



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 3 remaining 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 if 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

Deaccessioned Rail Equipment

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 some of the interior walls. Metal exterior and roof appear to be stable. Currently used for storage.

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. A few areas of the ceiling and floor are unstable and some 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.