Summary Sheet

| | |
|---|---|
| IDTO - ID Number | :693324 |
| AUTH - Report Author | : |
| TYFU - Tornado Type & Fuji Code | :a1 |
| TITL - Report Title or Location | :Point Edward |
| PROV - Province | :Ontario |
| COUN - Counties | :Lambton |
| REFS - References | :Bolton Enterprise |
| July 28, 1933 The Globe July 24, 1933 | |
| ZOTO - Touchdown Zone Number & Easting | :17385000 |
| NOTO - Touchdown Northing | :4759640 |
| LOVA - Touchdown Error Value & Code | :200o |
| DADA - Date of Data Entry | :28/06/1990 |
| ZOLO - Liftoff Zone Number & Easting | : |
| NOLO - Liftoff Northing | : |
| UPVA - Liftoff Error Value & Code | : |
| DEAD - Number of Fatalities | :2 |
| HURT - Number of People Injured | :20 |
| HERT - Injuries Code | : |
| DATA - Date of Tornado | :21/07/1933 |
| DAVA - Date Error Value & Code | : |
| TITO - Time of Tornado | :1200 |
| TIMR - Time Meridian | :75 |
| TIVA - Time Error Value & Code | :416s |
| AXDA - Maximum Path Width | : |
| AXVA - Max. Path Width Error & Code | : |
| AVDA - Average Damage Width | : |
| AVVA - Avg. Damage Width Error & Code | : |
| SADA - Sample Damage Width | : |
| SAVA - Sample Damage Width Error & Code | : |
| INTO - Initials | :JAM |
| DFTO - Detailed Report Flag | :n |
| JUNK - PRDA & DIMO & DALE : 360184c | |
| CODA - Property Damage Code | : |
| MISC - ORDE,PICS_TYPE,PICS_AVAIL,COCO | : 2 |
| MANY - Multiple Event Flag | :n |

MEMO:Roofs of freight sheds were demolished, fragments were carried for a quarter mile. Witness said clouds seemed to divide and then come together into one funnel.

| | |
|---|---|
| PHEN - Associated Phenomena | :f50 |
| TSHP - Townships | :Sarnia |

JAM, 28/06/1990

693324

A

# TORNADO PROJECT SUMMARY SHEET

F=1 ONT

1. DATE AND TIME JULY 21? 1933

2. LOCATION OR PATH (attach map)
POINT EDWARD (1½ miles north of Sarnia)
(5-N) 0933-11

3. PATH LENGTH ☑ NOT KNOWN ☐ <1 mi; ☐ 1-4mi; ☐ 5-10mi; ☐ 11-50mi; ☐ LENGTH IF>50m

4. PATH WIDTH U 5. TORNADO PART OF SQUALL LINE? ☐ YES; ☐ NO; ☐ UNKNOWN:

6. ANY UNUSUAL COLORATION? ☐ YES; ☐ NO; ☐ UNKNOWN

7. ANY UNUSUAL SOUND? ☑ YES; ☐ NO; ☐ UNKNOWN

8. IF ANSWER TO 6 OR 7 YES, ELABORATE; 7: WITH A CYCLONIC ROAR

9. LIST ANY ASSOCIATED PHENOMENA
(Such as hail, vivid lightning heavy rain, no rain, etc.)

10. TOTAL DAMAGE ESTIMATE $ 11. TOTAL DEATHS 1

12. TOTAL INJURED 21 13. TOTAL HOMELESS

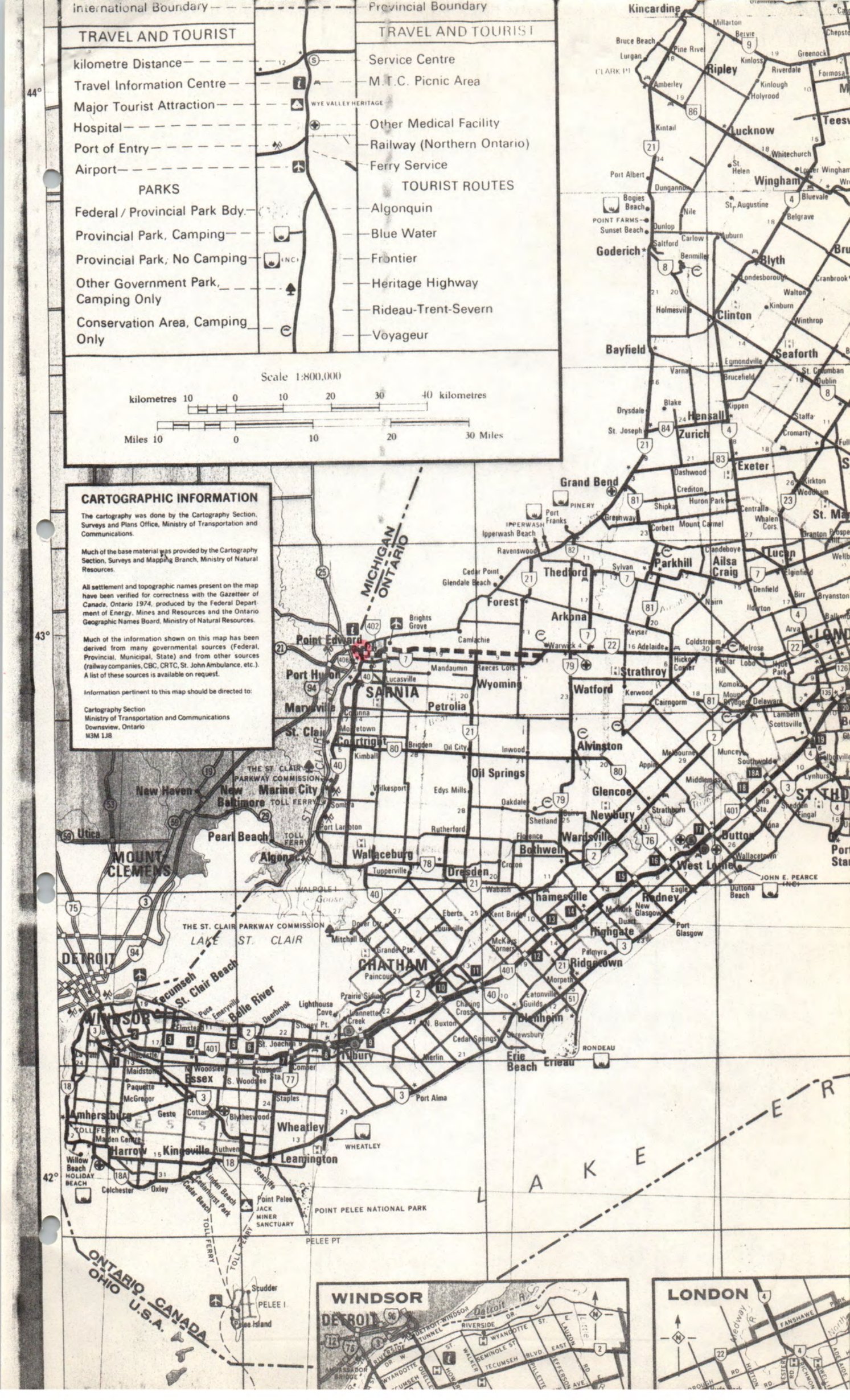
14. LIST ALL REFERENCES

THE BOLTON ENTERPRISE, FRI JULY 28, 1933.

15. SUMMARIZE REMARKS PERTAINING TO (a) FUNNEL; (b) INTERESTING OR CAPRICIOUS EVENTS.

(a) The clouds seemed to divide just below Sarnia Bay and then to swing together as they travelled north.... then merged in a terrific spinning spout.

(b) The sheds of the Norton Navigation Company's Freight Sheds, stretching for a mile, were demolished trapping 100 workmen inside. One was killed, and 21 injured by the falling debris. Fragments were carried for a ¼ mile.


International Boundary
Provincial Boundary
TRAVEL AND TOURIST
kilometre Distance
Travel Information Centre
Major Tourist Attraction
Hospital
Port of Entry
Airport
PARKS
Federal / Provincial Park Bdy.
Provincial Park, Camping
Provincial Park, No Camping
Other Government Park, Camping Only
Conservation Area, Camping Only
TRAVEL AND TOURIST
Service Centre
M.T.C. Picnic Area
Other Medical Facility
Railway (Northern Ontario)
Ferry Service
TOURIST ROUTES
Algonquin
Blue Water
Frontier
Heritage Highway
Rideau-Trent-Severn
Voyageur
Scale 1:800,000
kilometres 10 0 10 20 30 40 kilometres
Miles 10 0 10 20 30 Miles
CARTOGRAPHIC INFORMATION
The cartography was done by the Cartography Section, Surveys and Plans Office, Ministry of Transportation and Communications.
Much of the base material was provided by the Cartography Section, Surveys and Mapping Branch, Ministry of Natural Resources.
All settlement and topographic names present on the map have been verified for correctness with the Gazetteer of Canada, Ontario 1974, produced by the Federal Department of Energy, Mines and Resources and the Ontario Geographic Names Board, Ministry of Natural Resources.
Much of the information shown on this map has been derived from many governmental sources (Federal, Provincial, Municipal, State) and from other sources (railway companies, CBC, CRTC, St. John Ambulance, etc.). A list of these sources is available on request.
Information pertinent to this map should be directed to:
Cartography Section
Ministry of Transportation and Communications
Downsview, Ontario
M3M 1J8
Kincardine
Ripley
Lucknow
Wingham
Goderich
Blyth
Clinton
Bayfield
Seaforth
Hensall
Zurich
Exeter
Grand Bend
Thedford
Parkhill
Ailsa Craig
Forest
Arkona
Point Edward
SARNIA
Port Huron
Marysville
Wyoming
Petrolia
Watford
Strathroy
Alvinston
Oil Springs
Glencoe
Newbury
Wardsville
Bothwell
Wallaceburg
Dresden
Thamesville
Ridgetown
Chatham
Highgate
Blenheim
Erie Beach
Erieau
Tilbury
Leamington
Wheatley
Kingsville
Harrow
Essex
Amherstburg
Windsor
Detroit
Belle River
St. Clair Beach
Tecumseh
Lighthouse Cove
Prairie Siding
Mitchell Bay
Dover Ctr.
Rondeau
Port Alma
Point Pelee
Point Pelee National Park
Pelee Pt.
Pelee I.
Pelee Island
Scudder
Ontario
Ohio
U.S.A.
Canada
Lake Erie
St. Clair
Michigan
Ontario
Walpole I.
Goose
New Haven
New Baltimore
Marine City
Mount Clemens
Algonac
Pearl Beach
Utica
St. Clair R.
The St. Clair Parkway Commission
Toll Ferry
Lambton
Courtright
Port Lambton
Sombra
Wilkesport
Edys Mills
Rutherford
Tupperville
Wabash
Eberts
Kent Bridge
Louisville
McKeon Corners
Palmyra
Morpeth
Eatonville
Guilds
Shrewsbury
Cedar Springs
Erieau
Paincourt
Grande Pte.
Maidstone
Paquette
McGregor
Geste
Cottam
Blytheswood
Staples
Comber
Woodslee
Maidstone
Colchester
Oxley
Willow Beach
Holiday Beach
Linden Beach
Cedarhurst Park
Cedar Beach
Seacliffe
Jack Miner Sanctuary
Windsor
Detroit
Detroit R.
Detroit-Windsor Tunnel
Riverside Dr.
Ambassador Bridge
London
Medway R.
Thames R.
Fanshawe Park
Hwy 401

THE BOLTON ENTERPRISE.FRIDAY JULY 28TH.1933.

STORM DATE.JULY 21ST.?

CYCLONE AT POINT EDWARD KILLS ONE,INJURES TWENTY-ONE.

RUINS LITTER MILE OF DOCKS AFTER TWISTER —— HOSPITAL IMPROVISED.

ON SCENE —— LOSS IS HEAVY.

POINT EDWARD,ONT.JULY 21ST. RUSSEL MAIR of POINT EDWARD was instantly killed and 21 others were injured,several critically, when a spiral of wind dipped low over this village and left death and wreckage in its wake.

With a cyclonic roar the twister swept along the mile-long NORTHERN NAVIGATION COMPANY'S FREIGHT SHEDS and sped on to LAKE HURON, leaving only shattered remnants of the building behind.For a time more than 100 workmen in the shed were trapped in the wreckage,while others leaped into the ST.CLAIR RIVER alongside and swam to safety.

Pieces of the long frame building were carried for a quarter of a mile by the wind.Even yet,workmen are searching the debris,not sure whether all the men in the building are out.

Villagers who had seen the crash rushed to the scene and began hoisting the timbers and boards of the collapsed structure.From the interior,cries of panic-stricken workmen resounded.

In the river,on the west side,two or three men swam aimlessly about.Terrified,they had leaped into the ST.CLAIR and,still terrified, they seemed to make no efforts to reach shore.They were finally assisted to the bank.Meanwhile the entire shed had turned until it was almost over on the railway sidings.

Sweltering in terrific heat,villagers had swarmed to the river-side,just west of the village,and nearby LAKE HURON BEACHES.There was a concentrated rush for home as the dark clouds swirled up from the south at terrific speed.

In the sheds,shouts of the "straw bosses"mingled with the rumble of truck wheels.The clouds seemed to divide just below SARNIA BAY, and then to swing together as they travelled north to the sheds.They passed over the towering coal dock at the south end of the long buildings, then merged in a terrific spinning spout which seemed to hover slowly along the top of the building.

Timbers cracked in warning,and then suddenly the entire structure collapsed like a house of cards.It half rose in a sickening,concertina motion,and then the heavy timbers seemed to move.

POINT EDWARD TORNADO, CONT.

Inside the sheds, electric wires twisted and broke amid the wreckage. Someone pulled all the switches. The 100 or more men in the building treid to reach outdoors and safety, but the collapse came too suddenly. Parts of the roof hung crazily down. The walls turned in. But for the fact there were large piles of flour and freight in the shed, the casualty list would have been much higher. Fortunately the floor did not break, or many would have been precipitated into the river below.

FROM THE GLOBE SAT. JULY 22ND. 1933.

(Only a small part of the story.)

According to CAPTAIN HALL of the Company, two twisters met just above the sheds and smashed them to splinters. The sheds situated about 1½ miles out of SARNIA on the banks of the ST. CLAIR RIVER, are long low structures at which vessels of the Line load and unload cargoes.

The storm swept up the river at terrific speed and struck the sheds just north of the high coal dock. Fragments of wood were carried into a field on the east side for nearly a quarter of a mile.

POINT EDWARD TORNADO

THE GLOBE, TORONTO, MONDAY JULY 24TH. 1933.

STORM DATE. FRI. JULY 21ST. 1933.

JOHN FULFORD DIES: SHED-CRASH VICTIM.

BUILDING STRUCK BY WIND AT POINT EDWARD UNDER RECONSTRUCTION.

(SPECIAL AND C.P. DESPATCHES)

POINT EDWARD, JULY 23RD. Toll of the cyclonic wind which wrecked the CANADIAN NATIONAL RAILWAYS FREIGHT SHEDS here Friday was raised to two by the death in hospital at Sarnia of JOHN J. FULFORD, aged 71, who suffered the most serious injuries of the twenty-one injured.

RUSSELL MAIR, aged 27, was instantly killed when hit by a flying timber. Coroner DR. R.G. McDONALD will open an inquest into the death of MAIR, July 25, and the probe of FULFORD'S death may be linked to that of MAIR.

NO INTERRUPTION

There will be no interruption in freight transfer and shipping schedules, and the work of construction will be undertaken immediately on the sheds which were wrecked, railway and steamship officials announced today.

With an army of workers busily clearing up the debris, all floors of the wrecked freight sheds and warehouse were cleared early today, and there will be no interruption in the movement of down-bound flour or up-bound package freight, it was learned.

COMMENCE BUILDING.

Over 150 men worked unceasingly during the night and early morning hours to clear the debris, and a crane gang has arrived from London, Ont., and will have the heavy timbers and rafters removed by this evening. It is announced also, that the work of reconstruction will get under way to-night. In order that this may be completed as speedily as possible, the construction gangs will commence building operations in the centre of the 1,500-foot freight shed and will work outward both ways. It is expected that all vestiges of wreckage will be removed by this evening.

In the meantime, a temporary covering is now in course of construction for the protection of upbound package freight in its transfer from railway cars across the shed floors direct to vessels. The protection will be completed tonight.

5,000 $ 1,450
10,000 $ 2010

(6) Bell's Schoolhouse, Milton 18 injured.
(4) Winona Public School 3 injured
Mount Zion School, Brantford
Burgessville Continuation school
Port Dover

(2) St Mary's One injured 1000

(4) 1 injured

Conversation with Mr Albert Gowing (519) 363-6354.
LOT 26, CONC 1 BERTHWICK TOWNSHIP

Mr Gowing, stated that his barn roof was removed, but knew of no other damage in the vicinity

JUNE 7 1933 ?

He also recalled a tornado of 1933 in the Hespeler area, in Waterloo Township. He mentioned the John Betts farm, on the 4TH Con. of Puslinch, had a 1/4 acre of swamp area flattened.

Mr Gowing was located about 4 miles from Hespeler. The SS NO 16 Konsuch was at the back of his farm.

At the time of the tornado in 1933, he was closing a field and over a "small flash flood."