



**2012 MILESTONES**

- \* 35 Years Ago - 1977 - Cranbrook Her awards begin & Dining Car Argyle arrives in May
- \* 30 Years Ago - 1982 - Col Baker Home restoration/rehabilitation begins
- \* 25 Years Ago - 1987 - Relocation and restoration begins on ELko Station
- \* 10 Years Ago - 2002 - Railcar collection is relocated to new Museum site in Sept.

# HERITAGE CRANBROOK

INCLUDING THE CANADIAN MUSEUM OF RAIL TRAVEL

A PUBLICATION OF  
**THE CRANBROOK  
 ARCHIVES, MUSEUM AND  
 LANDMARK FOUNDATION**

Box 400, Cranbrook, British Columbia,  
 Canada V1C 4H9  
 (250) 489-3918 Phone  
 (250) 489-5744 Fax  
**Email:** mail@trainsdeluxe.com

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### Operating Assistance

We gratefully acknowledge annual operations support of the **City of Cranbrook**, and of the Province of British Columbia through the **British Columbia Arts Council**



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**INSERT #1**  
 \* 2012 Royal Alexandra Masquerade - SAT Feb.25 (always the last Sat in Feb)

**INSERT #2**  
 \* 2012 AGM Announcement - Tues Feb. 21

### ANNUAL MUSEUM HOURS (open all year)

**WINTER:** Tues - Sat 10am - 5pm  
 (Thanksgiving Mid-Oct. to Victoria Day Mid-May)  
 \* Office & Gift Shop opens at 10 am.  
 \* Railcar Tours start at noon.

**SPRING/SUMMER/FALL:**  
 (Victoria Day Mid-May to Thanksgiving Mid-Oct.)  
**Daily** - 10am - 6pm  
 \* Railcar Tours all day.



View of partially completed Galleries # 2 and #3 of the "Exhibition Galleries" on the upper floor of the Freight Shed.

When the large Exhibition Galleries on the floor of the Freight Shed above can be completed, they will provide a substantial expansion of Cranbrook history and art programs for Cranbrook residents through temporary exhibitions on a wide variety of local history themes with some room for local art as well. Traveling exhibits from other Museums and Galleries will further enhance the local cultural heritage & arts programming of the Museum.

## "CRANBROOK MUSEUM" DEVELOPMENTS

- included in separate spaces within the larger Railway Museum Facilities -

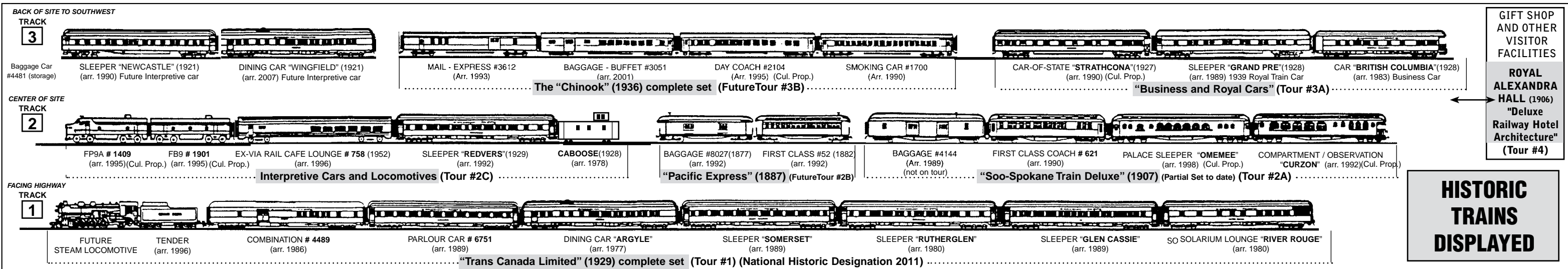
The Cranbrook History Gallery, which opened June 17, 2011, is a strategic stage in the development by the Cranbrook Archives, Museum and Landmark Foundation of a "MUSEUM ABOUT CRANBROOK". It is located in a separate part of the large facilities of the Canadian Museum of Rail Travel (ie. upper and lower floors of the Freight Shed) to maintain its own identity and be available free at all times for local residents and tourists.

It is also an important part of a Museum's new Cranbrook History part of the School Educational Program. The tours of the Historic Trains for schools are also now being re-developed to provide two separate, but complimentary, parts of the school educational program. All material in the Cranbrook History Gallery is from the Cranbrook Archives located at the Museum and contains about 50,000 items of local history.

A major part of the Cranbrook History Gallery are the permanent Historic Photo Collages of Early Cranbrook, containing 52 frames with over 180 images of the community and its early development. There are 5 framed collages yet to be filled to complete the Gallery, which will be titled "Early Business Movers and Shakers of Cranbrook - 1904". 59 photos with names and titles were found in a very deteriorated copy of the 1904 Special Christmas Edition of the Cranbrook Herald. This copy is not available to the public due to its extreme fragility, but a substantial amount of material was able to be digitized. This will be an expensive future conservation/restoration project on the paper.

When these large Exhibition Galleries on the floor above can be completed, they will provide an important expansion of Cranbrook history and arts programs for residents.

This Cranbrook History Gallery is now on the Museum website under the Cranbrook History Mandate, which is separate from the Railway Mandate. GALLERY LINK: <http://www.crowsnest.bc.ca/cmrt/cbk-mandate.html>



**TRAINS DISPLAYED – “Deluxe Hotels-on-Wheels” of the Canadian Pacific Railway**

\* Dates of arrival at Cranbrook listed under Car #/Name, and cars currently on tour have names/# in bold print. Cultural Property Status is also noted.

**THE COLLECTIONS POLICY** is to assemble, restore and display to the highest standards five Transcontinental CPR passenger trains to represent five distinct eras of development and lifestyle of travel by rail. These eras include:

Car Arrivals	1977-1	1978-1	1980-2	1983-1	1986-2	1989-5	1990-4	1992-3	1993-1	1995-3	1996-2	1998-1	2000-1	2007-1	Total=28	Now on Tour = 17
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Track #3 The “Chinook” (4-Car Set Complete) . . . . . (1936) - early lightweight steel car design of the late Art Deco era. (NOT YET ON TOUR)

Track #2 The “Soo-Spokane Train de Luxe” (4 of six Cars) . . . . . (1907) - heavyweight wooden car design of the Art Nouveau (Edwardian) era.

Track #2 The “Pacific Express” (2 of four Cars) . . . . . (1887) - lightweight, early wooden car design of the Victorian era. (NOT YET ON TOUR)

Track #1 The “Trans-Canada Limited” (7-Car Set Complete) . . . . . (1929) - late heavyweight steel car design of the Art Deco era.

Tracks #2 & 3 . . . . . also contains Royal cars, Business Cars & interpretive cars and locomotives - which explore other aspects of rail travel, and passenger car design and construction.

### Five new interpretive posters being made for each train tour

Historic information is now being researched in the Archives and in the special curatorial files (part of the curatorial function of the Executive Director’s position) something that has not been done on this scale for almost 20 years since work began the new site preparation and facilities construction.

So far, one of the posters has been completed on the “Cranbrook Train” - the 1907 Soo Spokane Train Deluxe. It was unveiled on Tues. Jan 24 in time for the most recent CAMAL Board meeting. The role of the posters is mostly to answer the many questions that visitors have after a tour of the historic trains. They include prices (1907 and now) for the first class tickets plus the sleeper supplements, and daily incidental costs such as the dining car shown on a menu with the prices in 1907.

Other original material includes timetables and promotional photos of the cars interiors, along with various maps and “travelogues” that were given to passengers to explain the entire route of the train between Minneapolis and Spokane (and Portland beginning in 1909) and all of the communities and features along the route, with Cranbrook highlighted due to its importance as a service centre for the train. A copy of the July 4,1907 Cranbrook Herald also details the first class appointments on the train and its importance to Cranbrook - noted as “Now Being on the Mainline of a Transcontinental Railway”.

The next poster to be done (each one takes about 1 month to do), will be about the 1929 Trans-Canada Limited, followed later this year with the Royal and Business Cars and finally the Interpretive Cars and Locomotives. The 1936 Chinook set and the 1886 Pacific Express will be done much later, as these last two trains are not yet restored for tours.

The posters should help reduce the time demands on tour guides to answer the many detailed questions arising during and after a tour. The Grand Tour is now 2 hours long for all the cars, so the guide can now advise visitors to see the posters along the wall on their way back into the building. They can do the investigation themselves on their own time depending on their level of interest.

The 77” wide by 80” tall poster is located between one of the large windows in the Gift Shop is has free access at all times and will be of interest to locals and visitors alike. It will soon be on the Museum website where more layers of detail will be attached for deeper levels of interest and research. Space has been reserved for the other posters on this same wall.

### What are bona fide Public Museums? Why are they different from all other types of facilities and what are their responsibilities?

The Canadian Museums Association uses a definition based on that of the International Council of Museums and similar to what most museum organizations use around the world.

In its’ words, museums are: “Institutions created in the public interest. They engage their visitors, foster deeper understanding and promote the enjoyment and sharing of authentic cultural and natural heritage. Museums acquire, preserve, research, interpret and exhibit the tangible and intangible evidence of society and nature. As educational institutions, museums provide a physical forum for critical inquiry and investigation. Museums are permanent, not-for-profit institutions whose exhibits are regularly open to the general public.”

In this accepted definition, museums are not defined as tourist attractions, although some may have tourist potential depending on their artifact collections. However, this is not the primary mandate of a museum, and this distinction is critical when designing museums and their operations.

Boards of Directors of Public Museums usually subscribe to a set of principles to meet the above definition to guide them in the development and operations. Privately-owned museums are different and owners can do what they want with the collections, including selling them, but they do not have access to public capital and operating subsidies.

### The 500-Year Museum Plan - why 500 years?

The technical part of this plan (trains building and operating systems) was completed earlier this year, followed by the Conservation Plan. The Business Plan, which is based on the conservation plan in a museum context, is now in the final draft stage and is expected soon. It will be reviewed by the Board of the Cranbrook Archives, Museum and Landmark Foundation and the Museum Development Committee of the City before it is formally presented to the City. It will then be permanently mounted on the Museum web as a guide to future development, but using museum principles that ensure the artifacts preservation remain the highest priority.

500 Years has been used as the title of the Plan because museums operate in perpetuity and not in the usual 5 or 20 year business cycles. Their long term future is what is important since the artifacts increase in value with each succeeding generation.

### The Museum is a “recycler” and has provided great energy efficiencies in the design of the museum buildings

In this case, it is the trains building that most closely relates to the 500 years by preserving the fragile trains over long-time periods. In this case they will use “green” geo-thermal systems to regulate relative humidity that is absolutely essential to the long-term preservation of the inlaid wood interiors of the railcars at very low energy costs compared to what is now being used. The current cost for electrical cooling and heating of the interior of only the 12 (of the total of 28) cars with fragile interiors that are on tour, is about \$30,000/year. The new system for all 28 cars in a 68,000 Sq.Ft building is estimated by the consultants at \$1300/year -a dramatic reduction and one that may prevent the museum from being bankrupted by increasingly higher energy costs over decades and even centuries.

\* The Museum has always recycled as much as it could, such as re-cycled good lumber, in the restoration of the railway cars, and the buildings. This included the entire original structure of the historic Freight Shed and much of its interior partitioning, including the original paneling in the Royal Alexandra Hall. Where appropriate it has also re-used windows, glass doors, furniture, among others interior furnishings and heritage displays.

\* The viewing corridor between the trains on tracks #1 and #2 reduces solar heat gain on many of the more than 500 car windows. Outside the corridor, over 200 windows are also covered with mirror glass and additional filters and sun screens to reduce heat building up inside the cars. More importantly, it prevents sunlight bleaching the varnished inlaid woods. This is a major source of permanent artifact damage if not dealt with right away.

\* The design concept of “compartmentalization” of major spaces, each with separate HVACs, also assists in energy efficiency along with extra insulation between certain floors and walls. Compartmentalization also helps prevent spread of fire by containing a problem longer so that emergency response teams have more time. And, if one HVAC unit fails, not all of the building is affected. There are about 15 “compartments” in the new museum building.

Depending on the type of use, the temperatures in certain parts of the building can also be kept lower and not kept at the level needed for office workers who may be sitting at their desks. The use of auto-closing doors also assists energy conservation as does double glazing, which is used in all exterior and most interior museum doors and windows. This is more expensive in the short term (a one-time capital cost) but a great saving in the on-going permanent operating (energy) costs.



### HO-scale Model Railways Development

Museum volunteers work on some of the local highlights on the HO-model including the Cranbrook Railyard with original Ice-House, Station, and Railway-YMCA. The other end of the model has the “Kootenay Landing” and station with an HO-scale model of the CPR Lake Steamer “Moyie”, which originally linked Kootenay Landing with Nelson and Proctor. The room will not be able to get a public “occupancy permit” until the HVAC, electrical and protective glass shields are completed at an estimated cost of about \$150,000. Local groups can assist with this local project by contacting the Museum 250-489-3918 or any of the Board members noted on the back page of the newsletter

### SOME UP-COMING SPECIAL 2012 EVENTS

- \* HERITAGE WEEK ACTIVITIES
  - **Fri 21-24 TUES - FRI** free school tours of railcars (morning & afternoon)
  - **Feb. 25 SAT** - free public tours of railcars 10am-5pm - first come first serve
  - **Feb 21 TUESDAY** - 6:30 PM - CAMAL FOUNDATION AGM
  - **Feb.25- SATURDAY** - 7:00 PM - ROYAL ALEX MASQUERADE -
- \* **Fri. May 19** - Start of longer summer hours (to Thanksgiving, Oct 8)
- \* **July 1** - Canada Day - SUN - The Annual Canadian Citizenship Ceremony - details TBA
- \* **August - 2nd weekend (TBD)** - Annual Columbia Basin Tours of the region and special free tours of parts of the Museum and local historians

