

## **Kingston subdivision**

### **Crossings in Kingston 1887**

**See PCRC notes in Kingston and Pembroke file.**

**Crossing of Brockville Westport & Sault Ste Marie near Lynn  
see PCRC notes in BWSSM file**

### **RG 46 vol 1498 case 3152 Pitt Street Cornwall**

#### **Plan dated 14 December 1907**

Shows track layout at Cornwall . Station on south side also two freight sheds, water tank and turntable. Pitt Street to west of station .

Much detail in this file about accidents and installation of protection and cost apportionment. Includes photos.

Pitt Street became St. Andrews Road.

Part two of file. 1950 map shows NYC station to east of tracks. With connection to streetcar network. Shows industries served.

**18 May 1950** City of Cornwall applied for an overpass.

#### **12 September 1919**

**Application by Brockville Moulding Sand Company for an order directing the GTR to construct a siding at a point two miles west of Brockville into Mrs. Bressee's farm.**

Objection by the GTR on the grounds that this would entail a break in the main line between stations at a point opposite the Bressee farm, that the connection is on a busy apt of the line and runs off a curve and that it is on a 1% grade descending with the current of traffic. GTR proposes instead that a siding be built from the west end of Manitoba Yard and extending parallel to and adjoining the eastbound main line for a distance of about one mile.

This was investigated by an officer of the Board who didn't think it was an objectionable place to put in a siding but recommended that it be protected by signals. The GTR proposal would cost \$50,000 - \$60,000 and was not warranted.

This is a very valuable deposit of high quality moulding sand and should be developed.

Agrees with Board Inspector. Point of connection to be protected by semaphores 1000 feet either side to be connected to switch and derail. Total cost, expected to be \$9,100 for the connection and , to be at the expense of the applicant.

### **November 12, 1920**

#### **Protection of the crossing at Edward street, one half mile east of the station at Prescott.**

A hearing was held February 3, 1920 and judgement rendered on November 12, 1920. The application was not supported by the town of Prescott but the case was brought before the Board by the Chief Operating Officer who thought that further protection should be provided other than a bell. This was prompted by an accident to Mr. C.B. Clute, 70 years old who was injured by an extra work train at this crossing. The train was standing on the passing track appeared to have obscured the view of the approaching train and Mr. Clute drove his auto across the passing track and was struck by the steps of the caboose. That the automatic bell was ringing but Mr. Clute appears not to have heard it, neither did he hear the warning shouted by the engineer in charge of the train.

There are four Grand Trunk tracks (two passing with two main in between) crossing the highway and the automatic alarm bell is located at the north of the tracks and to the east side of the street.

Trains standing on either passing track obstructs the view of approaching trains on the main lines. South easterly corner is permanently obstructed by four or five buildings.

Traffic count November 10 - 12 (48 hours):

Pedestrians - 216 (4.5/hr)

Vehicles - 284 , Autos - 130 (8.63/hr)

Trains east - 34, west - 31, switch movement 18 (1.73/hr)

The electric bell was installed by order 15806 of 21 December 1911. The lack of a speed restriction and with the obstructions both permanent (buildings) and temporary (trains standing on the passing tracks) means that the electric bell does not provide adequate protection even though the highway traffic is not high.

Since the hearing on February 3 there was another accident at the crossing to William Sellach and E.E. Adams. They approached the crossing from the south. There were two westward trains one following the other. They did not hear or see the second train, drove on to the crossing and were struck by it.

While the inspector was at the crossing the bell was ringing continuously for 12 minutes and again for 17 minutes as a consequence of switching operations over the crossing.

Accidents occurred on July 12, 1911, (4 injured); October 9, 1919 (1 injured) and July 31, 1920 (2 injured). Following the latter the GTR was directed to reduce train speed to 10 mph.

Bearing in mind that the opening of the Ottawa to Prescott highway will likely divert a portion of the traffic away from this crossing the Board felt that:

- 1) a wig wag signal should be installed
  - 2) the GTR should be prohibited from allowing any train, engine, car, or cars to stand upon the passing tracks nearer than 300 feet from the crossing on either side.
- In the meantime the speed restriction imposed by section 309 will be continued until further order is made.

**Application by HEPC to divert Cornwall subdivision between m. 65.70 and  
m.105.19  
Order 89215 July 13, 1956.**

1. Approved plans and books of references.
2. HEPC to construct overhead bridge to carry St. Andrews Road across the railway.
3. Leave granted to construct deviations across the following highways:
  - 75.75 to serve new townsite. Twp of Cornwall.
  - 80.9 to serve new townsite. Twp of Osnabruk
  - 80.7c to serve proposed Chrysler Memorial park
  - 100.4 County road 1, Matilda twp.
  - 92.7 Kings Highway 31

Respective highways to be carried over railway if authorities agree to close crossings:  
72.3; 73.53; 73.58; 73.61; 75.78; 76.0; 79.0; 80.5; 82.0; 83.5; 88.2; 91.2; 91.8; 94.41;  
94.44; 97.4; 86.8; 102.4; 103.86 and 103.93.

4. Overhead bridge to be built for township road at m. 72.2.
5. Detailed plans to be submitted.
6. Leave granted to construct temporary deviation at grade across the highways shown.
7. Leave granted subject to subsequent orders that may be issued and subject to Standard Regulations of the Board Affecting Highway Crossings.
8. All expenses in respect to Railway Grade Crossing Fund are reserved for further consideration.
9. Trains may be operated over said crossings for construction purposes.

**RG 46 acc 1992-93/066  
Box 49 file 47688.1  
Indian River Bridge mile 62.88 Kingston sub.  
30 April 1956 Letter from CNR to BTC asking for authority to reconstruct**

Existing bridge consisting of steel DPG spans which have deteriorated beyond economical repair, supported on temporary 4-pile bents (since failure of original stone masonry abutments) is to be replaced with new bridge consisting of new 26' steel beam spans supported on new concrete abutments on steel H and timber piles

**9 May 1956 Order 88765 issued**

**14 August 1956 Memorandum from G.B. Mercer to J.E. Dumontier**

Inspection 10 August. DPG Bridge built according to plans, safe, may be used without danger to the public.

**27 August 1956 Operating order 89595 issued**

**RG 46 acc 1992-93/066**

**Box 49 file 47688.2**

**Hoople Creek Bridge mile 80.11 Cornwall sub.**

**31 August 1956 Letter from CNR to BTC asking for construction order**

Part of the Cornwall diversion which was authorized by 89215.

**10 September 1956 Order 89686 issued**

**RG 46 acc 1992-93/066**

**Box 49 file 47688.3**

**Twin Creek bridge mile 86.59 Cornwall sub.**

**31 August 1956 Letter from CNR to BTC asking for construction order**

Part of the Cornwall diversion which was authorized by 89215.

**10 September 1956 Order 89685 issued**

**RG 46 acc 1992-93/066**

**Box 49 file 47688.4**

**Hoasic Creek bridge mile 91.08 Cornwall sub.**

**31 August 1956 Letter from CNR to BTC asking for construction order**

Part of the Cornwall diversion which was authorized by 89215.

**10 September 1956 Order 89682 issued**

**RG 46 vol. 1385 file 4205.2503**

**Lansdowne Station**

**26 April 1963 Application to close agency and replace with caretaker**

Statement of earnings etc.

Opposition from Chambers of Commerce, Lansdowne and Front of Leeds and Lansdowne.

Visit by District Inspector Pringle

Report of Inspector, meeting with objectors.

Frame building 18'x60' with office, waiting room, express and freight shed. Express is handled on passenger trains 18 and 19 at 5.55 am. and 3.25 am. Caretaker meets passenger trains.

Recommends that application be dismissed.

**28 June 1963 order 111579 is issued dismissing application.**

**9 August 1966 further application by CNR**

**Report by Inspector Polley recommends approval.**

**13 February 1967 order 123499 is issued allowing removal of station agent.**

Effective close of business 14 April 1967.

**25 May 1967 from Board May remove the station buildings.**

**RG 43 vol 8**

**3 December 1898 from General Assistant Grand Trunk System to Collingwood Schreiber.**

I understand that the Kingston Street Railway Company are endeavouring to get permission to put a siding into the Penitentiary at Kingston. I believe our service has been perfectly satisfactory to the authorities there and if any cause for complaint we have certainly not been advised, or should have been willing to remedy it. As I understand the application has been made at Ottawa and I am not sure of the department through which such matter would go, I should be obliged if you could have the matter deferred at any rate until I can see you on Thursday next when I hope to be in your city.

**RG 43 vol. 675 file 21529**

**Joint use of Brockville station**

**13 January 1923 from Board to Dept**

Encloses copy of 33269 for sanction of GIC.

**19 May 1925 order in council 778 is issued**

No copy of agreement on file.

**RG 12 vol. 3671 file 4052-85-17**

**Bridge over the Rideau Canal at Kingston Mills.**

**11 November 1889 From GTR to Board of Works, Ottawa**

Attaches a plan showing crossing of the Rideau Canal at Kingston Mills. We are constructing the double track which will be on the south side of the present line.

**19 November 1890 from GTR to Department**

This winter we intend placing in position a new double track railway bridge across the Rideau Canal, Kingston Mills. Asks for permission.

1928 complaints from lock employees that bolts etc. have been falling from trains and through the span on to them. Span is to be replaced with a plate girder bridge.

**RG 46 vol. 1405 file 5769.83**  
**Station at Cardinal**

6 February 1922 Telegram from GTR to Board

Between 4 am and 6 am our station at cardinal was destroyed by fire which appears to have been started in General Waiting Room from over heated stove.

3 March 1922 from GTR

WE have installed a suburban combination car in first class condition with necessary telephone and telegraph services to take care of requirements, also stoves and drinking water tanks for the convenience of the travelling public.

Excellent plan and elevation of proposed new station.

26 June 1922 order 32546 is passed (no reference to fire)

6 September 1922 from GTR

Building is about 50% complete. Foundation is done, framework erected and rough boarding has been put on.

11 October 1922 from GTR

The building will be completed and ready for inspection on October 12 with the exception of the installation of telephone instruments.

26 January 1968 From CNR to CTC

Application to remove the station agent and appoint an on hand representative. Authority requested to dispose of the station building.

Opposition from Cardinal Businessmen's Association; Village of Cardinal.

Canada Starch felt that the new arrangements would be more efficient for them.

Matter reviewed by Inspector Polley who found in favour. Detailed report on file.

Included in Brockville Master Agency plan application.

29 May 1969 order R-5777 is issued.

Allows closure during the period the agent is on annual vacation.

End of file.

**RG 46 vol. 1405 file 5769.91**

**Station at St. Zotique**

27 December 1909 Inspection - no problems.

16 January 1959 CNR intention to remove without replacement the frame shelter at St. Zotique.

End of file.

**RG 46 vol. 1405 file 5769.92**

**Station at Riviere Beaudette**

15 December 1909 Inspection by Inspector Ogilvie  
Woodwork and benches need to be cleaned.

1933 Board asked for electric lighting - CN resisted.

1936 citizens request electric lighting. - CN resisted - low traffic.

17 October 1960 CN apply to remove the agent and appoint a caretaker.

Matter investigated by inspector Audette (report on file). Recommends approval.

27 December 1960 order 103356 is issued.

17 April 1967 from CNR

Intention to remove the building without replacement.

17 November 1967 from Board.

Appears to be no reason for requiring your company to maintain the station building and may remove the same.

**RG 46 vol. 1405 file 5769.94**

**Station at Lancaster**

16 December 1909 Inspection by Ogilvie - no problems.

5 December 1968 application by CNR to remove the agent and appoint a caretaker.

Investigation by Inspector Pringle recommends dismissal.

2 March 1959 order 97255 is issued - dismisses.

3 January 1967 CNR applies to remove the agent and appoint an on hand representative.

15 May 1967 order 124443 is issued.

Station agent removed effective with the close of business Friday 14 July 1967.

8 December 1967 CNR application for authority to lease the station to the village of Lancaster.

20 December 1967 to CN you may make arrangements for the leasing of the station facilities to the village.

21 June 1971 from CN

The proposed lease was never finalized - requests permission to dispose of the building without replacement.

24 June 1971 from Board

You may proceed with the removal of the station building.

**RG 46 vol. 1369  
Station at Ingleside**

9 September 1960 Application to close the station as an agency and replace with a caretaker.

Much local objection. Petitions.

**24 October 1960 Report by Inspector Pringle.**

Held meeting 20 October.

New community which was founded by the moving of places such as Wales and Aultsville when the Seaway was built. No industry. About 800 inhabitants. Large farming area.

Station is a new single storey brick building of modern design 20' x 75' containing an express room, office, waiting room, and CMT repeater station. Separate freight shed served by a combined shed and team track.

Area appears ready for development however revenues declining. Recommends application be approved only after a caretaker has been employed who will act as an agent for the Express Company.

Much further correspondence, including MP.

**1 May 1961 order 104362 is issued** dismisses application.

**28 December 1966** CN application to remove the agent and appoint an on hand representative.

Includes statements of revenues etc.

**1 May 1967** Report by Inspector Polley

Description of area. Held meeting.



Recommend CN be allowed to remove the agent and appoint a caretaker but the application to remove the station building be dismissed.

**8 June 1967 Order 124626 is issued.**

**10 July 1967 from CN**

Agent will be removed effective with the close of business 11 August 1967.

**10 June 1968 from CN**

Resolution passed by Osnabruck council 3 June 1968. Agreement to let CN let or sell the station at Ingleside.

**30 July 1968 CN application to dispose of the station building.**

**13 August 1968 from CTC to CN**

No objections filed, you may proceed with the removal of the station building.

**RG 46 vol. 1540 file 20326**

**Proposed removal of the GTR terminal at Brockville to Prescott**

**3 August 1912** Brockville Board of Trade

Brought to our attention that GTR proposes to move the terminal from Brockville to Prescott. Request opportunity to present their case.

**6 August 1912** from Board to Brockville BOT

Nothing on file.

**13 December 1912** from GTR

Attaches analysis.

Because the railway pays additional mileage over a day of 100 miles there would be a reduction of \$6,383 of overtime if the terminal were removed to Prescott because this would even out the mileages of the runs between Montreal/(Prescott-Brockville)/Belleville.

In addition:

Expense of handling coal between Manitoba Yard coal chutes and Brockville engine house \$,1,500

Coal burned at Brockville during winter months to keep engines alive which are obliged to stand outside the roundhouse - \$13,500.

In addition we do not have sufficient property either at Brockville or Manitoba yard sufficient and suitable for the establishment of an engine terminal. With a new roundhouse we would burn some coal keeping the house warm but this would only be a portion of the \$13,500.

The change is a necessary one.

**30 January 1913** From Brockville BOT

Attaches a memorial in opposition. Attached is a copy of the Agreement made 29 June 1912 between GTR and Prescott.  
Both are in great detail.

**3 February 1913** Opposition from John Webster MP.

**12 April 1913 from GTR**

The agreement with Prescott was confirmed without opposition by the Ontario legislature.

There is a more detailed costing - annual cost of staying at Brockville - \$31,591. Together with the cost of establishment of facilities the total additional annual cost of staying at Brockville is \$53,771 (*NB many of these costs are spurious*)

**8 March 1917** from BLE

Desire to be involved if there is an application.

**1927** No application.

**RG 46 vol. 1529 file 21221  
Station at Rideau**

**27 December 1912 from GTR** Requests approval for location and details of station to be erected at Rideau to replace station recently destroyed by fire. To be put at location of former station.

**23 January 1913 report from Inspector Clark**

The old location is not suitable. Should be just west of the Kingston and Ottawa road twenty poles east of old station.

**6 March 1913 from GTR**

Were prepared to erect a new station at the point recommended by Inspector Clark but did not have enough land. Asked citizens to procure the land, but they were unable to do because Mr. Cunningham, owner of the land on each side of the tracks at that point, declined to sell as he objects to our trains stopping so near to his buildings. It was therefore decided to locate the new station on the old site where there is ample room.

Correspondence whether new station should be further east of point recommended by Inspector Clark.

New location plans files 5 July 1913.

**13 June 1913 order 19609 is issued**

**1 November 1913 from GTR**

Building of the new station will be delayed until the spring but we are proceeding with the expropriation of the land required on account of the erection of the station on a new

location. It is our intention to place coach which will be used during the winter months for the convenience of the public. This coach will be placed a short distance west of the old location.

**24 November 1913 matter set down for hearing to hear Cunningham.**

**16 December 1914 from Inspector ?**

I found that the GTR has not yet made any attempt to comply with order 19609. The only accommodation at the present time is an old passenger car set off from the main line at the south side of the tracks where the old station was burned. Passengers getting off here have to use the GTR tracks to walk to the village.

**24 December 1914 from GTR**

Not in a position to know when we will be in a position to construct this station. Our patrons are not being put to any inconvenience as we have installed a coach at this point which is kept heated and looked after by a caretaker.

Board decided to let the matter stand.

**17 January 1916 report from Inspector Clark**

On Thursday January 13<sup>th</sup> I found the accommodation to be an old combination car. The baggage end of same supposed to be used for baggage and express, the passenger, not heated used for a waiting room. There is a stove in this but without pipe. Another deplorable condition is that the passenger end of the coach has been used for sleeping quarters for the soldier watchmen or guards in charge of the bridge and Rideau Canal locks which is quite close to this car. The closet is next to the main line and where passengers step onto the steps to enter and leave the car. Needless for me to explain the condition of the ground in close proximity to the steps.

The railway company did about one year ago buy a strip of land which I am satisfied was not required to build a station. The station has never been built but should be built without further delay.

**1 February 1916 GTR requested to provide proper lavatory accommodation and heating.**

**11 February 1916 from GTR**

We have no lavatory at this station and we are arranging to have one built.

**6 May 1916 Report from Inspector Clark**

Company has secured and fenced off the ground required for new station but has not made a start.

GTR has erected a closet near where the passenger cars (sic) stand which is better than allowing the car closet to be used. The car is in fairly good conditions a shelter or waiting room but its location is undesirable as it is too far away from the village.

**19 May 1916 from GTR**

Do not contemplate erecting a new station this year.

**27 May 1916 order 25010 time extension.**

**14 April 1917 from GTR requests time extension.**

**3 May 1917 report from Inspector McCaul?**

Station at Rideau was destroyed by fire sometime during 1912. I inspected May 1. The old passenger coach is still doing duty. I came to the coach at 3.00 p.m. to take the train at 3.10 p.m. It was a cold wet afternoon and our train did not arrive until 5.00 p.m. I could not remain in the coach. I do not believe it had been cleaned in years. There is a very unpleasant odor inside the car.

There was no caretaker, no heat nor was there heat on January 28<sup>th</sup> when passengers were obliged to wait several hours for a train. One passenger as a result of this was obliged to spend three weeks in a Kingston hospital. Recommends that no further extension be granted.

**4 May 1917 complaint from Kingsley**

The humane society would prevent the GTR from treating livestock as we have been treated.

**7 May 1917 from Board to GTR**

Board will grant no further extension.

**22 May 1917 from GTR**

We are arranging to go ahead and are purchasing the necessary material but it will be impossible for us to complete the station before May 27 1917. Asks for a time extension to 1 September 1917.

**25 May 1917 from Board to GTR**

Will grant no further extension and you had better proceed and have the work done as soon as possible.

Delays in construction.

**16 December 1933 from CNR**

Station building at Rideau completely destroyed by fire this morning. Telegraph lines went dead, yard engine sent out from Kingston to investigate and found the station completely destroyed.