

Help us restore a Canadian Car Brill IC-41 Highway Coach



Transit Museum Society
(TRAMS)
Vancouver BC

Dedicated to the restoration,
preservation, and operation of
vehicles significant to the history of
public transit in BC

Pacific Stage Lines CCF Brill IC-41

Back in the late 1940's and throughout the 1950's Pacific Stage Lines IC-41 Highway coaches were a common sight, serving the Lower Mainland, New Westminster and other municipalities out the Fraser Valley to Harrison Hot Springs and Hope.

Bus number 6228 was purchased in 1947 by PSL and later sold to Horizon Coach Lines where she sported fleet number 101.

The bus was kindly donated to TRAMS in 2006 and has remained in storage at our Roseberry Shop. We have video evidence that the bus was in running condition roughly 10 years ago, but it is not operational today.

The first stage of our project will be to undertake a thorough assessment of the engine and structural frame of the coach to verify that the bus is able to be saved.

This coach retains all the original seating, interior lighting and luggage racks as well as window glass and the destination sign. We have high hopes that this coach will become a priority restoration project for the next few years.

What is an IC-41?

An IC-41 is a 41 passenger intercity coach. In December of 1945 the American Car and Foundry Company (ACF) delivered the first IC-41 coach to Burlington Vermont. The Canadian version of the IC-41 was built by Canadian Car and Foundry (CCF) in Fort William, Ontario, now Thunder Bay North.

Many Canadian transit icons were built by CCF including the Brill trolleys and Brill diesel coaches currently included in the TRAMS vintage fleet.

The IC-41 Highway coach has a Hall-Scott 190-2 underfloor 779 cubic inch gasoline engine. The 1947 model in our possession is distinguished by the four chrome strips over the front grille and lower headlights.

We believe this coach has a Spicer four speed manual transmission.

The driver was seated over the left front wheel and to the right was seating for two passengers. The ideal "chat seat". The entrance door is situated behind the front wheel and the first passenger seat.

Although there is underfloor luggage space, the mid frame location of the engine limited the compartment space.

YES!
I can HELP by contributing....

Name _____

Address _____

Phone _____

E-mail _____

Enclosed is my contribution of \$ _____

This is a one time contribution

OR

I pledge to contribute this amount
for 4 consecutive months for a total of
\$ _____

YES, I would like a tax receipt *

* see tax note

Mail to:

TRAMS
c/o Angus McIntyre
3825 West 22nd Ave
Vancouver BC V6S 1J8

Canadian Tax note:

TRAMS can provide tax receipts
for a minimum donation of \$25

Your tax benefit will be:

A donation of between \$25 and
\$200 will get you roughly a 20%
tax credit (you must complete
schedule 9 and BC428 to get the
combined federal and provincial
credits)

For Donations over \$200 you will
receive a tax credit of 43.7% of
the donation amount over \$200.



The Project.....

We will be seeking funding sources that are
willing to match the contributions from our
membership.

The first phase will be to conduct an
assessment of the coach. From that, we will
develop a time line chart based on the
findings of the assessment.

We anticipate a 2 to 3 year project but in the
early stages, it is difficult to determine an
overall cost. Depending on the condition of
the engine and the structural integrity of
the bus, the fundraising goal could range
between \$10,000 and \$50,000 over 3 years.

Please donate!
Our bus could look like this!



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