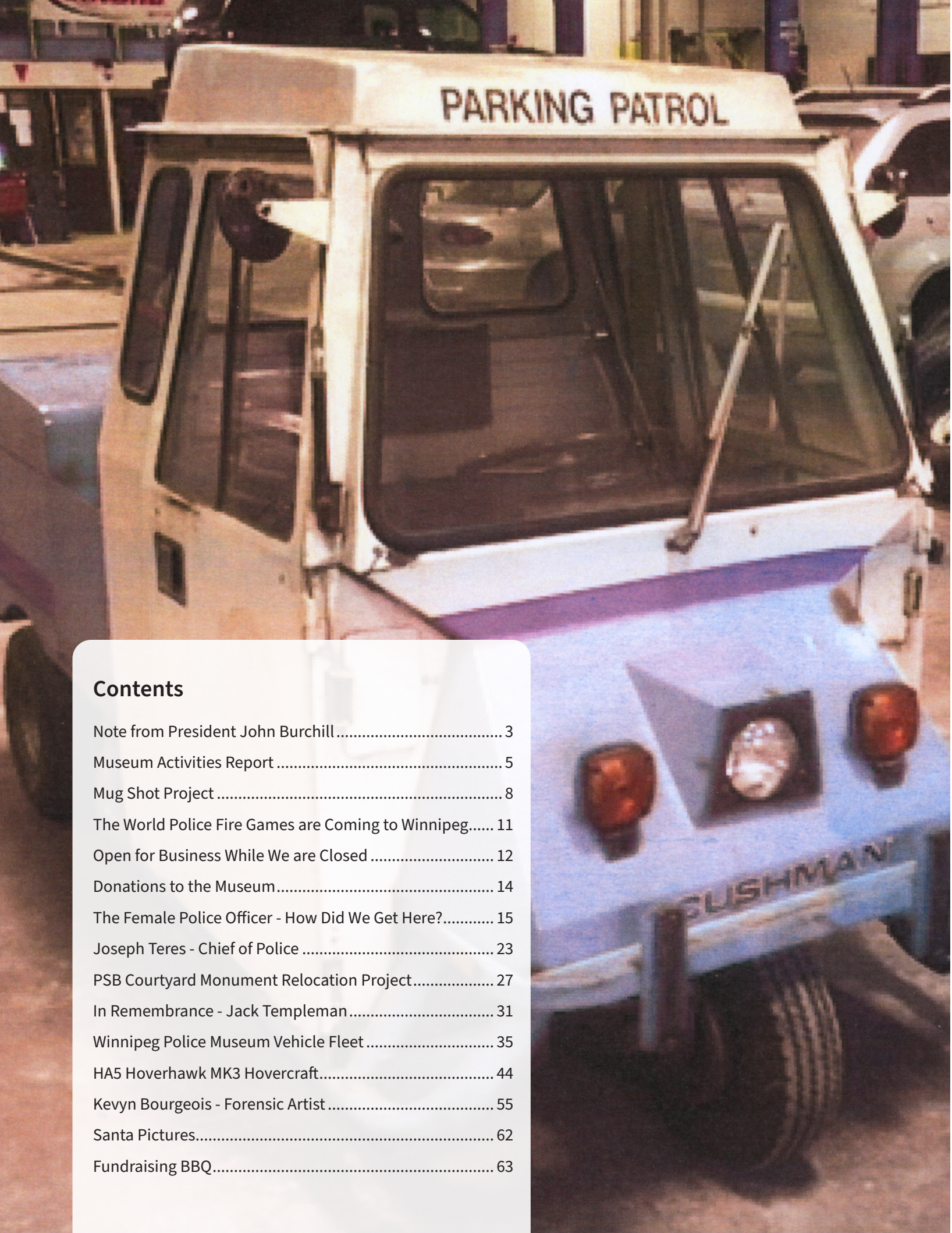




Winnipeg Police Museum
& Historical Society Inc.
2021 Annual Report



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Winnipeg Police Museum and Historical Society

Note from President John Burchill

I would first like to acknowledge the support of the Board Members who generously give of their time. Due to the continued spread of the COVID virus and its variants we had less than six Regular Meetings this past year and fewer Executive Meetings were needed. However, there is much more to being on the Board than just meetings. Much work has gone into planning for the Service's 150th anniversary in 2024 as well as the 50th anniversary of amalgamation.

The Board continues to be guided by its strategic and business plans developed in 2019 to promote the preservation, collection and exhibition of artifacts related to policing in Manitoba for the future. The Board is very much responsible for the oversight of the Museum including the financials, of which we have a fiduciary responsibility and are indeed liable.

The Board wishes to thank the volunteers who generously give of their time and expertise to ensure the Museum is a viable and appreciated entity. The thousands of visitors that pass through the Museum greatly benefit from their interactions with the volunteers and many leave written comments attesting to this. The Museum could not operate without these volunteers and we would like to acknowledge and thank the following individuals for their commitment:

Alex Katz	Ken Forsyth
Chris Lundgren	Larry Rea
Derk Derin	Lawrence Klippenstein
Don Wardrop	Mike Ward
Ernie Tomchuk	Morris Strembecki
Gary Walker	Norm Rimmer
George Walker	Peter Korzeniowski
Jernej Anderlic	Ron Hodgins

While the Museum was closed for three months due to ongoing pandemic restrictions, our volunteers put in a total of 1187 hours for the remaining nine months of 2021, interacting with 1710 visitors. However, our volunteers often donate more than just their time, often performing the “heavy lifting”, especially Peter Korzeniowski and Tammy Skrabek in rearranging and setting up new displays throughout the year. While the Board values all of our volunteers, I would be remiss if I did not once again single out Derk Derin. He is our “go to” person for just about everything that needs repairing and/or restoring, like the call boxes he refurbished for the monument at the rear of the Headquarters building (see Rod’s article on the monument).

During 2021 we were also fortunate to have Frank Rukundo with us, who did an 8-week placement with the Museum through the ManitobaStart program.

Speaking of volunteers, in November Vice-President Rod Hutter and former board member Kevyn Bourgeois were recognized by the Attorney General of Manitoba with an Excellence in Law Enforcement Award for their community service. Rod, for his 37 years of combined volunteer service (21 years with the Winnipeg Police Museum and 16 years with the Winnipeg Police Revolver Club) and Kevyn for his artistic contributions to the Museum and the Winnipeg Police Service as a whole (see my article on Kevyn).

I want to thank our major sponsors as well; The City of Winnipeg and the Winnipeg Police Service for their support in providing a phenomenal space for the Museum and the Winnipeg Police Credit Union whose continued and long-time support is very much appreciated. I would also like to acknowledge the Winnipeg Police Association for their past support over many years as well as all of the retired members of the Service and the current serving members who support the museum through payroll deduction.

A huge thank you goes to our Curator Tammy Skrabek. The Museum has gone through many challenges and changes since its inception and will continue to do so. Tammy has embraced the museum with a keen eye and vision for the future which she demonstrates almost daily in planning displays. Tammy was also able to set up and migrate our website to a new platform at www.winnipegpolicemuseum.ca. On this new site we began profiling a number of former members of the Service who stood out among their peers in many different ways. This includes the former Chief of the Transcona Police (and later Winnipeg Police Superintendent) Joseph Teres, who I profile later in this report.

Due to the ongoing pandemic and our limited capacity during 2020, we continued with our 150th Anniversary display of the Manitoba Provincial Police throughout 2021. The display on the Provincial Police, which existed from Manitoba's entry into Confederation in 1870 until 1932, received rave reviews from the many people that managed to see it.

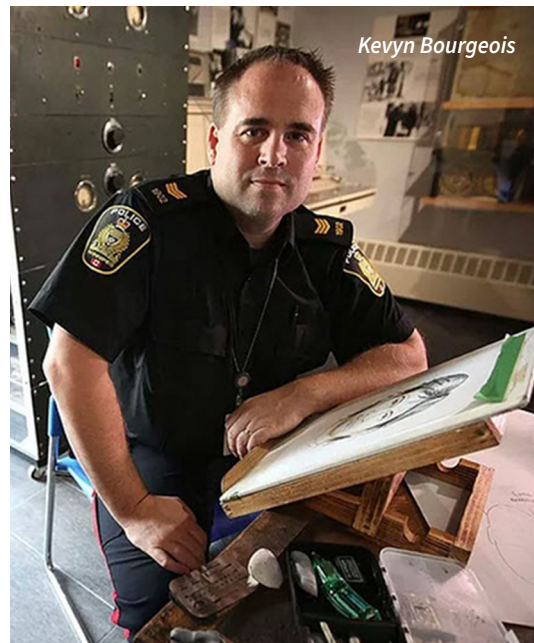
The Museum has a fleet of 20 vehicles which includes trailers. Occasionally the vehicles and

other museum items are loaned out for movie sets including the locally shot *First Person Shooter* during July 2021 (see Tammy's article on movie shoots).

Although closed for several months, the Museum has continued to run its Gift Shop virtually. Thanks to our Board Members Chris Lundgren and Ernie Tomchuk and again Tammy for keeping it operational. The shop has seen an increase in sales activity and clothing items available. The Museum doesn't make a lot of money on these sales but it indeed increases virtual traffic and interest in the Museum and our history.

Last, but not least, I would like to thank Heritage Manitoba for their support in helping fund a videographer as part of an oral history project to capture of the recollections of former members of the Winnipeg Police and surrounding departments as part of our 150th plans.

We look forward to 2022 which will no doubt see further changes and advancements for your very progressive Winnipeg Police Museum!



Vice-President Rod Hutter and former board member Kevyn Bourgeois recognized by the Attorney General of Manitoba with an Excellence in Law Enforcement Award for their community service

Winnipeg Police Museum 2021

ACTIVITIES REPORT

By Rod Hutter, Vice President

2021 AGM and Elections

Due to governmental Health restrictions stemming from the Covid-19 pandemic, the Winnipeg Police Museum hosted our Annual General Meeting virtually via Zoom on April 26, 2021.

This year the Board had four Director positions open as a result of completed three-year regular terms, and one position open from a resignation. Elections saw incumbents Chris Lundgren, Gary Walker, and Norm Rimmer re-elected for three-year terms. Newly nominated candidates Mark Hodgson and John Siderius were elected to three-year and two-year terms respectively.

The AGM also sees the appointment of the Auditor and once again Mr. Ron Storozuk was chosen to oversee the Museum's financial affairs. Mr. Storozuk is a retired partner of Deloitte & Touche and has been assisting with the Museum's Financial Report for many years.

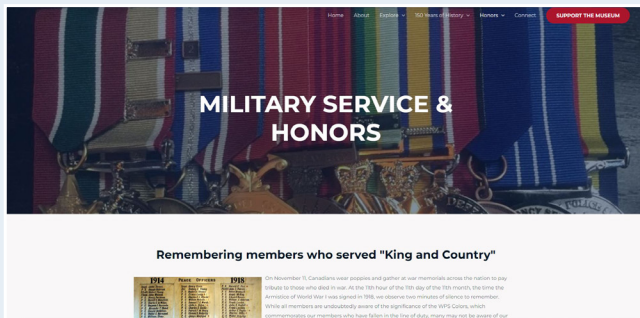
Executive Appointments

In accordance with the Museum's Bylaws, the Board Executive are appointed at the next regular meeting after the AGM. This was held on May 10, 2021, and once again hosted virtually via Zoom. The following Executive appointments were ratified:

President: **John BURCHILL**
Vice-President: **Rod HUTTER**
Treasurer: **Larry REA**
Secretary: **Mark HODGSON**

Web Site

Thanks to the design skills and efforts of Curator Tammy Skrabek, the Winnipeg Police Museum launched a new interactive web site during the beginning of 2021. From an initial proposal in February, intensive efforts saw the site build occur over March and it became active shortly afterwards during April. This site was an independent venture on the part of the Museum which for years only had web pages hosted on the Winnipeg Police web site. The Museum would like to thank the Winnipeg Police Executive and the staff of the Public Information Office for their assistance.





PSB Monument

The relocation of the Public Safety Building courtyard monument to the new Winnipeg Police Headquarters Building was finally completed on March 3rd after Derk Derin and Rod Hutter installed the Police and Fire call boxes on either side of the limestone Tympanum. This ornate piece of stone architecture originally came from the Central Police Headquarters Building when it existed at Rupert and Louise.

Museum Warehouse Upgrades

The Museum warehouse continued to see improvements over 2021 with the installation of new steel exterior doors and a new steel interior fire door during May. The Museum would like to thank the City of Winnipeg and in particular David Firth from Planning, Property, and Development for his efforts and assistance.

Indigenous Display

With the assistance of Winnipeg Police Chief Danny Smyth, the Police Executive, and Indigenous elders, Curator Tammy Skrabek assembled a display to honor the Indigenous heritage of the Winnipeg Police.

Manitoba Provincial Police Display

The Display commemorating the 100th Anniversary of the 1919 Winnipeg General Strike was replaced with a large display commemorating the Manitoba Provincial Police. This was taken on by the Museum as part of the 150th Anniversary of Manitoba celebrations, and to showcase the rich History of the Manitoba Provincial Police whose information and records have been lost over time. Much of the content for this display came from research by John Burchill which in 2020 saw the publishing of a two-volume series dedicated to documenting and preserving the history of the Manitoba Provincial Police during their existence from 1870-1932.

Gift Shop Expansion

The Museum Gift shop was expanded during 2021 with new shelving and the additions of more items offered for sale both on-line and in-person. Clothing and challenge coins continued to sell well along with other promotional items. The Museum also sourced out a supplier for diecast replicas of Winnipeg Police decal vehicles.

Window Display

A window front Station Duty and cellblock display was completed on the Smith Street side of the Museum through the efforts of Museum Curator Tammy Skrabek and her regular assistants.

Fundraising BBQ

A fundraising BBQ was held on August 6, 2021, with the Museum making \$870. To help facilitate the event, the BBQ was donated by Qualico Communities and the chips were donated by Old Dutch. The Museum would like to thank these businesses for their support along with the volunteers who assisted and the WPS members who attended the venue!

TRUCK CONVOY

FOR SPECIAL OLYMPICS



Special Olympics Truck Convoy

On September 18, Museum volunteers Mike Ward and Larry Rea brought out two restored cruiser cars to participate in the World's Longest Truck Convoy in support of Special Olympics.

Oral History Project

Throughout the fall, 25 members of the various Winnipeg metro-police departments were interviewed on film about their careers in policing as part of an oral history project for Winnipeg's 150th anniversary in 2024. At least one member from each of the 14 metro police departments was interviewed except for Brooklands. Thanks to a Manitoba Sport, Culture and Heritage for a grant to cover the cost of a professional videographer.

Police Memorial Ceremonies

On September 26, the Museum set up our Memorial displays at the annual Police and Peace Officer Memorial Ceremonies held at the Canadian Museum for Human Rights.

HQ Building Wall Murals

The Museum assisted with the creation and installation of two large wall murals in the hallway of the Smith Street employee entrances. The murals were designed by retired Patrol Sergeant Kevyn Bourgeois using old pictures previously digitized by the Museum. Through these historical pictures, the murals commemorate the evolution of the Winnipeg Police from inception in 1874 to present day.

Mug Shot Project

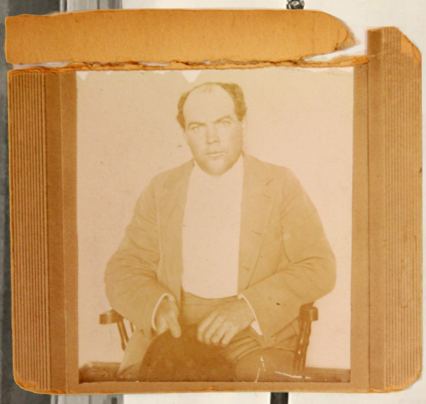
Efforts continued over 2021 to scan and digitally archive a large collection of preserved Mug shot cards. (See next pages). This intensive and time-consuming ongoing effort is credited to the efforts of Norm Rimmer who the Museum would like to thank for taking on this Project.





BUREAU OF IDENTIFICATION NO.
 DEPARTMENT OF POLICE, WINNIPEG, MAN.
 BERTILLON MEASUREMENTS

HEIGHT	D. ARM	TRUNK	H. LENGTH	W. TH. C.	SHOES	D. EAR	L. FOOT	R. FIN.	L. FIN.	R. ARM
Name	Louis Hartmann		Complexion	Dark						
Alias			Hair	Black						
Offence	Red pocket		Eyes	Brown						
Born	Leas		Nose							
Age	26		Face							
Height	5 ft 7 in		Beard							
Weight	132 lbs		Build	Light						
Residence	Grand main		Trade	Sussanick						
Date of Arrest	July 13th 1899		Married	no						
Wanted by			Read and Write	Yes						
Marks and Scars	No. 1.									
	No. 2.									
	No. 3.									



BUREAU OF IDENTIFICATION NO.
 DEPARTMENT OF POLICE
 BERTILLON MEASUREMENTS

HEIGHT	D. ARM	TRUNK	H. LENGTH	W. TH. C.	SHOES	D. EAR	L. FOOT	R. FIN.	L. FIN.	R. ARM
Name	J. R. Anderson		Complexion	Fair						
Alias	J. R. Anderson		Hair	Light Brown						
Offence	Red pocket		Eyes	Blue						
Born	Winnipeg		Nose							
Age	26 yrs		Face							
Height	5 ft 6 in		Beard							
Weight	170 lbs		Build	Slender						
Residence	Winnipeg		Trade	Merchant						
Date of Arrest	July 13. 1899		Married	no						
Wanted by			Read and Write	Yes						
Marks and Scars	No. 1.									
	No. 2.									
	No. 3.									

14557



Eastman Rapid Plate Camera used by the Winnipeg Police Identification Section in the 1920's and 1930's. (Picture taken on November 19, 1938)

Mug Shot Project

By Rod Hutter, Vice President

Included within the inventory of Museum artifacts were numerous boxes containing thousands of mug shot cards, some dating from the late 1800's. Their origin lies with the Winnipeg Police and related forces that all later amalgamated in 1974, and all ended up with the Police Museum at one point or another. These come from an era when photography was done using glass negatives, and many were likely scooped up when historical committee members Robert (Bert) Hutchison and John (Jack) Templeman were making their rounds to obtain, save and preserve anything that related to Winnipeg Police history. One such salvaged item was a very old camera system originally used by the Winnipeg Police identification section in the 1920's and 1930's. This camera created negatives on glass slides and many of the mug shot cards likely originated using photographs from this equipment.

Short History of the Mug Shot

A "mug shot" is the common and widely recognized term for a Police photograph showing the front portrait of a person from the shoulders up. Evolution of this photograph saw the addition of a side profile to accompany a forward-facing front portrait. The purpose of the mug shot was to provide a photographic record of an arrested person to document their apprehension and allow for identification by victims, the public, and investigators.

Most historical publications report the photographing of criminals began somewhere around the 1840's, just a few years after photography was invented. The method however was not standardized until around 1888, when a French Police Officer by the name of Alphonse Bertillon established a process to catalogue and identify apprehended individuals. His "Bertillon System" became widely accepted as a standard, and was later adopted throughout Europe, North America, and Russia.

The foundation for Bertillon's system was based on "Anthropometry," a term originating from ancient Greek which means "Human Measure" and refers to the measurement of a person focusing on their physical traits including body shape and size. His early system was named "Bertillonage" in his honor and incorporated 11 measurements of specific parts of an individual's head and body. These measurements along with the photographs became the record for an individual.

Winnipeg Police Mug Shots

The Winnipeg Police Force started photographing accused persons subsequent to the passing of the Identification of Criminals Act, which received Royal Assent from Queen Victoria on June 18, 1898. Of particular note, the Bertillon Signaletic System is referenced in section 1 of this act.

Though a wide date range and differing styles of mug shots were found within the Museum boxes, some of the earliest were dated July 13, 1899. These much older cards had a single forward-facing photograph of the arrested person on the front, and a printed template on the back with categories for personal information and physical descriptors to be written in. The large bold headers of these cards clearly marked them as: DEPARTMENT OF POLICE, WINNIPEG, MAN, and referenced the 11 Bertillon Measurements with boxes to record them. Later cards showed the two photos consisting of a front portrait and side profile, but by 1914 the Bertillon measurements had been removed from the back which may be indicative of changing mindsets towards the system because a number of flaws had emerged over time.

All the Winnipeg Police mug shot cards had a line at the top for the Bureau of Identification Number, and these became the initial filing mechanism for organizing the project. The index cards were all sorted and arranged by their identification numbers and placed into filing drawers. To make things even more challenging, some of the cards did not have assigned Bureau Numbers, and some were found



BUREAU OF IDENTIFICATION NO. 350
 DEPARTMENT OF POLICE, WINNIPEG, MAN.
 BERTILLON MEASUREMENTS.

HEIGHT	Q. ARM	THUMB	H. LENGTH	H. WIDTH	C. BONES	IR. EAR	L. FOOT	M. PIN	L. PIN	F. EAR
--------	--------	-------	-----------	----------	----------	---------	---------	--------	--------	--------

Name: *Victoria Szonckwitz* Complexion: *Fair*
 Hair: *Brown*
 Offence: *Theft* Eyes: *Brown*
 Born: *Germany* Nose: *Ordinary*
 Age: *12* Face: *Round*
 Height: *5ft 1 in* Beard: *None*
 Weight: *Plump*
 Residence: *Winnipeg* Trade: *Servant*
 Date of Arrest: *January 25, 1903* Married: *Single*
 Wanted by: *Yes* Read and Write: *Yes*

Marks and Scars, No. 1, No. 2, No. 3.



BUREAU OF IDENTIFICATION NO. 444
 DEPARTMENT OF POLICE, WINNIPEG, MAN.
 BERTILLON MEASUREMENTS.

HEIGHT	Q. ARM	THUMB	H. LENGTH	H. WIDTH	C. BONES	IR. EAR	L. FOOT	M. PIN	L. PIN	F. EAR
--------	--------	-------	-----------	----------	----------	---------	---------	--------	--------	--------

Name: *Hera Singleton* Complexion: *Pale*
 Hair: *Dark Brown* Eyes: *Dark Brown*
 Offence: *None* Face: *Oval*
 Born: *Scott's Bluff* Nose: *None*
 Age: *20* Beard: *None*
 Height: *5ft 2 1/2 in* Build: *Medium*
 Weight: *100 lbs* Date: *None*
 Residence: *Winnipeg* Trade: *None*
 Date of Arrest: *Nov 24 1902* Married: *None*
 Wanted by: *Yes* Read and Write: *Yes*

Marks and Scars, No. 1, No. 2, No. 3.



BUREAU OF IDENTIFICATION NO. 22
 DEPARTMENT OF POLICE, WINNIPEG, MAN.
 BERTILLON MEASUREMENTS.

HEIGHT	Q. ARM	THUMB	H. LENGTH	H. WIDTH	C. BONES	IR. EAR	L. FOOT	M. PIN	L. PIN	F. EAR
--------	--------	-------	-----------	----------	----------	---------	---------	--------	--------	--------

Name: *Engelbert* Complexion: *Dark*
 Hair: *Dark*
 Offence: *None* Eyes: *Dark*
 Born: *Germany* Nose: *None*
 Age: *30* Face: *None*
 Height: *5ft 7 in* Beard: *None*
 Weight: *145* Build: *Medium*
 Residence: *Winnipeg* Trade: *None*
 Date of Arrest: *None* Married: *None*
 Wanted by: *None* Read and Write: *None*

Marks and Scars, No. 1, No. 2, No. 3.



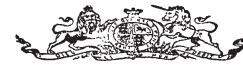
Bureau of Identification No. 526
 Department of Police, Winnipeg, Man.
 Name: *Engelbert Engelhorn* Complexion: *Fair*
 Alias: *No 6953* Hair: *Dark Brown*
 Offence: *Theft - Charges* Eyes: *Light Blue*
 Nationality: *England* Nose: *Flat*
 Age: *43* Face: *Oval*
 Height: *5' 7 in* Beard: *Small fair mustache*
 Weight: *145* Build: *Medium*
 Residence: *Assess. Man.* Occupation: *Cleaner*
 Date of Arrest: *May 1914* Married: *No*
 Wanted by: *None* Read and Write: *No*
 Arrested by: *J. H. Hopkins*
 Sentence: *6 months (conv) 6 May 1914*
 Marks and Scars: *Small flesh mole on R cheek, near ear. Small scar under L corner chin. Works open wounds w/ 301 amulet and other quantity of clothing etc.*

(Finger Print Classification) 1 00 18 2

to be duplicates of other existing numbers. Cards without Bureau Numbers were set aside and filed together alphabetically in a separate group while the duplicates were filed together so they could easily be found again afterwards.

Once organized, the mug shot cards were data entered on an Excel spreadsheet making them searchable through any of the data fields including Bureau Number, Surname, Given Name, Birth Date, Arrest Date, and even the offence the individual was arrested for. This massive task was taken on by Museum Board Member and Volunteer Norm Rimmer who spent countless hours at home meticulously sorting and data entering the cards which are now housed in proper filing cabinets.

Now that the mug shot cards are organized, catalogued and locatable in a filing system, the next step is to physically scan each card front and back to digitally archive them. For this next phase, the Museum has purchased a state-of-the-art scanner which can quickly capture and store images to make what will be another large endeavor just a little easier!



61 VICTORIA.

CHAP. 54.

An Act respecting the identification of Criminals.

[Assented to 13th June, 1898.]

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Any person in lawful custody, charged with, or under Systems for identifying criminals, may be subjected, by or identifying criminals, under the direction of those in whose custody he is, to the authorized measurements, processes and operations practised under the system for the identification of criminals commonly known as the Bertillon Signaletic System, or to any measurements, processes or operations sanctioned by the Governor in Council system, having the like object in view. Such force may be used as is or others, necessary to the effectual carrying out and application of such measurements, processes and operations; and the signaletic Use of force, cards and other results thereof may be published for the Publication of results, purpose of affording information to officers and others engaged in the execution or administration of the law.

2. No one having the custody of any such person, and no Non-liability of persons concerned in operation, one acting in his aid or under his direction, and no one concerned in such publication shall incur any liability, civil or criminal, for anything lawfully done under the provisions of section 1 of this Act.

3. This Act may be cited as *The Criminals' Identification Short title, Act, Canada, 1898.*

OTTAWA: Printed by SAMUEL EDWARD DAWSON, Law Printer to the Queen's most Excellent Majesty.



The World Police Fire Games are Coming to Winnipeg

July 28-August 6, 2023

By Tammy Skrabek, Curator

For the first time, the World Police Fire Games (WPFPG) are coming to Winnipeg. The WPFPG happens every two years and the Winnipeg Police Service has supported members attending the Games since they commenced in 1985. The last time the Games were held in Canada was in British Columbia in 2009. The two most recent Games were held in Chengdu, China (2019) and Rotterdam, Netherlands (2022 – delayed due to covid).

The World Police and Fire Games (WPFPG) is the largest contingent of police, emergency and fire personnel competing at a single event. Winnipeg can expect approximately 10,000 athletes from 70 countries to embark upon the city. The games offer more sporting disciplines than the Summer and Winter Olympics combined. Athletes will compete in 60+ sports over 10 days. This is sure to be the largest sporting event held in Winnipeg in recent years.

For the Winnipeg Police Museum, this means substantially more visitors. Hosting the games in Winnipeg allows the Museum to showcase the history of our Police Service to our peers throughout the world. As a

result, we are planning a new feature display depicting the history of sport throughout the history of the police service. Highlighted sports will include hockey, golf, swimming, baseball, basketball, handball, curling, judo, skiing, bowling, volleyball, cycling, track and field, long-distance running, soccer, sponge hockey, tug of war, internal fitness competitions and of course, past WPFPG athletes.

The Museum is actively seeking items related to sports and the Police Service including:

- photos (digital/physical)
- artifacts (medals, clothing, trophies, equipment, documents, etc)
- stories (verbal, written or recorded)

Items can be permanently donated or loaned to the Museum. We can also scan any photos or documents for you to keep. To donate items, contact the museum at wps-museum@winnipeg.ca or 204-986-3976.

For more information about the games, visit wpg2023.com/ . Interested in volunteering? Get information at wpg2023.com/volunteer/ .



Let's say you hear about a museum putting together a special exhibit. It needs certain items for display, and a curator has asked people to donate them. You have a family heirloom, photograph or story the museum could use. Would you donate it?

OPEN FOR BUSINESS

While We are Closed

By Tammy Skrabek, Curator

Like all other museums in Winnipeg, the Winnipeg Police Museum was once again required by provincial public health orders to close our doors to the public in 2021. During the closure we remained busy behind the scenes with online merchandise orders, inventory, cataloguing and updating displays.

In addition, we have the great fortune of sharing items from the museum with the rest of the world! Every year various production companies, set buyers, and costume designers contact the museum for assistance with props, backgrounds, clothing and equipment. Despite the pandemic, 2021 was no exception.

Some movies included:

Nobody – starring Bob Odenkirk

Champions – starring Woody Harrelson

TV series **Burden of Truth**

Ice Road – starring Liam Neeson and Laurence Fishburne

TV Series **The Porter**

First Person Shooter

Horror film **Dark Harvest**

The series **Edgar**

Some of the most requested items included the wall clock and comment box from the old Magnus Avenue “E” Division Police Station, Don Wardrop’s FBI plaque, recruit class photos, old and current equipment belts and uniforms, radios, and even our cars.

Recently retired CC361 made an appearance on the set of *First Person Shooter*.

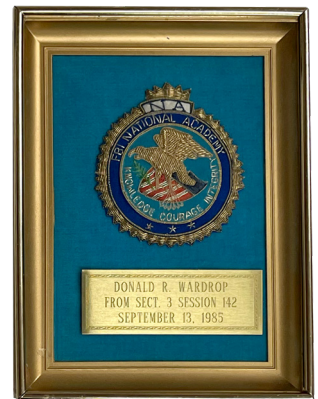
Unknown to many, Winnipeg seems to be the go-to spot for special effects in Hollywood films. Of course, it helps that the Manitoba Provincial Government has tax credits for production companies that give them financial incentives to film in Manitoba.

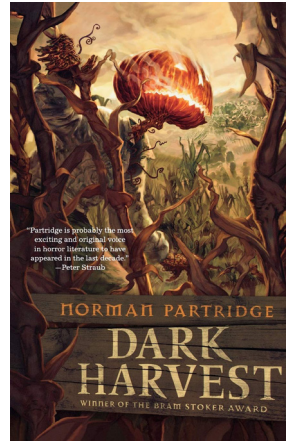
Looking for a background role in one of these movies? A little birdie told me casting companies welcome current and retired officers. Try checking out **Next Casting**, **Kari Casting**, and **Madlib Casting**.

There are also some Facebook groups where producers and casting agents put out calls for auditions or applications for acting roles and extra work, that you can join to check periodically. Just search for the terms “Winnipeg” plus either “act,” “extra,” “background,” or “film.”

It may be subtle, but there is something very satisfying about seeing items for our Museum and our name in the credits on the big screen.

Thank you to Kenny Boyce, Manager of Film and Special Events at the City of Winnipeg and his staff for directing production companies our way. Your support is much appreciated and helps the museum prosper and grow.





CC361 made an appearance on the set of First Person Shooter



Donations to the Museum

By Tammy Skrabek, Curator

Across the country, hundreds of museums allow us to learn, explore, experience the past, and see distant events through art and artifacts. Many museums rely on donations of money and volunteer time to stay open.

But an empty museum is hardly a rewarding experience. Museums need objects to display. Often, museum pieces come from individuals and families who decide to donate precious heirlooms.

They might donate an heirloom because it has historic or personal significance, or to expand the heirloom's story to a larger audience. They might want to honor a family member by offering artifacts from his or her life for display or research.

Preservation is another reason people donate heirlooms. Museums can maintain protective, controlled environments protecting an item's integrity for years to come.

Visitors to the Museum are interested in stories they can relate to on a personal and

sometimes emotional level. Oral histories of items on display, along with documents of authenticity (letters, bill of sale, photos etc) when available, lend to the visitor's experience.

The Winnipeg Police Museum was fortunate to receive some priceless artifacts this year.

Dave Boutang donated a porcelain shower base, horseshoes and bridle accessories, and ironing board and plumbing removed from old E Division on Magnus Avenue before it was gutted and turned into apartments. These items have been cleaned but kept in their original condition and are now on display inside the Winnipeg Police Museum.

Another unique donation received was a desk donated by Albert Schneiderat and his family. His father purchased the desk from a police station in the early 1970's, presumably during the time of amalgamation. The desk is now on display in the Museum's storefront window facing Smith Street making up a reconstruction of a pre-amalgamation police station.

In addition, the family of Glen Pancoe donated items belonging to Glen during his career, Stan Barclay donated two firearms, and Charlie Bell donated a WPD Winter Pea Jacket circa 1973. All items have been stored in our collections room for future use/reference.

The Winnipeg Police Museum welcomes the donation of photos, artifacts and records/reports throughout the year. When the Museum accepts your donation, the paperwork is simple. You sign a Donor Agreement, and the heirloom becomes property of the museum. In turn, the Museum can issue a tax receipt for the face value of the donation.

Of course, we cannot forget to mention our financial donors. Without your financial support, we would not have the capacity to store, care for and display these historically significant items.

To donate to the Museum, contact us at wps-museum@winnipeg.ca or 204-986-3986.

Thank You!



WPS Police Women Jane Andrews and Clara Donaldson along with Matrons circa 1920

The Female Police Officer

By Tammy Skrabek, Curator

How did we get here

A rose by any other name would smell as sweet is a popular adage from William Shakespeare's play *Romeo and Juliet*. The reference is used to state that the names of things do not affect what they really are. So call them Matron, Policewomen, or Constables, they were police officers and their contributions to the Winnipeg Police Service have been invaluable since 1916.

By now we are all familiar with the first women of the Winnipeg Police Force—Mary Dunn, hired in 1916 and Jane Andrews, hired in 1917, and Clara Donaldson, hired in 1920 to replace Mary Dunn. They were issued a badge, keys to the Fire Alarm Boxes, Call Boxes, office door, a whistle, and copies of the Rules and Regulations and the *Juvenile Act*. Their duties were to care for “wayward children & women in distress.” The women were paid \$75/month compared to male officers who were paid \$85/month.

Law Enforcement News

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Yesterday's ⁸²¹⁸⁸matron, today's police officer

Women in law enforcement have come a long way since the days of the imposing police matron seen at left. They're in all aspects of policing, from the cities to the Feds, from street patrol to the most specialized units. The head of the nation's



Helen Woollard in recruit class 1956



Winnipeg Police 1st Policewomen's Class 1 on April 29 to May 30, 1957

Sounds progressive, doesn't it?

Between 1916 and 1957 the Winnipeg Police Force was only authorized to employ two female officers at any one time. And in fact, employed only one female officer, Helen Hansford, between 1938 – 1957, paid only \$99.20/month compared to a 3rd class male officer earning \$113/month. The staff reduction could have something to do with the leadership at the time. In numerous letters to other Police Departments Police Chief George Smith (1934-1947) made his position clear, stating:

"...Policewomen are largely ornamental and a waste of public funds"¹

"...to a large extent, their employment is a waste of public money...," "for twenty years, because of public outcry, we had two women here...," and "Women naturally think, because they have got into other professions, they should get into Police work. They are wrong, as women cannot make a success of (a) criminal investigation."²

"I have never seen any sense in the cry raised by any of the women's organizations in Canada to put women on Police Forces. It appears to me simply a matter of getting jobs for women with no consideration for the taxpayer"³

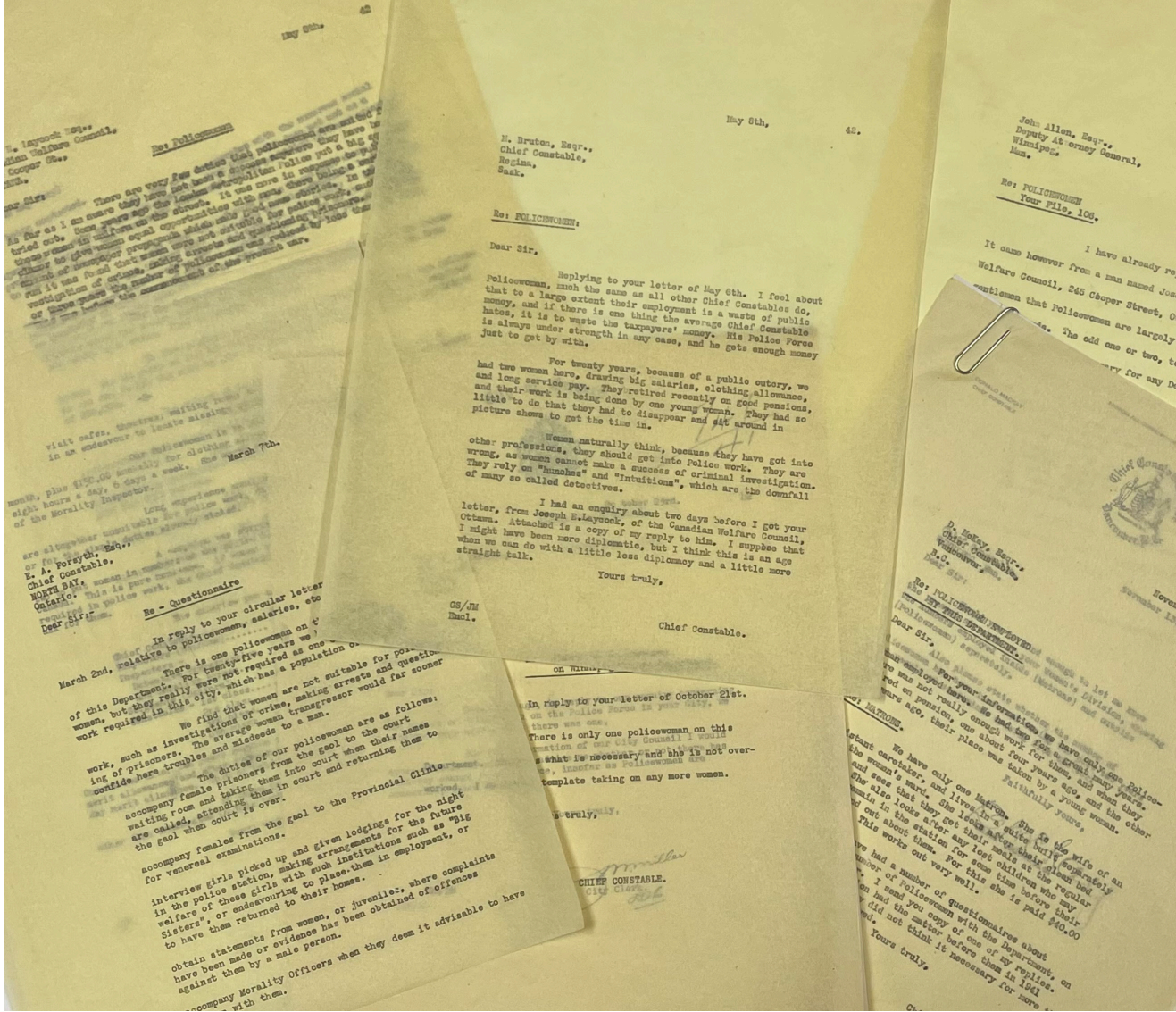
All that being said, Chief Smith wasn't alone in his thinking. When he polled other Police Force Chiefs of Police, he was met with very similar opinions and feedback.

Fast forward to 1957. The Winnipeg Police Force was now in the hands

¹ Letter from Chief Smith dated June 11, 1942

² Letter from Chief Smith dated May 8, 1942

³ Letter from Chief Smith dated October 26, 1943



of Chief Robert Taft and three additional female officers were added, Alice Schultz, Mary Halama, and Geraldina Ohlsson bringing the complement to four female officers and 410 male officers. These three female officers, along with Helen Hansford, participated in the first Policewomen's class and went straight to the Morality Division upon its completion. While not provided with firearms until the mid-'70s, for the first time, Policewomen were issued with leather billets (blackjacks).

Again in 1960, Mary Halama and Geraldina Ohlsson left the Police Force and were replaced by Helen Woollard and Lucienne Gelinis. For the first time, Policewomen were allowed to attend recruit classes with the male officers and participate in weapons and firearms training. Helen attended recruit class #56 and Lucienne, class #57. Upon graduation, female officers were assigned to work in either the Morality (later to become the Vice) Division and after

1968 also in the newly formed Juvenile Division. The Policewomen were issued a badge and warrant card, a whistle, call box key, handcuffs, and a "billy club" but unlike male officers were still not issued a firearm or uniform. The female officers assumed the same duties as the male officers in the plainclothes Juvenile and Morality Divisions; investigating and patrolling in unmarked cruiser cars with both male and female partners.

Helen Woollard became very active in the struggle for female equality within the Police Force, arguing for equal pay and equal opportunity.

The first two female officers to wear a uniform were Helen Woollard and Lucienne Gelinis. While purely ornamental and to be worn only at special events such as the Canadian Association of Chiefs of Police Conference, Police Expo, and other conventions, this was a step forward. The uniform consisted of



RECRUIT CLASS #57

December 16, 1960

WICKDAHL	M. BENILEY	O. BROWN	K. MOORE	R. ALLISON	K. MILLER
RENTZ	T. ORUM	R. PFEIFFER	E. POPIEL	F. VANDERGRAAF	J. PULL A. GREEN
DAY	C. TULLY (Sergeant Instructor)	J. MULHOLLAND (Superintendent)	E. DIACK (Assistant Instructor)	M.A. GELINAS	T.M. BEGGS

Lucienne Gelinas in recruit class 57

one dress shirt, white nylons, and a dark skirt. Helen referred to the uniform being “very hot and sweaty” and recalled Mrs. Taft (Chief’s wife) being very involved in the process.

In 1963, Section 20 of the Regulations of the City of Winnipeg Police Force laid out the rank structure with Policewomen ranked below Constables. In addition, Section 218 referred to promotion being available to the “best-qualified men” and Section 224 referred to promotion being available to the “eligible men.”

In 1967, the same year The Royal Commission on the Status of Women was established, the Winnipeg Police Commission passed a motion for equal status and pay. Existing female officers, Hansford, Schultz, Helen Woollard, and Gelinas advanced to first-class status. Five more female officers were hired in 1969.

So why I am telling you all this? In the words of Carl Sagan (1980),

“You have to know the past to understand the present.” This is especially true as we look at the timeline of history and its effects on today’s world and the world of tomorrow.”

In 1972, Winnipeg’s Inner City Personnel Department began exploring the feasibility of hiring additional female officers. In response, Chief Norm Stewart responded, “*As long as we have both male and female offenders against the law, I sincerely believe we need both male and female Law Enforcement Officers.*”⁴

In the spring of 1974, Policewomen Susan Irvine, Martha Look, Helen Woollard, Rita Kozikis, Donna Macdonald, Beverly Zylich, Abigail Phillips, Susan Litz, and Alice Schultz would change the futures of all Winnipeg Police female officers. The women approached their Association (the Winnipeg Police Association) with proposed changes to the existing Regulations. This request resulted in a meeting

⁴ Letter from Chief Stewart dated March 20, 1972



WPS Police Uniforms 1974 Women officers Susan Litz, Susan Irvine, Helen Woollard

of the Association membership as a whole. After significant discussions, a motion was passed by a majority that there be a recommendation that the Regulations be amended to remove any reference to “policewomen”, and henceforth designate all officers as Constables and thereby open the door for equality in the workplace.

In the fall of 1974 section 2(13) of the Regulations were amended to state:

“Constable” means a male or female police member of the Department.

In 1974 The Human Rights Act of Manitoba was amended to prohibit discrimination in the workplace, amongst other things, equality of opportunity for advancement and promotion.

In 1975 Constables Irvine, Zylich, and Litz were transferred from their duties in the Juvenile Division to the uniformed Traffic Division, but not without protest from some of their male counterparts. They

were joined by newly graduated Constables Biggs, Joyce, and Pongoski who were the first women assigned to a uniformed patrol division directly from recruit training.

These women had to navigate challenges, to pick when it was worthy to stand and fight, and when they were willing to bend... and not in reference to their role on Winnipeg streets. These women remember being assigned to a traffic car with their Patrol Sergeant in the back seat. They weren’t issued boots with their uniforms but rather 1.5-inch heels and there were no locker room facilities; stations didn’t add female locker rooms until the 1990s.

Nonetheless, this was a significant change. The work of these women paved the way for further transfers throughout the Department, the hiring of additional female officers, and the issuing of a firearm. As importantly, it provided future opportunities for women officers to be promoted up the ranks.

City of Winnipeg,
Police Department,
School of Instruction.
April 12th. 1957.

SUGGESTED SYLLABUS OF TRAINING FOR POLICE WOMEN.
A COURSE OF FOUR WEEKS DURATION, THREE HOURS DAILY.

<u>Monday, April 29th. 1957.</u> 2:00 P.M. to 2:15 P.M.	Introductory talk by Deputy Chief Const.	✓
2:15 P.M. to 3:00 P.M.	Introduction to Police Duties in general, Qualities essential. The necessity for Discipline.	✓
3:05 P.M. to 3:45 P.M.	Note books to be issued and notes to be taken in class explained, as well as Original Notes in regards to reports and evidence.	✓ 3
1:00 P.M. to 5:00 P.M.	(Winnipeg Locations ?) ✓ Local Const. ✓ Rules and Regulations - Duties of a Constable, Sections 119 to 141. ✓ Sickness and Injuries, Secs 320 to 332. ✓ Discipline Code, Section 333. ✓ 2	✓ 2
<u>Tuesday, April 30th. 1957.</u> 2:00 P.M. to 3:00 P.M.	Purpose of Patrol Duty. Sections 132 to 134 of Rules and Regs., and Precis.	✓ 5
3:05 P.M. to 3:45 P.M.	Memorandum books. Detail required. Section 137 of Rules and Regs.	✓
4:00 P.M. to 5:00 P.M.	Communications. Signal System etc (?) ✓	✓ 4
<u>Wednesday, May 1st. 1957.</u> 2:00 P.M. to 3:00 P.M.	Patrolling by Day. Sections 130 and 133 to "D" of Rules and Regulations. ✓ Patrolling by Night (?) Sections 133 of Rules and Regs. Secs 320 ✓ Suspicious persons loitering, Section 141 of Rules and Regs. and "Observation" ✓	✓ 6
3:05 P.M. to 3:45 P.M.	Constables powers of arrest. Section 308 of Rules and Regs., and Section 435 of the Criminal Code of Canada. Use of Force, Sections 25 to 42 of Criminal Code of Can.	✓ 7
4:00 P.M. to 5:00 P.M.	Reports. Section 143 of Rules and Regs. ✓ Specimen reports on "Drunks", "Disorderly", ✓ and "Breach of Liquor Act", etc. ✓	✓ 8
<u>Thursday, May 2nd. 1957.</u> 2:00 P.M. to 3:00 P.M.	Laws we enforce and manner of dealing with breaches. By Laws, Statutes and Criminal Code of Canada. ✓	✓ 9

Curriculum, Police Women Training, 1957

In 1980, female Constables were allowed to write promotional exams for the first time, although the first female Constable wasn't promoted to Patrol-Sergeant until 1987.

Since 1916, Winnipeg Police have hired nearly 350 female officers and more than 230 are currently serving members. From Detectives solving murders, kidnappings, and bank robberies; to those running investigative units, women have held multitudes of positions. These include often male dominated areas such as motorcycle operators, canine and forensic officers, Academy instructors, Crisis Negotiators, Underwater Search and Recovery divers, Tactical Support Team, and Flight Operations.

That's not to say female officers are completely without challenges because there are undoubtedly officers and politicians who would agree with the sentiments of Chief Smith's letters, even today. But today, our officers, male or female, are individuals,

each with their own set of skills and weaknesses that they bring with them on every call to which they respond. Policing takes honesty, compassion, humility, a strength of body but also character, and a true desire to help your fellow "man;" to run into danger when others are running away. These are not traits specific to one gender.

Today, women make up just over half of the Canadian population, yet continue to be underrepresented in political and professional leadership positions. Although Canada's federal cabinet is now evenly split between men and women, only 27% of the seats in the House of Commons belong to women; women comprise 19.5% of the board members for Canada's top 500 companies, and just 8.5% of the highest-paid positions in Canada's top 100 listed companies are held by women.⁵ Likewise, the WPS has approximately 1360 sworn members, yet women comprise only 15% and hold only one of eight senior-level management positions.⁶ At its current rate, the world is expected to reach gender parity by the year 2120⁷; perhaps with the right efforts, a change in what is considered useful and what are considered ornaments, that can be reached sooner. There is still room for improvement.

What is clear, is that every 'era' of policewomen has built on the accomplishments of the previous, opening the doors for new opportunities.

The following quote adorned my locker door for 24 of the 27 years of my career. I didn't understand its impact as much then as I do now.

"A sense of accomplishment. It comes from reaching your goals. But it comes, too, from the effort itself, no matter how large or small a step you take. Because true pride comes simply from trying. It is the landing you reach, the deep breath you take, the great personal joy in knowing how far you've come."

~ unknown author

⁵ Canadian Women's Foundation, The Facts about Women in Leadership Canada

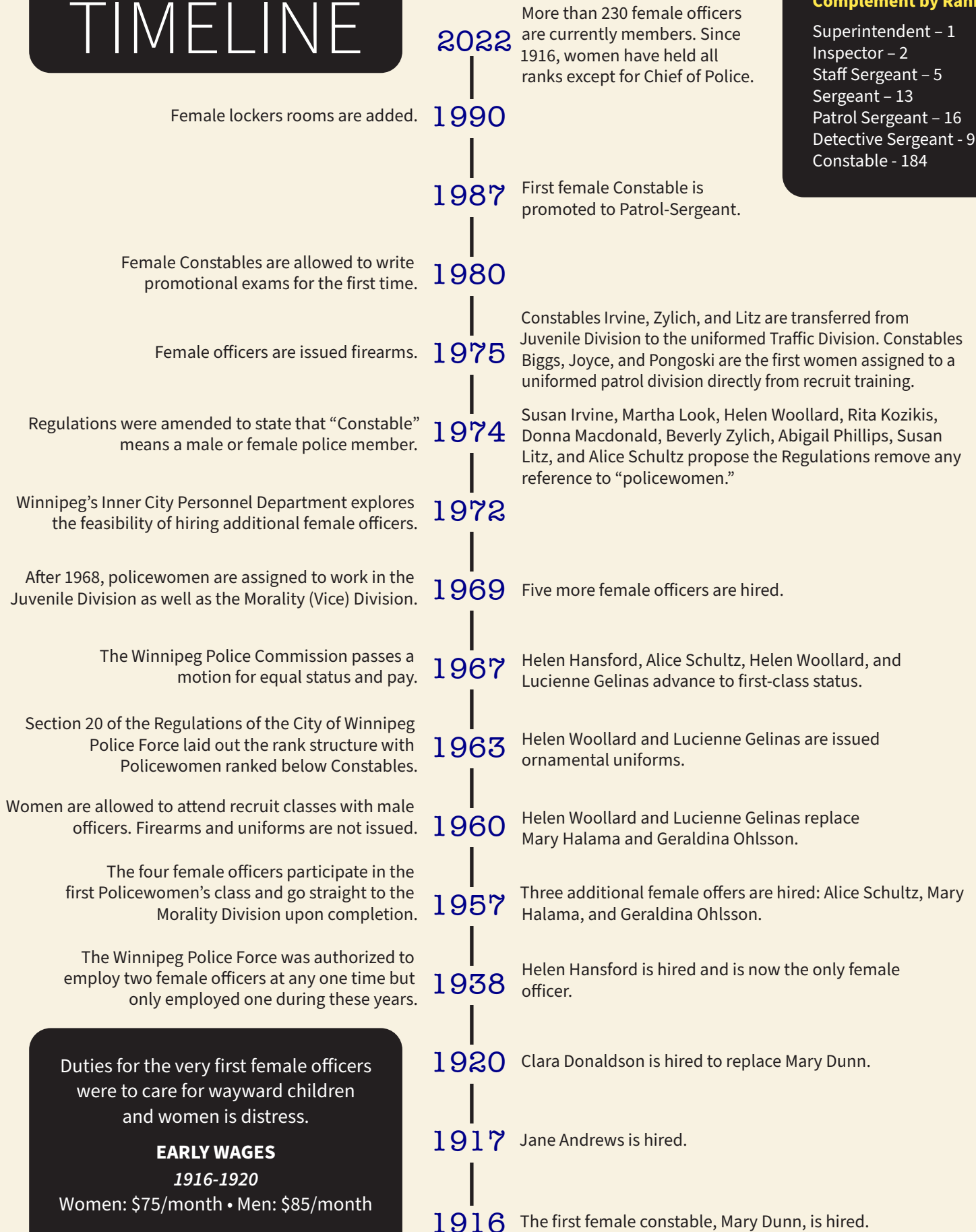
⁶ WPS Seniority List 2020

⁷ World Economic Forum, Global Gender Gap Report 2020

WOMEN IN POLICING TIMELINE

2022 Female Complement by Rank:

Superintendent – 1
Inspector – 2
Staff Sergeant – 5
Sergeant – 13
Patrol Sergeant – 16
Detective Sergeant - 9
Constable - 184



Duties for the very first female officers were to care for wayward children and women in distress.

EARLY WAGES

1916-1920

Women: \$75/month • Men: \$85/month

1938-1957

Women: \$99.20/month • Men: \$113/month

Chief of Police (Transcona), Joseph Teres, 1974



JOSEPH (JOE) TERES

CHIEF OF POLICE

By John Burchill, President

Transcona

Superintendent #5

A top 10 Transconian, a Manitoba Baseball Hall of Famer, a Kiwanis Club President, an elementary school, and a Chief of Police all have this man in common.

Joe Teres was born to Ukrainian parents in East Kildonan on January 1, 1921. His family moved from their home on Winterton Avenue to Melrose Avenue East in Transcona when he was 12. He attended the old Transcona Central School, United College, and the University of Manitoba.

During his youth, Joe was very active in baseball. Although nicknamed “Mr. Shortstop” during his 20 years playing baseball in Manitoba, he was also a powerful batter, a fast baserunner, and he had a great throwing arm.

However, Joe stood out for his play at shortstop, which is considered one of the most demanding defensive positions in baseball. The National League Champions, Cincinnati Reds, even offered him a contract in 1938.

After high school Joe joined the Transcona Railroaders of the Greater Winnipeg Senior Baseball League (GWSBL), playing out of Kern Park. At the time there were only four teams in the league. Including Transcona, there were the St. Boniface Native Sons, the CUAC Blues, and the Norwood Seniors. In Teres’ first year on the team, the Railroaders won the championships.



Joe Teres, Transcona’s favorite cop, taking a lusty swing. Winnipeg Tribune, Aug. 10, 1951

According to Don Bruce, who would start work with the City of Transcona in 1960, and later for Teres in the police department, baseball was the only thing happening in Transcona during the summer. It was a community event and everyone went out to the ballpark to watch the Railroaders, so the players were well known.

Indeed most of the league’s games were carried in Winnipeg’s daily newspapers, if not the local community newspapers such as the Transcona News.

By 1940 the GWSBL had increased to six teams with the addition of the Selkirk Fishermen and the Morse Place Athletics. That year Joe was selected to play shortstop for the first all-star team in support of the Athletic Patriotic Association. Sponsored by the Winnipeg Free Press, his team defeated the second all-star team sponsored by the Winnipeg Tribune 9-6 at St. Boniface.

During the Second World War Joe worked as a manager for Defence Industries Limited (D.I.L.), a Crown Corporation that oversaw the Transcona Cordite Plant where acid, nitroglycerine, and guncotton (nitrocellulose) were manufactured as ingredients in cordite for the war. Built by the Canadian and British governments under the auspices of the Allied War Supplies Corporation, work on the site began in 1940 and was opened June 1941.



*Transcona Lead Senior Ball Series.
Winnipeg Evening Tribune, September 15, 1941*



*Transcona Waging Hectic Battle for Honors.
Winnipeg Evening Tribune, September 20, 1943*



*Transcona Cordite Plant 1941.
L.B. Foote fonds, Manitoba Archives*



*Defence Industries Ltd.
Transcona Cordite Plant*

At its height the Transcona Plant consisted of 230 buildings, including a hospital, machine shops, offices, residences, telephone exchange, laundry, and numerous production buildings. Given the sensitive nature of goods produced at the plant, the site had its own fire hall and a reciprocal agreement with the Transcona Fire Department to share resources in time of need.

The plant was a major source of employment during the war. Over the course of its operational life, the facility turned out 30,000 tons of guncotton, 14,500 tons of nitroglycerin, 75,000 tons of nitric acid, and 167,000 tons of sulphuric acid, and packed a total of 65,300 tons of cordite.

Within days of Emperor Hirohito announcing the surrender of Japan on August 15, 1945, production at the facility ended, after which the main plant was demolished. The rest of the site was largely demolished and decontaminated in 1946. However, for four months before its demolition it served as a Japanese Internment camp.

By 1947, only the power plant, administration building, and machine shop remained standing. By mid-June 1948, the power plant and stacks were also knocked down. Today, all that remains is the Cordite Ditch and adjacent Cordite Road. A series of information panels along Cordite Trail, under the stewardship of the Transcona Trails Association, detail the area's history.



For the second straight year, Transcona captured the Senior Baseball championship. Here are the members of the team that defeated C.U.A.C. Blues Sunday in the final series. They are left to right, front row, P. Martin, G. Richmond, E. Weiss, J. Teres, T. Altomare and W. Burdovsky. Centre, F. Cznisky, (coach) G. Marceitis, W. Nicholson, A. Hay, C. Gardner, H. Szasak, M. Blaquiere (Cape) Back row, W. Kerr (Pres.), George Hewitt, N. Glowa, M. Smith, S. Odette, S. Cainsky and J. Blacquiere, (manager).

Transcona Keeps Senior Ball Title.
Winnipeg Free Press, September 16, 1943

Throughout the War, Teres continued to play baseball for the Railroaders during the summer months. He would regularly get mentions in the newspapers for his batting prowess ...

“Joe Teres came through with a pair of hits to drive in three runs.”

“Joe Teres was voted the trophy as the most valuable player [for the Railroaders], and also received the Royal George Cup for highest batting average.”

“Joe Teres, Transcona shortstop, blasted out a series of triples.”

“Captain Joe Teres, who is currently hitting at a murderous pace, showed no signs of slipping by coming through with four singles.”

“Joe Teres, Transcona’s shortstop, hit two triples.”

In fact, because of his batting output the Manitoba Junior Baseball League initially named their annual batting championship trophy after Joe Teres in 1977 (now called the Vic Bozyk Memorial Trophy).

After the closure of the Cordite Plant, Joe joined the Transcona Police Department as a constable on June 2, 1948. Rising through the ranks to Sergeant he was appointed Chief of Police in 1960.



Transcona Keeps Senior Ball Title.
Winnipeg Free Press, September 16, 1946

After the amalgamation of all the metro police departments resulted in the formation of the City of Winnipeg Police Force in 1974, Joe was appointed Superintendent of District 4 which included Transcona, East Kildonan, North Kildonan, and Elmwood at the time.

Joe Teres passed away suddenly on March 20, 1976, at the age of 55. He had served as a police officer for 28 years, 14 as Chief of Police. During that time, Joe was very proud of his profession and wore his uniform with pride. Joe believed that a police officer should be a friend and worked with the youth in his community. During his tenure as a police officer, he spent a great deal of time mentoring and counselling the youth and their parents, and would speak at various schools and group meetings.

He was remembered as a person who cared about his community and was always there to help in any way he could, so that the community would be a safe place to live. Joe was even selected as chair of children’s activities for Transcona’s 50th Anniversary celebrations in 1961.

Outside of policing and baseball Joe was also a member of, and past-president of the Kiwanis Club, one of the founders of the Transcona Kiwanis



Sergeant (Transcona), Joseph Teres, 1959

Senior Citizens Centre, as well as a member of the Transcona Curling Association, the Transcona Golf and Country Club, the Sandy Hook Golf Club, the Rod and Gun Club, and the Transcona Memorial United Church.

In 1988 the Transcona-Springfield School Division paid tribute to Joe by naming the new elementary school at 131 Sanford Fleming Road after him. School Trustee Mary Andree told the Free Press on November 1, 1987, that “he (Teres) was not only a law enforcement officer, he was like a father to some of the children who needed guidance and help. If there was a problem in the school, he was right there willing to help out.” Paul Martin, former Transcona Mayor and teammate of Joe’s added “*Joe, a local boy, knew everybody [in Transcona]. He operated with a little compassion in those days, so he fit in well. He cared for the community*”.

Joe’s popularity wasn’t something new, or simply because he was the Chief of Police. In fact, as far back as July 16, 1949, when the Winnipeg Tribune profiled all the managers and coaches behind junior baseball in Manitoba, they said (in an article on “Buggy” Maslanko of Transcona), that he (Maslanko) “*isn’t far behind Mayor Paulley and Joe Teres in Transcona’s popularity*”.

In wondering what made Joe so popular, I spoke with John Urchenko, former Chief of Police for North Kildonan, which shared a border with Transcona, and retired Staff Sergeant Don Bruce, who worked



Chief of Police (Transcona), Joseph Teres, 1969

under Teres for 14 years in Transcona. Both made the same comments. Joe grew up in the community he policed. He knew everybody. He was friendly, engaging, and got out from behind his desk to talk to the people in the community. To use a phrase from retired Police Chief Devon Clunis, Joe Teres was “a difference maker.”

In 1999 Joe Teres was inducted into the Manitoba Baseball Hall of Fame for the position of shortstop. He was also recognized by the citizens of Transcona as one of the ten “Greatest Transconians” in a 2005 contest held by the Transcona Museum. Like Joe, two of the other candidates on the list had schools named after them (Bernie Wolfe and Murdoch MacKay). However, in the end, the winner of the contest was a war veteran, politician, school trustee, founder of the Transcona Historical Society—and Joe’s former teammate—Paul Martin.



*Joseph Teres School, 131 Sanford Fleming Road, 2021.
Courtesy of Kelly O'Donnell*

PSB

Courtyard Monument

Relocation Project

By Rod Hutter, Vice-President

From 1908 to 1966, the Headquarters for the Winnipeg Police Force was the “Central Police Station” located at the corner of Rupert and Louise. This was a large 3 story stone building with ornate features built into the architecture, and standing out in particular were the decorated archways that topped the second-floor windows directly above the ground level entrance doors.

Architects have terms for these archway spaces which are referenced as either a “lunette” or “Tympanum”.

Though the technical description is far more complex, in layman’s terms a **lunette** is defined as a half moon shaped architectural space that is formed above a square window or doorway when they are installed within a rounded arch. This “space” is often filled with something to make it decorative.

A **tympanum** is defined as a semi-circular or triangular decorative wall surface that sits directly over a window, a door, or other type of entrance or opening. It will usually be bounded by a lintel along the bottom (a beam that spans openings for features like doors or windows) and the upper structure of the arch or triangle. A tympanum can be made very ornate with carved sculptures and other adornments.

The Central Police Station design and construction included the placement of a large ornate tympanum at the top of a second-floor window situated directly above the Rupert Street entrance. This type of architectural positioning made

the entrance appear quite grand and prominent, especially from a distance.

This tympanum centre consisted of a thick limestone piece shaped into a half-moon and carved with bas-relief (3 dimensional) imagery depicting the original Winnipeg City Coat-of-Arms. Elements making up the crest included a bison at the top to acknowledge this once very common animal found on the prairies, a steam engine in the middle to represent the coming of the railroad to Winnipeg, and sheaves of wheat at the bottom to symbolize the staple crop that brought prosperity to the city. This crest also bore the motto: “Commerce, prudence, industry” within three lower placed banners all surrounded by decorative scrolls. This sculpted centre was framed in by five large and equally thick pieces of contoured limestone.





In May of 1966, the Police Force moved into the newly constructed Public Safety Building at 151 Princess Street and the run-down Central Police Station was eventually torn down. During the demolition, the City administration saved the ornate centerpiece and placed it into storage.

The Winnipeg Police Museum and Historical Society was incorporated in 1986, but some of its members had been involved with collecting and saving Police-related items since 1974 when all the smaller Police Departments in the Winnipeg Metropolitan area amalgamated. The Central Police Station tympanum became part of this effort with the view of turning it into a monument for the Public Safety Building courtyard.

Museum founding member Inspector George Robert (Bob) Taylor took on the project and commenced fundraising to obtain the \$5,000 needed to construct a concrete foundation and raised plinth on which the tympanum would sit (a Plinth is defined as a heavy base that supports a statue). With funding secured, the monument base was later built in the north-west corner of the Public Safety Building courtyard that existed on the east side of the Civic Centre Parkade, directly across King Street from the City of Winnipeg Administration Building.

When finished, the monument consisted of the entire limestone Tympanum placed in the middle on the raised concrete plinth, with a Fire Department call box on the left and a Police call box on the right. These were meant to recognize and commemorate these two types of ground-breaking communication systems that Winnipeg was amongst the first cities in North America to obtain. The Fire callbox system

was in place from 1882 to 1979, and the Police callbox system existed from 1913 to 1979.

For many years the courtyard monument saw regular visitors as part of Historic Winnipeg Tours, and became a regular background for pictures, particularly with Police Officers. In the past, retiring members have borrowed buffalo coats from the Museum and posed beside the monument, reminiscing about the days when they used to walk the beat on the same surrounding downtown Winnipeg sidewalks and streets.

The Police Museum also assisted with the maintenance of the Monument afterwards. Minutes from Museum Board meetings show the two call boxes were repainted once during the summer of 1991, and again in May of 2006 when Rod Hutter refurbished them with the oversight of the same George Robert (Bob) Taylor.

Museum minutes relate the monument suffered one act of vandalism in November of 2014 when the large piece of limestone at the top centre was pushed off backwards. Fortunately, the substantial stone piece landed in the soft dirt behind the monument and was not damaged. When originally constructed, none of the 6 large and heavy limestone pieces making up the monument were actually mortared together. They were only stacked on top of each other, likely because no one thought they could be moved. This was remedied by the City with repairs that saw all the pieces mortared to each other and the concrete base.

Also in 2014, (under the watchful eye of Bob Taylor) the Museum Board began discussions on what to



do with the Monument once the WPS moved into the new Headquarters building being planned and constructed.

In 2015, the now renamed Winnipeg Police Service took possession of the newly renovated former Canada Post Building at 245 Smith Street as its new Headquarters. This started the long slow process of relocating a large number of Police Divisions and units, while at the same time maintaining operations. Once emptied of personnel and equipment, the PSB was officially closed on July 5, 2016. Shortly afterwards, the Police and Fire call boxes on the monument were removed by Museum personnel and secured in the Museum warehouse for safe keeping.

The future of the PSB had been a controversial issue for some time. Between the eroding infrastructure, asbestos content, and legal conditions the land was made subject to when donated to the city, options were limited as to what could be done with the property. In the end, City Council decided to demolish the building and parkade, however no funding existed for this until May of 2019 when a budget was finally approved.

The City established a Public Safety Building Demolition Team under the leadership of Project Manager Brent Pinuta. The Police Museum worked extensively with Brent over the relocation of the courtyard monument and many other items from the PSB, historical and otherwise.



With the conclusion of asbestos abatement, demolition of the PSB structures officially commenced on January 21, 2020, with work starting on the north side of the Civic Centre parkade. By this time the limestone pieces of the monument had been removed and once again placed into storage by the demolition contractor.

Initial relocation planning explored the feasibility of moving the monument to the front of the new HQ Building to be incorporated with three flag poles being installed at the NW corner. The tight spacing and need for subterranean support piles left planners concerned about the HQ Buildings below ground envelope and structures being compromised. As such, the decision was made to relocate the monument to the SW corner of the HQ Building on the St. Mary Avenue side.

The City awarded the tendered project to Fast Track Construction who framed up the monument base over previously installed piles in August of 2020. The concrete slab foundation was poured shortly afterwards in September, with the now cleaned limestone pieces of the tympanum being

reassembled on top a week later. Unfortunately, due to a mix-up with instructions, the tympanum was inadvertently placed only on the slab itself and did not have a raised plinth like the original in the PSB Courtyard.

Though initial planning had the new plinth made of concrete like the previous courtyard location, the contractor proposed cut



limestone blocks be used instead to make the structure. These would look superior to concrete, be a closer match to the original limestone tympanum, and be relatively quick to obtain versus trying to pour a large concrete base in the rapidly changing weather that was becoming colder. By November of 2020, the Tympanum was placed onto new limestone blocks cut to resemble the original concrete plinth in the PSB courtyard. The original brass plaque was then reinstalled in a recessed opening in the centre block.



The remaining task involved the installation of the two original call boxes which by this time had been sand blasted and repainted by Museum restoration specialist Derk Derin. This last segment occurred on March 3, 2021, when Derk Derin and Rod Hutter loaded the heavy repainted cast iron call box pieces into a truck and transported them to the monument's new location. At the site, Fast Track Construction personnel installed the call box bases to the concrete foundation slab using specialized anti-theft locking anchors. Derk and Rod then completed the call boxes by installing the center posts and boxes.

Derk wishes to point out the interior of the Police call box has also been restored as well, and with the correct key the front door can be opened to reveal the old-style phone receiver and brass call box controls used to dial pre-set locations. With a second key, the interior panel can also be opened to access the electrical/mechanical controls and telegraph key



The Police Museum would like to thank the Winnipeg Police Executive, the City of Winnipeg, and in particular Brent Pinuta for his extensive help and assistance during this lengthy project. His insight, time, and efforts were all greatly appreciated. The Museum would also like to once again thank Derk Derin for his never-ending restoration work!

Though the project stretched out to be longer term in duration, Bob Taylor regularly kept in touch with Museum personnel who ensured he remained updated with progress reports. Sadly, Bob passed away on January 17, 2019, in Kelowna, B.C. and didn't get to see the finished results of the monument that for him, remained an important and personal responsibility, regardless of time.

IN REMEMBRANCE

Jack Templeman

1934 - 2021

Staff Sergeant (Retired)

Winnipeg Police

Museum Curator & Historian

Winnipeg Police Museum

By Rod Hutter, Vice-President



Cst. Jack Templeman - St. Boniface Police

It can be said and acknowledged that Jack was the true force behind the creation of the Winnipeg Police Museum. If not for his efforts, a fair amount of Winnipeg Police History would have been lost.

The first thing to know about Jack, his legal name was actually John Jack Leonard Templeman, but he preferred to use his middle name for most purposes.

Jack was born on January 25, 1934, in the City of St. Boniface, Manitoba (which later amalgamated with Winnipeg in 1974). He initially lived in St. Boniface for six years, then moved with his parents to Winnipeg where he attended Mulvey School and completed all his elementary learning. Jack later finished his education at Norwood Collegiate when his parents moved back into the St. Boniface area.

In July of 1954, at the age of 20 years, Jack married his wife Barbara and the two lived in Winnipeg for one year before moving to St. Vital. The couple eventually had three children, 2 sons, 1 daughter, and another son who died in infancy.

Jack began his policing career in June of 1955 when he commenced employment as an officer with the Canadian Pacific Railroad (CPR) Police. He left the CPR after 27 months, and later took a position with the St. Boniface Police Force, being



Jack outside the District 5 Garage



Jack still riding years later

appointed as a Constable on June 3, 1958. Jack initially worked out of their offices situated in the basement of the St. Boniface Town Hall Building at 219 Provencher, and later moved into the new station at 227 Provencher after its construction in 1964 as part of a Town Hall campus expansion project. With this agency he was later promoted to the rank of Patrol Sergeant and assumed the duties of a Street Supervisor.

As the Metropolitan area grew, talks began regarding the merger of all the smaller cities and towns that surrounded Winnipeg. This included the joining of their respective Police forces into the larger and more established Winnipeg Police Department. This effort culminated in the amalgamation of 13 municipalities into the City of Winnipeg on January 1, 1972. The Police forces however continued to operate independently and did not fully merge until October 21, 1974.

At this time Jack officially transferred over to the Winnipeg Police along with 50 other fellow officers and 6 civilian staff of the St. Boniface Police. He

officially became Patrol Sergeant John (Jack) Templeman, badge #125 of the Winnipeg Police Department. With Winnipeg, Jack was later promoted to Sergeant on May 24, 1976, and then Staff Sergeant on March 2, 1981.

Jack always possessed a very strong interest for local Police history. The Amalgamation in 1974 did not happen overnight, and instead occurred over a prolonged period of time as the agencies slowly merged together. As part of the amalgamation process, on July 25, 1975, Jack was appointed to a Historical Committee along with another Winnipeg officer, Cst. Bert Hutchison. Both were tasked with the responsibility of gathering and preserving artifacts from all the forces for a future museum to be created some day. Hutchison retired, but Templeman carried on becoming one of the founding members of the Winnipeg Police Museum and Historical Society, which was incorporated with the Province of Manitoba on May 2, 1986.

Pushing to establish a proper Museum, Jack was initially provided one-room



Jack with REO at City Hall unveiling

to set up displays in the Police Training Academy when it was located in the Van Belleghem School at 10 Vermillion Road. After the Academy moved to the Allard School at 130 Allard Avenue, Jack set up a much larger Museum within two rooms and took on the role of Curator in addition to his regular duties.

While involved with the Museum, Jack helped acquire and restore a number of vehicles including the flagship 1925 REO Paddywagon, a 1978 Ford Cruiser car, a 1987 Ford Cruiser car, a Hovercraft, and a large number of motorcycles. The Paddywagon and cars have been regularly seen and photographed in numerous parades, car shows, community events and private functions over the years and are quickly recognized.

Aside from the Police Museum, Jack was also involved with other organizations. He served in the Royal Canadian Navy Reserve out of HMCS Chippewa in Winnipeg and was very involved with the Winnipeg Police Veterans Association.

On January 22, 1994, Jack retired from Policing having completed 38 years of service over the course of employment with 3 agencies. He formally commenced duties as the Museum Curator and Historian on a part-time basis which gave him the time to conduct research on local Police History. This led him to write a number of articles, and in 1999 he published the history book *From Force to*



Albert Apostle, Jack Templeman and Ron Wurster

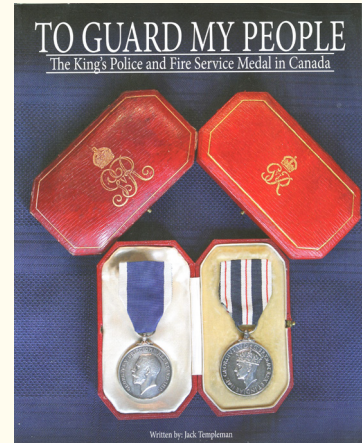
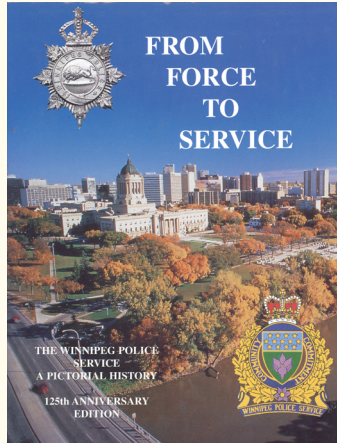
Service which celebrated the 125th Anniversary of the Winnipeg Police Service.

Jack received numerous awards in recognition of his meritorious service at the Museum and efforts towards the preservation of history. These included the Manitoba Lieutenant Governor's Award for Historical Preservation and Promotion in 2012, and a Queen's Golden Jubilee Medal in 2015.

Jack continued to serve as Curator for many years and helped with the planning and building of the new Police Museum located in the Winnipeg Police Headquarters Building at 245 Smith Street. This modern 4000 square foot Museum space was much larger than anything seen in the past, and officially opened to the public in July of 2016.

Jack had an avid interest in discovering, researching, and preserving lost history especially where it pertained to local agencies. Two specific areas that fascinated Jack were the King's Police Medals awarded to recipients in Canada, and the Manitoba Provincial Police.

Of the only 40 King's Police and Fire Service Medals awarded to Police Officers and Firefighters in Canada, a total of 5 were awarded to Winnipeg Police Members. Of these five, Jack was involved with finding three and acquiring them for the Police Museum. As a result, the actual Kings Police Medals



issued to Chief Constable John C. McRae (1913), Cst. William Traynor (1913), and Cst. Leonard Davies (1947), are all on display in the Police Museum. Jack further researched and wrote the book *To Guard My People – The King’s Police and Fire Service Medal in Canada* which was published in 2017. This well researched and highly informative publication provided a complete history on the medal and its origins in Great Britain. With rich graphics, pictures, and text, it holds complete accounts of all the Canadian recipients and detailed their stories.

Through his researching efforts, Jack knew very few records existed of the Manitoba Provincial Police which existed between 1870 and 1932. This force was responsible for Policing in Manitoba for 62 years before they were disbanded as of April 1, 1932, and the RCMP assumed this responsibility.

Jack gathered some information on the force during his time as Curator; however his declining health prevented him from furthering the research he so badly wished to complete. However, at the time Museum Vice-President John Burchill, who shared a similar passion for the Provincial Police, carried on to publish a two-volume

book series “*Pioneer Policemen – The History of the Manitoba Provincial Police, 1870-1932*” in 2020 for the 150th Anniversary of the force.

Due to declining health, Jack officially stepped down as Museum Curator on March 31, 2017, but remained on as a historian in support of the Museum.

Sadly, Jack passed away on November 21, 2021, after battling a long-term health issue. He was predeceased by his wife Barbara (1997) and their infant son Joseph (1966).

Jack was the true driving force behind the Police Museum, and it only exists because of his sheer will, determination, efforts, and resolve to preserve the history of the Winnipeg Police. Countless artifacts, historical items, records, pictures, and vehicles have been acquired, saved, and preserved because of Jack, and they would likely have been lost without his intervention. The Museum he created is one of the finest Police Museums in the country, and will continue as a legacy to this great and humble man who gave so much of himself for others.

In Remembrance...



WINNIPEG POLICE MUSEUM

VEHICLE FLEET

By Rod Hutter, Vice-President



The Winnipeg Police Museum possesses a number of vehicles including a 1925 REO Speedwagon truck that was used as a paddywagon, various motorcycles, cruiser cars, and even a hovercraft. All were owned and operated by the Winnipeg Police at some time and over the years found their way back to the Museum. Many have been restored, usually to their original operating condition, and are maintained in static displays or used as part of a vehicle group that attends special events and parades. These vehicles and their stories are highlighted in the following pages...

1925 REO Speedwagon



The 1925 REO Speedwagon was originally built at the REO factory in Lansing, Michigan, USA, and shipped to Winnipeg on July 3, 1925. It later arrived at Breen Motors where it was purchased by the Winnipeg Police Force for use as a “Paddy Wagon”. After being outfitted with an oak “Paddy Wagon box” manufactured locally by the Lawrie Auto Body Works, the REO immediately entered service with the Winnipeg Police Transport Fleet.

This vehicle saw use for 5 years until 1930, when it was decommissioned and eventually sold. It became a farm truck on property situated along the east side of Winnipeg, but when it quit running the REO ended up derelict in a field around the Oakbank area. It remained there until the mid-1960’s when it

was recovered by the Museum of Man and Nature, partially restored, and placed into storage at the Auto Museum located in Elkhorn, Manitoba.

While looking for a project, the REO was acquired by the Police Museum in 1986 and completely restored by Museum Volunteers. Local companies also donated time and materials to the effort which included repairing or manufacturing parts. In some instances, suppliers in other countries had to be contacted for specialty items such as the tires. Literally every piece of the vehicle was removed, taken apart, cleaned/restored, and painstakingly put back together over a significant period of time.

The Winnipeg Police unveiled the fully restored 1925 REO Speedwagon in the center courtyard of City Hall on April 24, 1990, and it immediately became the flagship vehicle for what would eventually become a Museum Fleet. This restoration effort was later commemorated by Canada Post who issued a 5-cent stamp on June 8, 1996, depicting an image of the Winnipeg Police Paddywagon as part of their Historic Land Vehicle series.

The REO remains in running condition and has been in numerous parades and car shows not only in Winnipeg, but throughout Manitoba, and the western provinces. Due to its age and pristine condition, the REO now usually remains indoors as a static display.



1955 Dodge M152 Bomb Truck

On January 8, 1955, the Canadian Department of National Defence originally took possession of this Dodge 4x4 utility vehicle which bore the serial number #91403591. It then became an ordinance disposal vehicle for Military District 10 based in Winnipeg.

Back in those days, Military personnel regularly assisted Police agencies with the handling and disposal of explosive materials. With the amalgamation of the Winnipeg Metropolitan area Police Forces in 1974, a Police Bomb Disposal unit was created with its members naturally being trained by the military. Around this same time the Ordinance Disposal Unit was also replacing their vehicles, and the 1955 Dodge ended up being purchased by the Winnipeg Police for \$1.00 along with the accompanying Bomb robot that also sold for an additional \$1.00.



The WPD Bomb unit members experienced continual starting problems because of the truck's 24-volt electrical system and as a result only used the truck for a couple of years. It was sold and used by a key cutting business, but also functioned later as a camper and a tow vehicle for a Marina. It was eventually stripped of parts and sold as scrap.



Years later Museum personnel attempted to track down the vehicle, and with the assistance of Military collectors it was located in a Brandon area salvage yard in 2012. The Museum purchased the truck along with a second one that had a more complete box.

The Bomb Truck was then completely restored by Derk Derin along with his regular group of assistants. It made its debut being driven in the 2015 Santa Clause Parade and is currently on display in the Museum's HQ Building atrium.



Hover Hawk MK3 Hovercraft

The Hover Hawk MK3 HA5 (No. 065) was manufactured by Hover Air in Peterborough, United Kingdom who produced this line of hovercraft between 1967 and 1971. During this four-year period, a total of 121 Hoverhawks were produced and have the distinction of being the first commercially mass-produced two-seat hovercraft.

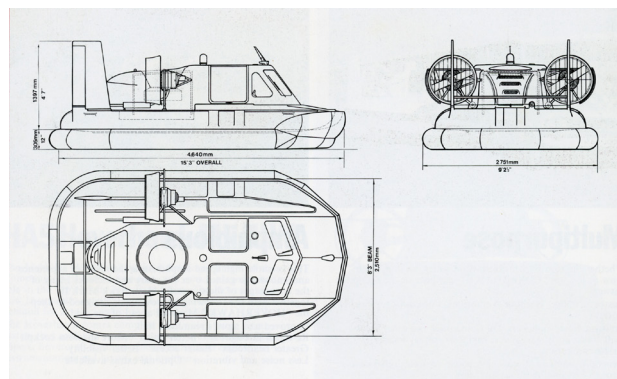
A company called H.C. Paul Ltd. had the North American Distribution rights for the Hoverhawks, and in 1971 they donated one to the City of Winnipeg as a public relations gesture aimed towards establishing a market for the craft. The concept locally was to employ a hovercraft for water rescue as it could be used during the spring and fall to easily transition over land, water, and ice.

On September 20, 1971, the company commenced training four members of the Winnipeg Police to operate the hovercraft which consisted of classroom lectures and actual usage on a small lake just west of Teulon. The assigned officers quickly discovered the hovercraft was ill-suited for water rescue because of its small size, difficulty to control, and limited weight carrying capacity.

The hovercraft was returned to H. C. Paul Ltd in 1972 and quietly sold off commercially. It disappeared for many years leading to speculation in the media as to where the craft actually went.

In 2003, Museum personnel heard accounts of a small hovercraft being observed in a fenced compound somewhere in the “North End” of Winnipeg. Searching through the industrial areas, Museum Board Member Garth McCombe eventually found the original WPD Hoverhawk in a large compound at the rear of 765 Dufferin Avenue. The owner at the time readily agreed to sell the hovercraft to the Museum who took ownership on April 11, 2003.

The hovercraft was restored with considerable work being done to repair and refurbish the fiberglass body. The 3 Sachs Wankel air cooled rotary engines (2 x drive and 1 x lift) are in running condition and were bench tested during the restoration work. The operational hovercraft currently remains as a static display in the Museum Atrium at the HQ Building.

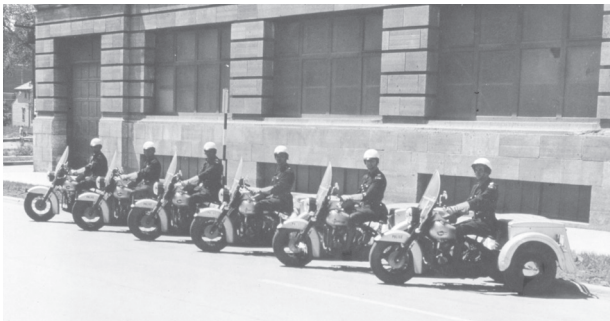




1966 Harley Davidson Servi-Car

Winnipeg Police Annual Reports show Servi-car motorcycles were regularly used between 1949 and 1973. Our 1966 Harley Davidson was purchased new and became one of many such motorcycles used by the Traffic Division. As with most of the fleet, it was sold at auction at the end of its service life.

The 1966 Servi-car was rediscovered by Museum personnel years later and purchased from a private owner on May 29, 1992. It initially remained in storage until 1994 when restoration efforts began. The venture was hampered by modifications previously made to the machine, however with the assistance of Museum Volunteers and Winnipeg Harley Davidson, it was eventually restored to original operating condition. It has since attended shows and been driven in parades, but it usually remains indoors as a static display in the Museum.



1978 Harley Davidson Motorcycle and Sidecar

The 1978 Harley Davidson Motorcycle with attached sidecar was originally purchased new by the Winnipeg Police and saw departmental use for many years. At some unknown point it was decommissioned and placed into storage for the Police Museum.

In 1990 the Museum commenced restoring the motorcycle to completely refurbish it from the frame-up. Ownership of the Harley was officially transferred to the Museum on June 12, 1992. The motorcycle was eventually restored to operating condition and has appeared in numerous parades and shows. It usually remains indoors as a static display in the Museum.



1978 Ford Custom 500 Cruiser Car

The 1978 Ford Custom 500 black and white cruiser car was originally purchased new by the Winnipeg Police. After being outfitted by the Police Garage, it saw service as a patrol car from 1978 to 1982 after which it was decommissioned at the end of its lifecycle and sold at auction.

The car was purchased by a private citizen and moved to a backyard on Alexander Avenue where it remained until 2004. Sadly, the owner passed away which led his son to contact the Winnipeg Police wanting to donate the vehicle back to the City. The Museum was contacted and took ownership of the car on October 22, 2004, at which point it was initially placed into storage.

In 2009 The Museum approached River City Ford for assistance with the restoration and they readily became involved. The Museum purchased parts while River City Ford donated the body work and paint to restore the vehicle to operational condition. The refurbished vehicle was presented to Police Chief Keith McCaskill on October 8, 2010. The 78 cruiser car has since participated in numerous parades, special events and car shows, and remains part of the operational fleet.



1979 Kawasaki KZ 1000 Motorcycle

This 1979 Kawasaki motorcycle was purchased new by the Winnipeg Police and saw service up to some point in the 1980's where it was decommissioned and sold at auction.

On August 3, 2011, it was later purchased by the Police Museum from a private citizen residing on Muriel Street. The motorcycle was restored to operating condition and made part of inside Museum displays.





1980 Honda CB 750 Motorcycle

This former Winnipeg Police motorcycle was purchased by the Museum from a private citizen in Headingley, Manitoba on October 7, 2013, after it was found on Kijiji.



1981 Cushman Truckster Motorcycle x 2

The 1981 Cushman Truckster (Police Patrol) motorcycles were built in Lincoln Nebraska, USA, and purchased new by the Winnipeg Police. They served in the Traffic Division for many years until sold at auction.

One was later purchased by the Museum on September 1, 2006, from a private citizen on Homewood Drive in Winnipeg. Both Cushmans are currently being restored at the Manitoba Institute of Trades and Technology in Winnipeg.



1987 Ford Crown Victoria (unit #1760)

The Winnipeg Police purchased this 1987 Ford Crown Victoria new from Keystone Ford on July 1, 1987 and it was outfitted for use as a Traffic Supervisor vehicle bearing the unit number 1760. It served for numerous years until being requested for donation to the Museum in March of 1991, as the last official black and white cruiser car used by the force.

The vehicle was decommissioned in July of 1991 and placed into storage for the Museum after which it was restored by Museum volunteers. The vehicle was formally gifted to the Museum and ownership transferred in November of 2006.

This popular car has since appeared in numerous parades, special events and shows. It has also been sought after by film companies and appears in a number of movies including *The Haunting in Connecticut* (2007) and *Chasing the Devil* (2007).



1988 Dodge Diplomat (Unit 1662)

This 1988 Dodge Diplomat was purchased new by the Winnipeg Police and outfitted for use as a supervisor vehicle for the District 6 (Fort Garry) Community Support Unit. Bearing the unit number 1662, it was used out of the station located at 1350 Pembina Highway for numerous years before being decommissioned and sold at auction.

The Diplomat came to the attention of Museum personnel years later in when restoration specialist Derk Derin heard accounts of an older black and white Police car sitting derelict in a yard somewhere in Garson, Manitoba. Derk drove out to Garson on March 25, 2017, and meticulously searched the streets until he located the car sitting in a front yard of an uninhabited residence. Enquiries with the neighbors determined the owner had temporarily moved back to Winnipeg with no forwarding address. This person was eventually located by Museum personnel and readily agreed to sell the car which he originally bought from a Police auction years previous, with the plan of restoring it himself.

The Museum formally purchased the vehicle on April 17, 2017, and it was relocated to our warehouse. Over the next three years, Derk and his volunteer assistants painstakingly restored the car to become an addition to the operational fleet. This vehicle made its debut in the 2019 Santa Clause Parade and has garnered a fair amount of attention since.





1991 BMW 750 Motorcycle

BMW Motorcycles were first acquired by the Winnipeg Police in 1990 and used for operations by the Traffic Division. Between 1990 and 1992 a total of nine were purchased, however one was damaged beyond repair from an accident which occurred during the Pan-Am games in 1999.

In 2000 these bikes were all replaced by Harley Davidsons, and the Museum requested one of the decommissioned BMW motorcycles be donated which the Police Executive agreed to. The bike in the best condition was a 1991 bearing unit number #1735 which the Museum formally took possession of in October of 2000. It has been a part of indoor displays since then.



2000 Harley Davidson FLHTPI Motorcycle

This 2000 Harley Davidson FLHTPI motorcycle was one of seven purchased new by the Winnipeg Police in 2000 from a local dealership and outfitted for use by the Traffic Division. Being assigned unit number CTM6 (Central Traffic Motorcycle #6), it saw continual use until decommissioned in 2014. The bike was donated to the Museum by the Police Executive on March 24, 2014, after a request was submitted for this official turn of a century vehicle.



2008 Ford Crown Victoria (Unit #361)

This 2008 Ford Crown Victoria cruiser car was purchased new by the Winnipeg Police and outfitted for use as a supervisor unit in District 3 being the North End. The Police Museum later requested donation of the car as the last official blue and white when the WPS returned to black/white colour schemes for vehicles in 2010. The Museum took possession of the vehicle in March of 2011, and kept it in storage until the ownership was officially transferred on October 18, 2013.

This completely functional vehicle remains part of the operational fleet and regularly appears in shows, parades, and special events.



2011 Ford Crown Victoria x 2 (Unit CR04 & CR09)

Ford manufactured Crown Victoria Police Interceptors from 1992-2011 after which they were discontinued with no replacement being offered. Their demise resulted from a lack of stability controls that were being installed in newer vehicles, which meant the Crown Victoria Interceptors could no longer be sold in Canada and the USA because of changing regulations in the automotive industry.

It should be noted all these Police Interceptors were solely produced by Ford Canada at the St. Thomas Assembly plant located in Southwold, Ontario.

These two Crown Victoria Police Interceptors were originally purchased new by the Winnipeg Police. One became marked unit #CR04 being outfitted and decaled for use in Community Relations. The second remained unmarked and was assigned unit number #CR09, also destined for use in the Community Relations Unit.

Both these vehicles were decommissioned and donated to the Police Museum with possession being taken on February 7, 2020. These were the last 2 Ford Crown Victoria Police Interceptors used by the Winnipeg Police who had since changed platforms to the Ford Taurus sedans and the Ford Explorer SUV Police Interceptors.



HA5 Hoverhawk MK3

HOVERCRAFT

By Rod Hutter, Vice President

Winnipeg was the first Canadian city to receive, train employees, and utilize such a craft in an operational setting.



Police discover missing hovercraft still lost

By Gerald Flood

A missing hovercraft definitely is missing, Winnipeg police have found.

Police have been searching for the HoverHawk Executive hovercraft since August, after it was suggested the craft could be used by the Winnipeg fire department for river rescue.

But no one could find the machine, which had been donated to the police department in 1971 by H. C. Paul Ltd.

Fire officials recalled that it had

been stored for a time in a firehall at St. Mathews Avenue and Empress Street.

And police said it had been returned to H. C. Paul owner, Harry Paul, in April 1972.

But Paul said he could not remember the craft being returned, and so the hunt began.

Police Chief Herb Stephen said yesterday that although his department could not find the machine, it did locate a former H. C. Paul employee who recalled receiving it from police and who has signed documents to that effect.

Stephen said Paul has since said that he really can't remember whether police returned the craft.

"Once we went back to H. C. Paul, it's out of our hands and we have no concern beyond that," Stephen said.

Coun. John Steel (Grant's Mill) said police appeared to be taking the hovercraft, which rides on a cushion of air, too lightly.

Steel insisted Stephen produce the documents for protection, parks and culture committee, which asked for the investigation.

He said the issue has aroused

public curiosity and committee members should see evidence proving it had not been lost or stolen while in the city's possession.

Stephen agreed to submit the documents at the committee's next meeting.

Meanwhile, a police report said the craft, which rides on a cushion of air, was rejected for rescue work because it holds only two passengers, one to operate the machine and one to perform the rescue.

"There was no room to accommodate the person rescued," the report said.

The Winnipeg Police Museum occupies the large glass atrium at the front of Station Duty in the Headquarters Building tower at 266 Graham Avenue, and this area contains a number of larger vehicles and motorcycles. While passing through the entrance doorways on either side, most have probably noticed the small hovercraft on display in the east corner. Though it may seem out of place for a Police Museum, this Hoverhawk MK3 HA5 Hovercraft has an interesting story individually, while at the same time being part of a more globally significant series of events.

The Hoverhawk was manufactured by Hover-Air Limited at their production plant located in Whittlesey, Peterborough, England. The vehicle, bearing serial number #065, was one of 121 Hoverhawks commercially built between 1967 and 1971 as the first two-seater hovercraft ever to be mass produced. The Winnipeg Police Department received this hovercraft from the North American Distributor around September of 1971, in the hope of establishing a market for the machine. The public relations overture quickly failed as the craft's limitations immediately came to light and numerous problems arose. The hovercraft was returned to the distributor shortly afterwards in April of 1972, and hovercraft operations were never considered again by the Police.

Hover-Air Limited - History

A hovercraft is defined as a vehicle that is supported above the surface of land or water by a cushion of air produced by downwardly directed fans (Merriam-Webster Dictionary).

According to historical information made available through the Hovercraft Museum in the United Kingdom, the term "Hovercraft" was initially patented in 1954 by Englishman Dr. Christopher



HA5 Hoverhawk Mk IIIW

The Mark III Hoverhawk is the latest development of the Company's well known two-seat craft which played a leading role in the 1969 White Nile Expedition. The Hoverhawk is now in quantity production to fulfil increasing worldwide demand for a vehicle with unique capabilities. The Hoverhawk comes complete with water purge skirt system, hot and cold cockpit ventilation, dual windscreen wipers, hovercraft flashing beacon, individual engine instrumentation and luxury seat cushions.

The illustration above shows the HA5 Hoverhawk Mk III W and the HA22 Hoverlark.



HA5 Hoverhawk Mk IIIW.

Cockerell along with a prototype classified as his "invention". By 1958, hovercrafts were being manufactured with support from the government, and soon afterwards numerous designs were being assembled by ship and aircraft builders. Through the 1960's and 1970's, hovercraft development continued throughout the world.

Hover-Air Limited was a British company founded by Lord and Lady Brassey of Apethorpe, who were considered pioneers of light hovercraft in England. Lord Brassley notably also became the first President of the "Hover Club of Great Britain" which helped spur the development and production of many lightweight models of hovercraft.

Hover-air commenced operations in 1966, and their Hoverhawks were specifically designed for private, commercial, and agricultural use. These light hovercrafts were sold and used in many countries including Canada, the USA, Mexico, Sweden, Germany, Holland, South Africa, Zambia, Singapore and others throughout South America.

Three models of Hoverhawks were built in succession and all essentially arose out of the machine's continuous evolution:

Mark 1 — only three were built primarily for demonstration purposes.

Mark 2 — were the same body and engineering as the Mark 1 but had an improved skirt.

Mark 3 — had increased speeds by switching from Velocette Viceroy motorcycle engines to "Wankel" rotary engines.



Multipurpose

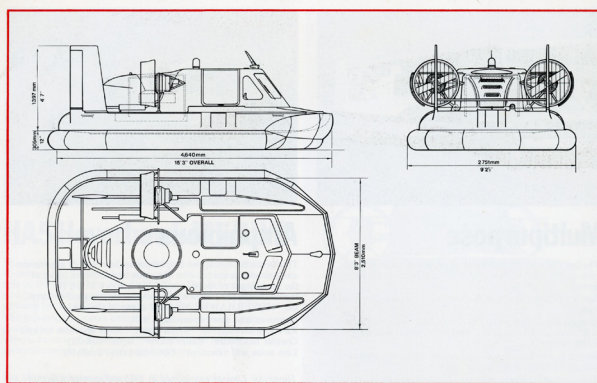
Whether the transport problem is on water, swamp, land, snow or ice, the "HOVERHAWK" can provide the economic answer.
 Customs, Police, Harbour Authorities, Fisheries—for patrol work.
 Constructional Engineers, Oil Companies and other firms—swift transport of executives, engineers, surveyors and service mechanics.
 General Communications—easy access to areas impassable through flooding, mud, ice and snow.
 Military—patrol work, pilot training and personnel carrying.
 Health—swamp and river spraying against insects and disease, speedy transportation of doctors and medical equipment.
 Rescue—on mudflats.
 Waterweed Control—by spraying.
 Publicity—ideal for eye-catching promotional media.
 Sport—wild-fowling, fishing and joyriding with all the excitement and thrills of motor racing, speedboating and flying.



Amphibious

This versatile high speed amphibian is the result of experience and knowledge gained over the years and includes many of the advantages of the successful Hoverhawk Mark II together with the following improvements designed to keep the "HOVERHAWK" Mark III ahead of the field.
 Improved and more streamlined hull
 Re-styled throughout Better finish More spacious cockpit
 Greater headroom Easier access Better visibility
 Less noise and vibration Optional extras available
Hover-Air Limited was formed in 1966 and granted a licence by Hovercraft Development Ltd. and British Hovercraft Corporation to manufacture and sell light hovercraft. The Company is established in a modern factory at Whittlesey, Nr. Peterborough. Hover-Air's current range of light hovercraft, which has resulted from a steady development of earlier machines, includes the single seat high performance HA22 Hoverhawk in addition to the well-proven HA5 Hoverhawk two-seat craft now in Mark III guise.

The versatile high speed amphibian



Specification

Construction throughout in glass reinforced plastic, ensures strength, lightness and ease of repair.
 Simplicity is the key note of the design, maintenance being kept to a minimum.
 Built-in permanent buoyancy for added safety on water.
 Simple controls—easy to operate.

Performance
 Maximum water speed (calm sea—no wind) 30 knots (56 k.p.h.) approx.
 Maximum land speed (level surface) 45 m.p.h. (72.5 k.p.h.) approx.
 Obstacle clearance 9' (0.228 m.)
 Endurance (under normal operational conditions) 21 hours

Weights
 Dry weight 1,110 lb. Gross weight 1,600 lb.
 Payload 400 lb.
 Fuel capacity 9 gals. (41 litres)
 Fuel Petrol/oil mixture ratio 50:1

Dimensions
 Length 15' 3" (4.64 m.)
 Beam 8' 3" (2.51 m.)
 Width (overall) 9' 3" (2.80 m.)
 Height 4' 7" (1.39 m.)
 Cabin depth 10" (0.259 m.)
 Power plants Wankel rotary engines
 Lift engine 20 h.p. at 5,000 max. r.p.m.
 Propulsion engines 20 h.p. at 5,000 max. r.p.m.
 Lift fan Centrifugal type
 dia. 24" (0.607 m.)
 Propellers Permalloy fixed pitch
 dia. 27" (0.685 m.)

The above specification is approximate and may also vary with design improvements.

Hover-air Limited

Benwick Road, Whittlesey
 Peterborough PE7 2HF
 England

Telephone: Whittlesey 2666
 Ldn. Code: 07314
 Telex: Hoverauk 32171

Designed and printed by Bunall Brothers Limited, Walsby

Hoverhawks in North America

Winnipeg businessman Harry Paul of H. C. Paul Limited held the North American distribution rights for the Hoverhawks. From his offices located at 945 King Edward Street, Harry hoped to develop the hovercraft market starting right in his home city. Believing a good recommendation could lead to the sale of the Hoverhawks to other Major Canadian Police Departments, Harry offered one as a donation to the Winnipeg Police, who at the time were responsible for water rescue and recovery within the city limits. Training on the machine would also be offered and provided by the company.

Winnipeg Police Chief Norm Stewart was receptive to the offer as the hovercraft reportedly could be used during the spring and fall when operations were normally hampered by the lengthy times it usually took for the river to either freeze or the winter ice to melt. A hovercraft by design could traverse land, water, and ice with ease, and not be restricted by the weather.

The Winnipeg Police Experience

According to Police Notice #215 issued by Acting Chief J. C. Webster on September 16, 1971, four Winnipeg Police officers along with the Chief Mechanic were selected for training:

- Patrol Sergeant **Kenneth A. R. Porter**
- Constable **Kenneth G. Britton**
- Acting Detective **Glen Albert Pancoe**
- Constable **Murdo James (Jim) Drever**
- Chief Mechanic **John Hutton**

Classroom Training commenced on September 20, 1971, with a familiarization lecture being facilitated by Jerry Cousins of H.C. Paul Ltd. Physical training followed immediately afterwards on September 21, 1971, however the group was divided in half with Porter and Britton being the inaugural pair to be hands on with the machine. They initially attended the H. C. Paul Ltd offices first thing in the morning and were driven 60 miles to a small lake situated on



Acting Detective Pancoe with the hovercraft

the west side of Teulon where the hovercraft could be operated on both land and water. Both would have to be deemed proficient, after which Pancoe and Drever would be trained.

The officers quickly discovered the Hoverhawk was quite ill-suited for water rescue in Winnipeg and in many ways a complete disaster because of its size and design. As the hovercraft required low sloping and more gentle terrain to enter and exit the water, their first obstacle would be the extremely high riverbanks that typically bordered the Winnipeg waterways.

Other immediate and glaringly obvious limitations included:

- Small size – Difficult to control
- Limited seating – 2 persons
- Limited payload – 400 lbs
- Stability issues

Of the four officers selected for training, Acting Detective Pancoe came with a significant amount of experience when it came to hovercrafts. Having previously obtained his pilot's licence in 1962, Pancoe was already familiar with most of the instruments and controls found in the hovercraft. Additionally, through his employment with the Canadian Armed Forces Air Reserve, Pancoe had already been involved with studying hovercrafts over the previous two years and fully understood their operating principles.

After completing his Hoverhawk training between September 28 and October 4, Pancoe put pen to paper and outlined the problems being experienced with the hovercraft. In a Special Report to Acting Chief Webster dated October 11, 1971, Pancoe wrote the following points:

1. *Due to the small size of this machine, it is extremely difficult to operate with full control, especially in a wind of even low velocity. It makes intricate landings or pin-point operations almost impossible.*
2. *The hovercraft tested seats only two persons, therefore if a rescue of another person, for example a drowning victim, was to be attempted, a third party could easily set the craft off-balance causing it to be practically inoperable. With only one operator it would be almost impossible for the operator to operate the craft and also assist the victim to board it.*
3. *The hovercraft cannot be set down on water for more than 2 minutes as water immediately starts to enter the air holes in the apron. I might suggest that this could be eliminated by having “one-way” valves in these air holes so that water could not enter them.*

Pancoe concluded that even if conditions were ideal, the Hovercraft had limited use and could not offer much in the way of actual performance to effect rescues. Factoring in the overall expenses for maintenance, storage, and operation, the hovercraft became unfeasible for any type of effective use by the Winnipeg Police.

Aside from observations and experiences of the Winnipeg officers, it is well known that by their very design hovercraft can be very difficult to operate and control, and thereby require a vast amount of practice and skill to become proficient with their maneuvering.

Hovercraft travel faster over hard flat surfaces like sand or dirt versus water or grass. This handling characteristic becomes critical when transitioning from one surface to another. Travelling fast on land and going onto water without slowing down can lead to the hovercraft “pitching in” and flipping. Transitioning from water to dry land can lead to the opposite effect, as the hovercraft will speed up upon exiting the water. Operators have often shot through parking lots by accident instead of stopping on the ramp when leaving the water without slowing down.

When on top of water, the air pushing from below the skirt actually blows a depression into the water’s surface. As the hovercraft attempts to move forward, it must get out of this depression which is referred to as “getting over the hump”. Once it is out of the depression, the hovercraft can actually travel faster for less power.



Training exercise in 1971.

As hovercraft have no contact with the ground, in order to turn they must direct thrust from their propulsion engines in the opposite direction to the one they want to go. If they need to stop quickly, the operator will have to spin the hovercraft completely around 180 degrees until they are facing the opposite direction, and then apply full thrust.

For the Hoverhawk, stopping on land can be done by first reducing lift until the skirt touches the ground to slow the hovercraft down, then secondly, rapidly dumping the lift via special dump valves. The Hoverhawk has a separate engine for thrust and is therefore more controllable in this respect than a hovercraft with only one engine for lift and thrust. (An early mistake commonly made when beginning to learn in a single engine hovercraft was to pull back on the throttle to reduce speed when needing an emergency stop. This unfortunately also stopped the lift, and the hovercraft would hit the ground and sometimes flip right over.)

All these issues were more than enough to make the Winnipeg Police Executive abandon the project. The Hoverhawk operations were concluded with the craft being returned to H. C. Paul during April of 1972.

Resurgence with the Fire Department and Media Controversy

Nothing further arose on the topics of hovercrafts and the city until 15 years later in July of 1987, when the Winnipeg Fire Department started exploring the

idea of acquiring one for water rescue. For the exact same reasons – ability to traverse over land, ice and water over the fall and spring months – the Fire Department leaders felt a hovercraft would be an excellent tool in their water rescue arsenal.

Winnipeg Fire Chief Jack Henderson approached City Hall with a proposal which garnered questions and sparked debate over what happened to the original hovercraft donated to the Police in 1971. The media became involved and newspaper reports arose asking questions about “the lost hovercraft” and why the Police would not use a hovercraft when the Fire Department were wanting to acquire one for the exact same reasoning.

Politicians and citizens demanded answers to all these questions. At the same time the Fire Department had their own problems. They were looking to spend a significant amount of money on a controversial piece of equipment while experiencing their own financial woes. According to newspaper reports covering the hovercraft debate, the Fire Department was also under a hiring freeze after an audit report released in January recommended the elimination of 148 firefighter positions and the decommissioning of 8 pumper trucks from their existing fleet of 31 to save an estimated \$7 million dollars. Since the report, 20 positions had already been eliminated through attrition, but the Fire Department was still seeking direction from city politicians as to the exact actions to be taken.

Investigating reporters determined the hovercraft donated to Police was last reported sitting in Firehall #16 situated on St. Matthews Avenue. This station

Donated hovercraft's location poses mystery

A businessman who donated a hovercraft to the city 16 years ago says he has no idea what the city has done with the machine.

“It’s a mystery,” said Harry Paul, who gave the vehicle to the city as a public relations gesture.

“I don’t know what they did with it. I guess it’s like a lot of other things the city does.”

Paul said he was amused by recent news reports the fire department is again looking into the feasibility of using a hovercraft for river rescues.

“I found that very interesting,”

he said, adding the three-metre-by-four-metre British-made Hover Hawk he donated tested well for just such a use.

Officers trained

“We spent over \$10,000 training several city police officers on the Hover Hawk,” Paul said.

Meanwhile, an official in the city’s police garage remembered Paul’s machine.

“I don’t know what happened to that thing,” Tom Clifford said.

“To the best of my knowledge it wasn’t found to be suitable and was returned to the manufacturer.”

Fire Chief Jack Henderson said he wasn’t sure what happened to Paul’s Hover Hawk.

“I was in another city department back then, so I don’t know exactly what happened to that hovercraft,” Henderson said.

“I think they got rid of it. I’ve talked to Police Chief Herb Stephen about it. Of course he wasn’t chief then either. I think the problem was they couldn’t climb riverbanks with it.”

But Paul said there was no way the city returned the Hover Hawk to the builder, Hover-Air of Peter-

borough, England.

“We had the North American distribution for that vehicle,” he said. “There’s no way they could have returned it without us knowing about it. I know for a fact—it wasn’t returned to the manufacturer.”

Another craft

Meanwhile, Winnipeg resident Colin Knight says he has developed a hovercraft, the Commodore 2-3, which would work well for police or fire department river rescues.

The machine, which would retail for about \$22,000, has a top speed of

about 80 km/h, Knight said, adding it is to the Hover Hawk what an F-18 jet fighter is to a zeppelin.

“It’s here, it works, it’ll run in -35 degree cold. We’ve tested it,” Knight said of the Commodore which runs on a Subaru engine.

However, Knight said he’s had no luck convincing Canadian government officials his hovercraft is a candidate for research and development funding.

“I think we’ll take it down to the United States and have it mass produced there,” Knight said. “Then we’ll sell it back to Canada.”

however no longer existed in 1987. To fuel suspicions and debate further, the now retired former Police Chief Norm Stewart refused to comment when questioned by the media. As far as he was concerned, the hovercraft had been returned.

When the media interviewed Harry Paul however, he instead claimed to have no idea of what happened to the machine he donated to the City as a Public Relations gesture. He also suggested the mysterious circumstances surrounding the hovercraft were “like a lot of other things the city does”. Paul claimed his donated Hoverhawk tested well in 1971, and he found it curious the city was again examining the feasibility of a hovercraft for the exact same reasons after dismissing his machine.

The media went on to interview and question other individuals known to be involved with the Police hovercraft. Police Garage mechanic Tom Clifford admitted he did not know what happened to the vehicle, but believed it had been found unsuitable and was returned to the manufacturer. Fire Chief Jack Henderson did not know what happened with the hovercraft, and Police Chief Herb Stephen also believed it was returned.

Paul remained adamant the hovercraft had not been returned directly to the manufacturer in England as he would have been made aware of such a transaction.

Due to all the attention, the Police commenced an investigation in August of 1987 to determine what exactly occurred with the “missing Hoverhawk” once and for all. Though Police investigators never located the actual machine, by October they had tracked down a former employee of H. C. Paul Ltd. who absolutely recalled the hovercraft being returned by Police and had signed documents to prove it.

Harry Paul also concurred with the Police. He had contacted seven former employees of his company



and based on their accounts was now absolutely certain the Hoverhawk had been returned in 1972. Other than a faint recollection the Hoverhawk had been sold commercially afterwards, nobody knew the actual whereabouts of the machine or what might of happened with it.

Hoverhawk Redux

Over the years Museum personnel would constantly hear vague or obscure reports of a small hovercraft sitting derelict in a compound somewhere in the north end of Winnipeg. Despite all these accounts, no one could recall or pinpoint the exact location. It wasn't until April of 2003 that a solid clue arose, when a young officer told Curator Jack Templeman that he spotted a hovercraft being stored in a fenced compound somewhere on the north side of the railway tracks, close to the Arlington Street bridge.

Museum Board member Garth McCombe took to the road and began driving through the streets and back lanes of the surrounding area. His efforts were rewarded with the discovery of the former Winnipeg Police Hoverhawk sitting in the back of a compound at 765 Dufferin Avenue. The machine was easily identifiable by its still visible serial numbers and decaling.

The Hoverhawk had obvious damage and clearly experienced a significant amount of wear and tear over the years. Considering no other Police Department other than Winnipeg was known to have possessed such a machine, the desire to acquire the hovercraft as a historical item remained strong.

Museum personnel located the Hoverhawk's current owner Don Ullett of Fedora Equipment, who readily agreed to sell the hovercraft for an agreed price of \$7,000 with \$2,000 being returned to the Museum as a donation. On April 11, 2003, the Police Museum became official owners of Hoverhawk MK-3 HA5-0065.



Restoration Efforts

The Museum used a flat deck trailer to move the hovercraft into a Police building for storage. Aside from some cosmetic damage and two missing gull-wing doors, the Hoverhawk appeared to be complete and mechanically intact. Research commenced on the machine, and the Museum contacted the Manitoba Hovercraft Club based out of Inwood, Manitoba, looking for their experience and assistance with a proposed restoration project.

Club members Gord Gowie and Ron Findlay inspected the machine and confirmed the Hoverhawk was essentially complete. Other good news involved the three engines that did not appear seized or damaged. The thrust propellers were also in good condition along with the lift fan. Overall, the Hoverhawk was assessed at being a worthwhile restoration project and it could be brought back to operational condition.

On September 15, 2003, Museum personnel brought the hovercraft to an indoor heated building at Lake Agassiz Marine in Gimli as directed by the Manitoba Hovercraft Club where they planned to commence restoration efforts. Unfortunately, over the ensuing months - for many understandable reasons and changing life circumstances - delays occurred and not much was accomplished with the Hoverhawk other than the Museum accumulating a storage bill with the building's owner.

Not wanting to accrue additional expenses, on April 14, 2005, the hovercraft was returned to Winnipeg and placed into storage with the Police Evidence Control Unit who had a secure building at 850 Empress Street.

From here the Museum took the lead for restoration efforts. Part of this included working with Acryl Design at 740 Century Street who fabricated the missing plexiglass gull-wing doors which even in 2004 cost \$1,430.90 to reproduce.



Getting There

Restoration efforts continued to move slowly. Finding a company that could commit to the extensive fiberglass work needed for the restoration proved more difficult than anticipated while at the same time costs were rising and Museum volunteers were exceptionally busy with other projects.

Fearing the work may never get done, Curator Templeman pushed the project forward in April of 2012 where he had the Museum Board approve \$12,000 to complete fiberglass restoration work. This was increased to \$15,000 shortly afterwards after the Museum received a quote from a fabricator willing to take on the project.

By February of 2013, the Hovercraft was moved to J. C. Custom Fiberglass in Oakbank, Manitoba, where company owner Joachim Lutz commenced repairing the fiberglass exterior and gel coat.

The Fiberglass work concluded by November of 2013, and the hovercraft was returned to the Museum Warehouse. Loose ends were then addressed including replacement of the gas tank that was rotted out. Reassembling of the hovercraft commenced with volunteers Derk Derin and Rick Enns taking the lead along with Curator Jack Templeman and other helpers.

By June of 2014, volunteers had completed the hovercraft reassembly and the only remaining items consisted of reproducing the decals. These were manufactured and installed to wrap up the long-term endeavor.

Due to the size of the hovercraft, it could not fit through the doors of the current Museum located within the Training Academy at 130 Allard Avenue,

or any entrances to the Public Safety Building at 151 Princess Street. By this time however, a new Museum space was already being constructed on the Main Floor of the former Canada Post Building tower that would soon become the new Winnipeg Police Headquarters Building. Part of Museum designing included large exterior doors for the Main Museum and front atrium that could accommodate the movement of large vehicles in and out of display areas.

By March of 2016, the Hoverhawk was moved from the warehouse into the atrium display area of the new HQ Building. It has remained there since as a static display, and though it is very much capable of being started and operated, no Museum personnel have ever held the desire or mustered the courage to do so. Probably sound reasoning based on the experiences of previous officers training on the hovercraft in 1971.

Though the small Hoverhawk MK-3 did not turn out to be the answer for the Winnipeg Police or be the cutting edge for advancements in water rescue, its historical importance is great. Winnipeg had the distinction of being the first Canadian city to receive, train employees, and utilize such a craft in an operational setting.

The Hoverhawk itself also has global historical significance. Despite its limitations, it still was the first commercially massed-produced light hovercraft geared towards public sales.

Things Not Said

After purchasing the Hoverhawk in 2003, Museum Curator Jack Templeman tracked down the members who were trained in its operation, and spoke with them about their experiences.

In an email dated October 17, 2003, Jim Drever shared his memories about the hovercraft and how his training unfolded.

Drever was paired with Glen Pancoe and two employees from H. C. Paul. The four spent a week and a half out at Norris Lake (by Teulon, Manitoba)



Hoverhawk MK3 HA5-065 Specifications

- Length: 15' 3" (4.64 m)
- Width:
 - 8' 3" (2.51 m) Beam
 - 9' 2.5" (2.80 m) Overall with skirt
- Height: 4' 7" (1.39 m)
- Weight: 1,130 lbs MK-3
- Power: 3 x Sachs Wankel air-cooled rotary 21 BHP engines (note: 1 engine used for lift, and 2 engines used for thrust)
 - Lift Engine: 20 BHP at 5,000 max rpm
 - Propulsion Engines: 20 BPH at 5,000 max rpm
- Maximum Speeds:
 - Over Land: 45 mph (72.5 kph)
 - Over Water: 30 knots (56 kph)
- Cushion Depth: 10"
- Obstacle Clearance: 9"
- Payload: 2 persons / 400 lbs
- Category: Fully Amphibious
- Fuel Capacity: 9 gallons (41 litres)
- Fuel Type: gas/oil mixture at 50:1

(from original brochure)

“playing” with the hovercraft (aka: learning to operate). The group took turns with one officer and one H.C. Paul employee partnered together. While switching back and forth, Drever and his partner passed their down time hunting ducks by the edge of the lake.

Ken Britton and Ken Porter took the first turn at training and were accompanied by Chief Mechanic John Hutton. During this initial training, Hutton tipped the hovercraft and almost rolled over which caused a fright. At one point the teetering craft was completely on its side with the one engine blade hitting the water before it came back down and

righted itself. Hutton supposedly wrote “a damning report” on the machine afterwards.

For his own impression, Drever stated the rotary engines made the hovercraft a delight to operate and he enjoyed the experience of running it along the lake.

Drever liked that the Museum acquired the hovercraft and expressed a strong interest in seeing the machine once fully restored. Though he passed away in November of 2017, Drever certainly would have had the opportunity to see the Hoverhawk after its debut at Museum Grand Opening on June 16, 2016.

SPECIAL FEATURES

- This was the first Hovercraft to use a molded glass reinforced plastic hull. [The design was meant to ensure strength, lightness, and ease of repair (brochure)].
- The bag skirt was simple and more stable than those developed for larger craft.
- The Mark 1 and mark 2 versions used standard motorcycle engines, reducing the production costs and making the craft available at an affordable price.
- It was the fastest light hovercraft of its era.
- Control was achieved by use of the rudders or by differential throttle making it very maneuverable (provided all 3 engines were working).
- The craft was small enough and light enough to be towed on a trailer by a car and stored in a garage.
- The hydraulic swing-over steering made it possible to steer from either side of the craft.
- This was the only small craft of this type to have a covered control cabin.
- Skirt development started with a simple pop-riveted bag skirt made from a type of rubberized canvas dinghy material which proved to have too much friction. Hover-air then went on to use “Hypolon”, a Dunlop manufactured material with a nylon weave coating which proved more successful but did not perform well on wet sand. The later skirts were made from neoprene coated nylon with welded seams. This material proved excellent on water but built up a large amount of static electricity when operated over wet or long grass.
- At the time existing larger hovercraft only operated on water while the Hoverhawks were designed to traverse any type of reasonable flat terrain.
- To this end, the Hoverhawks really did attempt to overcome a number of developmental problems known to exist with the overall operation of hovercrafts.

(courtesy of The Hovercraft Museum U.K.)



FORENSIC ARTIST

KEVYN BOURGEOIS

Patrol Sergeant #1902 (retired)

By John Burchill, President

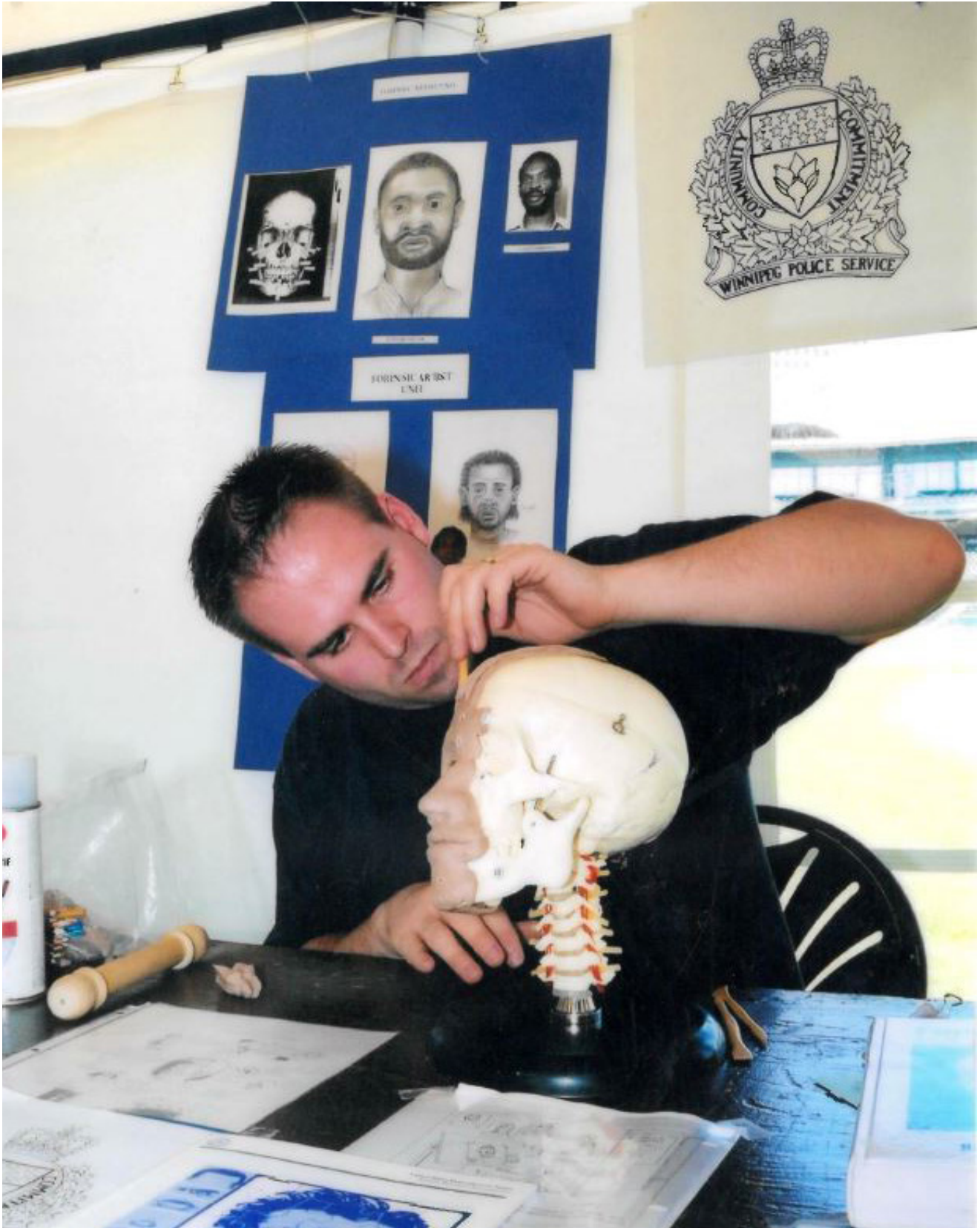
Kevyn Bourgeois brings words to life. For 22 years of his 25-year career with the Winnipeg Police, Patrol Sergeant Bourgeois was one of the few Forensic Sketch Artists in Manitoba.

“Discovered” in 1995 while drawing caricatures of his Sergeant in Recruit Class, Kevyn went on to become part of a small, select group of forensic artists in North America trained at the FBI academy in Quantico, Virginia.

Kevyn completed training in Forensic Facial Imaging with the FBI in Quantico, Virginia; the FACES Computer Composite Course hosted by the RCMP; as well as training in composite drawings from Stuart Parks Forensics. Kevyn also helped train and mentor two new officers to eventually replace him, creating most of the syllabus and the projects/ assignments.

Forensic art is primarily used to present visual information to aid law enforcement in focusing on a suspect’s appearance through a witness’ description. Most often, a forensic artist is called upon to interview a victim or witness about the description of a suspect from a crime in which there are no other leads. The artist interviews the victim/witness on the various features of the face, documents these features, and creates a two-dimensional likeness of the suspect involved in the crime using traditional both pen and paper and technological mediums.

The suspect image can also include objects such as tattoos, clothing, vehicles and jewelry to aid in the investigation. The police then work with the media and other agencies to circulate the resulting image to the general public to generate tips as to the



Kevyn Bourgeois working on a 3D skull.

identity of this suspect. The image or sketch is often an important tool in the investigation.

Forensic artists may also be called upon to assist with a post mortem drawing or facial reconstruction from a skull using 3D reconstruction and modeling. This is done when human remains are recovered but investigators have been unable to identify the body. The forensic artist's image can assist investigators in searching missing person's databases. The identification can then be positively made by DNA or dental comparisons.

In addition, Kevyn lectured on Forensic Art to all ranks in the police department from recruits to senior officers, including the 3D reconstruction and modeling that is a very rare skill. He has lectured to university students and developed a three-day program for the Northwest Law Enforcement Academy. He also did sketches for outside agencies, even a "wanted poster" for a movie set.

Kevyn has testified in court regarding his making and use of composite drawings by victims of crime. His career as a forensic artist has also been profiled several times in the media, most recently by the *Winnipeg Free Press* on September 28, 2017.

As noted in that article, Kevyn was one of a select group of officers across the country that was still practicing the craft, juggling his full-time responsibilities as a police officer with his part-

time role as a forensic artist. At the time there were few full-time forensic sketch artists employed by police services across Canada. The RCMP had two, at opposite ends of the country—one in British Columbia, the other in the Maritimes. RCMP employees in other parts of the country take up sketch work only occasionally. In Manitoba, the RCMP had only one officer who drew composite sketches for detachments throughout the province on a part-time basis.

Little known outside of policing circles (and even by many within the police community), Kevyn "dabbled" in digital art, three-dimensional modeling, and painting, creating pieces of art that are seen every day by other police officers.

For example, he completed a 20-foot long, eight-foot tall wall mural, which depicts the Winnipeg Police Service's current badge, as well as four of the city's crests or badges he designed for previous areas that now make up West District after the new station was built in 2016. Kevyn and the mural were profiled in the *Winnipeg Free Press* on June 6, 2016.

To complete the mural, Kevyn used a variety of tools and mediums. "There's water-based, oil-based, airbrush, hand roller," he told the *Free Press* reporter. "But I'm also a big proponent of digital graphics so I got the projector out. A lot of these images were cast on the wall after being carefully



Legacy Wall, Smith Street, South Side



Legacy Wall, Smith Street, North Side

built on the computer.” He pointed out that the blue flag pictured in the right of the mural is not actually a flag; it is known as the WPS colours and features the names of officers who have been killed while on duty. *“It’s a very powerful part of our tradition”* Kevyn told the reporter.

At the request of the Winnipeg Police Executive in 2018, Kevyn also created a similarly styled “Legacy Wall”, located outside the Training Division on the fifth floor of the new police headquarters building. He created all the artwork and supervised the development of all elements of the feature wall, centered on four branches of Training: Academics, Firearms, Officer Safety and Police Vehicle Operations.

Once the artwork for the Legacy Wall was approved Kevyn was asked if he could create the mural in three dimensions. Up to the challenge, Kevyn spent countless hours creating very precise vector diagrams in CAD to enable the use of computer guided routers to bring the designs to life in 4-foot diameter coins made of foam and plastic. Hidden in plain sight, on the Academic coin are two action figures of Apollo and Athena.

Kevyn also devoted countless hours of his own time, over several years, to meticulously recreate an exact replica of the 1911 Winnipeg Police, B-Division substation, from the original blueprints using mostly foamcore and balsa, some clear plastic,



30 well-hidden LEGO pieces, a GI Joe figure, and two marbles. Every piece was cut, painted and painstakingly assembled by hand. It is on permanent display in the Winnipeg Police Museum for all to see. A profile on the model and a history on the Winnipeg Police substations appears in the 2017 Winnipeg Police Museum Annual Report (pages 16-17).

High praise for Kevyn's work comes from current museum board member and retired Deputy Chief Gordon Perrier, who said *"The works of Kevyn Bourgeois has been featured in the Winnipeg Police Museum, memorialized on more than thirty police challenge coins and celebrated through numerous police themed murals across Winnipeg. Working with*

the 'Sergeant Artist', Kevyn Bourgeois on a project, coin, crest, mural or dedication is enjoyable; his ability to bring life to ideas, keep you on track and make recommendations that showcase the final product is outstanding. His professional approach, attention to detail, creativity and customer focus always live up to expectations."

Indeed, not only has Kevyn designed wall murals, built replicas of old police stations, he has also in designed almost all of the thirty challenge coins in use by various divisions throughout the Winnipeg Police Service.



Legacy Wall, 5th floor Headquarters

A challenge coin is a small coin or medallion, bearing an organization's insignia or emblem and carried by the organization's members. The origin of challenge coins goes back all the way to the Roman Empire, which rewarded soldiers for their achievements with special coins. Outside of the military, challenge coins have become increasingly popular team-building pieces and commemoratives.

Traditionally, while they might be given to prove membership when challenged and to enhance morale, they are also collected today by service members and law enforcement personnel and are often exchanged in recognition of visits to an organization.

In November Kevyn was recognized for his long-standing contribution to the police community with the Attorney General's Excellence in Law Enforcement Award. However, not one to sit still, working with myself, Tammy Skrabek, and the Service's Executive, Kevyn created two massive legacy walls representing the history of the Winnipeg Police from 1874-2024 at the Smith Street entrance to headquarters. The graphics was completed by Kevyn in December.





Santa and his supercycle



FUNDRAISING BBQ August 6, 2021

With help from volunteers, a fundraising BBQ for the museum raised \$870. To help facilitate the event, the BBQ was donated by Qualico Communities and the chips were donated by Old Dutch.



A large, colorful graphic for the event. At the top left is the circular logo for the "WINNIPEG POLICE MUSEUM AND HISTORICAL SOCIETY INC." featuring a figure in uniform. To the right is a black charcoal grill with flames. Below the grill is a yellow banner with the text "Friday August 6". The main title "REOPENING FUNDRAISING BBQ" is written in large, bold, white letters on a red and black brushstroke background. To the right of the title is a yellow starburst with "50/50 draw". Below the title, it says "11 am - 2 pm", "Winnipeg Police Museum", "245 Smith Street", and "Enjoy a grilled hotdog or burger, chips and drink served by our amazing volunteers!". The graphic also features illustrations of a hotdog, a burger, and a red ketchup bottle.

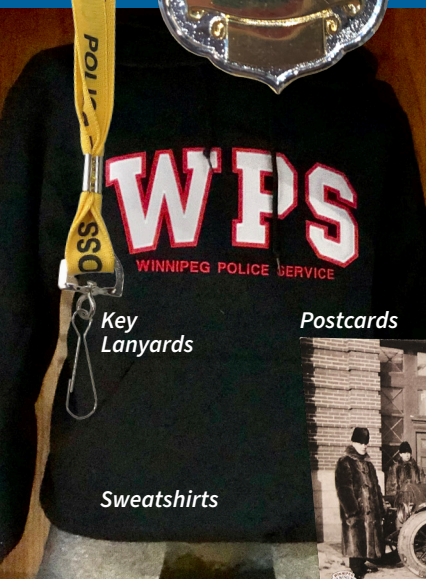


Museum

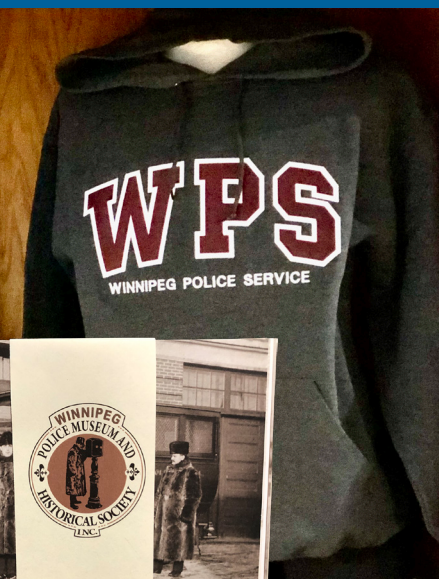
GIFT SHOP



Badges

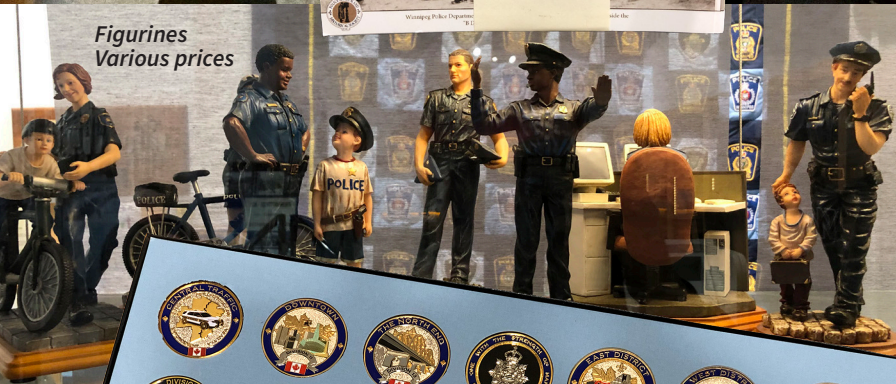


Sweatshirts



Key Lanyards

Postcards



Figurines
Various prices



Coins

Cell Phone Poppers

Supporting your Museum

Artifacts

The Winnipeg Police Museum and Historical Society is successful in part thanks to the generosity of former members and their families who donate artifacts and photos. We gratefully accept these items and incorporate them into our archives and exhibits. Please keep the Museum in mind if you have old photographs, digital images, or other articles of Police memorabilia.

Time

The Museum is regularly looking for volunteers to assist with projects and tours. Please contact the Curator if you would like to become involved.

Charitable Donations

The Museum is a registered Charity and can receive donations. Tax receipts are made available upon request.

Stories, Memorabilia or Pictures

If anyone has interesting stories, memorabilia or pictures of our members (past or present) they would like to share please send them to John Burchill or the Museum Curator.

Payroll Deduction

The Museum can be supported through Payroll Deduction overseen by the City of Winnipeg for employees, or the Pension Board for Retirees. The pledge form on the next page can be used for donating to the Museum and even \$1.00 can make a huge difference! You can also access the form with the QR code below, or visit:

winnipegpolicemuseum.ca/wp-content/uploads/2021/11/CWCFpledgeForm.pdf





The City of Winnipeg Charitable Fund (C.W.C.F.)

PLEDGE FORM

Name		Employee ID	
Department			
Work Address		Phone No.	

DONATION REQUEST

I authorize the City of Winnipeg Payroll Branch to deduct the below listed bi-weekly charitable donation(s) on behalf of the City of Winnipeg Charitable Fund. MY TOTAL PLEDGE/DONATION is to be distributed to the charity(ies) listed below.

***** IMPORTANT: PLEASE READ *****

Please be sure to include the **TOTAL** bi-weekly amount you wish to be deducted from your pay cheque. The total bi-weekly amount must include **ALL** CURRENT and NEW donations (include the amount you are currently donating bi-weekly, PLUS any changes you are making on this form)

PLEASE CHOOSE THE FOLLOWING OPTIONS & SPECIFY BELOW:

New Donor Add Charity Remove Charity Increase Donation Decrease Donation

<input type="checkbox"/>	The City of Winnipeg Charitable Fund (C.W.C.F.) CC174	\$ _____	Bi-Weekly
<input type="checkbox"/>	Winnipeg Police Museum & Historical Society	\$ _____	Bi-Weekly
<input type="checkbox"/>	_____	\$ _____	Bi-Weekly
<input type="checkbox"/>	_____	\$ _____	Bi-Weekly
		\$ _____	TOTAL BI-WEEKLY <small>(INCLUDE CURRENT & NEW DONATIONS)</small>

Comments:

I give the C.W.C.F. permission to release my name to my charity(ies) of choice

Employee Signature _____
Date

CANCELLATION REQUEST

I respectfully request that my charitable donation(s) that are currently being deducted from my pay cheque on a bi-weekly basis be cancelled immediately.

Employee Signature _____
Date

Please email the signed and dated form to cwcf@winnipeg.ca

or return it to The Winnipeg Civic Employees' Benefits Program
5th Floor - 317 Donald Street, Winnipeg, Manitoba R3B 2H6

ACCEPTED BY CWCF SECRETARY		DATE	
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The City of Winnipeg Charitable Fund Retirees Pledge Form

Name: (Please print)		Member ID#: (Not Employee ID)	
Address			
Department at Retirement		Telephone No.	

*** The City of Winnipeg Charitable Fund currently allocates funds to the following 26 local charities:**

- | | | |
|---------------------------------|-------------------------------------|-----------------------------|
| Alzheimer Society of Manitoba | Heart & Stroke Foundation | Rehab Centre for Children |
| Canadian Liver Foundation | Jocelyn House | Royal Canadian Legion |
| CancerCare Manitoba | Kidney Foundation | The Salvation Army |
| Cerebral Palsy (Manitoba) | L.I.T.E. | The United Way |
| Christmas Cheer Board | Literacy Works | Variety, Children's Charity |
| Compassionate Friends | Manitoba Lung Association | Westland Foundation |
| Diabetes Foundation of Manitoba | Masonic Foundation of Manitoba Inc. | Winnipeg Harvest |
| Firefighters Burn Fund Inc. | Movement Centre of Manitoba (2008) | W.I.S.H. |
| Habitat for Humanity | Osteoporosis Society of Canada | |

DONATION REQUEST

I authorize the Winnipeg Civic Employees' Benefits Program to deduct the below listed bi-weekly charitable donation(s) on behalf of The City of Winnipeg Charitable Fund from my pension deposit

MY TOTAL PLEDGE/DONATION is to be distributed to the charity(ies) listed below.

<input type="checkbox"/>	The City of Winnipeg Charitable Fund (C.W.C.F.) *	\$ _____	Bi-Weekly
<input type="checkbox"/>	Winnipeg Police Museum and Historical Society	\$ _____	Bi-Weekly
<input type="checkbox"/>	_____	\$ _____	Bi-Weekly
<input type="checkbox"/>	_____	\$ _____	Bi-Weekly
Total Bi-Weekly Payment		\$ _____	

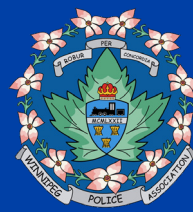
Signature	Date
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Thank You

The Board wishes to thank Police Chief Danny Smyth and the Winnipeg Police Executive Management Team for their strong, continual, and unwavering support for the Winnipeg Police Museum. Their assistance and co-operation help the Police Museum to be successful and remain open to the Public to showcase our rich history. We also like to acknowledge and thank the Winnipeg Police Credit Union for their ongoing support over the years, and the Winnipeg Police Association for their past support over many years as well.



2021 Annual Report
Editor: Rod Hutter
Assistant Editor: John Burchill



Hovercraft missing for 16 years returned to firm, sold, donor says

The case of a missing hovercraft donated to the police department has been resolved after 16 years and speculation the craft was lost or stolen while in the city's possession.

"I'm now positive the craft was returned to my company," said Harry Paul, owner of H.C. Paul Ltd., who donated the Hoverhawk Executive hovercraft to the police department for river rescue in 1971.

Following a *Free Press* story Oct. 6 saying the craft was still lost, Paul questioned seven former employees of the company "to get to the bottom of the story."

"I'm sure the craft was returned to my company sometime in 1972, as the employees indicated," he said.

"At some later point, the hovercraft was sold commercially." Police have been searching for the hovercraft since August, after it was suggested the craft could be used by the fire department for river rescue.

No one could find the machine.

The ideal answer to your special transport problems



Hover-air Limited

HA5 Hoverhawk Mk IIIW