CANADIAN PACIFIC RAILWAY

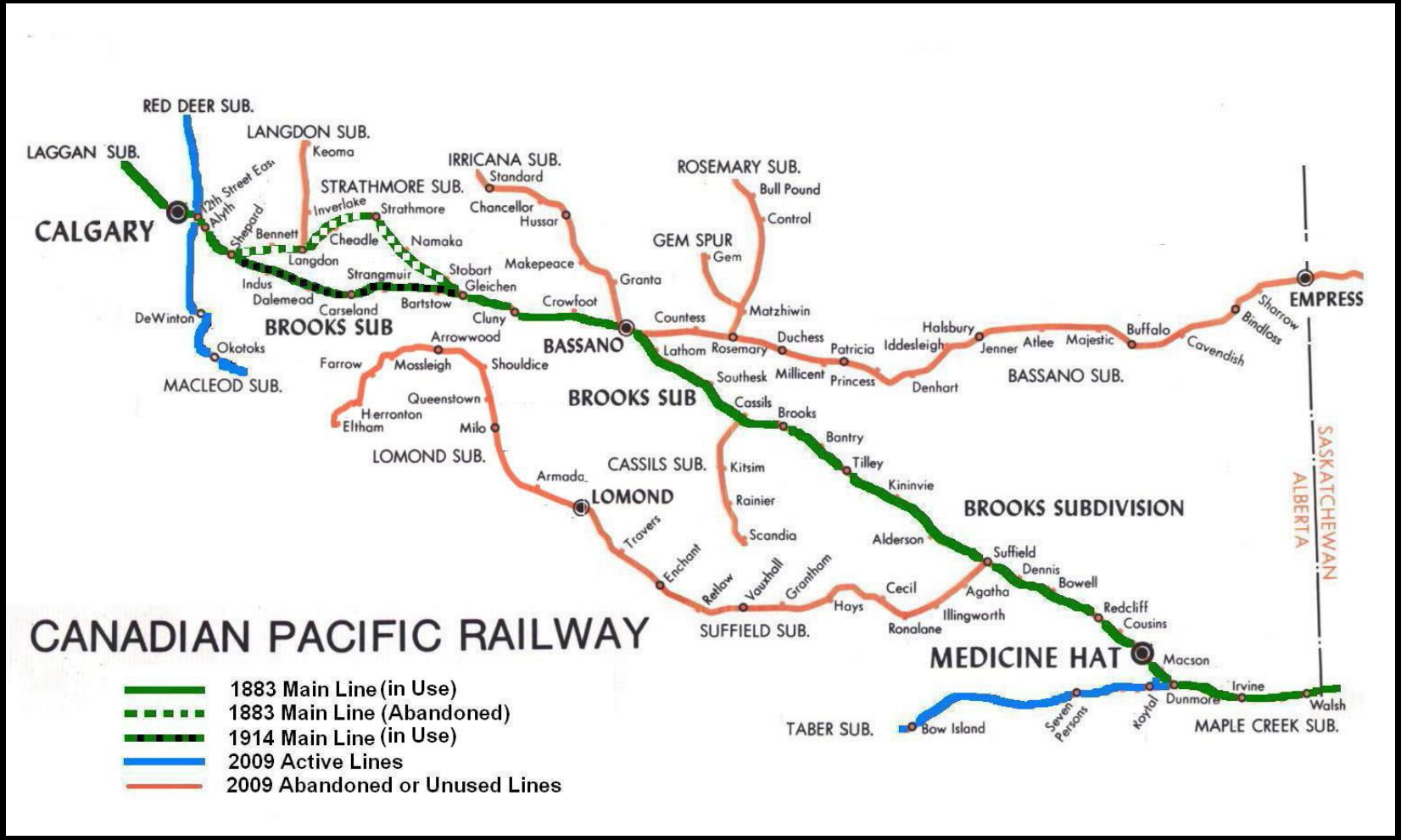
B R O O K S S U B D I V I S I O N

- PART 4 – SHEPARD TO CALGARY, ALBERTA -

C. van Steenis, Chestermere, Alberta 30 Oct 2009

The Canadian Pacific Railway built the transcontinental main line across the dryland prairie east of Calgary in 1883. To attract settlers to farm the area, early in the 20th century the CPR built major irrigation works to render the land from Tilley to Calgary suitable for farming, such as the Bow River Weir as seen above on 15 Oct 2009. The arrival of farm settlers mandated the construction of grain elevators throughout the area; this generated grain traffic for the railway. Today, grain, potash, chemical, intermodal, lumber and general merchandise dominate the railway traffic on the main line from Medicine Hat to Calgary, known as the Brooks Subdivision.

CPR SUBDIVISIONS 1883 – 2009 [1]



Except for the 46 miles between Gleichen & Shepard, which were replaced in 1914 with a 41-mile more southerly route, the CP main line has changed little since it was built in 1883; the branch lines that were built in the early part of the 20th century have virtually all disappeared 100 years later as have most of the traditional wood crib grain elevators and railway stations along those lines.

BROOKS SUBDIVISION 2009 TIME TABLE [2]

Mile	2009	Notes
0.0	**MEDICINE HAT**	Division Point & yard
3.0	Cousins & Redcliff Spurs	Industrial spurs
6.8	Redcliff	Passing track and storage tracks
15.1	Bowell	Passing siding
25.8	Suffield	Passing siding plus storage tracks
35.3	Alderson	Originally named Langevin, Carlstadt
44.4	Kininvie	Passing siding
52.9	Tilley	Not in 2009 Time Table, storage tracks
54.5	Bantry	Passing siding
62.2	Monogram	Passing siding
66.8	Brooks	Not in 2009 Time Table, storage tracks
73.6	Cassils	Passing siding & small yard
89.8	Lathom	Passing siding & storage track
97.6	Bassano	Yard; wye; junction with Irricana Spur
105.3	Crowfoot	Passing siding
117.2	Cluny	Passing siding
124.7	Gleichen	Passing siding & storage track
139.0	Strangmuir	Passing siding & storage track
144.4	Carseland	Start double track; storage track
149.5	West Carseland	Double track; wye with small yard on spur
150.8	Bennett	Double Crossovers
153.7	Dalemead	End double track
158.8	Indus	Not in 2009 Time Table, storage track
165.6	Shepard	Start double track plus Intermodal Terminal
167.6	Murdoch	Double Crossovers
169.8	Glenmore	End double track
171.1	Ogden	Siding and major repair shops
173.3	Alyth	Major classification yard & engine terminal
174.5	12th Street East	Tower; jct with Red Deer & MacLeod Subs.
175.8	**CALGARY**	Division Point & Terminal Tracks

Except for the section from Gleichen to Shepard, the time table for the Brooks Subdivision has not changed much since it was constructed in 1883. Some villages, such as Tilley, Brooks and Indus no longer appear but are still extant; Brooks for example became a city in 2005 with a population today of about 13,000. The railway has generally constructed passing sidings outside of the communities (Monogram, east of Brooks; Bantry, west of Tilley; West Carseland, west of Carseland) so as not to block level road crossings while trains wait for meets.

The passing sidings on the Brooks Subdivision range from 7,100 feet at Strangmuir to 8,300 feet at Bowell. At Kininvie and Gleichen, the sidings were extended to over 10,000 feet as part of CPR's 2005 Western Capacity Improvement program. Under the same program, the track from Carseland to Dalemead was double-tracked with double crossovers at Bennett; double track was extended from Shepard to Glenmore with double crossovers at Murdoch.

M 165 – SHEPARD

CPR 8859, 8865 (new) and 8863 (new), all in the 2010 Vancouver Olympics paint scheme, with a westbound intermodal from Toronto-Vaughan approach the signal at Shepard, M 165.6, the start of the double track section from Shepard to Glenmore and the entrance to the Calgary Intermodal Terminal on 09 Feb 2008. Twenty ES44AC locomotives (8858-8877) were painted in this scheme.

M 167 – MURDOCH

Brand new CPR ES44AC's # 8874 and 8896 have been detached from their train on 13 February 2008 and are being used to test the signal system at Murdoch, a double crossover on the double track section of main line built in 2005 between Shepard and Glenmore.

M 169 – GLENMORE

At Glenmore, CP Train No. 114 from Vancouver IMS with CP 8832, 9518, 1st DPU 8540 1/3rd back, rear DPU 8871, with a total of 126 platforms, proceeds eastward on 22 Oct 2009 from a stop on Track P1 in Alyth Yard to the Calgary Intermodal Terminal at Shepard. To the right of this double track section one can see the main irrigation canal from the Bow River to the Lake Chestermere reservoir.

M 171 – OGDEN

CPR 4-6-4 Hudson H1b # 2816, Auxiliary Tender # 35508, FP9A # 1401 & 10 cars have just entered the siding at Ogden, M 171.1, on 12 May 2008 after returning from Edmonton. This siding extends all the way into Alyth Yard and is used as a lead for pulldown service from the classification tracks in that yard. To the left of the locomotive one can just see one of the leads into Ogden Yard.

M 171 – OGDEN YARD

The Locomotive Shop, above, built in 1912, had 35 drop pits and measures 300 feet by 770 feet, the largest building in the complex.

Ogden Yard was named after CPR 1901 Vice-President I.G. Ogden and includes a number of trans-load facilities for autos, steel, pipe, liquids; it also includes tracks for storing out-of-service locomotives and company service cars such as the lineup above which includes a Railway Post Office Car (CP 3774) dating from 1918 and the sleeper Parry Sound from 1926 (right end of line). 15 Oct 2009

M 171 – OGDEN YARD

The railway has built a separate compound in Ogden Yard to house the motive power, support cars and passenger cars that run with CP 2816, the 'EMPRESS', which is seen here on 14 Jun 2009 undergoing maintenance. The compound also houses CP FP9A # 1401, F9B # 1900, the railway's 1929 Executive Business Car 'Assiniboine' (in use) & the 1917 Business Car 'Shaughnessy' (not in use).

M 172.5 – BOW RIVER CROSSING

At the east end of Alyth Yard, three lead tracks cross the CPR's side-truss bridge across the Bow River plus one additional track crosses a more modern widening of the bridge (above 15 Oct 2009). The through truss bridge just upstream carries the CNR's interchange traffic between CN's Sarcee Yard on 51st Avenue SE and CP's Alyth Yard.

BOW RIVER IRRIGATION WEIR

A mile and a half upstream of the Bow River Bridges into Alyth Yard the CPR constructed a weir across the Bow in 1905 to raise the water level to divert a portion of the river flow as irrigation water to farm settlers between Calgary and Bassano to the east; in 1912 the railway replaced the original 1905 log structure with a concrete weir and steel diversion gates (above). The three-span through truss bridge in the background is the CPR's crossing of the Bow River at M 1.4 of the Red Deer Subdivision. Image: 15 Oct 2009

BOW RIVER IRRIGATION HEADWORKS

When the three head works gates (right) are closed, the water level rises behind the weir and water flows through the gates to the left (closed for winter) which form the inlet to the main canal which carries the water to the Chestermere reservoir. From there, water was routed through secondary canals to the farm settlers, who paid the CPR 50 cents per acre per year. Image: 15 Oct 2009

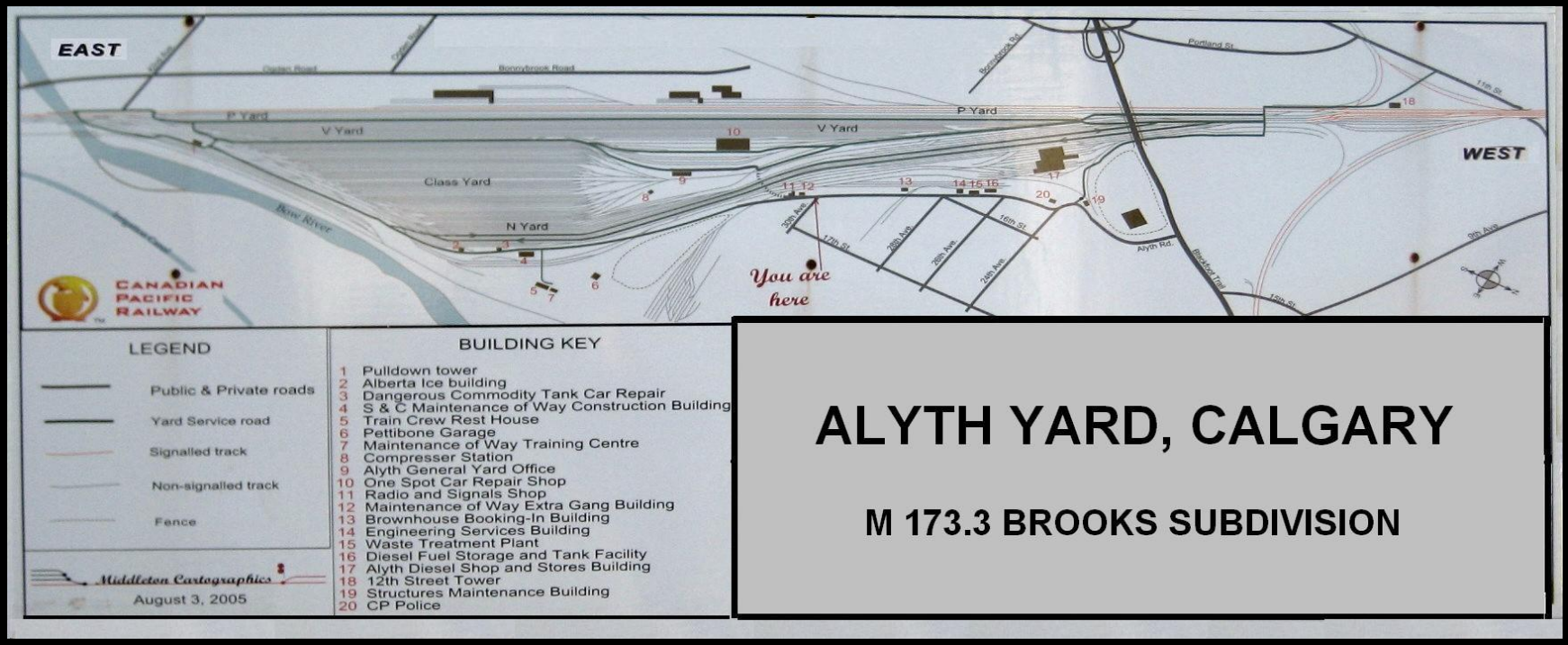
IRRIGATION MAIN CANAL

The 10 mile long main canal (above 11 Oct 2009 where it enters Lake Chestermere) built by the CPR in 1905 follows the CPR main line between Glenmore and Shepard and then heads northeast to Chestermere. The Lake was first filled in 1905; the secondary canals to the area farms saw the first water delivered to settlers in 1910. [(4)] The Lake today also serves as a recreational boating area.

CHESTERMERE IRRIGATION RESERVOIR

The Main Reservoir for the Western Irrigation District, which took over the irrigation system from the CPR in 1944 when the railway wanted to abandon it, is Lake Chestermere (above 11 Oct 2009). The district serves 400 farms comprising 96,000 acres plus provides the communities of Cluny, Gleichen, Carseland, Strathmore, Irricana and Rockyford with their municipal water supply. [4]

M 173 – ALYTH YARD



When the CPR decided on the location for its main western facilities west of Winnipeg, it chose Calgary, and developed the Ogden and Alyth Yards. Alyth Yard is 1.5 miles long from the Bow River bridges on the east to the 12th Street Tower at its western end. There are 3 arrival, departure and train assembly yards: 'P' Yard, 'V' Yard and 'N' Yard as well as a 48-track Hump Classification Yard and a major diesel shop, fuel and sanding facility. There is a CN-CP interchange track from CN's Sarcee Yard into Alyth along the Bow River. The main Line through the yard, 'P1', is signalized. The hump yard is designed to handle 4 cars per minute into the class yard.

M 173 – ALYTH YARD

The eastern part of Alyth Yard as seen from the Blackfoot Trail overpass. L to R: diesel shop & service tracks, ‘N’ Yard, Hump lead heads to General Yard Office/Hump Control Tower, One Spot Car Repair Shop, ‘V’ Yard, ‘P’ Yard & Main Line to left of power line.

The western throat of Alyth Yard; Train No. 114 IMS on main line; two CP SD40-2 Hump Units at left. Images 22 Oct 2009.

M 173 – ALYTH YARD

Alyth Yard is often used by Canadian Pacific to test demonstrators in switching service, either in pulldown service or flat switching. Here Motive Power International MPEx3 # 244 Genset switcher, Model MP21B, switches the west throat of Alyth Yard with CPR SD40-2 # 5838 on 03 Sep 2008. With the recent economic downturn, demonstrators have not been seen here in 2009.

M 173 – ALYTH YARD

The Alyth Diesel facilities, in addition to servicing the modern fleet of AC4400CW's, ES44AC's and GP38-2's, has also serviced a variety of other CP motive power units, such as CP 1442 (an MP15DC), CP 9302 (an SD90MAC-H, the highest horsepower unit in service on CP until retired in 2008), CP 1401 and 1900 (FP9A & F9B units used with the EMPRESS) and CP 9002 (one of 24 SD40-2F's).

M 173 – ALYTH YARD

The Alyth Yard sees a number of foreign power units visiting every year such as: GO Transit MP40PH-3C # 606 in transit from the manufacturer in Idaho to Ontario; Union Pacific SD9043MAC # 8284 running through from Coutts and Lethbridge (Montana Subdivision); leased GCFX SD40-2 # 3059 alleviating power shortages and CNR SD75I # 5779 paying back horsepower hours to CP.

M 174 – 12th STREET EAST

CP 3084, SOO 4420 and CP 3123 wait at the dwarf signal at M 174.2 for a clear signal to proceed eastward from the operator in the 12th Street Tower (3–storey building at left). This operator controls the Calgary Terminal (Depot) Tracks, the north wye (Red Deer Subdivision movements), the south wye (MacLeod Subdivision, track seen curving left) and the west leads to Alyth Yard. 22 Oct 2009

M 174 – 12th STREET EAST

CPR ES44AC's # 8870 & # 8873 lead an eastbound intermodal on the main line through Calgary Terminal to 12th Street East, 0.2 miles ahead; the tail end is still on the Elbow River Bridge. The 5 tracks at this location lead into Alyth Yard and the south wye (leading to MacLeod Subdivision) and to the north wye (leading to the Red Deer Sub.). The middle track is the hump lead. Image: 26 Apr 2008

M 175.8 – CALGARY TERMINAL

Calgary Terminal at M 175.8 marks the end of the Brooks Sub. and the start of the Laggan Sub. Here we see the terminal tracks (also called the 'Depot' tracks by CP RTC's) adjacent to the 152 metre long 'Great Hall' which houses the heritage cars of the 'Royal Canadian Pacific' on 2 tracks. The CPR corporate head office is in the low black glass building above the end of the Hall. 14 Jul 2009

M 175.8 – CALGARY

The Palliser Hotel was built by the CPR in 1914 and is the last of the CPR heritage buildings remaining in downtown Calgary; it is today named the Fairmont Palliser. The last CPR passenger station was located to left of the hotel; it was the third station in Calgary, built in 1908 and demolished in 1966 for the Palliser Square development which includes the Calgary Tower. Image: 14 Jul 2009

M 175.8 – CALGARY

Opened on 14 Feb 2000, the 12 metre high glass rotunda of the CPR PAVILION (north facade) crosses over 1st St. at 9th Ave. SW, Calgary, between the Palliser Hotel (L) and the Royal Canadian Pacific Office (R). This side of the office is designed to look like a bridge truss. The Calgary terminal tracks cross over the same road overpass behind the rotunda. Image 14 Jul 2009

M 175.8 – CALGARY

Located on 9th Avenue at 2nd Street SW in Calgary, one block west of the Palliser Hotel, in Gulf Canada Square, the Canadian Pacific corporate headquarters displays CP 4-4-0 # 29, built in 1887, in its front railway garden. The CPR moved its corporate headquarters from Windsor Station in Montreal to Calgary in 1996. Image: 15 Jul 2009

References:

1. CPR Brooks Subdivision Map Base from Atlas of Alberta Railways, University of Alberta Press 2005 http://railways-atlas.tapor.ualberta.ca/cocoon/atlas/

2. Canadian Trackside Guide, Bytown Railway Society, 1994 and 2008 Editions, http://www.bytownrailwaysociety.ca

3. All grain elevator construction and closing data from: Vanishing Sentinels, Jim Pearson, Delia, Alberta, 2007, available as a publication from Jim Pearson and at selected bookstores or at: http://web.mac.com/difdbs/Vanishing_Sentinels/Home.html; used with permission.

4. Western Irrigation District, Strathmore, Alberta http://www.wid.net/

5. All PART 4 digital images by the author 2007-2009

- THE END-