwich East, Roy Alexander of Colchester North, Francis Agla of Colchester South, Maynard Cline of Maids tone and Arthur (Bud) Pillion of Essex. Retiring Peter Labute of Belle River was also honoured on his retirement.

Crash brings belt charges

THE WINDSOR STAR, JULY 15, 1977

Two Windsor residents were charged Thursday with failing to wear seatbelts after they were involved in a three-car collision at County Roads 46 and 17 in Sandwich South Township.

Peter MacDonald, 22, of Arthur Road, and Erin Smith, 18, of Coronation Street, were charged after a police investigation at the scene of the accident. Both persons were treated and released at a city hospital after the mishap.

An Essex OPP spokesman said today seat-belt charges are laid either following an accident investigation or simply when police stop vehicles.

Figures available today revealed that there were 32 charges in April, 25 in May plus two warnings, 29 charges in June and 20 so far this month.

OPP said the accident occurred about 4 p.m. Thursday when one vehicle made a right-hand turn from County Road 46 to County Road 17. A vehicle behind the one turning, swerved into the westbound lane and ran head-on into the third vehicle involved.

Damage was estimated at \$2,700 to the two vehicles involved. The car turning was not struck.

OPP said other charges are pending in the incident.

Overpass plan called 'death trap'

THE WINDSOR STAR, MARCH 8, 1977

The proposed Walker Road overpass for the E. C. Row Expressway is a death trap, Ald. David Burr said Monday.

He argued that because of high fuel costs, expressways are becoming obsolete and he expressed frustration with the Walker Road overpass.

Council continued its review of the capital works budget, eventually approving the administration's proposals for \$19 million in spending and requiring the city to borrow \$11.3 million this year.

Some 73 per cent of the spending will be for public works projects, with arterial roads accounting for 26 per cent, sanitary sewers 34 per cent and storm sewers 12 per cent.

The proposed borrowing will see the city's annual debt payments continue this year at a near-record level equal to 25 per cent of the residential tax revenue.

Finance Commissioner E. A. Agnew told council the city's debt situation remains healthy but is reaching levels "that we should watch our step — as we always do."

Mr. Agnew corrected an erroneous news story that appeared Friday in The Star. The report said that

Ald. Burr made his remarks during City Council's review of the \$19.1 million capital works budget.

Ald. Burr predicted that during ice and sleet storms, westbound motorists descending the service road from the C and O railway overpass will find it almost impossible to stop for the Walker Road traffic signal.

He blamed the angle of the incline and the short distance to the intersection for the hazard.

His remarks went unanswered at council this week, but Ald. Burr has raised his concern previously and a subsequent city report indicated the Ontario Ministry of Transportation and Communications considered the design safe.

Ald. Burr's criticism of the design of the expressway — which is scheduled for \$6 million in construction this year — has become an annual event.

Acknowledging it is a familiar theme, Ald. Burr promised council

residential ratepayers would pay \$1 out of every \$4 tax dollars for debt payments.

In fact, the debt payment is 25 per cent of the residential tax revenue if no other source of revenue is used to offset it.

Because there are provincial grants and commercial taxes to help the payment of debt, the true share of residential taxes that goes to debt payment would amount to a little more than 50 cents for each \$4 in residential taxes. Mr. Agnew said municipalities become concerned when debt payments equal 25 per cent of all sources of municipal revenue. In Windsor's case, when all sources of income are considered the debt level is 12 to 13 per cent, he said.

Municipal debt payments are usually compared only to residential taxes despite other sources of income because it indicates the burden facing the resident, he explained.

In Windsor's case, the city finance department "is not being alarmist, but we have to be realistic as well, we can't paint a glowing picture."

GRADING OF 98 HIGHWAY — Early 1900's MARCH 9, 1979

THE ESSEX FREE PRESS

THE ESSEX FREE PRESS, APRIL 6, 1979

Talbot Road Determination 150 Years Ago

Colonel Thomas Talbot wanted a road along Lake Erie and nothing stopped him from building one.

Being an ambitious and influential man, he challenged the elements and won. Neither blistering heat nor numbing cold, mosquitoes and swamp conditions were able to stop him.

Today Highway 3 roughly parallels the original road. St. Thomas and the road he built were named after him and today the towns along its route have Talbot Street for their main street.

By modern standards the Talbot Road was crudely built, but in the early 1800's it was the best road in Upper Canada.

Talbot entered the British army when he was only 11 and it was when he served as an aide to Upper Canada's first Lieutenant - Governor, John Graves Simcoe, that his dream of starting a settlement in this rugged but beautiful country took shape.

After he returned to England he left the army to make Canada his home. As a reward for his military duties Talbot received a grant of 5,000 acres of land with an additional offer of 200 acres in the adjoining townships for every family settling on his original grant.

He cleared land near Port Stanley and the settlement grew. But a road was needed to attract more settlers, so Talbot successfully appealed

to the new Lieutenant-Governor, (Francis Gore, 1808 - 16), who instructed a surveyor to lay out a road 'one chain wide on the principle of Yonge Street with lots on each side.' It was to be built along the Lake Erie shore.

There were problems. The existing track was an Indian trail overgrown with vegetation. To deal with the mud of the spring, timbers were laid across the road in marshy areas. Such was known as a corduroy road. Travelling over such a road was treacherous for the horses and bone-rattling for the rider.

In spite of difficulties, the first branch of the road was laid in 1811. Work began in 1809.

At one point the survey crew ran into a large tamarac swamp and told Talbot there was no way through. He became angry and refused to take no for an answer. Eventually, the swamp was bypassed and work on the route to the Detroit River continued.

In Oxford County, hills caused problems and the direction of the road had to be altered so often only one lot in the county had a straight front.

In 1826, after the original logs of the corduroy road were removed and an improved road bed added, the toll system was established. It was meant to bring in revenue for maintenance of the road.

By 1830 regular stage coach service was available. Prices were unbelievable. The equivalent in 1978 money was \$4.50 to go from London to Hamilton. The trip from London to Toronto took two days. The stage coach provided regular service from the Niagara River to the Detroit River sometime in the 1830 and 1840.

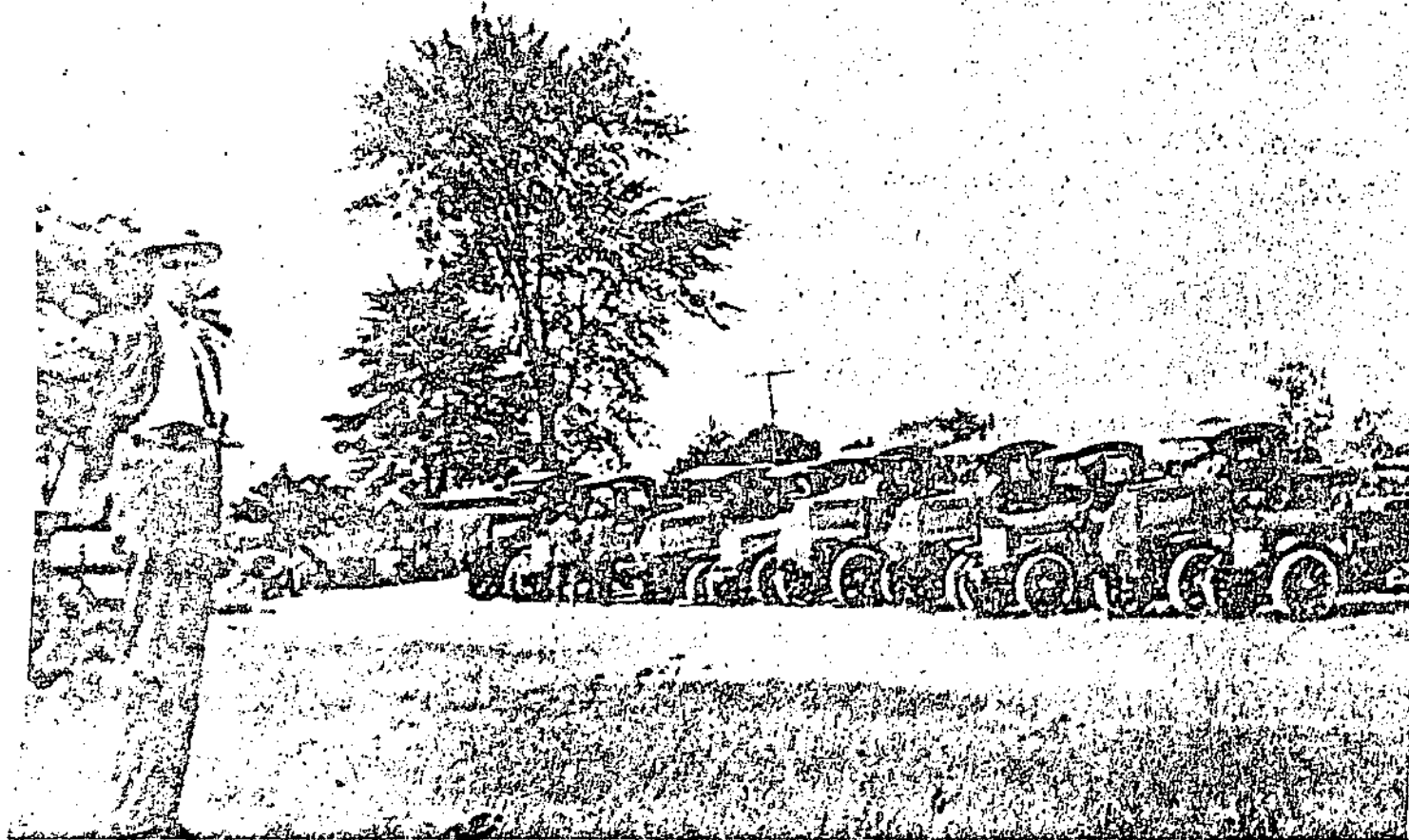
Talbot Road was surveyed in Essex County in 1818. It was not until somewhere around 1926 that the road was paved throughout its length.

Essex, Kent, Lambton, Norfolk, Elgin, Oxford, Middlesex Counties were populated by the people who came to Canada in response to Talbot's colonizing efforts.

THE ESSEX FREE PRESS - Friday, April 6, 1979

THE OLD TIME CORNER

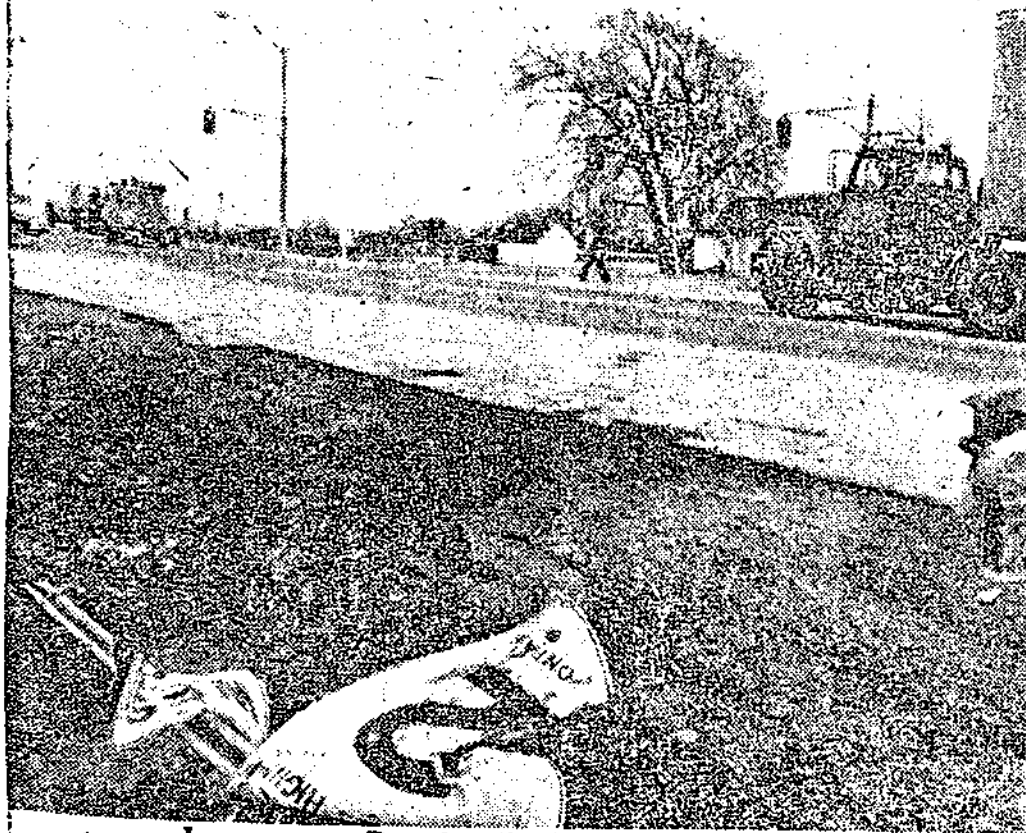
TRUCKS USED FOR PAVING 98 HWY. - 1926



Lesperance: A crossing they don't trust

By Brian Fox
Star Staff Reporter

THE WINDSOR STAR, DECEMBER 21, 1979



Lesperance Road and Highway 2 intersection residents say is dangerous

Even if she has the green light, Linda Soulliere stops her car on Lesperance Road at the Highway 2 bypass south of Tecumseh.

Mrs. Soulliere has seen too many people on the bypass run that red light and she doesn't want to take any chances.

Mrs. Soulliere has lived at 1614 Lesperance Road, at the intersection, for the past 12 years and the sound of squealing tires and sight of accidents has become common.

The accident that took the life of Lucille Desjardins at the intersection Monday didn't surprise Mrs. Soulliere.

"It's a bad intersection. I find I have barely enough time to cross when I'm on Lesperance Road," Mrs. Soulliere said.

"Even if there's a green light, I stop. I've watched too many cars and trucks come right through. A lot of times they can't stop and just go through blowing their horn, she said.

The lights at Tecumseh Road and the Highway 2 bypass are automatic, triggered by pads under the concrete on Lesperance Road.

16-second green

The light stays green between 16 and 28 seconds depending on the number of cars on Lesperance Road waiting at the intersection.

The amber is four seconds and both lights stay red for one second more.

An Ontario ministry of transportation foreman replacing the pole from Monday's accident, said the light gives cars more time than at the Manning Road and Highway 2 kilometres further east.

The foreman did not wish to be identified.

S.-Sgt. Ken Leighton of the Essex Ontario Provincial Police detachment, said in his opinion, the intersection is not particularly dangerous.

"It is as safe as any intersection in the county. There's good visibility in all directions," S.-Sgt. Leighton said.

He said he was at the intersection Wednesday because of complaints from Ervin Desjardins, 47, husband of the Monday's accident victim, that the intersection is unsafe.

'No problems'

"If people obey the signal, there would be no problems," S.-Sgt. Leighton said.

He said the intersection doesn't stand out as being the scene of a great many accidents.

Ray Hanton, Chatham-based district engineer for the Ontario ministry of transportation agreed that the intersection did not stand out as the scene of a great many accidents.

The ministry will investigate the intersection to see if any improvements are needed.

However, John Beneteau, principal of St. Antoine separate school on Lesperance Road north of the intersection, said he thinks it is dangerous.

"I travel that intersection every day and I see numerous cars go through the caution," Beneteau said.

"We have patrols there but the patrols are in danger of being hit. They are only children themselves," Beneteau said.

Beneteau said about 12 children have to cross the intersection to school daily, some of them kindergarten age.

"A little child who has started to cross halfway through the light has a difficult time making it across in time," Beneteau said.

Beneteau said he has complained several

times about the situation to Tecumseh council and the police but has given up in frustration.

Crossing guard

"I have been principal here five years. It took me four years to get a crossing guard in front of the school (on Lesperance Road).

"You just get fed up with the attitude of council," Beneteau said.

Joe Bacon, 17, who lives on Con. 12 of Sandwich South Township and regularly uses the intersection, says the light is too short.

"That's a fast light. The minute you go over that pad, the light turns yellow," Bacon said.

"I've run through a lot of yellow lights there. If somebody was going fast (on Lesperance Road), they could run a red light easily because it changes so fast," Bacon said.

Desjardins, the day after his wife's death, said the intersection is "extremely dangerous" and he has complained to Sandwich South Township about it in the past.

Desjardins said he fears for the safety of two of his six children who have to walk across the intersection to school each day.

Mrs. Soulliere, with three young sons walking across the road to St. Anthony's school in Tecumseh, said she worries constantly about them.

"When Danny, 10, started going to school, I had to hire somebody to walk him across the intersection for the first two years. I had children in the house and I couldn't be out there myself," Mrs. Soulliere said.

Now Danny, Randy, 8, and Brian, 6, all cross the intersection to go to school.

Mrs. Soulliere tried to get her children bused to school but was told she lives too close and they must walk.

E.C. ROW

timetable

speeded up

THE WINDSOR STAR, DEC. 27, 1979

Construction on the E.C. Row expressway is expected to be speeded up in the new year and one of the first projects will be a \$1.1-million overpass west of Jefferson Boulevard.

Armco Materials and Construction Ltd. of Brampton will build overpass over CP Rail tracks, with construction starting in January and completion set for early summer.

About \$30 million of the the expressway's \$85-million budget is expected to be spent next year. At present, E.C. Row operates only between Dougall and Central avenues.

The full 19-km expressway, which will join Highway 18 on the west and the Highway 2 Tecumseh bypass in the east, is scheduled to open in April, 1981.

Ted Szalay, of the city public works department, said the accelerated pace of construction may cause some minor disruptions to traffic but that the city will give motorists plenty of warning about delays.

The new completion date was set to accommodate the province-city agreement to finish the project in conjunction with the location of the new \$35-million Ford of Canada Ltd. engine plant, also scheduled to open in 1981.

At the end of 1977, the expressway was two years behind its scheduled completion date of 1984.

A hitch developed in construction earlier this month when the province announced there wasn't enough money available to complete two western sections.

When the city said it couldn't pick a priority between the two, the province said the stretch from Huron Church Road to Dougall would be built next year and the remaining section from Huron Church to Highway 18 in 1981.

The province is paying 75 per cent of the cost of the expressway within Windsor, and the city 25 per cent. Outside the city limits, the province pays 100 per cent of the cost.

Lauzon funding aired

THE WINDSOR STAR, JAN. 21, 1979

The results of a meeting in Ottawa on funding for construction of the Lauzon Parkway met with mixed reaction in Windsor.

Agriculture Minister Eugene Whelan reported that local MPs met with Transport Minister Otto Lang to ask for federal money to pay for the parkway extension to County Road 42.

Whelan said that while Lang agreed the federal government should pay something, he made no commitment as to when or how much.

City Administrator Hilary Payne said, "It is good news that some money will be paid, but we sure would like to know when we'll actually get the money and how much it will be."

The city has made a commitment to Ford Motor Co. of Canada Ltd., that the Lauzon Parkway will be completed by 1981 to serve its proposed new Essex engine plant.

City and Essex County officials have asked the federal government to contribute toward the construction cost of the parkway from the city limits to County Road 42.

They claim that Lauzon will replace Jefferson Avenue which is scheduled to close because of proposed expansion to the federally-run Windsor Airport.

Payne saw little progress in Lang's remarks, saying he believes the commitment was made several years ago.

However, he was pleased federal officials were reviewing parkway funding.

Whelan said Transport Canada officials will meet with city and county officials on the Windsor Suburban Roads Commission to arrive at "a suitable compensation value" for the loss of Jefferson Avenue.

No plans for Highway 3 for five years

THE WINDSOR STAR, APRIL 21, 1979

By JOE FOX
Star Toronto Bureau

TORONTO — Reconstruction of Highway 3 into a four-lane highway may not have hit a dead end, but it has been detoured for at least five years.

And one of the main reasons is Windsor's E.C. Row Expressway construction project.

Despite prodding from Remo Mancini (Lib.—Essex South) during debates on the transportation ministry spending estimates this week, the minister, James Snow, said Highway 3 would not get on the province's five-year plan for highway construction.

Snow said the province will have to find an extra \$28 mil-

lion in its \$225 million annual construction budget to pay for accelerated construction of the east end of E.C. Row to accommodate the new Ford of Canada Ltd. engine plant.

He said there is simply not enough money left over for Highway 3 and many other projects with lower priority than E.C. Row.

Mancini, who pointed out

that the province already owns most of the land needed to widen Highway 3 to four lanes, said he did not think Essex County residents should suffer because Windsor is getting an expressway sooner than originally planned.

But Snow said Windsor and Essex County are regarded as one unit by his ministry and

he cannot justify spending more money in that unit than is already committed.

The ministry is planning to resurface parts of the highway between Leamington and Essex this summer. Also, some curves will be realigned and other improvements made.

The ministry started planning for the expansion of Highway 3 to four lanes in the early 1960s. The Essex bypass was completed as the first stage in the program and earlier this year the province announced it was shelving the four-lane project.

Mancini also asked the ministry to consider patching potholes on Highway 18 between Amherstburg and Windsor.

He said he realized paving the highway would not be economical because of sewer construction planned for the route in the near future.

But he said the highway is "one of the worst roads in the county" and should be temporarily patched quickly.

Supplementary Subsidy For Hwy. #3

The ministry of transportation has approved a supplementary subsidy of \$8,160 as their share of the cost to provide maintenance on old Hwy. 3, Maidstone to Hwy. 3 Bypass for the year 1980.

Of that \$485,400 has been received as an advanced payment. This amount is 30% of the normal subsidy allotment for 1980.

Responsibility for old Highway #3 from Essex Bypass to Maidstone has recently been transferred from the Ministry of Transportation and Communications to the County.

The road committee considered establishing the position of design engineer and appointing Stuart Kelch.

ESSEX FREE PRESS

JUNE 27, 1980

Talbot Trail off on rough road

THE WINDSOR STAR, JUNE 3, 1981
Star Essex Bureau

ESSEX — The sign was a little too high off the ground and it's in the wrong location, but that didn't stop the official unveiling of the Talbot Trail logo in Essex County this week.

Using a borrowed poncho and the trunk of warden Jack Menard's car, former county councillor John Penner, Colchester North deputy-revee Al Money, former John R. Park Homestead curator John Carter and Menard himself staged their own little ceremony on the Highway 3 Bypass near Manning Road.

There are six of the distinctive brown and white signs on the trail through the county.

The route follows the original Talbot Trail, laid out by Col. Sir Thomas Talbot 150 years ago along what is now Highway 3. Unfortunately, one of the signs was placed on the Highway 3 Bypass, but it will be moved.

"And, hopefully lowered," commented Penner, who, along with Carter and Money is on the Historic Talbot Trail committee. "It's too high off the ground to really be visible."

Col. Talbot laid out the 482-km (300-mile) road when he was a highway surveyor appointed by the British Crown.

The result of his handiwork opened up all of southwestern Ontario for settlement, most of which he directly and indirectly controlled.

An accident at Howard Ave. and No. 3 Hwy. at 9:45 a.m. Thursday morning took the life of Sandra Maureen Brayshaw, age 27 years and her sister Sonia Lynn Brayshaw, age 20 years. Both girls were the daughters of John and Joyce Brayshaw of 138 Ventnor St., Amherstburg. Both were nursing students of St. Clair College, Windsor. Sonia Lynn was the girlfriend of Michael Deehan, and had plans for a summer wedding and Sonia was a graduate and was to receive her degree in Nursing on Saturday. A double funeral was held Monday at 11 a.m. from Jas. H. Sutton Funeral Home, Amherstburg. Surviving besides their parents is another sister Kathleen, also a nursing student at St. Clair College. OCT. 27/78

THE WINDSOR STAR, OCTOBER 14, 1977

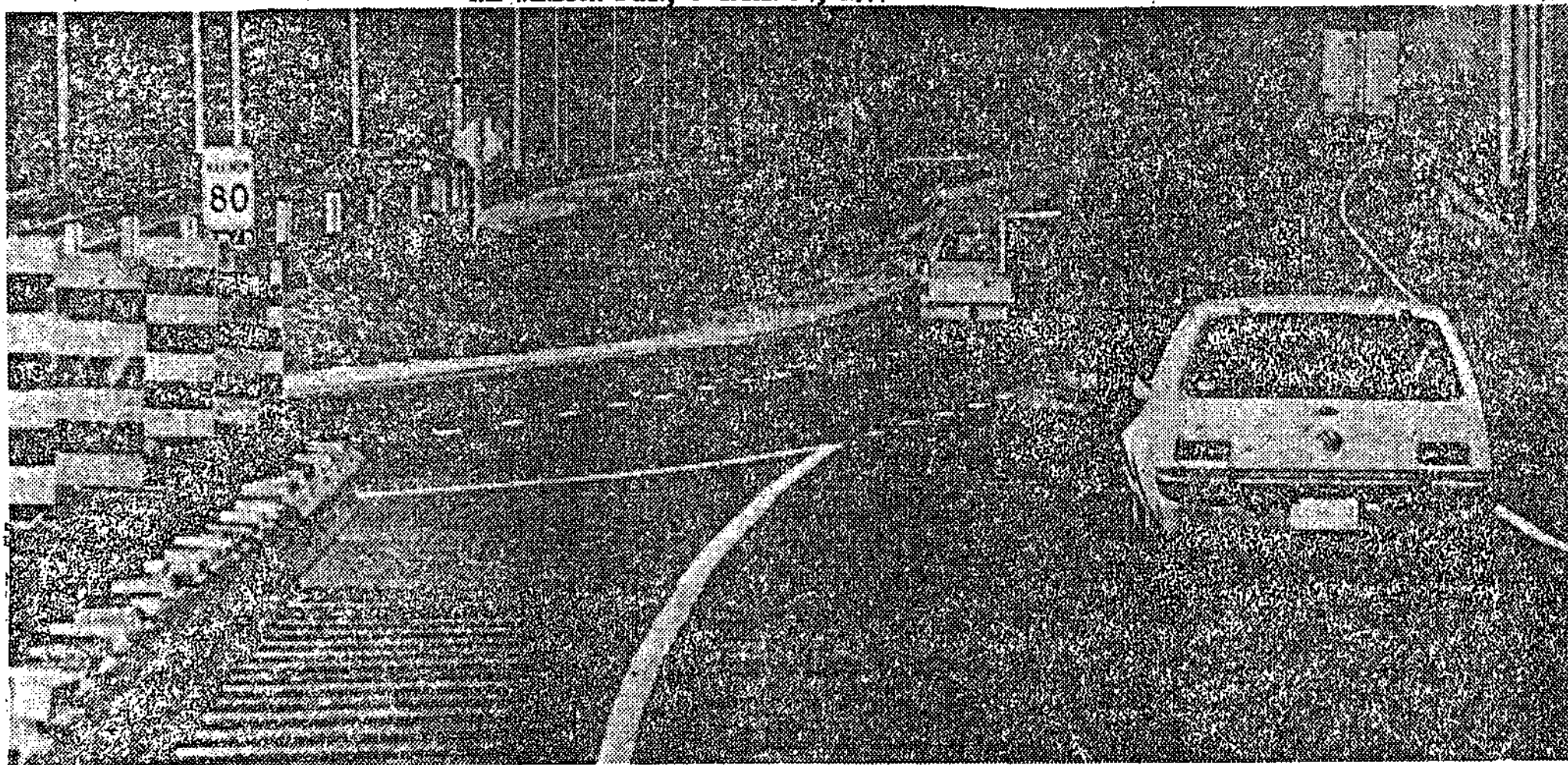


Photo by STAN ANDREWS

QUIETLY OPENED — The first long stretch of the E. C. Row Expressway opened without fanfare this morning. The new section extends the expressway from the bridge over

railroad tracks between Dougall Road and Howard Avenue to Walker Road. Work on the \$2.3-million project started last summer. The work included an underpass near Can-

glais Avenue which area residents had sought to prevent division of their neighborhood. City traffic engineering crews worked through the night on last-minute changes to

traffic signals to get the Walker-E. C. Row intersection ready for the morning rush hour. Work on a large cloverleaf at Walker is expected to start in January.



Star Photo by GRANT BLACK

Indians watch as Kirk Walstedt works to uncover skeleton of horse

Indians fence off burial site

By David Quintner
Star Staff Reporter

THE WINDSOR STAR, OCTOBER 18, 1978

A snow fence was erected around an old Indian burial site in South Windsor during the night and three large signs advising persons to "stay away, do not desecrate our land" were posted on it.

City public works officials discovered the fence when they arrived at the site this morning.

In front of the fence stood Douglas Pine, a 29-year-old Indian activist from north of Sault Ste. Marie, who said he had obstructed the site to halt further archeological work there.

The burial ground at Huron Church Road and Third Concession is in the path of the E.C. Row Expressway and the city plans to construct a cloverleaf there.

Pine said he hoped Windsor archeologist Peter Reid would call the police and cause a confrontation. About a dozen Indians helped block the pathway through to the site with their cars.

A driver for the one of the city's vans at the site said crews would wait for Reid, who had to finish teaching a class at the University of Windsor.

At 11 a.m., Reid was anticipated at any time.

Indians from several bands in Southwestern Ontario and Michigan gathered at camp fires near the site early today chanting prayers to the beat of a drum.

They were preparing for a confrontation today with civic authorities over the use of power shovels at the burial site.

The Indians say the city's use of mechanical shovels at the three-acre site is a violation of an earlier promise that heavy mechanical equipment would not be used.

The Indians became particularly concerned Tuesday when archeologists uncovered the skeleton of a small horse less than a foot below the surface. It is estimated to have been buried less than 100 years ago.

Some Indians who have been keeping an irregular vigil at the site said they thought it might be a pony's skeleton. One woman, Candy Watuma Moore, a Blackfoot Indian from the Prairies, said it was the custom of Plains Indians to bury their chiefs with their horses, and a similar situation might have existed in this area.

Pine was in a small tent near the dig Tuesday night. He has been there since the weekend.

He said his plan was to refuse to allow the archeologist and his student helpers to enter the area of the excavations "and force them to seek help."

He was preparing "Keep off Our Lands" signs and press releases Tuesday night and said he hoped he might end up in custody.

"I am a member of the Indian army. Wherever there is an Indian-white confrontation in Canada, I am there. That is my job."

Frequently in his stay at the site, he retires to his tent to chant, play his drum and burn sweet-grass — all Indian rituals. He says at night he stays with "the spirits of my people."

More than a month ago, Windsor Public Works Commissioner Gord Harding said that "initially, archeologists will excavate the site without the use of heavy equipment."

For the past month, while rains have slowed archeological work, the clearing of topsoil was done with implements no larger than shovels. Last Friday, however, heavy equipment was brought to the site when it was decided the dig was proceeding too slowly.

The Indians have asked the city to find another location for the cloverleaf to avoid the possibility of unearthing other graves in the highway construction project.

Civic authorities have said they wish to be sure no human remains will be found in land to be part of the highway; only by instituting a dig can they be sure.

THE WINDSOR STAR, JULY 23, 1980

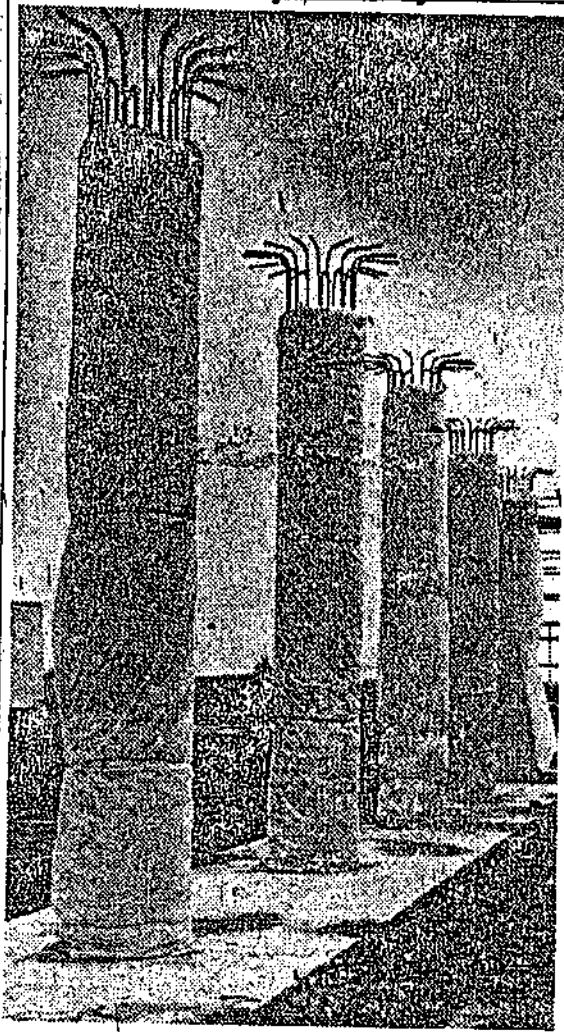


Photo by STARSTAFF

E.C. Row construction site
at future Central Avenue overpass

E.C. Row winds toward finish

The E.C. Row Expressway is creeping steadily — and very nearly on schedule — toward its eventual completion, according to a spokesman for the Ontario ministry of transportation and communications.

Bev Summers, the ministry's project supervisor in Windsor, said the eastern portion of the expressway between Central Avenue and Shawnee Road at the old Highway 2 (now County Road 42) will be open to traffic as scheduled April 1, 1981.

"Everything is moving along fairly well," Summers said. "Paving work has started and earth movement is well ahead of schedule."

Construction has just been completed on the highway overpass at the CP Rail tracks west of Jefferson Boulevard and work is proceeding on other elevated sections of the highway, he said.

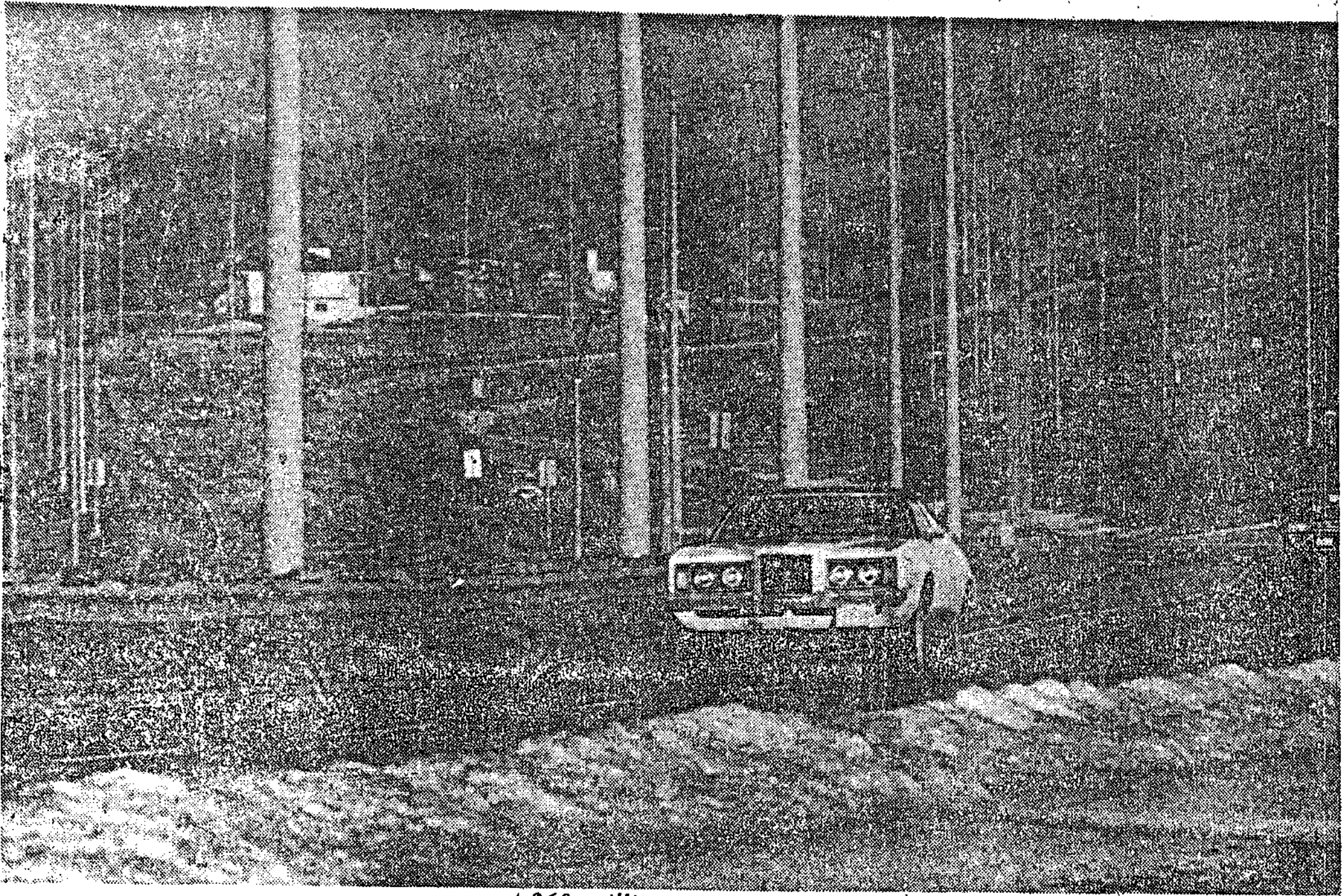
Gerald Edwards, a senior project manager for the transportation ministry in London, said a contract for the section from Dougall Avenue to Huron Church Road is being advertised and should be awarded this summer. Tenders for this work will be opened in Toronto, Aug. 6.

Start of construction on the section depends upon the availability of provincial money, Edwards said.

That leaves only a contract for the Huron Church to Highway 18 section to be awarded, which is expected early next year.

The section between Central Avenue and County Road 42 is expected to cost about \$34 million. Entire cost of the 19-km expressway will be about \$85 million.

When completed it will join Highway 18 on the west with County Road 42 on the east.



A \$60-million expressway finally starts to look like something

E.C. Row skirts the roadblocks (a

By JOE FOX

The E.C. Row Expressway began to look less like an overcrowded cow path and more like an expressway in 1977, but there is still a long way to go.

Four lanes from Howard Avenue to Walker Road were opened in October.

The project should now advance rapidly toward the dream of a fast east-west route across the city.

The new section, added to the one between Dougall Road and Howard which opened in 1973, means two miles of the 10-mile project have been completed.

The expressway — the city's largest capital project — is more than two years behind schedule.

The major hurdles have been land purchases and most of those have been leaped.

Most of the land to be acquired is undeveloped and there should be no long delays for price negotiations and plans to relocate businesses.

The huge Maple Leaf Monarch-UCO complex now under construction on the city's west side should be an incentive to quick construction of more of the expressway. There is no convenient access from the complex to Huron Church Road.

The schedule calls for at least two lanes from Ojibway Parkway (Highway 18) to Central Avenue by 1980.

There will be a connection between Ojibway Parkway and the Tecumseh Bypass (Highway 2) by 1982.

By 1984, two lanes will be added to the western end and the expressway will reach from one end of the city to the other.

Ted Szalay, director of special projects in the city public works department and secretary of the city-provincial committee in charge of expressway construction, said officials will

wait until 1984 before deciding the expressway's final phase.

At that time, depending on traffic demands and new development, a decision will be made whether to add additional traffic lanes and to build overpasses at Central Avenue, Lauzon Parkway, Jefferson Avenue and Banwell Road.

The same year, a decision will be made to either follow the original plan and extend Lauzon parkway to the expressway, or make the connection at Lauzon Road.

It is not known yet where the new entrance to a remodelled Windsor airport will be located.

Tenders are to be opened Jan. 11 for the next construction phase, from Walker Road to just west of Central Avenue.

The contract, estimated at \$5.5 million, includes major overpasses at Walker and the C and O railway tracks just east of Walker.

Work is expected to begin in the spring and be completed within a year.

Work should be going on at the same time on the section through South Windsor.

In 1978, Dominion Boulevard became four lanes from Grand Marais to Northwood. Sidestreets will be cut off at the expressway and "looped."

Northwood will be rebuilt and extended to connect Huron Church Road and South Cameron Boulevard and act as a service road for the expressway. LaBelle Street will be improved west of Dominion.

In 1979, the main four-lane corridor will be built between Dougall and Huron Church, with level intersections at Dominion and Huron Church.

Work will begin the same year on the two northerly lanes

between Huron Church and Highway 18, with overpasses built at Matchette and Malden roads.

A pedestrian bridge will be built across the expressway at Mark Avenue in South Windsor and a review of pedestrian traffic will be made to see if another pedestrian bridge is needed in the Dandurand-Virginia Park area.

Work will continue on the east end of the expressway in 1980, extending four lanes from Central to Lauzon Parkway.

By 1982 the next phase, from Lauzon Parkway to Highway 2 is scheduled to be completed.

In 1983 overpasses will be built at Dominion and Huron Church.

In 1984 the final two lanes will be built on the western leg, from Huron Church to Highway 18.

As of the end of December, 1976, the last figures available, the total cost of the expressway until 1984 will be \$60 million. When the project was approved in 1967, the estimate was \$50 million, including an overpass at Central that has now been downgraded to a level intersection.

So far, about \$29 million has been spent. Land has cost \$14 million, construction \$13.8 million and engineering about \$1.2 million.

About \$1.2 million has been spent on engineering. Land is being purchased far in advance of construction and enough land is being bought for future expansion.

The province pays 75 per cent of all costs, and the city pays the rest.

Szalay said the construction costs have remained remarkably close to original estimates. The largest increases have been in land costs.

The province pays three-quarters of the cost of buying prop-

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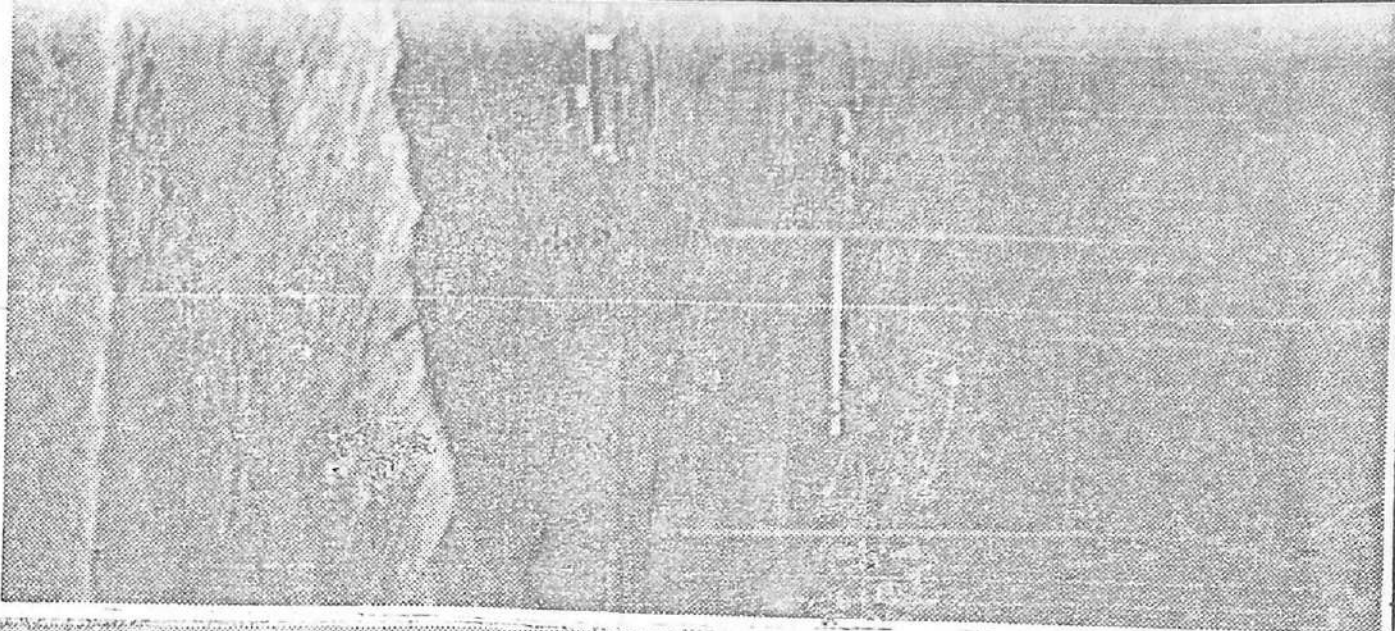
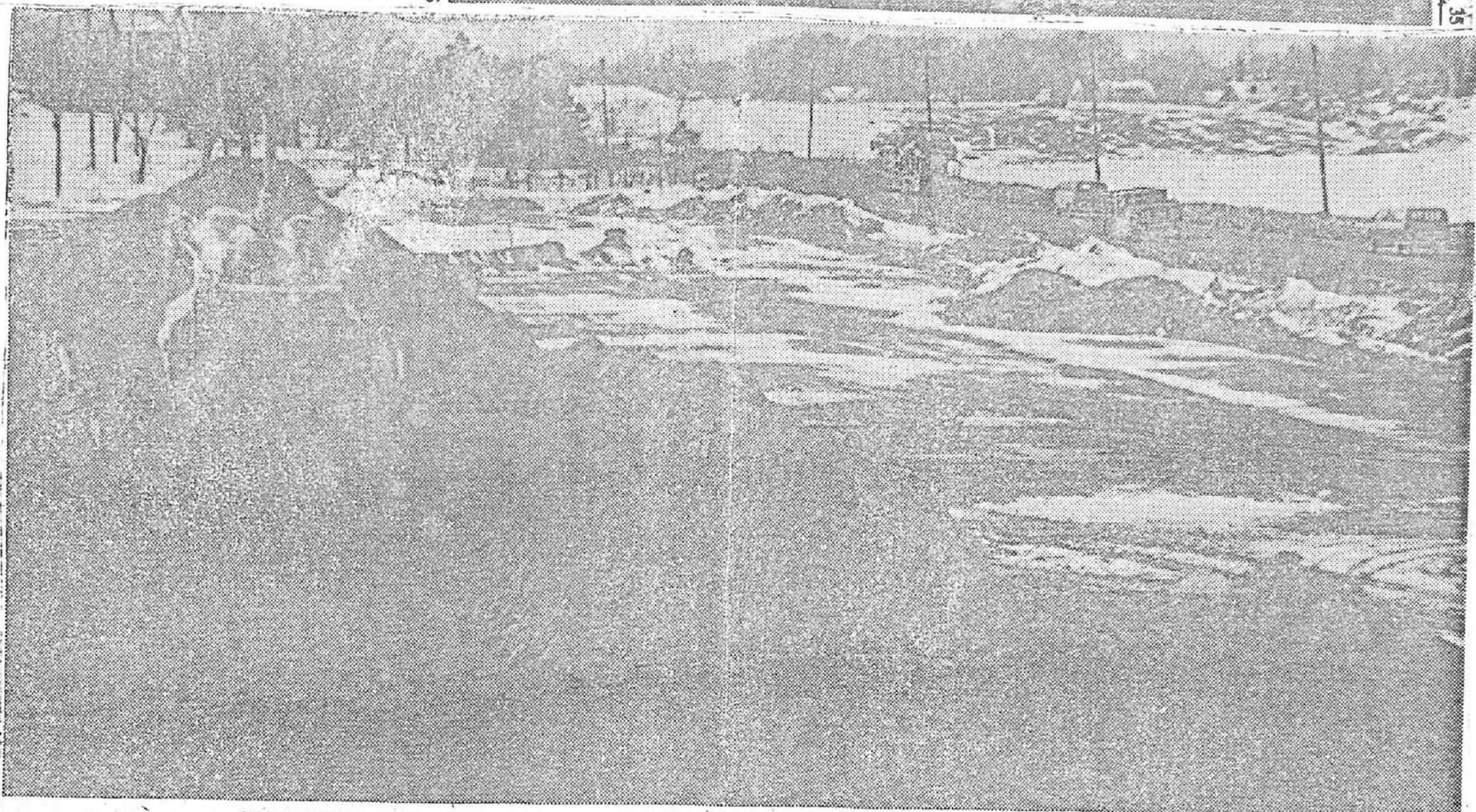


Photo by STAN ANDREWS

(last)

for the expressway, but has left it up to the city to do the g.
 1976, it was estimated total land costs would be \$9.5 million.
 The latest estimate is \$17.4 million.
 The project got off to an expensive start.
 and for the first stage — a bridge across the C and O Rail-
 tracks connecting Howard and Walker — cost much
 than expected.
 piece of property alone, owned by Marentette Broth-
 erhood, added up costing as much as all land for first stage was
 assessed to.
 The city paid the company \$910,000 for land, \$350,000 for
 easement and \$28,076 in a later court settlement.
 Parlor Pools Ltd. fought with the city for years over
 and business-disruption costs for the company's property
 along Rod.
 The provincial land compensation board awarded the
 company \$255,422.
 Another large purchase was Walker Road Tavern at E.C.
 and Walker. The city paid \$537,000 for the property and
 easement, known for many years as Lapan's Tavern.
 battle that cost the most in terms of time was over the
 Glass property on Walker Road.
 The three-way hassle among the city, province and owners
 of the property ended up paying \$500,000 for the property
 and \$5,000 to move the glass stock to the company's new
 location.
 The city and the province have not yet decided whether to
 acquire all of Temple Beth El property in South Windsor
 as part of it.



THE WINDSOR STAR, FEBRUARY 28, 1978

EXPRESSWAY WORK — Preliminary work has begun on construction of a large overpass carrying E. C. Row Expressway over Walker Road and the C & O railway track to the east. The \$4 million job is expected to take two years, ex-

tending the expressway across Walker and east to Central Avenue. The contractor, Bot Construction, is using a "borrowing pit" near the old Walker Circle area, south of E. C. Row, as a source of fill. Work at the pit is pictured here. After

Photo by WALTER JACKSON

the project is completed, the pit will be filled with materials from elsewhere and levelled off. Work has begun on the overpass footings. Construction is expected to restrict traffic at the busy Walker-E.C. Row intersection this summer.

A road speeds across a city

By John Coleman
Urban Affairs Reporter

Gord Harding wonders if people have forgotten about the E.C. Row Expressway.

Long scrutinized and criticized by City Council and citizens' groups, the 20-km expressway is moving toward completion in virtual anonymity.

"It's going to have such a real impact, but I have to wonder if people have lost touch with it," says Harding, Windsor's commissioner of public works.

Harding hopes the Walker Road overpass, which opened Friday, will give the public a real taste — if only small — of the way four lanes of cross-town traffic soon will be speeding across Windsor.

"We will have a functional piece of roadway in 1 1/2 years," says Harding.

The roadway, made of a concrete-asphalt surface about 40 centimetres thick, will stretch from Highway 18, in the west, to the Tecumseh bypass on Highway 2, in the east.

"I just think that going from five km (now completed) to 20 km in a 1 1/2-year period is going to have a remarkable change on traffic patterns," says Harding.

The spring of 1981 is the official, new target date for completion of E.C. Row. This is mainly to accommodate the province and city's agreement to finish the roadway in conjunction with the location of the new \$535 million Ford of Canada Ltd. Essex engine plant.

Considering that at the end of 1977, E.C. Row was two years behind its scheduled completion date of 1984, future development will be hectic.

About 40 consultants and 200 construction workers will be involved in the project.

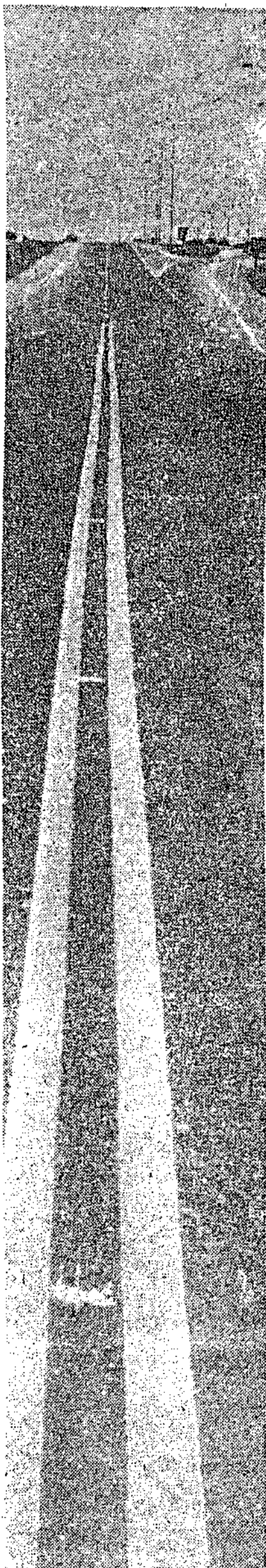
Currently, the expressway is only functional from Dougall Avenue to just east of Walker Road.

Grading work has started on a section from from Central Avenue to Banwell Road, with major construction taking place next fall.

In this eight-km stretch, about 1.5-million cubic yards of fill are needed for overpasses and roadbase, at a cost of about \$1.5 million.

Service roads are currently being upgraded between Huron Church Road and Dougall Avenue and full-fledged construction will begin next year.

Final land acquisitions are being made for the E.C. Row link between Huron Church Road and Highway 18. Tenders will be called for the roadway next summer.



Star photo by WALTER JACKSON

E.C. Row on way to completion

About \$35 million of the expressway's \$85 million budget will be spent next year, alone. The province is paying 75 per cent of the cost within Windsor's limits and the city 25 per cent. Outside the city, the province picks up 100 per cent of the bill.

Harding says so far there appears no reason that the expressway won't open in April, 1981.

"Some very senior, qualified people raised their eyebrows at the completion date," says Dave James, an engineer with M.M. Dillon Ltd., consulting engineers.

If there are intangibles, they are labor disputes and weather.

About 80 per cent of the land has been purchased or expropriated at a cost of \$15 million. No major problems are foreseen obtaining the rest.

Harding says one of the most important results of E.C. Row will be reducing what can now take an hour to cross Windsor to a matter of minutes. Commuters will be one of the biggest benefactors.

"It will substantially relieve traffic congestion, especially on Tecumseh Road," he says.

James says that east-west travel is limited along Riverside Drive and Wyandotte Street.

"Tecumseh is a bottleneck and a pain, and Cabana (Road) is too far out," he adds.

Besides traffic, Harding says E.C. Row will be a boon to industry, and have some minor impact on residential development and shopping habits.

James feels the expressway will enable the city to expand both east and west.

E.C. Row should keep truck traffic away from other city streets and funnel traffic going to or coming from the United States via Highway 401.

Talk of solving access across the city

has been going on since the 1950s and in 1963, M.M. Dillon completed a traffic study which pointed out the trouble of east-west travel. It also suggested that a four-lane highway to join Highways 18 in the west and 39 in the east.

The problems of Windsor east-west connection are usually related back to early pioneer settlement.

Original farm lots were long, narrow strips going inland from the river because of necessary access to the waterway.

North-south routes flourished and resulted in a scarcity of east-west access.

James adds that Windsor's high number of railway crossings, about 76, also slows down traffic movement, which E.C. Row should go a long way to correcting.

Already E.C. Row in the Walker Road area is averaging 25,000 vehicles per day, almost as many as Tecumseh Road.

As E.C. Row heads quickly towards completion, controversies of the past have ebbed, and are all but forgotten.

One of the few areas of any concern is in Tecumseh. Mayor Don Lappan continues to object to the province's plan to close part of the Highway 2 bypass from Shawnee Road to Tecumseh Road.

Instead, the bypass will be hooked up to what initially will be a two-lane portion of the expressway from Lauzon Road to Highway 2.

"I'm afraid people won't go out of their way to use E.C. Row and will find Tecumseh Road more convenient," says Lappan.

But objectors have been passified in the past.

"The public is generally acceptable of the scheme, and we did acknowledge citizen input and changes were made," says Harding.

AUTO ALBUM By TAD BURNES

THE WINDSOR STAR, FEB. 8, 1977

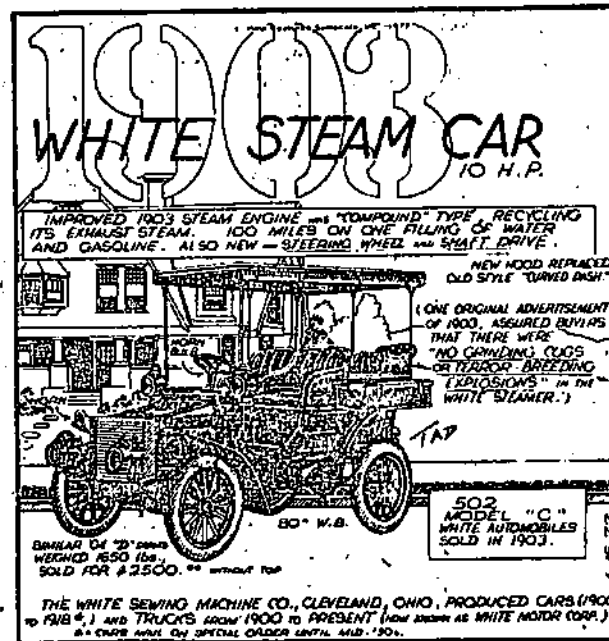
Steam car had many features

This White Steamer, in 1903, carried many new features.

The 1902 White Model B Stanhope had been a buggy-styled, curved-dash, 7-horsepower runabout with wire wheels and a simple tiller for steering control — a typical, old-fashioned horseless carriage.

But the new Model C for 1903 offered an improved compound engine in front, under the new hood; and a steering wheel, a driveshaft, an optional canopy top (as shown) and many extras. It rode on wood artillery wheels, and was a big change from the B.

However, there had been an experimental, transitional "White Elephant" special of 1902 which did have a hood in front, plus other features which were to go into



regular production for 1903.

The White Motor Corp. is currently known for its long line of fine trucks, buses, and other commercial vehicles; some readers may not have realized that White once built steam and gasoline-powered automobiles, as well.

The original company began in 1859, when Thomas H.

White, in Templeton, Mass., first manufactured sewing machines. In 1863 he moved his operations to Orange, Mass., and in 1866 he moved to Cleveland, Ohio, which became the home of the White Sewing Machine Company (reorganized under this name in 1876, the United States' Centennial year).

Here's a magnificent old-timer that could qualify as both antique and classic.

Packard had introduced its first six-cylinder model during 1911 (for the 1912 season) and soon two series of V-6s were offered: "48" and "38". There were no longer any Packard fours, these having been eliminated earlier.

Earlier "48" sixes were illustrated as having an engine with cylinders cast in three sets of two, but the 1914 model was described as having cylinders cast in threes, as on the "38".

This mighty "48" had a one-man top, a clock, Packard-Bijur electrical lighting and starting, and a power pump for inflating tires.

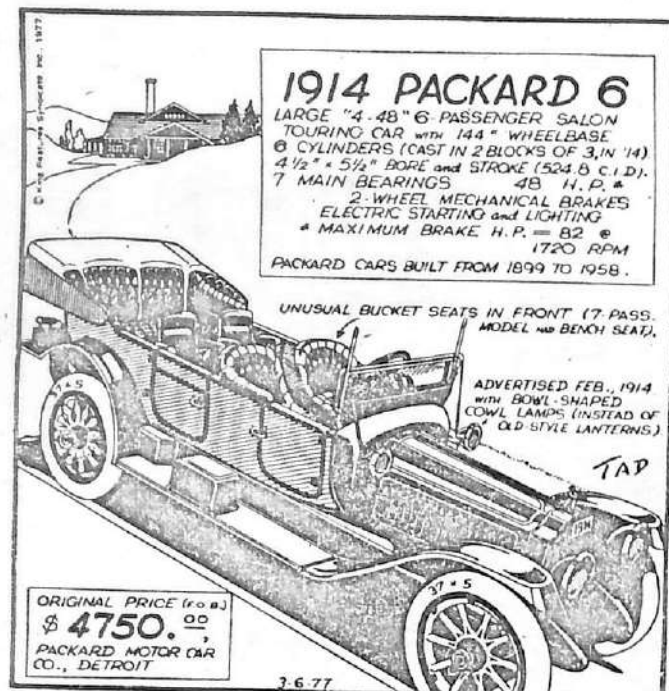
For luxury, this Packard was equalled only by the new 12-cylinder (V-12) "Twin-Six", introduced in 1915 (for 1916).

And what is a 1914 Packard worth these days? Well, two years ago, a fully-restored specimen was advertised for \$80,000, and since then the prices of most

antique cars have increased.

Were antique cars ever cheap? Yes, in the 1930s, the few cars from before the First World War which still ran were considered unwanted, outdated "old dogs" and could be obtained at rock-bottom bargain prices.

In 1932, my older cousin could have bought a 1916 Buick coupe for \$7. And in 1952, I bought a 1929 DeSoto roadster, which ran well, for only \$10. And I was satisfied in 1956 to sell it for \$50, though it would be worth many times that amount today.



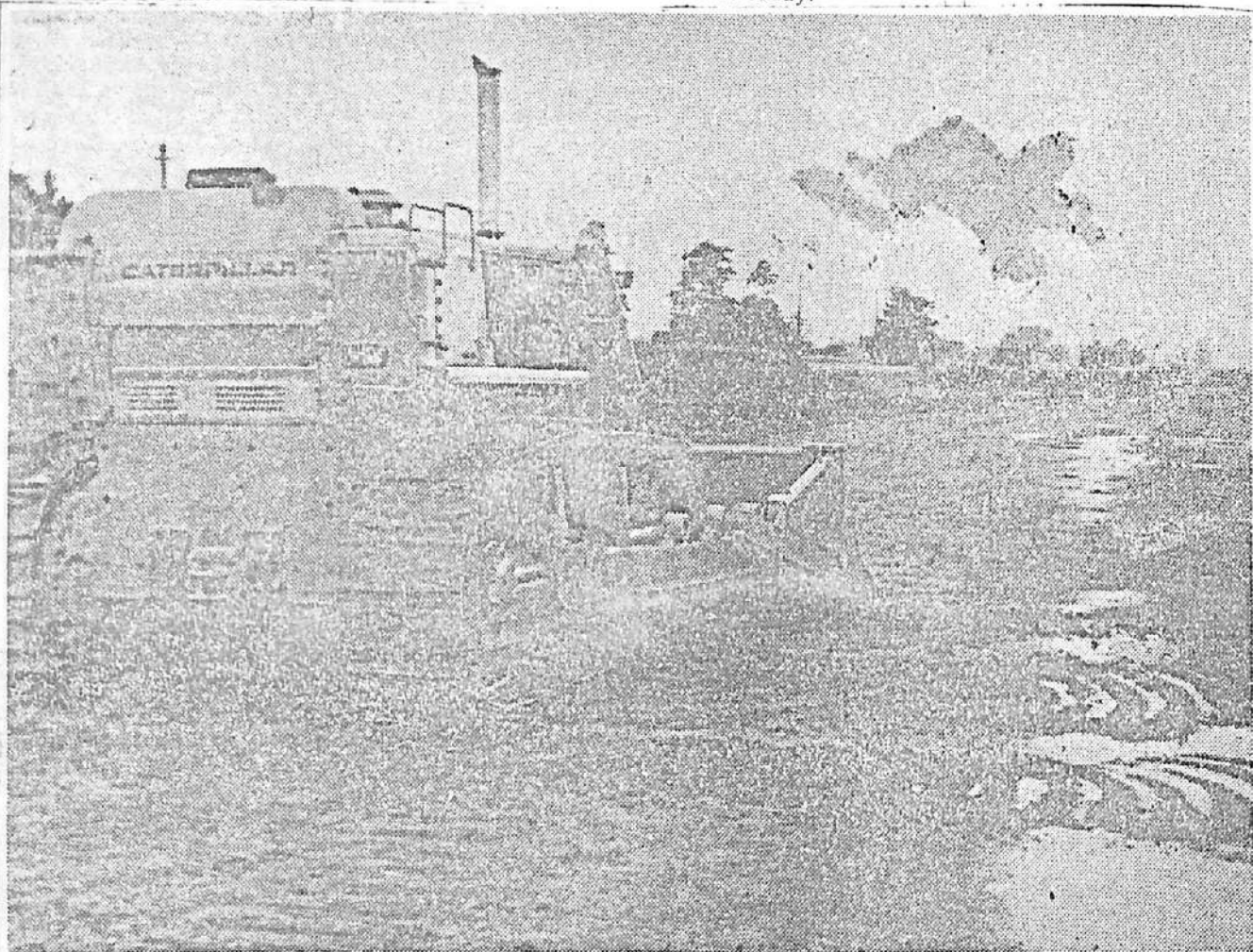
1914 PACKARD 6
 LARGE "4-48" 6-PASSENGER SALON
 TOURING CAR WITH 144" WHEELBASE
 6 CYLINDERS (CAST IN 2 BLOCKS OF 3, IN '14)
 4 1/2" x 5 1/2" BORE AND STROKE (524.8 C.I.D.)
 7 MAIN BEARINGS 48 H.P.
 2-WHEEL MECHANICAL BRAKES
 ELECTRIC STARTING AND LIGHTING
 * MAXIMUM BRAKE H.P. = 82 @ 1720 RPM
 PACKARD CARS BUILT FROM 1899 TO 1958.

UNUSUAL BUCKET SEATS IN FRONT (7-PASS. MODEL HAS BENCH SEAT).

ADVERTISED FEB., 1914
 WITH BOWL-SHAPED
 COWL LAMPS (INSTEAD OF
 OLD-STYLE LANTERNS).

ORIGINAL PRICE (F.O.B.)
\$ 4750.00
 PACKARD MOTOR CAR
 CO., DETROIT

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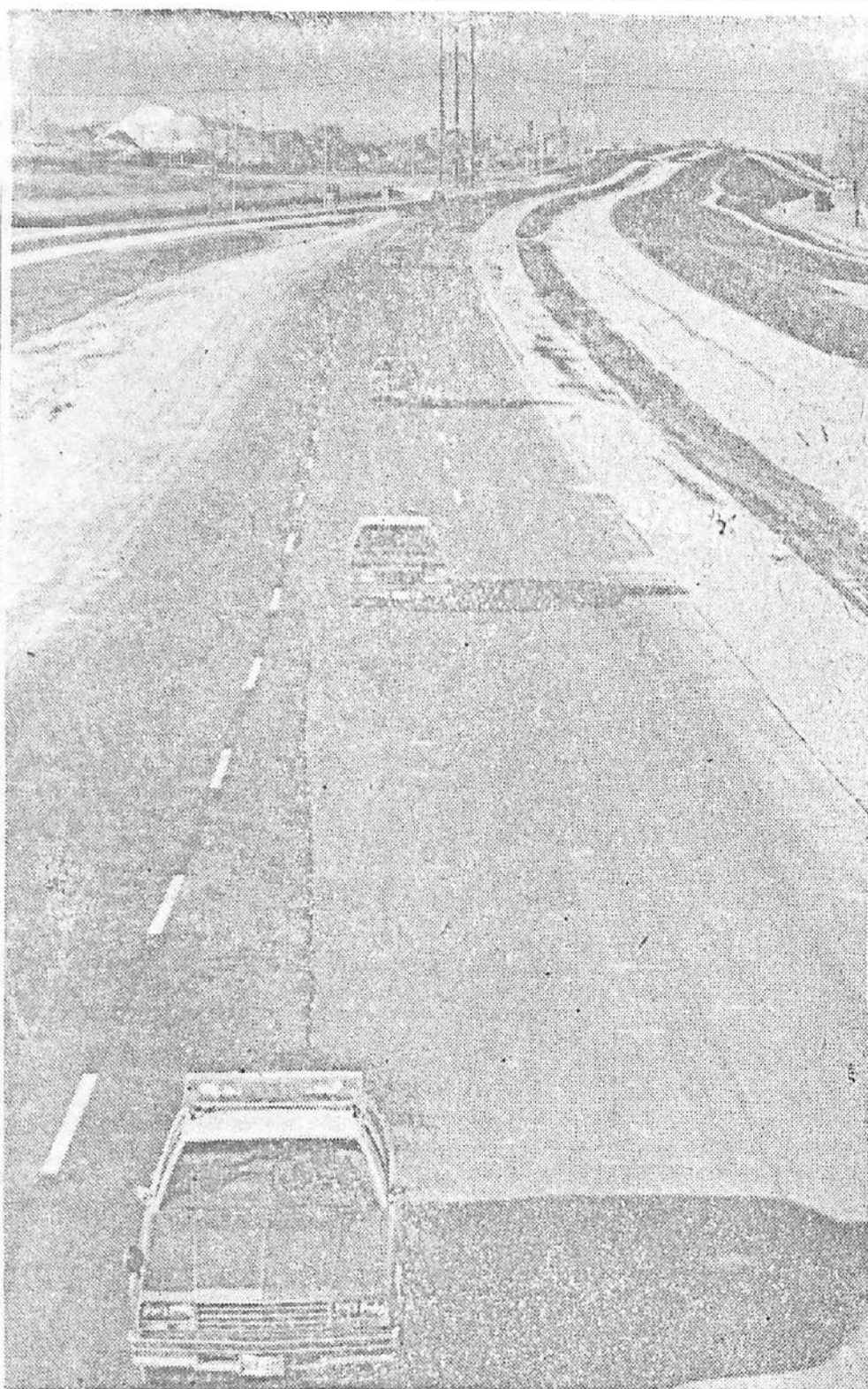
Star Photo by TIM McKENNA

THE WINDSOR STAR, JULY 28, 1980

E.C. Row blocked

EXPRESSWAY BATTLE — Windsor contractor Pat D'Amore has placed this bulldozer in the path of E.C. Row Expressway construction in east Windsor, but so far neither D'Amore nor the provincial transportation and communications ministry know where the protest will lead. Construction of the expressway has reached the D'Amore site at the west end of Forest Glade, but work was slowed

down by rain today. The province has expropriated about 14 hectares of land D'Amore planned for subdivision development and has offered to pay \$560,000 — compared to D'Amore's asking price of \$1.4 million. D'Amore said he will continue to move equipment onto the property until the province pays his price. The ministry has turned the matter over to its legal department.



THE WINDSOR STAR - DECEMBER 19, 1980
EXPRESSWAY OPENING — Motorists can now drive the E.C. Row Expressway from Dougall Avenue to Lauzon Parkway. Transportation and Communications Minister James Snow today officially opened a major section of the four-lane roadway between Central

Avenue and Lauzon Parkway. The photo shows the minister's motorcade travelling the new section this morning on the way to the official opening. City officials say that the remaining eastern portion of E.C. Row to Highway 2 will open in late January.

Ambassador Bridge Celebrates Anniversary

THE ESSEX FREE PRESS - NOV. 9, 1979



In 1872 H.W.D. Armstrong and the Great Western Railway had a dream. That dream was to build the largest suspension bridge of that time. It would go across the Detroit River and be known as the Ambassador Bridge.

It was not until Nov. 11, 1929 that the bridge was completed, linking two countries and two important cities together.

Although Bower and the financial end of the project were being held up for political reasons, he went ahead and began construction of the bridge anyway.

On May 8, 1927, 50 workmen were on the job sinking test borings to determine the depth of bedrock at the corner of Jefferson Avenue and 21st street in Detroit.

bridge, Hon. Chas. McGrae, the Ontario Minister of Mines, Chief Justice Anglin and Hon. J.C. Elliott, Minister of Public Works were present.

The ceremony was witnessed by more than 100,000 people from both countries.

Talbot Road To Be Historical Trail

ESSEX FREE PRESS
 SEPT. 5, 1980

A committee has been formed to establish highway #3, now known as a heritage highway, as the Talbot Trail.

Parts of highway 3 along the north shore of Lake Erie, along with sections of highway 18, plus various county roads would be designated as the Talbot Trail.

The provincial government will help a local committee develop this as a historic and scenic route for a tourist attraction.

The proposed Talbot Trail, from Windsor to Fort Erie will follow roughly, the route of Heritage Highway 3, detouring to include such points of interest as Jack Miner's Sanctuary, Point Pelee, Rondeau Park and Niagara Falls.

The committee will consist of one elected official and two private citizens from each of the counties or regional governments involved. The ministries of transportation and communication, industry and tourism, natural resources and culture and recreation will be involved.

Funding will be done by the local municipalities and the province.

A logo or emblem, to be placed along the road, is to be designed as well as a travel brochure.

IT HAPPENED IN CANADA

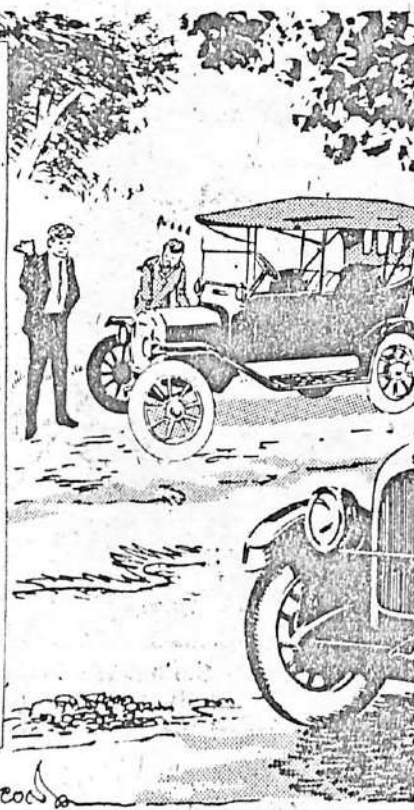
A LONG HAUL

FRANK ELLIOTT & GEORGE SCOTT of Amherst, N.S. HAD A CAR WITH A PROBLEM WHEN THEY WANTED TO GET TO VANCOUVER IN 1927; BUT THEY STARTED ON THE TRIP ANYHOW.

LEAVING FROM HALIFAX, THEY PERSUADED 168 PASSING DRIVERS TO TOW THEIR CAR 4,760 MILES IN 89 DAYS TO REACH THEIR DESTINATION.

THE CAR'S PROBLEM? IT DIDN'T HAVE AN ENGINE!

12-3



This year marks the 50th anniversary.

He eventually gave up on the project and it was picked up by Charles Evan Fowler, a bridge builder from New York City.

Fowler got the best engineers in both Canada and the U.S., they all agreed that the bridge could be built as he had designed it, but where the money would come from was another problem.

The project meant another blockade, when the man who was to assist in the financing, Russel T. Scott went bankrupt. Joseph A. Bower, who at the time was managing the finances for J. P. Morgan's empire, took over the financial responsibilities.

The proposed plan of the structure was set at \$12 million but this was soon increased to \$20 million when Washington insisted on a 152 foot clearance over the shipping channel.

Partly due to reduced costs and also from test results McClintic-Marshall of Pittsburgh, the engineering firm that was building the bridge, decided to use heat-treated wire in its main cables instead of cold-drawn steel wire.

The Ambassador Bridge and another bridge in Rhode Island were the only ones to make this change.

The Detroit Bridge has 37 component cables in each of its two tree trunk-thick cables, and each component cable is made up of 218 heavy steel wires.

They ran into some serious problems with this sort of wire but the mishaps were soon ironed out and the bridge was officially dedicated on Nov. 11th, 1929, nine months before the scheduled deadline.

The ceremony on the American side was taken in by Gov. Green of Michigan. On the Windsor side of the

More Identification Proposed For Talbot Trail

16213

THE ESSEX FREE PRESS, JUNE 19, 1981

There are not enough markers along Talbot Trail nor enough brochures to tell people about it.

Members of the Talbot Trail Committee criticized the ministries of industry and tourism and transportation and communications for not providing more of both at a meeting in Essex last week.

They will ask both ministries for more financial aid to print more brochures and erect more signs.

The Talbot Trail, better known as highway #3 and built by Colonel Talbot by 1826 to encourage colonization of the southern edge of Ontario from Windsor to Fort Erie, has been designated as an historic route.

The committee of representatives from each of the municipalities along the route has been working since April, 1980 to establish highway #3 as a historic route to promote and preserve the sites of interest and promote tourism along the north shore of Lake Erie.

The brown and white highway signs depicts a rustic axe as the T in the first letter of Talbot and Trail. In the lower corner the modern stylization of trees gives the sign a dual theme.

The committee will press for more signs and more brochures in 1982 and expressed frustration when Patrick Laurin of the London office of the MTC told them

they will not be allowed to erect signs of their own on the main highway because that is against provincial policy.

On areas of the Talbot Trail that are apart from highway #3, such as the route through Essex, the committee can erect signs at their own expense.

They are asking for directional signs to side trips. The signs are meant to be reminders of the trail. If people want directions to the side trips they should follow the pamphlets he said.

The committee will ask the MTC for clarity of regulations, to learn if they could have the ministry erect more signs if the committee or

municipalities provide them. They will also appeal for special consideration in having more workers along the route including arrows to indicate direction of the route.

Anyway, there aren't enough pamphlets to guide tourists, they say. Only 10,000 were printed for the five counties and regional areas through which the route passes. The ministry prepared and printed that many for \$5,000. They agreed to accept the errors in the spelling of Belle River and location of Hillman Marsh because of the cost of correction.

One of the Essex County representatives, Al Money,

deputy-reeve of Colchester North, reported the tourist and convention people said they could use 25,000 to give out at conventions as an inducement for people to come to this area as tourists.

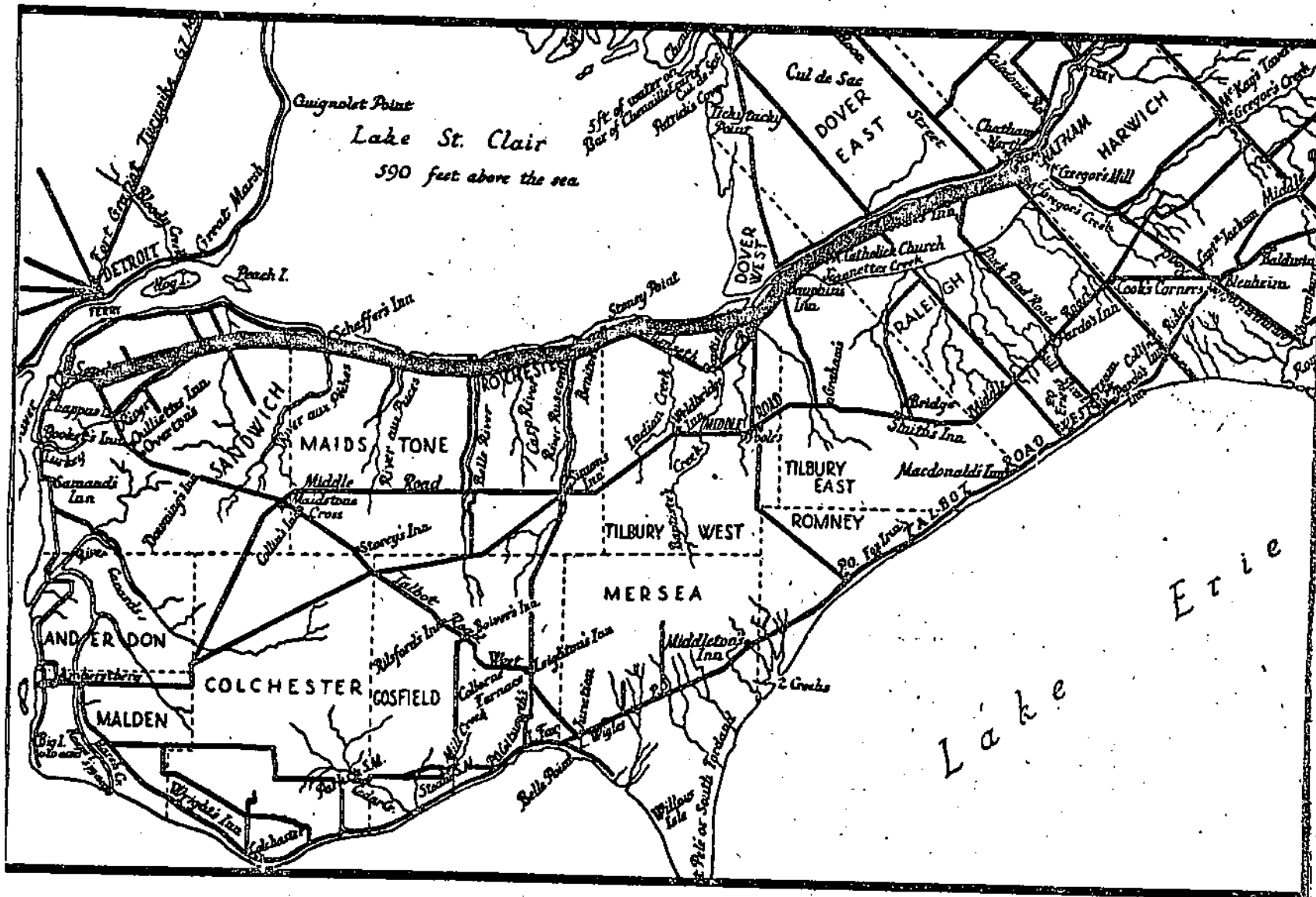
The committee will ask the ministry of industry and tourism to consider paying to have more brochures printed for next year since it is too late for effective distribution of more this season.

The 1981 Committee members are as follows: Essex County, John Carter of Kingsville, Allan Money of Essex and John Penner of Leamington; Kent County, Larry McDonald of Wheatley, Yvonne Macpherson of Duart and Peter Paisiovich of Blenheim; Elgin County, Donald H. Pearson of Aylmer and Ray J. Lavereau of Port Stanley; Haldimand-Norfolk Region, Douglas Angle of Dunnville, Arnold Sayeau of Delhi and Frank Talbot of Port Dover; Niagara Region, William Augustine of Port Colbourne, M.W. (Mike) McAllion of Wainfleet and Mike Keenan of Fort Erie; St. Thomas, Peter Laing and Colin Thacker.

There are also 7 representatives from the ministries of industry and tourism, transportation and communications, natural resources and culture and recreation.

HIGHWAY THROUGH HISTORY

THE WINDSOR STAR, SEPTEMBER 25, 1979



The route of Tecumseh Road as it was known in the 19th century

A long road, a lengthy history

By Marty Gervais
Star Staff Reporter

Tecumseh Road doesn't start at Huron Church Road and stop at the Town of Tecumseh ... as you might believe.

The fact is, it extends all the way to Chatham.

According to Allan Douglas, curator of the Hiram Walker Museum, an early 19th-century map shows the road on the county's eastern boundaries meeting up with a road along the Detroit River and Lake St. Clair at Puce.

It continues parallel to Lake St. Clair a few miles east of Stoney Point. At this point it dips south, crosses Indian Creek and Baptiste Creek, then jogs north to Jeannette's Creek and follows the south side of the Thames River all the way to Chatham.

According to the Essex County engineer's office, the road is still referred to as "the old Tecumseh Road," even though it is officially called Windsor Suburban Road 2 west of Puce, and County Road 2 in the townships of Rochester and Tilbury North. When it branches to the north in Tilbury North, it is no longer known as County Road 2.

Stuart Kelch, of the Essex

Kulisek, a University of Windsor history professor and member of the Essex County Historical Society, said a portion of the route along the Thames River in Kent County may have been used by Tecumseh.

He agreed with Douglas that there is no available evidence to show this was one of the routes which, legend has it, were carved on tree trunks.

Since the road is a concession road in Sandwich, its origins are probably linked to surveyors, Kulisek said.

He said because the road is for the most part very straight across the county, it is hardly likely that it would be a typical, meandering Indian trail.

He also said the genealogy of its name is questionable, too.

Douglas adds that any suggestion that the Town of Tecumseh may claim responsibility for the name is false,

too, because the community was originally called Rye-gate.

Kulisek said Windsor's first mayor, Col. Samuel Smith Macdonnell, named all the streets that crossed his own particular subdivision. He was responsible for daubing the names of Tuscarora, Niagara, Wyandotte and Erie.

He no doubt sparked the thinking that later brought into existence the Seminole and Iroquois street names.

The name of Tecumseh Road, however, appears to have been established before this, Kulisek said, noting the name shows up on early maps, even when it was not a part of Windsor.

But in 1893, he said, when Windsor was divided into four wards from the original six, the fourth ward's boundary to the south was referred to as "Tecumseh Boulevard."

Kulisek said by 1909 maps show the town line on the south follows Tecumseh Road east of Crawford, even though the road itself extends to the west as far as Huron Church Road.

Douglas believes the road jogs north at Crawford Avenue possibly because a swamp may have existed at that turn in the road.

The more recent history of the road is as inextricably linked to the automobile as is the history of the city, both in terms of automakers' plants and car dealerships.

In the early 1920s, the Maxwell-Chalmers Motor Company was building cars at a plant at MacDougall and Tecumseh. In 1924 more than 4,500 were built here.

In the spring of 1925, it was reorganized into Chrysler Corporation of Canada, under its first president, John D. Mansfield.

The company's success made expansion imperative. The 61,000-square-foot Tecumseh-MacDougall plant just wasn't enough. The new firm bought 70 acres of farm land on what was then the outskirts of Windsor, located at Tecumseh Road and Drouillard.

It was here in 1929 the new passenger car assembly plant was completed, covering 280,740 square feet.