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## SRHA News and Goings On

By Cal Sexsmith  
Edited by Allissa Reimer

I'd like to begin by thanking Allissa Reimer for taking on the task of editing our newsletter. As I write this the snow is finally beginning to melt and we will soon be able to get out to the Museum to begin preparing for the 2023 season which begins on Saturday May 20.

The Board has come up with a number of projects for 2023. The number one priority projects for 2023 include, in no particular order, the following:

- Oban Window Repair – Keith Flory
- Track Extension – Bill Rafoss/Terry Clark
- New garden shed – Keith Flory
- Caboose Lettering – Lorne Lavier & Doug Jones
- Welcome Centre Gate & Access – Keith Flory & Cal Sexsmith
- Build an E-motorcar – Keith Flory & Bill Rafoss
- Clean out and repaint old staff room in Kopko – Cal Sexsmith
- New Electrical/Telephone Pedestal at front – Keith Flory
- Trim Streetcar Trees – PJ Kennedy

The Board has set Monday August 7th as the date for Railway Heritage Day. This returns Railway Heritage Day to the August long weekend which has been a very successful date for us in the past. Linda Flory will be coordinating Railway Heritage Day this year. We are also discussing holding a Show and Shine on July 1st.

Other organizations are also holding events of interest to us over the coming months:

- River Valley Museum Network Meeting Saturday April 15th in Rosthern
- Heritage Rail Alliance Canadian Council Spring Virtual Mini Conference April 29th by Zoom
- Museum's Association of Saskatchewan Annual Conference June 10th in Saskatoon
- Heritage Rail Alliance Annual Conference September 20th to 24th in Montreal

Finally, the Nakusp Railway Society in British Columbia recently received the donation of a substantial collection of railway books. They have been transferring ownership of books that do not meet their mandate to other museums and libraries. We recently received several books from them including Ted Regehr's history of the Canadian Northern Railway and several books on Canadian National steam and diesel locomotives including the recently published two volume history of Canadian National's diesel locomotives.

Submitted by: Cal Sexsmith, SRHA Chair



## Collection Highlight



### SMR#51

The Saskatoon Municipal Railway #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.

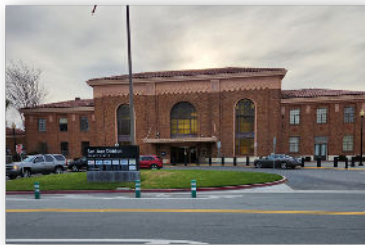
This car and its sister street cars operated in Saskatoon until 1951, when many of them were sold for storage or lake cottages and replaced by electric trolley buses. This car was acquired by the museum from a farmer in 1994 and was restored by museum volunteers with the help of the Saskatoon Auto Body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

## Cal's March Trip Report

by Cal Sexsmith

In late March I made my biennial trip to California to participate in Bay Rails. As is my custom I always try to work in a train ride as part of the trip. This year I chose to make my return trip by train.

I departed Diridon Station in San Jose the evening of March 20th, about two hours late, for the 24 hour trip to Seattle on Amtrak's Coast Starlight. Diridon Station hosts Amtrak's Coast Starlight between Los Angeles and Seattle, Amtrak's Capital Corridor trains to Oakland and Sacramento several times a day, Cal Trans commuter trains to San Francisco, ACE commuter trains to Stockton, and Valley Transit Authority light rail trains to several locations in San Jose and area.



Diridon Station in San Jose, CA

The Coast Starlight was running a minimum length train. There were two GE P-42 locomotives, two Superliner sleeping cars, Superliner diner, Sightseer Lounge, Superliner Coach and Superliner Baggage Coach. The Superliner cars are double deck with a half-length lower level between the wheels and a full length upper level. Car doors are on the lower level as are the washrooms. Access to the upper level is via a narrow stairway and the passage between cars is on the upper level.

Each Superliner sleeping car has four roomettes, a family bedroom and an accessible bedroom on the lower level. The upper level has ten roomettes and five bedrooms. A roomette has two facing seats that convert to a lower berth and an upper berth that folds down out of the ceiling. Privacy is provided by a sliding door. The beds are very narrow with the lower 28 inches wide and the upper 24 inches wide, this allows room for passengers to access the upper berth with the door closed. A bedroom has a sofa for day use that folds down into a 40 inch wide lower berth and 28 inch wide upper folds down from the ceiling, bedrooms have a private washroom. The family bedroom has two adult berths, a 40 inch lower

and a 28 inch lower, and two child berths which are the same width as the roomette berths but less than 60 inches long. The accessible bedroom is basically roomette berths in a larger room with enough space for a wheelchair and an accessible washroom. Most of the roomettes in the lead sleeper were reserved for the crew (coach and sleeping car attendants, dining car staff, and lounge car attendant) with the other rooms available for sale.

The dining car has dining tables on the upper level and kitchen on the lower level. In the centre of the upper level is a work station for the waiters including a dumb waiter that delivers meals from the kitchen, a coffee station, refrigerators for cold drinks, a liquor locker and storage for other supplies. Meals for sleeping car passengers are included with their tickets. Once meal reservations have been made for the sleeping car passengers any available space is made available for coach passengers.

The Sightseer lounge has an observation room on the upper level with windows stretching from just above floor level and wrapping into the roof. Most of the seats are arranged facing outward with a few tables at one end. The lower level has a snack bar where passengers can purchase drinks (including alcohol), snacks and light meals as well as some booths for the serious drinkers.



Coast Starlight in Kalmath Falls

The coach has about 60 seats on the upper level and 20 seats on the lower level including wheelchair tie downs. The baggage coach replaces the lower level seating with a baggage compartment.

In the summer the train will typically add a third sleeping car, two more coaches and a full length single level baggage car.

After an almost on-time arrival in Seattle I spent the night in a hotel and caught the Cascades to Vancouver the next

morning. The Cascades formerly used Spanish built Talgo equipment, however all but two Talgo train sets have been retired and most scrapped. This means that most Cascade trains now use Horizon fleet cars.

That morning's Cascade to Vancouver had a GM F59 locomotive, four Horizon Coaches and a Horizon Café Business Class car. On this run there was also an Amtrak inspection car bringing up the rear with several Amtrak officials onboard. The Business Class section, where I rode, was full and has two and one seating. The café section is similar to that in the Sightseer Lounge; Business Class passengers get a discount. Canadian customs is handled at the Vancouver station.

Because Via Rail's Canadian only operates twice a week I had a two day layover in Vancouver. On Friday March 24th I boarded the Canadian for Vancouver. Like the Coast Starlight the Canadian was operating as a shortened consist. We left Vancouver with three GM F40 locomotives, a baggage car, a deadhead coach that came off in Jasper, an in service coach, a Skyline car for coach passengers, a Chateau series sleeper for the crew, three Manor series sleepers, a diner, Prestige sleeper, Park car and a buffer car.

The Skyline car has a lounge, café and observation dome for coach passengers. The Chateau sleeper has three open sections, eight duplex roomettes, three bedrooms and one drawing room. The Manor sleepers have three open sections, four roomettes, five bedrooms and one compartment. Like Amtrak meals in the dining car are included for sleeping car passengers, unlike Amtrak coach passengers are not allowed. The Prestige sleeper rebuilt from Chateau series cars and still carrying Chateau series names has six Prestige bedrooms. The Park car has one Prestige bedroom, an accessible bedroom, an observation dome, a bar and lounge under the dome and the Bullet Lounge with a round end at the back of the car. In recent months Via has been required to operate an unoccupied buffer car at the end of the train. It is hoped that an on-going structural analysis of the cars will result in removal of the buffer cars before summer.

An open section is the type of accommodation found in the Museum's Kirkella sleeping car with two facing seats during the day and upper and lower berths at night. Privacy is



provided by heavy curtains along the aisle and solid bulkheads between sections. This configuration is similar to an Amtrak roomette. However, because the upper berth is accessed from the main aisle way the beds are wider at 43 inches. A Via roomette, also called a cabin for one, has a single seat during the day and a bed that folds down at night. The bed is 31 inches wide. The bedroom, also called a cabin for two, is similar to the Amtrak bedroom with 31 inch wide upper and lower berths and folding armchairs for day use. A compartment is a bedroom with slightly more space, Via does not distinguish between bedrooms and compartments. A drawing room has two lower berths and one upper berth, Via no longer sells drawing room space to passengers and uses them only for crew use. Prestige bedrooms are very large and have a full size double bed. The accessible bedroom also has a double bed and is wheelchair accessible. I had a lower berth in the second Manor sleeper.



Vancouver Station

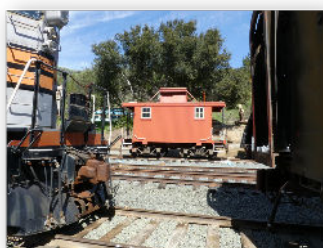
We left Vancouver on time but quickly fell two hours behind schedule. This was OK on the second day of the trip as we saw more of the mountains during the day. We were still over two hours late leaving Edmonton, but with fast running over the prairies we arrived in Saskatoon on-time at 5:57 am. I would have preferred that the train had still been two hours late.

## Niles Canyon Railway Visit

by Cal Sexsmith

While I was in California I visited the Niles Canyon Railway. This is a heritage railway operating in the Niles Canyon between the towns of Niles and Sunol. About halfway up the canyon they have their shops and yard and there is a small museum in the Niles station. The station museum was closed the day I was there and the shops and yard are not normally open to the public. However, there were some volunteers on site who invited me to tour their facilities

Their track is part of the original Central Pacific, later Southern Pacific, line between Sacramento and San Francisco. Southern Pacific later built a more direct line between the two cities, however until about 1930 this line crossed Carquinez Strait by ferry. Once the Carquinez Bridge opened that route became the mainline and the Niles Canyon route became a branch line. The Western Pacific built through Niles Canyon in the early 20th Century. With both the Southern Pacific and Western Pacific being absorbed by the Union Pacific the old Central Pacific line became surplus and was sold to the Niles Canyon Railway. I have a personal connection to this line as my great grandparents travelled over this line in 1879 on their way from Ontario to British Columbia. I have attached some photographs from my visit.



Pickering Lumber Caboose #4



Southern Pacific SW8 #1195



Southern Pacific GP9 #5623



Southern Pacific S-6 #1218



Southern Pacific P-10 #2479 (minus cab)

## What's Going On with our Speeder?

by Allissa Reimer



As preservationists, we run into a problem where aging operational equipment run low on available parts to keep them running. Some ways to solve the problem include having a dedicated team to build new parts or rebuilding equipment to run differently on readily available parts. Our museum is no stranger to equipment needing parts that are no longer available with our speeder rides.

If you follow us on Facebook or YouTube, you would see that our winter

project has been to convert one of our speeders from gasoline to electric propulsion. An idea was brought up to use a golf cart and use its batteries and motor to power our speeder.

Stay tuned to our next quarterly issue as we go into more detail on the conversion and if we were successful.

## Rail News in Canada

### Canadian National

Canadian National announced on March 20 that new tentative collective agreements have been reached between Unifor and CN.

### Canadian Pacific

Canadian Pacific and Kansas City Southern officially merged under the US Surface Transportation Board to combine into the "Canadian Pacific Kansas City" on April 14th and created the first single-line railway connecting Canada, the U.S. and Mexico.

### Via Rail

Via Rail was recognized by Forbes as one of Canada's Best Employers 2023.

If any of the Saskatchewan shortlines or excursion railways want to add news to this section of the newsletter, feel free to contact us at [srha@saskrailmuseum.org](mailto:srha@saskrailmuseum.org)



## Heritage Railway Alliance Canadian Member News

### Rocky Mountain Railway Society

Restoration of CNR #6060 continues as the firebox has been completed!

### Alberta Railway Museum

As of March 23, CNR #1392 awaits boiler testing with the plan to have it running by Opening Weekend during the May Long Weekend

### Alberta Prairie Railway

Caboose #434371 was donated to the Hanna Roundhouse Society.

### Cranbrook History Centre

Spring Break Camps are filling up fast!

### BC Forest Discovery Centre

As of March 12, the centre is looking to hire a full-time Museum Assistant.

### Kamloops Heritage Railway Society

The rail park hosted Heritage Week between Feb 20-26.

### Revelstoke Railway Museum

The museum is looking to hire 4 students under the Young Canada Works and Canada Summer Jobs program.

### Fraser Valley Heritage Railway Society

Restoration continues on B.C. Electric Interurban #1231 by a dedicated team of volunteers.

### Railway Museum of British Columbia

The museum will host "Day out with Thomas" events between May 27-28 and June 3-4.

### Vintage Locomotive Society, Inc.

The Prairie Dog Central Railway begins excursions on Mother's Day, May 14th.

### Winnipeg Railway Museum

No news at this time.

### New Brunswick Railway Museum

The museum participated in a Vintage Snowmobile Run in March and resulted in \$210.00 of donations.

### Middleton Railway Museum Society

The Museum of Industry gifted the Middleton Railway Museum 117 year old steam locomotive, CNR #7260 on Feb 17th.

### Northern Ontario Railroad Museum and Heritage Centre

The centre is seeking a qualified candidate to assume the role of Community Engagement Officer/Archives.

### Niagara Railway Museum

The museum participated in the Niagara Model Railway Show on March 5th.

### Guelph Historical Railway Association

During the weekend of February 10-12, the GHRA's passenger coach and caboose were broken into and many things were stolen or destroyed. They have a GoFundMe to help them fix the coach and caboose.

### Via Rail Historical Association

The fleet at the VRHA received new barrels of antifreeze/coolant for RDC #6215.

### Komoka Railway Museum

The museum has completed their 2023 schedule.

### Halton County Radial Museum

Services reopen for the summer on May 6th and introducing annual passes for unlimited access during public open hours.

### Bytown Railway Society

The society began shipping their 2023 Canadian Tracksides Guide.

### Ingenium Canada Science and Technology Museum

Ingenium welcomes re-appointment of Neil Russon as Chair to its Board of Trustees.

### CHRA Niagara Division

The CHRA hosted a successful booth at the Niagara Train Show.

### Toronto Railway Historical Association

TRM has a new billboard at Exhibition Place.

### South Simcoe Railway

The railway hosted the "Rabbit Transit" with a visit from the Easter Bunny on April 8-9.

### Exporail

Exporail hosted a chick hunt, cookie decorating and an exclusive selection of train-shaped chocolate for Easter.

### Southern Prairie Railway

Excursions begin on June 3rd.



## Upcoming Events

Saskatchewan Railway Museum Opening - May 20  
Wheatland Express 2023 Season Begins - May 27  
K+S Short Line at WDM Moose Jaw Begins - May 27  
Eastend Scenic Rail Tours Season Begins - TBA  
Museum Association of Saskatchewan - June 2023  
Southern Prairie Railway 2023 Season Begins - June 3  
Heritage Railway Day at SRHA - August 7  
Heritage Railway Alliance - September 20-23 in Montreal

## Membership

Becoming a member helps to financially support the museum. By buying a membership, a member is also given privileges compared to the average museum visitor.

A member has the option to join board meetings and influence decisions during a meeting. A member has free, unlimited visits for the entire year. A member has the freedom to volunteer their time outside of museum hours. A member has opportunities to work more closely with staff, the curator, committees, board members and volunteers and perform various tasks and jobs at the museum.

If any of these perks interest you, we encourage you to purchase a membership during the museum's opening hours.

## Don't forget to follow our Social Media



Saskatchewan Railway Museum



Sask Railway Museum



saskrailmuseum1990

Saskatchewan Railway Museum is a member of the Heritage Railway Alliance and the Museum Association of Saskatchewan.

The Saskatchewan Railway Museum acknowledges being on Treaty 6 Territory and the Homeland of the Metis. We pay our respect to the First Nations and Metis ancestors of this land and reaffirm our relationship with one another.



MUSEUMS  
ASSOCIATION  
OF SASKATCHEWAN  
MUSEUMS ARE MORE.



## Volunteer Opportunities

The Saskatchewan Railway Museum relies on volunteers to function reliably every year. We accept people of various skills and various backgrounds to help us out. Volunteering is a great way to learn about the artefacts in a new way, as well as learn how museums work. It's a wonderful way to gain experience and to build friendships with others with similar interests, whether it be railfans, history people, tinkers, artists and more! Here are some ways volunteers can help out!

Streetcar #51 has its own committee led by P.J. Kennedy in keeping up with the maintenance of the street car exhibit. Responsibilities include, but are not limited to: repairs, painting, landscaping and maintaining the street car exhibit and displays.

The CN Wooden Caboose, though essentially complete, has a committee led by Lorne Lavier. There are still finishing touches needed before the caboose is completely finished. Skills include woodworking, mechanical work, building experience, painting experience and more.

"The Wednesday Crew" is the museum's maintenance crew. This group involves volunteers of all ages and skill sets to do various jobs around the museum site, including building, plumbing, electrical, painting, mechanics, servicing, organization, landscaping and more!

The Restoration Shop has been freed up now that the CN wooden caboose has been completed. This opens up many opportunities for tinkers and mechanics to fix and maintain various equipment and collections. The shop works with the Wednesday Crew and offers jobs when the weather outside isn't optimal.

If you're interested in volunteering, email the museum at [srha@saskrailmuseum.org](mailto:srha@saskrailmuseum.org).



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