

Winter 1992 Museum News Vol. 3 No.4

*The officers and directors of the Museum wish
the members and everyone else a happy
Holiday Season
and a prosperous year to come.*

Public support for the Museum seems to be growing, if increased memberships is any indication. In 1991 there were 35 members, including 6 life members and 1 honorary member. This year, that number has grown to 42. Response to the sale of square feet of floor space is also going well. Almost a quarter of the 2400 square feet have been sold.

A reminder to those who have not done so, it is time to get your 1993 membership. The price is still \$5.00 for the year or \$100.00 for life. Your support is needed.

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Museum News

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Edited By Everett Rice,

with help by Phyllis Ore, Larry Mills
and guest writers.

Half-tones by the World-Spectator

Moosomin, Sask.

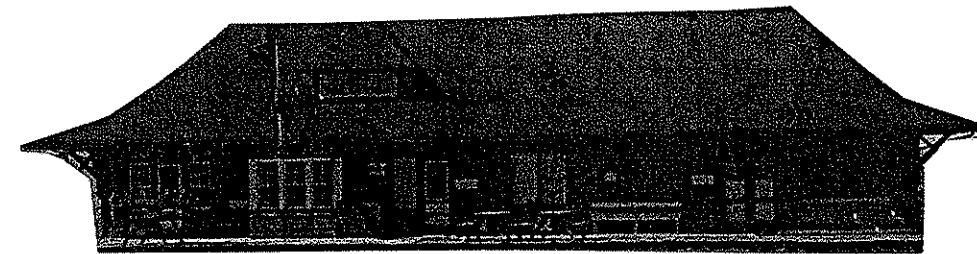
Any one wishing to submit material to be printed in the Spring issue should do so before March 10th. Any signed material will be read and will be included if suitable as space permits.

1967 TWENTY-FIVE YEARS 1992

MUSEUM NEWS

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The Canadian Pacific Station

Built in 1904 and moved to the Museum in the early 70's.

The station, which is now the headquarters building of the Museum, will serve its original purpose as a display building as soon as the administration building gets built.

This Busy Year of '92

Looking back over our Anniversary Year, it has been an eventful one for the museum.

To begin with, in June we held a pancake breakfast, followed by the sod turning ceremony for the proposed administration building. Peter Fofonoff, MAS director, assisted by Geoff Stephenson, did the honors.

Restoration work was carried out on several tractors and stationary engines. A major job was done on the 1912 Rumely Gas-Pull, taking several weeks. The radiator and transmission were taken apart, repaired and reassembled. The cab was taken off and repaired, then the engine was painted grey and red. The engine, which has been in the museum from the beginning, is now in running order for the first time.

A major job was also done on the one cylinder Rumely 15-30. Repairs were made to the engine, and the cab was rebuilt and painted.

Considerable repairs were made to the Waterloo Boy, and lesser amounts to the Case 12-25, the small Eagle and the Fordson. The work was all done

by museum staff and some other welcome volunteers. These engines are all now in shape to be used in demonstrations or parades.

A number of small stationary engines were put into running order. They include three Fairbanks-Morse, a six horsepower International and a CAILLE two cycle marine type engine, which runs equally well in either direction. One of the Fairbanks engines, an ECLIPSE, was only built in 1912.

The Museum was fortunate to get funding to hire a student for eight weeks. Dawn Dubray, who also worked for us in 1990, was hired. With her help at the computer, we were able to research and catalog several hundred more artifacts. Cataloguing is a slow process, as we have very little information on many artifacts. Dawn also kept busy on various jobs, from making labels, to cutting grass, to helping make displays. Donald Hayden also gave us some welcome help in the couple of weeks before and during the threshing day event.

Rocanville and District Museum Society Inc.