

The Boyd Campbell

# K and P work began in 1871

by Harry Hinchley  
Photo: Public Archives Canada  
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This old wood-burning K and P locomotive, photographed at Snow Road, about 1880, was named the Boyd Campbell, after a timber baron of the early days. In addition to his lumber business he also operated a general store and woollen mills at village of Lanark.

The original builders of the Kingston and Pembroke Railway began construction out of Kingston about 1871 but in a few years they were into financial difficulties and had to give up. Another group then bought out the company and by 1875 had put the road through as far as Sharbot lake.

Before long the municipalities along the line were able to get a

Provincial grant of \$7,000 per mile and the road was extended another 14 miles to the Mississippi River at Snow Road. For many years this was as far as the railroad reached.

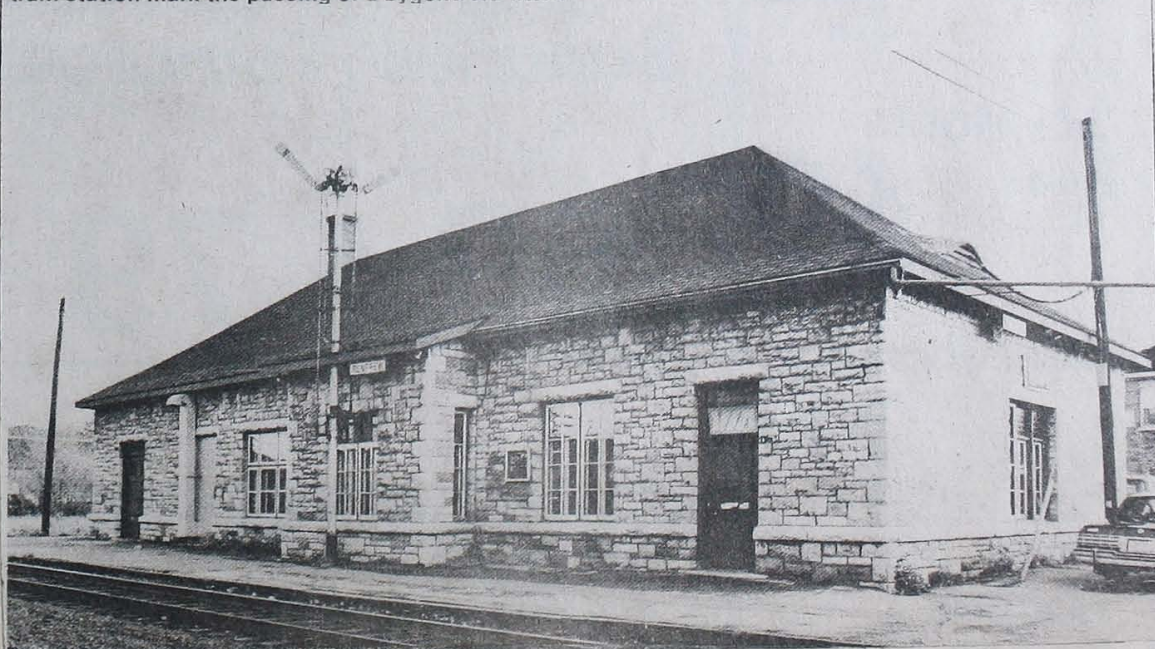
All the time pressure was being brought on the Government and by 1882 another grant of \$8,000 per mile was given to extend the road through to the Madawaska River. The same

year the Village of Renfrew, thanks to the efforts of several leading businessmen voted 81 to 7 to give the K & P a bonus of \$3,000.

The Federal Government gave a subsidy of \$48,000 and the railway was able to continue. It constructed the difficult crossing over Calabogie Lake and by 1884 had been built through to Renfrew.

The stained glass in the windows of the Renfrew train station mark the passing of a bygone era when

beauty took precedence over efficiency.



The CP rail station in Renfrew is slated for demolition next summer unless someone can move it from

its current site. CP has already demolished similar stations in Pembroke, Arnprior and Almonte.