

CANADIAN PACIFIC RAILWAY

# BROOKS SUBDIVISION

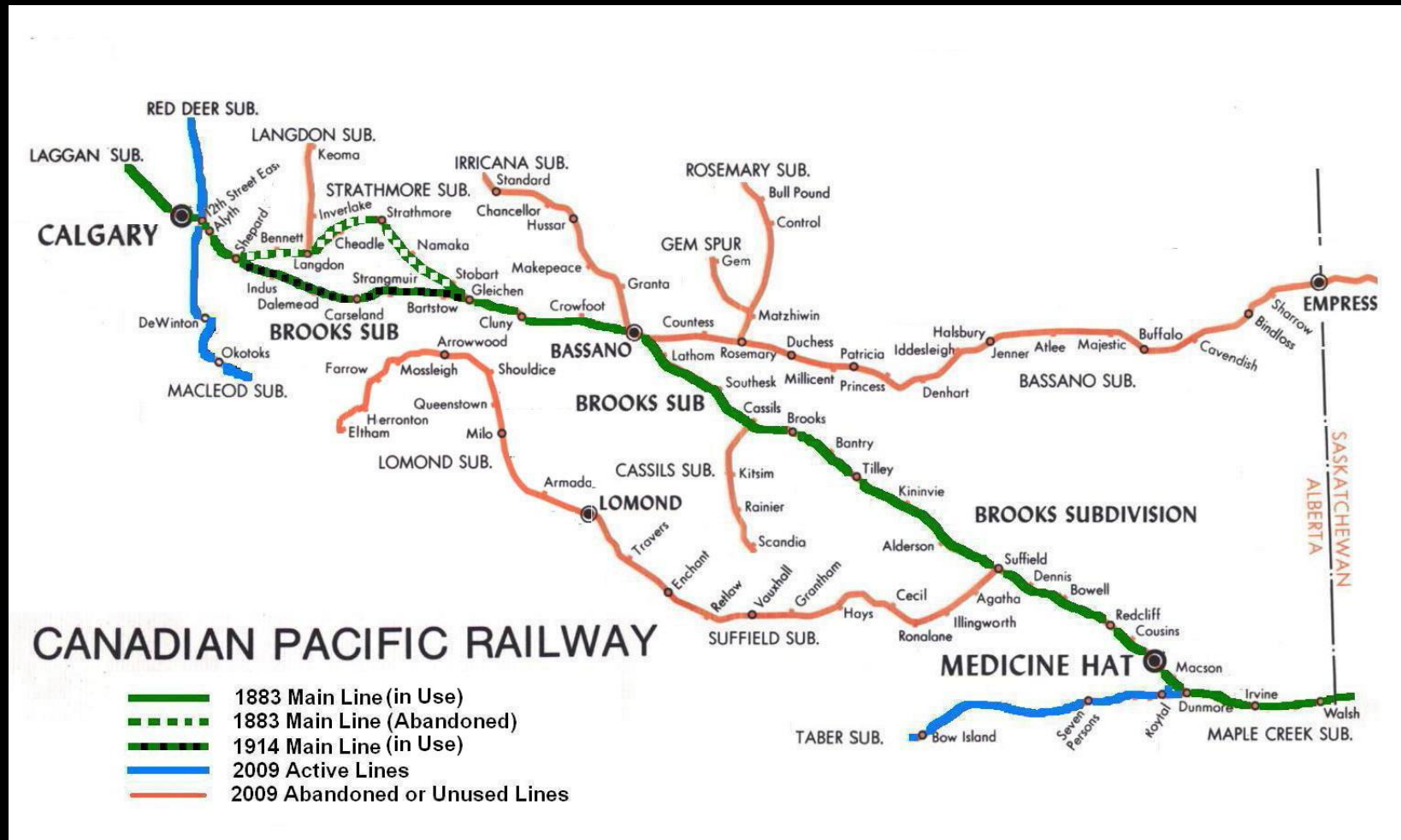
- PART 3 – BASSANO TO SHEPARD, ALBERTA -

C. van Steenis, Chestermere, Alberta 30 Oct 2009



The Canadian Pacific built the transcontinental main line across the dryland prairie east of Calgary in 1883. To attract settlers to farm the area, early in the 20<sup>th</sup> century the CPR built major irrigation works to render the land from Tilley to Calgary suitable for farming. The arrival of farm settlers generated grain and passenger 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. Occasionally a passenger special still operates on the line, as the CP 2816 'EMPRESS' at West Carseland on 03 May 2008.

## CPR SUBDIVISIONS 1883 – 2009 <sup>(1)</sup>



Except for the 46 miles between Gleichén & 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 20<sup>th</sup> 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 <sup>(2)</sup>

Mile	2009	Notes
0.0	<b>MEDICINE HAT</b>	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	12 <sup>th</sup> Street East	Tower; jct with Red Deer & MacLeod Subs.
175.8	<b>CALGARY</b>	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 97 – BASSANO



As we leave the Bassano Station for the west (main line track heading left above, 06 Oct 2009), we enter the first major irrigation district developed by the Canadian Pacific Railway, some ten years before the Bassano Dam works. The system started with a 1905 weir in the Bow River in Calgary. Now known as the Western Irrigation District, it first supplied irrigation water to settlers in 1910. <sup>(4)</sup>

## M 105 – CROWFOOT



Only a year old, CPR ES44AC # 8880 leads CP 8813 and a mixed manifest freight eastbound as it approaches Crowfoot West, AB,

M 106 Brooks Subdivision, on a bitterly cold day, 11 Jan 2009, while CP 9730 WEST waits in the hole.

## M 105 – CROWFOOT



CP 9730 (9510 Rear DPU) WEST unit grain train passes the west signal as it departs Crowfoot, AB; at M 106 Brooks Sub 11 Jan 2009. In the 1920's there were 3 grain elevators here; all closed by 1979; two remained until at least 1999; all were gone by 2004. <sup>(3)</sup>

## M 105 – CROWFOOT



On a clear fall day, CP AC4400CW # 9820, CP ES44AC # 8899, the last line engine purchased by CP (in early 2008) and GP38-2 # 3083 are the motive power on this eastbound manifest freight as it approaches the west switch at Crowfoot. CP 8899 was modified for use with electronically controlled braking systems on BC coal train service but has been seen recently in Alberta. Image 16 Oct 2009

## M 117 – CLUNY



The Bassano way freight, with CP GP38-2 # 3086 on the point, lifts/spots grain cars at the elevators in Cluny in August of 1997. <sup>(5)</sup>

The two Alberta Wheat Pool elevators seen here were all that were left of the six prairie sentinels originally at this location. <sup>(3)</sup>



## M 117 – CLUNY



CP 8784 (9765, 1st DPU 8717, 2nd DPU 8786) en-route with IMS Train 110-05 EAST from Vancouver IMS to Toronto-Vaughan IMS (10,008 feet, 9,012 tons, with 150 platforms, 308 containers); at Cluny East, M 116.3 Brooks Subdivision on 06 Oct 2009. The Cluny railway station built in 1913 was removed in 1965; the 6 grain elevators built between 1913 and 1965 are all gone.<sup>(3)</sup>

## M 124 – GLEICHEN



CPR 8817 (8520) IMS WEST with 44 platforms, CP 8711 mid-train DPU, 57 platforms trailing, approaching Gleichen East, AB.; M 123.1 Brooks Subdivision. Gleichen siding was extended from 7,084 to 10,494 feet as part of CP's 2005 capacity improvement program.

Image: 10 Oct 2009

## M 124 – GLEICHEN



CP AC4400CW # 9820, CP ES44AC # 8899 and GP38-2 # 3083 are the motive power on this eastbound manifest freight with 95 cars as it departs from the east end of Gleichen, AB.; the Gleichen water tower is visible at right; the 9 grain elevators are history. <sup>(3)</sup>

Image 16 Oct 2009

## M 124 – GLEICHEN



Burlington Northern Santa Fe (BNSF) SD70AC's # 9385 & # 9337 were testing on the CPR on a run from Winnipeg to Port Coquitlam and are seen here on the return run eastbound approaching the west switch at Gleichen, AB., at M 124.7 of the Brooks Subdivision.

Image: 14 Mar 2008

## M 139 - STRANGMUIR



CP 8784 (9765, 1st DPU 8717, 2nd DPU 8786 at rear of consist) bring IMS Train 110-05 EAST from Vancouver to Toronto (10,008 feet, 9,012 tons with 150 platforms, 308 containers) into Strangmuir, AB., M 139 Brooks Subdivision, on 06 Oct 2009. The back track where 4 grain elevators once stood can be seen at left; the last elevator was dismantled in 1976. <sup>(3)</sup>

## M 139 - STRANGMUIR



CP AC4400CW # 9820, CP ES44AC # 8899 and GP38-2 # 3083 are the motive power on this eastbound 95 car manifest freight as it departs from the east switch at Strangmuir, M 138.3, and crosses the span over the rural roadway that at one time was used to access the grain elevators at Strangmuir. Image: 16 Oct 2009

## M 144 - CARSELAND



The traditional wood crib grain elevators in Alberta have been replaced by modern inland grain terminals like this concrete & steel 1999 Pioneer elevator at Carseland.<sup>(3)</sup> Each siding at these elevators holds 56 grain hoppers, allowing the railway to assemble unit grain trains of 112 cars. A test train with 5 locomotives and 168 hoppers cars was assembled here and at Keith, AB., on 07 Apr 2009.

## M 149 - WEST CARSELAND



CP 8621 (8504) WEST auto/intermodal passing the Viterra inland grain terminal (formerly United Grain Growers terminal) at West Carceland, AB.; at M150.7 Brooks Subdivision on 28 Jul 2009.



## M 150 - BENNETT



Bennett is the location of a double crossover on the double tracked main line constructed in 2005 as part of the Western Capacity Improvement program at M 150.7. The name 'Bennett' was first used on the 1883 main line between Langdon and Shepard that was replaced by the main line on this southern route in 1914. The line through the original 'Bennett' was abandoned in the early 1990's.

## M 153 - DALEMEAD



CP Train 110-11, the daily high priority eastbound Vancouver-Toronto (Vaughan) intermodal, with CP 8818 (9518, 8851, 8856 Rear DP) as motive power, approaches the switch at Dalemead, AB., M 154 Brooks Subdivision, on 12 Jun 2009. Dalemead is the western end of the double track section from Carseland to Dalemead built as part of the 2005 Western Capacity Improvement project.

## M 158 - INDUS



CP 9757 (9822, 8801 Rear DP) empty 142 car unit potash consist returns to Saskatchewan; east of Indus, M 156 Brooks Subdivision

Image: 08 Oct 2009

## M 158 - INDUS



CP Olympic Unit # 8872, with # 8856 as the mid-train Distributed Power Unit, leads this westbound intermodal, approaching Indus, M 157.5 Brooks Subdivision, on 18 Oct 2008.

## M 158 - INDUS



CPR Train No. 41B-14, the Canadian Pacific business train returning from a Calgary-Toronto charter, westbound across the prairies with FP9A # 4107 leading, FP9A # 4106 and 10 cars, approaching Indus; at M 157.5 Brooks Subdivision on 18 Oct 2008. The train had left Toronto on 14 Oct 2008 and is less than an hour away from arrival at its final destination of downtown Calgary.

## M 158 - INDUS



CPR 8625 & a leased CEFX unit lead an EBD intermodal past the hamlet of Indus (background right) on 18 Oct 2008. Starting with the first 2 grain elevator built by Alberta Pacific and Home Grain in 1915, there have been a total of 5 elevators at this location, none of which remain today. <sup>(3)</sup>

## M 158 - INDUS



CPR's restored EMPRESS 4-6-4 Hudson # 2816, an auxiliary tender, CP FP9A # 1401, a tool car, a generator car, two passenger coaches, a baggage viewing car, two more coaches and leased Business Car Lamberts Point on the tail are eastbound just east of Indus on a one-day CPR employee charity fund raising excursion from Calgary to West Carseland and return on 03 May 2008.

## M 165 - SHEPARD



CPR ES44AC's # 8859 (9 months old), 8865 & 8863 (both new), all in the 2010 Vancouver Olympics paint scheme, lead a westbound intermodal from Toronto, approaching the intermodal terminal at Shepard on 09 Feb 2008. Shepard is a small community on the eastern limits of the City of Calgary. The original 1910 station located here has been moved & preserved at Heritage Park in Calgary.



## THE ABANDONED 1883 MAIN LINE – GLEICHEN TO SHEPARD



In 1914 the CPR built a new main line from Gleichen to Shepard through Carseland and Indus to replace the 41 mile section of main line built in 1883 from Gleichen to Stobart to Namaka to Strathmore to Cheadle to Bennett to Langdon to Shepard; this section then operated as the Strathmore Subdivision until it was abandoned between 1982 and 1992. We can still find sections of the original 1883 railway embankment, as seen here passing through Cheadle. The aspen trees are encroaching on the grade; horses now graze where the iron horse first ran. The first CPR transcontinental passenger train, the 11-car 'PACIFIC EXPRESS', passed through here on the 2<sup>nd</sup> of July of 1886 on its seven day journey from Montreal's Dalhousie Square Station to Port Moody, B.C. Image: 19 Oct 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](http://web.mac.com/difdbs/Vanishing_Sentinels/Home.html); used with permission.
4. Western Irrigation District, Strathmore, Alberta <http://www.wid.net/>
5. Image CP 3086 Bassano Way Freight at Cluny Aug 1997 by Doug Mackenzie; used with permission.
6. All PART 3 digital images by the author 2007-2009, except CP 3086 Bassano Way Freight at Cluny 1997