



Guidelines for Submitting Expression of Interest

The following guidelines express the Cranbrook History Centre's (CHC) expectations for receiving expressions of interest for the purchase of any, or all, of the 9 deaccessioned historic railcars. The deaccessioning committee will evaluate each submission and determine the most appropriate location for each historically significant railcar. Please keep your submission brief but be sure to include those documents which support your submission (letters of support, etc.).

Merit Based Evaluation

The CHC's Deaccessioning Policy gives preference to other non-profit organizations for relocating deaccessioned historic material. Evaluation of each submission will be based on the purchaser's organizational mandate, restoration project or business plan, standing with the CRA and provincial societies act, intended use, geographic relevance, future public access (planned) and ability to meet the conditions of sale. Private businesses and individuals are also welcome to submit their interest and will be evaluated using the same criteria.

Expression of Interest

Please include the following information in your expression of interest:

- Main contact information.
- Organizational mandate (not necessary for private individuals).
- Which railcar(s) you are interested in and why you are interested in them.
- Project description or business plan.
- Where will it be displayed and to what standard will it be maintained?
- Who will be able to access the car in the future?
- Non-Profits: CRA Charity Number
- Bid Price

Conditions of Sale

- 1) All costs and liabilities related to transport of the railcars from their present location will be borne by the purchaser. All cars are currently stored on-site at the Cranbrook History Centre. The CHC is unable to warranty the operational condition of the cars in any way. It will be the responsibility of the purchaser to conduct a formal inspection to determine if the cars are moveable to the standard required by CPR.
- 2) Further to point 1, the purchaser shall acquire the railcars in an "AS IS, WHERE IS" condition and shall assume all risks that the railcars may contain unknown materials (whether toxic, hazardous, or otherwise) or other adverse physical conditions. The responsibility and liability related to all such conditions, whether known or unknown, fixed or contingent, will be transferred from the CHC to the Buyer, regardless of when the responsibility and liability arose.
- 3) The purchaser accepts all responsibility for insuring the cars while they remain on CHC property once the final transfer of ownership takes place.

Viewings of the railcars may be pre-arranged for serious parties only. More photographs of the cars are also available by request.

Please submit applications to: Bob Whetham, Board Chair and Honor Neve, Chief Curator:
board@cranbrookhistorycentre.com by December 31, 2020.

Deaccessioned Rail Equipment

4-Car CPR *Chinook* Set



FIGURE 1:3 CHINOOK CARS AT CRANBROOK, 1990'S

Asking Price: \$40,000.00, plus GST.

- * Must be purchased as a 4-car set.

Brief History

The *Chinook* is a complete set of four streamlined “art deco” cars that exemplify the fast, lightweight inter-city trains of the 1930's. The entire 4-car set has been assembled and contains a mail-express, baggage-buffet combine, and two types of first-class coaches. The *Chinook* was part of a new train concept developed by the Canadian Pacific Railway in the mid 1930's and was built in Canada. Its revolutionary design was a first for CP and included new technology, such as air-conditioning, and interior décor to suit the public demand for “modern,” efficient, and comfortable travel. It was designed to reduce operating costs for fast inter-city travel. Four complete train sets were built and placed in service between Montreal and Quebec, Toronto and Windsor, and Calgary and Edmonton. The *Chinook* was created for the Calgary-Edmonton service. The cars served as models for nearly 200 cars of enlarged design that were ordered after 1937.

Since arriving at the CHC, passenger coach #1700 and #2104 were used exclusively by CP Rail for special employee and company excursion rail events. The last time CP used cars #1700 and #2104 was an event in 1997.

CPR *Chinook* Mail and Express Car No. 3612



Specifications:

Type: Mail and Express Car

Year: 1940

Manufacturer: CPR Angus

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Length: 73' Weight: approx. 100,100 lb

The car was used in work train service after the *Chinook* service ended between Calgary and Edmonton. Since its arrival at the museum in 1993 it has been waiting restoration and used as a workshop before being turned over to storage.

Condition Report: July 18, 2019 – Fair/Poor

- Due to the large amount of storage obscuring the majority of the interior of the car, the true stability of the car is unknown but the floor and ceiling appear to be stable. Multiple windows are missing and secured with wood or plastic sheeting. The metal exterior is stable but has become weathered. The interior paint is worn and is flaking.

*Storage to be cleared out before final viewing.

CPR *Chinook* Combine (Baggage & Buffet) No. 3051



Specifications:

Type: Combine Car

Year: 1936

Manufacturer: CPR Angus/National Steel Car Corporation

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Length: 73' Weight: approx. 114,000lb

The Combine provided space for baggage on the intercity services of the *Chinook*, and a small but modern dining area. Like the Mail and Express car, it was later used in work train service.

Condition Report: July 18, 2019 – Fair

- Generally worn and dirty. Ceiling panels damaged. Exterior appears to be stable with superficial rust and faded paint.

CPR *Chinook* Coach No. 2104



Specifications:

Type: Coach

Year: 1936

Manufacturer: CPR Angus/National Steel Car Corporation

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Length: 73' Weight: approx. 110,000 lb

This coach, which was designated to seat 51, arrived at the museum in 1994 in almost original condition.

Condition report: July 18, 2019 – Poor/Unstable

- Floor is soft in multiple locations and walls are deteriorating where moisture is entering. Flooring has become warped and is crumbling in places. Steel exterior is stable.

CPR *Chinook*, Smoking Car No. 1700



Specifications:

Type: Smoking Car

Year: 1937

Manufacturer: CPR Angus/National Steel Car Corporation

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Length: 73' Weight: approx. 112,000lb

Almost original interior condition. Some damage from vandalism in 1990.

Condition report: July 18, 2019 – Poor

- Although cosmetically in Fair condition, the floor is weakening along the central aisle and there are obvious signs of moisture along the walls. A wall panel has severe damage from water seeping from the unsealed window above.

CPR Baggage Car No.4423



Asking Price: \$5,000.00, plus GST

Specifications:

Type: Baggage Car

Year: 1929

Manufacturer: CPR

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Length: 83' 10 1/2" Weight: approx. 158,100 lbs

Condition Report: July 18, 2019 – Poor

- Although classified as 'poor' condition, the true condition is difficult to determine due to the large amount of storage in the car. Structurally the interior is sound but there is evidence of recent water ingress which will impact the stability of the car. A quarter of the roof has been recently covered in new rolled roofing.

*Storage to be cleared out before final viewing.

CPR Sleeper *Redvers*



Asking Price: \$20,000.00, plus GST

Brief History

Originally part of the CPR's *Trans-Canada Limited*, *Redvers* is the sister car to the CHC's Sleeper car *Rutherglen*. Built with 8 standard sections, two standard compartments and one drawing room, *Redvers* is entirely in the upgraded and modernized condition of 1950's CPR passenger travel. As tastes and technological improvements dictated, low maintenance fabrics and fixtures were installed, and the mahogany inlays painted over.

Specifications:

Type: Sleeper Car

Year: 1929

Manufacturer: CPR Angus

Bearing Type: Roller bearings

Operational: Will require inspection to determine if able to travel by rail.

Length: 83' 10 1/2" Weight: approx. 185,000lb

Condition report: July 18, 2019 – Fair

- Generally good, however the interior is worn. There are small but numerous repairs needed to improve the condition of the car. The full exterior condition is not known as the wood and canvas roof is covered by many layers of tarps. The body of the steel car is in fair condition.

CPR Sleeper *Newcastle*



Asking Price: \$5,000.00, plus GST

Brief History

Built by CPR as one of the 'N' series 12-1 sleeping cars.	1921
<i>Newcastle</i> has air-conditioning Safety Co type H added.	1936
Converted to work service boarding car: CPR 411262	1959

The majority of the original interior has been removed.

Specifications:

Type: Sleeper Car	
Year: 1921	
Manufacturer: CPR	
Bearing Type: Friction	
Operational: Will require inspection to determine if able to travel by rail.	
Length: 83' 10 ½"	Weight: approx. 115,400 lb

Condition report: July 18, 2019 – Poor

- CP Work Train interior condition, glass is missing from all the windows, and there is deterioration of the interior walls despite the metal exterior. Metal exterior and roof appear to be stable.

CPR Diner *Wingfield*



Asking Price: \$5,000.00, plus GST

Brief History

Built by CPR as one of the 'W' series 36-seat dining car.	1921
<i>Wingfield</i> has air-conditioning added at Angus Shops, Montreal.	1937
Car re-modeled and modernized.	1952
Converted to work service boarding car: CPR 411327	1961
Assigned to Signals & Communications Toronto Division as a cook-diner.	

Specifications:

Type: Diner
Year: 1921
Manufacturer: CPR
Bearing Type: Friction
Operational: Will require inspection to determine if able to travel by rail.
Length: 83' 10 ½" Weight: approx. 115,400 lb

Condition report: July 18, 2019 – Poor

- Work Train interior condition is complete but deteriorating. Ceiling and floor unstable and signs of moisture penetration.

Locomotive Tender No.3100



Asking Price: \$5,800.00, plus GST

Brief History

The No.3100 Tender, originally from CP 4-8-4 locomotive, survived on BC Rail as an auxiliary tender for locomotive 2860 which was used in excursion service. Presently it is displayed at the lead end of the *Trans-Canada Limited* set of equipment.

Specifications:

Type: Locomotive Tender

Year: 1928

Manufacturer: CPR

Bearing Type: Friction

Operational: Will require inspection to determine if able to travel by rail.

Weight: approx. 129,500 lb

Condition report: August 2, 2019 – Fair

- Although there are no sensitive interior elements that can be easily damaged, the plywood roofing over the original coal bunker is weathered and warped. The interior condition is stable. The exterior is weathered and has superficial rusting.