

Stations and Structures
Within Calgary. CPR.

A white, torn-paper-like border runs along the bottom edge of the page, starting from the left and extending towards the right, with a jagged, irregular edge.

Fort Calgary built 1875.

End of contract for Langdon, Shepard & Co 1883.



First work trains cross the Elbow River, 11 August 1883. Engines 81-126 - 87 & a fourth.



First station for Calgary is put in place. Built in Winnipeg, each siding receives one of these for operational purposes.



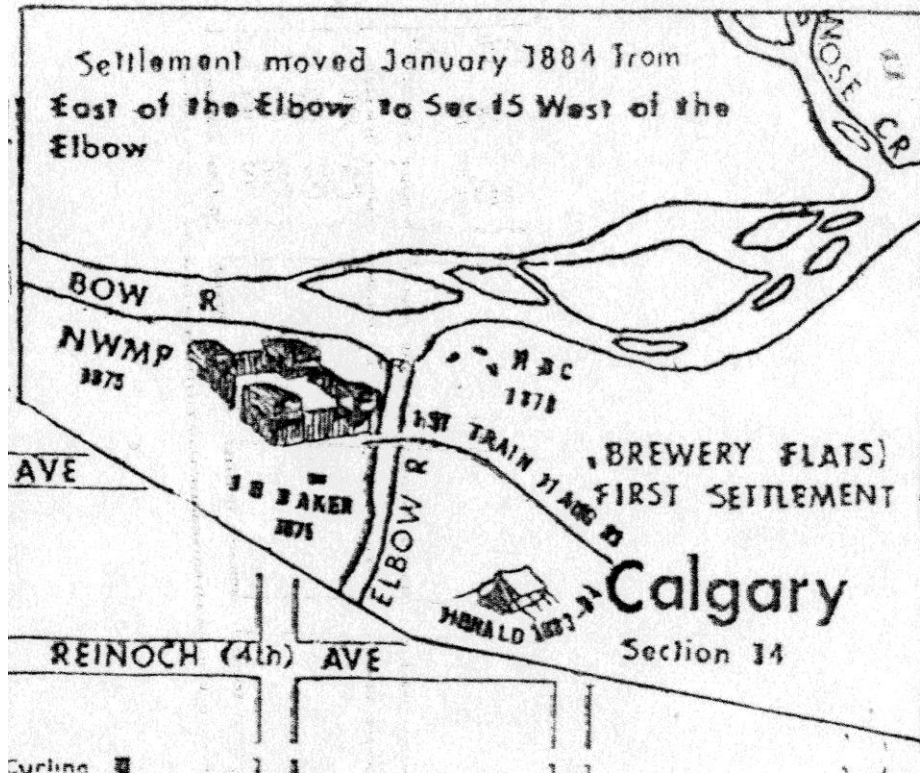
A Directors Special arrives Calgary 27 August 1883. A seven-car special with 40 on board.

- Locomotive 14x Used Coal Medicine Hat-Calgary.
- Baggage car 3xx
- Baggage car 3xx used as a provision and smoking car.
- Sleeping car Qu' Appelle.
- Official car Metapedia.
- Dining car 33.
- Sleeping car St Paul M&M Wahpetan.
- Sleeping car St Paul M&M Waizata.

First Bridge over the Elbow River, winter 1884.
This bridge washes out June 1884.



Settlement moves to west side of the river January 1884.



Calgary

N.W.T.
1884

SUBDIVISION OF A PART OF SECTION 15,
TOWNSHIP 24, RANGE 1, W5M

This Plan is correct and is prepared under the
provisions of the N.W.T. Registration of Titles
Ordinance, Winnipeg, Jan 1, 1884

Ch. McVittie
D.L. Surveyor

Canadian Pacific Railway Company Land Dept.,
Winnipeg (Signed)

J. M. Dewar

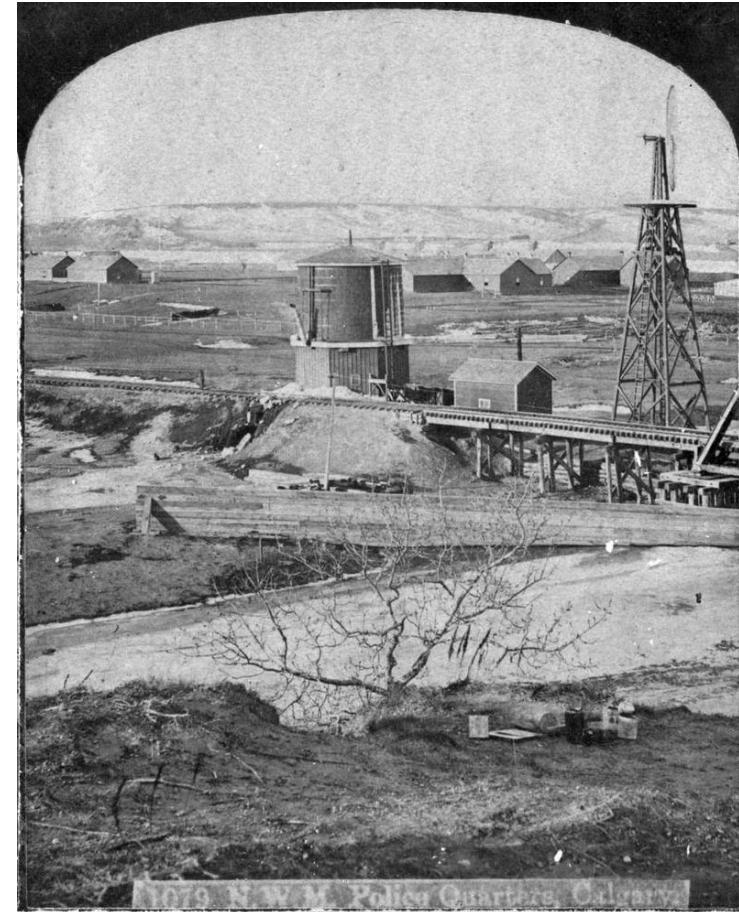
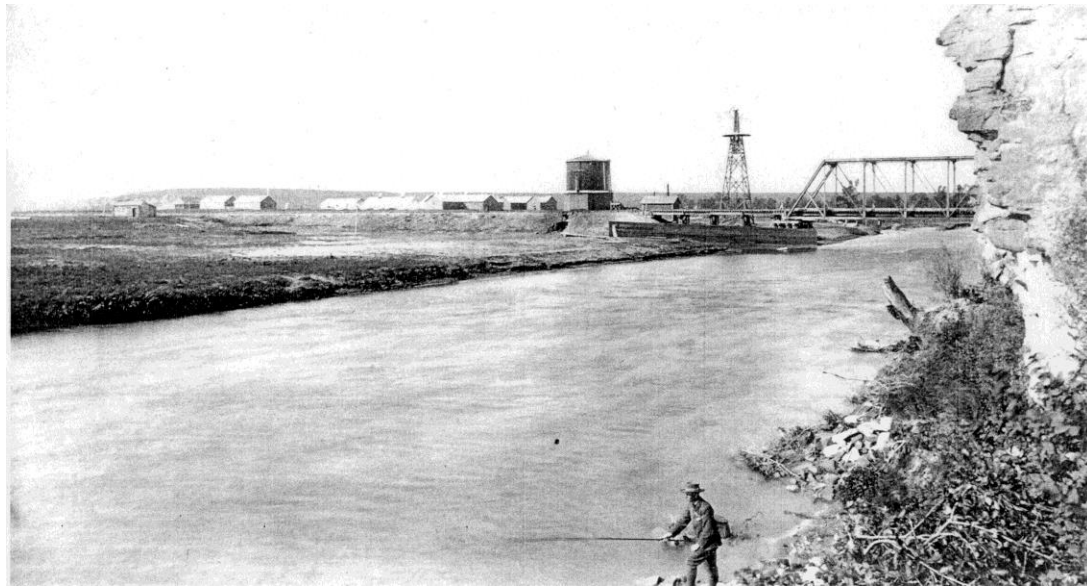


New station 2nd was completed in February 1884.

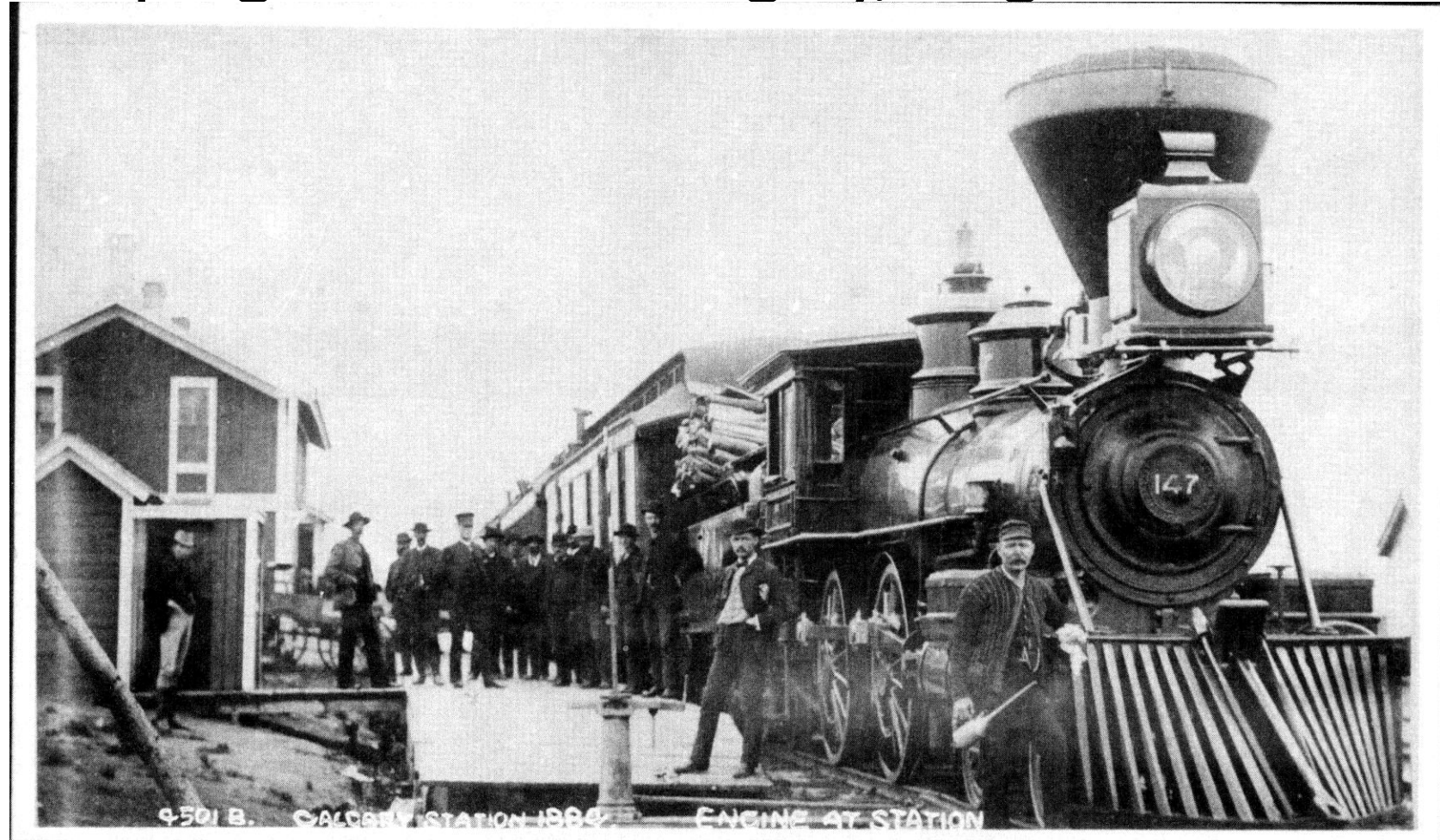
A wye was constructed east of the station in 1883.



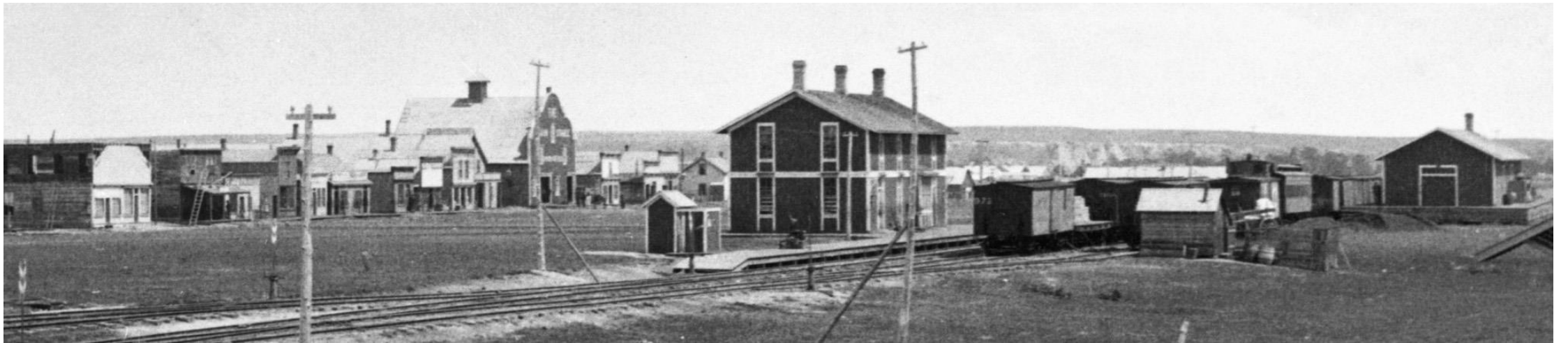
New bridge constructed over the Elbow River 1884. A steel single span through truss.



First scheduled through passenger train arrives Calgary,
02 December 1883. Operates Winnipeg to Laggan.
First sleeping car arrives Calgary, August 1884.



Calgary summer 1885.



Red River carts used to carry furs down from the Hudson Bay Co. at Fort Edmonton. Value \$75,000.



Governor General Lord Stanley Preston 'special train' operates to the Pacific coast and back to Ottawa. Returns via Calgary, 18 October 1889.

- Locomotive CPR 14x
- Official car CPR 77
- Official car Gov't Victoria
- Baggage car (diner) CPR 30x
- Sleeping car CPR Nagasaki

- Photo often captioned "first train to arrive Calgary".



Stage from Calgary to Edmonton -1890.



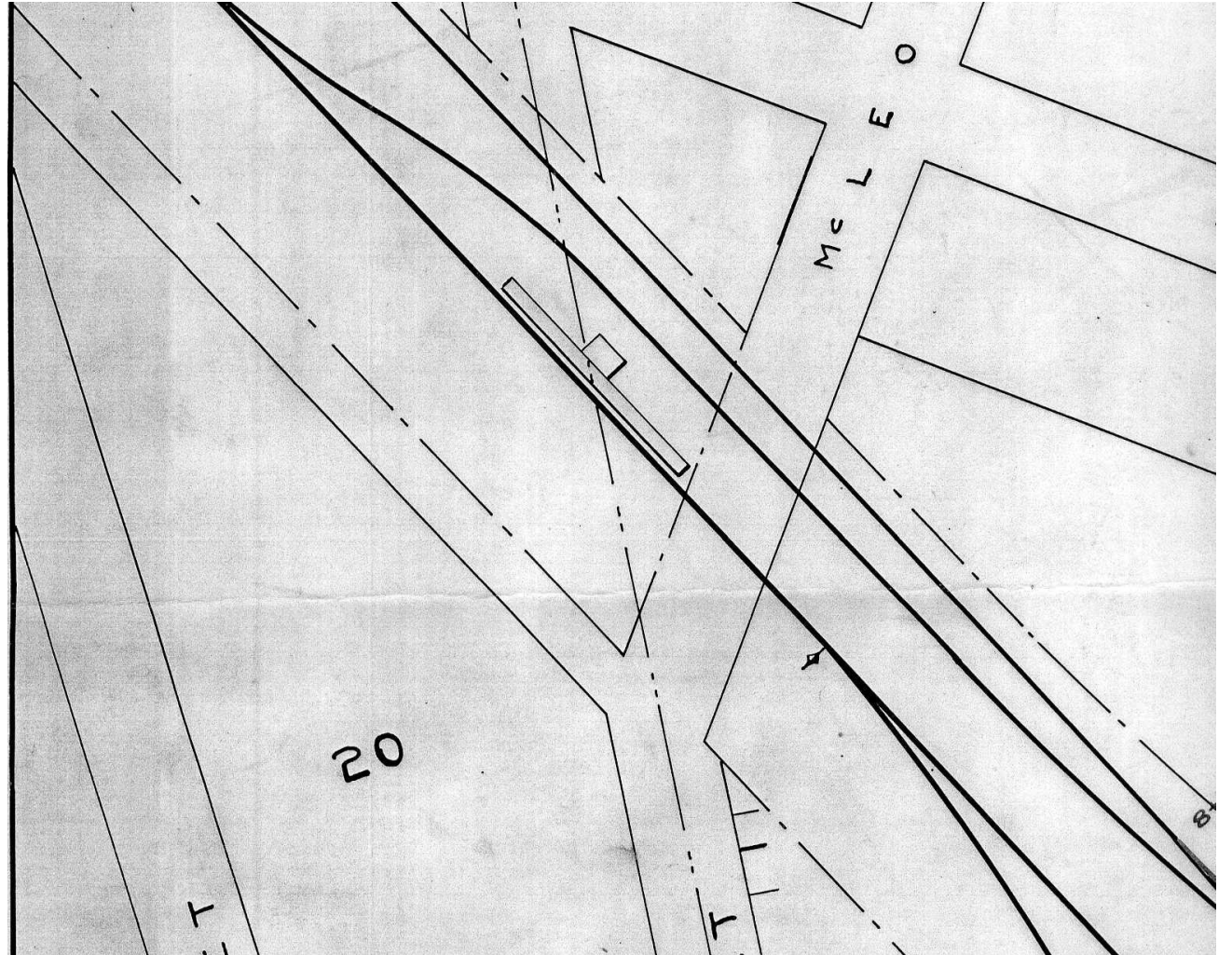
First sod turned for Calgary & Edmonton Rly 31 July 1890 by Hon. E Dewdney Lieutenant Governor N.W.T.



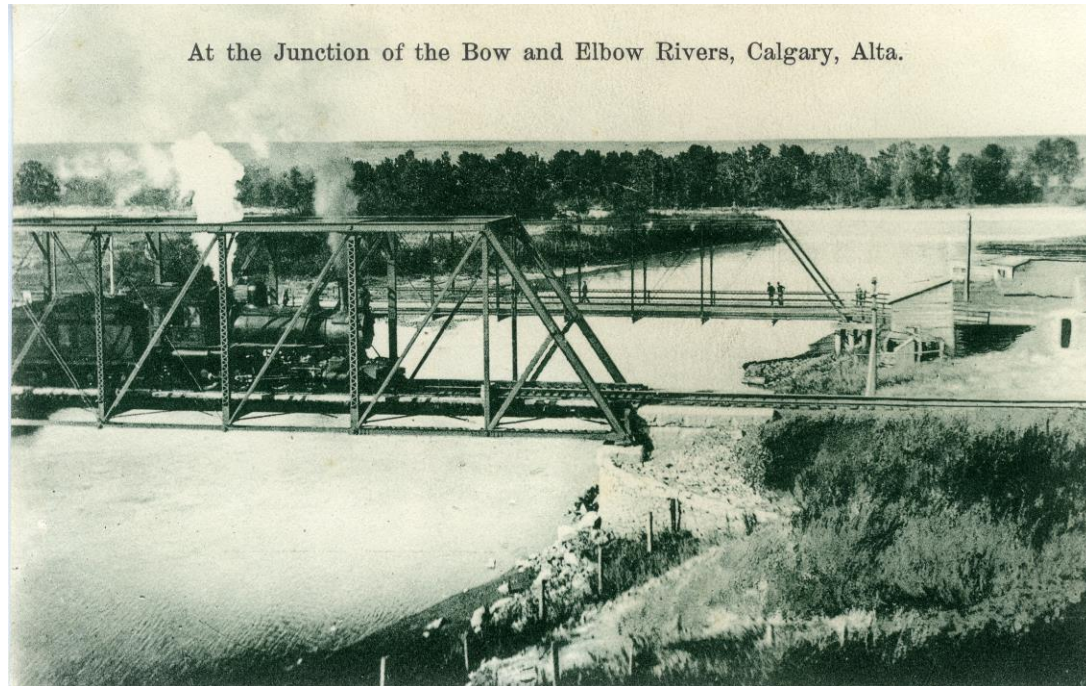
1891 & 1892 Calgary Jct. is established.

The Calgary & Edmonton Rly was
completed Calgary to Strathcona
15 July 1891.

The MacLeod Branch of the C&E
Rly was completed to West
Macleod 01 November 1892.

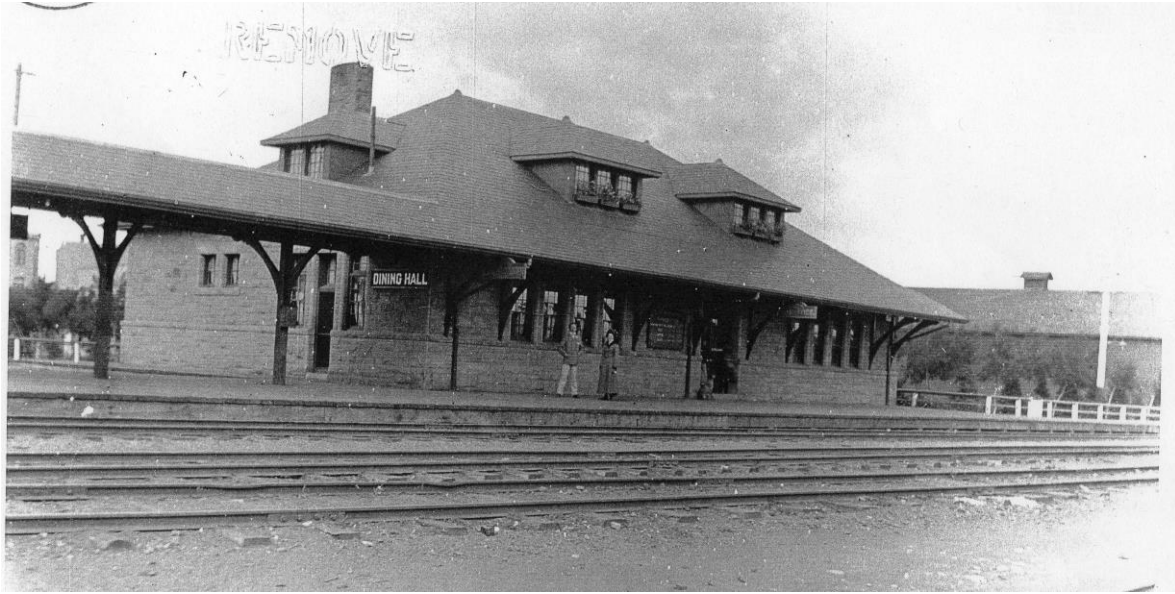


Bridge 2nd over the Elbow River was reinforced 1893.



New station 3rd is built and opened 1893. Designed by Edward Colonna. Built using Calgary sandstone.





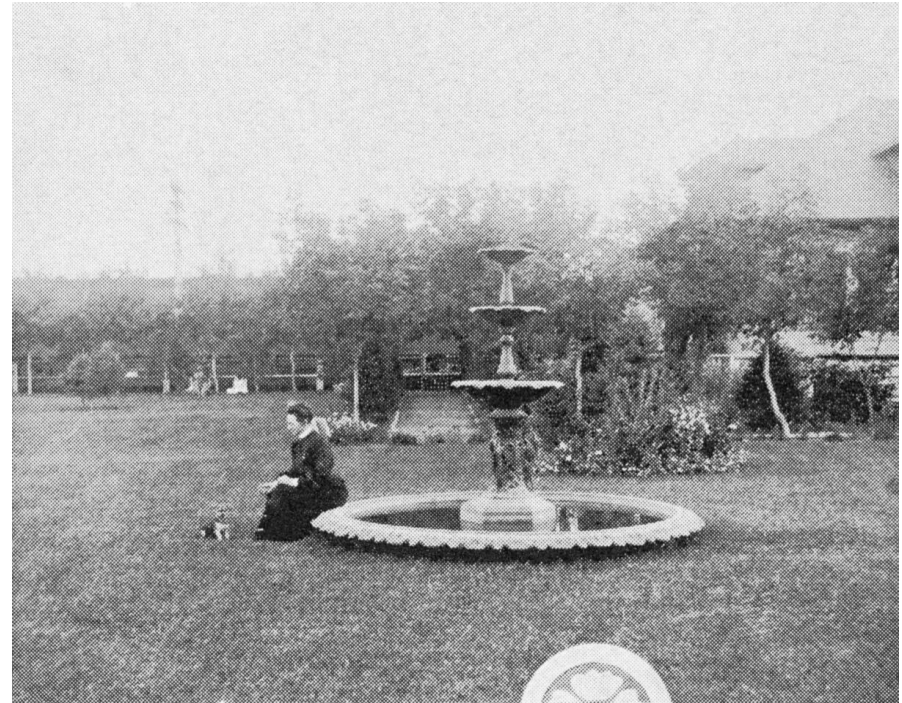
The station complex consisted of two buildings.
The dining hall and the station.



C.P.R. GARDENS

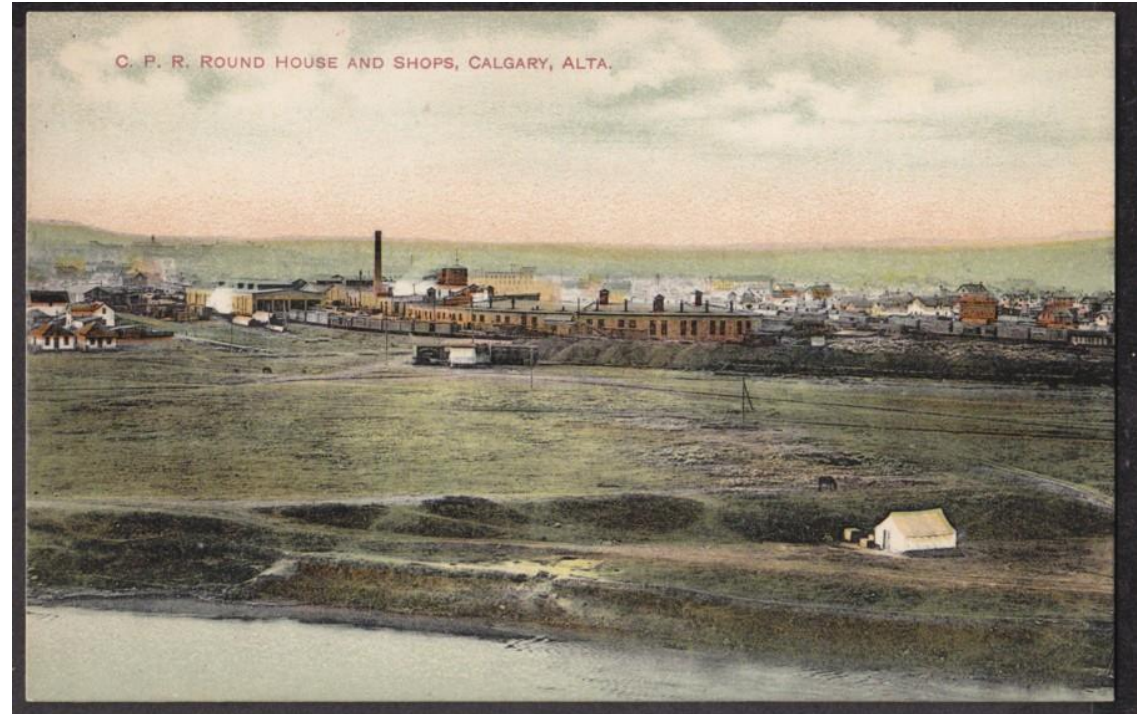
CALGARY, ALTA.

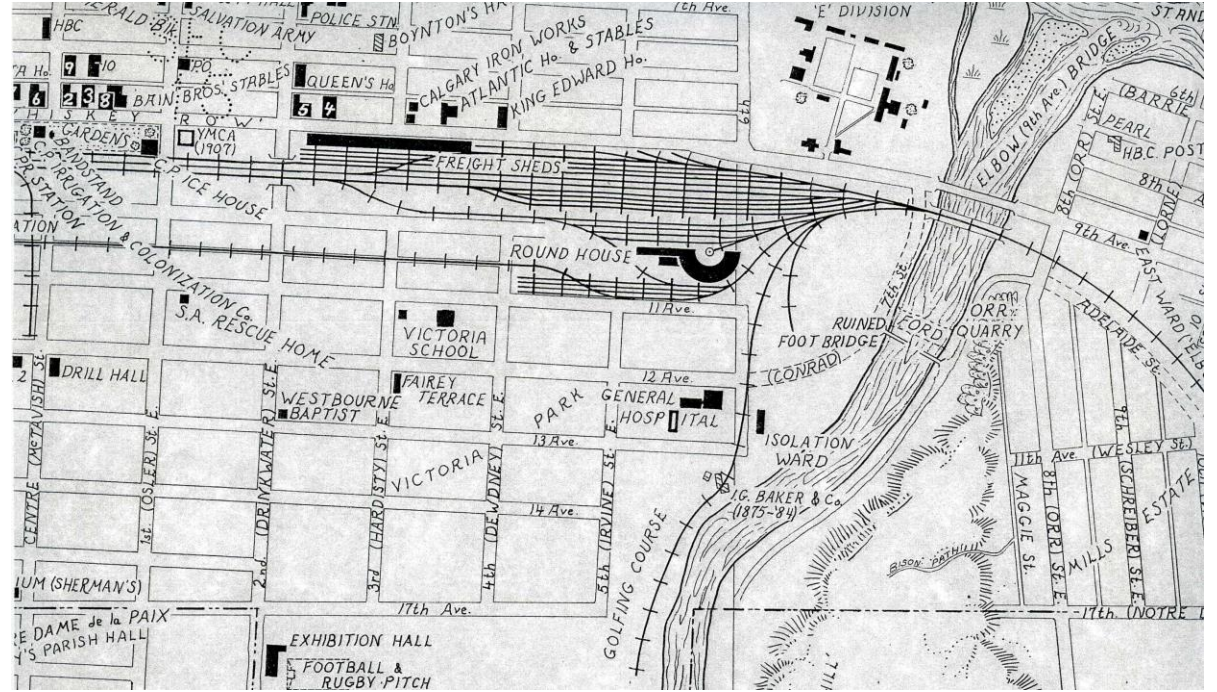
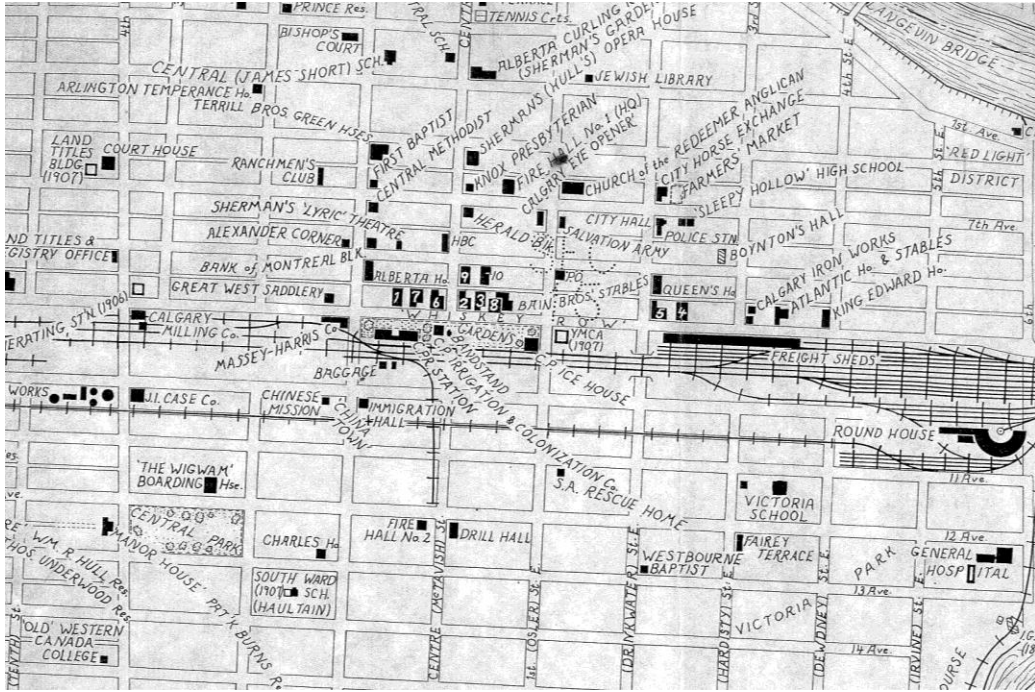
D. J. Y. Co., Ltd., Calgary, Alta. w116



Calgary is designated a Division Point, 01 February 1899 as Gleichen, Canmore, AB and Donald, BC are closed.

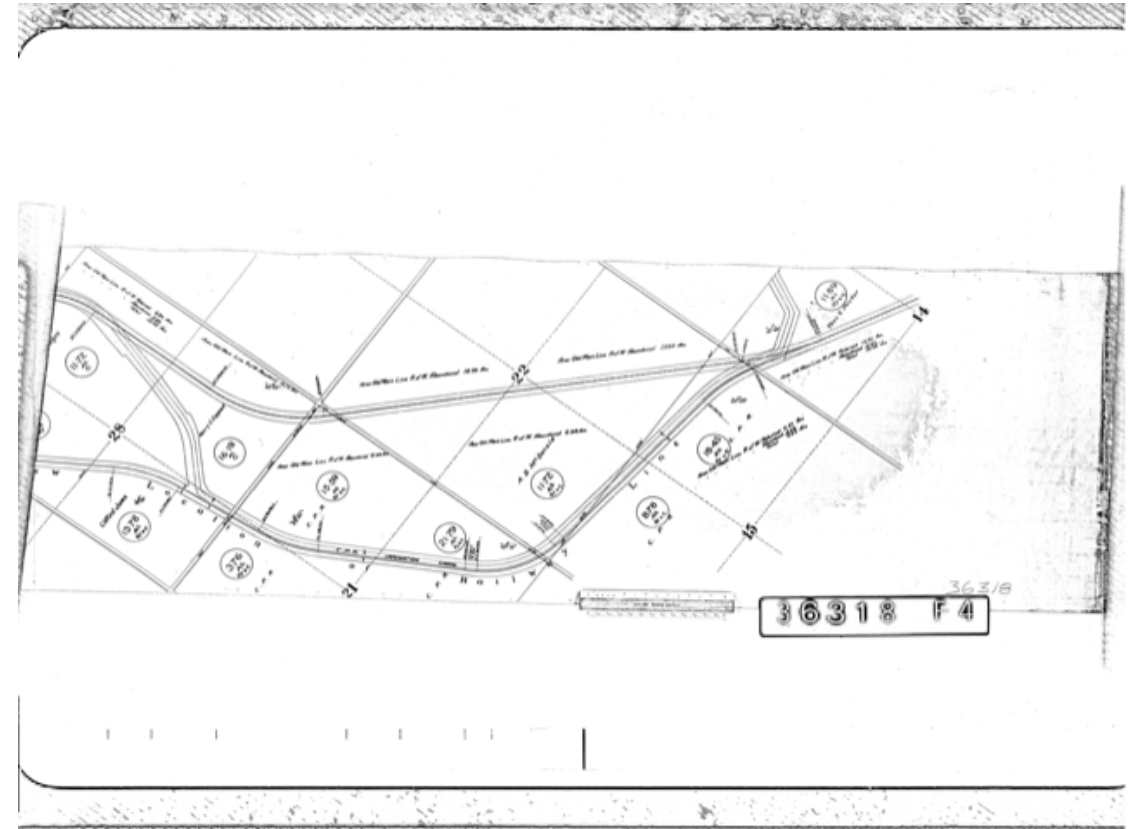
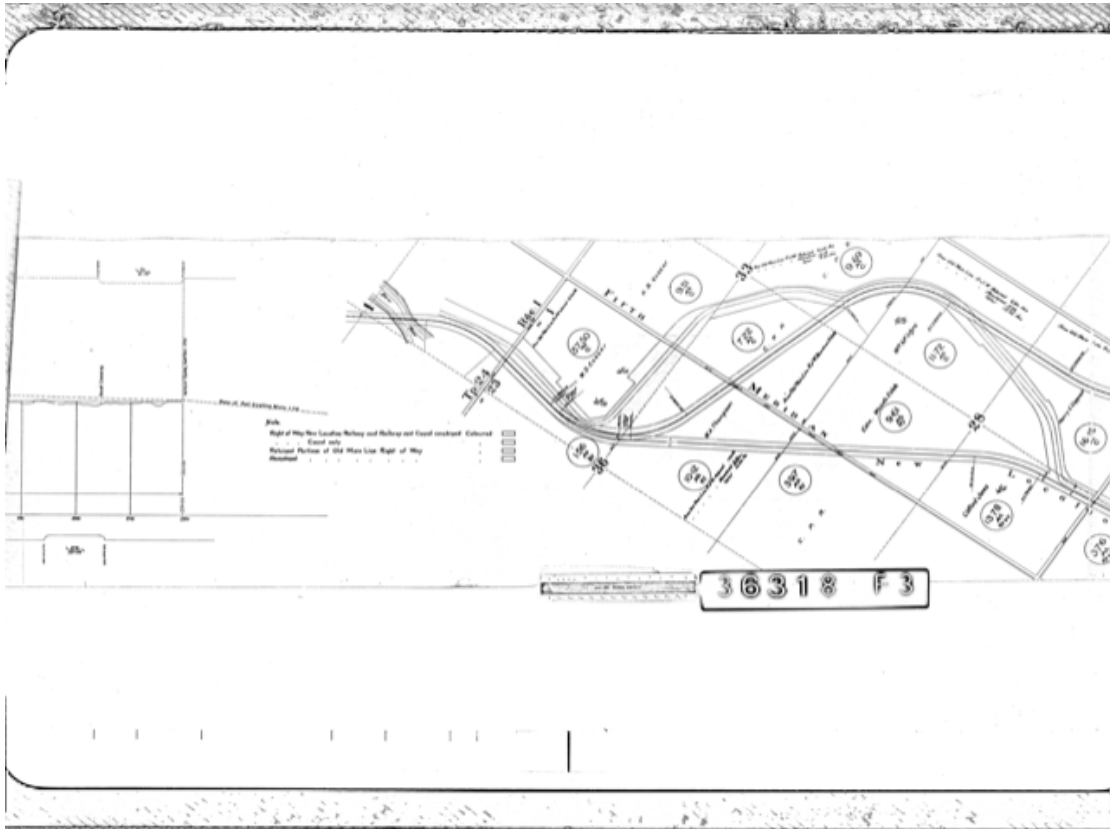
New engine house was constructed just west of the Elbow River Calgary Yard and the C&E shops closed.



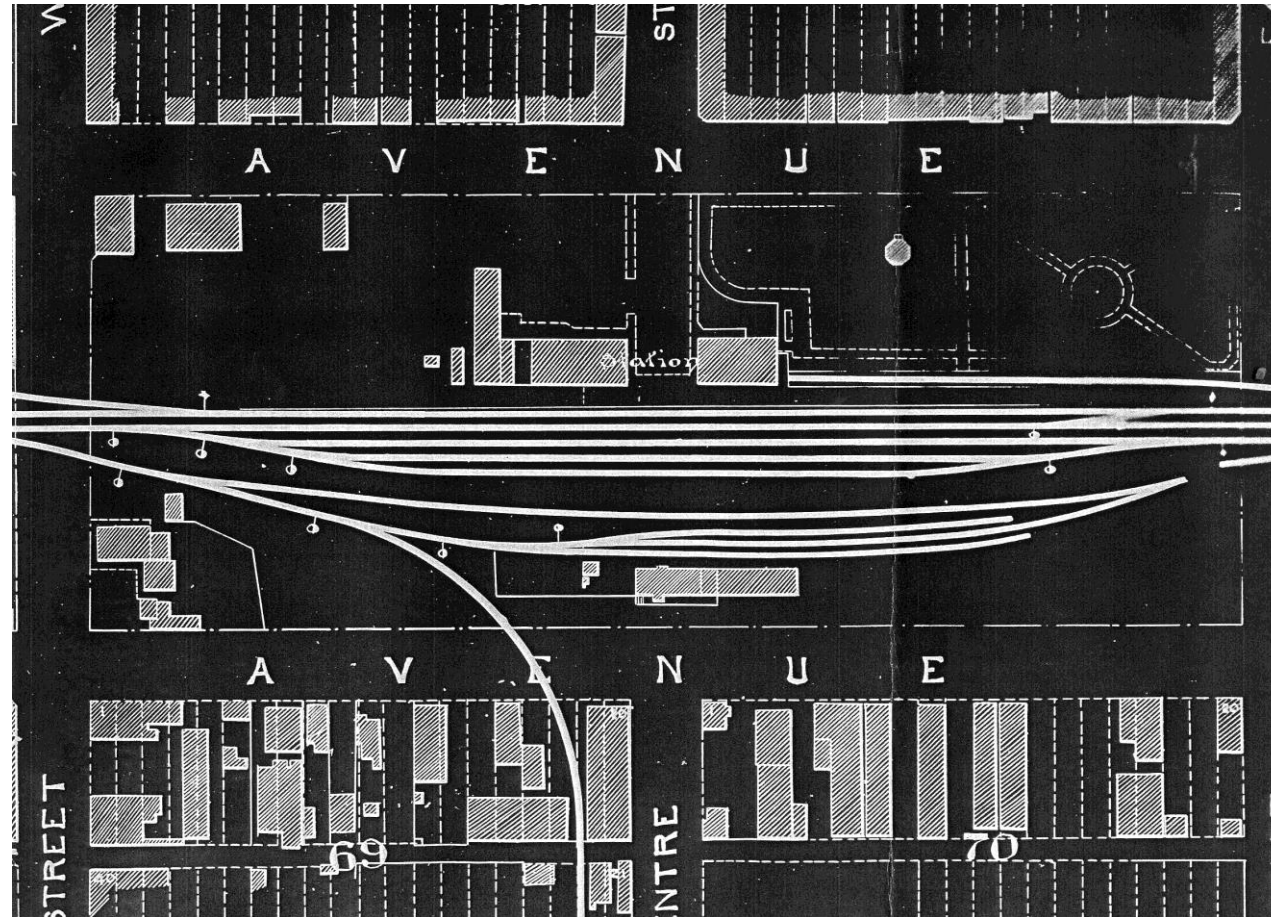


Calgary and Calgary yards 1905.
A division point since February 1899.

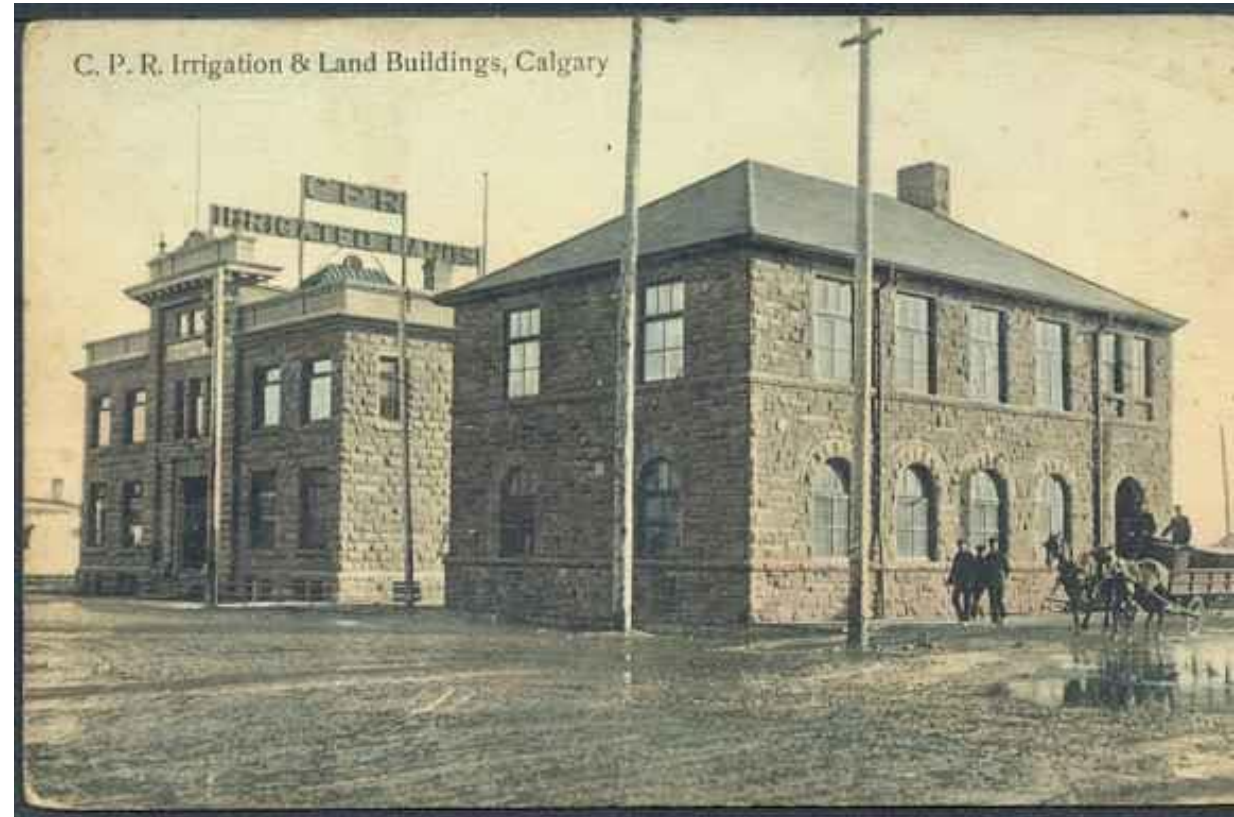
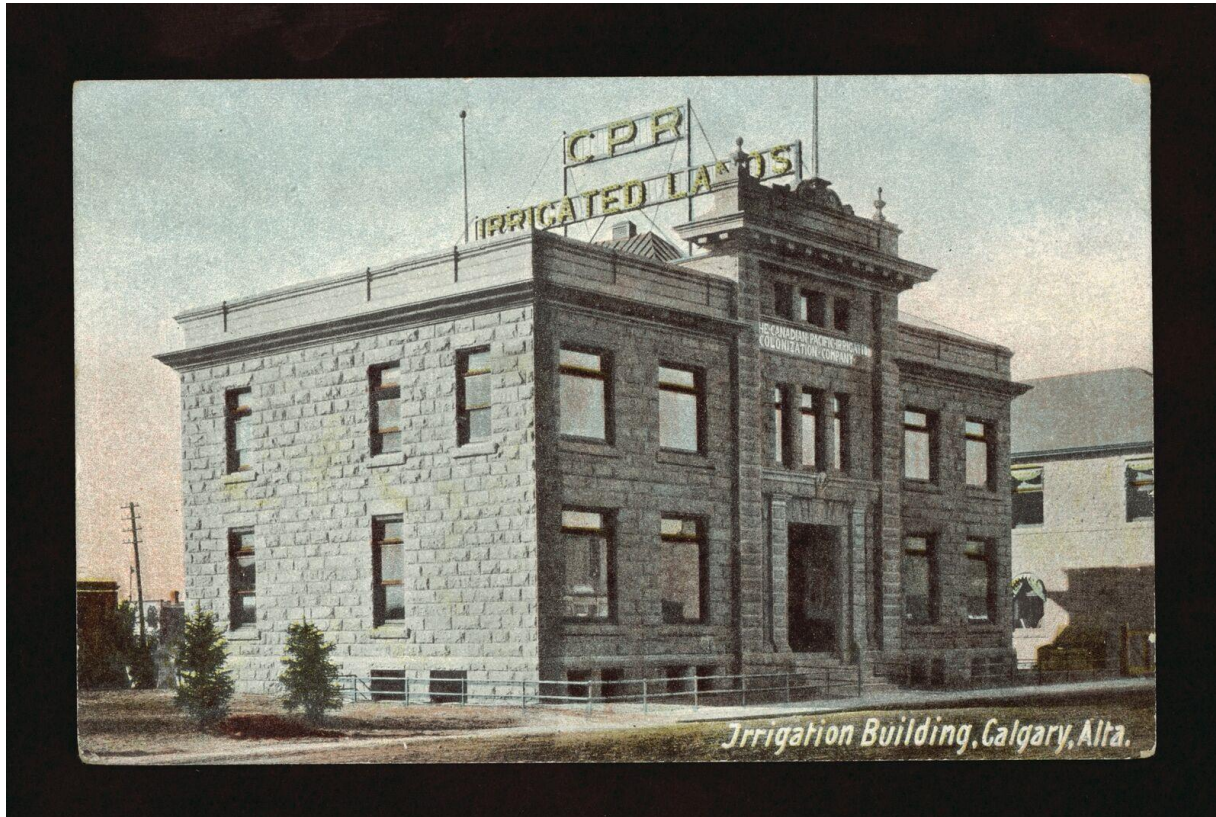
1906 Main Line relocation between Shepard and the Bow River to allow for new Irrigation Canal.



Calgary station 1908. Two structures, 9th Ave & 1st St West are the Irrigation Building & Lands Building.



Irrigation and Lands Buildings where the Palliser Hotel stands today.



C.P.R.

ADDITIONS TO STATION

AT CALGARY

Western Division

Scale 3/8 inch to 1 foot

Montreal.

Chief Engineer.



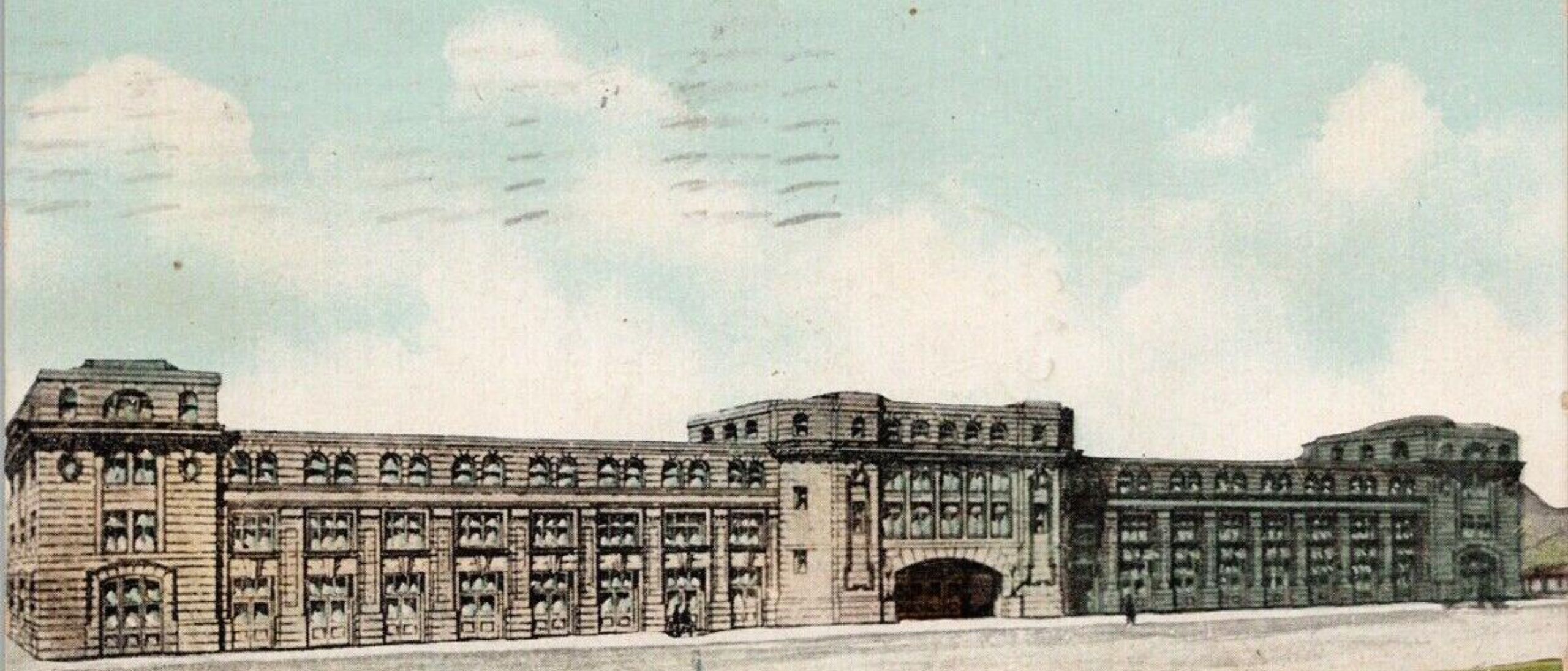
Present Building

TRACK ELEVATION

Present Building - Annex



1909 A new station was proposed for Calgary.



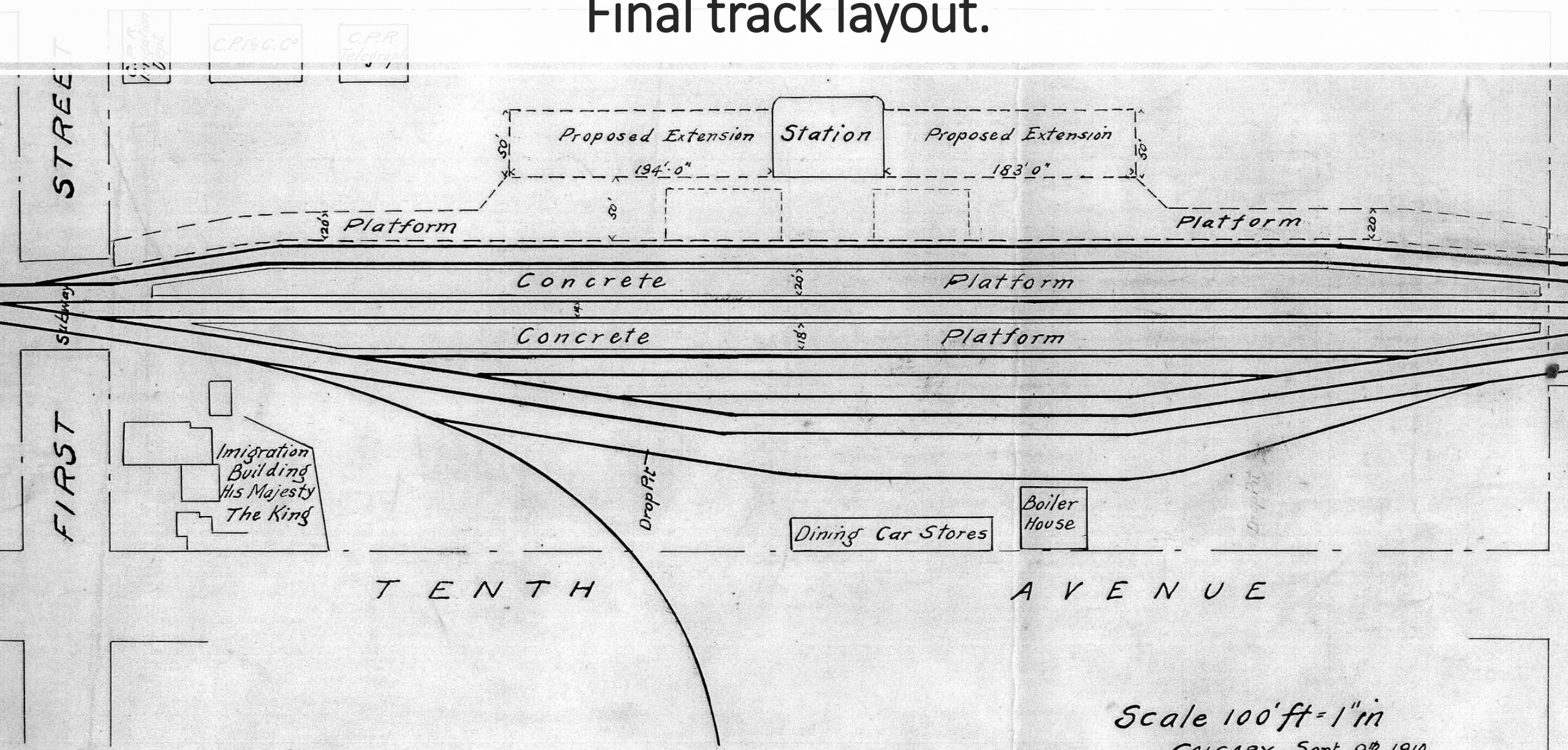
Final plan adopted for Calgary's fourth station.

C.P.R. Station, Calgary, Alta.

Station was built in three stages.



Final track layout.



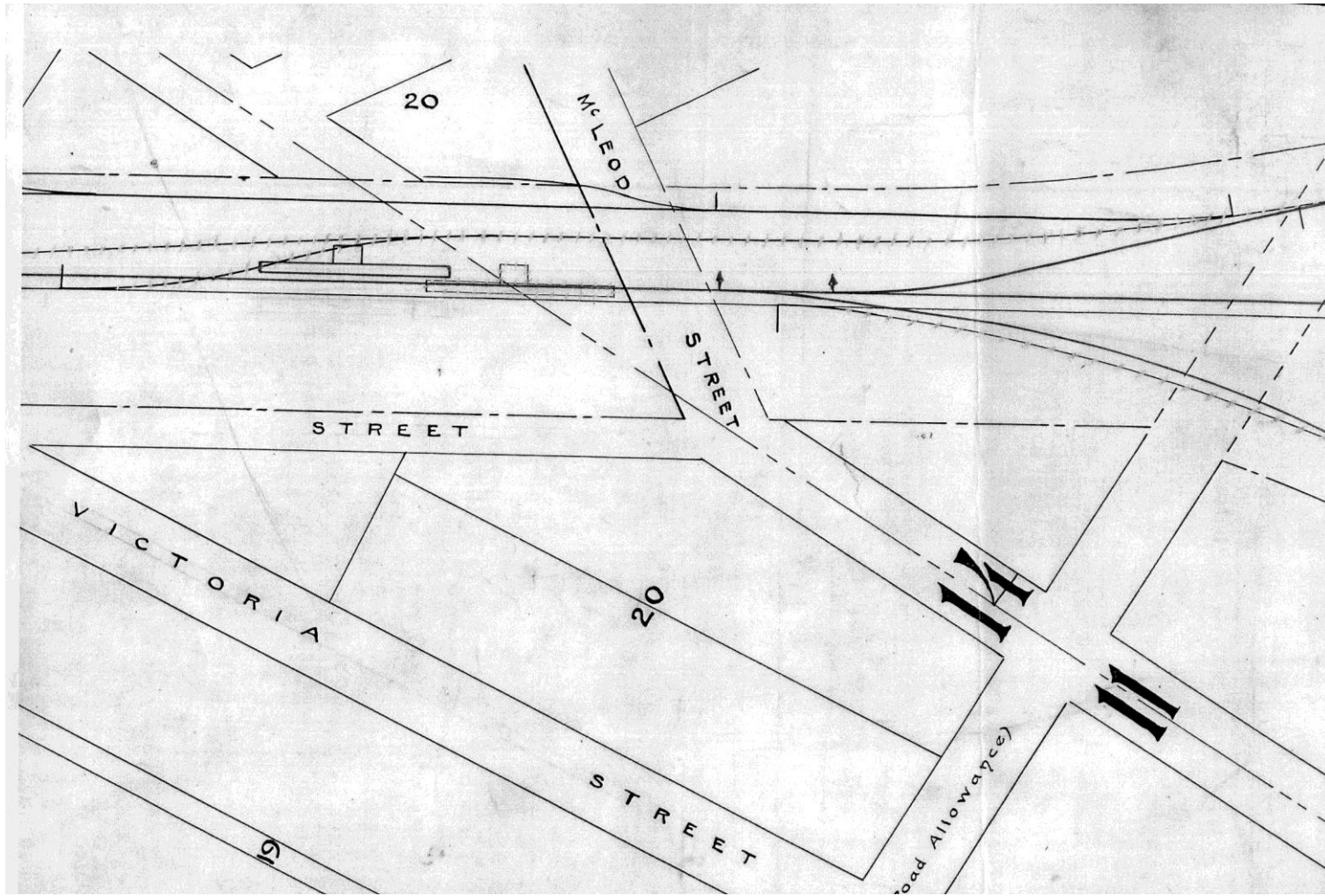
Scale 100'ft = 1" in
CALGARY Sept 9th 1910

31 October 1909 a new train order station was established at mile 175.5 on the Calgary Section. It was named Maharg.

- Coincidentally the Calgary Superintendent in 1909 was C.S. Maharg.
- 02 June 1912 this station was renamed Ogden, mile 175.4 Calgary Subdivision.
- November 1911 Alyth yards open.



02 June 1912 Maharg was now a train order station at the junction of the Calgary Subdivision, Red Deer & Macleod Subdivisions formerly Calgary Jct. renamed 02 June 1912. It was removed from the timetables 26 Oct 1913.

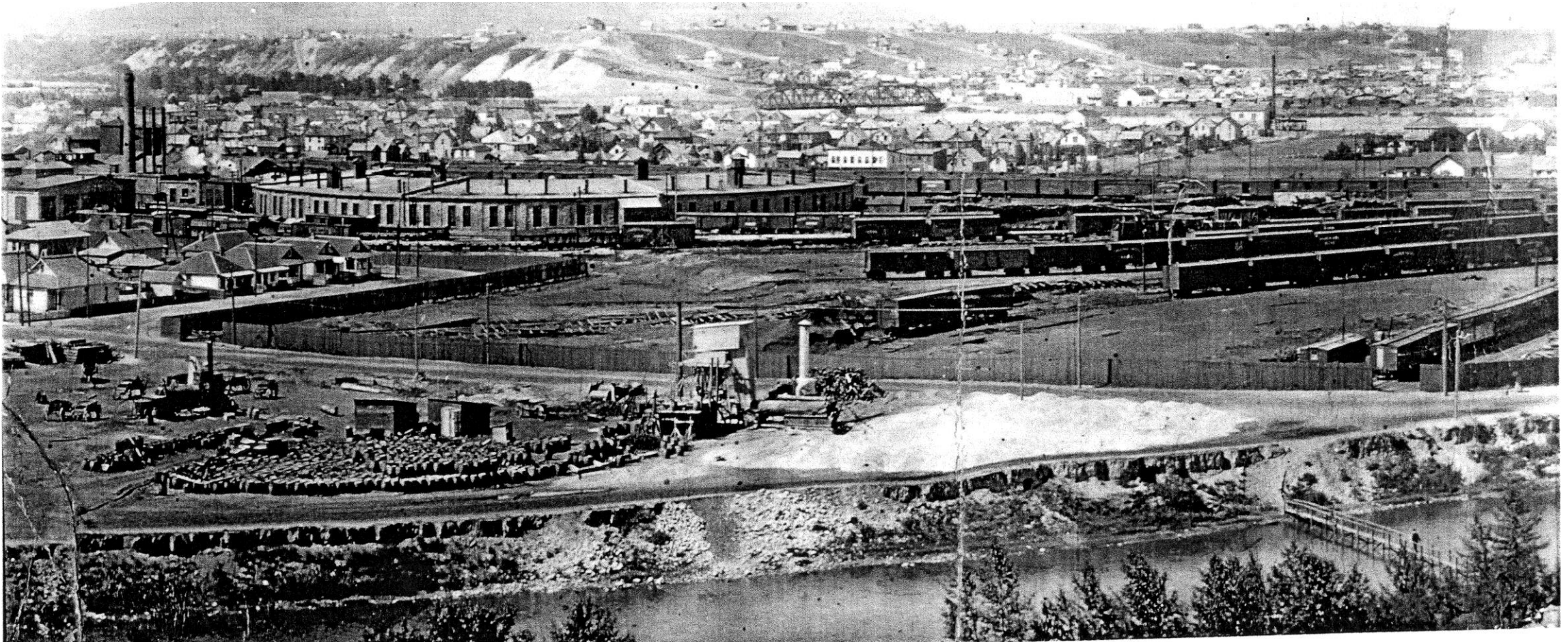


Double Track is completed in 1913 between Ogden and Sunalta. Track was rearranged at Maharg.



Alyth Yards open November 1911.

With the opening of Alyth, the Calgary shops became known as “West Shops” and were used to service passenger train power only.



08 February
1914 the
interlocking
tower at 12th
Street East is
activated.





After completion of the Gleichen cut-off The Calgary Subdivision was renamed the Brooks Subdivision. The former main track via Strathmore became the Strathmore Sub. Both meet at Shepard.



The Shepard station mile 170.1 Calgary Subdivision, then mile 170.1 Brooks Sub. (1920-01-18).



Next station was Ogden. Originally called Maharg, from Oct 1909 until renamed in June 1912.





Behind the station was the impressive Ogden Works Shops which opened in 1913.

Next was the beginning of the Double Track, which ran from Ogden to Sunalta.



Crossing of the Bow River at the east end of Alyth Yard.
3 tracks- South Track, North Track and Ogden Lead.



The first Alyth
yard office
and the later
station name
sign.





The first Hump at Alyth yard. Used Hump Riders. Averaged about 600 cars per day.

The Temporary Alyth Yard office – 1969.





REBUILT ALYTH YARDS 1969-1970.

- 70 miles of track.
- 3500 cars over 24-hour period.
- Computerized hump.
- Patterned after the larger Agincourt yard – Toronto.
- \$14,000.00 in 1970 dollars.
- Automated hump removed in 2012.
- New bump added in 2015.

Alyth “One Spot
Car Repair Shop”
built 1973-74





The shops were located at the north-east end of Alyth. The diesel shop was erected in 1952.

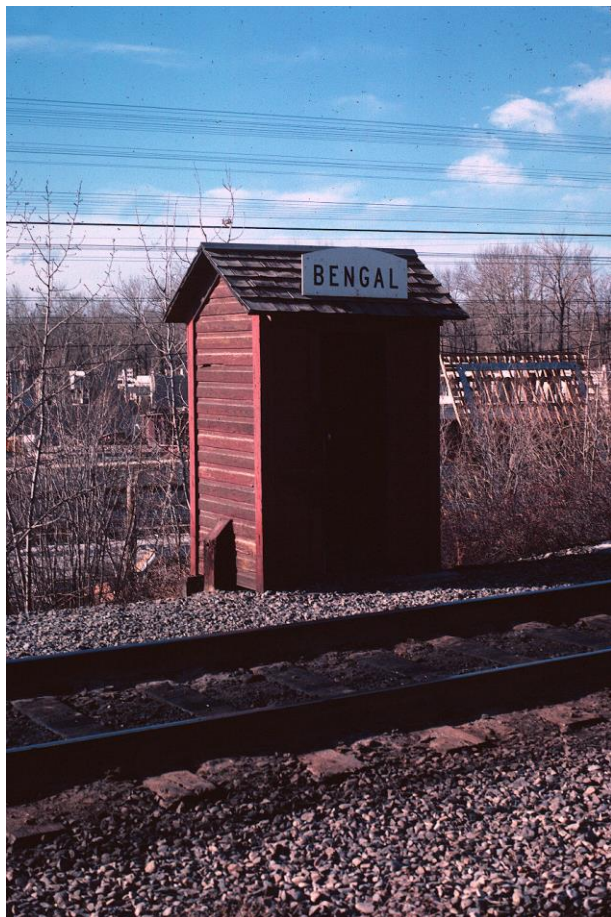
At the east end of Alyth Yards was the 12th Street East Interlocking tower which controlled the switch points off the main line to the main tracks of the Red Deer and Macleod Subdivisions.



Northward on the
Red Deer Sub CP
crossed the CNR at
the Bengal
diamond and
interlocking tower



A register station was located at Bengal.



Bow River Bridge Red Deer sub – a three span through truss. Replaced a wooden Truss bridge.



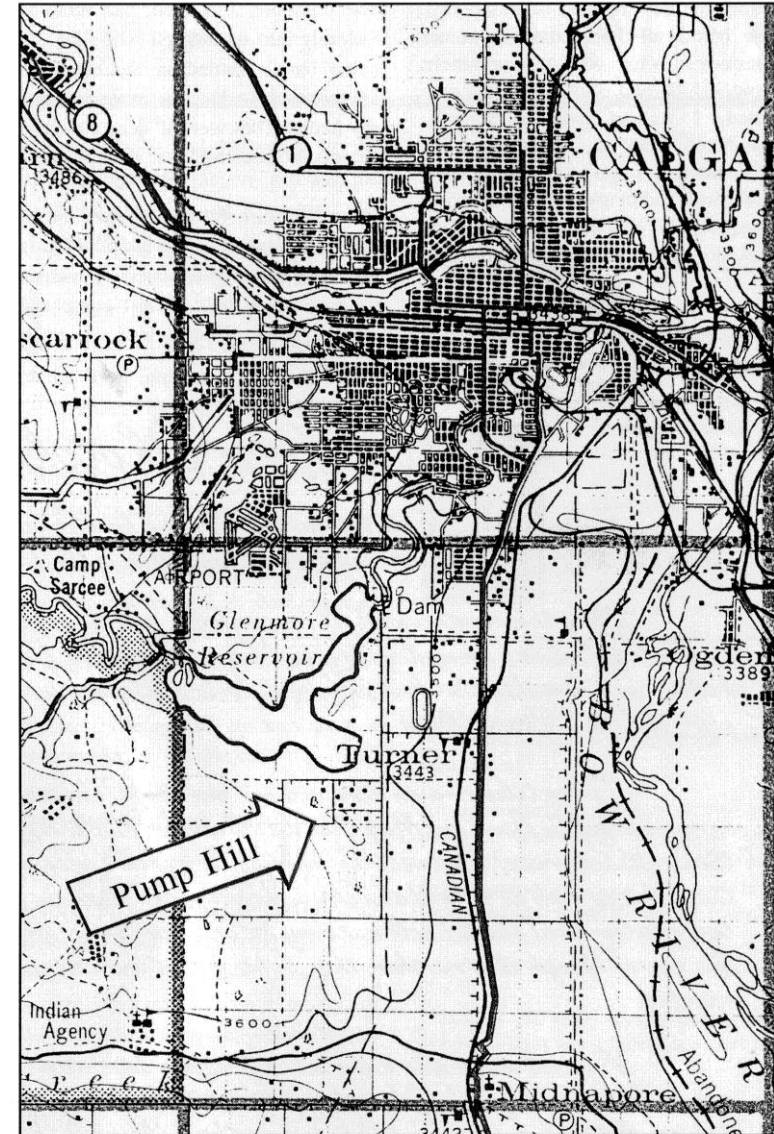


On the north side of the Bow River was 'Titian'.

Skipping Beddington and Petro, the last station in this domain is Balzac. Bob Hope once called Balzac the “Gateway to Calgary”.



Returning to 12th Street East, we'll go south.



12th Street
East – tower
1913 to
1970.





In 1970 a new interlocking tower was constructed at 12th street East which not only controlled the junction, but all the main track switches in the depot and west to Sunalta. It was removed in May 2014.



At the south wye switch, a register station also named 12th Street East was located. Having two locations for one station was not in the rule book.

Next station was Turner siding. In 1959 the Queen's Royal Train overnighted at this location, July 9th.





Midnapore. Opened in 1916 and closed in 1962.
Moved to Heritage Park in 1964.

Next was Academy,
13.3 miles south of
12th Street East. It
disappeared about
1975 when the
elevator closed.

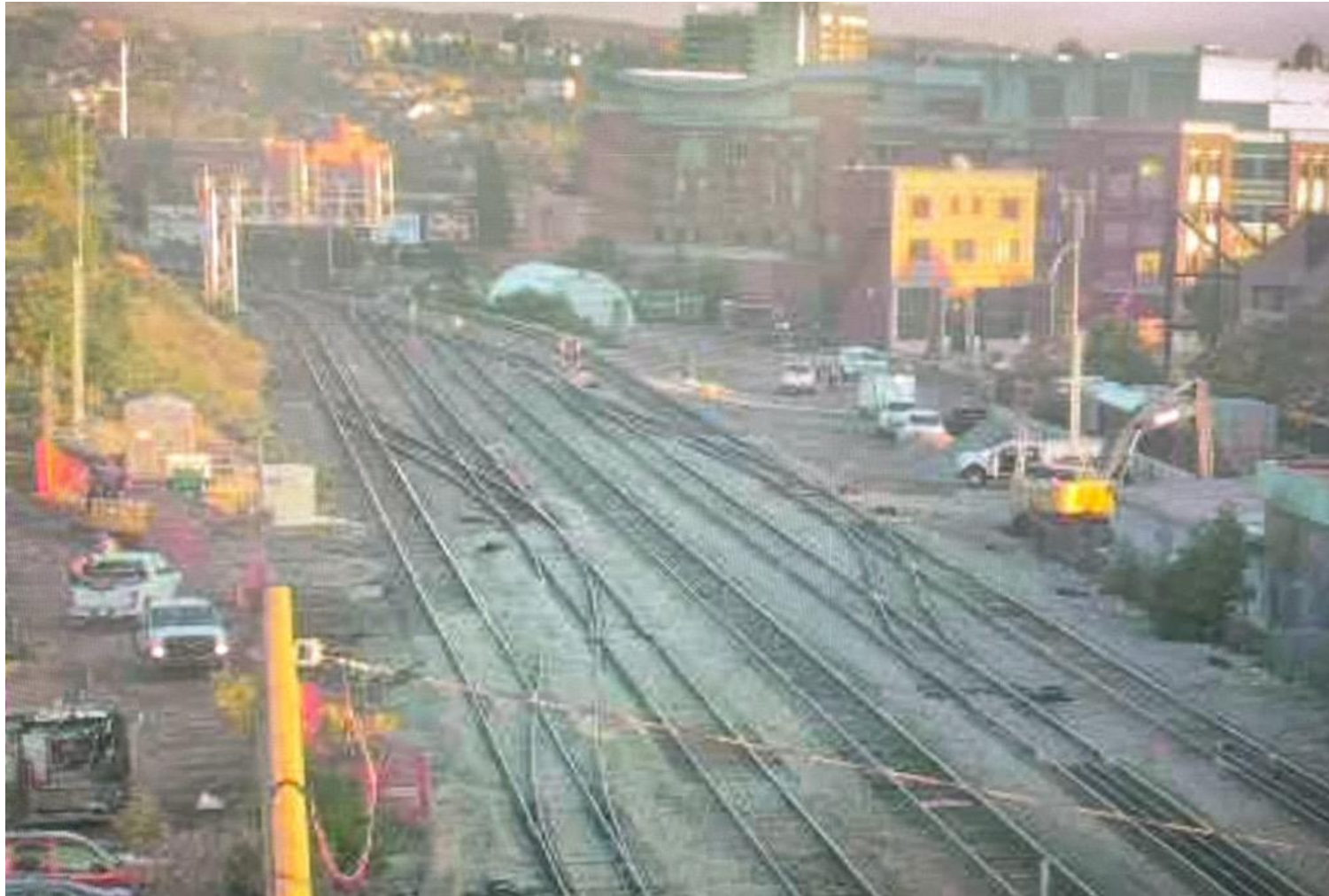




Back at 12th Street East we see the west switches for the north wye on the left and the south wye on the right.

On the Double Track between 8th Street and 12th Street East. Photos from the same spot.





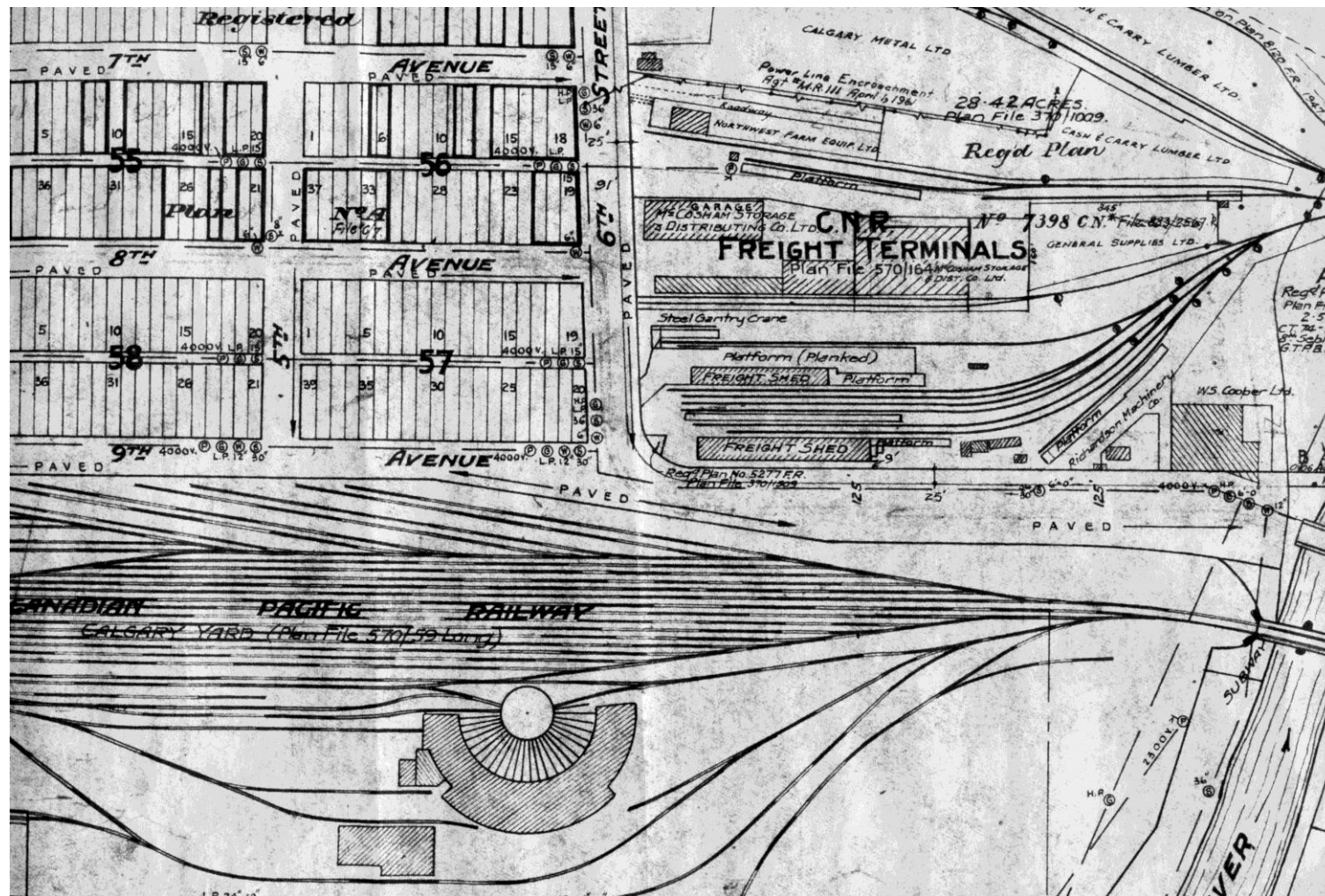
What it looks like after track work in 2020. The new 12th Street East at 11th Street east.



Bridge over the Elbow River a two span HDPG was installed with the double track in 1911. It will be replaced with a ballasted deck span in 1985.

New Trough Truss span built 2021 – Two tracks – two other tracks on a ballasted deck





Once again, we arrive at the location of the “West Shops”. The invaders have arrived on the north side of 9th Ave.



“West Shops” close in 1931 and were torn down in 1938. The rubble was used to extend Princes Island.

An arial view of Calgary Yard. This view shows the water tank and in the distance the freight sheds.



East end of the Calgary depot had a mechanical interlocking tower until 1955. The Double Track bypassed on the south side of the depot tracks.



IC Archives Photo # H-2886 - Supplied for Research Only. No Duplication. Fees May Apply for Other Use.

INTERLOCKING PLANT EAST END CALGARY DEPOT



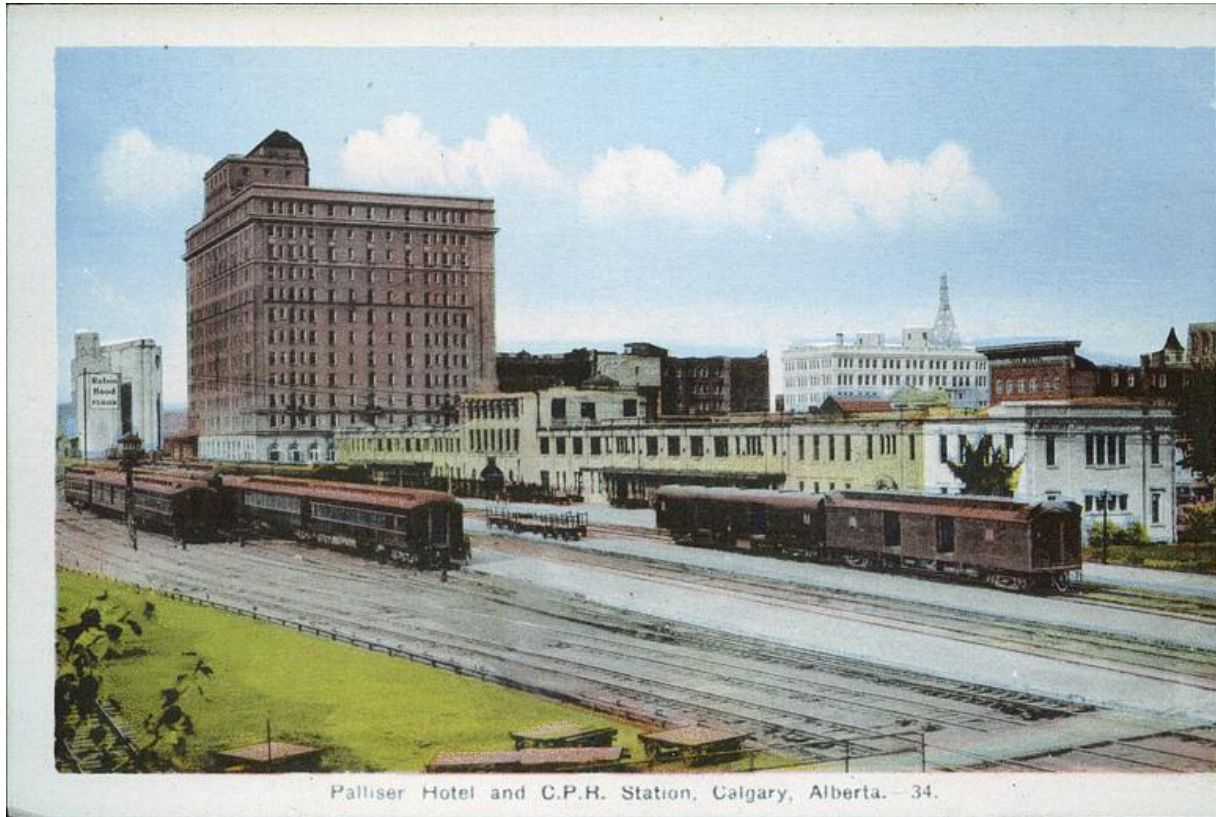
Calgary station – called “the depot”. Street side and track side had almost the same appearance.

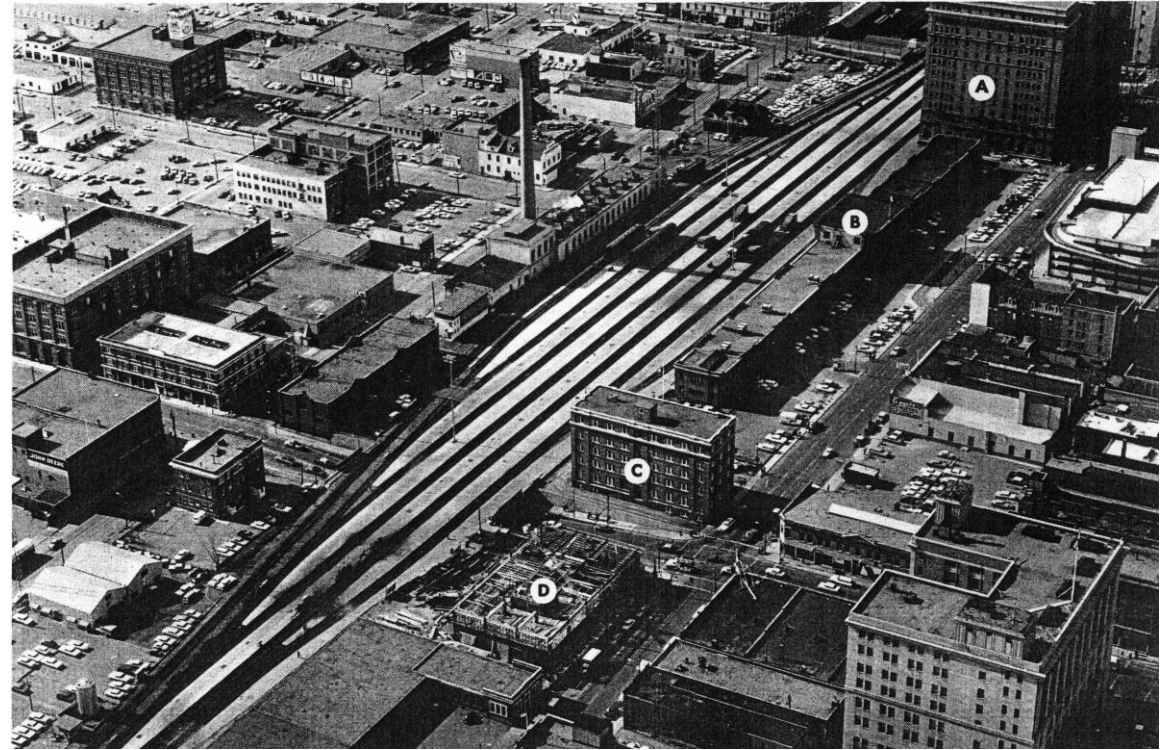
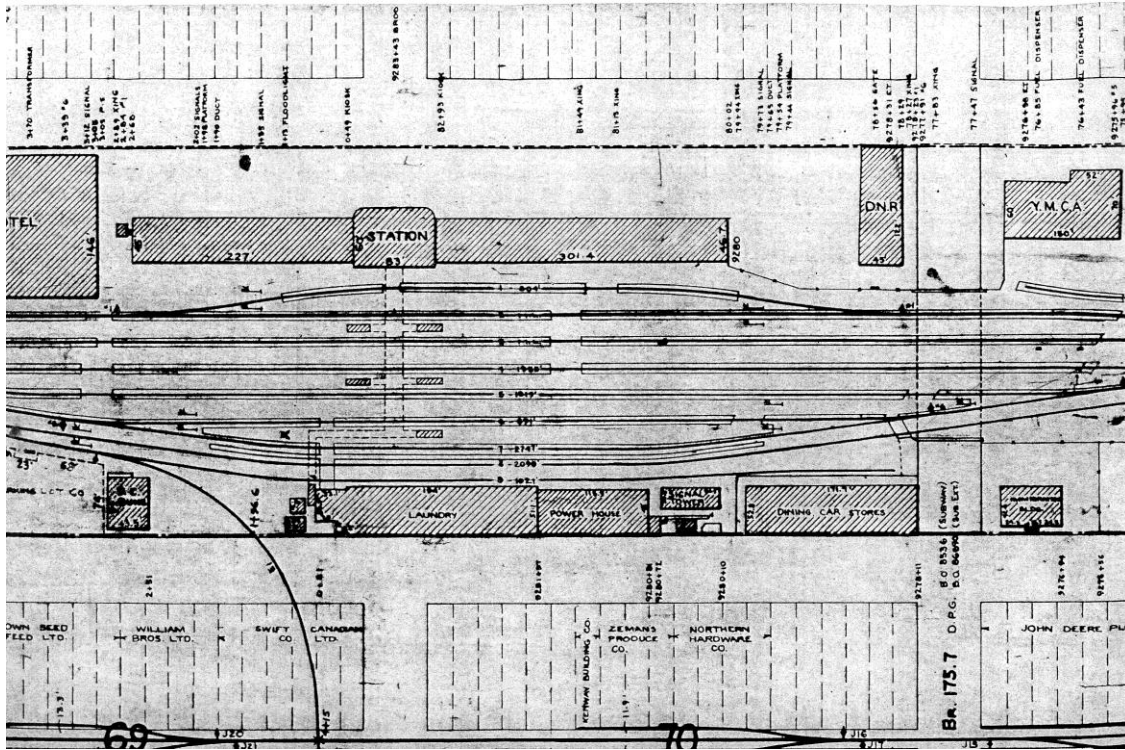




West end of the depot also had a mechanical interlocking plant as well as the coach yard.

The CP Palliser Hotel dominated the site.





In 1955 the track layout at the depot was changed. Centre Street tower replaced the two Mechanical interlocking tower.



1951 – the first diesel's pass through depot. Commissary in background.
Notice the twin tracks. Porter's bungalow at west end.

Telegraph wing was added in 1928.
Interior of dining car stores.



Post office used the left wing & Division offices in the right wing. Interior of the main room.



Glenbow Archives NA-5600-8192g

The last mixed
train. October
1966.

The last major
event January
1967.



Chaos the next
two years.

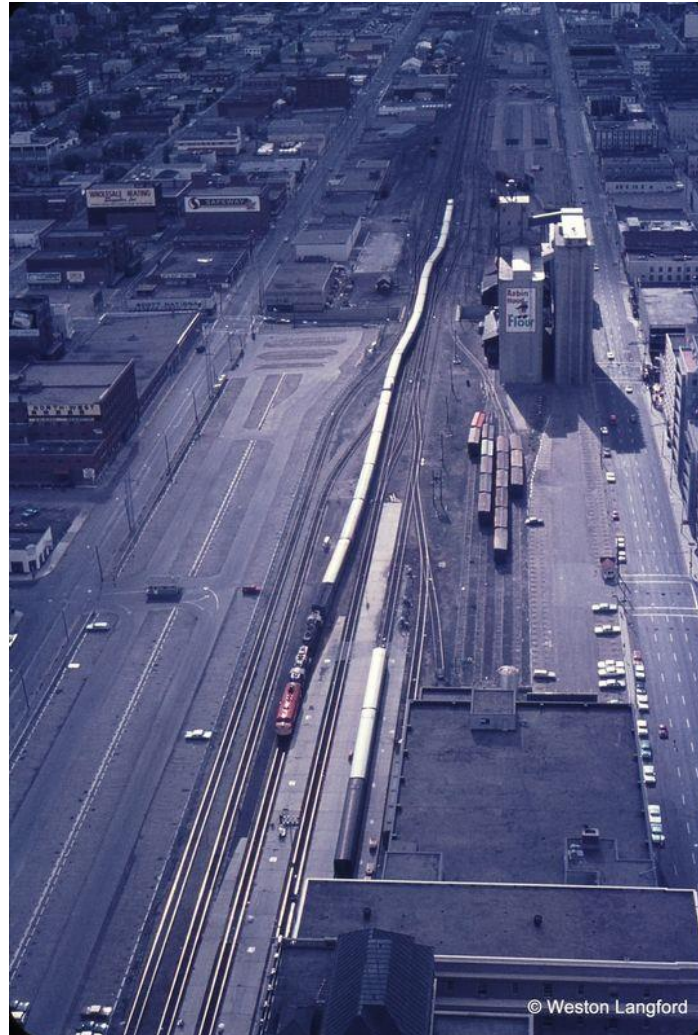


All through 1967 &
1968.

New station opens 05
May 1969.



Views from
above, The
“Husky”
Tower



Finally, the DNR building came down in 1972



The Pavilion was constructed in 2000 to house the 'Royal Canadian Pacific'.



Departing west from the Calgary station.



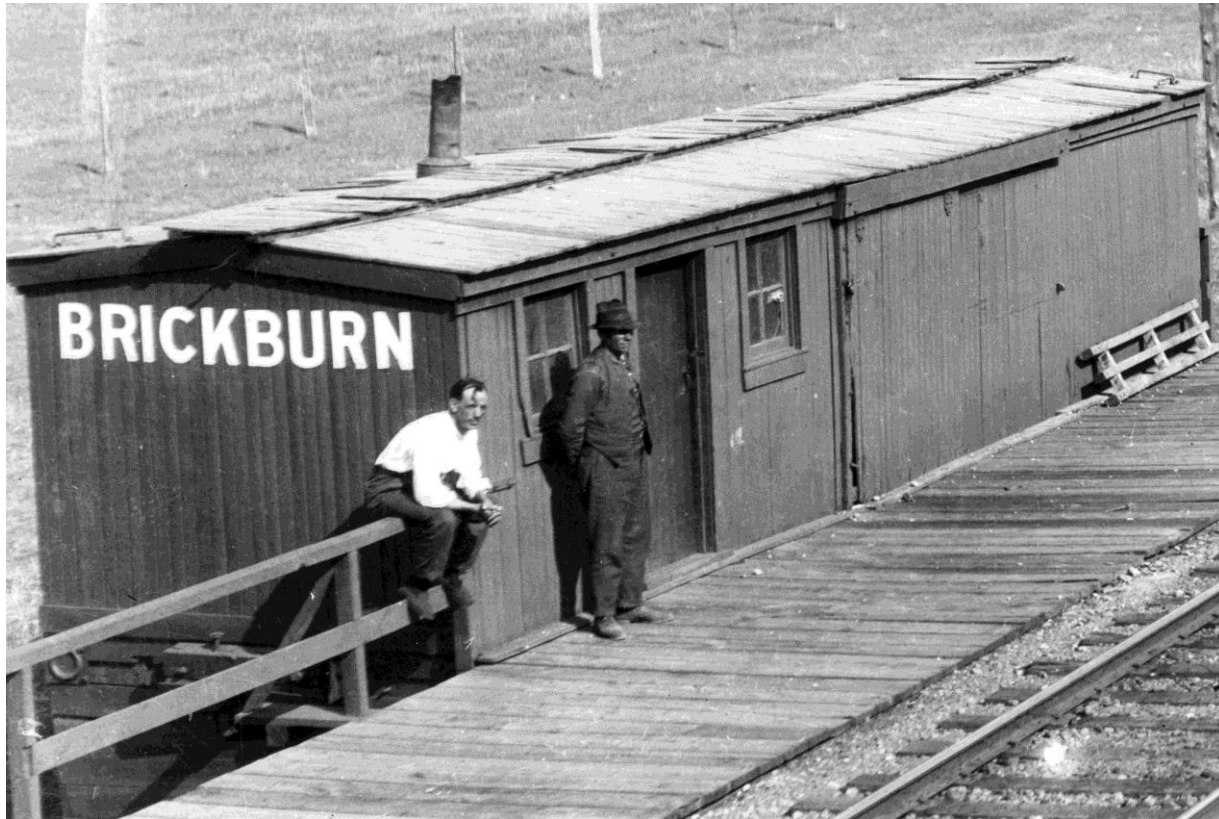


We arrive at Sunalta. This was the west end of the Double Track and today is where the main line reverts to single track.



At mile 3, the 1939 Royal train is seen below Shaganappi Point.

We arrive at Brickburn, until May 1914 was called Shaganappi.
Old Brickburn is the location of Edworthy Park today.



Brickburn was the location of a large brick factory.





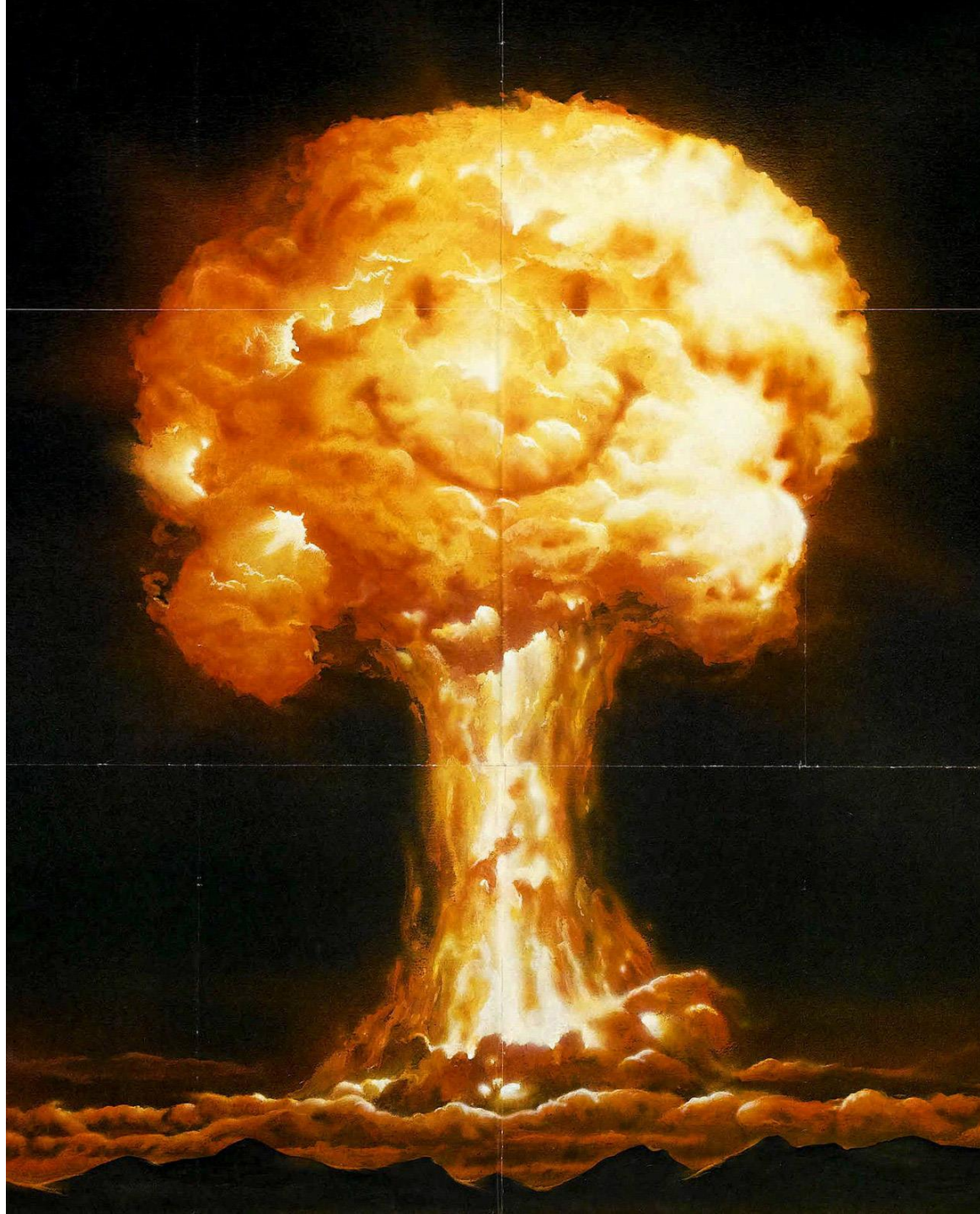
Leaving old Brickburn we
will pass new Brickburn
siding in Bowness, now
also removed.

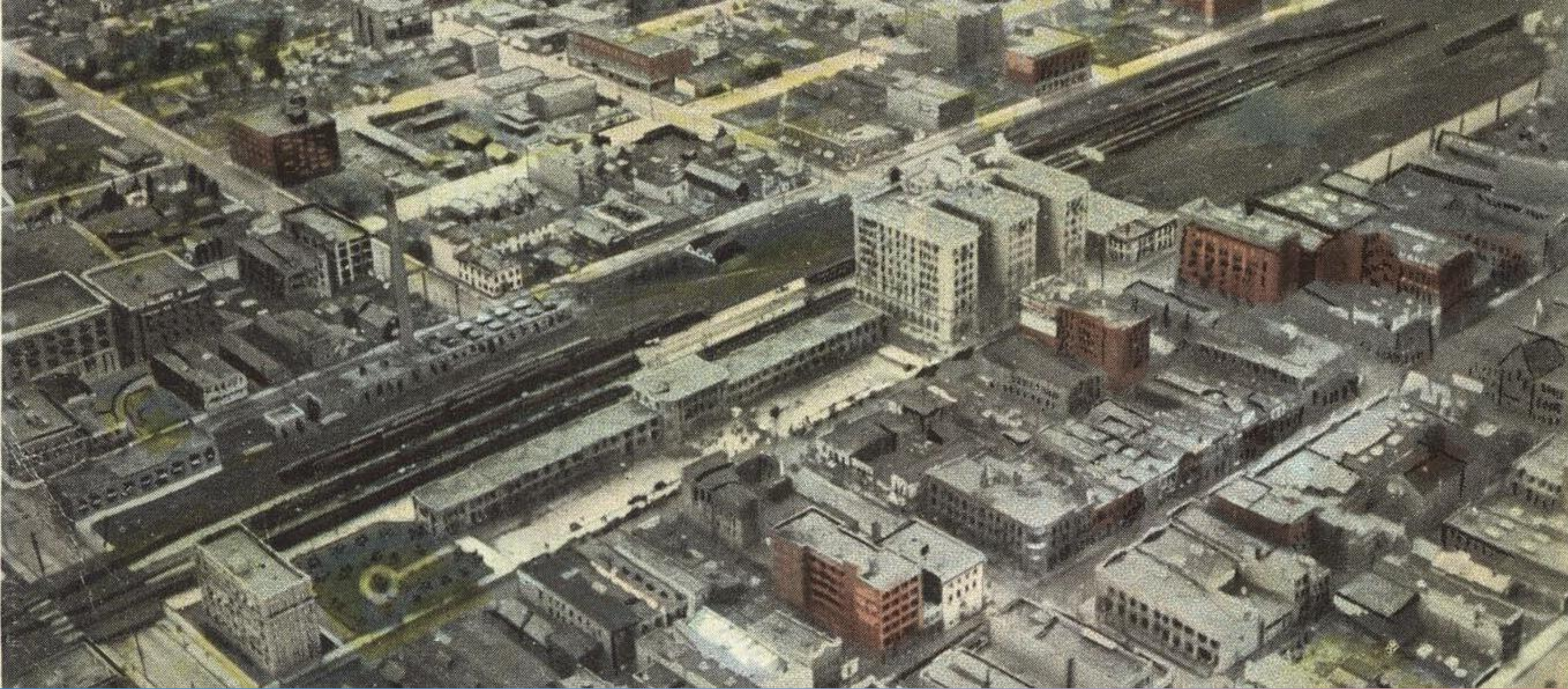
Twin Bridges
over the Bow
River near
Keith.





We arrive at our last CPR station – Keith.
For a short time named Robinson, a stop for the Baker Sanitorium. Behind the station is the large Alberta Ice Co. icehouse.





So ends your lesson for today.