
Kingston (CN) sub.

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Jul-1899 Page 203

J. McGovern, Roadmaster of the GTR at Kingston for 20 years and for 30 years in the service of the Co., has resigned to become a railway contractor.

01-Sep-1899 Page 266

Work will shortly be started on the station at Cardinal.

01-Dec-1899 Page 357

Early in Nov. Jos. Robb for many years foreman of the Brockville shops, resigned, being succeeded by W. Marshall. of London, Ont., who was only able to hold the position a few days, owing to illness. J. Mackay of Stratford, has since been appointed.

01-May-1901 Page 149

J. Markey, locomotive foreman of the GTR at Brockville has recently transferred to Belleville and, on leaving, was presented by he employees of the motive power department at Brockville with a silver tea service.

01-Aug-1901 Page 236

Roadmaster Henderson, on July 14, with a gang of 190 men, relaid 20 miles of the west bound main line between Lyn and Thousand Islands Junction in 11 hours. The new rails put down are 80 lbs. replacing 73 lbs. The single track between the two points was used while the work was being performed.

01-Jun-1902 Page 205

It is proposed to double the siding accommodation at the Manitoba yards, Brockville. The sidings now accommodate 250 cars.

01-Oct-1902 Page 340

Brockville shops. Six tanks, each of 500 gals capacity, have been erected at the shops to replace old structures.

01-Jun-1904 Page 195

A new bridge has been built over the Rideau River at Kingston Mills to replace a lighter one erected when the line was double tracked about 1890. The Dominion bridge Co. had the contract.

01-Jan-1905 Page 19

J. Allan, foreman car inspector GTR Brockville was recently presented with an address and a purse of money by the employees of the department on his leaving for Quebec.

01-May-1905 Page 205

Surveys have been made with a view of bringing about the reduction of the grade between Kingston and Kingston Mills. In connection with this proposed work, a suggestion has been made that the city should offer a site for a station on condition that the main line should be taken into the city.

01-Jan-1908 Page 27

W. Ainsworth was presented with a purse of money by the residents of Mille Roches, Dec. 3 on the occasion of his leaving that place, where he had been GTR agent for 37 years.

01-Jul-1908 Page 479

The track between Mille Roches and Cardinal, Ont., 33 miles, is being relaid with 100-lb steel. When this is completed the portion of the line between Montreal and Brockville will have been laid with these heavy rails.

01-Dec-1911 Page 1121

Property owners on Place D'Armes St. Kingston have been notified that possession is to be taken at once of their properties. The properties acquired by the Company lie between Wellington and King streets, and from Place D'Armes to Anglin's lumber yards and on the site of the present buildings a new freight shed is to be built.

01-Jul-1912 Page 343

A new roundhouse with 47 stalls is projected at Brockville. On its completion a new station will be built at the head of Buell street according to press reports.

01-Aug-1912 Page 414

We are officially advised that there is no foundation for the press report that the roundhouse and shops at present located at Brockville re to be removed to Prescott.

01-Aug-1912 Page 417

We are officially advised that there is no foundation for the press report referred to in our last issue, stating that work was about to start on an addition to the roundhouse at Brockville.

01-Sep-1912 Page 448

An agreement has been signed under which the GTR will within two years lay out large yards and build thereon a locomotive house and other terminal facilities at a cost of \$150,000 in consideration of a fixed assessment of \$16,000 per year and the building of a subway by the town. The laying out of these terminal buildings will necessitate the closing of those at Brockville and it was stated in Montreal, Aug 7, that the object in view is the equalizing of the divisions. The distance from Montreal to Brockville is 125 miles and from Brockville to Belleville is 95 miles while Prescott is almost equidistant from Montreal and Belleville.

We are officially advised that the work to be done at Prescott will consist of the laying out of a terminal yard, with roundhouse and other necessary buildings and facilities.

01-Oct-1912 Page 503

Ratepayers of Prescott passed a by-law, Sept. 23, conferring an agreement between the town council and the GTR for the establishment of divisional terminal facilities. Under the agreement the land owned by the company will be assessed at \$16,000 a year for 25 years and the town will provide \$35,000 for the settlement of land damages etc. The company agrees within two years to lay out terminal yards and erect a roundhouse, repair shop and other buildings at a cost of not less than \$150,000.

01-Nov-1912 Page 559

R.S. Logan, Vice President, GTR, informed the Prescott town council at a recent meeting that owing to the lateness of the season it would not be possible to do very much work with the laying out of the proposed terminals there this year, but that a start would be made early next spring.

01-Jan-1913 Page 31

Application is being made to the Ontario Legislature by the town council of Prescott for the confirmation of a bylaw to carry out an agreement with the GTR relative to the construction of divisional terminals there and to raise \$35,000 for the building of a subway in connection with the work.

A plan has been prepared by the city engineer of Kingston to bring the GTR further into the city and to provide for the erection of a union station. The city council and the board of trade are considering the plans with a view of pressing it upon the company's consideration.

01-Feb-1913 Page 71

E.J. Chamberlain, President, GTR, has informed the Kingston city council that it would cost about \$1,000,000 to divert the main line through Kingston. While the change would be desirable, the company cannot, owing to the financial situation, consider making it.

01-Jun-1914 Page 253

A recent press despatch from Prescott stated that preliminary operations had been started on the construction of the divisional terminals at that place; the sidings were being built to the site of the locomotive house and shops, so that building materials might be taken in ready for starting operations. We are officially advised that beyond the preliminary studies made some time ago no plans have been made and no preliminary work is in progress. Under terms of the agreement with the town, the company is to expend not less than \$150,000 on the buildings and remove its terminals from Brockville to Prescott. The agreement was signed June 29, 1912 and was confirmed by the Ontario Legislature May 6, 1913. It provided for the work being done within two years after final confirmation.

01-Nov-1917 Page 433

W.D. Robb, Vice President in charge of rolling stock, etc., was in Brockville Oct 4 and is reported to have said that nothing would be done in regard to the proposal to remove the company's shops from Brockville to Prescott until next spring, at least, and that it was not all likely that anything would be done until after the war.

01-May-1918 Page 186

We are officially advised that while a proposal for the erection of a new locomotive house at either Brockville or Prescott is under consideration, nothing definite has been decided upon.

01-Mar-1920 Page 124

Work done during 1919 - a station was erected at Mille Roches.

01-Aug-1920 Page 424

All CNR trains now operate to and from the GTR Kingston joint station. The CNR formerly used the CPR passenger terminals.

01-Aug-1923 Page 381

The CNR is reported to have run a freight train out of Brockville for Montreal, June 12, consisting of 100 cars.

01-Sep-1924 Page 447

We are officially advised that the westbound passing track at Cornwall is being extended 840 ft. westerly and the east bound passing track is being extended 1,350 ft. also westerly. The first extension necessitates the crossing of Cumberland St. in Cornwall and the second the crossing of Nine Mile Road, in Cornwall tp. At the time of writing it was expected to have the work completed by Aug. 30.

Brockville Yard is to be enlarged by the addition of 6 tracks, with capacity of 75 cars each, the work to be done by railway forces.

01-May-1926 Page 236

Press reports state that plans for remodeling the station at Kingston are being considered. It is suggested that the building now being used as a refreshment room be made into a ticket office and waiting room and that the present waiting room be rebuilt and made into a refreshment room.

01-Aug-1926 Page 407

In connection with the proposal to abandon the suburban train service between the outer station and the one at the foot of Johnson St. Kingston, which is stated to involve a loss of \$28,000 a year. the CNR management is reported to have offered to make a number of improvements at the outer station, but this does not meet with the approval of the city council or the board of trade, which desire that the railway build a new station, and permit the KP&C Electric Ry. to extend its tracks into the station yard.

01-Oct-1929 Page 617

We are advised officially that the management has under consideration the building of a spur to the elevator to be erected on Little Cataraqui Bay, near Kingston, by Kingston Elevator Co., and is considering certain arrangements in connection with the service to the elevator. A press report states that in connection with the construction of a spur to the elevator, the bends in the main line just east of Kingston Jct., and between the city and Collins bay will be straightened out and a new station will be built on the north side of Provincial Highway 2 near the junction of the highway with the bath road.

01-Feb-30 Page 79

The CNR early in January ceased operating a passenger service over the Kingston sub. between Kingston Jct. and the City of Kingston, 2.25 miles from the junction switch. Previously 5 passenger trains had operated in each direction daily and 4 others daily except Sunday. A freight and express service only is now being operated over the Kingston sub. and the people have to use the electric railway cars, automobiles or taxi cabs to reach the junction, as most have been doing in the past. It is expected that when the main line in the Kingston neighbourhood is diverted a station will be built at Princess St. and the Bath Road. In the meantime the station known as Kingston Junction will be known as Kingston.

01-Dec-33 Page 558

The brick locomotive house in Brockville built by the GTR was razed recently because of its unsafe condition and the inadequacy of its facilities for handling the large locomotives now being operated. It was built in 1872, with brick walls, the roof being supported by steel girders on timber trestles. It contained 10 stalls and had a 60 ft. turntable. Replacement, we are advised officially, is not required as the CNR has another building and turntable in Brockville where locomotives are being handled.

01-Apr-57 Page 39

CNR main line relocation