

# Local Railway Items from Ottawa Papers - Kingston (CP) (incl. Kingston and Pembroke)

*13/01/1871 Ottawa Citizen Kingston (CP)*

Kingston is agitating for a railway from there to Pembroke, in order to divert some portion of the trade of the Upper Ottawa from this city to that ancient and progressive town. The idea is certainly not a bad one, but there is not enterprise sufficient in Kingston to bring the scheme to maturity.

*28/01/1871 Ottawa Citizen Kingston (CP)*

Pembroke Town Council has voted \$50,000 towards the construction of a railway to connect that town with Kingston. The municipalities through which the railway will pass are expected to add bonuses. Ottawa should wake up to the fact that other cities are making big bids for the immense and increasing trade which is to be obtained by tapping the upper waters of our noble river by railways.

*03/02/1871 Ottawa Citizen Kingston (CP)*

Extract from Kingston News of an account of a deputation which went from Kingston to Pembroke to solicit assistance from Renfrew County for railway scheme.

*07/04/1871 Ottawa Citizen Kingston (CP)*

Kingston proposes to give \$350,000 bonus to the Kingston and Pembroke Railway.

*17/08/1871 Ottawa Citizen Kingston (CP)*

Mr. Evans C.E., who was in Ottawa on Tuesday, has commenced to organize his staff for the survey of the Kingston and Pembroke Railway.

*01/09/1871 Ottawa Citizen Kingston (CP)*

At the last meeting of the Kingston and Pembroke Railway Company some Americans from Oswego took \$45,000 stock in the road and would have taken the whole of it if they had been allowed the directorship in their hands. Pembroke has taken \$16,000 by private subscriptions, and the Municipality itself has subscribed \$50,000. The County of Renfrew takes \$100,000 in stocks, and the scheme has the promise of the maximum amount granted by the provincial government, namely \$4,000 per mile. When the road is completed it is expected to cut off the whole of the Upper Ottawa trade from this city unless something is done to have the Canada Central extension from Sand Point to Pembroke, in working order within the next twelve months. There is no doubt but the natural channel of the vast Upper Ottawa trade is past this city, and if we let the Kingston people take it out of our hands it cannot easily be regained, and Ottawa capitalists will have cause to look back with regret at the inactivity and want of enterprise which has allowed such a golden opportunity to pass through their hands without being turned to advantage.

*30/07/1872 Ottawa Free Press Kingston (CP)*

The contracts for building this road have at length been given out and signed; after hanging fire for some time. The successful contractors are Messrs. G.W. Phelps & Co. of Watertown, N.Y., and Springfield, Mass. The terms will probably specify the locating of the route wherever they wish and can build the cheapest.

*30/09/1872 The Times, Ottawa Kingston (CP)*

The Kingston News says the contractors are pushing forward the Kingston and Pembroke Railway with all the energy at their command. They have a large staff of employees engaged in grading in two sections - one party near Dalton's Farm, Cataragui and the other near the toll gates on the Storrington Road.

*23/02/1874 The Times, Ottawa Kingston (CP)*

Annual report showed that over \$35,000 had been advanced on the work done. Thirty miles of the road will be in running order to the iron mines by the first of September next.

*19/05/1874 The Times, Ottawa Kingston (CP) Kingston*

The people of Kingston are joyous over the arrival of the first locomotive for the Kingston and Pembroke Railway. It would perhaps look better if the Kingstonians would not count their chickens before they are hatched. We would like to know what the prospect is for the construction of the long proposed Kingston and Pembroke Railway.

*08/08/1874 Ottawa Citizen Kingston (CP)*

On Wednesday the first train proceeded from Kingston to Harrowsmith.

*13/10/1874 Ottawa Citizen Kingston (CP)*

On Saturday the first grain freight was carried over the road. A consignment of rye, several carloads, came into Verona, and was transhipped her for Oswego. It was sent by Mr. Schuyler Sibley, who thus becomes the pioneer freightsman of the line. He intends to send further consignments by the same avenue. Thus twenty miles of the line are open for traffic. The people of Verona are well pleased with this fact and turned out en masse on Saturday, loading the cars for Mr. Sibley in half an hour's time.

*16/11/1874 Ottawa Citizen Kingston (CP)*

Mr. Nash and Mr. Frank Shanly, on Friday, passed over the proposed route between Oso and Renfrew. At Sharbot Lake sixty men are at work with twenty-four horses, the dump extends 250 feet in the lake. Quite a village has been built up at Sharbott, consisting of a carpenter's shop, blacksmith's shop, and nine dwelling houses.-- Brockville Recorder.

*15/02/1875 Ottawa Citizen Kingston (CP)*

We glean the following facts from the last report of Mr. Nash, the Chief Engineer of the Kingston and Pembroke Railway, dated Kingston February 10th 1875. The grading has been extended to lot 13 concession I, Oso, on the north side of Charbot (sic) lake, a distance of 46.3 miles from Kingston. Over 43.7 miles of the grading is nearly completed and on the remainder the largest portion has been done. The track has been laid to Eagle Creek, 37 miles from the junction with the Kingston branch of the G.T.R. Sufficient iron has been delivered to the ground to lay the track and a large proportion of the sidings to a point 40 miles from the junction. A statement is given of the amount of work done --

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A small station building has been built at a point so as to accommodate the villages of Sydenham and Harrowsmith. The former being 2 1/2 miles from the said point and the latter one mile. The telegraph has been extended from Harrowsmith to Verona, six miles, at the joint expense and for the joint use of the company and the Montreal Telegraph Co.

**08/09/1875 Ottawa Citizen Kingston (CP)**

An excursion party went over the Kingston and Pembroke Railway on the 3rd, as far as Sharbot Lake, a distance of 46 1/2 miles. From the account which appears in the News we learn that the track, as far as ballasted, appears to be smooth and substantial, and in much better condition than was generally supposed. True, the curves are sharper, the gradients steeper than we have been accustomed to on the Grand Trunk, but we can scarcely expect to get as good a road as the Grand Trunk without a much greater outlay of money than is ever likely to be put on the Pembroke Railway. The road is ballasted for thirty miles from Kingston and constructed ten miles further. The company have two large gangs of men engaged in ballasting this section of the road and since the reorganization of the company, two weeks ago, six miles have been ballasted. It is intended to complete the additional six and a half miles of the road to Sharbot Lake this fall, when it will be open for traffic. It is the intention of the company to push on to Douglas, in the county of Renfrew, 105 miles from Kingston, and here form a junction with the Canada Pacific and the Canada Central. There is said to be plenty of minerals, lumber, &c., waiting for transportation.

**30/10/1875 Ottawa Citizen Kingston (CP) Glendower Iron Mine**

A branch track is being built from the main line of the K. & P. R.R. to the Glendower iron mines, a distance of some three miles. The company are tracking (sic) laying towards Charbot Lake.

**05/11/1875 Ottawa Citizen Kingston (CP)**

A number of men are just now engaged in trimming the rails for the Kingston and Pembroke Railway. The most of them have to be cut shorter, and holes bored in them for the spikes. This is being done rapidly, and the rails shipped for their destination.

**08/01/1876 Ottawa Citizen Kingston (CP)**

About a week since Shanley's (sic) surveying party returned to the city and the plans showing the details are now being made out. Mr. McGuinn had charge of the County of Frontenac line, and Mr. Ellis has the Pembroke branch. The survey has been most complete, and will lead to an easy settlement of the litigation between the county and company.

**06/03/1876 The Times, Ottawa Kingston (CP) Kingston**

The Kingston and Pembroke Railway have commenced the work of filling in the space in front of the market battery. It is the intention to lay another line of rails as soon as possible alongside the Grand Trunk track in order to accommodate the increasing traffic. It has been decided that the passenger depot of the railway will be located here.

**06/03/1876 Ottawa Free Press Kingston (CP) Kingston**

The Pembroke Railway have commenced the work of filling in the space between the Battery wall and the Grand Trunk Railway.

**08/07/1876 The Times, Ottawa Kingston (CP)**

The Kingston and Pembroke Railway has given orders for the immediate location of the lines between Sharbot Lake and Mississippi River.

**07/03/1877 Kingston Daily British Whi Kingston (CP)**

Turning Tables

Mr. McEwen having put in the lowest tender was awarded the contract for the building of the turn tables required for the K. & P. RR. It is likely that only three will be built at present—one for the Mississippi, one for the Iron Mines Junction, and one for the city.

**14/08/1877 Ottawa Free Press Kingston (CP)**

The iron on the K. & P.R. has been laid to within 1,600 feet of the Mississippi river, and that the road is in fine condition, and nearly ballasted, with the exception of a sink hole which Mr. Flower and his men have been working to fill up for two weeks. This week the whole force will be thrown on it, and it is hoped they will close the breach.

**09/10/1877 Kingston Daily British Whi Kingston (CP)**

Progressing

The K. & P. RR. Having erected the railway turning table in the city, the next business-like move is to call for tenders for the construction of an engine house. The Mayor made a report to the Council last evening as to his opinion of the new Madawaska branch, being one of those who recently viewed it in company with the Board of Directors.

**23/07/1880 Renfrew Mercury Kingston (CP)**

A Kingston despatch, dated the 19th inst., says: It is said that the Kingston and Pembroke Railway Company will commence to extend the line towards the Madawaska about the 1st of September.

**03/12/1880 Renfrew Mercury Kingston (CP)**

--It was reported in Kingston on the 30th that the extension of the railroad would be commenced in January and that Flower Bros. had the contract. The branch line will pass in close proximity to the Lavant iron mine, recently purchased by a Kingston mining company.

**14/01/1881 Renfrew Mercury Kingston (CP)**

Col. Flower's company, of Watertown, N.Y., will immediately commence the work of extending the Kingston and Pembroke railway, with headquarters at Watertown, N.Y.

**22/03/1881 Toronto Daily Mail Kingston (CP) Lavant**

The proprietors of the Mississippi iron mine shipped by rail yesterday, for Erie, Pa., over 100 tons of ore, of which there is a scarcity in that city. From Briam Gilhuly - this would have been from Lavant station.

**13/05/1881 Renfrew Mercury Kingston (CP)**

News was received in Kingston on the 5th inst., of the sudden death, in New York, of Col. G.W. Flowers, of Watertown, N.Y., Vice-President of the Kingston and Pembroke Railroad. He was in Kingston two weeks before in excellent health. In tribute to his memory the engines and cars of the K. & P.R. were draped in mourning.

**30/07/1881 Ottawa Free Press Kingston (CP)**

A meeting of the stockholders of the Kingston and pembroke R.R. will be held at Kingston on Wednesday, to authorize the issue of bonds and the balance of the unsubscribed capital stock of the company, for the purpose of paying off all liabilities of the company and completing the road to the junction with the Pacific Railway at Renfrew,

**26/01/1882 Toronto Daily Mail Kingston (CP) Kingston**

The new car works of the K. and P. railway at Kingston are completed. A new engine house will be built in the spring.

Kingston and Pembroke Railway.

The following statement is probably taken from one of the Kingston papers, but we find it, uncredited, in some of our exchanges.

The track on the extension of this line has been completed as far as the company intend to run this season. The new line is about eleven miles in length, and it is said to be in fine condition. Workmen are now laying the rail on the branch line to the Lavant mine, three quarters of a mile. The ore at the Lavant and other mines has been heaped up for several years awaiting transit. This will be shipped to Kingston, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwell's and the Bethlehem Iron Company, of Pennsylvania, have several mines open. The railway has never been in a more prosperous condition, and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. The surveyors are busily engaged in locating the line from the Clyde to the Madawaska, and in all probability the K. & P.R.R. will be linked with the Canada Pacific railway. The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonsians can leave the city in the morning and be in the Capital before noon. The railroads from Brockville and Prescott will undoubtedly feel the competition, as for passengers and freight business, the shortest route will be the most popular. From Kingston to Brockville, a distance of 48 miles, and to Prescott, 60 miles, can be saved by using the new line.

30/06/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Article - Where shall the junction be?

14/07/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of ratepayers meeting - majority in favour of rendering assistance.

21/07/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The reeve has received an answer to his last communication, relating to the recent meeting in the Township Hall, from the President of the K. & P.R. Mr. Gildersleeve says the offer of a bonus of only \$3,000 was a disappointment: and he submitted instead a proposition - for exemption from taxation for twenty years and a bonus of \$3,000 payable on completion of the line into Renfrew; and \$5,000 when the assessment shall have reached \$30,000 over its present amount: or one payment of \$6,000 on completion of the line to Renfrew. The exemption and the bonus by law to be confirmed by the Legislature; but the expenses attendant thereon to be borne by the company. There is a serious difference of opinion as to the advisability of coming into Renfrew at all; but if the present proposal be accepted the junction will be definitely settled at Renfrew, and might possibly be finished in fifteen months.  
More.

04/08/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of a further meeting of the ratepayers - Ratepayers in favour of granting further aid.

11/08/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

By-lay No. 240 to aid and assist the Kingston and Pembroke Railway by granting a bonus thereto of \$3,000 dollars. Full wording.

24/08/1882 *Ottawa Citizen* *Kingston (CP)*

The tenders for the extension of the Kingston and Pembroke Railway to a junction with the Canada Pacific at or near the village of Renfrew were, this morning, awarded to Messrs. Ardaugh, Bannerman & Co. Mr. Bannerman is a Renfrew gentleman while his partners are wealthy Rochester contractors who have executed large contracts in New York State and elsewhere in the neighboring Republic. Work will be commenced on the extension at once and pushed forward with all possible despatch and we may expect to have the whole line completed and trains running by October 1883

25/08/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

A telegram from Kingston under date of 22nd. Inst., says:- The contract for the construction of the Kingston and Pembroke railway to a junction with the Canada Pacific railway was this morning awarded to ? Bannerman & Co. (illegible) it is expected the whole line completed and trains running by October 1883.

08/09/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The Kingston and Pembroke R.R. \$3,000 bonus by law carried. Full account.

29/09/1882 *Renfrew Mercury* *Kingston (CP)*

Messrs. Albaugh Bannerman & Co. have about fifty men at work on the Calabogie end of the extension. They are advertising for 500 men. Word has reached here from calabogie that the Reid's Mills route has been abandoned, and that the workmen are now on the eastern route.

10/10/1882 *Ottawa Free Press* *Kingston (CP)* *Renfrew*

Seventy-five horses and carts were rigged out recently in Renfrew Village for work on the Kingston & Pembroke R.R. Horses cannot be had in Renfrew for team work for love or money. All, or nearly all, have been sent to work on the railway.

30/10/1882 *Ottawa Citizen* *Kingston (CP)*

The Kingston and Pembroke Railway is now finished to within fifteen miles of Renfrew, which will be the terminus although the first idea was to have it at Pembroke. A large number of men are employed on the works and it is intended to put on a night gang about the end of the present week. Already regular trains are running between Kingston and Flower station near Cameron settlement, at the south end of the Clyde. The new line will have the effect of developing the rich mineral resource of the Madawaska and as a proof of the latter statement it may be mentioned that a number of mining companies are at work preparing to begin operations next spring. It may also be stated that this road will connect with the Canadian Pacific at a point near Renfrew.

20/11/1882 *Ottawa Citizen* *Kingston (CP)* *Renfrew*

Work on the Kingston and Pembroke Railway is being pushed forward. It may interest those who are wondering by which route the company will enter Renfrew to learn that it is rumoured the right of way has been purchased for the track on the western side of the village indicating that the station will be near the Bonnechere River.

24/11/1882 *Renfrew Mercury* *Kingston (CP)*

The car works at Kingston are building three passenger cars for the K. & P. Railway and in a short time commencement will be made on 100 flat cars for the same road - a necessity in order to accommodate the increasing traffic in iron ore.

25/11/1882 *Ottawa Citizen* *Kingston (CP)* *Sharbot Lake*

Perth Expositor - the price paid to the Kingston and Pembroke Railway for the use of their crossing over Sharbot Lake by the O&RR (sic) is said to be \$14,000. The latter will take the west side of the embankment which they will widen and build up with cut stone. More.

05/12/1882 *Ottawa Citizen* *Kingston (CP)*

A member of the firm that has the contract to build twelve miles of the Kingston and Pembroke Railway between the Clyde and the Madawaska states that there are three miles and a half of this section laid with rails and that four miles more are graded. Rails will be laid to Calabogie Lake by next June which is about eleven miles from the Clyde. There are 450 men working on this section. The people from Bedford and Crosby townships are agitating for railway connection and in all probability a branch of the Kingston and Pembroke Railway will be run to Westport, on the understanding that the municipalities grant a bonus of \$25,000 or \$30,000.

24/01/1883 *Ottawa Citizen* *Kingston (CP)* *Kingston*

Kingston 23rd January. Today the first spike was driven for the Kingston and Pembroke Railway. An iron ore dock that will be built below the bridge chutes will also be erected by means of which vessels may be loaded with ease and rapidity. When the dock is completed it will have cost \$75,000. It is stated that in July next the K&P and L&O Railways will have connected at Sharbot Lake, which will give direct connection between Kingston and Montreal via the Kingston and Pembroke Railway.

06/02/1883 *Brockville Recorder* *Kingston (CP)* *Kingston*

The Kingston and Pembroke Railway was completely blocked with snow and ice yesterday. No trains left Kingston.

16/02/1883 *Renfrew Mercury* *Kingston (CP)*

Account of snow blockade on the K&P.

30/03/1883 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of a meeting to discuss certain proposed changes to the K. & P.R. Act which would give them power to construct branches to Westport, Smiths Falls and Eganville.

30/03/1883 *Renfrew Mercury* *Kingston (CP)*

Messrs. MacDonald & Co., contractors on one section of the K. & P. Railway, are pushing the work of making a cutting through solid rock at Calabogie Lake. The cut will be about half a mile long, and at the heaviest point 45 feet in depth. The material taken from the cut will be used in making a dump across Calabogie Lake.

20/04/1883 *Renfrew Mercury* *Kingston (CP)*

On Tuesday 300 navvies on Bannerman & Co.'s contract K. & P. Railway, struck work. They were receiving \$1 25 per day and wanted \$1 50. The matter was arranged and work resumed. The Bannerman contract is from the Madawaska to Renfrew. Rock work on O'Brien and MacDonald's cutting K. & P. Railway is nearing completion. The debris is run out on hand cars and dumped in Grassy Bay, a portion of Calabogie Lake. There are about 24,000 cubic yards of rock to be cut while about 45,00 cubic yards of material will be required to fill the lake. The balance of the filling when the cut is complete will be brought from other portions of the road.

18/05/1883 *Renfrew Mercury* *Kingston (CP)*

It is stated on good authority that the contractors have received permission to go on with the work of construction as far as Reid's Mills. From this it is pretty evident that the railway will enter the village by the lower route. It is hardly probable that the road will be finished before this time next year.

06/07/1883 *Renfrew Mercury* *Kingston (CP)*

Work on the Kingston and Pembroke Railway is now going on as near to the village as Reid's Mills. Messrs. Albaugh & Bannerman began work there this week; not, however, to come on from that point to Renfrew, but to meet the line as it progresses from Calabogie. From this it appears that the location of the route has finally been fixed. It will strike from Reid's Mills past Mr. D Farquharson's place, and thence will strike the Bonnechere between the gully and the Bonnechere bridges.

17/08/1883 *Renfrew Mercury* *Kingston (CP)* *Sharbot Lake*

The Kingston & Pembroke Railway have received \$11,000 from the O. & Q. Railway for the right to cross the dry (sic) way at Sharbot Lake.

14/09/1883 *Renfrew Mercury* *Kingston (CP)*

A Kingston despatch of the 11th inst., says it is rumored in the city that the C.P.R. have leased the K. & P. Railway for 99 years now that the Ontario and Quebec Railway is open to Perth. It is remarked that if this be so, Kingston will have direct competition with the G.T.R. both east and west. But how about Pembroke and Renfrew obtaining competition?

21/09/1883 *Renfrew Mercury* *Kingston (CP)*

We learn that an unlicensed liquor shanty is in full blast near T. Carty's, on the line of the K. & P. Railway. About fourteen out of twenty workmen on W.H. MacDonald's contract were lying around drunk on Monday. If the Inspector can manage to prove a date, a case will be worked up.

28/09/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

There was some talk of a locomotive arriving at Calabogie from Kingston by this time, but we have not heard that any such interesting event has occurred yet. We wonder that some enterprising individual is not organizing excursion trips from Renfrew to Calabogie, so as to afford the people here a chance of a drive in the country and at the same time to see the railway work in progress.

05/10/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

Travel from Renfrew west is already going by way of the Kingston & Pembroke. Mrs. Robeson, wife of Rev. J.B. Robeson, drove out to Calabogie last week to take the train there to Kingston.

26/10/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

The boys on the K. & P.R. are now singing "One more River to Cross." They mean the Madawaska, to which the iron has now been laid. The crossing will soon be made. By November 1st trains will be running to the river, and ore will be brought in in large quantities. The controlling interest in the huge Calabogie mine has been purchased by Hugh Ryan of the O. & Q. R.R. A ---- station is being erected at the river, which is only fourteen miles from Renfrew.

02/11/1883 *Renfrew Mercury* *Kingston (CP)* *Sharbot Lake*

The K. & P. and O. & Q. railways are building a fine station at the junction at Sharbot Lake

09/11/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

We learn from the office of the Kingston and Pembroke Railway that trains will be running to Calabogie Lake early this month. When snow comes and ice forms on the Lake there will probably be considerable travel from Renfrew westward.

30/11/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

The K. & P. Railway carried their first car load of iron ore from the Calabogie mine last Wednesday, 21st inst.

**14/12/1884 Renfrew Mercury Kingston (CP)**

During the summer months the workingmen on the construction of the K. & P.R. received \$1.50 a day of ten hours. Now they get \$1.25; and work nine hours. Some half-dozen labourers from this village walk out the three miles each morning and return at night. They think it cheaper to walk in and out and board at home, than to pay the \$3.00 a week charged by the railway boarding house.

**31/01/1884 The Equity, Bryson Kingston (CP)**

K. & P.R. construction. A night gang are about to be placed on O'Brien's contract, on the K. & P. Railway in order to complete it in July. Over 200 men are now employed. The Calabogie cut is 3,000 feet long, 22 feet wide and 44 feet of base through the solid rock. Of the 27,000 square yards of material, 17,000 have been removed. Director McGuire in his report to the city says that the road is now actually running to Calabogie Lake, 80 miles from Kingston, and of the remaining 15 to Renfrew more than half is ready for the rails. The whole work will be completed in June. During the last two years the Company expended within the city \$200,000. Its passenger list reaches 30,000 per annum. A later dispatch from Kingston says that when the 112 miles from Kingston to Renfrew are completed the road will have cost \$20,000 per mile and the equipments \$10,000 per mile.

**14/03/1884 Renfrew Mercury Kingston (CP) Kingston**

The first car of freight that has arrived at Kingston from the United States via the K. & P. Railway reached there last week. It was a car-load of coal, and it came across at Morristown, then went to Perth, then to Sharbot Lake, and finally to Kingston. Competition with the Grand Trunk has commenced in earnest.

**28/03/1884 Renfrew Mercury Kingston (CP)**

The K. & P. Railway Co. have sold to the Napanee and Tamworth Railway Co. the right to build connections between the two lines.

**16/04/1884 Ottawa Free Press Kingston (CP)**

Mr. O'Brien, one of the contractors on the Kingston and Pembroke Railway, is in the city. He says that the work on the new line is progressing rapidly. Grading will be finished through from Kingston to Renfrew in July, and traffic will be commenced in September. The work of filling in at Calabogie Lake is just about finished. This has been a heavy job and a large force of men have been employed day and night for some time past. The total quantity filled in was forty thousand yards. A bridge at one portion of the line near the lake was swept away by the ice this spring. The loss was about \$10,000.

**16/05/1884 Renfrew Mercury Kingston (CP)**

Messrs. W.H. McDonald and James Watt, who have had a sub-contract on the construction of the K. & P. Railway, above Carty's, will have finished their portion of the line in about ten days time.

**23/05/1884 Renfrew Mercury Kingston (CP) Renfrew**

The Kingston Whig says it is probable that a union station will be built by the C.P.R. and K. & P. at Renfrew. It is believed that the Union station which it is reported will be built by the Canadian Pacific and the Kingston & Pembroke Railways will be in the neighbourhood of where the C.P. track is crossed by Lochiel street as a property holder there, who was about to erect a dwelling-house having been notified not to proceed, and that the Railway Companies will recompense him for all trouble and purchase the land.

**23/05/1884 Renfrew Mercury Kingston (CP)**

There is a sink-hole at Elbow Creek on the line of the K. & P. R. and recently the track sank four or five feet at that point. The hole was refilled, and trains were running the next day.

**30/05/1884 Renfrew Mercury Kingston (CP)**

Messrs. W.H. McDonald and Jas. Watt finished their contract on the K. & P.R. from Carty's road past Perreault's Lake last Thursday. The engineers gave them credit for building one of the solidest and best pieces on the line. Theirs was a contract from the company; not a sub-contract as we stated recently.

**13/06/1884 Renfrew Mercury Kingston (CP) Renfrew**

Considerable portion of Mr. Carswell's field on the south side of the Canadian Pacific track between the two railway bridges, will be taken up by the Y line of the K. & P.R. - the ends of the Y each joining the C.P.R. track near the different bridges. At present the fence posts are being set up around the property thus occupied.

**04/07/1884 Renfrew Mercury Kingston (CP) Renfrew**

The Kingston Whig says:- The K. & P.R. Company will erect a round house at Renfrew, with stalls for five or six engines. It will be built on the same plan as the one here. The railroad company hope to be running trains to Renfrew by the end of September.

**09/07/1884 Ottawa Citizen Kingston (CP) Renfrew**

The Kingston and Pembroke Railway Company are at present grading their lines within the limits of the village of Renfrew. Through trains will probably be running by November next. The new line will be a great boon to the farmers and lumbermen in that district running in close proximity to some of the best lakes for fish and the best hunting grounds for deer in that country.

**18/07/1884 Renfrew Mercury Kingston (CP) Renfrew**

Mr. Folger of the K. & P. Railway Company, was in town last week. In an interview with a resident, he stated that the grading of the road would be completed in two week's time, and that all the work of construction then unfinished would be the bridge at Calabogie and the cut at Curry's. It is doubtful if the rails will be laid and trains running over the entire road before November, although the company will try to get into Renfrew in time to do some of the fall trade. The Union station will be on the same lot as the C.P.R. station, but on the village side of the C.P.R. rails. The K. & P. trains will come into the station as the C.P. trains run into Brockville, on the village side of the track but not crossing the entire length of the building.

**05/09/1884 Renfrew Mercury Kingston (CP) Renfrew**

The Kingston and Pembroke Railway track is now being graded across the village streets, alongside the C.P.R. track.

**19/09/1884 Renfrew Mercury Kingston (CP)**

Tracklaying from Calabogie to Renfrew was to be commenced at Calabogie this week. At this end, the line has been graded right into the C.P.R. station yard. A temporary station will be erected this fall, to give place next season to a more substantial Union station.

The Round House is being erected near the C.P. track between the bridges. The contractors are Kingston men. The telegraph poles alongside the C.P. line will require to be moved back, for some distance beyond the village limits. Mr. Thos. Eady's house on Argyle street will also require to be moved back.

**12/10/1884 Ottawa Citizen Kingston (CP)**

The Kingston and Pembroke Railway commenced running through trains to Admaston - within four miles of Renfrew - last week. It is understood that the line will be completed and in running order to Renfrew by Saturday the 25th inst. The engine sheds at that place are about completed. The erection of a handsome station will at once be proceeded with, to which the municipality of Renfrew has voted \$3,000.

**17/10/1884 Renfrew Mercury Kingston (CP) Renfrew**

Tracklaying progressed as far as Harty's on Tuesday and it is possible the rails will be into this village by the end of the week.

**24/10/1884 Renfrew Mercury Kingston (CP) Renfrew**

Rails on the K. & P. had been laid to with (sic) a few hundred yards of the crossing at Farquharson's, on Monday. It is said that the supply of rails ran short, delaying the completion right into the village.

**31/10/1884 Renfrew Mercury Kingston (CP) Renfrew**

A K. & P. Railway train arrived within the village limits for the first time on Tuesday this week; when the rails were laid into Carswell's field, near the roundhouse. The trestle bridge, built alongside and connected with the C.P.R. trestle bridge over Smith's Creek, will not be completed until Saturday of next week; and until after that time the K. & P. trains will not run across Main street.

**15/11/1884 Ottawa Citizen Kingston (CP)**

By the first of December next Kingston and Renfrew will probably shake hands over the iron rails. The work on the Kingston and Pembroke Railway has been pushed well ahead. The road has been ballasted and the rails laid within three miles of the up river point and it is expected that through traffic will be in operation by the first of next month.

**21/11/1884 Renfrew Mercury Kingston (CP) Renfrew**

The K. & P. telegraph line was connected to the Renfrew telegraph office on 10th inst. Ballasting is being proceeded with rapidly, some two hundred men being at work. Trains may ne running regularly by the end of the month.

**28/11/1884 Renfrew Mercury Kingston (CP) Renfrew**

The K. & P. Rails were laid across the village streets early this week; and trains of that line now run into the C.P.R. station yard. The first through shipment of freight from Kingston, by the K. & P. Railway, was made this week, - a car load of pressed hay for Mr. S. McDougall. The hay was purchased in the neighbourhood of Kingston; was brought to Renfrew as far as the roundhouse and transhipped in wagons from there to a C.P.R. car. It was destined for North Bay for the C.P.R. Company. Mr. McDougall says the cars of the K. & P.R. Company are too small.

**05/12/1884 Renfrew Mercury Kingston (CP) Renfrew**

The three \$1,000 debentures issued by this village, for the payment of the bonus granted to the Kingston and Pembroke Railway, were sold on Saturday to Miss Jane Robertson, of Kingston, at 103 1/2c. on the dolalr. There were other tenders, from local men, at 90c., 100c., and 101c.

**12/12/1884 Renfrew Mercury Kingston (CP)**

Messrs. P.S. Stewart and George Eady Jr, the Reeve and Treasurer of the village - went to Kingston this week to settle the debenture business with the K. & P.R. Co. The trip was made through from Renfrew by K. & P.R., - a special train taking them to Calabogie overnight. They were accompanied by Mr. A Smallfield of the Mercury, who is taking a small trip for the benefit of his health.

**26/12/1884 Renfrew Mercury Kingston (CP) Renfrew**

The Kingston Whig says:- "Thomas Ridout has returned from his inspection of the K. & P.R.R. between Calabogie and Renfrew. He expresses satisfaction with the way the work has been performed. Now that the road has been officially examined, when will the opening occur, and when will Renfrew and Kingston, commercially speaking, shake hands."

During the past two weeks workmen have been engaged in putting up a small but neat railway station for the K. & P. Railway on the village side of the rails at the point where the roadway to the C.P.R. station breakes out into a common. The new building is large enough for a waiting room and a freight office; and is built in the popular semi-Swiss-Cottage style. The first of the regular trains was expected on Monday but did not come.

**31/12/1884 Ottawa Citizen Kingston (CP)**

The new Kingston and Pembroke line from Kingston to Renfrew having been completed so far as to allow the running of an excursion train on the line. Yesterday a party of some 75 gentlemen from Renfrew, including the Reeve and Councillors of Renfrew, left for Kingston by special train, where they were entertained by the citizens of that place. A number of gentlemen met the party at Renfrew.

**02/01/1885 Renfrew Mercury Kingston (CP) Renfrew**

Mr. M. Snider lately station agent at Harrowsmith, has been transferred to the charge of the Renfrew station and arrived here last week.

Mr. Harmer, the engineer of the train which made the excursion trip to Kingston is to become a resident of this village and will be placed in charge of the round-house.

**02/01/1885 Renfrew Mercury Kingston (CP)**

Account of a free excursion to Kingston. Engine was derailed.

**16/01/1885 Renfrew Mercury Kingston (CP)**

Timetable advertisement commencing December 29, 1884.

**13/02/1885 Renfrew Mercury Kingston (CP) Kingston**

The K. & P.R. Co. have made four freight cars at their shops and two more are almost completed. The company will make, as soon as possible, fifty flat cars.

**07/08/1885 Renfrew Mercury Kingston (CP)**

The K. & P.R. Co. now run a sofa car from Kingston to Sharbot Lake, for the convenience of passengers who travel by the night train. Anotherr sofa car will shortly be put on the line.

A K. & P. train collided with some cattle near Wilbur station, on July 28th, and the engine and tender were thrown off the track. The engine, the Peter McLaren, was considerably damaged.

**01/01/1886 Renfrew Mercury Kingston (CP) Kingston**

The car works, which were established some three years ago at Kingston, and which cost \$62,000, have been sold to the Kingston and Pembroke Railway Company for \$12,000.

**30/07/1886 Renfrew Mercury Kingston (CP)**

The Kingston and Pembroke railway company have decided to keep the sleeping car "Chapleau", now running between Kingston and Sharbot Lake. It was thought that the sleeper would not pay but the car has been well patronized.

**20/10/1886 Renfrew Mercury Kingston (CP)**

Seven hundred tons of iron ore have been shipped over the K. & P.R. from the Wilbur, Williams, Wilson and Calabogie mines.

**19/11/1886 Renfrew Mercury Kingston (CP) Ashdod**

The K. & P.R. will erect a building at Ashdod to be used as a station house.

**07/01/1887 Renfrew Mercury Kingston (CP) Renfrew**

As will be seen by the advertisement on this page, the Kingston and Pembroke timetable has been slightly changed. The express leaves Renfrew at 12 o'clock noon, instead of 12:30; and the express from Kingston gets in at 8 o'clock instead of 6:20 p.m. By this arrangement connection is again made at Sharbot Lake with the C.P.R. trains going both east and west.

A month ago it looked as if there would be a quick winter at Calabogie but now the boarding houses are all full. Robert's mine at Ashdod and No. 1 mine of the Calabogie Mining Co., rented to an American company, are both being worked, two shafts in each mine. In Wilson's mine, the diamond drill has been stopped for the present; and the ore is being drawn to the switch for shipment by Mr. Wilson. He has a big contract this winter between drawing wood to and ore from the mines, There is a possibility of No. 4 mine being worked in the spring. Wood contracts for it are being given out. A number of men employed and in charged, are Cornish miners.

**28/01/1887 Renfrew Mercury Kingston (CP) Calabogie**

A paragraph in many of the local papers last week stated that the K. & P.R. engine house at Calabogie had been burned down at a loss of \$400. We were not aware of the K. & P.R. Co. having any such building there and did not insert the paragraph. It turns out that it was the engine house of the Roberts mine - the same mine where the recent fatal accident occurred.

**18/02/1887 Ottawa Citizen Kingston (CP) Lavant**

Lavant 17th. A terrible accident occurred in the Wilbur Mine at 1.30 this morning. At that time a huge scale of earth weighing many tons, was without warning, precipitated from the roof upon a number of miners who were working round the skip car. Those who escaped death raised the alarm, which was quickly responded to, and the work of rescuing those alive and recovering the bodies of those killed begun.

Five killed and several wounded.

More.

**25/03/1887 Ottawa Journal Kingston (CP) Calabogie**

On Monday ten pile drivers, in charge of Mr. Holder, will leave Kingston for Calabogie. They will construct the foundation for a bridge over part of Calabogie Lake. The Kingston and Pembroke Railroad company intends running a branch line from the Calabogie Iron Ore Mines over the lake to connect the main line and render transshipment of ore easy. Formerly the ore has to be floated from the mines to the cars.

**08/04/1887 Renfrew Mercury Kingston (CP) Kingston**

The K. & P.R. car works at Kingston turn out fifteen cars per month.

**06/05/1887 Ottawa Journal Kingston (CP) Calabogie**

The K. & P. are building a new switch at the mine at Bluff Point. Part of it crosses a corner of Grassy Bay and piles were driven in during the winter. The ice in raising with the spring freshets drew some of these right out and set them adrift, which will necessitate a "dump" being made to supply their place.

**17/06/1887 Renfrew Mercury Kingston (CP)**

The K. & P.R. company is replacing eight miles of iron rails between Calabogie and Flower station by steel.

**08/07/1887 Renfrew Mercury Kingston (CP) Kingston**

The Kingston and Pembroke railway company took possession of their new depot on the 1st of July. The buildings are regarded as the handsomest in the Province.

**12/08/1887 Renfrew Mercury Kingston (CP)**

A photographer has been going along the line of the K. & P.R. taking photographs. Thursday he was crossing on the bridge over the Madawaska when a train came along and swept the apparatus into the river. The artist had barely time to save his life.

**06/10/1887 The Equity, Bryson Kingston (CP)**

The siding from the Kingston & Pembroke Railway into No. 1 mine of the Calabogie Iron Company, is about completed. The lessees can then ship the accumulated ore, and realize on hthe product.

**01/02/1888 Canada Lumberman Kingston (CP)**

The Rathbun Company, through their Kingston agency alone, have handled off the K. & P. railway 1061 car loads cedar posts, shingles, lumber and railway ties. This would make a train, with engines enough attached to move them, over eight miles long. This material, together with what has arrived from Ottawa and other points, makes 121 vessel loads shipped by this firm from Kingston during 1887.

**09/03/1888 Renfrew Mercury Kingston (CP) Kingston**

Last month there was turned out of the K. & P.R. car shops 22 box and 20 flat cars. The box cars are for the C.P.R. and the flats will be used by the K. & P.R.

**30/03/1888 Renfrew Mercury Kingston (CP)**

Deputations from various points are going or have been to Ottawa to ask the Government for a grant of \$100,000 towards the proposed railway from Flower station, K. & P.R. to Carleton Place, via Lanark and to confer with capitalists regarding the proposed scheme.

**05/04/1888 Toronto Daily Mail Kingston (CP)**

Kingston Board of Trade April 4

The City's Railway Policy

The board also discussed the policy by which it is expected if railways can be centered here that the city will boom. Mr. Rathbun, who wants an entrance to the city for the Napanee and Tamworth railway, has asked what the city will give. He has abandoned the scheme of an independent line from Yarker to Harrowsmith and secure running powers over the Kingston and Pembroke railway. The members of the board considered that a sum ranging from \$50,000 to \$100,000 would be all the rate-payers would give, and a line from Tamworth to Tweed would also have to be built if such a grant was made. The city also wants to aid the Smiths Falls and Kingston railway and several minor connections to important points.

**01/06/1888 Renfrew Mercury Kingston (CP) Kingston**

The K. & P.R. have received an order from the C.P.R. Co. for 150 more freight cars.

**19/10/1888 Renfrew Mercury Kingston (CP) Kingston**

The Kingston car works are completing an order for 200 cars for the C.P.R., 100 cars for the K. & P.R. railway and a \$3,000 snow plough for the Manitoba and North-western Railway. Two hundred men are employed.

**28/12/1888 Renfrew Mercury Kingston (CP)**

The German Iron Syndicate have instructed Capt. H.D. Moore to have a line of railway surveyed from the Kingston and Pembroke Railway at Calabogie five or six miles into the township of Darling, at Craig's, where they have secured an extensive iron claim from Messrs. Robinson of Ottawa, and Yuill, Darling. A line is also to be surveyed into the Davies & McMartin iron mining property, in Bedford, by order of the same company. Perth Courier.

**11/01/1889 Renfrew Mercury Kingston (CP) Renfrew**

The K. & P.R. Company have effected a very considerable improvement in the vicinity of their station, by raising up the ground on the village side of the track with a few loads of gravel. This was formerly a bad mud hole. If the C.P.R. will only follow suit in the low place between the tracks of the two lines, there will be much more comfort for pedestrians, who are compelled to go to the station in wet weather.

**22/02/1889 Renfrew Mercury Kingston (CP)**

Another carload of cotton left the K. & P.R. station on February 14th for China, making the third car of 150 bales shipped from Kingston this year.

**02/08/1889 Renfrew Mercury Kingston (CP) Calabogie**

The K. & P.R. Iron Mining Company has removed machinery from Flower Station to Black Bay iron ore mines, near Calabogie. The ore there is first class and a large gang of men have set to work to get it out.

**15/11/1889 Renfrew Mercury Kingston (CP)**

About two weeks ago the K. & P.R. began running its new first class passenger cars through to Renfrew. Previously to that, the better cars ran only between Kingston and Sharbot Lake, and shabby old affairs were despatched to this end of the line. Now, cars handsomer even than C.P.R. first class cars traverse the whole line. The workmanship on them is fine, the decorations are handsome, and the fittings elegant. This new rolling stock was built on the K. & P.R. car shops at Kingston, and it is said each car is worth \$7,000.

**18/11/1889 Ottawa Citizen Kingston (CP) Kingston**

A Kingston and Pembroke train which left Kingston recently, carried two football teams, a dramatic company, a funeral and a bridal party.

**13/06/1890 Renfrew Mercury Kingston (CP)**

The K. & P.R. have just turned out twelve new flat cars for the Intercolonial Railway.

**05/09/1890 Renfrew Mercury Kingston (CP) Renfrew**

All last week there stood in the K. & P. railway yard here, on two flat cars, a handsome little engine and tender, manufactured at the Kingston Locomotive Works, and bound for the North West. It was labelled "Alberta Railway and Coal Co. : No. 15."

**10/04/1891 Renfrew Mercury Kingston (CP) Renfrew**

On Friday morning last, when Mr. M. Snider, K. & P.R. agent, walked up to the station-door to unlock it, he found to his great astonishment that it was open and the room occupied by different citizens, who had found the place open and walked in. During the night, burglars had forced the door open; and, pulling the cash till from its fastenings beneath the ticket selling wicket, had ransacked it. They secured between five and ten dollars in cash.

**01/06/1891 Canada Lumberman Kingston (CP)**

Awful bush fires along the line of the Kingston & P. Ry. Taking in Ormpai (sic), Lavant and Wilbur. A great deal of cordwood cut last winter has been destroyed.

**26/06/1891 Renfrew Mercury Kingston (CP)**

Mr. C.F. Gildersleeve, President of the K. & P.R., was in Renfrew on Thursday last, having been up to Pembroke, in company with Messrs. Folger and Nash, to confer with leading men there on the subject of running trains right through to that town, and with fair prospects of their cooperating in the matter. On his return from Pembroke, Mr. Gildersleeve called upon Mr. A.A. Wright, who took advantage of the opportunity to try and interest him in promoting a junction here between the K. & P.R. and the projected Shawville and Renfrew railroad: a matter which, as soon as the latter enterprise shows promise of being carried out, will receive due consideration.

**26/06/1891 Renfrew Mercury Kingston (CP) Madawaska**

The travelling public are generally inclined to give the K. & P.R. officials, from the highest to the lowest, the credit of being as obliging as men can be, but there are complaints loud and long about the poor accommodation at Madawaska. A good passenger and freight traffic is done there; but people need to go through a course of acrobatic training in a circus before they can hope to comfortably or gracefully board a train at that point. It would not involve vast expense to remedy this, and surely the business done there warrants a remedy.

**24/07/1891 Renfrew Mercury Kingston (CP) Renfrew**

When we walked down to the K. & P.R. station early on Saturday morning to learn what we could about the "special" carrying the C.P.R. magnates out to Kingston, we were greeted by the youngest station master on record. It was Mr. Snider's little four year old daughter, singing blithely and announcing "The man that keeps the office isn't here. My Pa. He's got sore eyes. I'll show you Mr. Folger when he comes." And she flourished some written orders, in her little fist. Mr. Snider has been attacked by inflammation of the eyes. On Monday his place was temporarily filled by the transference of Mr. Chas. F. Meek from the Kingston freight and passenger offices, K. & P. and K.N. & W. Railways, to Renfrew.

**30/10/1891 Renfrew Mercury Kingston (CP) Renfrew**

When Mr. B.W. Folger, superintendent of the K. & P.R. was in Renfrew last week, he made some remark about the new station. "I thought that was dead and buried," was the response of the person to whom he was talking. "Oh no," said Mr. Folger, "it is going to go on."

**30/12/1892 Renfrew Mercury Kingston (CP) Renfrew**

One of those little improvements - which, when done, makes one wonder why it had never been done before - has been effected at the K. & P.R. station by cutting out an entrance door in the front side of the building and closing up the old door at the end. Passengers do not now have to hunt to find an entrance to the waiting room and ticket office.

**01/02/1893 Ottawa Citizen Kingston (CP)**

It was learned yesterday from one who is considered to be good authority, that Mr. J.R. Booth is negotiating to control the Kingston and Pembroke Railway which, it is generally admitted, would make an admirable feeder for the Ottawa, Arnprior and Parry Sound Railway. The securing of this road by Mr. Booth would be a big thing for Pembroke, as the inhabitants of that town would then have opposition in railway matters a thing they have been incessantly looking for may years past.

The Kingston and Pembroke Railway Company have power to run from Kingston to Pembroke over the line of the C.P.R. They have not taken advantage of this power however, but should Mr. Booth obtain control of the road and its privileges, it is said he would no doubt open up services between these two points. By this transaction the people of Pembroke would have the advantage of two railways entering their town and this would relieve them of the construction of a branch line to Douglas on the Ottawa, Arnprior and Parry Sound Railway, which would mean an expenditure of a couple of hundred thousand dollars. The latter project has received a good deal of attention of late, but it is understood that a few of those who were instrumental in promoting the scheme have been given the hint to "go slow", as it was more than probable that the road would not be required.

**19/05/1893 Renfrew Mercury Kingston (CP) Flower water**

A few days ago, part of the K. & P.R. track near Flower station was covered with water and trains had to go slow through it. While conductor Judge's train was passing, he threw out a fishing line, and, much to his surprise, caught a pike weighing 13 lbs. At this season of year pike are plentiful in the streams near the track.



**26/05/1893** *Ottawa Journal* *Kingston (CP)* *Grassy bay*

The K & P railway track on the dump across Grassy bay on the Madawaska is considerably wrecked and traffic on the line has been suspended for a few days. The high wind on Saturday night and Sunday operating on the high water had the effect of washing away the track on the dump. A gang of men were set to work on Sunday and began repairing the damage done. The dump across the bay is over half a mile long and as the water has washed away the track across its whole length it is said that it will be some days before the road will be fit to resume traffic on it.

**19/01/1894** *Renfrew Mercury* *Kingston (CP)* *Flower*

The K. & P.R. Ry. have a ticket office here now. This is an improvement of the old plan of buying tickets on the train.

**23/02/1894** *Ottawa Journal* *Kingston (CP)* *Clyde Forks*

Run off on the K&P. No. 3 mixed train, engine, freight cars and passenger car derailed. Details.

**17/05/1895** *Renfrew Mercury* *Kingston (CP)* *Calabogie*

On Wednesday evening, the K. & P.R. express train was late in reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at Calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted across the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew. The passengers may have to be transferred in this way for a day or two before the bridge is made safe again for engines.

**24/05/1895** *Brockville Recorder* *Kingston (CP)* *Calabogie*

On Wednesday the K. & P. express train was late on reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted over the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew.

**03/01/1896** *Renfrew Mercury* *Kingston (CP)*

The K. & P.Railway is building new stone piers to the bridge at the Madawaska river, near Calabogie station. Some time ago the nomenclature of the stations at that point was changed also, and for the better. "Madawaska" station is no more. It has become "Calabogie". While "Calabogie" has become "Barryvale". Each station now corresponds its name to the post office.

**01/05/1896** *Renfrew Mercury* *Kingston (CP)* *Renfrew*

We understand that the C.P.R. and K. & P.R. officials were to meet this week to see if arrangements could not be made to transact K. & P.R. business in the new C.P.R. station, and do away with the present K. & P.R. edifice.

**06/05/1896** *Ottawa Free Press* *Kingston (CP)*

Henceforth the C.P.R. will take charge of the Kingston and Pembroke local line and their officials will transact all the business connected with it. The trains have already commenced to run from the C.P.R. station at Renfrew, the old K. and P. separate station having been sold to Stewart Bros. who will use it for the storage of grain.

**29/05/1896** *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Today the K. & P.R. trains commenced running from the C.P.R. station. From this time forward there will be no separate K. & P.R. station, but the Renfrew business of the line will be transacted by the C.P.R. officials on the C.P.R. premises. The K. & P.R. station building has been sold to Messrs. Stewart Bros., who will convert it into grain sheds, to take the place of those destroyed in the Dawson fire.

**09/07/1896** *Kingston Daily British Whi* *Kingston (CP)* *Sharbot Lake*

Last night an engine of the Kingston & Pembroke Railway Co's was run on the turn table at Sharbot Lake, when the timbers gave way letting the engine into the pit. A special train was sent out with workmen and this morning rails were laid into the hole and the engine hauled out. The locomotive was uninjured.

**12/03/1897** *Renfrew Mercury* *Kingston (CP)* *Kingston*

Ghosts in a Roundhouse.

Kingston, March 9. Ghosts at midnight stalk about in the Kingston and Pembroke Railway roundhouse. Last Thursday night, Charles Davidson and Walter Latto, night watchmen, heard a noise and found the form of a negro named Commodore, killed on the road, seated in the cab of an engine. He seemed to be choking and trying to speak. The watchmen were terror stricken. Next night the forms of three men killed on the road passed before the watchmen. They all seated themselves on the engine, which it is said, caused their deaths. There is considerable excitement over the affair. A committee will likely investigate. The second night the watchmen fired shots, but the spectres seemed unharmed.

**03/12/1897** *Renfrew Mercury* *Kingston (CP)* *Calabogie*

The K. & P.Railway is having a new iron bridge erected across the Madawaska at Calabogie. The material is at present being put on cars by the Hamilton Bridge Company, and when it is all together, it will be slipped in place - on some Sunday probably.

**14/01/1898** *Renfrew Mercury* *Kingston (CP)* *Barryvale*

The K. & P.R. are putting in a siding a mile or so south of Barryvale, to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined and shipments are to be made at the rate of ten cars a day.

**25/01/1898** *Ottawa Free Press* *Kingston (CP)*

The iron trade seems to be following the general trend of business - reviving, says the Renfrew Mercury. The K. & P.R. are putting in a siding a mile or so south of Barryvale to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined, and shipments are to be made at the rate of ten cars a day.

**07/05/1898** *Ottawa Free Press* *Kingston (CP)* *Sharbot Lake*

Kingston. This morning a fire started in the C.P.R. pump house at Sharbot Lake Junction, on the line of the Kingston and Pembroke Railway, 47 miles north of this city and burned the pump house and a portion of the C.P.R. and K. & P. railway station and freight shed, and the following buildings situated near the station: J. Hetherington's store, C. Deyor's house and W.Y. Cannon's store. Loss heavy, insurance not known.

**12/05/1898** *The Record, Chesterville* *Kingston (CP)* *Sharbot Lake*

Early this morning fire did \$8,000 to \$9,000 damage at Sharbot Lake destroying several stories and a part of Union Depot. The fire was discovered in the house of Mr. Hetherington. It attacked his store and the house of Brakeman Doe, of the K&P Railway, Dr. Connors store was also consumed as well as the K&P railway pump house. Then the flames jumped the track and attacked the station. By big efforts the station was saved.

**25/11/1898 Renfrew Mercury Kingston (CP) Renfrew water**

Mr. Folger of the K. & P.R., was in town this week, completing arrangements with the town officials for the taking of water for the railway. There has been some delay in securing the proper "crane", but that is to arrive this week. Getting water before the train starts will shorten the time of the K. & P.R. run by some twenty minutes or more.

**02/12/1898 Renfrew Mercury Kingston (CP) Renfrew water**

The taking of water by the K. & P.R. engines from the Renfrew water works system, instead of stopping at Reid's Lake, permits the line to cut some minutes off the time of arrival and departure of the trains from Renfrew.

**08/09/1899 Renfrew Mercury Kingston (CP) Kingston water**

The K. & P.R. have agreed to pay the city of Kingston \$250 a year for water for their engines - four to six a day. It will cost the city \$230 to put in the necessary connections.

**29/12/1899 Renfrew Mercury Kingston (CP)**

Last week the K. & P.Railroad company added three new steel bridges along the line of the road. These replaced the wooden structures near Robertsville and two between Sharbot Lake and Clarendon. The new bridges are permanent affairs and will resist floods and spring freshets.

**11/05/1900 Renfrew Mercury Kingston (CP) Renfrew**

A locomotive from the Kingston Locomotive Works came out this week on the K. & P.R. for transfer to the C.P.R., who were to carry it on to Portage La Prairie, where it would enter service for the Manitoba & Northwestern.

**22/06/1900 Renfrew Mercury Kingston (CP) Renfrew**

Several of the K. & P.R. passengers came into town on Thursday evening on a hand car. A large Canada Atlantic engine had run off the track at the junction and the K. & P.R. express could not make the two mile run into town for some hours.

**11/01/1901 Renfrew Mercury Kingston (CP)**

Owing to increased traffic over the line of the K. & P.R. railroad, especially on market days, the company has found it necessary to post notices on the cars warning passengers that each one is entitled to seat space sufficient for one person only. Baggage, parcels, baskets, that cannot be placed under the seat or in the passenger's portion of the parcel bracket, must not be taken into the coaches, as obstruction of the aisles will not be permitted. Baggage, etc., which cannot be stored away as stated, must be placed in the Baggage car; if found in the coaches it will be removed. - Kingston Whig.

**14/06/1901 Renfrew Mercury Kingston (CP) Renfrew**

Mr. T.W. Nash has resigned the office of secretary-treasurer of the Kingston and Pembroke Railway Company, and will take charge of the survey of the proposed extension to Ottawa.

**30/08/1901 Renfrew Mercury Kingston (CP)**

The Kingston and Pembroke Railway has become the property of the Canadian Pacific Railway Company.--

**30/08/1901 Renfrew Mercury Kingston (CP)**

Mr. E.T. Wilkie, C.E., returned home on Saturday evening, having completed the location of the Lanark and Carleton Place branch of the Kingston and Pembroke Railway from the townline between Lanark and Dalhousie Townships into South Sherbrooke, where he met the other location party, which was in charge of Mr. T.W. Nash, the chief engineer of the K. & P.Ry. The line is now located from Sharbot Lake to within two miles of Lanark village. The local work has been topped for the present to allow the plans to be worked up so as to get the contractors at work as soon as possible. The right of way agent followed Mr. Wilkie and bought the right of way as fast as the right of way was located, and is now buying the Sharbot Lake end through the Township of Oso. Mr. Wilkie expects to go back on construction about the middle of September when it is intended to rush the construction with all possible speed till the ground freezes up. - Carleton Place Herald.

**15/11/1901 Renfrew Mercury Kingston (CP)**

Good bye to the "Kick and Push". -- Mr. C.W. Spencer is now General Manager of the K. & P.R. but that the active management will remain pretty much as it is for some little time at least.--

**23/11/1901 Ottawa Citizen Kingston (CP)**

Today (Nov 22) a steel bridge was placed in position over the Madawaska river. Replacing a wooden structure on the line of the K. & P. Surveyors who have returned from their long tramp between Sharbot Lake and Carleton Place spying out a route for the proposed K. & P. extension, are now at work on the plans.

**31/01/1902 Renfrew Mercury Kingston (CP)**

There have been rumours recently, apparently with some foundation, that the C.P.R. will, in the course of a few months re-organize the K. & P.R., and put on a fine service between Renfrew and Kingston, directing a large American summer travel from the Soo line to the lake at Kingston. While Renfrew will gladly welcome anything of this kind that the goals provide, yet the absorption of this road by the big system will no doubt have its disappointments. While the wealth and power of the larger company will permit it to expand the trade of the road in a way that the smaller and merely local company could not be expected to do, still, there will be felt by many of the patrons of the direct line between Kingston and Renfrew a loss of that personal friendliness which has always existed between the managers of the Kingston & Pembroke Railway and its customers along the whole length of the line. It will soon be part of a huge machine, which in the nature of things has little flexibility about it. The management in the past has kept in close touch with the people and has been very approachable and very accommodating. The coming development may have its advantages; but it is doubtful if this sympathetic feeling will not quickly pass from view.

**16/01/1903 Renfrew Mercury Kingston (CP) Renfrew**

A K. & P.R. car sent down the line on a flying shunt last week, could not be stopped as it approached the station, rose on the platform, and was brought to a standstill only when it went crashing into the Swiss roof of the station building. It gave the woodwork quite a jar, bulging the roof and smashing some of the posts.

**04/03/1904 Renfrew Mercury Kingston (CP)**

The K. & P.R. rails carried more traffic than usual the end of last week and beginning of this. The C.P.R. freight from Toronto to the west usually go over the Grand Trunk line from Toronto to North Bay but the storms have tied up that line so badly, that the C.P.R. management sent the freight on its own line to Sharbot Lake, then over the K. & P.R. rails to Renfrew, and then over the main line. Most of the trains had two engines hauling.

**01/07/1904 Renfrew Mercury Kingston (CP)**

The K. & P.R. have made great improvements on the road from Sharbot Lake to Mississippi station by raising the track and by ballast. It will be completed in a few days. Mr. MacDonald, cable foreman, was struck by the cable whilst unloading gravel and was thrown from the car he was standing on, and had his shoulder blade broken. -- Lanark Era.

**14/09/1905    *Chesterville Record*                      *Kingston (CP)*                      *Kingston***

Kingston and Pembroke Railway Works burned with a loss of \$30,000

Kingston September 12 - Shortly after ten this morning, flames were discovered issuing from the K&P car shops at the Junction and in a short time they were a mass of ruins. The waterworks system does not extend that far and so there was no water to put out the flames. With difficulty a public school near at hand was saved. The loss on the building is \$10,000, and nearly \$20,000 on contents. There were an engine, five cars and machinery inside. The loss will be covered by insurance. The works were built in 1878 and afterward taken over by the Kingston and Pembroke Railway, who at one time employed 300. They have not been used except for repairs since the CPR took over the K&P three years ago. There is no clue as to the origin of the fire. The companies involved are the Western, Phoenix and Union.

**16/03/1906    *Renfrew Mercury*                      *Kingston (CP)*                      *Wilbur***

The K. & P.R. train on Tuesday was longer and heavier than usual - having a lot of settlers' effects - and not pulling up at Wilbur until the station was passed, an impatient passenger jumped. He missed his footing and moved back toward the moving train. Although he managed to keep his body from under the wheels, the tops of the fingers of one hand were crushed beneath the wheels.

**19/07/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Calabogie***

Calabogie. Preparations are being made for the building of a new station, to be situated on what is known as the island, and for the use and convenience of campers whose traffic which lasts only a few months during the summer is considered, according to reports, of more value than merchants who pay on an average of from sixty to eighty dollars per month, freight and express charges. More.

**19/07/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Madawaska river***

The K. & P.R. iron bridge over the Madawaska main stream is being painted this week.

**02/08/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Calabogie***

The contract for building the new station at Calabogie has been awarded to the Renfrew Manufacturing Company. The plans call for a neat structure - 17x60 feet, of what is known as the C.P.R. No. 4 standard station. It provides two waiting rooms - one on each side of the office; and a freight shed; all under the one roof. The architectural effect looks good.

**02/08/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Barryvale***

What was once Barryvale station on the K. & P.R. is now nothing more than a platform. The old building was somewhat large for the place, it was unattended, and was more or less abused, until it was hardly a shelter and was considered an eyesore. So the company had it torn down. But it is not likely to be left that way. It is probable that present day officials of the road are not aware that the right of way was given free through that point by the late Messrs. Barry and Wilson on the condition that a station building was to be built and maintained there. When this becomes known, it is likely that a small but neat structure will be erected again for the shelter of passengers and the farmers who draw gristing there for shipment to Renfrew.

**20/09/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Wilbur***

For a day or two K. & P.R. engines have been coming into port in Renfrew wrong way around. This followed an interruption in traffic caused by the development of a sink hole near Wilbur. In the memory of the present staff there has not been trouble at this particular spot before. The track sank down about three or four feet for about a car's length. It proved a veritable "sink hole" for a lot of filling. On both Monday and Tuesday no trains could get across, and passengers had to transfer from one train to another at that point, but by Wednesday the trouble was remedied and trains crossed again.

**18/10/1907    *Renfrew Mercury*                      *Kingston (CP)*                      *Wilbur***

On Thursday afternoon the Kingston and Pembroke Railway moved the first shipment of iron ore from the Wilbur Mines to Renfrew, whence it was shipped to Sault Ste. Marie. This train load was the first shipment of a 100,000 ton contract. The Kingston and Pembroke will start on November 1st, a special train and crew to do nothing but handle the ore taking it from the mines to Renfrew. At present they are moving 350 tons a day, and when all the machinery is installed they will be able to load a train in one hour.

**11/09/1908    *Renfrew Mercury*                      *Kingston (CP)*                      *Wilbur***

The Wilbur Iron Mine on the line of the Kingston and Pembroke Railway, has closed down and is again in the hands of its owner, Wm. Caldwell of Toronto. The company working it had been furnishing iron ore to the Lake Superior Steel Corporation, shipping the ore by way of Renfrew to Sault Ste. Marie. It has now gone into liquidation, Caldwell getting possession pending a settlement.

**27/09/1910    *Ottawa Citizen*                      *Kingston (CP)*                      *Glenvale***

Work has been commenced on the erection of a new freight station at Glenvale, Ont., on the Kingston and Pembroke Railway. As soon as this work is completed a start will be made on the new passenger station to be erected at Barryvale. There also is talk of new steel being laid on the railway.

**14/04/1911    *Renfrew Mercury*                      *Kingston (CP)***

The Kingston & Pembroke R'y has a staff of men out on the line engaged in painting all the stations. It is four years since the stations were given a coat of paint. The company expects twenty men here from Montreal on the 20th inst. and they will be sent out to work on the line. Kingston Whig.

**06/06/1912    *Ottawa Journal*                      *Kingston (CP)***

K. & P. train held up by caterpillars at Calabogie.--

**18/08/1912    *Renfrew Mercury*                      *Kingston (CP)***

Today (14th) the Kingston and Pembroke Railway shareholders authorized the leasing of the railway in perpetuity to the Canadian Pacific Railway and in a short while it will be a part of the great system. The rates of the greater line will have force on the branch road.

**02/10/1912    *Ottawa Journal*                      *Kingston (CP)***

The Bay of Quinte Railway train inbound from Tweed this morning jumped the track. The second car from the engine and four freight cars, the mail car and a passenger car were hurled down an embankment. The engine remained on the track and brought the news to Kingston.

Mrs. Alfred Brown of Moscow was killed. Two women were seriously hurt, Mrs. Fahland of Clam Falls, Wis., who suffered terrible cuts about the head in addition to internal injuries. She is likely to die. Mrs. A.A. Yourex of Moscow received severe injuries to the back.

There were fifteen passengers on the train at the time and it is a miracle that several were not killed.

See also Accident file.

**27/12/1912    *Renfrew Mercury*                      *Kingston (CP)***

F. Conway, general freight and passenger agent of the Kingston and Pembroke Railway Co., today received official word from General Manager Baker that the road would go over the the Candian Pacific on January 1, 1913.

\$3,000 K. & P.R. Bonus.

-- so long as the Kingston and Pembroke Railway Company is not amalgamated with or merged in the Canada Pacific Railway Company then this obligation (to pay Renfrew \$3,000) is to be void and of no effect otherwise to remain in full force and effect.

Derailement Causes a Tie-Up On CNR

Brockville, Ont.- July 6 The derailment of eight cars of a westbound CN freight train near Cardinal station late last night blocking both tracks of the main line caused an interruption to the main line traffic it being necessary to route through passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours work by the wrecking crew from Montreal. After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

Kingston Sept 13. A mixed freight train was derailed and ripped up more than 100 yards of track at Jackson Mills today. No one was injured but the Kingston - Pembroke line of the Canadian Pacific Railway was tied up for the day. The accident apparently was caused by a wheel dropping off a car in the center of the train.

Jupiter is a mean enough menace when he's sober but when he gets a quart of moonshine liquor in his evening meal of bran and oats he's a hell-raiser of horrendous proportions.

Some joker slipped the firewater in the feed of Bill Runsdale's problem goat and set off to whip his weight in atom bombs. Before he was through he'd created enough chaos to tie up services on the Canadian Pacific Railway line that runs through this village about 20 miles north-west of Kingston and to give section men and bystanders a thoroughly obnoxious 15 minutes.

The sectionmen were just returning from their day's work when Jupiter came weaving up the right-of-way and charged their jigger car, head down. They leaped, just before the crash, and took to a nearby tree. The jigger rolled into a ditch.

Proceeding on his erratic, aromatic course, Jupiter reached the depot shortly after the Kingston train pulled in. The baggage man was unloading parcels as Jupiter hove in view and charged. The man lit out for the door, Jupiter timed his lunge prettily, and the victim took off on what observers termed the finest non-competitive high jump ever seen in these parts.

The conductor felt his turn coming and started for the coach steps. But the conductor is a portly fellow, affording a target a goat of Jupiter's skill could not miss. Up the steps, across the platform, and out the other side went the conductor, off schedule.

Jupiter next went for the engineer but that resourceful worthy drove him back with a jet of steam and while Jupiter was mulling over such an unsportsmanlike trick the stationmaster managed to slip a hook, on a long pole, under the goat's collar.

Train service was resumed a quarter of an hour late.

Keeping Line in Working Order Job of Men at Old Roundhouse

By Reg. Redmond

INGENUITY is the watch-word at the Canadian Pacific Railway roundhouse near the foot of North Street. All running repairs to four locomotives, five day coaches and an average of 20 freight cars are daily performed by four men. This quartet keeps a 24-hour watch over their charges.

The locomotive department is staffed only by H. R. Davis, chageman or locomotive foreman. Sole member of the car department is A. A. Potter, car inspector. General work is done by Joseph Harten. Thomas Roberts alone stands the night trick.

While major tests and repairs are not done at Kingston, the roundhouse crew finds plenty to keep it busy. One of Mr. Davis' chief responsibilities is watering engine boilers. This calls for great care as because if a boiler is too full, water gets into the cylinders and bursts them.

Eighteen journal boxes must be inspected and oiled every time an engine arrives. Save for the vigilance and care of the one-man locomotive department, an engine might develop a "hot box" with disastrous results.

\* \* \*

DRIVE WHEELS journals and rods must be greased after every run. Cylinders and [the] air pump must be oiled and a hydrostatic lubricator must never be allowed to go dry. This special lubricator supplies heat-resistant oil to pistons, valves and the steam end of [the] compressor.

All this is just routine to Mr. Davis. But when a minor breakdown occurs, he must repair broken parts before sending the engine back on its daily run. He devises means of stopping a cracked boiler or leaky fitting. "When an engine comes in here with a cracked boiler I have to caulk it or the locomotive will die on the road" explained Mr. Davis.

Each spring is examined to make sure it is neither broken nor weak. A weak spring might allow a wheel to rub against the engine's firebox. Dynamo repairs [illegible.....] are all in the roundhouse chageman's line of duty.

\* \* \*

ROUTINE WORK in Mr. Potter's department includes filling coaches' drinking and washing water tanks, cleaning and putting ice in drinking water tanks. Coaches on the Kingston-Pembroke line are gas-lighted. Mr. Potter is responsible for filling each coach's Pintsch gas tanks.

Before a coach or car leaves the roundhouse its doors and draft gear, couplers and drawbars must be checked. A snapped coupler is a stroke of grief to Mr. Potter. These massive metal links are more than a one-man load. When one breaks in the yard he musters all hands to help install a new one. A whole truck must be dismantled to make this repair.

Air pipes are another worry. Pipes under the cars and hoses between them are inspected daily. Any breaks are repaired locally so the car will be safe for the road. Repairs, which might seem minor to a large car or coach shop, take on giant proportions, taxing ingenuity to the limit, when set before one carman and a helper. Duties of this department even include emergency coaling. Regular coaling is done at Tichborne.

\* \* \*

LOCOMOTIVES and coaches occasionally get "flat tires" although in railway terminology they are called "slid wheels". In fall when leaves get crushed on rails, wheels may slip and flatten. These must be made safe for travel, even if complete repairs are made later at a larger shop. In mixed trains, coaches separated from the engine are heated by small stoves which in Kingston are tended by Mr. Potter.

One of Mr. Harten's duties is keeping steam in a boiler which heats coaches standing in the roundhouse yard. The Sharbot Lake train leaves at 8.38 a.m. and, on its return run, arrives at 7.45. The Renfrew train arriving at 5.15 p.m. and leaving at 10.30 a.m. keeps three engines in [illegible....]

Many Sad as Old "485" Makes Last Daytime Run

By Cliff KnappStaff Reporter

Engineer Glen White pulled his huge frame up into the cab of old steam engine 485. A second later his round, pleasant face smiled down through the open window.

"Better climb aboard" he grinned good naturedly, "We're five minutes late now - don't want to make the last run behind time".

Several passengers and a couple of interested photographers then climbed aboard the Kingston and Pembroke's single passenger car for a final ride on the railway line that began operation in 1876 between Kingston and Sharbot Lake.

To the people passing on Ontario Street Saturday morning there was nothing unusual about old 485. Every morning (except Sunday) for a generation or more she has waited in much the same way. The freight car was loaded, the mail car was squared away, and the small handful of passengers filed aboard the passenger car, usually located at the end of the train.

But to the people on this trip there was something different. One could sense the historical significance of the run.

Railway officials point out that while Saturday marked the last regular daytime run of the K and P the night service will still carry passengers as well as freight --- but no mail. The night train will leave 8.30 DST as in the past.

At 11.30 a m (only five minutes past the scheduled time) the whistle screamed its farewell, the steam forced its way into the cylinders, and the tired wheels of 485 began rolling for the last time toward Sharbot Lake.

At the freight yards near Anglin's coal dock the train jerked to a stop to allow brakeman H. J. Coyle to jump off. Mr. Coyle came into Kingston from Sharbot Lake on the early morning freight run. As the freight run will continue Mr. Coyle's job will not be changed, as will the jobs of the actual crew members.

Once again the engine tugged forward and the small train started down the single track, hissing and puffing and continuously swaying from side to side.

\* \* \*

With clack, clack, clack ticking off the track sections toward the first stop, Glenvale, the passengers restlessly settled into their leather-covered seats. The wide open doors at either end of the car allowed a steady stream to play through the 80-degree temperature.

Conductor G. Gill appeared from the mail car immediately in front of the passenger section and swayed down the aisle, pausing here and there to punch a ticket. At the end of the car he pushed his hat back, wiped the perspiration from his brow and sat down at a special work table at the end of the car.

How did he feel about the last run? He was sorry to see the train being discontinued he admitted. In his eleven years with the line he had grown to like the picturesque run. He had many friends along the way, mailmen, store owners and farmers.

"I think the run would have paid for itself if it has been advertised properly", he said in deep tones, making it quite apparent that he had given a great deal of thought to the statement.

"The summer run would have been ideal for picnickers", he continued. "The train stops at Tichborne at 12.15 on the way to Sharbot Lake and again at 3.15 on its return to Kingston. Any Kingston family wishing to escape the city heat could spend these three hours swimming and resting the shade in the beautiful Tichborne countryside".

He paused for a moment, shook his head, and bent down over his work without further words.

Some of the younger passengers darted about, unbothered, up and down the aisle. Two or three of the older ones stepped back on the observation platform, taking full advantage of the cool air that rushed through the open end of the car. They gazed back over the tracks and watched the beautiful green countryside disappear behind them.

Perhaps the most colourful of the passengers was Thomas Roberts. Mr. Roberts, who lives at 94 Sydenham Street in Kingston, was retired a year ago last April after serving 32 years at the CPR roundhouse in Kingston. Claiming to me [be] the last one of the old gang out at the shop. He said he could recall working around engines from the Kingston and Pembroke run a good many times in his 32 years with the company.

The very congenial and versatile Mr. Roberts then, tired of talk, pulled out a colourful "squeeze box" and shortened the miles by playing and attempting to sing several numbers which an old song with the words ---"the run away train came down the track, parlez vous...etc". The crew and the passengers joined in some of the more popular selections.

As the journey ended everyone agreed that Mr. Roberts, who had come along on the last trip "for sentimental reasons" had added a great deal to the spirit of things.

Mr. Roberts was not the only one to take the last ride simply because it was the last ride. Howard Dixon of Sunbury and his brother Denzill who teaches accounting at Kingston Business College had promised their children that one day they would ride the K and P to Sharbot Lake.

"This was the time," they laughed.

Tommy, 13, Trevor, 11, and Steve, 7, --- all Howard's children ---, as well as Denzill's six-year-old Dennis, all seemed to be enjoying the trip.

Dennis' older brother, Paul, was busy playing Little League Baseball on Saturday, but was promised a ride on the Sharbot Lake to Pembroke run at a later date. Mrs. Harold McEwen, wife of a section man operating out of Tichborne, along with her daughter, Gail, was also along for the last ride.

When asked her thoughts on the closing down of the Kingston to Sharbot Lake run, she answered very quietly. "It's going to be terribly hard on the women along the way. They used to take the train to Kingston on market day."

"I've more or less relied on the train for the past 17 years," she said. "I'm going to miss it".

This seemed to be the feeling of all the passengers. Although one elderly little lady from Toronto who declined to give her name left some doubt.

Sitting majestically erect in a deep purple dress and a hat with a veil, she snapped out her words: "I used to travel over this route 50 years ago. I was born in this area and I used to travel to and from Kingston many times. The service is just the same now as it has been for the last 50 years, If the company had catered a little more to the public we wouldn't be making the last run now."

Although she didn't say it, a tear moistened her sharp old eyes showing that she was perhaps more sorry the K and P had ended its days. Neither did she explain she was down form Toronto on the old train's last run.

A sharp blast of the shrill a sudden slowing down announced that the train was making the first stop. Glenvale was very quiet. A small bag of mail was picked up and two passengers climbed from the train. Mrs. Mary Beckingham and her son, Peter, had come up from Kingston to visit her sister, Mrs. James Richards, at Glenvale.

She revealed though that she timed the trip to coincide with the last run. As she waved to the crew from the platform the train moved forward into a cloud of white steam toward Harrowsmith.

When 485 shunted to a stop at Harrowsmith, another passenger, Mrs. Lester Snider, of Victoria Terrace, Montreal Street, hurried off the car to the tune of "Let Me Call You Sweetheart", played by Mr. Roberts on his accordion. Mrs. Snider planned to spend Saturday with relatives. She agreed that the train had been convenient and said she was sorry to see it go. She stood for several seconds on the platform as the train disappeared down the track.

So old 485 continued toward its destination, past Hartington, past Verona, stopping at these places only long enough to say hello to one or two store keepers and to pick up the mail.

At Godfrey the train stopped to let Mary Elizabeth Hickey off. Miss Hickey works at the Tiny Tots Nursery in Kingston and rode to Godfrey to visit her parents. This pretty young woman's only comment at the discontinuance of the passenger service was: "It's awful".

The passengers were allowed to get off the train to stretch at the next stop, Tichborne. They stretched and stretched and stretched.....for three-quarters of an hour while the train took on coal and.....[available text ends here]

Photo caption :

CONTRARY to some reports, the K. and P. railway, which runs from Kingston to Renfrew, is not closing down, but on Saturday it made its last daytime passenger run, Kingston to Sharbot Lake. These pictures show incidents of what was "the last trip" along the line below Sharbot Lake. Top: Engineer Glenn White waves goodbye from his engine cab. Centre, left, how Kingston looked from the cab as Engine 485 started its "farewell" journey and centre right, gay tunes are provided by Thomas Roberts, who retired last year after 32 years at the roundhouse here. Bottom, the train crew, from left, J.Lawless, G. Harris, E. Degracey, Engineer G. White, Conductor G. Giff and C. Orr

**18/06/1957**

**Kingston (CP)**

Kingston, June 16. Kingston and Pembroke Railway Co. has closed down 86 years after its inception. The service was discontinued Saturday following the return to Kingston of the last scheduled train from Sharbot Lake.

The company, for half a century a subsidiary of the Canadian Pacific Railway, was chartered in 1871. Its first section spanning the 46.8 miles to Sharbot Lake was opened in June, 1875

There were subsequent extensions to Snow Road and to Renfrew with spur lines serving the Martele iron mines and those at nearby Zanesville.

The K and P line was in receivership in 1894. But it I organized four years later and in 1903 passed to the CPR. The Bay of Quinte Railway enjoyed trackage rights over the Kingst line until 1913.

Before the First World War the Kingston service consisted of a daily passenger and mixed train each way with an extra mixed service as far as Sharbot Lake. The Canadian Locomotive Co. Kingston, built the Kingston company's 11 locomotives. Records show the line's inventory when the CPR took over included seven passenger cars, 50 flat cars and 20 box cars.

Captions to three pictures.

One of Canada's oldest railway lines was discontinued Saturday when CPR trains 612 and 613 from Kingston to Sharbot Lake and return made their last runs. Train is shown leaving Kingston, with freight, express, mail and passenger cars. Conductor George Giff of Smiths Falls had little passenger business to handle. He was kept busy though with waybills, manifests, etc. of mixed cargo.

Train 612 pulls into the deserted station platform at Sharbot Lake 46 miles north of Kingston. Train connected with CPR local train from Toronto and Montreal. The Kingston & Pembroke Railway Co. (later known as the Kick and Push) was chartered April 14, 1871, and line from Kingston to Sharbot Lake opened June 17, 1875.

**05/07/1966**

**Kingston (CP)**

**Kingston**

'The Spirit' Takes its Final Place. With picture of 1095.

Engine Number 1095, the Confederation Park's Spirit of Sir John A. was shunted to its final resting place on the Canadian Pacific Railway tracks in front of City Hall Monday.

The Kingston built locomotive has taken up its final location in front of the old CPR station which will form a part of the new park, the city's centennial project.

The Spirit of St. John A. was shunted to the waterfront park by a CPR freight engine during a ceremony Friday night. Major Robert Fray and members of the Kingston Jaycees who purchased the engine from CPR as a centennial project were on hand at dedication ceremonies.

The engine was handed over to the Jaycees by a CPR representative, superintendent of the Trenton division J. F. Crate. The CPR was instrumental in helping bring the locomotive to take its place in Kingston's Centennial Park. Representative of Fairbanks-Morse (Canada) Ltd., formerly the Canadian Locomotive Company which built the engine, was vice-president of manufacturing, James Bergendahl.

The Spirit of Sir John A. will be bolted down to a piece of track as the CPR begins to tear up tracks this morning and move to new headquarters. Children and curious tourists are already travelling to the park site to have a look at the shining 1913 locomotive.

The Spirit of Sir John A. has come to its final rest after more than half a century of service between Halifax and Vancouver.

**15/09/2008**

**Kingston Whig Standard**

**Kingston (CP)**

**Kingston**

In the spirit of restoration

Group to give rusting historical train a facelift

Posted 2 days ago

One thing they don't lack is spirit.

A group of train buffs is getting together every week in Kingston to lay the foundation for an ambitious restoration of The Spirit of Sir John A., the old locomotive beside the tourist bureau in Confederation Park.

The Spirit is popular with children and tourists, but it's in dire need of a facelift. Rust has eaten away large sections of the old train, window frames are rotting and many small parts are damaged or missing.

With \$170,000 in municipal funds plus another \$300,000 in donations that are yet to be raised, the train buffs hope to restore the locomotive over the next five years to coincide with its 100th anniversary in 2013.

Douglas Smith, who chairs the Kingston division of the Canadian Railroad Historical Association, said that about 10 people interested in working on the restoration turned out for a meeting this week, and he's hoping the number will continue to grow.

Smith said he's still looking for individuals who have professional experience working with steam locomotives and could serve on a project management team. Organizers are also wrestling with the question of what to call themselves.

"We started the thing off as 1095 Restoration Group, as that is the CPR operating number of the locomotive, but there were those who felt that people knew the thing as The Spirit of Sir John A.," Smith said.

Although it isn't official, the train buffs are considering a slight alteration to its original name so they would be called The Spirit of 1095 Restoration Group.

The old locomotive was built in 1913 by the Canadian Locomotive Company Ltd. on the section of Kingston's waterfront that is now covered with luxury, high-rise apartments. The old train was one of 500 "10-wheel" locomotives owned by the company and one of the most popular on the railway. The last train in the series was No. 1111 built in December 1913.

According to the railroad association's website, these sturdy engines carried both passengers and freight and were often used as helpers when heavy freight trains needed assistance climbing steep grades.

In 1966, the Kingston Jaycees purchased No. 1095 and presented it to the city on Canada Day. The engine was renamed The Spirit of Sir John A. in honour of Canada's first prime minister.

In addition to fundraising and renovating, the restoration group is working on a plan to move the Spirit about six metres toward the lake to allow for more space between the locomotive and the old train station.

The group meets again on Monday at the plumbers and pipefitters hall at 25 Terry Fox Dr., beginning at 2 p. m. Interested individuals can contact Smith at 613-548-3727 or by e-mail at drg.smith@sympatico.ca.

Kingston, ON, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin, despite a bid by one city councillor to postpone the work. Councillor Mark Gerretsen wanted to cut the spending to restore the Spirit of Sir John A. locomotive until a work plan is available. The money for the project, contained in the city's capital budget, will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive. City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventually doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The engine criss-crossed the country for CP, spending most of its time in Winnipeg before coming to the end of its line in Montreal. The Canadian Junior Chamber of Commerce, better known as simply the Jaycees, paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations.

19/06/2009 Kingston Daily British Whi Kingston (CP)

PLAN TO REFURBISH TOURIST ATTRACTION GAINS STEAM:

Kingston, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin - the Spirit of Sir John A. locomotive. The money will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive. City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventuality doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The Canadian Junior Chamber of Commerce paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations. (Branchline)

27/05/2010 EMC Kingston Kingston (CP) Kingston

It's full steam ahead to restore The Spirit of Sir John A.

The rusty locomotive in Confederation Park will get a large cash injection from the city to pay for its restoration and relocation. Without any debate, councillors voted to sink \$642,000 into the famous landmark at their May 18 meeting.

"I'm absolutely delighted. Yes it's a lot of money but sometimes you've got to look beyond the cost of something and look at the value of something," said Coun. Bill Glover.

The Kingston-built locomotive, also known as Engine 1095, sits on a small rail bed near the tourist information office - on the original section of rail line that used to run through the downtown. It was gifted to the city by the Kingston Jaycees in 1967 in honour of Canada's Centennial.

The big black engine is one of Kingston's most photographed landmarks but experts say it's in danger of falling apart without restoration work. Aside from rusting metal, the track bed is deteriorating and the engine is leaning.

The cash injection, on top of \$340,000 that was earlier spent by the city on exploratory work, will push the engine's total restoration price tag to nearly one million dollars.

Heritage buffs say the 1913-built locomotive is worth saving, not just for tourists, but for its heritage value and as a symbolism of civic pride.

"It's the sole survivor of the 19th century industrial Kingston," said Coun. Glover.

Coun. Dorothy Hector is also pleased the restoration is on track.

"I really believe we need to take care of our monuments a lot better than we have. This is a prime example of something we haven't taken care of and that's why it costs so much to fix it."

Preserving the historic appearance of The Spirit of Sir John A includes relocating the engine about ten metres south of its current location - to maintain its high profile spot in the park - and then constructing a protective shelter around it.

Coun. Hector says visitors will be able to climb aboard the restored engine once it has been made safe. "You used to be able to climb through it and play engineer. We haven't been able to do that for years."

The delicate job of lifting and moving the giant locomotive is expected to happen later this year before the repair work begins.

A volunteer group, Engine 1095 Restorers, has fundraised about \$7,000 and invested time to plan the engine's comeback.

"We've contributed 2,000 hours of volunteer effort to get the city to this junction," volunteer John Craig told a council meeting

He says damage to the weathered engine is "reversible with appropriate action."

"We're truly hoping the work can start this year and it will be fixed up in time for the tourist season in 2011," said Coun. Hector.

Heritage buffs note the timing of repairs to the locomotive will coincide with the 100th anniversary of its building in 2013 and the bicentennial of Sir John A Macdonald's birth in 2015.

As Craig explained: "Never will the stars be so aligned for this promotional opportunity of a lifetime."

03/03/2011 EMC Kingston Kingston (CP) Kingston

KINGSTON'S FAMOUS TRAIN IS ABOUT TO TEAVE THE DOWNTOWN STATION: The Spirit of Sir John A. is about to have a major facelift. Kingston city council has signed a deal with the Pipefitters Union (Local 221), to manage the restoration of The Spirit of Sir John A. The work is expected to begin in April and should be finished by December of 2011. "We build houses. We build nuclear plants. This is just another challenge," said Brian Maloney, who represents plumbers, pipefitters, welders and apprentices from Prescott to Napanee. He says it's a great opportunity for unionized trades people to give something back to the community and promote their skilled trades work. Impressed with the group's enthusiasm and expertise, councillors agreed to sign a Stewardship Agreement with the local trades union to oversee the six to eight month restoration work. "It's a project near and dear to us. Some of our former members have actually worked on steam locomotives' Maloney explained. The city will spend about one million dollars to put the big black engine on the rails to restoration. Council invested an initial amount of \$340,000 for exploratory work, plus another \$642,000 to carry out the work in two stages this year, relocate the locomotive to a new foundation within Confederation Park, and restore the rusty engine to its historic appearance. The Spirit, also known as Engine 1095, was built by the Canadian Locomotive Company in Kingston in 1913. The locomotive was rescued from the scrap yard by the Kingston

Jaycees in 1966 and presented to the city as a gift for Canada's Centennial in 1967. It was placed on the original K&P rail bed that used to run in front of city hall. Sometime in March, the tender and cab are to be moved off-site to an enclosed shop for restoration. In April, a new foundation for the engine will be laid about ten metres south of its current location - to maintain its high profile spot in the park. In June, crews will begin the delicate job of lifting and moving the locomotive to its new foundation. Heritage buffs note the timing of repairs to the locomotive will coincide with the 100th anniversary of its assembly in 2013 and the bicentennial of Sir John A. Macdonald's birth in 2018. (Branchline)

Engine 1095, known as The Spirit of Sir John A. has been a favourite photo back-drop for tourists visiting Confederation Park for more than 40 years.

It is a reminder that the Tourist Offices' was the K&P Railway station [Learn About the K&P Trail] for more than 75 years — and that Kingston was home for 114 years to the Canadian Locomotive Company. That company built more than 3000 steam, electric and diesel engines. The Spirit of Sir John A. was one of 25 such models built for the Canadian Pacific.

The locomotive was in active service until 1960. In 1966 it was saved by the Kingston Jaycees and given to the City in recognition and celebration of Canada's Centennial in 1967. Though not a railroad custom, the 1095 was renamed 'The Spirit of Sir John A.' and Bob Fray who was Mayor of Kingston at that time, and a sign-writer by trade, painted the name on the side of the coal tender in gold heraldic script. Restoration work with local partners

Work to prepare the new foundation for The Spirit of Sir John A. begins mid-June in Confederation Park. The work on the new home for this icon of Kingston's industrial past is scheduled to be completed over the course of the summer with the move the engine itself expected to take place in mid-August.

Pipefitters Local 221 will soon be removing the Engine's tender box and cab for off-site restoration.

Next, the City will be shutting off service and relocating the Pay and Display machine ahead of excavation of the foundation site for the proposed new permanent home for Engine 1095, about eight metres from where it now stands.

Then, near the end of June, caissons (a watertight structure used to work on foundations) will be installed to support a concrete grade beam foundation. Following the caisson installation, the rest of the site will be excavated and the foundation will be constructed using precast railway ties and steel rail.

All work involving digging will be attended by an environmental team and an archeologist.  
Restoration Project: Background

In 2007, an initial Survey of Findings and Recommendations was submitted to Council by a volunteer-led group known as the 'Engine 1095 Restorers' who made an expert case for its restoration along with a proposed course of action and budget for the necessary work. This initial request was followed by a further Report to Council in May 2010 prepared by City staff requesting full budget and approvals for restoration and relocation of the 1095.

Based on a thorough assessment of the locomotive, it has been identified that it must be relocated and restored due to the deteriorating conditions of both the supporting track structure and the locomotive itself.

The City of Kingston will be working with Local 221, the Pipefitters Union and a number of other local trade unions and industry partners to restore 'The Spirit of Sir John A.' so that it can continue to be one of Kingston's most popular and photographed landmarks. The \$812,000 project is expected to be completed by the end of 2011.

The Historical Significance of Engine 1095

The presence of Engine 1095 in Kingston provides a crucial link to the City's industrial past having been built by the Canadian Locomotive Company Ltd. (CLC), formerly located on the Kingston waterfront. For over a century the CLC was a major supplier of locomotives to the CPR, delivering nearly one-third of its fleet over a number of decades and making it Canada's second largest commercial builder at the time.

Engine 1095 first made its debut in 1913 and was put into service out of Winnipeg and then Southern Ontario before completing its service life in Montreal in 1960. As a symbol of 19th century technology and industry, the continuing existence of Engine 1095 points to a significant period in Kingston and Canada's history that demands to be preserved and maintained. It also helps to illustrate a significant aspect of Kingston's history by positioning it as an important industrial and political hub.

About the "Ten Wheeler" Class Locomotive

The 1095 was one of the last batch of 25 units of "Ten Wheeler" Class D10h 4-6-0, built by the Canadian Locomotive Company Ltd. in October, 1913, builder's serial No 1131. There were some 500 built by CPR at its own Angus Shops in Montreal and by other locomotive builders such as the Montreal Locomotive Works over the previous decade.

Between 1905 and 1913 the D10 became the single largest class of engine to be used by Canadian Pacific. An extremely versatile design, these locomotives were used in passenger, freight, and yard service across Canada right up until the end of the steam era in the early 1960s.

These engines were a transitional design that reflected changes in locomotive engineering while also retaining some features typical of nineteenth-century engines. For example, the engine cabs were of a simple open design. This provided some respite from the high heat generated by the firebox, but in inclement weather, the open design meant that the locomotive crew was protected only by a simple canvas curtain drawn across the back of the cab—even in winter. The engines also continued to be hand fired, except for a few that were converted to oil fuel.



Work Begins on Spirit of Sir John A. Train Foundation

Kingston Ontario - Work to prepare the new foundation for "The Spirit of Sir John A." begins this week in Confederation Park. The work on the new home for this icon of Kingston's industrial past is scheduled to be completed over the course of the summer with the move the engine itself expected to take place in mid-August.

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All work involving digging will be attended by an environmental team and an archeologist.

Engine 1095 provides a crucial link to the City's industrial past having been built by the Canadian Locomotive Company Ltd. (CLC).

Formerly located on the Kingston waterfront, CLC was a major supplier of locomotives to the CPR, delivering nearly one-third of its fleet over a number of decades and making it Canada's second largest commercial builder at the time. Engine 1095 was one of the last batch of Ten Wheeler 4-6-0 class D10h to be built by CLC.

This project helps tell the story of Kingston's living history, one of the objectives of the Kingston Culture Plan available at [www.cityOfKingston.ca/kcp](http://www.cityOfKingston.ca/kcp).

Stay up-to-date on the restoration and move of The Spirit of Sir John A. at [www.cityOfKingston.ca/1095](http://www.cityOfKingston.ca/1095).