

Kingston and Pembroke

Files seen:

RG 12 vol. 1923 file 3402-65 Acquisition of land for K&P
Privy Council Railway Committee 25 October 1887
RG 46 vol. 1440 file 70 Application by Napanee, Tamworth & Western to cross K&P at Harrowsmith. 1893.
Privy Council Railway Committee 10 April 1895 K&NW application to cross K&P at Harrowsmith
RG 46 M 2000012780 Acc No. 77803/23 D. 1096 F 16
RG 43 A 1 vol. 21 file 952 (91547)
RG 12 vol. 1996 file 3560-12 Spur line to factory at Calabogie Lake
RG 46 vol. 688 letter 2714 By laws of Kingston and Pembroke Railway
RG 12 vol. 1860 file 3268-28 Subsidies.
RG 43 vol. 688 file 21861 Joint use of tracks Harrowsmith and Kingston
RG 46 vol. 1392 file 4205.2242 Harrowsmith station
RG 46 vol. 514 file 39309.38 Abandonment between Calabogie and Snow Road.
RG 46 vol. 1511 file 4205.2881 Station at Tichborne.
RG 46 vol. 1524 file 7214.259 station at Sharbot Lake

RG 12 vol. 1923 file 3402-65

Acquisition of land for K&P

18 January 1886 from K&P to Minister of Railways and Canals

Encloses plans, profiles and book of reference.

20 January 1886 from K&P

In my letter of 18 January I omitted to mention that the right of way of the GTR which this company are now using in concurrence with them to reach the business portion of this city is only 30 feet wide - sufficient for two tracks only - each company now have one track on this right of way, the limited accommodation afforded thereby ??? across public streets. Danger etc.

A large portion of this shunting could be avoided if this company had additional tracks on which to leave cars in the business portion of the City and this lessen the necessity of shifting them from point to point or out of the city for standing and bringing them back when required in order to clear the single track for each train coming in and going out.

The additional tracks for which ?? will materially lessen the danger and inconvenience to the public of working the increased traffic.

18 February 1886 from K&P

The land for which powers of expropriation are sought is necessary to enable this company to reach their passenger station at the Market Battery without crossing the Grand Trunk track with its passenger trains at River Street and near Brock Street, as it has to under present arrangement, by building a new track on the west side of the Grand

Trunk from River Street to Brock Street near the Market Battery where the K&P have already tracks into their new station.

17 January 1885 from Osborne to City Clerk Kingston

Connection was made at Renfrew on 26 December 1884. Completion of company's line. Exemption from taxation etc. By laws.

Opposition to expropriation by John Baker Murphy whose wife owns land proposed to be expropriated.

Copy of Judgement Murphy vs Kingston & Pembroke Railway is on file.

Privy Council Railway Committee 25 October 1887

Provision for Dangerous level crossings of highway and the GTR and K&P at and near Kingston.

Crossing of the Grand Trunk of the Montreal Road at the GTR main line station known as the Town Depot,
Of the York Road near Cataraqui
Of the Bath Road near Collins Bay
By the GTR & K&P of Ontario Street in the City of Kingston.

Appearances by City of Kingston and Townships, GTR and K&P.

Referred to fatal accidents that had occurred the crossings.

Collins Bay – no sight lines, an overhead crossing has been recommended.
York Road – heavy down grade from the west, trains cannot be heard an buildings block the view. The number of teams using the crossing can be gauged from the tolls taken at the toll gate since 15 October - \$25, many at a reduced rate.
At the Town depot there is great inconvenience because of the shunting that takes place as the GT yard is close to the crossing.
Ontario Street is very busy, both GTR and K&P use it.

After much discussion:

1. Montreal Road be diverted and pass under the GTR at a point 300 feet east of the present crossing. GTR to build an overbridge and necessary abutments and other works pertaining to the bridge at its own expense and to maintain it. Kingston to bear the cost of excavation for and the building of the highway and to pay for all land expropriated except for railway land.
2. At York Road crossing GTR to erect gates and provide a watchman night and day.
3. At Bath Road crossing the highway to be diverted so as to cross the railway by an overhead bridge at the western extremity of the rock cutting east of the present crossing.

4. At Ontario Street, with a view to relieving the pressure of public traffic today K&P to provide the city with the necessary land for the location of a new street on terms to be settled by arbitration.

RG 46 vol. 1440 file 70 Application by Napanee, Tamworth & Western to cross K&P at Harrowsmith. 1893.

Includes copies of plans. K&P originally objected to the NT&W proposal because it was at the end of the yard siding and would prevent any further extension of sidings to the east. K&P wanted crossing to be 600' further east but this would have required a descending grade of 42' per mile. Collingwood Schreiber recommended that the crossing be made 100' west of concession road 1000' west of centre of present station house of K&P. This is also on a descending grade but is only 500' from level grade at the station where all trains stop and would be approached from the west on ascending grades so that there would be no difficulty in stopping trains before reaching this point from either direction.

PCO Order issued **27 May 1893**.

A renewed application was made in 1895 and was approved on **2 Nov 1895**. The crossing was to be protected by derails and two distant semaphores on the KN&W, one in either direction, placed in such position as shall meet the approval of the Government Chief Engineer of Railways and Canals and in addition to two distant signals on the K&P. Derails to be kept locked open during the night – the key (there must be not more than one) to be held in the custody of the Harrowsmith stationmaster. This order rescinds order issued 27 May 1893.

PCO Order issued **10 Sep 1896**.

File 6096

1. The term "night" in order of 2 Nov 1895 is from 8 pm. to 7 am.
2. Station agent at Harrowsmith to be under the instructions of K&P.
3. 25 cents per day to be paid by NT&W to K&P as part of agents salary.

Letter from BQR 22 Nov 1907 saying BQR is now ready to proceed with the installation of the crossing – three lever ground frame.

**Privy Council Railway Committee 10 April 1895
K&NW application to cross K&P at Harrowsmith**

Parties have now agreed on the location of the crossing but asked whether the expensive interlocking might be dispensed with as business is small and company is not in a position to bear the cost that would be entailed. They asked that an ordinary switch might be put in and suggested that a crossing such as that at St. Polycarpe might answer.

Committee agreed, subject to a report by the Chief Engineer. Order of 27 May 1893 is rescinded.

RG 46 M 2000012780 Acc No. 77803/23 D. 1096 F 16

25 May 1898. Plan to accompany application by Kingston, Portsmouth and Cataraqui Electric Railroad application to cross Kingston and Pembroke at rail level on Montreal Street.

Semaphores are to be placed at and on the K&P about 350' from the proposed crossing so as to give a clear view from the crossing of the Grand Trunk Main Line and at B about 400' from the proposed crossing so as to give a clear view from the crossing of the Grand Trunk Branch Line and at C a derail about 50' southerly from the proposed crossing and at D 50' northerly from the proposed crossing another derail. See sketch.

RG 43 A 1 vol. 21 file 952 (91547)

15 April 1901 Petition in favour of branches to Carleton Place and Westport.

3 May 1901 Petition from village of Lanark to aid K&P.

2 May 1898 Comparative statement of earnings and operating expenses 1891 to 1897.

4 April 1900 Letter from K&P to Minister of Railways and Canals

We wish to commence the branch subsidized for this railway, No. 50 to the Martel Mine. Please send information so that we may comply with the conditions.

RG 12 vol. 1996 file 3560-12

Spur line to factory at Calabogie Lake

19 Aug 1884 from Kirkpatrick & Rogers Solicitors

K&P wish to construct a short branch line (not exceeding 6 miles) to connect main line with Francis & Carswell.

Plan filed

Map transferred to MNC acc no 78903/47

12 Dec 1884 PC 1884-2243

Various petitions asking for subsidies for construction of sidings to iron mines.

File terminates May 5 1900.

RG 46 accession no. 1992-93/066 file 36976

CPR application to reconstruct bridge no. 42.8, Kingston sub. 18 Sep 1929

Order 43446 issued 21 Sep 1929

Inspected by Asst Chief Engineer 19 Feb 1932

Order 48176 issued 24 Feb 1932.

RG 46 vol. 688 letter 2714

21 September 1883 By laws of Kingston and Pembroke Railway

One copy

RG 12 vol. 1860 file 3268-28

Subsidies.

2 August 1884 from K&P

K&P are prepared to enter into a contract to finish and complete a line from the Mississippi to Renfrew. That 30 miles of this railway are now constructed and operated and the remaining 15 are now graded and ready for the rails. K&P will agree to lay steel rails and equip the road with sufficient rolling stock - asks for subsidy of \$48,000 when the rails for the last 15 miles are on the company's dock in Kingston provided a government inspector reports the grading done and everything ready for the rails.

15 August 1884 comments from Thomas Ridout on proposed agreement

- Company wants the whole of the subsidy when the rails are on the Company's dock at Kingston - subsidy can only be paid on the completion of sections of not less than 10 miles.
- Need a plan and profile
- Grades are excessive - 100 feet per mile - should be no more than 80.
- Minimum radius 956 feet may be necessary to avoid very heavy work.
- Width of cuttings proposed at 18 feet - should not be less than 20 feet.
- Width of embankments 14 feet - might be allowed.
- Asks for two bridges of 122 and 146 feet with wooden abutments - truss bridges should have massive masonry in piers and abutments.
- Sleepers are of 7 in. face, 2640 to the mile - should be 8 in. face and 2600 to the mile. As the company probably have the sleepers on hand this alteration might be allowed.

29 November 1884 from Thomas Webb Nash, Engineers office K&P to Department

Three letters (first two to the Railway Committee, last to Thomas Ridout) -

- It is the intention of the K&P to open its railway from the city of Kingston to Renfrew village (about 103 miles) for the public conveyance of passengers after one month from the receipt of this notice by you.
- 103 miles of the K&P is now, in the opinion of the company, sufficiently completed for the safe conveyance of passengers and ready for inspection and that the company desires that the Railway Committee shall have the same inspected as soon as may be convenient.
- As we did not succeed in getting our road inspected last spring as we intended, we thought it best to delay until this fall when we expected to be completed into Renfrew village. Our road is now in the opinion of the company sufficiently completed for the safe conveyance of passengers and the company desire that you will name a time when you could make the inspection.

23 December 1884 Inspection report from Thomas Ridout.

I examined on 18th and 19th instant from Kingston to Renfrew.

The railway was completed in sections in different periods:

Kingston to Charbot (sic) Lake 46 ½ miles 1874.

Sharbot (sic) Lake to Mississippi 12 ½ miles in 1877

Mississippi to Levant 10 miles in 1881

Levant to Clyde Lake 10 miles in 1882

Clyde Lake to south side of Grassy Bay 8 miles in 1883

South side of Grassy Bay to Renfrew 16 miles in 1884.

From Kingston to Mississippi River the maximum gradient south 60 ft. per mile and north 79 ft. per mile and the sharpest curve is 955 ft. radius.

From Mississippi River to Renfrew the maximum gradient south is 79 ft. per mile and north 104 ft. per mile - this has been graduated in curves, the maximum gradients are 60 and 79 ft as above.

For 30 miles north of Kingston the right of way is 66 feet and from thence 99 feet, clearing has been completed. The line has been fenced through the cleared portions of the country, about 73 miles, balance has not been fenced.

Embankments are 14 feet in width. The cuttings through rock have been taken out one foot below sub grade and filled in with broken stone below the ballast.

The structures are of timber and dry masonry as follows:

88 ½ mile North Branch of Madawaska River Through Howe truss 150 ft span.

60 mile Mississippi River Howe truss 78 ft span

73 ½ Clyde River 60 ft Deck Howe truss.

15 ½ Mud Creek queen post truss 32 ft. span

24 mile Branch of Napanee river Queen post truss 32 ft. span.

98 ½ Opeongo Road queen post truss 28 ft span

35 mile Elbow creek - two queen post trussed 17 ft. span each.

There are a few other queen post trussed of spans 19 to 20 feet in dry masonry abutments.

Track has been laid for 90 1/4 miles with steel rails 56 lbs. with plain fish plates. The balance 12 3/4 miles has been laid with iron rails 56 lbs. with ordinary fish plates.

Ties are of good size of hemlock, tamarack and cedar laid about 2640 to the mile. Track has been ballasted throughout with excellent ballast (as far as I could judge on account of snow) - good grade and level.

Public crossings with the exception of the Opeongo Road are all on the level but at a few the cattle guards and signs have not been completed.

There will be 33 stations when all are completed, ? of which the buildings and sidings have been finished. No tank houses have been erected, the water being taken from streams by ? of syphons.

I am of the opinion that it is sufficiently completed for the safe conveyance of passengers.

21 January 1885 from K&P Engineers office to Speaker of House of Commons

In reply to that portion of the letter from the minister of railways of 17 January 1885 referring to road crossings on the subsidized portion of K&P - the points mentioned are not public crossings but road allowances, not opened, they are overflowed in the spring to

a depth of 3-5 feet. It will require a great deal of public money to open them to public use - however, will make the alterations suggested.

28 February 1885 order in council 325 approves entry into contract.

Contract is attached.

7 March 1885 K&P requests bonus of \$48,000

List of shareholders

16 March 1885 order in council 304 is passed

This approved the plan and profile - not the payment.

17 March 1885 order in council 567 is passed

This approves payment of subsidy.

28 January 1888 List of Stockholders, list of original shareholders

14 February 1889 petition from K&P to extend the time for completion and to sell surplus land not required for railway purposes.

23 February 1889 Petitions from K&P and Napanee, Tamworth and Quebec Rys.

(the petitions are dated 9 February 1889)

Need an act to allow Napanee, Tamworth and Quebec to exercise running powers over the K&P between Harrowsmith and Kingston.

26 November 1889 Petition from K&P

Desire to connect the village of Sydenham with the main line, a branch not exceeding 6 miles.

Maps transferred to NMC 78903/47

Notices, book of reference

28 July 1899 petition from K&P

Asks for grant to aid in construction of branches from main line five miles to the Iron Mine at Bluff Point and the Martell Mine in the county of Renfrew.

29 April 1895 petition from K&P

Asks for aid for a branch from their main line to the Glendower Mine in Bedford twp., five miles. The mine has turned out 60,000 tons of ore for export. Recent diamond drill borings shew the existence of large bodies of ore which it is intended to open up as soon as possible. Hoped that government will extend same measure of aid as to the Bristol Branch of the Pontiac Railway.

1 May 1900 petition from twp. of Bedford

Grant aid to the K&P to construct branches to iron mines in twp. 5 to 10 miles from the railway

1 May 1901 petition from village of Lanark

Need railway connection from vicinity of Sharbot Lake via this village to Carleton Place. Extensive iron mines in our vicinity were opened 30 years ago and have remained idle for lack of railway facilities.

20 June 1895 Inspection by Thomas Ridout

Inspected crossing of K&P with Sydenham branch of Kingston Napanee & Western. I was accompanied by Mr. Nash Engineer of K&P, Mr. Carter, Manager of KN&W and Mr. Butler, Engineer of KN&W. The place of crossing having been sanctioned by the Railway Committee on 10 April last.

Crossing is at a very acute angle and both railways are parallel for some distance in both directions and using the same yard in Harrowsmith.

The only trains of the KN&W using the crossing will be those of the Sydenham branch between Harrowsmith and Sydenham 4 miles on which the traffic is very little only requiring one train each way daily.

I am of the opinion that interlocked semaphores without derailing switches would afford the necessary protection for the present, the distant semaphores to the south east to be placed on both railways at 1500 ft. from the crossing. With regard to the semaphores in the opposite direction, as the crossing is only 150 ft. out side of the yard switches they would have to be close to the crossing. I would suggest a double bladed semaphore to be placed in the inside angle between the two main lines, the blades being say 3 to 4 ft. apart and in opposite directions, the upper one governing the K&P and the lower the other railway.

29 June 1900 petition from K&P

K&P is connected with more mines which are going concerns than any as yet in Ontario.

1. Glendower mine with branch 5 miles, Bedford twp.
2. Robertsville mine with branch 3 miles, Palmerston twp.
3. Wilbur mine with branch 1 ½ miles, Lavant twp.
4. Calabogie mine with branch in Bagot twp.

The railway passed from the hands of the receiver last year. Impossible to raise capital for extensions. Aid required will be appropriated towards the construction of very difficult work lying south easterly of the Glendower Branch over the height of land between Rideau Lakes and Napanee River.

30 June 1900 Petition from K&P

branch proposed for construction from main line towards Martele Mine

25 June 1902 from K&P

Plans, profiles books of reference for extension from Sharbot Lake to Carleton Place.

30 June 1902 from department to C.W. Spencer VP K&P

Returns duly certified plans, profiles and books of reference for an extension from Sharbot to a point in Dalhousie twp. lot 1.

18 June 1906 from Caldwell MP to Minister

In 1901 the government granted a bonus of \$3200 per mile to the K&P on a branch line between Sharbot Lake and Carleton Place via Lanark. The CPR viewing the road as a possible competitor purchased the controlling interest and thus prevented any further consideration. The charter for this branch expired last year but the CPR applied to have it renewed and adding permission to commence in place of "from a point at or near Sharbot Lake" to "a point between Sharbot lake and Bathurst station" reducing the distance to build some ten miles.

Asks that the bonus be voted but instead of granting it to the K&P I would propose you say to "a railway from a point at or near Sharbot Lake or Bathurst station or between these points, via Lanark village to Carleton Place, not exceeding 41 miles.

10 March 1908 from Caldwell for K&P

Applies for a renewal of subsidy for a railway from a point at or near Sharbot Lake or Bathurst or between those points via Lanark village to Carleton Place not exceeding 41 miles.

6 July 1909 order 7591 Raglan Street crossing in Renfrew.

Details of total estimate of installation cost - \$933.60.

4 April 1910 from Caldwell to Minister

Asks for an extension of subsidy time.

21 April 1931 - memorandum from Buckley?

Refers to Ontario statute 1871-2 chapter 57 which confirms the following Municipal by-laws.

1. City of Kingston - to aid and assist the K&P Ry. by granting a bonus thereto if \$300,000.
2. By law 64 of the County of Frontenac - to aid and assist the K&P Ry. by granting a bonus of \$150,000.
3. By law 136 of County of Renfrew - to aid and assist the K&P Ry. by granting a bonus of \$100,000.
4. By law 86 of the village of Pembroke - to aid and assist the K&P R. by granting a bonus of \$50,000.

23 September 1933 order 50353.

Bell and wigwag were put in at the request of the town to avoid the cost of the watchmen.

17 June 1957 Globe and Mail

Last train runs on the Kingston and Pembroke

Shows three good pictures including one at Sharbot Lake. This is the discontinuance of the passenger trains 612 and 613.

RG 43 vol. 688 file 21861

Joint use of tracks Harrowsmith and Kingston

3 March 1931 from board to Department

Refers to Board order 46349 and asks that it be submitted to council for sanction.

Copy of the agreement CPR, CNOR, CNR - joint section Harrowsmith.
This covers the crossing at Harrowsmith.

17 March 1931 PC 597 is passed

RG 46 vol. 1392 file 4205.2242

Harrowsmith station

22 August 1961 CPR applies to remove agent and appoint a caretaker.

11 October 1961 Inspector Pringle

Visited area 3 October 1961.

Met with local representatives.

Cheese factory, Lumber, etc.

Building is a single storey frame structure 18'x35' with waiting room, office and express shed. Attached freight shed 18'x45'. Hard top platform is about 100 ft long. 16 car siding on CPR with a short back track.

The main tracks of both railways parallel each other in front of the station and cross about 1500' eastward.

Joint CNR-CPR agency

Low revenue.

Recommends application be approved.

22 November 1961 order 106284 is issued.

21 June 1963 CPR applies to remove the caretaker and close the station

18 September 1963 Inspector Pringle report

Visited the area, public meeting.

Recommends the station be closed.

28 October 1963 order 112474 is issued.

RG 46 vol. 514 file 39309.38

Abandonment between Calabogie and Snow Road.

1 May 1961 Application to abandon

Calabogie, m. 14.4 and Snow Road m. 42.3.

Two return trips a week on way freight are provided. Before June 21, 1960 this was a mixed train. Mail was handled until cancellation of contract effective April 26, 1959.

Proposed to cancel wayfreight between Smiths Falls and Renfrew via Sharbot Lake. The Kingston to Smiths Falls wayfreight be operated in addition between Sharbot lake and Snow Road one round trip a week. Chalk River to Smiths Falls wayfreight to be operated in addition Renfrew to Calabogie one round trip a week.

19 May 1961 Council of Bagot and Blythfield

Decided not to oppose the application. CPR should consider selling the right of way to the Department of Highways.

20 June 1961 Report of Inspector Pringle (operations)

Carried out 15 June 1961.

Agent at Calabogie and caretaker at Snow Road who would not be affected. The agency at Lavant would be closed.

Ten car spur at Flower and a quarter mile spur at Clyde Forks.

Carried out interviews at Clarendon (no protest), Snow Road (some little opposition),

Clyde Forks, Joe Lake (no opposition), Calabogie

Recommends that application be approved.

19 June 1961 Report of Inspector Looney (engineering)

Carried out on June 15, 1961.

CPR application takes in from mileage 14.4 southward but consideration is being given to abandoning the large steel bridges at mileages 14.25 and 14.28 and the track between 14.25 and 14.4 which would take in the existing Calabogie station. In this case the CPR would continue to maintain the one half mile of wye and tail track leading into town and possibly set up a smaller building as a freight shed and office there to replace the existing Calabogie station and freight office.

General description of roadbed. 80 and 85 lbs. well maintained.

Bridges on this section have been entered or checked against data base.

Station buildings in place at Barryvale, Flower, Clyde Forks, Folger, Lavant.

Spurs at Barryvale, Flower, Clyde Forks (½ mile built into village), Folger (miles 31.9 and 32.2), Lavant.

Capital appropriations to keep the line operating \$721,367.

Recommends CPR be allowed to abandon..

5 September 1961 In light of low opposition CPR questioned need for a hearing.

Hearing set for 13 September 1961 at Renfrew

Only Algoma Steel appeared.

13 October 1961 order 105925 is issued.

**RG 46 vol. 1511 file 4205.2881
Station at Tichborne.**

Local opposition

13 June 1966 application to remove the agent operator and the station building.

Application withdrawn and included in Customer Service Centre application.

24 January 1969 CPR - propose to remove the station.

9 July 1969 from Board to CPR

As no objections have been filed in this regard you may proceed to remove the station buildings.

RG 46 vol. 1524 file 7214.259 station at Sharbot Lake

This contains a 1909 inspection report then proceedings to close and remove the building.

13 June 1966 CPR application

Became part of the Customer Services scheme

29 February 1968 order R-1621 is issued.