



1. High Cutter - Donated by Lloyd Hazelwood: Hamiota, MB

In 1977 I bought my first high cutter from Lloyd Hazelwood of Hamiota. It was originally owned by his dad, Sam Hazelwood of Chumah District. This cutter was in sad shape; one runner and two of the crosspieces underneath were broken and the back of the seat had snapped off. I restored the wood parts back to original, then repainted and stripped it. The seats and wee armrests were sent to the then Manitoba Institute of Technology (M.I.T) to be upholstered. The students there did a lovely job in red velvet. It also had fancy chrome on the dashboard.

2. High Cutter - Purchased from Arnold Hill: Lenore, MB

One day, I went to Lenore as someone told me Arnold Hill had a cutter in his barn. I saw the cutter and bought it from Arnold. It was damaged when a horse ran away from Arnold in the town of Lenore. Arnold said, "I got hell when I got home". One runner was folded up under it and the crosspieces were broken, as were the bent knees. The body of this cutter was by "Fisher" so the doors were framed and upholstered like the first touring cars. I painted this cutter black and had it upholstered in crushed velvet. When I got it, there was a buffalo robe in it, so I got to have it too but it wasn't in very good shape.



3. Side Spring Cutter - Donated by Buster Nichol: Solsgirth, MB

The side spring cutter is an extremely unique part of our collection. Since the rare design can only be found on this particular cutter, I find that reason enough for it to be among one of my favorite pieces in the museum. I really enjoyed working on this cutter because I knew how amazing it would look once the work was completed. Don Kitz did a wonderful job on the upholstery, red velvet was what we decided on.



4. High Cutter - Donated by Stan and Vel Doupe: Crandall, MB

Next came the high cutter donated by Stan and Vel Doupe of Crandall, MB. This cutter was originally owned by Stan's father and was stored in the Herb Johnson barn, but it was in bad shape by the time I got to it. First I painted the cutter black and striped it. I asked Bea Thomas if she could do some upholstery work on it. She did a good job of the green velvet that was added.



5. High Cutter - Donated by Mr. & Mrs. Harold Hunter: Decker, MB

Then there was a cutter donated by Mr. and Mrs. Harold Hunter of Decker, Manitoba. It had been stored in the loft of their barn, but the barn caught on fire. The cutter was rescued but had been left outside for years before I got it. I replaced the runners, as they were rotted away, and then I replaced the bent knees, etc. The body was next to be repaired, and then the seats. Springs for the seats are hard to come by, but I got it finished and then Bea Thomas did the upholstery in wine velvet. I painted the running gear red and the body black.

6. High Cutter (bar only) - Purchased from Mrs. Andrew of Hamiota, MB
High Cutter Gear - Purchased from Mr. Sproat of Virden, MB

When I bought the buggy from Mrs. Andrew I also got a high cutter made of tin. But it had been put on a jumper gear, so I replaced the gear with one I had purchased from Mr. Geo Sproat of Virden. The item was in good shape as he had put a box on it and exercised his racehorses in it in the winter on the Virden racetrack. I cleaned up the cutter, repaired and painted it. Don Kitz of Green Acres Upholstery in Brandon did a nice job in crushed green velvet, similar to what it had been done in originally. One unique feature is that it has 2 eagle heads on the arms of the dashboard, which are very striking.





7. Russell winter hearse - Donated by Wm Dunn: Russell, MB

I heard a rumor that the old Russell winter hearse was out at Wm Dunn's farm so I went to see him and he donated it to me, along with a bit of its history. It was used by G.D. Sparrow of Russell from 1918 - 1929, then a man by the name of Buer had it for about 3 years, then Braendle and Hope took over the business and used it until 1936. Wm Dunn drove it the last few years for Braendle and Hope. He said the last trip was a bad one from Russell to Solsgrith on a very bad day; they had to change teams on the way to the cemetery and again on the way home. I have it restored and Mr. Dunn was down to see it. It sat outside at Dunns from 1936 until I got it in 1982.

This hearse was used for Mrs. Pratt's funeral at Griswold. She was a native lady (schoolteacher) who made it to 104 years of age and wanted to go to the cemetery with horses. So Mr. Gompf took his team and drove our hearse.



8. Ice Racing Cutter - Donated by Doug Lelond: Arrow River, MB

A few years ago, I picked up parts of an ice-racing cutter from Doug Lelond of Arrow River. As Doug said, "It wasn't in bad shape until I backed over it with the tractor." He got it from Jack Fleming of Crandall, but it originally came from Nortons of Isabella, who had racehorses years ago. There are many unique features about this cutter such as it is quite high on arches with wee spindles between them. It has a narrow body, designed for one person only when racing. There are wee steps on the sides too. I painted the gear red and the body black with white lining and red roses for decals. The upholstery I did myself with dark blue vinyl.

Interesting Facts

Prairie Mountain Regional Museums Collection Incorporated (PMRM) was set up under the Province of Manitoba's Corporation Act on April 6, 1999.



9. Piano box cutter - Purchased from Rod Graham: Foxwarren, MB

The Piano box cutter is so named because of the body having a compartment back of the seat not unlike the old Buggies. I purchased the cutter from Rod Graham of Foxwarren, Manitoba. It was stored in the loft of his old barn (which was filled at that time right to the loft floor with wheat), and had been damaged in a "runaway". Rod said his dad had purchased a team of broncos about 1928, and they worked them on the farm all summer. Then when the snow came, Mr. Graham thought this one would make a good single driver so they pulled the cutter out to the field then hitched up the horse. But things didn't just turn out right, the horse started to run and kick until it kicked the shafts to pieces and kicked the dashboard off the cutter. I restored it, painted it black and got it upholstered in green velvet at Genes Upholstery in Brandon. I am still looking for chrome to fit the dashboard.

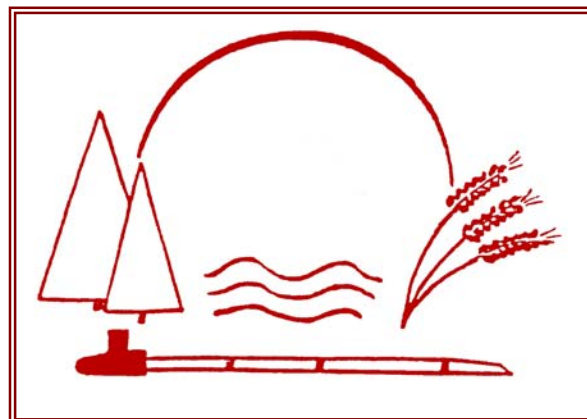
10. High Cutter (with top) - Purchased from Mrs. Innis Hodson: Lenore, MB

Kiddies cutter seat - Donated by Bill Lelond: Hamiota, MB

The only Top Cutter I have purchased is from Mrs. Innis Hodson of Lenore, Manitoba. It has a tin body with side doors and was not in too bad a shape. The under gear took some repair, but I got it finished and then it was upholstered by Bea Thomas of Crandall. The seats were done in wine velvet, and the top in black nogahyde. I am still short the windows for the back and sides, so if anyone has them, I'm still looking. Later on, Bill Lelond came along with a kiddies seat and donated it to me so I had it upholstered in the same wine velvet and installed it in the front of the cutter, this is one of my favorite cutters.

Interesting Facts

Prairie Mountain Regional Museums Collection Incorporated (PMRM) was granted Charitable Organization status by the Canada Customs and Revenue Agency on March 13, 2000.



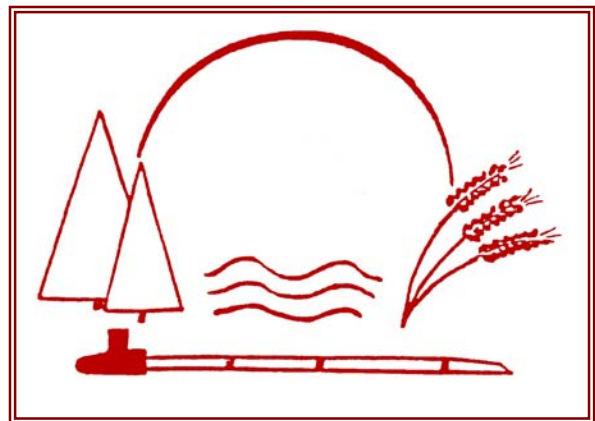


11. Two seated cutter - Donated by Keith Ritchie: Pope, MB

When I went to see Keith Ritchie about the old school van, he asked me if I had seen the two-seated cutter down there among the trees. We found it under a fallen down maple where it had been for years, the wood was all rotted away, but we found enough parts for patterns for the sides and seats, and all the irons were there. These had been hand forged by Bill Beatty, the blacksmith at Hamiota, years before when he built the cutter. I restored the body and put it on a good jumper gear then painted the gear red and the body black. Then I upholstered it in brown vinyl. When my sister saw this cutter, she remembered our mother, she and I coming from Binscarth to Shoal Lake by CPR. Then the liveryman drove us to my grandmothers place here (south of Arrow River) for a visit. Then in a few days, he came back for the return trip. She says she was about four years old and I was two and the trip was made with a driving team on a two-seated cutter like this one.

12. Fouilliard Van - Traded for with Jim Mackie: Strathclair, MB

One day Jim Mackie of Strathclair was at the shop. He said he had an old Fouilliard out in his yard, and was I interested in it. It was badly rotted out from being outside for years. He said his wife was looking for a thresherman's weigh beam to hang in her rumpus room. I had one so we traded van for weigh beam. I put a new jumper gear under it and repaired the plywood lining and outer tin, then painted it green and replaced all the glass.



Interesting Facts

The PMRM board began conducting annual meetings with board elections and by-law reviews in January, 2001. There was great support from a group of volunteers within the R.M. of Shoal Lake, the Town of Shoal Lake, and the R.M. of Strathclair.



13. High Cutter - Donated by Andy Little: Decker, MB

Now the High Cutter was owned by the Andy Little family around 1912. It hung in his shed for years. I tried to buy it from him, but he always said, "I have one as good as any you have". One day after I bothered him about it, he told his son Norman to go up and see that the mice weren't in the cushions. Norman went up and said, "Hell dad, there are no cushions here." Somebody must have borrowed them.



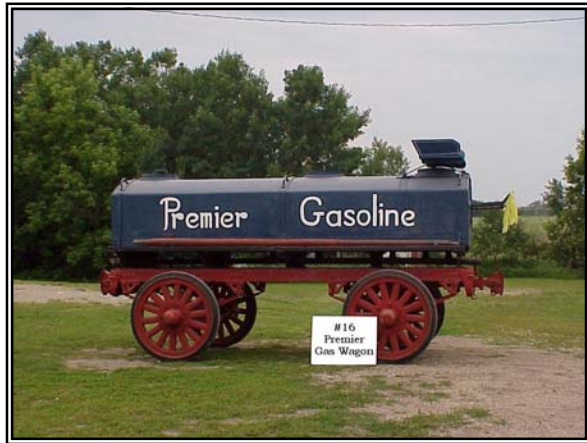
14. Fancy family van - Donated by Lloyd Hazelwood: Hamiota, MB

The Blacksmith Bob Beatty at Hamiota built this fancy family van around 1924 for the Sam Hazelwood family of Chumah district. It was built on a Massey Harris sleigh and the material was real nice and well built with a canvas top and glass all the way around it. The benches were all enclosed and it had a small air tight heater in it. When I went to pick it up Lloyd brought out the original light, a coal oil lantern with a reflector on it. In later years it was equipped with a car lamp, powered by a six-volt battery. The benches on this sleigh still had the shipping tags tacked to the back of them. You can read "Massey Harris Plow Company", but cannot read the name pencilled on them. One of these tags is still on the front bench. This van was donated to me by Lloyd Hazelwood of Hamiota, MB.

15. Watkins Peddlers Wagon -
Purchased from C Bezo: Inglis, MB

While at the Russell Centennial, I heard of a Watkins Peddlers wagon up north of Inglis at C Bezo's farm. It had no under gear and the body was just sitting on the ground all rotted out, but I bought it from him and went up the next day to pick it up. It nearly fell apart before I got it loaded and home. Then I went to Armitages at Miniota and got 2 axles from an old school van and 2 hubs for wheels and used two more of my own. I built four wheels and assembled the under gear, then started on the body. The wheels I painted yellow and the body (which was tin covered) I painted black. The top was a hardwood roof covered with waterproof canvas. I have written to Watkins at Winnipeg, but they have not been able to come up with stencils for the original name and advertising that was on them.





16. Imperial Oil tanker - Donated by Mel Graham: Birtle, MB

Over sixty years ago (around 1920), I remembered Scottie Ellis of Foxwarren having an old Imperial Oil Tanker that he used for hauling fuel to his machinery. Later, Mel Graham of Birtle got it and used it when he did road work and laying water and sewer lines in Birtle. I knew Mel had it so I went to see him about it. He said he had one, but couldn't remember where it was. I knew where it was so he said I could have it for my collection. It was in the bush at Ken Ewbanks at Birtle. I got F. Watters to take his truck and we got it loaded and brought it home. I cleaned it up and restored it. It had original hard rubber tires that are still in good shape. I painted the gear red, the tank blue and got Linda Ellerington from Brandon to come and paint the stencils on it for me. Then Imperial Oil in Saskatchewan (in 1988) came and got from me for about fifteen parades in Saskatchewan, in which they hitched it up to show teams. A Mr. Leavens from the Virden Nursing Home was here one day in a wheelchair. I was telling him about the tanker and he said, "I used to deliver coal oil in Foxwarren for Imperial Oil with a team on that tanker".



17. Milk Wagon - Purchased from Mike Schmidt: Chaplin, SK

The milk wagon came out of Chaplin, Saskatchewan. We were coming through there and stopped for gas and asked the owner if he knew where there might be a milk wagon. He said yes, a mile north of town and the owner is here having coffee. He introduced us and we went out to see it and purchased it on the spot. My son Jim and I went back a couple of days later to pick it up. He wanted to know what we did so we told him welding and manufacturing and that we made cattle oilers for Lewis Cattle Oilers. He laughed and told us he had six of them. He had a lot of cattle. We got the milk wagon loaded and he said he had another buggy at another farm 10 miles away, and did we want to see it. So away we went. And what a find, this jump seat buggy was in pretty fair shape. So we bought it and loaded it and headed for home. Thank you Mike Schmidt of Chaplin, Saskatchewan.

Interesting Facts

In November, 2000 the collection was appraised by a certified appraiser for over \$300,000 and a tax receipt was issued for the collection.



18. Summer Hearse - Purchased from E. Fouilliard: St. Lazare, MB

Our summer hearse we purchased from E. Fouilliard of St. Lazare. I offered him \$1,000 dollars, but until he needed to borrow the stagecoach, he wouldn't sell. The hearse had no roof, no floor, no glass, no doors, and the ornate hubcaps had been stolen. They seem to think it was in Winnipeg until around 1920 when they got the first motorized ones. Then it went to Grandview, Manitoba until Ernie Fouilliard got it; it was in rotted out condition. We restored it, and put plate glass in the sides and black curtains inside. There was very little chrome left. We got black plumes for the sides of the drivers, but none for the horses heads yet. We didn't expect it to go out, but it has been to about 5 real funerals now. Two near Neepawa (one a military funeral), two near Langenburg, Saskatchewan, and last fall it went to Yorkton for a funeral. It has always come back in good shape.



19. Victoria - Designed from a picture

The Victoria was built in 1994 again from pictures I had seen. It is like the one the Queen rides in England. The Victoria takes two passengers plus a driver and helper. It has a fifth wheel system with hard rubber tires built low for easy access and has a folding top over the passengers. This carriage has been to quite a few weddings.



20. Stretched Ranch Wagon (three seat) - Purchased from Bill Little: Decker, MB

This ranch wagon was actually one that I originally built for Bill Little. At the same time I was also building one for myself. We drove them both at many weddings. But when Bill decided to quit driving, I sold mine and bought his. His was heavier, just what I needed.



21. Fancy Buggy Parts - Donated by George Gardham: Arrow River, MB

Carriage Lamps - Purchased from Dave Stewart: Miniota, MB

One day, Geo Gardham came up with the side and parts of the seat for a real fancy buggy with lots of chrome; even on the head of the spring bolts. Geo and I went back later to see if we could find any more parts, but didn't have much luck. I restored the running gear and wheels, then rebuilt the box and seat. Soon after, I painted the wheels red and the body black with yellow stripes. Then I had it upholstered by Bea Thomas at Crandall in two tone blue with white piping and a big heart shape in light blue on the back part of the seat. Double armrests were added, and lots of chrome on the arm rests, over the back and on the dashboard.

Later I purchased a pair of original carriage lamps from Mr. and Mrs. Dave Stewart of Miniota, MB. These lamps used to be on Dave's Dads buggy before the turn of the century. I heard that a pair of these lamps recently sold for \$2,800. I put them on my fancy buggy and that really made it look sharp.



22. Stage Coach - Purchased from Allan King: Oakner, MB

Stage Coach Trunks - On loan from Murray Bell: Isabella, MB

I have wanted a stagecoach ever since I started collecting. One day we drove down to Allan Kings, south of Oakner, as I knew he had one. I didn't think he would sell it, but I thought I might get it for a pattern and build one. Allan decided that he would sell it to me if I would restore an old democrat for him. I brought both pieces home and I had the democrat done for him in no time. I spent some time on the stagecoach repairing some parts and painting it red with white lining and yellow under gear. I upholstered the seats in brown vinyl and built railing for the top of it.

We are taking it to a few parades this summer with a team on it and a guy to ride "shotgun", as well as some passengers. One day Murray Bell was here and said I needed some trunks on the stagecoach. So the next time he was down, he brought me two and loaned them to me for the parades. I cleaned them up and painted and lined them with nice wallpaper.



23. WW I Horse Drawn Ambulance - Purchased from Les Brown: Lenore, MB

Bows for Top of Ambulance - Donated by Bill & Ted Little: Decker, MB

I heard about a WW I Horse drawn ambulance from Les Brown of Lenore, who was working for a community pasture out near Kayville, Saskatchewan. He found this old box lying in his field yard with buggy axles under it and four plow wheels attached. He asked me if I was interested, and since I was, I paid him to bring it out here when he was coming home sometime. It looked pretty sad, but the original brass plate was still on it, which said the following... "Wagon Ambulance M.D. / #4 / Built by CC & CO / 1915 / Serial # 1556".

I send a picture of this plate to the war museum in Ottawa, but they gave me nothing to help me restore this vehicle. I was talking to Dr. Ed Hudson and he suggested that I write to the local Member of Parliament. So I wrote to Charlie Mayer of Minnedosa as soon as he became our new MP. There is a cute story about this, but I won't put it on paper. In about a week I got an answer from Mr. Mayer and he sent my letter on to the Hon. Allan McKinnon, Minister of Defense (we found out later that his sister Mary was married to my cousin Bob Pengilly of Olds, Alberta). But Allan was away on holidays so his deputy took it up and in two weeks, I had 5 pages of photocopies and details about the ambulance, so after about five months I was able to start to restore it.

I found wheels and a fifth wheel under gear with springs at an auction sale at Virden almost identical to what was called for by the detail, but paid dearly for them (\$320.00). While I worked at it, a few people became interested and one day Bill & Ted Little of Decker, Manitoba came along with bows from their old van that I could use for the bows for the top - real good oak. Four inches too wide, but I soon remedied that with a saw and some glue. Robinson's Tent & Awning of Brandon did the canvas for the top, sides, and ends, and everything fit like a glove. The two stretchers I purchased from Princess Auto in Winnipeg and the upholstery of the three seats I did myself. In 1980, we took the ambulance to an antique car show in Brandon, and are now making plans to take it to several parades at the hospitals in Hamiota and Birtle, where they will be outfitted with a driver, a nurse and some patients. I have also equipped it with lamps but they are not the original types. The War Museum in Ottawa wrote a while ago and wanted me to donate it to them, as they don't think there is another one in Canada.



24. Covered Wagon - Donated by W. Crandell: Crandall, MB

Two deck box - Donated by Lloyd Hazelwood: Hamiota, MB

Plow on wagon - Donated by Tom Stewart: Isabella, MB

The covered wagon is made up of a high wagon gear painted red and donated by W. Crandell of Crandall, and a two decker box which belonged to Sam Hazelwood of Chumah, which was donated by Lloyd Hazelwood. This was painted green. We made the hoops for the top for a parade a few years ago. I made a spring seat for the driver and his mate to sit on up front. The tailgate hinges down and can be used for a table at meal times.

The plow, a single furrow walking plow, fastens on the right side, and was donated by Tom Stewart of Isabella, Manitoba. To date I have not got a water barrel for the other side, nor a wooden wash board, fry pan, etc. to hang on the sides. The canvas top was made by Robinson's Tent and Awnings in Brandon (a nice job done by my measurement and his know how). This wagon has the original toolbox on the front, something you wouldn't see on many of the wagons now.

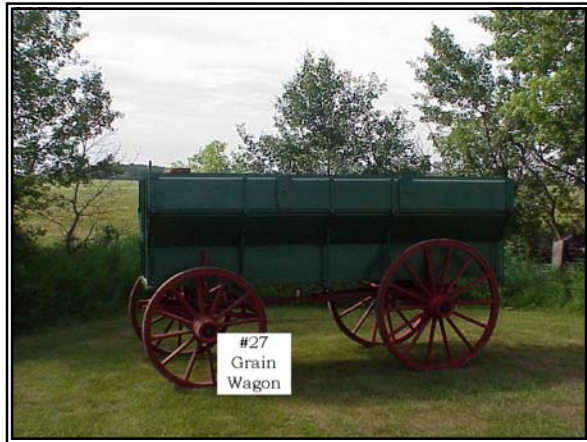


26. Horse drawn school van - Donated by Keith Ritchie: Pope, MB

Drivers seat - Donated by Bill Lelond: Hamiota, MB

Now to our old horse drawn school van. I found one at the farm of Keith Ritchie, south of Pope. It had trees all grown up around and through it, but had the irons and enough wood for patterns, so Keith donated it to me. We brought it home and I built wheels for it using the old hubs and the metal tires, then I restored and painted it. Robinson's at Brandon, did the canvas top and sides with windows for the driver to see out. The seats I upholstered myself, and I painted the wheels and body black.

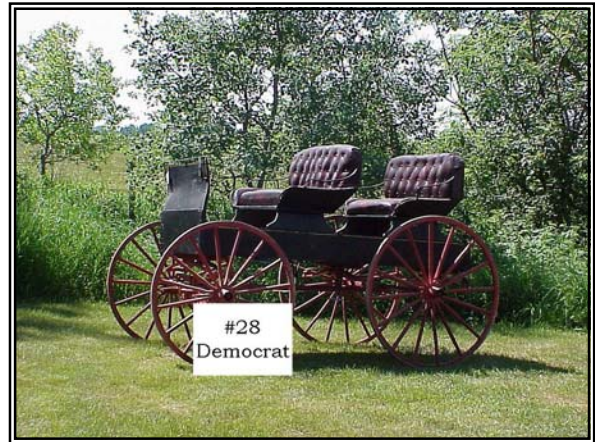
Bill Lelond donated the driver's seat in it (which had the original upholstery). I restored one of the Birtle area vans for Sam Widdicombe and it was sold at his sale in 1980 for \$1,100 and went to Innisfail, Alberta. It had red under gear, dark green body, and a top and upholstery of white canvass from Robinson's at Brandon. I did the upholstery of the seats myself.



27. Grain Tanker - Box donated by Kevin Lelond: Arrow River, MB

Wagon donated by Geo Logan: Lenore, MB

To make up our grain tanker, Kevin Lelond donated an old box from which I used all the original irons to rebuild the box, which should hold about 150 bushels of wheat. This I mounted on a wagon gear donated by George Logan of Lenore. I repaired it and repainted it red. A four horse driven tandem often hauled these grain tankers.



28. Democrat - Purchased from Ron Hamilton: Rosssburn, MB

Next came the Democrat purchased from Ron Hamilton of Rosssburn, MB. The wood parts were rotted out and the wheels were poor, it was in pretty rough shape. There were parts for only one seat, but the irons were there. I started by restoring the woods parts. Then I rebuilt the seats and wheels and had it upholstered in Hamiota by Sugar & Spice. I painted the body and under carriage black with yellow striping, and the wheels and undercarriage red.



30. Side Spring Buggy - Purchased at a sale in Binscarth, MB

I went to a sale at Binscarth where I bought bits and pieces of a side spring buggy with cross-springs as well. For some reason this buggy took much longer to restore than I originally planned. I finally had in fully restored by late 1983. I decided to paint it black, and the upholstery was done by Don Kitz of Brandon, in black Nogahyde.



31. Side Spring Buggy - Donated by Ken Chelcott: Rocanville, SK

Kiddies seat - Donated by Larry Logan: Lenore, MB

I heard there were parts for a side spring buggy by the potash mine near Rocanville, Saskatchewan. We were told to go have a talk with Ken and Sylvia Chelcott. When I told them what I needed the parts for they decided to donate them to us right away. I took the finished buggy to Brandon to get the upholstery done in black nagahyde. They did a nice job of the tufting and the buttons. Then I decided to paint the body and gear black. Next I restored a kiddies seat, upholstered it and then I put it in the front. The buggy seat was donated by Larry Logan of Lenore, MB.



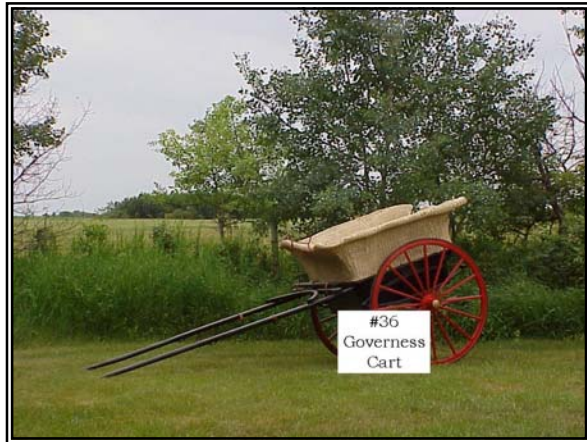
32. Show Buggy - Donated by Buster Nichol: Solsgirth, MB

I heard one day that Buster Nichol of Solsgirth had a side spring cutter, so I went to see him. When I got the side spring cutter from Mr. Nichol he showed me his show buggy, which had rubber tires, wire spoked wheels and a spindle back. It was really nice, he said that he bought it in 1920 at the Eaton's store in Winnipeg. He used many times to show off his Hackneys at the local fairs. He said he would donate it to the museum if I would repair it and promise not to sell it. I told him that when I had the buggy repaired and had it put in the museum that his name would be on the tag, which states the donors names.



35. Three Reach Wagon - Donated by Frank Steiner: Birtle, MB

We picked up parts of a different buggy at Birtle one day. Dug it out of the dirt and bush at Mr. Frank Steiner's farm. This is the only buggy I have with three reaches. Frank had a few stories about this buggy, I think he said that it was new before 1900. He also told me how times were really tough when his family moved into the area. I was very excited nearing the end of restoring this buggy because I knew that the specifications were exact and that it would drive well.



36. Wicker Governess Cart - Purchased from Regina, SK

Our wicker Governess cart came from Regina. The folks we got it from had had it for 50 years and it came from the USA before that. The wicker needs some work, but it had been painted. If not painted we could have soaked it and re laced it, but it's not bad for maybe 75 - 100 years old. I had to replace shafts and parts of the box.

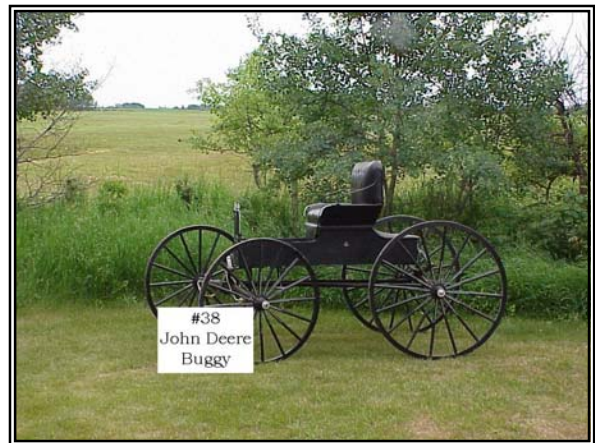


37. Cockshutt Buggy - Purchased from Allan Porter: Solsgirth, MB

From Allan Porter of Solsgirth, I purchased the parts for an old Cockshutt buggy. The tag is still on it, sold by Cockshutt, but built by Branford Carriage Co. I have it restored and painted, and upholstered it in black nagahyde. I believe Mr. Porter wants to buy this one back as his children all went to school in it. He now has a nice driving horse of his own. Later, he donated it.

38. John Deere buggy - Donated by Jim Kirton: Arrow River, MB

One day I heard that Jim Kirton of Arrow River had parts for an old buggy. So I went to see him right away, him and I had a long talk. There was no problem convincing him to donate me the parts. I was excited to start working on this buggy because it's the only John Deere buggy I've ever seen. It was sold by John Deere, but built by Branford Carriage Works. This buggy was actually owned originally by Lou Lelond of Arrow River. He purchased it from the Marvin Brothers, who operated one of the stores in town. I now have it fully restored, painted and upholstered.





39. Jump Seat Buggy - Purchased from Mike Schmidt: Chaplin, SK

I picked up this buggy from the same guy that sold me the milk wagon. He told me that he was storing a buggy in one of his sheds. I took a look at it and to my surprise it was actually in pretty good shape. I wanted to work on the canopy but I decided not to because it was a two ply top and which was very rare. I cleaned it up, painted it and had the upholstering done. This is the only jump seat buggy in the museum and is in fact the only one I have ever seen.



40. McLaughlin Buggy - Purchased from Mrs. Andrew: Hamiota, MB

Here is another top buggy I purchased from Mrs. Andrew of Hamiota. It had been in an old shed for about 30 years and the bottom parts of the wheels were all rotted away from sitting on the damp ground. The upholstery was not bad but I'm trying to soften it up, as it is the only one I have with the original upholstery. The top I had redone by Bea Thomas of Crandall with the diamond shaped light opening in the back curtain, which is a trademark of the McLaughlin Buggy Co. The wheels I repaired, set, and painted black.

41. McLaughlin Buggy - Purchased from Mr. Walt Cochraine: Silverton, MB

I purchased this top buggy from Walt Cochraine of Silverton, MB. It was all apart and stored in an old log house. The wooden parts were reasonably good, but took some cleaning up and painting. Then I set the tires on the wheels and painted them red. I took the seats and top to Tufts at Virden and after five months got them home and on the buggy. Amazingly this buggy sold for about \$35.00 in 1900 but in 1979 it cost \$260.00 just to have it upholstered.





42. Phaeton Buckboard - Purchased from Mrs. McLean: Elkhorn, MB

In the fall of 1981, I went to a held by Mrs. McLean near Elkhorn and purchased a different style of a buggy; a Buckboard Surrey which held four people, one passenger in the front with the driver, and two in the rear seat. It has a long wheel base with all wheels the same size and arched axles, offset spokes, and ball bearings in the wheels. The suspension is unique, side springs supplemented with boards 1 inch by 6 inches running from axle to axle giving a very soft ride. This suspension was patented by Joubert and White, January 27, 1880. I painted this carriage black and striped it with white, then had it upholstered in black vinyl.



43. VISAVIS - Designed from a picture

I designed this VISAVIS in 1988 from an old photograph that I had seen. This vehicle holds four people face to face and there is a front seat for the driver. It's low and easy to get into for older people or for wedding parties. I also added a fifth wheel front end for easy turning. It seems to be a very popular item, people are always asking about borrowing it for a parade or a wedding. This was the first one that I built, but I've actually built four others since then.

199. Rubber Wheel Buggy - Donated by Buster Nichol: Solsgirth, MB

Here is another fancy buggy with wire wheels and hard rubber tires. This vehicle is very small and light and is great for a fancy stepper of a driver.





200. Buckboard - Purchased from Jack Brow: Winnipeg, MB

This buckboard is a single seated democrat such as was used by Hoss in Bonanza for trips to town for supplies, etc. and was built by M.M. Plow Co in 1902. It was brought from the USA by Mr. Jack Brow of Winnipeg. It was painted red under gear and black box and was in real good shape. It was cleaned in Winnipeg by high water pressure and granules of some kind. This removes all the paint from the wood but does not take the pain off the metal so the metal parts still have the original paint, but the wood is clear, all the wood has on it now is clear water repellent. The upholstery I did in red velvet. I never found out what was used to clean it, but a Hydro man from Alberta told me they use high water pressure with corn husks to clean power insulators, so maybe that's it.



201. Bread Wagon - Purchased from Bert Steenbrugen: Carrivale, SK

This bread wagon originally came from Regina, Saskatchewan and was bought by Bert Steenbrugen who ended up selling it to me. Bert called me one day and told me that this bread wagon was advertised in the paper. So I phoned about it and the man told me he wanted \$1,200. I told him to hold it until I could get out there, and he said he would. However, two weeks later Bert called again and said it was advertised again. He said he was going to Regina, and would buy it for me and deliver it to me. At 11 AM on a Sunday morning, he and his wife drove in with it, so we unloaded it and had coffee. I went to pay him and he said the man asked him how much he had asked for originally. Bert told him he thought \$900. He said yes, he'd take that for it. So it was a good deal for me; \$300 less, and delivered to my door.



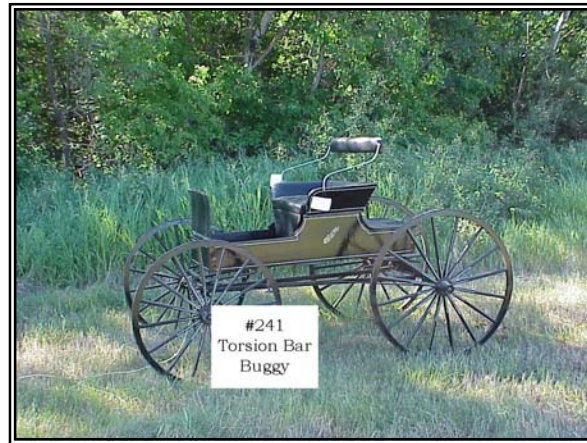
202. Irish side cart - Designed from a photograph

We built an Irish side cart, which is designed with the passengers sitting facing out on the sides and the driver up front (takes four passengers). It is built with straight through shafts on top of springs for balance. I built this one from a picture then built 2 more, one for Les White of Brandon, Manitoba, and the other went to southern Manitoba.



212. J D Top Buggy - Purchased from C.M Hill: Lenore, MB

This JD Top Buggy had single reach and buggy top and was purchased from C.M Hill of Lenore and was later used by his daughter Kae when she married Sid Douglas. They took it out to Carnduff, Saskatchewan where it was when we got it. Badly used up, but we found the top in the barn loft and it was still usable when restored. They were here later to see it and take pictures after restoration.



241. Torsion Bar Buggy - Donated by Albert Krahn: Brandon, MB

This Torsion Bar Buggy (parts donated by Albert & Dianne Krahn of Brandon, Manitoba). The only one I have ever seen so I had to get it restored. I would really like to have a ride in it sometime. I built four new wheels, the box, and upholstered it. Then it was painted and decals were also added.



242. Surrey with fringe - Donated by Ed Doran: Isabella, MB

Next came the Surrey with the fringe on top. One day Ed Doran was here from Isabella and told me that parts of his grandfathers surrey were in the loft of the old barn. We went up and dug it out and Ed donated it to me. All that was there was the axles and parts of the floor. There were no seats, etc., and he said that the wheels had been used years ago to make up harrow carts. I rebuilt wheels for it and drew up a diagram to scale from pictures I had of a surrey, then rebuilt it and painted it black and striped it yellow. I added a four-inch yellow cotton fringe around the top and flower decals on the sides of the body. The carriage lamps were bought from Ontario and mounted them on the sides. We took this Surrey to a few parades and also had it in Winnipeg in 1994 for 25 productions of Oklahoma at Rainbow Stage.

Interesting Facts

Prairie Mountain Regional Museums Collection Inc. is now hoping to have everything ready for a grand opening in either the fall of 2004 or spring of 2005.