
Kingston (CP) sub.

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

01-May-1899 Page 134

A start has been made replacing the wooden bridges with iron structures.

01-Jun-1899 Page 175

All large structures are being shortened up, wooden structures are being replaced by steel bridges on masonry. Those now being done are:-
(New length shown first then old length)

Calabogie Lake 100 ft 167 ft

Mississippi River 50ft 100 ft

Clyde River 36 ft 70 ft

Clyde River 20 ft 30 ft

Opeongo Station 18 ft 25 ft

Sharbot Lake 20 ft 25 ft

01-Aug-1899 Page 231

The Kingston & Pembroke Ry. has had to put on an extra train to accommodate increased travel.

01-Aug-1899 Page 236

The Dominion Parliament having voted a subsidy towards the construction of five miles of branches from the main line to the iron mine at Bluff Point and to the Martelle mine, Renfrew County, it is said the work will be done at once and that ore will be moving to Kingston en route to the furnaces before navigation closes.

01-Sep-1899 Page 295

This Co. is building a 5 mile spur to the Martell and Caldwell mines and expects to finish the work this fall (Aug pg. 236).

An attempt is being made to get this Co. to extend its line into the mineral belt of Quebec in the vicinity of Bryson. This mineral cannot be developed in account of the lack of transportation. Twelve miles of new track from the K&P terminus at Renfrew would take the line to Portage du Fort, where there are Gaboury's mine and marble quarry. Eight miles further would take it to Bryson, the county town of Pontiac, at the head of Grand Calumet Falls, a beauty spot for tourists. There are said to be iron, marble, zinc, galena, silver, gold and mica prospects; the Grand Calumet Mining Co. is at work within two miles of the village. This extension would, it is claimed, tap one of the best water powers in Canada. Between Bryson and Pembroke are a dozen lakes, affording good sport. The extension would also open up a territory of unfloatable timber, maple, birch, elm and oak, which cannot be brought out to market without a railway.

01-Nov-1899 Page 326

There is no present prospect of this line being extended from Renfrew into the mineral belt of Quebec in the vicinity of Bryson, though steps are being taken to interest the Co. in the matter. (Oct pg. 295.)

01-Jan-1900 Page 16

The Kingston & Pembroke Ry. gives notice of application to the Dominion Parliament for authority to extend its line from Renfrew across the Ottawa River to Bryson, Que. and thence northward to the eastern branch of the Ottawa River.

01-Aug-1900 Page 240

The Dominion Parliament, last session, voted \$38,400 towards constructing a branch of this line for 12 miles to iron mines in Bedford township.

01-Sep-1900 Page 267

J.D. Flower, of New York, who dies at Prout's Neck, Me. in Aug., from paralysis, was Vice-President of the Kingston and Pembroke Ry.

01-Jun-1901 Page 174

A survey party has been sent out to locate the route for the extension of the line from Sharbot Lake to Carleton Place. Part of the old route of the Toronto and Ottawa, which is graded in some places, will be used. The Ontario government has granted a subsidy of \$75,000 for 25 miles of the line from Sharbot Lake and the Dominion Parliament has voted \$131,200 for 41 miles from Sharbot Lake to Carleton Place.

01-Aug-1901 Page 230

The K&P Ry. is said to be contemplating an extension of its line from Sharbot Lake 40 miles to Palmers Rapids, to open up the townships of Olden, Palmerston, North and South Canonto, Clarendon, Miller, Denbeigh and Ashley, in the County of Peterborough. A route through this country was granted a Dominion bonus in favour of the Brockville, Westport & Sault Ste. Marie Ry. but was not taken advantage of. (June pg. 174.)

01-Sep-1901 Page 273

Surveys for the extension of this line from Sharbot Lake to Lanark, 27 miles, are being made, and F.A. Folger, Jr. General Superintendent, states that the line will most likely be constructed to that point by Christmas. The Co. proposes to carry this extension on the effect a junction with the CPR at Carleton Place, making the length of the extension from Sharbot Lake 41 miles. The Ontario Legislature gave a bonus of \$75,000 for 25 miles to Lanark and the Dominion Parliament voted \$131,000 for the whole 41 miles of the line.

The press report that this company is contemplating an extension from Sharbot Lake northwesterly to Palmer's Rapids, about 40 miles, is at least premature. Nothing is likely to be done in that direction in the near future. (Aug., pg. 230.)

01-Sep-1901 Page 257

A report has been going the rounds of the daily press to the effect that the CPR is about to secure control of the K&P which connects Kingston and Renfrew.

01-Nov-1901 Page 329

It is persistently rumoured that this line has been acquired by, or in the interest of, the CPR, and the impression prevails in Kingston that at the next annual meeting there will be a radical change in the board and that in all probability the line will be operated by the CPR. In a recent interview President Shaughnessy, of the CPR, is reported to have said: "The Kingston and Pembroke Railway has been for many years a close connection of the CPR. The stock of the K&P was somewhat scattered, but it has recently been concentrated into the hands of comparatively few people, with a view, no doubt, to a more permanent arrangement with the CPR."

The line runs from Kingston to Renfrew, 103.10 miles, Bedford to Zanesville, 4 miles, with branches to iron mines and mills 5.75 miles.

01-Dec-1901 Page 371

The control of this Co. has been secured in the interest of the CPR, over 70% of the stock, it is said having, it is said, been acquired. Details of changes in composition of the board.

The road will be considerably improved next year, that new rails will be laid, and that the equipment will be brought up to date. It is also expected that a line will be built from Sharbot Lake to Carleton Place which would give the CPR a much more direct route between Ottawa and Toronto than it has at present.

01-Dec-1901 Page 355

The surveys for the branch from Sharbot Lake to Carleton Place, via Lanark, 36 miles, have been completed. T.W. Nash of Kingston, had charge of the survey. The distance from Sharbot Lake to Lanark is 24 miles and it is 12 miles from Lanark to Carleton Place, where a junction will be effected with the CPR line from Brockville to Arnprior and with the CPR branch line from Ottawa. The line will pass through a considerable section of uncleared country. There are few towns along the proposed route: the places served will include: Zealand, Playfair, Fallbrook, Ferguson Falls, Watson's Corners, McDonald's Corners, Elphin and Lanark. The grade will not exceed 1% and the curves 4°. Two routes have been surveyed, but it is not yet decided which will be adopted. Much of the right of way is reported to have been purchased. It is not known what effect the absorption of the K&P by the CPR will have on the projected work. (Sep., pg. 273.)

01-Jan-1902 Page 3

A steel bridge has been placed over the Madawaska river to replace a wooden structure. The roadbed is to be put in first-class condition, the work to be commenced at Sharbot Lake and pushed towards Kingston, as well as towards Renfrew. (Dec., 1901 pg., 355.)

01-Feb-1902 Page 58

The K&P will, it is reported, remove its car shops from Kingston to Renfrew where an enlarged plant will be installed. The object is stated to save the hauling of CPR cars from Renfrew to Kingston for repair. Since the foregoing was put in type an officer informs us there is no truth in the report.

01-Apr-1902 Page 126

It has been decided to carry out considerable improvements on the roadbed between Kingston and Sharbot Lake as soon as the spring opens. (Jan., pg. 3.)

01-Aug-1902 Page 264

A survey party under the charge of Mr. Mitchell is going over the line between Kingston and Renfrew with a view to improving gradients, alignment etc.

We were recently advised that nothing had been decided as to the projected line from Sharbot Lake to Carleton Jct. and it will probably be some time before anything is settled. (April pg. 126.)

01-Nov-1902 Page 383

C.W. Spencer, Vice President and general Manager, recently said that there was no truth in the report that the car shops are to be removed from Kingston. He said that new machinery was being added at the shops so that repairs to the Co.'s engines could be done there. (Feb., pg. 58).

01-Jan-1903 Page 15

The K&P passenger coaches have been overhauled in the CPR Montreal shops and fitted with Westinghouse air brakes. The locomotives have also been equipped with the brakes, and the coaches are now heated with steam from the locomotives.

01-May-1903 Page 149

Press reports state that ballasting on the line is expected to be resumed in the vicinity of Sharbot Lake.

01-Jul-1903 Page 236

An extension of time for a further five years was granted at the current session of the Dominion Parliament for the completion of the additional lines authorized. A deputation from the district asked the Minister of Railways to insist that the proposed line from Sharbot Lake to Carleton Place should be completed within a year.

01-Oct-1905 Page 471

The K&P car shops at Kingston were destroyed by fire Sept 12, the extent of the damage being placed at \$50,000. The shops have been unused for some time, but contained a lot of machinery, a locomotive, some box car patterns, etc.

01-Nov-1907 Page 827

Traffic was suspended for some days recently at Wilbur station, about 30 miles south of Renfrew, by the sinking of about 125 ft. of track in a bog.

01-Feb-1909 Page 119

Judge Gunn, of Ottawa has been appointed Chairman and J.L. Whiting KC and J.G. O'Donoghue, members of a board of conciliation to deal with a dispute between the K&P Ry. and its telegraphers.

01-Apr-1910 Page 303

A Sharbot Lake liquor dealer has been fined \$50 and costs for selling intoxicating liquor to a CPR locomotive engineer who was on duty. The engineer was dismissed from the service.

01-Oct-1910 Page 859

During the past three years we are advised, the company has reballasted the main line with the exception of about 16 miles which were in good shape. During the current season a large amount of ballasting was done, over \$30,000 having been appropriated for that purpose. The other betterments included new work to bridges and culverts at five points; replacing ten miles of fencing northward from Godfrey and general repairs to bridges and culverts at 75 points.

01-Apr-1911 Page 341

The Kingston and Pembroke Ry. locomotive drivers and firemen recently sent a deputation to management to request that consideration be given to the question of wage increases. It is stated that the matter is under consideration and that it is likely that an increase will be granted.

01-Oct-1911 Page 937

It is proposed to carry out a number of improvements and repairs, other than ordinary maintenance, on the line during the current year. These works include the relaying of 30 miles of track with new 65 lb. steel rails, a considerable expenditure on ballasting and ditching, bridging and culverts, new fencing and buildings besides works at the Y's at Sharbot Lake and Renfrew.

01-May-1912 Page 228

Press reports state that 3,000 tons of new steel rails will be laid on this line during the current year, that several bridges will be rebuilt, and a lot of ballasting and considerable other betterment work done. The estimated expenditure is \$205,000.

01-Jun-1912 Page 300

It is proposed to expend about \$200,000 upon betterments this year, the principle expenditure being for the relaying of the line from Renfrew for 80 miles towards Kingston with new steel rails, 65 lbs. A considerable quantity of ballast will be added and a turntable is to be put in at Kingston.

01-Jan-1913 Page 20

The only construction done on this line during the past year was the ballasting of about 10 miles, and the putting of a number of bridges and cement culverts.

01-Sep-1913 Page 481

CPR engineers arrived in Kingston Sep. 12, to examine into the improvement of terminal facilities in that city. It is said that a line will be built from Tete de Pont barracks to the present station and that a new station will be built on Ontario Street between Brock and Queen Streets.

01-Oct-1916 Page 403

A Kingston press report says CPR officials are investigating the possibility of electrifying the company's line from Kingston to Renfrew, the power to be obtained from the Mississippi River.

01-Nov-1916 Page 441

We are officially advised that it is not the intention to electrify the Kingston and Pembroke Ry. as reported in the daily papers.

01-Apr-1922 Page 189

The Kingston magistrate fined a Frontenac County school teacher \$10 and costs recently for trespass on CPR tracks. The teacher had 10 miles to go by highway to get to his school but he could make it in 5 miles by using the railway track, and he had a bicycle fitted with a third wheel, so that he could operate it on the rails on his daily trips. The railway officials warned him against the practice in several occasions before taking proceedings.

01-Aug-1922 Page 407

Kingston Freight shed
Feldspar Mining
Kingston Diamond

01-Feb-1926 Page 64

On Jan. 3 CNR cancelled trains 73 and 74 between Kingston and Harrowsmith.

01-Nov-1926 Page 578

Verona track damaged. A press report says that owing to the running of heavy locomotives from the locomotive works at Kingston, on the line between Kingston and Smiths Falls, a weakness in the track developed at the crossing on the Kingston side of Verona, Oct. 8, and the locomotive of a work train, engaged in filling in the spot, sank 4 or 5 feet in the sagging track and turned over. A temporary track was built around the sink hole and regular traffic was moved over it Oct. 10. The heavy locomotives are now being sent by another route between Kingston and Smiths Falls.

01-Apr-1928 Page 184

A stores building and oil house will be erected at Kingston.

01-Dec-1929 Page 748

The Board of Railway Commissioners has authorized the reconstruction of Bridge 42.8 over Mississippi River. The existing 60 ft. deck plate girder span is being replaced by an 80 ft. deck plate girder span carried on concrete abutments, the substructure is being built by CPR forces. The Canadian Bridge Co. has the contract for the superstructure.