Historical Guide

To the

Saskatchewan Railway Museum

Second Edition (2017)

Acknowledgements

The Saskatchewan Railway Museum (SRM) opened in 1990 by its founders and operators, the Saskatchewan Railroad Historical Association (SRHA). It is located south-west of Saskatoon on the Pike Lake Highway at a site known as 'Hawker Siding', formerly 'Eaton'. The museum is operated as a community, non-profit museum.

The Board of Directors of the SRHA would like to thank Bill and Ann Heselton of Moose Jaw, Saskatchewan for their work in editing the First Edition of this guide.

This second edition is dedicated to the members and volunteers of the Saskatchewan Railroad Historical Association.

Bill Rafoss, Cal Sexsmith, Editors

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SRM

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A. Museum Grounds

Hawker Siding

The Saskatchewan Railway Museum is located on 7 acres of land south-west of Saskatoon on the Pike Lake Highway. It is a former CN siding that was originally leased and later purchased by the Saskatchewan Railroad Historical Association for a museum site.

The site is a former station grounds originally named Eaton and later renamed Hawker in late 1919 to prevent confusion with the town of Eatonia. Hawker never developed into a town but at one time had a portable station, section foreman's residence, tool house and a loading dock. An internment camp, where 'enemy aliens' were detained, was on the site in 1919 (see Eaton Memorial).

The museum site consists of three 'yards': the 'first yard' begins from the parking lot on Highway 60 westward to approximately the site of the streetcars. The 'second yard' extends westward to the fence crossing north-south across the property. The 'third yard' extends beyond that fence to the end of the property.

There is railway access to the property off the west end of the second yard. This is how rolling stock arrives at the museum.

The museum consists of approximately twenty historical railway buildings and approximately thirty vintage railcars. In addition, there are numerous artefacts and an interpretative centre.

The Eaton Memorial

In 1919, the SRM museum site was used as an Internment Camp for 'enemy aliens' who were detained under the War Measures Act. Eaton was one of more than twenty such camps located across Canada. Internees were used as conscripted labourers working on many public works and for railway companies.

Commented [U1]: Is this correct? I thought it was 22

Sixty-five alien prisoners were relocated to Eaton from a camp in Munson, Alberta in March 1919. Most were of German or Ukrainian decent. They were assigned to perform work for the railways, but resistance by the internees led authorities to shut down the site and release the prisoners. Some were transported to other camps.

Commented [U2]: Were any actually deported?

In 2004, the Prairie Centre for Ukrainian Studies at St. Thomas More College erected this monument to commemorate the site.

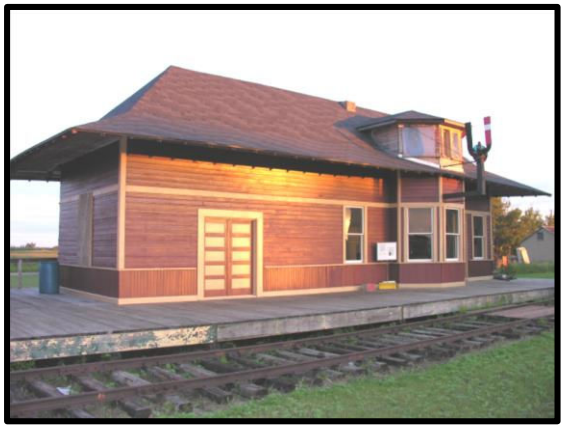
In 2014, the Ukrainian Canadian Provincial Congress – Saskatchewan Provincial Council Inc. and the Saskatchewan German Council blessed the grounds and dedicated a new plaque to be erected at the site of the monument.

Eaton Siding was renamed 'Hawker Siding' in late 1919.

Eaton Memorial Blessing

B. Major Buildings

Argo Station



Argo Station is the flagship building of the Saskatchewan Railway Museum. It is a standard Grand Trunk Pacific type “E” station. Built at Argo, Saskatchewan southwest of Biggar in 1913 for $2011, it was sold to a local farmer in 1961 and served as a farm house until the 1990’s. It was then moved to Unity, Sask. where the plan was to use it as a business. This plan failed and the station was donated to the museum and moved to our site in 2000.

Originally, Argo Station had a waiting room, office, agent’s bedroom, living room, kitchen and bunkhouse on the main floor and two bedrooms and a storage room on the second floor. The kitchen wing was demolished when it was moved off railway property. It was reconstructed when the building was on SRM property.

It is believed that Argo never had a permanent agent and that the Section Foreman’s family occupied the living quarters. Normally, a Section foreman would be provided a house separate from the station.

Restoration of Argo was undertaken under the lead of museum member Keith Ewart, an expert on railway stations in Saskatchewan. The waiting room and station agent's office were fully restored to original, including a working train order board. The kitchen has been carefully replicated with period flatware. The bunkhouse was converted to a freight shed, as was often the case, and it has lately been repainted and restored. It is currently used as a meeting room for museum members. The staircase to the upstairs was rebuilt in its original location and serves as access to the rooms above. The roof was repaired and the dormers were sided with cedar siding. Out front, the station platform was rebuilt to allow access to railcars for the public.

The museum is very proud of Argo station and we thank the late Keith Ewart and his crew for bringing it back to life.

Unity Express-Baggage Shed

Built for the Grand Trunk Pacific Railway in 1919, this building was moved to the museum in 1994 and restored alongside Argo Station.

Express included small parcels and packages shipped in express or baggage cars on passenger trains. Similar sheds were built for “less than a car load” (LCL) freight. This included small shipments shipped in boxcars in freight trains and went for a lower rate than express. In most small towns, express, LCL freight, and baggage was handled from the same building that was often connected to the passenger station.

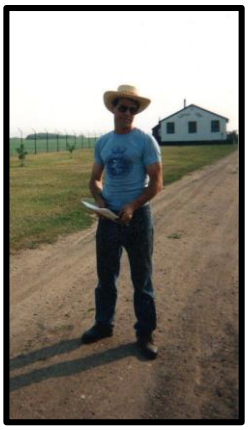
The building contains an impressive display of typical express, LCL freight, and baggage items, as well as numerous railway signs and baggage carts.

Kopko Interpretative Centre

The Kopko Interpretative Centre is the main interpretative centre for the museum and is named after Mike and Margaret Kopko, two founders of the museum. This building is a former Engineman's Bunkhouse built by CN Railways for the former Nutana yards in south Saskatoon. It was used to accommodate engineers and firemen laying over in Saskatoon between runs and was equipped with several bedrooms, a kitchen, lounge and washrooms.

The bunkhouse was later moved to CN Chappell yards when the Nutana yards were abandoned in the 1960's. The museum acquired the building in 1991 and volunteer staff converted it to a display building, curatorial office, and staff room.

Recently volunteers have begun a restoration of the building's foyer and exterior.




DONT FORGET
THE
KOPKO
CENTRE


Tyvek


Saskatchewan Railway Museum
THE
KOPKO
CENTRE

Restoration Shop

The museum's Restoration Shop is a fully-functioning repair and restoration shop. It houses the museum's Trackmobile, a wooden caboose that is being restored, the museum's vintage tractor and a large array of tools and shop equipment.

This building was constructed in 1991-92 through a Canada Unemployment Insurance work program and was designed to provide a weather-proof building for museum volunteers to work on equipment. There is office space on the second level and the Association's library.

All-weather siding was installed to protect the outer walls and was funded by the Dakota Dunes Casino.

Gift Shop

Visitors arriving at the museum will first see the Gift Shop and admissions office. This building was built by the Canadian Northern Railway as a six-person bunkhouse, circa 1919, and was used in Maymont, Sask.

The Museum now uses it as a gift shop selling railway giftware as well as an admissions office. Cold drinks are available on a hot day!

Brisbin Portable Station

This building is a portable freight shed and passenger shelter. It was built at Debden, Sask. in 1918 by the Canadian Northern Railway and it serves as our passenger loading station for visitors to the museum.

These buildings were used as a permanent station in a very small town or as a temporary station in a larger town. They were built to fit on a standard-sized flatcar.

This building was moved to Brisbin, Sask. in 1919 after Debden received a permanent station and was moved to Brock in 1960, where it served as a tool shed. It came to the museum in 1990.

It has been restored as a freight and passenger shelter. The freight portion houses a display of typical small town freight of the early years, as well as a display of station signs used by various railways.

In the passenger shelter portion of the building, members of the Morris Telegraph Club have established a working telegraph line and they operate it on special occasions. Visitors can send themselves a message to Argo Station at the other end of the museum grounds and retrieve it when they arrive there.

Morris Telegraph Club

Oban Interlocking Tower

This unique tower was built by Grand Truck Pacific © 1910 at Oban, Sask. where the GTP line from Biggar to Battleford crossed the main CP line from Winnipeg to Edmonton. This tower is able to control signals in four directions using a system of mechanical levers located in the tower that control semaphore signals and derails. The tower has sight lines in all directions.

Recently, museum volunteers built a new stairway for the tower and replaced some of the aging siding. Oban tower came to the museum in 1990. When Oban was retired, it was believed to be the last mechanical interlocking tower in western Canada.

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C. Locomotives

CP S-3 Locomotive

This ALCO S-3 was built in 1957 by Montreal Locomotive Works for CP Rail. Numbered 6568, this locomotive is a diesel electric switcher, used to move rolling stock around the railyards. It is powered by a 660 hp McIntosh and Seymour series 539 diesel engine that drives a General Electric generator, producing 600 volts of electricity to four traction motors.

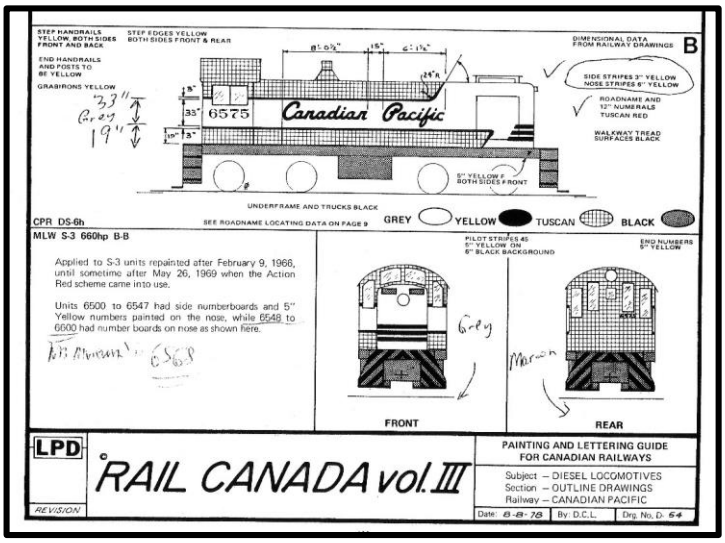
There were 292 such S-3 switchers produced between 1950 and 1957 at two plants: one in Montreal and an ALCO plant in Schenectady, New York. CPR owned 101 of these switchers. Total production of the S-series numbered 3173 which were used in Canada, USA, and Mexico. These included the S-1, S-2, S-4, S-7 and S-10 in addition to the S-3.

Modern switchers produce 1200-2000 hp and mainline locomotives can produce up to 4400 hp or more. This makes the S-3 small by comparison.

In 2001, the S-3 underwent a major exterior restoration, switching from the 'Pacman Red' logo to the more traditional Canadian Pacific logo. This S-3 has provided some spare parts to a sister museum in Smiths Falls, Ontario.

The S-3 was retired from active duty in 1985 and acquired by the museum from Inland Metals in Saskatoon in 1987.


CPRail


STEP HANDRAILS YELLOW, BOTH SIDES FRONT AND BACK
STEP EDGES YELLOW BOTH SIDES FRONT & REAR
DIMENSIONAL DATA FROM RAILWAY DRAWINGS
B
END HANDRAILS AND POSTS TO BE YELLOW
GRABIRONS YELLOW
SIDE STRIPES 3" YELLOW NOSE STRIPES 6" YELLOW
ROADNAME AND 12" NUMERALS TUSCAN RED
WALKWAY TREAD SURFACES BLACK
6575
Canadian Pacific
UNDERFRAME AND TRUCKS BLACK
CPR DS-6h
SEE ROADNAME LOCATING DATA ON PAGE 9
GREY
YELLOW
TUSCAN
BLACK
MLW S-3 660hp B-B
Applied to S-3 units repainted after February 9, 1966, until sometime after May 26, 1969 when the Action Red scheme came into use.
Units 6500 to 6547 had side numberboards and 5" Yellow numbers painted on the nose, while 6548 to 6600 had number boards on nose as shown here.
PILOT STRIPES 45° 5" YELLOW ON 6" BLACK BACKGROUND
END NUMBERS 5" YELLOW
FRONT
REAR
LPD
RAIL CANADA vol. III
REVISION
PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS
Subject – DIESEL LOCOMOTIVES
Section – OUTLINE DRAWINGS
Railway – CANADIAN PACIFIC
Date: 8-8-78
By: D.C.L.
Drg. No. D-54

Sask Power 80 ton Locomotive

Built by General Electric in 1957 for Sask Power. This locomotive was purchased to switch coal hoppers at the Queen Elizabeth Power Plant in Saskatoon and has not left the Saskatoon area since it was delivered.

This locomotive is a 550 horsepower 80 ton locomotive. There is a 275 hp diesel engine and generator under each hood which feed electrical power to traction motors on both axles of the truck under that end of the locomotive. It is possible to operate this locomotive with just one of the engines operating. This locomotive is essentially complete.

Sask Power 23 ton Locomotive

This 23-ton locomotive was built by General Electric in 1941for the US Army. It was sold to locomotive dealer Mannix Ltd in the 1960's who resold it to Sask. Power Corporation in 1965. It was believed to be first used at the A.E. Cole Power Plant in Saskatoon.

In 1985, SaskPower sold it to a predecessor of Ag Pro Grain to switch cars at their Moose Jaw terminal elevator. Ag Pro donated the locomotive to the Sask. Railway Museum in 1998. In 2001, it underwent a substantial restoration by museum volunteers and community businesses.

Commented [U3]: We have always owned the locomotive

Power Generator Car

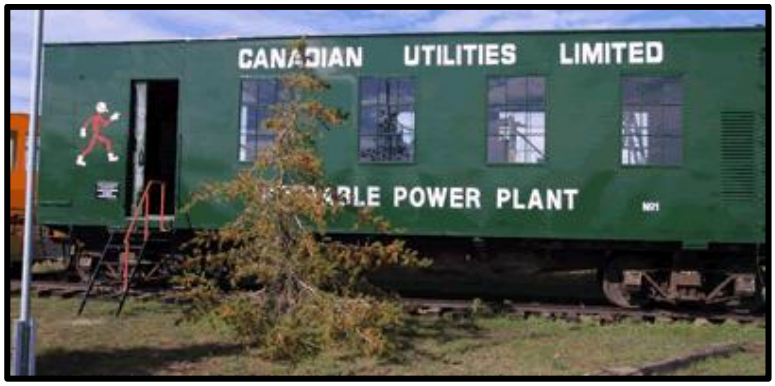
This 300 hp diesel engine and AC generator was built in 1928 by Canadian Car and Foundry and purchased by Canadian Utilities Limited, which became part of Sask. Power Corporation. It was designed to be used as an emergency power supply during power failures in rural Saskatchewan.

It was used by the St. Boniface Hospital during the Winnipeg flood of 1950 and later found use in potash mines in Saskatchewan.

Sask. Power donated to the Western Development Museum, who later sold it to a local area farmer. SaskPower bought it back from the farmer in the 1990's and then loaned it to the museum.

In 2001, the power generator car was restored on the exterior in two: the Canadian Utilities Ltd. green colours on one side and the more familiar Sask. Power Corporation orange colours on the other.

In 2016 Sask Power transferred ownership of the generator car to the Museum.



1957 Whiting Trackmobile

This 1957 Whiting Trackmobile is the workhorse of the museum. It is used to shuttle cars up and down the track. It was acquired by the museum in 1993 and rebuilt in 1998-1999 by Agricultural Machinery Mechanics students at the Sask. Polytechnic Kelsey campus.

The Trackmobile is equipped with a Ford 292 ci V8 engine. It has a complex transmission system that allow the engine to drive on both rails and roads. The road wheels are raised and lowered by hydraulics.

Parts of the engine and transmission were recently replaced by members of the Saskatchewan British Car Club using parts from a donor Trackmobile.


WARNING
KEEP OFF
WHEN
TRACKMOBILE®
IS IN MOTION
NO PERSON SHALL DEFACE OR REMOVE THIS WARNING SIGN

D. Passenger Cars

Kirkella Sleeping Car

The Kirkella sleeping car was built by Pullman in 1913 as a first class sleeping car. It originally had 12 open sections and one drawing room. It runs on six axles. The 12-1 sleeping car was the most common type during the first half of the 20th century.

Each open section consisted of two facing seats during the day and an upper and lower birth at night. The seats fold together to form the lower berth while the upper bunk swings downward. Heavy curtains provided privacy at night and a ladder was provided for the upper birth.

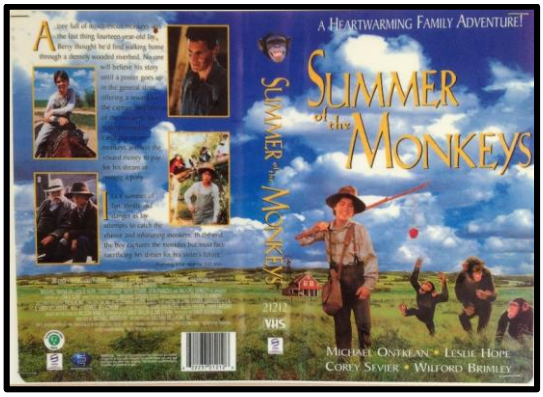
The drawing room consisted of a section and a sofa enclosed in a private room and also had a private washroom. In addition to the upper and lower berth included with the section the sofa could also be converted to a bed.

Kirkella was originally built as a wood bodied, steel underframe car. It is believed that some of the original wood superstructure still exists under the steel sides. At some point, Kirkella was downgraded from a first class car to a tourist class sleeping car, with fewer amenities and lower fares.

In 1956, Kirkella was converted to a carmen's sleeper. Carmen are mechanics who repair railcars. They used Kirkella as a bunk house and washroom while repairing cars at train derailments. This was when some sleeping sections were removed and replaced by a heater/air conditioner and larger washrooms. The drawing room was converted to an office. The remaining six sections were used as sleeping quarters for the carmen.

Kirkella was last used at Cranbrook, BC. It was retired in 1996 and donated to the museum by Canadian Pacific Railways.

In 1997, Kirkella was refurbished for the Hollywood movie, the ***Summer of the Monkeys***. The roof was repaired, layers of paint were stripped, and newer materials installed to return the sleeper sections to their old grandeur. The traditional CP logo was removed by the movie company and replaced with a Grand Trunk script for a wider audience. Kirkella has been used for smaller production movies as well.



Bluewater 'Canadian Flyer' Coaches

These two passenger cars were delivered to the Sask. Railway Museum in November 2016. They are owned by Gary Southgate of the Battleford district who purchased them from the Bluewater Chapter of the National Railroad Historical Society. They were shipped to Hawker siding from Saginaw, Michigan.

The numbers currently on the cars, 5302 & 5307, are the original CN numbers. These cars were part of a group of 25 cars built (5283-5307) between April and June 1942 by Canadian Car & Foundry. The cars have a capacity of 48 passengers in the main compartment and 16 in the smoking compartment for a total of 64. The cars are equipped with ice-activated air conditioning

This type of car was known as a "Balloon Top" by CN employees and "Canadian Flyers" by rail fans. They were called "Canadian Flyers" because they were similar in appearance to the so-called "American Flyer" coaches in the US.

The "American Flyer" coaches were built by Pullman's Osgoode-Bradley Works in New England and most went to the New Haven Railroad. The New Haven also had diners, parlour cars, lounges and other types built to the same basic design and were the dominant style of New Haven coach. The New Haven main line ran past the A.C. Gilbert factory, A.C. Gilbert was the maker of American Flyer toy trains and they based their S-Scale coaches on the New Haven cars leading to the American Flyer nick name.

Commented [U4]: New Haven apparently had cars with several types of windows

CN had a similar group of cars built in 1937, (5180-5229) with square-cornered windows. CN 5230-5282 were second-hand Pullman sleepers bought in the early 1940s and re-built to coaches by CN.

Mr. Southgate hopes to restore and display at least one of the cars.

Streetcars

Commented [U5]: You might want PJ to take a look at this section

The Saskatchewan Railway Museum is home to three streetcars: Saskatoon Municipal Railway (SMR) car #51, SMR #40, and SMR #203. All three cars operated in Saskatoon during the era of the streetcar, 1913-51.

SMR#51 is a steel car built in 1927 by the National Steel Car Company of Hamilton, Ontario. This is a double-ended tram built on a steel body, with horsehair and rattan seats, and a birch wood trim interior. The interior includes transverse seats, period advertising, and original buzzer buttons and a foot gong.

This car and its sister street cars operated in Saskatoon until 1951, when many of them were sold for storage or lake cottages and replaced by electric trolley buses. This car was acquired by the museum from a farmer in 1994 and pain-stakingly restored by museum volunteers with the help of the Saskatoon Auto Body Association and donations from various individuals and companies.

SMR car #40 is a smaller, wooden-body, single truck streetcar is often referred to as a "puddle-jumper." It was built by the Preston Car Company in Ontario in 1911 for the Calgary Municipal Railway and, along with six others of its type, was traded to Saskatoon in 1919 for six larger cars that when fully loaded exceeded the load limit of the city's Traffic Bridge. Number 40 was acquired by the museum from a Saskatoon-district farmer in 2000. At present, this car is not open to the public and is in need of major restoration before the interior can be exhibited.

SMR car #203 sits at the back of the museum property. It was built in 1918 by the Cincinnati Car Company for the City of Cleveland and later sold to the City of London, Ontario. In 1941, this car and four others were sold to the Saskatoon Municipal Railway because there was a shortage of cars in Saskatoon and newer cars were not available because of the War. The five streetcars were purchased inexpensively and reconditioned by SMR. This tram operated until 1951 and was acquired by the Sask. Railway Museum in 1989.

The streetcar display includes two of the actual trams which operated on the Saskatoon Municipal Railway set on rails taken from the city's streets. Visitors can walk through #51 and also view a replica of a waiting shed modeled after the one which was at the University of Saskatchewan streetcar loop. The streetscape includes actual poles, a timeclock box, bench, and cobblestones donated by the City of Saskatoon."

E. Other Buildings

Humboldt Tool Shed

Commented [U6]: If we were going to leave something out it would be this one

This building is a relatively modern tool shed which was build from a converted ATCO trailer. Canadian Pacific used it in Humboldt and donated it to the museum in 1997. The refurbished tool shed includes washrooms and storage space.

Retallack Boxcar Station

Likely the oldest artefact on the museum grounds, this boxcar station was built by CPR © 1882 for use in the construction of the transcontinental railway line. Because the line was built so quickly, it was not uncommon to utilize old boxcars as temporary stations, which sometimes became permanent, to operate the railway's business and keep trains moving. This station was used at Retallack, BC. That line was abandoned in 1955 and the station deteriorated. Retallack station was moved to Sandon, BC in the 1990s, then on to Saskatoon in 2004.

The front façade of the station has recently been relocated into the Kopko Interpretative Centre, where it will be preserved and interpreted for years to come.

Commented [U7]:

Borden Toolshed

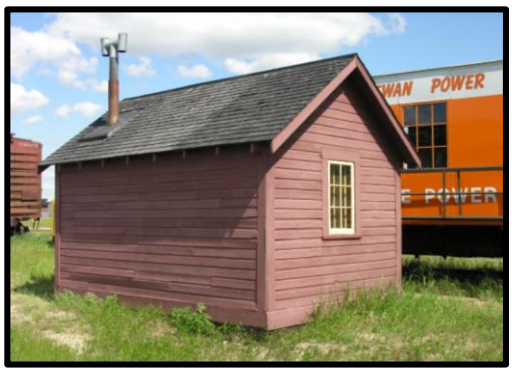
The Borden tool shed was originally a portable station, likely built by the Canadian Northern. It was moved to Borden, Sask. and used as a tool shed before it came to the museum in 1997. It houses various tools and an open-top motorcar.

Commented [U8]: More likely a portable station

CP Tool Sheds

These two tool sheds were built © 1915. One was used at Outlook, the other at Humboldt, Sask. They were among the first buildings acquired by the museum when it began operation in 1990. The museum has plans to refurbish these buildings and use one for interpretation and one for operations.

Register Building



This building came from the Canadian Pacific. It was used as a register building at a railway junction at Cory. Conductors of trains arriving at the junction would register their train number and time and date of arrival at the junction. They would also check the registrar to determine what other trains had come through the junction and where they were headed. This would help them determine if it was safe to proceed. For example, they may have received a train order from the dispatcher requiring them to wait at the junction until another train arrived. If the train they were waiting for was registered, they would know that the other train had arrived and it was safe to proceed. If the train was not registered, they would have to wait for its arrival. Built in 1915, the museum acquired it in c. 1990.

SASKATCHEWAN
RAILWAY MUSEUM
On the Pike Lake Highway

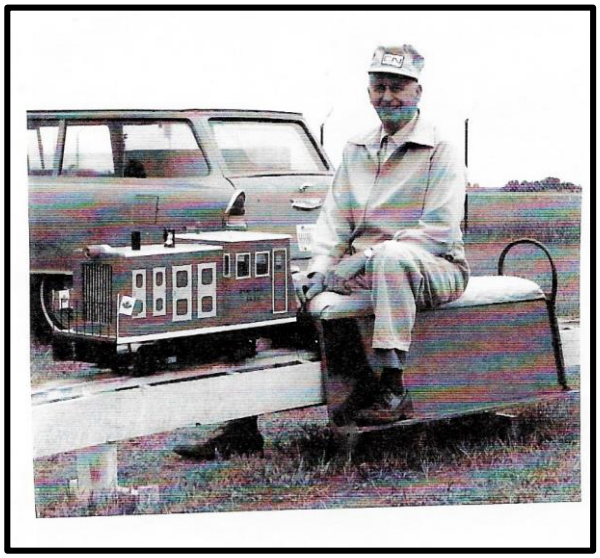
Saskatoon Model Engineers' Shop (SMES)

This shop was constructed in 2000-01 by volunteers to store equipment for the Saskatoon Model Engineers Society to store their model trains and equipment.

In 2015, the building was moved and turned then restored as a working museum shop, complete with all-weather insulation inside and a new concrete pad. This shop is regularly used by museum volunteers.

Wednesday Crew pushes the shop to new garage pad

Ralph Veskerna



F. Freight Cars

Cabooses

The Sask. Railway Museum houses four cabooses. These cabooses served as an office, lunchroom, and bunkhouse for train crews. Most have a cupola or raised section of roof that allows crew members to view the entire train and check for problems.

CN #78687 is a wooden caboose currently being restored in the Restoration Shop. It was built as a boxcar in 1912 and converted to a caboose in 1949 by Canadian National shops in Moncton, NB. There is no electricity in the caboose. Cooking was done on an oil stove with an icebox for keeping food fresh.

78687 is currently being restored by museum volunteers. The exterior sheathing has been replaced as required, the roof has been refurbished, new windows built and the interior is being meticulously sanded down to the original wood and refinished.

CN 79282 is a steel caboose built in 1967 at Hawker-Siddley of Thunder Bay. An axle generator on the original railcar generated 64 volts DC for lights, stove and fridge while batteries provided electricity when the car was not moving. This caboose does not have bunks as it was built after the era of assigned cabooses. It was donated to the museum in the early 1990's.

CP 434102 is also a steel caboose built at the CP Angus shops in Montreal in 1954. The centre cupola is designed to allow for separation of the sleeping are from the working are and for better visibility in both directions for those seated in the cupola. This caboose is equipped with a single cylinder diesel engine/generator set to provide 110 volt AC power for the lights, stove, and refrigerator. This caboose was retrieved from scrap in 1991 and moved to the museum in 1992.

CP 434044 was also built at the Angus shops in Montreal. It is one of the first all-steel cabooses built in Canada. It is similar to 434102 above except that the cupola is at the rear of the car, meaning that the sleeping area is not separated from the eating and working area. The advantage of this design is that it required only one stove for heating. This caboose was recovered from scrap in 1991 and moved to the museum the next year.


CP434044
CP Rail

Boxcars

Boxcars were at one time the universal freight car in North America. Freight of all kinds was transported in these cars. Although much of the freight was packaged in crates, boxes, sacks, and barrels, boxcars also carried bulk materials such as grain, coal and wood chips. The SRM has six boxcars in our collection.

CN 524418, CP 53167 and CP 403397 are steel boxcars typical in North America from 1930 to the 1990's.

CP 143182 is a grain loading boxcar. This car was specifically designed for grain service. The tight-fitting plug door eliminated the need for grain doors and the small doors at the top of the main doors allowed the car to be filled. Originally these doors were painted yellow.

CP 165282 was built in 1963. It is an insulated and heated 45 foot boxcar used for cargo that could not be frozen. It has a steel plug door that provides for better temperature control.

There is a **CN wooden boxcar, #74599** that has a steel under-carriage and walls covered by wood. It was built in 1923. This car was used in the filming of the movie Revenge of the Land in 1998. The movie company labeled it the Pacific Eastern Railway. There never was such a railway

Hopper Cars

Hopper cars are equipped with sloped bottoms featuring one or more doors to facilitate the unloading of bulk goods. Where protection from the weather is unnecessary (coal, sand, gravel, iron ore), there are no tops on the cars. When the cargo may be affected by the weather (grain, cement, sugar, potash), the cars have tops equipped with hatches to facilitate loading. There are many variations on hopper cars depending upon the material handled.

Canadian Pacific Triple Hopper 357458

Open hoppers are used in mineral service. Triple hoppers such as CP 357458 were normally used to carry coal, although they were sometimes used for gravel. It is believed that this car was used in the southern Saskatchewan coal fields.

Canadian Pacific Ore Car 377193

Ore cars are very short open top hoppers, usually equipped with only one hopper door. They are used to move ore from mills located at or near mine sites to smelters. Because of the weight of the ore, the volume the cars are able to carry is quite small, hence the short length. If the car were longer, it could not be filled to the top. In some regions, hopper cars handled iron ore in one direction and coal in the other. Because coal is lighter, larger cars were used and when the cars were carrying ore they were only half full. Ore cars are not common in Saskatchewan; however, the Hudson Bay Mining and Smelting Company has used them between their mines near Creighton, Saskatchewan and their smelter in Flin Flon, Manitoba. This car was used to haul ore to the smelter in Trail, BC.

Canadian Pacific Covered Hopper 386002

Covered Hoppers are used to carry bulk products that could be damaged by exposure to the weather. Some of the commodities carried include grain, potash and cement. Heavier commodities such as cement need shorter cars and some cars are used only for food grade products.

PTEX Covered Hopper 32039

This car was used in potash service. The “X” at the end of the reporting marks indicates that the car is owned by a shipper, not a railway.

Other Freight Cars

Flat cars are used for large bulky shipments that do not require protection from the weather. We have three flatcars in our collection: **CN 57519, CN 59039 and CP 420833.**

Tank cars carry bulk liquids of all types. Most tank cars are limited to a single commodity or class of commodities. We have two tank cars in our collection: **Cominco 14532 and CP 415044**.

Woodchip gondolas carried woodchips from sawmills to pulp mills for paper making. **CP 343668** was likely used to carry woodchips to the former Prince Albert Pulp Mill.

G. Work Equipment

Jordan Spreader

Jordan Spreader

Former Canadian Pacific Railway Jordan Spreader in the Saskatchewan Railway Museum.

Manufacturer	O.F. Jordan Company
Constructed	1900–

This railcar is used to spread ballast along the railway ties. It was also used for snow removal and ditching. This particular spreader was built in 1950 and donated by Canadian Pacific following its use in the Moose Jaw district.

The Jordan Spreader is named after Oswald F. Jordan, a road master from New York Central's Canadian Southern Railway, who invented the spreader. The various ploughs, wings and blades of specific spreaders allow them to remove snow, build banks, clean and dig ditches, evenly distribute gravel along the tracks, as well as trim embankments of brush along the side of the track. The operation of the wings was performed by compressed air.

Snow Ploughs

The Sask. Railway Museum has two snow ploughs, in addition to the Jordan Spreader that was sometimes used for snow removal. There is **Canadian Pacific #400657** and **Canadian National #55229**. These units are not powered and must be pushed by a locomotive. The wings and flanger ploughs are operated using compressed air supplied by the air brake compressor on the locomotive.

The CP plough was built at the Angus Shops in Montreal in 1913. The CN plough was built in 1927 and later modernized by the railway. Both cars have been carefully maintained by museum volunteers over the years.

Miscellaneous Work Cars

The museum has a variety of work cars on site. These include: a 1929 **CP wash car #412718** that was outfitted to accommodate maintenance of way crews, a **CP tool storage** and supply car **#412702** with an office and stove.

VIA Rail Tractor

The VIA tractor was used to haul baggage carts at the Saskatoon VIA station. It is powered by a Chrysler flat head six-cylinder engine converted to propane (similar to the gasoline version used in most Chrysler, DeSoto, Dodge, Fargo and Plymouth automobiles built from the mid 1930s to the mid-1950s) and a Chrysler Fluidrive semi-automatic transmission.

VIA Rail Canada

Rescar Service Truck

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This service truck is another workhorse at the museum. It was purchased by the museum in early 2000's from Rescar Corp., a railroad maintenance company operating in Saskatoon. It was converted to propane-power by Rescar. The museum continued to operate it using propane until we had a fire under the hood in 2008. A decision was then made to convert the propane back to gasoline, the original fuel for this truck.

The service truck has a large hydraulic hoist that is used to move heavier pieces of equipment around the museum yard.

Speciality cars

The museum has a collection of specialty cars including a derrick car, a fire cart, a velocipede, and a CN hand car. These specialty cars are favourites with the visitors.

Bill and Ann Heselton

Motorcars

The Sask. Railway Museum has a substantial collection of motorcars, also known as speeders or jiggers. Some were used for track inspection, others were used to transport crews to job sites. They would often pull a push car behind, loaded with tools and materials.

Most of the cars are Fairmont series MT cars. These cars have a two cylinder air-cooled Onan engine, which drives the car through a two speed sliding gear transmission. Two of the cars were built by Woodings and have a single cylinder Tecumseh engine with a snowmobile belt type transmission. The museum also has a Fairmont series M car. This car has a single cylinder two-cycle water cooled engine with a belt drive. The engine is started with a crank.

Three motorcars were recently restored by museum volunteers and are used to transport passengers down the line to Argo station.

Comboliner

The Comboliner is the unusual piece of equipment that greets visitors beside the gift shop at the front of the museum. It was used for track maintenance, aligning the rails with the ties below. It was manufactured by the Tamper Company. Once the spikes were removed from the ties, this machine could lift rails up about 10 inches and then shift them to correct alignment.

H. Centralized Traffic Control (CTC) Panel

The **Centralized Traffic Control (CTC) Panel**, located in the Kopko Interpretative Centre was donated by CN Rail and comes from the Chappell yards in Saskatoon. This traffic panel was developed in the late 1920's to improve safety and efficiency while cutting costs for the railway. Trains moved by signal indication rather than according to a timetable and train order. A dispatcher controlled the switches remotely and was constantly aware of the location of trains in that region. This panel controlled traffic on the Watrous Subdivision, from Biggar to Melville, a distance of 247.3 miles. The schematic track diagram on the panel board represents the main line and sidings along the main line.

I. Members & Volunteers

Lifetime Members

The Saskatchewan Railroad Historical Association was founded in 1987 and it opened the Saskatchewan Railway Museum in 1990. The museum and its collection has been restored, catalogued, and maintained by the **dedicated members and volunteers** of the Association, including these individuals who have been awarded **Lifetime Achievement** awards:

Mike Kopko 1997

Graham Crossman 2001

Bob Brynes 2002

Keith Ewart 2002

P.J. Kennedy 2003

Warren Clancy 2014

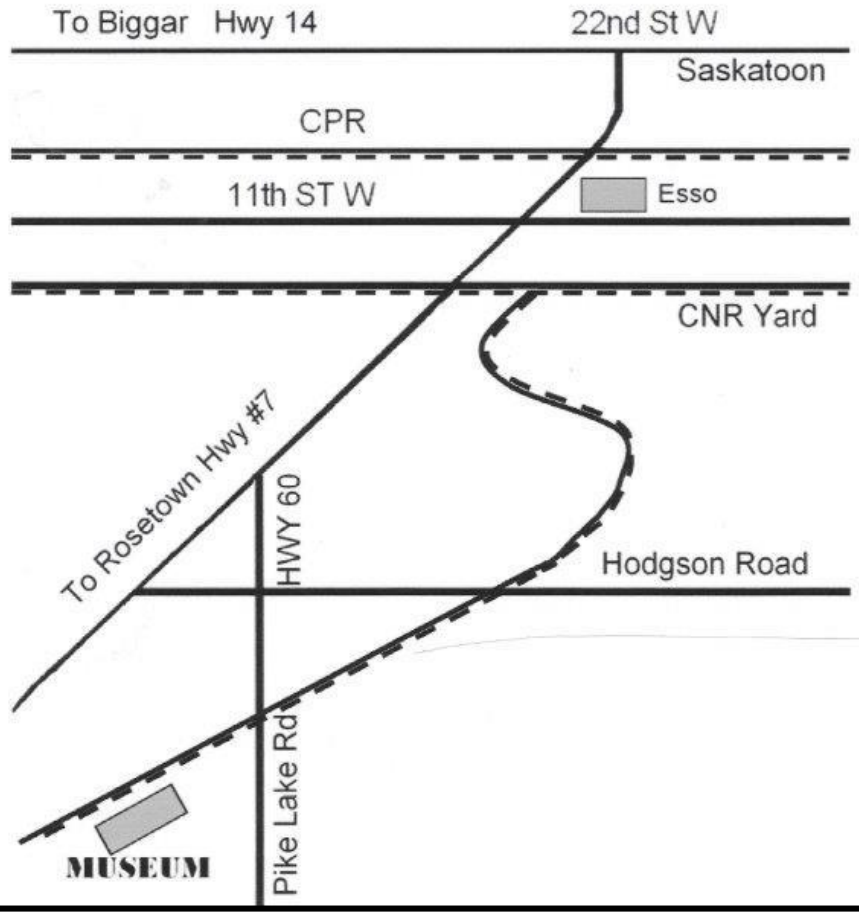
Bill Chimboryk 2015

Art Vessey 2016

Notes

The Saskatchewan Railway Museum

The Museum is located just west of Saskatoon, Saskatchewan via Highway 7, then two kilometres south on Highway 60 (the "Pike Lake Road") to the former Hawker Siding at mile 2.9 of the CN Rosetown Subdivision (the former Canadian Northern Railway Goose Lake line).



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