

Lifting up the track on the last section of the Kingston and Pembroke Railway

All the photographs in this document were taken by Wilfrid MacDonald Coombe. The photos are part of the Wilfrid MacDonald Coombe Collection donated to the Central Frontenac Railway Heritage Society (CFRHS) by his nephew Eldon Coombe in 2018. They were digitized during the Winter of 2019 by the author of this document.

This collection captures with photos and notes, by date, the lifting of the tracks and the removal of the ties. On the back of each photo is a typed label describing the scene. These have been transcribed and included with the photos as notes. The photos show some of the railroad equipment used in that era to lift tracks. A track lifter, pulled by a tractor or bulldozer, lifts the rails from the ties. Another piece of equipment removed the nuts from the bolts of the rail bars that connected the rails together. Various cranes loaded the rails on to trucks or gondolas. Later, the ties were removed.

Two documents have already been posted on the CFRHS web page: a collection of photos. This time I kept the original Word format and converted it to a Pdf document for publishing.

R.T.C. Order R-39327 09/05/1986 - RTC recommends

(1) CPR transfer operation of portions of line between m. 100.28 and mile 101.1 and between mile 101.85 and 102.09 to CNR;

2) switching agreement with CNR be extended until such time as the transfer of ownership of the line between mile 101.85 and mile 102.09 takes place.

When ownership and operation have been transferred as shown above CPR shall abandon from Tichborne (mile 65.3) to Kingston (mile 101.28) 35 days after advising the committee.

An R.T.C. order, R-40110, authorized the CPR to dispose of the Kingston Subdivision, the last section of the old K&P line, between Kingston and Tichborne, Ontario. The CPR continued to run trains about twice a month until October 10, 1986.

R.T.C. Order R-40110 08/12/1986 - CPR shall abandon from mile 65.3 to mile 100.25 35 days from 7 Nov 1986. CPR shall abandon from mile 100.87 to mile 101.1 and from mile 101.85 to mile 102.09 35 days from the date of this order.

Below are Wilfrid's photos and notes.

December 26th, 1986.

The Sydenham Rd crossing, looking north, showing both trails lifted up past the John Heaton farm as far as Mile 97, just south of McIvor Road crossing. The rails were lifted on this date which was Boxing Day. Work ceased until after New Year's Day.



The Sydenham Road crossing, looking south, showing both rails lifted two days earlier. Both rails were lifted by [a] rail lifting machine simultaneously.



The rail line at Mile 97 looking south from the McIvor Road Crossing. The track lifting machine was left in this position over the New Years. Hwy 401 overpass is in the background [you can see milepost 97 on the right].



The crawler tractor with the track lifting machine [was left] when the work was stopped for the New Year period.



The rail line looking north at the McIvor Road crossing. Photo taken in late morning. In the afternoon, the rails were lifted from the Sydenham crossing to Mile 97 just south of the crossing. The rail machine is used to remove nuts at the rail joints.



January 6th, 1987.

The rail line looking north from the McIvor Road crossing. These rails were taken up on this date. The workman was separating the rails at the joints using a steel crow bar.



Rails north of this crossing were taken up in this date [January 6th, 1987].



The rail line looking south from the Fifth Concession Rd. crossing at Jacksons Mills. The mill building is at the right. The west rail, at the right, was lifted from the ties on the following day. [January 7th, 1987]



The rail line looking south to the rock cut at Jacksons Mills. The road crossing goes in to the home of Marvin Busch (formerly George MacRow). The farm home of George MacRow is at the top right. The west rail, on the right was lifted from the ties the next day [January 7th, 1987].



The rail line looking south in the rock cut at Jackson's Mills. The barn is on the farm of George MacRow. The west rail, on the right, was lifted the next day [January 6th, 1987].



The rail line looking north from the Fifth Concession road crossing at Jacksons Mills. The track curved in to the large horseshoe bend, around to the left, and up the grade to Cordukes Road.



January 8th, 1987.

The rail line looking south from the Fifth Concession crossing at Jacksons Mills. The mill building is at the right. The photo was taken one day after the west (left) rail had been lifted.



The rail line looking north at Jacksons Mills. The road crossing in the foreground goes into the home of Marvin Busch. The photo was taken one day after the west (left) rail had been lifted. Some of the lifted rails are lying over the on east rail.



The rail line at the Cordukes Road crossing, looking south, at the intersection of the Fifth Concession Road. The former Jackson's Mills stone school house is at the right. The photo was taken one day after the west (left) rail had been lifted.



January 11th, 1987.

The rail at Murvale Station site looking north. The west (left) rail has been lifted. The siding is at the middle right. The curved track going to the right is the spur line going into the Ontario Hydro sub-station.



The rail line at Murvale Station site looking north. The west (left) rail has been lifted. At the left is the trolley shed. The siding swings in to the right from the south end switch.



The rail line at Murvale Station site looking south. The west (left) rail has been lifted. At the right is the trolley shed. The siding swings in to the left from the south end switch.



January 16th, 1987.

A CP Rail work train, consisting of five gondola card and a caboose, is standing on the K&P track just north of the Colebrook Road crossing in Harrowsmith, facing south. It was waiting to move down to the station site for the loading of rails. The track at the left is CN Rail.



A CP Rail work train is moving north out of the Harrowsmith Station site. The gondola cars were filled with rail which was loaded at the station. The train was on its way north to Tichborne.





January 17th, 1987.

Five gondola cars of CP Rail on the main K&P at Harrowsmith during the rail loading operations. The rails were hauled in from track south of Harrowsmith by tractor trailer vehicles. The CN Rail (Canadian Northern) track is in the foreground.







January 25th, 1987.

The rail line looking south from the Murton Road Crossing toward the Murvale Station site. There is a pile of rails waiting to be loaded on to trucks for hauling to the train at Harrowsmith.



The rail line looking north toward the Murvale Station, from the Orser Road crossing. Mile Board 90 is on the pole at left. A crane truck and crawler tractor are parked at the crossing. Sections of rail are lying on the snow-covered ground.



A crawler tractor parked on the rail line at the north side of the Orser Road crossing. The tractor had been used for pulling the rail lifting machine but traction could not be maintained on the snow-covered ground. A caterpillar type bulldozer was put into use.



The rail line looking south from the Orser Road crossing. The pile of rails is to loaded onto trucks and hauled to Harrowsmith.



The rail line looking north from the Glenvale Station site. Elginburg Rd. crossing in the foreground. The rails have been hauled away but the ties are still in place.



January 27th, 1987.

A bulldozer is clearing away the snow at the Verona Station site. The caboose of the CP Rail work train at the right. The train, with thirteen gondola cars, was loading rails to be taken up to Tichborne.



This CP Rail work train of thirteen gondola cars, loaded with track rail at Verona is approach the Old Frontenac Road crossing south of Godfrey, at Mile Board 75. This was the last train to operate over the rail line. The rails on this line were lifted two days later.





This CP Rail work train consisting two locomotives, thirteen gondola cars, and a caboose at the Verona Station site. The train is facing north. Loading of the rails is almost completed.









Bulldozers are clearing away the snow at the Verona Station site. The track lifting crew are getting equipment in place to continue the lifting of the rails.



A track crew, behind the caboose, is using a rail machine to remove the nuts from the bolts at the rail joints. The track lifting steel sleds in the foreground are pulled by a bulldozer to lift the rails from the ties. The west (left) rail has been lifted. The view is looking north.



The CP Rail work train ... entering the Craig Road crossing north of Verona. The cars have been loaded with the track rail at Verona. This was the last train to operate over the rail line. The rails on this line were lifted two days later.







February 5th, 1987.

Some CP Rail mechanical equipment parked behind the CP Rail office and maintenance building at Tichborne. The building is located on the site of the original CPR Tichborne Station.



These gondola cars of a CP Rail work train on the K&P side in Tichborne are waiting to be loaded with track rail. These rails, lifted from the K&P track north of Verona, were hauled by road trucks to Tichborne.



The K&P Siding Yard at Tichborne, looking south. The tall crane with the electromagnet was loading rail into the gondolas.
The rails between Verona and the Tichborne yard were hauled in by road trucks.



March 25th, 1987.

The rail line looking north from the Little Cataraqui Creek upgrade toward the Sydenham Road. At the right a truck is trailing west along the Hwy No. 401. The rails were lifted and hauled away during January. These ties were taken up during March 25th and March 26th.



The rail line looking north from the Little Cataraqui Creek upgrade toward the Sydenham Road. The bridge over the creek is in the centre of the photo. The rails were lifted and hauled away during January. These ties were taken up during March 25th and March 26th.



The K&P line at the bridge over the Little Cataraqui Creek, looking south towards Kingston.



The rail line looking north upgrade at the Sydenham Road crossing. The old barn is at the left.



The rail line looking north upgrade toward the Sydenham Road crossing. The white electrical control box on the post at left is for the automatic signals at the road crossing.



The rail line looking north upgrade toward the Sydenham crossing. The whistle board is for north bound trains approaching the road crossings. The rails were lifted and hauled away during January. These ties were taken up during March 25th and March 26th.



April 10th, 1987.

The rail line looking north at the McIvor Road crossing. The site of the old section house is on the right just past the pile of ties. The rails were lifted and hauled away in January. The ties were taken up on April 10th.



The rail line west of the McIvor Road crossing. Hwy 401 is in the distance. The rails were lifted and hauled away in January. The ties were taken up on April 10th.



The rail line looking north from the Fifth Concession Road crossing at Jackson's Mills. The track curve in to the large horseshoe bend around to the left. The ties along this part of track were taken up and plied on April 10th.



The rail line looking north from the rock cut at Jacksons Mills. The ties along this part of track were taken up and plied on April 10th.



The rail line looking south from the rock cut through Jacksons Mills. Many of the ties were broken up by the bulldozers during the removal of the rail in January.



The rail line at the Glenvale Station site, looking south, from the Elginburg Road crossing. The switch lever post and wooden signal board of the north siding switch is partly buried in a pile of grass. The ties along this part of track were taken up and plied on April 10th.



Thanks Wilfrid!

Gene Kirkham
May 2nd, 2021

