



Winnipeg Police Museum & Historical Society Inc.

2022 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 throughout the year and are responsible for the oversight of the Museum including the financials, of which we have a fiduciary responsibility. We said goodbye to long time Board Member Joe Gallagher this year, who stepped down so Jernej Anderlic could pick up the torch. See my profile on Joe’s remarkable career.

Due to the continued spread of the COVID virus and its variants through 2022, we remained closed in January and February. However, we continued to have regular meetings by “Zoom” and, when restrictions lifted, we resumed in person meetings at the end of March. Altogether we were open 173 days in 2022.

The Board continues to be guided by its Strategic and Business Plans developed in 2021 to promote the preservation, collection and exhibition of artifacts related to policing in Manitoba for the future. In particular our focus has been on the Service’s upcoming 150th anniversary as well as the 50th anniversary of amalgamation in 2024.

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 our knowledgeable 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 | George Walker | Morris Strembicki |
| Chris Lundgren | Jernej Anderlic | Norm Rimmer |
| Derk Derin | Ken Forsyth | Peter Korzeniowski |
| Don Wardrop | Larry Rae | Ron Hodgins |
| Ernie Tomchuk | Lawrence | Giovanna Roca |
| Gary Walker | Klippenstein | Simmonds |

While the Museum was closed for two months due to ongoing pandemic restrictions, our volunteers put in a total of 1812 hours for the remaining ten months of 2022, interacting with 2039 visitors. However, our volunteers often donate more than just their time, often attending community events and performing the “heavy lifting”, especially Peter Korzeniowski and Tammy Skrabeck organizing our storage room and rearranging or setting up new



displays in the museum proper. 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, especially our old cruiser cars to keep them roadworthy.

During 2022 we were also fortunate to have Emersyn Korzeniowski with us, who did a placement with the Museum through the Cultural Human Resources Canada Student Grant program. She did an excellent job converting many of the old log books into a digital reference library.

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 all the current serving and retired members who support the museum through monthly payroll and pension deductions.

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 regularly updates the Museum’s Facebook and website pages with new information including upcoming events and profiles of former members of the Service who stood out among their peers. This includes the former Chief of the St. James Police George Maltby, who I profile later in this report.

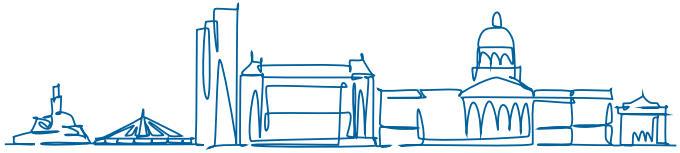
The Museum has a fleet of 20 vehicles which includes trailers. For the first time since 2019 we had three of our vehicles out for the Santa Clause Parade (see Rod’s article).

Although closed for two months, the Museum 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.

We look forward to 2023 which will no doubt see further changes and advancements for your very progressive Winnipeg Police Museum as we profile some of our sporting history for the World Police and Fire Games which comes to Winnipeg in the summer of 2023!

John Burchill
President





Activities Report

By Rod Hutter, Vice President

2022 AGM and Elections

With the easing of Covid restrictions, the Museum hosted an in-person Annual General Meeting which was held in the Winnipeg Police Headquarters Building media room on April 12, 2022. Food and beverages were catered by Museum Curator Tammy Skrabek, who aside from managing a large progressive Museum, regularly demonstrates her amazing culinary abilities.

This year the Board had 4 Director Positions open as a result of completed 3-year regular terms. Election results saw the return of incumbents Rod Hutter, Larry Rea, and Alex Katz to renewed 3-year terms along with newly nominated candidate Jernej Anderlic.

The Auditor is also appointed at the AGM and remaining consistent with past years, 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 reporting for many years.

Executive Appointments

In accordance with the Museum's Bylaws, the Executive Officers are appointed at the next regular Board meeting after the AGM. This meeting was held on May 3, 2022, where the following Executive appointments were ratified:

President: **John Burchill**
Vice-President: **Rod Hutter**
Treasurer: **Larry Rea**
Secretary: **Mark Hodgson**

Curator Position

Curator Tammy Skrabek renewed her contract with the Winnipeg Police Museum and continued overseeing the Museum and Exhibits for the 2022/2023 fiscal year.

Vehicle Appraisals

For the purposes of establishing values and addressing insurance coverages, the Museum contracted with Mr. Pat Moonui who is a certified antique automobile appraiser and is recognized by the Manitoba Public Insurance Corporation (MPIC) Collector car program. During April, Mr. Moonui made regular visits to the Museum to inspect our fleet vehicles, photograph them, and obtain documentation from our historical archives. Mr. Moonie then conducted research on each vehicle to determine its estimated value based on accepted industry standards. His report was then submitted to the board with options and recommendations for the best ways to protect and insure these physical assets and artifacts.





Cultural
Human Resources
Council

Conseil
des ressources humaines
du secteur culturel

Cultural Human Resources Student Grant Program

The Museum partnered with the Cultural Human Resources Student Grant Program to obtain funding for an eligible student to work in the Museum from January 1 to April 30, 2022. Assigned student Frank Rakundo joined the Museum staff and assisted greatly with the continued organization of the Museum HQ Building Storage area and digital archiving of pictures, books, and other exhibits.

The Museum later received a second grant from the Cultural Human Resources Student Grant Program to hire a summer student with Emersyn Korzeniowski being taken on staff. She continued with the scanning and digital archiving of historical books in the Museum archives.

Digital Archiving

New Book Scanner - The Museum purchased a new laptop and a high-quality scanner specifically designed to scan photographs and books from the top-down. Curator Tammy Skrabek brought digital archiving to the next level and the Museum's picture database now consists of an index number, a description of the photo, and a link to the high-resolution photo. A location file number is also provided to show where the original picture is stored so it can be easily located and retrieved if needed.

Personnel and Homicide Index Cards - Nadine McLeod and My Nhan Tran from Traffic Division assisted the Museum with two Digital Archiving projects involving personnel index cards and homicide index cards. The Winnipeg Police possess



hardcopy index cards of all employees since 1919 that were photographed and individually labeled for digital archiving. This dynamic duo then went on to photograph, organize and label Homicide index cards maintained by Judy Kesterke who recently retired from the Bureau of Police Records. These cards form a record of all individuals who were murdered in the City of Winnipeg and what occurred with their cases. The digital archiving of these files moves towards making a permanent record that can be easily searched and accessed. The Museum would like to thank Nadine and My for their hard work and assistance with these projects!

Photo Warrant Cards - Museum Volunteers also sorted and organized a large number of photo warrant cards used as identification by Winnipeg Police personnel over the years. Now that they are in order, the cards will be photographed and digitally archived in our personnel files on the Museum Server. The Museum would like to thank Giovanna Roca-Simmonds for her assistance and perseverance with this project!

Firearms Business Licence

The Museum renewed our Firearms Business Licence in February of 2022 which included the application and a facilities inspection by RCMP members from the office of the Chief Provincial Firearms Officer.

Museum Warehouse

Individuals climbing on to the roof of the Museum Warehouse caused damage which later resulted in water leaking into the interior during heavy rains. Repairs were completed and after the cleanup it was determined no artifacts had been permanently affected.



2014 Harley Davidson Motorcycle Donation

During 2022 the Winnipeg Police Service replaced its fleet of 7 Harley Davidson motorcycles with 7 new BMW 850's with Police packages. As in the past, the WPS Executive donated one of the decommissioned 2014 Harley Davidsons to the Police Museum to have as an exhibit. Since the motorcycle is in such great shape, it will likely be destined for use as an operational vehicle for special events! The Museum would like to thank Chief Danny Smyth, Deputy Chief Art Stannard, and the rest of the Executive Management Team for their generosity and support!



Museum Endowment Fund

In 2022 the Museum established an Endowment fund through the Manitoba Heritage Trust Program which is overseen by the Winnipeg Foundation. Looking towards the future, this will ultimately become a small but constant and ever-increasing revenue stream to help sustain the Museum and assist with continued growth. Being partnered with the Winnipeg Foundation, the Winnipeg Police Museum will be added to their list of organizations and can receive direct donations from those who desire.

Equipment Acquisition

To assist with the repair, maintenance and restoration efforts of vehicles and artifacts, the Museum acquired some new equipment to both upfit the workshop and replace aging items that were past their usable lifecycles. These tools expand the scope of work that Museum volunteers are able preform as we do have certified tradespeople on staff including mechanics, welders and autobody specialists. Some of these new purchases include:

- Acetylene torch kit
- MIG Welder
- Plasma Cutter
- Bench Grinder
- Large Air Compressor
- Drill press





Winnipeg 150 Project

The year 2024 marks the 150th Anniversary of the Winnipeg Police (created February 23, 1874) and the 50th Anniversary of the amalgamation of the surrounding metropolitan police departments into the Winnipeg Police which occurred on October 21st, 1974.

Anticipated projects to be continued in 2022/2023 and completed in time for the 150/50 anniversaries are:

- Research, identify, and record the oral histories of surviving members from the 14 metropolitan police departments that existed prior to October 21, 1974.
- Collect and catalogue any records, photographs, and equipment from the 14 metropolitan police departments for exhibition and display.
- Profile the histories of the 14 metropolitan police departments, their members, crimes and occurrences, and community histories in journals, on-line and trade publications, to engage the public.
- Begin research for the writing and publishing of a book on the history of the Winnipeg Police and surrounding metropolitan police departments from 1874-2024
- Apply for government heritage grants to help achieve the Museum's goals of preserving and recording the history of the Winnipeg Police and surrounding municipalities from 1874-2024.

Fleet Maintenance

During 2022 a concerted effort was put into vehicle maintenance and addressing the needs of an aging fleet, particularly the cruiser cars that are being used all the time for Special Events.

1978 Ford

- Tail pipe repaired
- Door molding and interior armrest repaired

1987 Ford LTD Crown Victoria



- Front roller bearing assemblies x 2
- Front rotors/calipers/brake shoes/brake hoses x 2
- Front shocks x 2
- Rear brake pistons/Brake shoes/
Rear brake drums x 2
- Rear brake "Y" hose
- Rear shocks x 2
- New Master Cylinder
- Brake system flushed with new fluid and filled
- Tune Up (spark plugs/cap/rotor/plugs/etc)
- New set of tires including the spare

1988 Dodge Diplomat

- Front end alignment
- New carburetor

2000 Harley Davidson Motorcycle

- Fuel Pump

Virtual Tour Project

The Museum allocated funding towards the research and acquisition of equipment and software to create a Virtual Museum Tour. Part of this concept includes the creation of stations where QR codes can be scanned on smart phones or tablets to access stories, facts, and other content pertaining to exhibits in the Museum. This project could be expanded into other areas such a virtual on-line tour accessible over the internet. This would allow the Museum to showcase our galleries to a worldwide audience and facilitate the viewing of other artifacts that are usually held in storage.



Santa Clause Parade

After a 2-year hiatus, on November 19th, Museum volunteers once again joined with members from the Winnipeg Police Community Relations Division to participate in the 2022 Santa Clause Parade. The Police group attended with a large contingent and had loads of fun, engagement, and laughs while interacting with the thousands of people lined up along Portage Avenue to see the parade.

Special Events

With the easing of Covid restrictions, some of the special events the Winnipeg Police Museum became involved with during 2022 included:

June 17 Father's Day car show in Transcona

June 18 Black & White Cruiser cars attended for a Funeral

June 18 Blue & White #361 car attended a Car Show at River City Ford

September 3 Cruiser car attended for a Wedding

September 25 MACP Police and Peace Officer Memorial

October 5 Winnipeg Police Awards Day

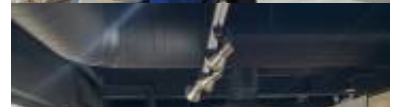
October 21 Association of Manitoba Museums Conference

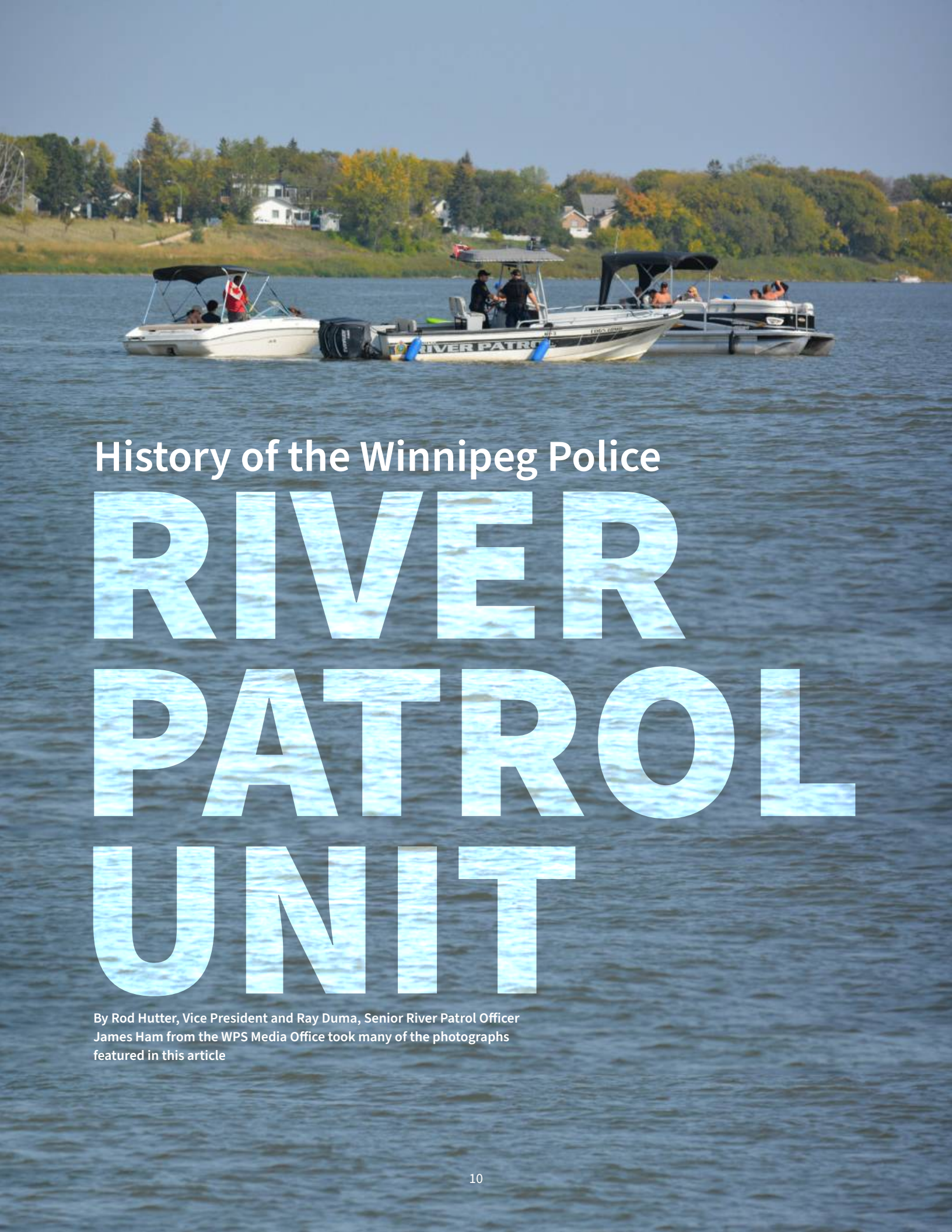
November 2 Winnipeg Police "Take Your Kids to Work Day"

November 19 Santa Clause Parade

December 14 Museum Volunteer Dinner

December 17/18 Photos with Santa hosted at the Museum





History of the Winnipeg Police

RIVER PATROL UNIT

By Rod Hutter, Vice President and Ray Duma, Senior River Patrol Officer
James Ham from the WPS Media Office took many of the photographs
featured in this article



The history of individuals patrolling the Winnipeg River systems and connecting waterways can be traced back over 110 years to 1912, when the first Harbour Master was hired to enforce Bylaws and collect fees for use of the Public Docks along the river frontage within the Cities of Winnipeg and St. Boniface. Over this time, what started as a single person grew into the formation of a much larger unit with specialized equipment capable of performing all manner of tasks and emergency response on the rivers, trails and retention ponds located within the City.

Background – St. Andrews Locks and the Harbour Commission

The St. Andrews Locks are situated on the Red River at the town of Lockport, Manitoba, and were constructed by the Dominion Government in 1911 at the cost of \$2,000,000. They were built for the purpose of making it possible to utilize the Red River as a trade route between Lake Winnipeg and the Cities of Winnipeg and St. Boniface.

After completion of the locks, the City of Winnipeg appointed a Wharfage and Dockage Committee for oversight of the local river frontages with members representing the following entities:

- City of Winnipeg Council
- City of St Boniface Council
- Winnipeg Board of Trade
- St. Boniface Board of Trade

This Committee held several meetings and discussed matters of improving the Red River within the

limits of Winnipeg and St. Boniface. Proposed ideas included the construction of Public Docks and other enhancements to make the area more accessible and functional. The Committee felt and recommended that a Commission should be appointed which would have complete control of the Red and Assiniboine Rivers within the city limits of Winnipeg and St. Boniface. The Commission could then work towards improving the harbour and increasing the river traffic.

This proposal was brought before the Dominion Government, and on April 1, 1912, “An Act to incorporate the Winnipeg and St. Boniface Harbor Commissioners” was passed. The newly created Board would consist of 5 Commissioners with 3 representing Winnipeg and 2 Representing St. Boniface. Each member would be elected to a 3-year term.

Shortly afterwards the following founding members were appointed by the Councils of Winnipeg and St. Boniface:



Winnipeg

- Mr. James Henry Ashdown
- Lt-Col Henry Norlande Ruttan
- Alderman George Reading Crowe

St. Boniface

- His Worship Mayor Thomas Berry
- Alderman Joseph Alderic Marion

Note: Henry Ruttan was the Engineer for the City of Winnipeg from 1885-1914. James Ashdown was a member of the Winnipeg Board of Trade since his election in 1879, and involved with a number of projects involving expansion of the city.

The First meeting of the Winnipeg and St. Boniface Harbour Commissioners occurred on July 29, 1912, where Mr. Ashdown was appointed as Chairman.

Initial endeavors for the Commission included a complete hydrographic survey of the harbour area under their control.

Historically, for years the rivers and banks in both cities had been regularly used to dump garbage, earth, and all manner of refuse materials. To combat this activity, on January 23, 1913, the Commission passed its first Bylaw which prohibited the dumping of “anything whatsoever” on the banks of the rivers. The erection of any type of structure along the riverbank was also prohibited.

The Commission further created Regulations to control the riverbanks, one for example being the prohibition of any structure extending into



Officers Ray Dumas (left) and Denis Antony patrol the city limits to ensure that snowmobilers stay legal.

Snow baddies targeted

ROSS ROMANUK
City Hall Reporter

Snowmobilers, look out — Winnipeg's power-toboggan posse is hot on your trail.

And it's putting a lot of you on ice. With a small staff and even smaller array of vehicles, the Peg police river patrol is making big gains in curbing speedy sledders.

“What people were getting away with, they're not anymore,” said supervisor Sgt. Sharnak Thomas, a city hall committee yesterday.

She's not kidding. And her team-member patrol isn't kidding around when it comes to clamping down on snowmobilers using the city's public spaces.

Since just before Christmas, the river cops have curbed some 250 riders, slapping close to 40 of them with a range of Off-road Vehicle Act infractions.

Not even two years into operation, the river patrol's new tough mandate has seen tickets issued to those riding under age and unsupervised, without helmets or lacking proper sled registration. But the most clear-cut crime is simply riding on Winnipeg's rivers — an act strictly prohibited.

Cold, new reality

The approach has brought a cold, new reality to winter joyriders, and results far above last year, when 150 to 200 sledders were stopped and 25 were charged.

“We're hoping they know now,” Thomas said. “It's their risk and



Pietracci and assistant Gary Duma set warning signs on the Assiniboine River near the Maryland Bridge yesterday.

Harbormaster dreads spring thaw

BRIAN SMILEY
Police Reporter

Joe Pietracci dreads this time of the year.

“Every spring we lose a child to the water,” Winnipeg's harbormaster said yesterday. “I don't want to pull another child from the water.”

An unusually warm February has caused Pietracci to appeal to the public to practise water safety and stay off this city's rivers and water-retention ponds.

“The ice is in very poor shape,” said Pietracci, adding the ice is breaking up three weeks earlier than usual.

“The water is flowing very quickly. The river banks are beginning to swell, and the ice is buckling and beginning to break up

Preaches risks of thin river ice

south of the city.”

Pietracci said he's busy going to various schools which are near waterways and passing the message of water safety to children.

“Unfortunately, we've found over the years that most of the children who have gone on the ice and drowned have lived close to the water,” he said.

Last year, there were 11 water-related deaths reported in the city, said Pietracci. Only one death took place during the spring thaw, when a 14-year-old boy fell into a water-filled culvert and was sucked

into the city's sewer system.

“Over a year we'll receive 60 to 80 calls for assistance,” he said. “Fortunately, there are better response times now and the equipment used is very good.”

In 1996, a seven-year-old boy died after venturing onto the ice near the Maryland Street bridge.

“It's very dangerous out there,” said Pietracci. “Parents have to get the message to speak with their children.”

One Winnipeg father says the key is teaching children to have a healthy respect for the water.

“You don't want to scare children, but they are naturally curious,” said Jeremy Willows, who was walking with his two boys at The Forks.

“Children want to have fun, but they don't realize the dangers involved.”



the river more than 40 feet. Additionally, only the construction of open pile docks would be allowed as they did not impede the current versus solid docks that contributed to silt buildup.

The Commission further petitioned the Dominion Government to construct 3 public docks and recommended the locations of:

- The river frontage between James and Pacific Avenues.
- The river frontage along Rover Avenue across from the City of Winnipeg's Main Sub Station in Point Douglas.
- The river frontage between Provencher and DuMoulin Streets in St. Boniface.

Harbour Masters

First Harbour Master Appointment

The City of Winnipeg and St. Boniface Harbour Commissioners Act of 1912 also provided for the appointment of a Harbour Master to enforce By-laws and collect fees in relation to wharfage and dockage.

On October 9, 1912, the Commission appointed Samuel C. Taylor as the first Harbour Master. It would appear Taylor initially performed most of his duties on land as it wasn't until 1916 that the Commission purchased a motor patrol boat to assist the Harbour Master in his assigned duties. At this point, Taylor was mandated to regulate traffic on the rivers and to oversee the proper protection of



City harbormaster Joe Pietracci and his crew will set up more than 1,500 thin-ice signs along river banks.

Fatal attraction

By BRIAN SMILEY
Sun Staff Writer

Freezing temperatures are turning Winnipeg's waterways and retention ponds into deadly playgrounds.

Over the next several weeks, more than 1,500 signs warning of thin ice will be posted on the banks of the Red River and Assiniboine Rivers.

Between 8 a.m. Friday and 8 p.m. Sunday, city rescue crews responded to 26 calls concerning children playing on or around lead-over retention ponds.

"We're very concerned at this time of the year," Ray Duma, assistant harbor master, said yesterday.

"Some areas already have about an inch of ice. For some reason youngsters are drawn to the water."

The tragic death of a seven-year-old boy last spring served as a grim reminder of the danger. Anthony Mauters drowned in April after walking out on to the thin ice near the base of the Maryland Street bridge. His body was found several weeks later.

On Sunday, a 30-year-old man drowned after his snowmobile fell through the ice. Cornelius Muswagon, of Cross Lake, and a female companion were driving over the lake when the ice gave way.

The woman managed to get safely to shore. Alcohol is believed to have been involved.

It sometimes takes a death to wake people up about the dangers of going near the rivers," Duma said.

The harbor master will have a boat patrolling the waters until complete freeze-up, said Duma, adding it would be wise to stay off the river even during mid-winter.

"Some areas of the rivers are deceiving," Duma said. The skating area at The Forks is closely monitored by the harbor master, with an ice sagger used to measure the depth of the ice.



Harbormaster Joe Pietracci (front), assistant Ray Duma patrol the Assiniboine River.

Wear protection

By DARRON HARGREAVES
Sun Staff Writer

Having a lifejacket with you when you're boating is the law.

Wearing it is another matter. All vessels must carry one lifejacket per passenger, but boaters and skiers in Manitoba are not required to wear them, regardless of age.

"Children up to 12 years old should have to wear them," says Winnipeg harbormaster Joe Pietracci. "That should be a law."

About 600 Canadians die in boating accidents every year, the Red Cross reports — and 90 per cent of them aren't wearing lifejackets.

As a rule, the only people who wear life preservers are little kids under their parents' orders or landlubbers who can't swim, Pietracci said.

Harbor patrol urges boaters to 'buckle up'

But having a life preserver in the boat and not wearing it is like deciding to buckle up your seatbelt just after you realize you're about to be in a head-on crash.

"If you're thrown from a boat, you may land five feet away from it, but within seconds the current could carry you 50 feet away," says Ray Duma, who patrols the rivers with Pietracci.

Seven bodies a year

"It might be impossible to get a lifejacket to you."

The Harbor Patrol pulls about seven bodies a year from the Red and Assiniboine rivers, Pietracci said.

Some are jumpers, some are

inebriated showoffs trying to swim shore-to-shore and some may be tossed-away murder victims.

But some are victims of boating mishaps who may have lived if they had bothered to buckle up in their personal flotation device.

The rivers are also becoming more hazardous because of hot dogs riding jet-skis, says Pietracci.

Many operators of these quick and agile machines tend to ignore nautical rules and wreak havoc on the rivers, he said.

The harbor patrol is setting up a course to educate these roughriders in marine etiquette.



the riverbanks which was believed to help reduce accidents on the water.

By 1918 the Commission referred to the Harbour Master as a “Patrolman” and further mandated that he ensure the By-Laws and Regulations of the Commission were properly carried out and enforced. Taylor also became responsible for the marking of navigational aids on the rivers along with the regulation of public skating and tobogganing.

Harbour Masters Appointed over the Years

Records indicate Harbour Master Taylor retired around 1942 with the following succession of appointments:

Samuel C. Taylor	1912 – 1942
Harry Punton	1942 – 1967
Renee Adams	1967 – 1977
Norman Bingham	1977 – 1987
Joe Pietracci	1987 – 1998
Dennis Antony	1998 – 1999 (Acting)

Evolution of the Harbour Master

After a 15-year-old boy drowned, on July 22, 1948, a Coroner’s Jury recommended changes to the Commission which included:

1. That there be more and better supervision of the harbour; and
2. That the Harbour Master be equipped with the proper means and helped to carry out this supervision.

In response, the Harbour Commission recommended the purchase of a high-speed boat equipped with a Police 2-way radio and loudspeaker to City Council. After this incident, the Harbour Master worked closely with the Winnipeg Police in the areas of enforcement, rescue, and recovery.

After Amalgamation in 1974 when 13 surrounding Communities merged to become the Metropolitan City of Winnipeg, the City became responsible for safeguarding the river systems within its jurisdictional area.



*Harry W. Punton, Harbourmaster
1942 – 1967*



*Joe Pietracci, Harbourmaster 1987-
1998*



*Dennis Antony-Acting Winnipeg
Harbourmaster 1998-1999*



From 1974 to 1986 the Harbour Master worked for the City of Winnipeg Waterworks, Waste and Disposal Department and their duties grew to include the marking of thin ice at water out-falls. For this service a budget of \$20,000 was allocated to the unit.

After a serious boating accident in 1986 where one person was killed and a number of others were injured, it became clear that a need for enforcement of laws existed on the City river systems. As such, in May of 1987 the City contracted Retired Winnipeg Staff Sergeant Joe Pietracci to become the new Harbour Master and commence enforcing Federal Laws along with various Federal and Provincial Acts, and Municipal Bylaws. In 1987 the city also hired two other full-time Assistant Harbour Masters being Dennis Antony and Ray Duma.

Joe Pietracci – Harbourmaster

Joe Pietracci originally joined the North Kildonan Police Department as a constable in November of 1955, and was a Sergeant when the force merged with the East Kildonan Police on January 1, 1972, in preparation for amalgamation with Winnipeg. The East Kildonan Police (along with 11 other forces) officially

amalgamated with the Winnipeg Police on October 21, 1974, and Pietracci transferred over while maintaining his rank of Sergeant. Pietracci was later promoted to Staff Sergeant during his employment with Winnipeg, and officially retired from the force on May 9, 1987, after being contracted by the City to be the Harbour Master.

In 1987 the Winnipeg Police Department assumed budgetary control for the unit and received their funding previously given to the Waterworks, Waste and Disposal Department. Though the Winnipeg Police oversaw the Budget, the Commissioner of Parks, Protection and Culture retained command and control of the Harbour Master.

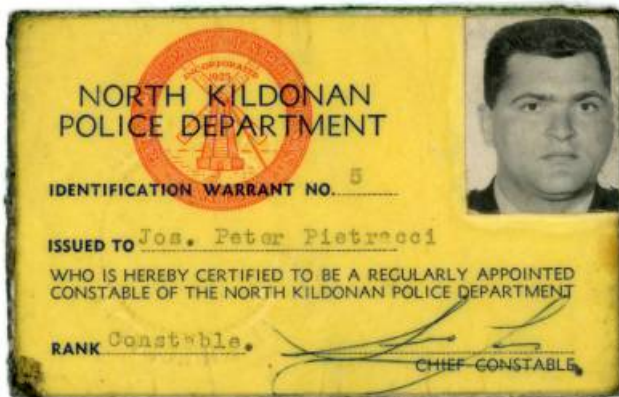
Due to this unusual arrangement, the Harbour Master was required to report directly to 3 entities:

1. The Commissioner of Planning and Community Services (by contract)
2. The Riverbank Management Committee (appointed by the City)
3. The Winnipeg Police Deputy Chief of operations (budgetary control)

To understand this arrangement further, examining the defined relationships with all 3 entities helps to identify why this evolved:

Riverbank Management Committee

The Riverbank Committee was directly responsible for the management and oversight of all river related matters including pathways, riverbank stabilization, and water quality. They were also responsible for providing guidance and direction to the City in relation to any river-related endeavours. The Committee was made up of 4 City Councillors





and the Harbour Master reported to them at least once a month. The role of the Harbour Master was to act as the “eyes and ears” of the Committee, and advise of any significant events either occurring or being conducted on the waterways.

Commissioner of Planning and Community Services

By contract, the Harbour Master reported to the Commissioner of Planning and Community Services. Through the Commissioner or their designate, the Harbour Master would receive their instructions, authorizations, and directions. The Commissioner was also to receive all reporting, accounting, records, and property.

Winnipeg Police Deputy Chief of Operations

The Harbour Master was required to submit an Annual Activity Report to the Winnipeg Police Deputy Chief of Operations who also had oversight of the Unit’s Budget.

This naturally caused confusion as to who was in charge of the unit and responsible for their direct oversight, as well as where they actually fit within the City’s organizational structure.

City of Winnipeg Harbour Patrol

The City of Winnipeg Harbour Patrol was officially formed in 1988 and became the City branch responsible for enforcing numerous acts including:

- The Criminal Code of Canada
- Canada Shipping Act
- Small Vessels Act

- Environmental Protection Act
- Fisheries Act
- MB Off Roads Vehicle Act
- MB Liquor Control Act
- Municipal Bylaws

Pietracci was a large and imposing individual who had his own style of doing business on the waterways. He was both feared and respected, and brought a new sense of law and order to the City’s river and trail systems which otherwise usually saw little oversight.

Pietracci adopted the uniform scheme being used by all City of Winnipeg employees at that time. Since amalgamation in 1974, regular uniform shirts were blue with rounded triangular shoulder flashes denoting the City Department. Pietracci created a gold “Harbour Patrol” shoulder flash for himself which he wore on a white uniform shirt, while the Assistant Harbour Masters and seasonal employees wore a white shoulder flash on the standard City powder blue uniform shirt.

To further augment manpower during the busy summer months, the Harbour Patrol also hired 2 additional assistants for 10 weeks, and further partnered with a Conservation Officer who patrolled with the unit members to enforce Provincial Statutes.

During the summer, unit members would be patrolling the rivers and other water systems and attending incidents as required. During the winter the members would be involved with identifying thin ice and placing warning signs. They would also monitor ice thickness, liaise with groups or companies obtaining permits to use the river, and providing education on water and ice safety.



Unit facilities were the old Pump House on the banks of the Red River at the end of James Avenue. This location was originally used by City Hydro to pump water from the river to cool the generators in the James Avenue Hydro Plant. The building was in poor condition with no running water, and had no insulation whatsoever so the heating costs were enormous.

In 1995 the Harbour Master assumed responsibility for the staking and fencing of ice where treatment plant outfalls were situated along the river. To facilitate this the Unit received another \$20,000 in their budget from the Waterworks, Waste, and Disposal Department which was used to hire another Assistant Harbour Master. This brought the unit to 4 full-time members and one seasonal.

Harbour Patrol During the 1997 Flood of the Century

One of the busiest spring periods for the Harbour Patrol occurred during the 1997 Flood which predicted water levels rising to a level not seen in 150 years. During the flood, the Harbour Patrol monitored the waterways and assisted other city departments with the transportation of sandbags, pumps, fuel, generators, hoses, and other equipment used to combat the rising waters. The unit also moved residents throughout the evacuated and restricted areas, escorted Military personnel, and conducted tours for the media and government officials. The unit members also assisted with the removal of floating debris to reduce hazards.

Boats were the only mode of transportation that could access and navigate the flooded areas. They were regularly used to check the sandbag and earthen dykes that were not accessible by land.

Administrative Void and Restructuring with the Winnipeg Police

The Planning and Community Services Board of Commissioners was dissolved in 1997 thereby leaving the Harbour Patrol on their own with little oversight.

The full-time Assistant Harbour Masters, Dennis Antony, Ray Duma, and Richard Puttenham retained their employment through contracts with the City that were always 1-year in duration. As the administration of their unit had been historically undefined for years, the group wished to obtain some form of job stability and representation. This led to their applications for membership to the Winnipeg Police Union. Pietracci on the other hand was against this course of action because as a retired former Winnipeg Police member, going back to work in a unionized position would impact his Police pension.

Acceptance of the River patrol members into the Winnipeg Police union and scrutiny of his own holiday time accrual and usage led to the retirement of Pietracci in April of 1998. Dennis Antony became the Acting Harbour Master, and the Winnipeg Police took a serious look at taking over administration of the Harbour Patrol. During this time the unit makeup consisted of:

- 1 Acting Harbour Master – Special Constable
- 1 Assistant Harbour Master – Special Constable
- 2 Seasonal Patrol Assistants – one being a Special Constable

In June of 1998, Winnipeg Police Staff Sergeant Nels Jacobson conducted a comprehensive Audit of the Harbour Patrol Unit. At the end of this evaluation, the Audit/Accreditation Division recommended the Unit be taken over by the Winnipeg Police.



New boat for cops



Winnipeg Police Service river patrol officers (from left) Dennis Antony, Ryan Howanyk, James Gulash, David De Klerck, Ray Duma, Sgt. Sharon Thomas, and Michael Turchyn-Brako show off their new river patrol boat. The boat, which cost about \$72,000, is powered by twin 130-hp engines and was built in Selkirk.

This Recommendation was accepted by the Police Executive with Superintendent A. B. Taylor being assigned in January of 1999 to oversee the restructuring and merge. The WPA negotiated a contract with the City for the Unit members who were placed within the staff component of the Force, and came to agreements on wages and additional benefits. During this process, the organizational name was formally changed to the Winnipeg Police

River Patrol Unit, and it fell under the organizational command of the Traffic Division, predominantly because it was assumed the personnel would be writing tickets and conducting similar types of enforcement. The founding members were:

- Dennis Richard Antony
- Raymond Paul Duma
- Richard Ryan Puttenham
- Corwin Vernon Reese

All 4 received Special Constable appointments through Manitoba Justice as of March 24, 1999, and were designated as River Patrol Officers. The unit also received a new shoulder flash based on the Winnipeg Police insignia being used at the time but with “RIVER” at the top instead of “POLICE” and “PATROL” at the bottom instead of “WINNIPEG”.

The mandate of the River Patrol would become:

- Provide a presence on the Rivers and Streams within the City of Winnipeg.
- Respond to calls for service relating to rivers, streams and retention ponds and to assist the W.P.S. Underwater Search and Recovery Unit and the E.R.S. Water Rescue Unit as required.

- Enforce all Federal, Provincial, and Municipal Regulations as they pertain to the rivers, streams, and retention ponds; and the Off Road Vehicle Act within the City of Winnipeg.
- Monitor the condition of the waterways and retention ponds, and take the appropriate steps to correct unsafe conditions and to notify the public of same.
- Erect and maintain all signage to ensure public safety on the waterways and retention ponds.
- Process permits for special use of the waterways and retention ponds.
- Promote Public Safety with a variety of programs and training.

The payout of Pietracci for his untaken holidays amounted to a significant amount of money that was never budgeted for. As such his supervisory position was left unfilled and the River Patrol initially operated with one of the seasonal members being moved up to full-time. It was later decided that a Traffic Division Supervisor would assume oversight of the unit and the 3rd full-time position was eliminated. Moving forward, the River Patrol would retain 2 full-time members and use 4 seasonal or “Auxiliary” officers to augment the unit during the busy summer months.

Antony continued using the title of “Acting River Patrol Supervisor” until January of 2000 when he took a leave of absence from the unit. He later resigned effective September 25, 2002.

The unit continued to operate out of the old pump house which underwent repairs but remained unsuitable as a workplace for City Employees due to the lack of running water, a functioning toilet, and shower. Examination of the toilet determined it flushed directly into the river which led to its immediate decommissioning. It should be noted that the older portions of the city had infrastructure consisting of things like combined sewer systems which would from time to time be overwhelmed by heavy rains resulting in the discharge of raw sewage into the river system.





Plans for alternate River Patrol facilities initially involved a partnership with the Winnipeg Fire Department who were going to build a new station on the banks of the Red River at the end of Mulvey Avenue East. This building was to include boathouses and docks where the Fire Department Water Rescue would operate from. The original plan included the WPS River Patrol unit having 2 offices and storage in the building and use of the docks. The costs of the riverbank stabilization required to construct the station were very high however, and the Fire Department ended up abandoning the project.

With the long-term goal of later constructing a separate River Patrol facility that would be used by the unit and the WPS Underwater Search and Recovery Team, the Winnipeg Police did acquire a small parcel of land adjacent to where the Fire Department originally planned to build their waterfront station.

In 2004/2005 the Winnipeg Police Service completed the new Building for the River Patrol at the end of Mulvey Avenue. This 3,000 square foot structure enclosed within a fenced compound had enough room to store all the unit's equipment and further allow office space, a bathroom, and a shower. The building was meant for 2 units, and the Winnipeg Police Underwater Search and Recovery Unit also moved in after the decommissioning of the District 6 Police Station at 1350 Pembina Highway where their equipment and vehicles were stored.



The Winnipeg Police River Patrol Unit continues to operate in 2022 with 2 full-time employees augmented with 4 Auxiliary members during the summer months. These additional members usually come from the WPS Cadets as mandated by the Collective Bargaining Agreement with the Winnipeg Police Association.

The unit possesses a large variety of specialized vehicles that allow members to patrol and respond to most types of incidents that may be experienced along the waterways and trails of Winnipeg. These include:

- 24-foot Boston Whaler Justice fiberglass patrol Boat (2004)
- 18-foot Lynx Jet River Boat (2004)
- 16-foot Alumacraft Boat (2000)
- 2014 Chevy Silverado 2500 Truck
- 2016 Can-Am Outlander 850 Quad x 2
- 2011 Polaris Ranger 800 XP 4x4 UTV with wheels or tracks configurations
- 2012 Ski-Doo Renegade 800 x 2 snowmobile
- 2020 Ski-Doo Skandic 600 Snowmobiles
- Boat/ORV/Enclosed Trailers





Ray Duma, August 1990

Accounts by Senior River Patrol Officer Ray Duma

Before we can look at the early beginnings of the River Patrol Unit and how it came to be, we must first look at the previous history of the Harbour Patrol Unit. This was the pre-cursor to the River Patrol Unit and three of the four full-time members transferred over from the Harbour Patrol in 1999.

Looking back, we often referred to this era as the “Wild West” on Winnipeg’s waterways. There were large numbers of boaters without proper equipment, and issues like speeding and consuming alcohol were rampant. It should also be noted there were no laws requiring boaters to take an approved operators’ course and it would take many years to change all this behavior.

The Federal Government would later mandate that everyone operating a powered vessel with over 10HP pass an approved boater’s course after April

1st, 1999. This however, did little to change the viewpoints of liquor consumption on the waterways.

In 1987, the City hired Joe Pietracchi as the Harbour Master, who was a newly retired Staff Sergeant with an outdoor background. To say he was an imposing figure would be an understatement. Joe started his law enforcement career with the North Kildonan Police 1955. He came over to the Winnipeg Police during the amalgamation in 1972 and attained the rank of Staff Sergeant before retiring from the department in 1987.

Joe was an old-school policeman and his original Winnipeg Police badge number was 77! He was truly a proactive officer that wasn’t scared of conflict, and backed by his menacing size others rarely tried him. Those who did would find out very quickly what a mistake that was. Big Joe brought his 30 plus years of Police experience to the waterways and that’s when things really started to change.

Joe created a visible presence for the Harbour Patrol and for the first time obtained uniforms that helped with the creditability of the newly formed unit. In 1988, I was hired as an additional Harbour Patrol Assistant along with former Toronto Police officer George Anderson, and we were paired together to meet the growing demand of the summer patrols. In 1989, Mark Bachus would be added as an additional new Harbour Patrol Assistant and he would be paired with Dennis Antony. This way, there would be two shifts with every day of the week being covered. As the harbour Master, Joe Pietracci would supervise the two units.

When I first started as a part-time summer assistant in 1988, the unit had a small office located off the basement parking area of the PSB. Their boats were moored at the Pritchard Boat docks (built at the end of Pritchard Avenue in the North End) where a workshop existed. For a while we also used Buchanan Marine by the Louise Bridge.

In 1990 the unit took over the James Avenue Pumphouse located at the Juba docks. This building used to pump water to the City Hydro Station across the road to cool the generators. The boats were moored underneath the pumping station catwalk that had chain link fencing to secure the perimeter.

The building had no insulation, no intact water supply, and the toilet flushed directly into the river though this wasn't discovered until much later. One side of the small building was set up as an office while the other side was used to store equipment and off-road vehicles. The city attempted to repair the building but it remained inadequate for housing employees and an issue for workplace health and safety.

In 2002 the unit moved to the Redboine docks where they rented a building to use until their own new building at 409 Mulvey Avenue was finished. The approximately 3000 square foot building would be shared between the River Patrol and the Winnipeg Police Dive Unit. Both units moved into the building in 2004-2005.



Harbour Patrol (1988-1999)



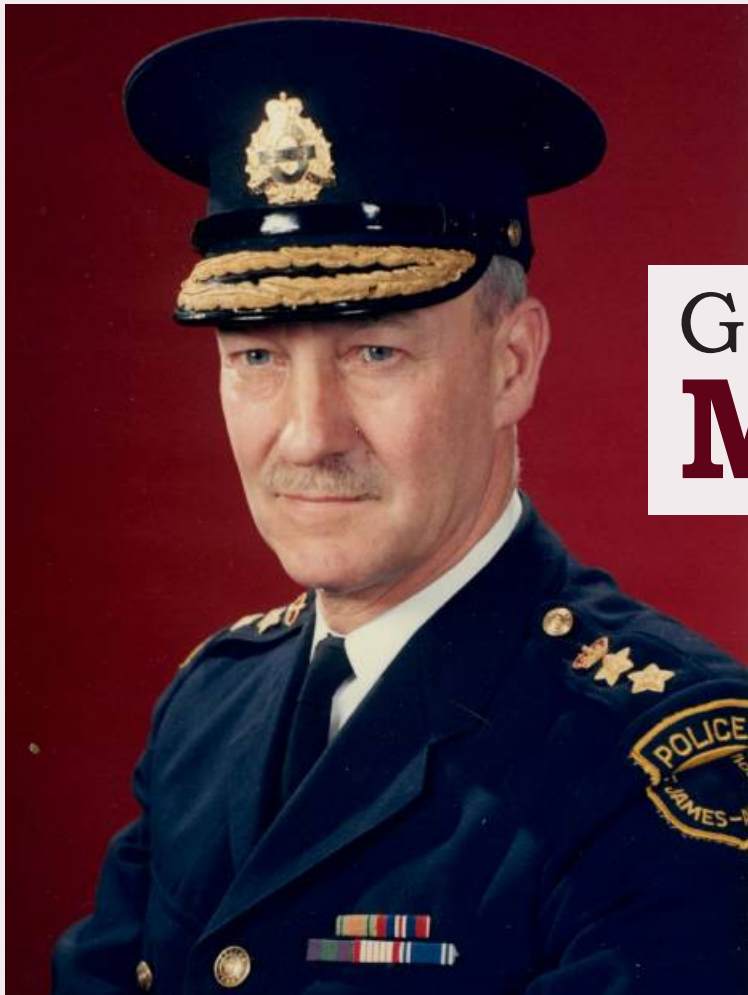
River Patrol (1999-2009)



*River Patrol (2009)
wrong design but still used*



River Patrol (2010-present)



George William **MALTBY**

Chief of Police,
St. James
(1960-1970)

By John Burchill, President
Winnipeg Police Museum

Chief Maltby, St. James-Assiniboia PD, 1969

Born at Hull, Yorkshire, England on August 23, 1914, George Maltby began his police career with the Hull City Police on May 13, 1935. He was promoted to Sergeant in 1949 and Inspector in 1952 working in central, western, traffic and prosecutions divisions before retiring after 25 years of service in 1960.

During World War II George joined the Royal Air Force in 1941 (air crew) and trained as pilot. In 1942 he was seconded to the Commonwealth Air Training Programme and sent to Canada. He was based mainly in North Battleford and Calgary where he trained young RCAF pilots in Cessna Cranes and Oxfords.

During his time in North Battleford, George was billeted with the Sandmeyer family, who remained in contact with him for many years after the war ended.

In April 1944 George returned to England, married Muriel Corp and then spent the next two years with Bomber Command serving in Europe, Burma and South East Asia flying 4-engine Lancasters. After demobilization in 1946 he returned to his work with the Hull City Police.

In 1959 the Sandmeyers sent George a letter saying that the St. James Police Force was looking for a new police chief and would he be interested? Fondly remembering his time in Canada, George sent off a letter of interest with his current qualifications. A reply came saying that the current deputy police chief (Joseph Bagley) would fill the vacancy, but would he be interested in taking the deputy chief's position until Bagley retired in two years? He was, and off he went for an interview at the Canadian High Commission in London regarding immigration details.



Hull City Police 1935, George right seated (collar No. 368)

Although not officially able to retire until he had 25-years of service on May 13, 1960, Hull City's Chief Constable Sidney Lawrence allowed George to use accumulated time to leave earlier for St. James.

George's appointment was announced on December 18, 1959, and he officially started in January 1960. George was subsequently promoted to Chief of Police for St. James on November 1, 1962, when Bagley retired.

When George and his family initially arrived in St. James they were met by Constable Ken Johnston who helped them settle in. George knew Ken well as they had both worked together at Hull City Police. Ken had immigrated to Canada a few years earlier and joined the Winnipeg Police in 1956. Ken would rise to become the Chief of the Winnipeg Police in 1981.

During George's time with the St. James Police he oversaw the absorption of the Town of Brooklands Police in 1967, and the amalgamation with the R.M. of Assiniboia Police in 1969.

At the time St. James and Assiniboia Police merged in 1969, George oversaw one of the larger and most progressive police departments in the Winnipeg



George Maltby in RAF Flight Uniform

metro area and it was not without its own significant crime problems from robbery to murder.

One of the biggest cases, at least the most notorious, that George had as Chief of the St. James Police was the March 1, 1966, gold bullion "heist" at the Winnipeg International Airport (which was within the jurisdiction of the St. James Police).

The heist was orchestrated by Ken Leishman, also known as the "Flying Bandit" for his numerous crimes during the 1950s and early 1960s that included flying to Toronto to rob banks. However, it was the theft of nearly 600 pounds worth of gold bullion (almost \$16 million today) from the Winnipeg International Airport that made national headlines.

TransAir was an airline that connected northwest Ontario and Winnipeg. Leishman knew that it regularly flew gold bullion from Red Lake, Ontario to the Winnipeg International Airport where it was transferred to an Air Canada flight bound for the Royal Canadian Mint in Ottawa.

Leishman's plan was simple. When the flight arrived, they stole an Air Canada Cargo van from an airport parking lot and drove onto the tarmac.



Ken Leishman, 1966 St. James arrest photo



Chief Maltby, March 11, 1966, with stolen Gold bars

Dressed in Air Canada uniforms they met the plane, showed the TransAir ground crew a fake waybill and the 12 wooden boxes of gold were transferred into to their van and they drove away.

The abandoned Air Canada truck was soon located and suspecting the well-thought out plan had been the work of a mastermind, they suspected Leishman and began investigating all contacts. It didn't take long before they found the trail and the gold bars in a backyard. On March 20, 1966, Leishman was charged with conspiracy and robbery.

Not long after, on the evening of September 1, 1966, Leishman was one of ten prisoners who escaped from Headingley Jail. In spite of roadblocks and a massive manhunt Leishman, with three others, stole a car and drove to Steinbach where they stole a plane and flew to Gary, Indiana. Captured, Leishman was returned to Winnipeg and locked up at the old Vaughan Street Jail (which was used as the police lock-up for department's other than Winnipeg).

On October 30, 1966, Leishman managed to pick the lock on the old steel door of his cell and escape through a back door and over a fence. Four hours after his escape, Leishman was arrested by two officers from the West Kildonan Police. On November 1, 1966, Leishman plead guilty to all the charges against him. He was eventually released and died in a plane crash in 1979 while on a medivac mission.

The story of Leishman's exploits are the subject of several books and a 2005 Documentary *Ken Leishman: The Flying Bandit* made by Frantic Films in association with History Television, which is now available online (watch the film for footage of Chief Maltby from 16:18-16:30).

George remained Chief of the combined St. James-Assiniboia Police Department until April 1, 1970, when he officially resigned to accept an appointment as Manitoba's first Ombudsman, a position he held until 1982. He was appointed to the Order of the Buffalo Hunt in 1972.¹

¹ Established by the provincial government in 1957, Manitoba's Order of the Buffalo Hunt was the highest honour the province could bestow on individuals who demonstrated outstanding skills in the areas of leadership, service, and community commitment until the Order of Manitoba was established in 1999. The Order of the Buffalo Hunt is still presented for noteworthy achievements in sports and other public endeavours.

Former Manitoba Ombudsman and Winnipeg Police Board Vice-Chair Barry Tuckett, who worked under George and was a friend for 20 years, told me that when he was first hired at the Ombudsman's Office in 1978 he found Mr. Maltby to be quite intimidating.

"This was no fault of Mr. Maltby. I was working for a former Chief of Police who was now the Ombudsman, and I could see that he was a no nonsense, straight-laced individual whose presence drew respect. One could tell at the outset that this was a hard working, learned man that would not be baffled by fiction or fooled by pretenders. You had to know what you were talking about and you had to demonstrate common sense and compassion. To work for Mr. Maltby, you had to have a good sense of right and wrong, and demonstrate it through your work".

Others also spoke of George based on their knowledge of him and his work. Val Werier, a reporter for whom he had a great deal of respect, wrote in an article when George came to the defence of an inmate whose property had disappeared in a correctional institution. Mr. Werier stated "I admire Mr. Maltby's tenacity in going after the authorities in the aid of a man charged with murder. It illustrates the Ombudsman's respect for the rights of an individual no matter how unpopular the cause may be".

Following George's retirement as Ombudsman in 1982, he was appointed to the Complaints Committee of the College of Physicians and Surgeons; he received an Honorary Doctor of Laws from the University of Winnipeg in 1982; and was founding Chairman of the Manitoba Press Council in 1984. He had also been a member of the St. James Kiwanis Club and Vice-President of the Woodlawn Community Club.

George died at Winnipeg on July 27, 1999. His wife Muriel died just six weeks later. George was survived by his son David, daughter-in-law Mimi, and grandchildren Alex and Madeleine.

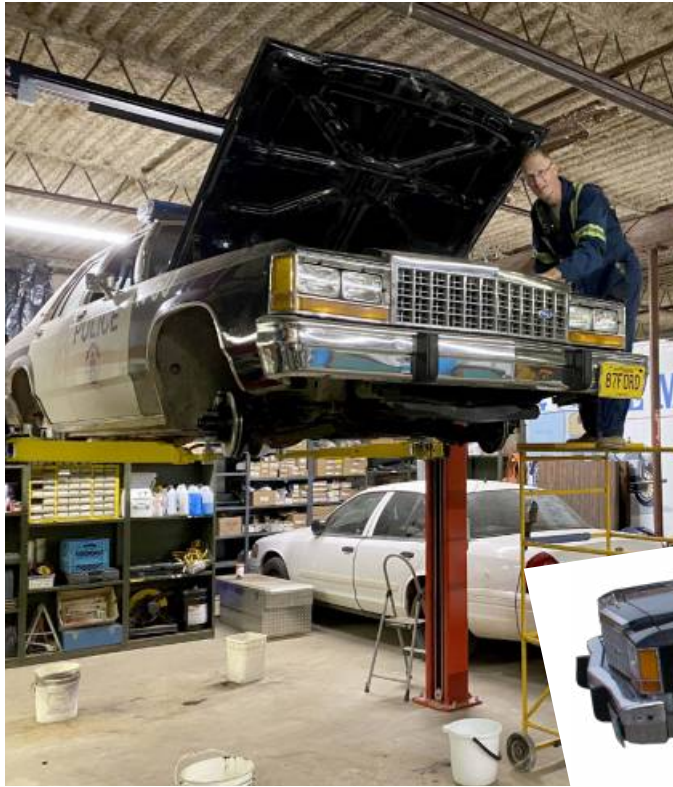
I would like to acknowledge the assistance of George's son, David Maltby, who graciously provided a number of pictures for this article.



Ombudsman Maltby and his new staff, May 23, 1970



George Maltby, Honorary Doctor of Laws, University of Winnipeg, October 17, 1982



1987 FORD CROWN VICTORIA REPAIRS

By Rod Hutter – Vice President



Noticing a problem with the front end of the 1987 Ford Crown Victoria, Museum restoration specialist Derk Derin decided to take a closer look at the braking system and discovered a front caliper had seized on the passenger side. This led to Police Garage Supervisor Lee Trakalo attending the Museum warehouse to inspect all the brakes and provide his thoughts and expertise. The Museum has a very close working relationship with the Police Garage, and the mechanics have always been ready to help out with our vehicles!

Due to the age of the car and the condition of some components, the decision was made to replace the entire braking system of the vehicle. This would include both front rotors/calipers/pads, both rear drums/cylinders/pads, all rubber brake hoses, and the master cylinder. All the parts were acquired through Central Transport at 986 Wall Street, and the Museum would like to thank all the parts department staff who are definitely some of the most friendly, helpful, and hard-working people around! Jessica Butler and Wayne Dearman in particular, went above and beyond to locate needed parts, and Jessica even

managed to source a new master cylinder for our 35-year-old vehicle!

While assessing the car, Lee also took stock of equipment at the Museum Warehouse, and it was quickly determined a new torch set would be required along with a few other useful and handy items. Tools are endeared amongst mechanics, and in short order a MIG welder and plasma cutter also arrived along with the torch kit and new gas cylinders.

With tools and parts on hand, Derk, Lee, and Rod Hutter commenced what would soon become a small odyssey of repairs and upgrades on this original black and white Winnipeg Police cruiser car. Derk already had the front-end components taken apart and within no time Lee had all the brakes painted and reassembled which included new front bearings. With the new master cylinder in place, fresh brake fluid was pumped through the lines to flush them with the entire system being bled adjusted afterwards.

As with any old vehicle, once you get going and are on a roll, all sorts of things can happen. Mechanics know all too well that one repair often leads to



another in somewhat of a domino effect, and it was no different for this time around with the 1987 Ford. The shocks were all replaced next, and then a new set of tires were purchased (including the spare). According to Derk, a car cannot have brand new tires without cleaning up the rims, so those ended up being sandblasted and painted as well. Lee Trakalo and Karl Yeo from the Police Garage also played a pivotal role in cleaning up the rims and installing the tires which of course included balancing. A tune up was next but not before Derk removed the entire front interior and repaired some corrosion he found on the floor pan. New rubberized flooring was provided from the Police Garage, being surplus from a recently purchased van that was being upfitted with a custom interior for a specialty unit.



The Museum would again like to thank Derk and Lee for their assistance with repairing the 1987 Ford and we really do appreciate their help. Fortunately, both are more than willing to work for Beef Donair from the Baraka Pita Bakery & Restaurant on Main Street!

JOHANN (JOE) GALLAGHER

Deputy Chief of Police, Winnipeg (1965-1994)

By John Burchill, President, Winnipeg Police Museum



Joe Gallagher, Manitoba Police Commission



Joe Gallagher, 1987 law school graduate

In 2022 Joe Gallagher stepped down as a member of the Winnipeg Police Museum Board after serving two terms, including that of Treasurer. While we will miss Joe on the Board, he is still active in policing issues as the President of the Winnipeg Police Veterans Association Board, and I often look to him for sage advice.

Few members of the Winnipeg Police have impacted policing as much as Joe. Besides his work with the Police Museum and the Veterans Association, Joe was a member of the Winnipeg Police Credit Union Board and the Manitoba Police Commission Board.

Born and raised in Winnipeg, Joe joined the Winnipeg Police on June 7, 1965, at the age of 21 (which was the minimum age for constables at the time). He graduated from Recruit Class #63 in November 1965, following in the footsteps of his older brother who had joined the RCMP.

From the beginning Joe was a team player, getting involved in athletic events with his peers, including the Winnipeg City Police baseball team that played in the Industrial Fastball League.

Joe first caught the camera's eye when he was featured in the Winnipeg Free Press walking the downtown beat in his buffalo coat and answering calls during the winter of 1966.

With a penchant for learning sparked by his recruit class lectures, Joe applied for and was accepted to the University of Winnipeg's Bachelor of Arts program in 1968. However, at the time, there was no thought of accommodating aspiring officers who wanted to better their education, and Joe had to seek an unpaid leave of absence if he wanted to attend school.

So, for the first year, that is what he did. However, for the next couple of years, Joe was able to find



1971 Winnipeg Police Industrial Fastball League team
(Joe is second from right, front row)

an officer willing to work his day shifts in exchange for working the officer's night shifts, so long as the department approved. Approval was never withheld and Joe graduated with a Bachelor of Arts degree in 1974.

In 1973 Joe was promoted to Detective and then Detective Sergeant in 1975. He was promoted again to Sergeant of Detectives in 1978, Inspector in 1979 and a Staff Inspector in the Crime Division in 1981.¹

By 1982 Joe was interested in returning to school to obtain a law degree. However, approval was not as forthcoming as before. His request to attend law school was initially denied by the department. An appeal of the decision to the City of Winnipeg Board of Commissioners was likewise dismissed. Although Joe argued that the decision contradicted the general principles outlined in the City's Staff

Training and Development Policy – specifically that the City needed to develop its staff to meet the short and long-term needs of the department – the Board of Commissioners stated that training in law exceeded the established needs of the department.

With the assistance of the Winnipeg Police Senior Officer's Association, Joe made one more plea, and the Chief acceded to his request on the following conditions:

1. He was to be demoted to the rank of Uniform Inspector;
2. He was to work the night shift in the Duty Inspector Office; and
3. He was ineligible for promotion during the years he was in law school.

Joe began law school in the fall of 1982 at the

¹ The Staff Inspector position no longer exists and was eventually phased out.



Joe Gallagher call box 1966 with Paul Otto, Winnipeg Free Press G-202461

Joe Gallagher (2022) Santa Claus Parade

University of Manitoba. He graduated with a Bachelor of Laws Degree in 1987 and was seconded to the City of Winnipeg Law Department to complete his Articles. In 1988 he was made the Executive Assistant and served in that role as well as the Service's first legal advisor.

Shortly after he graduated from law school, finding he had some additional time on his hands, Joe joined several community organizations, including:

- The United Way as a Community Volunteer with Youth Services agencies, from 1987-2006, with his last four years as a member of the Board;
- The University of Manitoba Alumni Association, from 1988-1998, with two years as President,

- followed by four years on the University of Manitoba's Board of Governors, 1998-2002; and
- Citizens Against Impaired Driving (now MADD Manitoba), Board of Directors from 1990-2000, including two years as President.

In 1989, once he was eligible for promotion again, Joe was promoted to Superintendent of Crime. He was promoted again to Deputy Chief, Field Operations in 1990.

In 1992, with the retirement of Chief Herb Stephen, Joe shared the duties of Acting Chief of Police with Lawrence Klippenstein for seven months. Ultimately the position was awarded to retired RCMP Assistant Commissioner Dale Henry. As the Chief's position

did not seem to be in the cards for the time being (even the next Chief's position was awarded to an outsider when Dave Cassels was hired away from the Edmonton Police), Joe retired from the Service after 29 years of service in 1994.

However, Joe's heart was never far from policing or policing issues. In addition to continuing his community work, he practiced law, including six years with the Law Society of Manitoba as discipline counsel and two years with the Manitoba Ombudsman's office. During his time in private practice, he often helped many members with Wills and Estate matters as well as mortgages with the Winnipeg Police Credit Union. He even intervened in a robbery in 2019, deescalating the situation until on-duty officers arrived.

Besides being a valued member of the Winnipeg Police Museum Board, Joe has been a member of the Winnipeg Police Veterans Association Board since 2008 and its President since 2010. He sat on the Board of the Winnipeg Police Credit Union from 2007-2019 and was a member of the Manitoba Police Commission Board from 2011-2019.

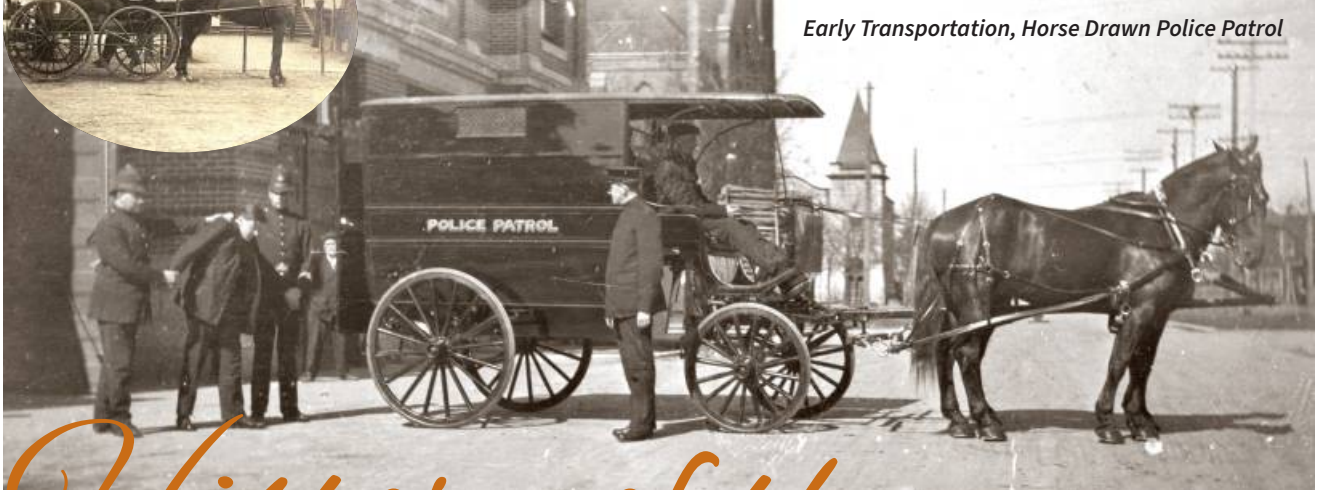
Even after stepping down from the Museum Board, Joe gladly came out to continue his support of community events. He even walked in this year's Santa Clause Parade, where he donned the Service's old buffalo coat and walked the "beat" as he had 57 years earlier. Always the gentleman, Joe took the time to shake as many hands as he could along the parade route – it is a special quality that Joe has about him to engage and learn about as many people as he can.

Thank you, Joe, for your ongoing commitment to policing and breaking the mould for those who wanted to continue their schooling and proving the value of lawyers in assisting the Winnipeg Police Executive from Gord Schumacher, who was able to pick up your torch as legal advisor in the Executive Offices in 1997 through to Kim Carswell and Shannon Hanlin today.





Early Transportation, Horse Drawn Police Patrol



History of the Winnipeg Police Vehicle Services Unit

By Rod Hutter, Vice President

Descending into the sublevels of the Winnipeg Police Headquarters Building at 245 Smith Street, one will find a state-of-the-art garage with modern equipment and a group of highly trained mechanics. These skilled individuals are tasked with the responsibility of upfitting and maintaining the large fleet of both mainstream and specialized vehicles used by the Winnipeg Police to protect the city and respond to citizen's needs.

The "Vehicle Services Unit" consists of 1 Supervisor, 1 Shop Foreman, 1 Clerk, and 7 Mechanics who oversee approximately 385 Vehicles that are used in the harshest and most demanding of conditions because of physical climate and operational need. This comparatively small and dedicated unit has experienced a significant evolution over the years, but their history can be traced back almost to the first appearance of motorized vehicles in Winnipeg, a city itself which transitioned through a vast array of transportation modes over a relatively short period of time.

Early Police Transportation in Winnipeg

The origins of Winnipeg start at the junction of the Red and Assiniboine Rivers which formed the first and earliest of transportation routes. Canoes, York boats, flat barges, and river steamers navigated these waterways moving people, goods, and other supplies through the area. Animal trails that paralleled the river became walking trails that turned into rough roadways for oxcarts and horse drawn wagons. Stagecoaches made a brief appearance in Winnipeg only to be replaced by the railroad, which decidedly put the fledgling town on the map.

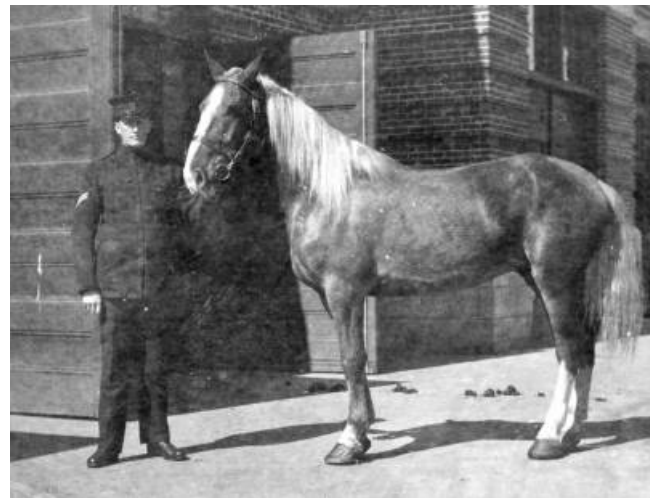
For many years horses were the main source of transportation through the dirt roads of Winnipeg. Horse-drawn wagons were also regularly used by everyone including the Winnipeg Police, and stations were constructed with garages and stables to shelter and house the animals. Horse-drawn cabs were also prevalent and used to move people around the town.

As public transportation systems evolved, the Winnipeg Street Railway Company (WSRC) was formed and commenced operations on October 10, 1882. They initially used horses to pull streetcars along steel rail lines to convey citizens. These “tracks” initially only ran along Main Street, but lines were soon installed along Portage Avenue, Broadway and down to St. John’s college. By January of 1891, electric streetcars began to appear as efforts continued to create a high-volume and efficient transportation system for city residents.



Winnipeg Streetcar Strike, March 29, 1906

As the force had an agreement with the WSRC, Winnipeg Police officers were able to use the streetcars to move around and continued doing so even while automobiles began appearing on Winnipeg streets around the turn of the century. Though the accuracy is unknown, accounts exist that the first actual car in Winnipeg was believed to be owned by University of Manitoba Science Professor, Edgar B. Kendrick, who reportedly brought a 3-wheel Knox to the City in 1901. By 1910 however, cars were far more common in Winnipeg and starting to compete with horse drawn wagons for the roadways.

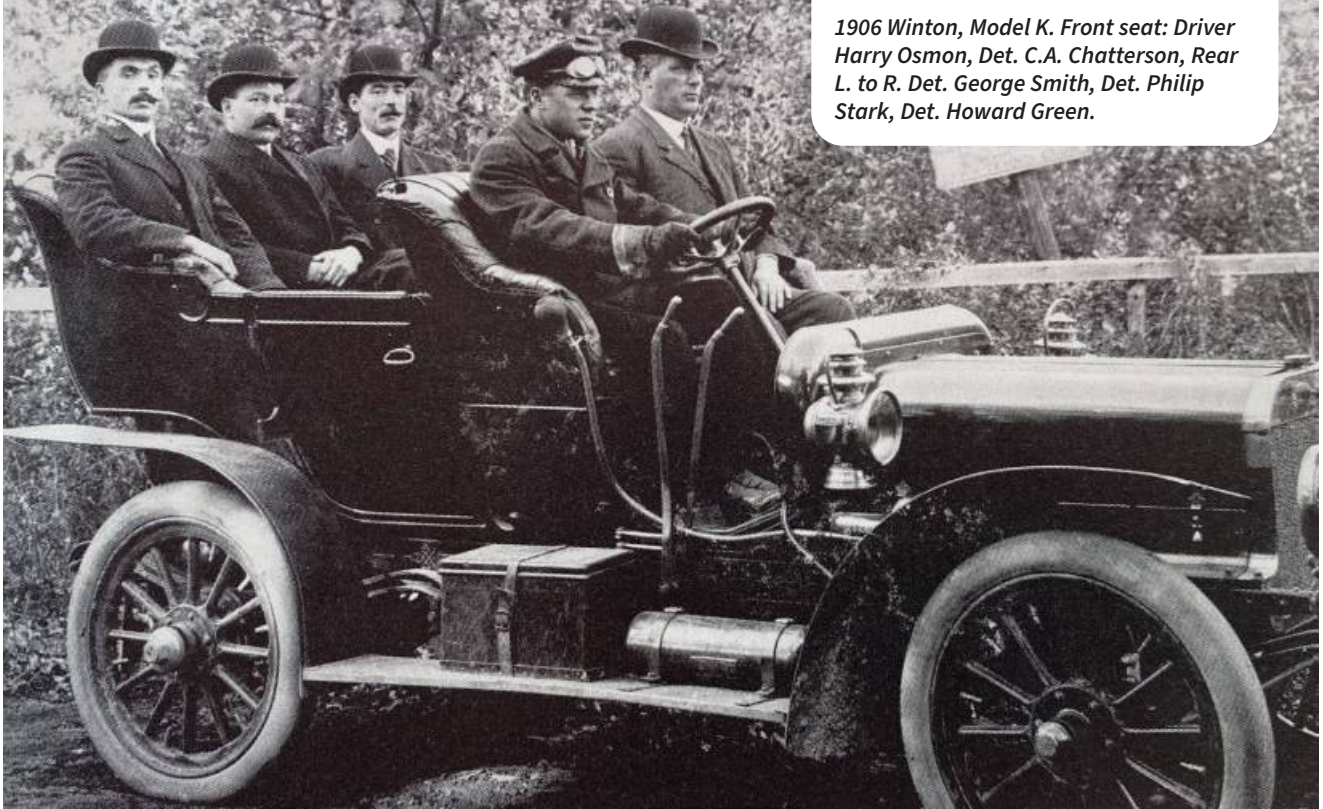


Early Transportation-E-Division

Winnipeg was a rapidly growing industrial town, and the Winnipeg Street Railway Company experienced labour issues of their own with employees, particularly over long hours, pay, and working conditions. In one such instance, on March 29, 1906, contract negotiations broke down between the company and their drivers resulting in a 9-day strike and service interruption with the street cars. This caused chaos in the streets and may have been partially responsible for the Winnipeg Police Commission advancing thoughts of purchasing an automobile for the Force so officers could respond quickly to emergencies.



Early Transportation, Barge on River, Joseph Outerson Photo Album



1906 Winton, Model K. Front seat: Driver Harry Osmond, Det. C.A. Chatterson, Rear L. to R. Det. George Smith, Det. Philip Stark, Det. Howard Green.

1906 - The First Winnipeg Police Automobile – 1906 Winton Model K

The Police Force clearly had plans in the works. On March 30th, 1906, the Winnipeg Police Commission gathered for their regular monthly meeting which in this instance was attended by His Worship Mayor Sharpe (Chairman), His Worship T.W. Daly (Police Magistrate), City Alderman John Wesley Cockburn, and City Alderman Henry “Harry” Sandison.

In a motion made by John Cockburn and seconded by Henry Sandison, the Commission decreed:

“That the Committee on Automobile be authorized to act immediately and to employ an expert to run the machine.”

Within two weeks, the Police Force purchased a 1906 Winton Model K 6-cylinder motor car from the Dominion Automobile Company (Winnipeg Branch) for the sum of \$3,429.50. Aside from being prepared for emergencies, the vehicle would also be used for transporting the Chief and Detectives.



Harry Osmond

1906 - The First Chauffeur Harry Osmond

Unlike today's standards where driving a car is commonplace, in 1906 the automobile was a complex machine that could not be operated by just anyone. It required trained and experienced personnel

who could master the running engine, drive train, braking, steering, and successfully navigate the rough city roadways which were far more suited to horses and other domestic livestock.

To secure the services of such an operator, on April 14, 1906, the Police Commission appointed Harry Osmond as the first driver (Chauffeur) for the “Police Auto”, making him the first overseer of such mechanized equipment for the Force.



Central Police Station ("A" Division), Corner of Rupert Ave and Louise St.

1908 – Central Police Station at Rupert/Louise

Also in April of 1906, the City purchased lots 40 and 41 of Plan 45 St. John, being a 100 ft x 100 ft piece of property situated on the south-west corner of Rupert and Louise for \$18,000. The plan was to build a new Police Headquarters Building on the site at a cost not to exceed \$100,000.

The Architectural firm of Messrs-Hooper-Walker were contracted for drawing plans which the Police Commission accepted on May 18, 1906. Construction was to commence immediately after the submission of tenders. The Police Force moved into the completed building in April of 1908, and it included an indoor area for parking wagons and the Chief's motor car.

1910 – First Motorcycles for Uniform Patrol

The Winton automobile was really only used by the Chief and Detectives. The true introduction of actual motorized transportation for uniformed officers did not occur until 4 years later in June of 1910, when the Police Department purchased 6 Indian Motorcycles at \$475 each for patrol duties. These vehicles had 2-cylinder engines capable of generating 7 hp, and 2-speed transmissions with one high and one low gear. Other attributes included a magneto ignition and a speedometer. Specifically assigned Motor Patrol Officers used these machines for quick response to emergency calls and extended patrols.

1911 – Addition to Central Police Station includes Police Garage

Early records show that repairs to Police equipment such as wagons, motorcycles and automobiles were regularly outsourced to local businesses. The Dominion Auto Company, Boyce Carriage Company, and Consolidated Bicycle Company were regularly called upon for cars, motorcycles, wagons, bicycles, and repair parts for same.

With plans to eventually expand the motorized fleet and install a Police/Fire signals system in the city,



Indian Motorcycles at Victoria Park

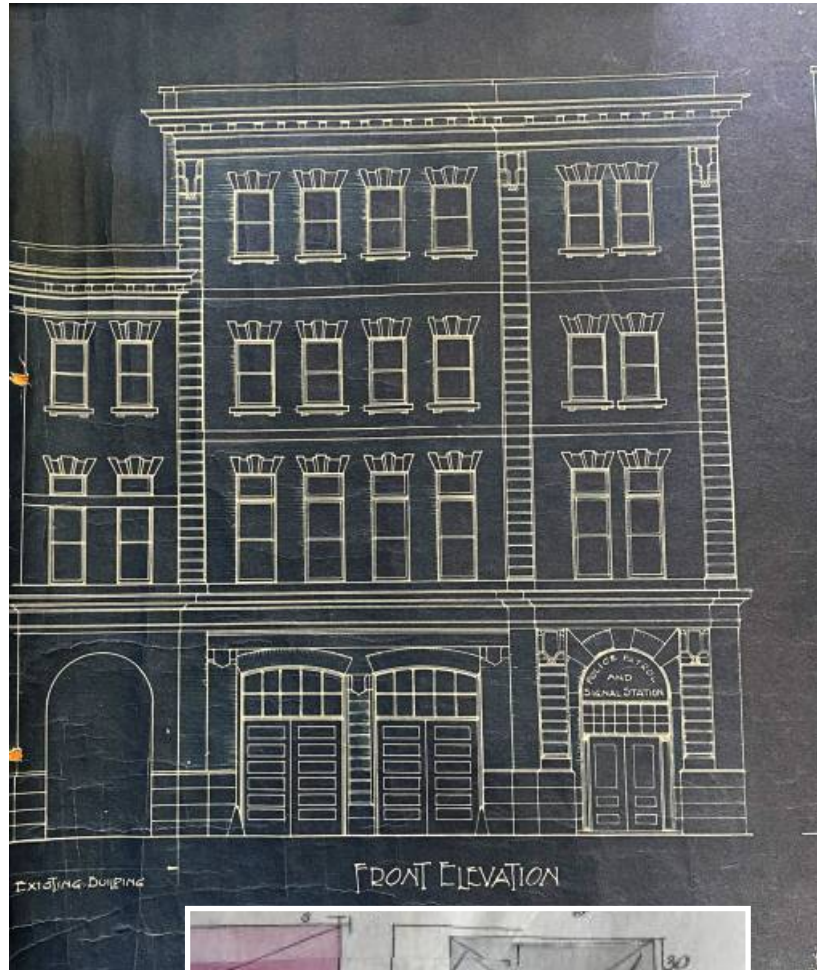
the growing Police force also found it needed additional room for their own personnel. To this effect, the city acquired the lots directly beside the Central Police Station, and in 1910 had plans drawn up for the construction of a 4-level addition on the west side which housed a large garage area on the main floor, a drill hall on the second floor, and the signals room on the third floor.

The garage was fully equipped for the maintenance and storage of vehicles, wagons, carriages, and horses. Blueprints from 1910 clearly showed the following rooms and areas:

- Workshop
- Wash Rack
- Staging Area/Thoroughfare
- Apparatus Room
- Buggy Parking
- Auto Patrol Parking
- Wagon Parking
- Manure Storage
- 7 Horse Stalls
- Harness & Supplies Room
- Bathroom with 3 stalls
- Patrol Wagon Parking

Of particular note, the areas designated for the Auto Patrol and the Patrol Wagon are both situated directly in front of the main garage doors leading to Rupert Street. Considering the Police Department did not own a motorized patrol wagon at the time, the blueprints clearly illustrate how the Force was planning to use motorized vehicles in the very near future.

With permits obtained, the building construction occurred during 1911. The purpose of the signals room was also advance preparation for the Siemens call box signal system the City planned to install.



Garage Blueprints for CPS addition, 1910.



Motor Ambulance and Paddy Wagon

1911 - Motorized Fleet Expansion First Police Patrol and Ambulance Automobiles

Even though the Force possessed one automobile and 6 motorcycles, the majority of Police transportation still continued by other means such as bicycles, streetcars, horses, and horse-drawn wagons. This included the Police paddy wagon used to transport arrested persons, and the Police Ambulance used to transport those needing medical assistance. These carriages were operated by “Wagon men” who were paid around \$60 a month to oversee and run the horses and equipment.

On April 7 of 1911, the Police Commission reached out to the Winnipeg City Board of Control requesting a call for tenders to procure a 50 Hp and 60 HP “Police Automobile Patrol” and “Police Ambulance.” These acquisitions would become the first move



City of Winnipeg Police Patrol Wagon outside the “A Division” Station at Rupert/Louise, c.1913.

towards such larger motorized vehicles, but the order was far from a takeover because at the same time, the Board also requested tenders for 2 additional horse-drawn Police Patrol Wagons.

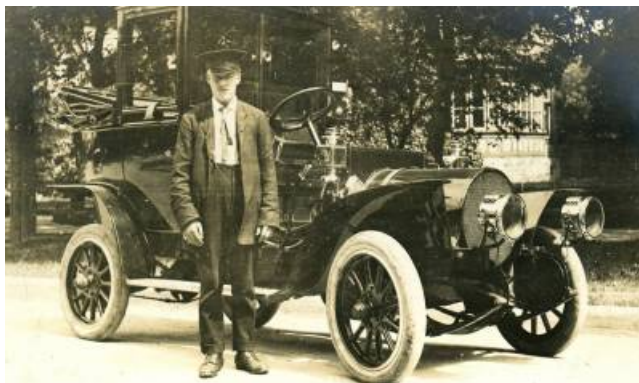
Winnipeg Police Chauffeur c.1910.



Joseph Outerson, c.1910



Police Chauffeurs, c.1910



Archie Outerson (chauffeur) c.1910

First Head Mechanic Appointment Harry Osmond April 1911 – Aug 1912

With the motorized fleet and facilities expanding, the Police Commission saw fit to appoint the first Mechanic and again turned to Harry Osmond who would also receive an assistant.

During a regular meeting on April 21, 1911, Winnipeg Police Commission members Alderman Frank W. Adams (Chairman), his Worship T. W. Daly, Alderman William Gregg Douglas, and Controller J. G. Harvey (Acting Mayor) had occasion to discuss a letter submitted by Chief McRae and resolved:

“A communication is received and read from the Chief Constable reporting to the Board that he had assigned H. OSMOND to the amalgamated duties of General Utility taking care of motorcycles, and auto cars and running and repairing same at a salary of \$100 per month, also that he had taken on Charles J. FAGON as an assistant



Winnipeg Police Chauffeur c.1910

to him at \$60 per month. Effective 19 April next. Moved by Alderman DOUGLAS seconded by T. W. DALY that the report of the Chief Constable be concurred with by the Board. Carried.”

With this one motion, Harry Osmond became the first official Head Mechanic for the Winnipeg Police.

The movement towards motorization continued during 1911, and on May 3rd a Sub-Committee was formed consisting of Alderman Frank Adams (Police Commission Chairman), Alderman William Gregg Douglas, and Chief J. C. McRae who were all tasked with examining the submitted tenders for the Police Patrol and Ambulance automobiles.

After review, on May 6, 1911, the contracts were awarded to the Breen Automobile Corporation of Winnipeg who offered two suitably outfitted “Speedwell” vehicles with accessories for the combined amount of \$5,950. The original contract terms included a 60-day delivery condition; however, this was later extended to 90 days through consensus between Breen Automobile Co and City solicitors.

[note: The Winnipeg based Breen Automobile Company was established in 1910 and initially had their offices at 151 Portage Avenue before expanding in 1911 and moving to a new headquarters building at 704 Broadway. For the Winnipeg Police motorized vehicles, they would acquire a base chassis from Speedwell and construct the needed components such as a Paddy Wagon or Ambulance box. The Speedwell Motor Car Company produced cars



Chiefs Car outside Rupert St Station c.1913

from 1907 to 1914, however the company entered receivership after the Great Dayton Flood of 1913 which damaged their factory and inventory. The company closed in 1915 after having built an estimated 4,000 cars and trucks.]

Regarding the horse-drawn wagons also requested, on June 16, 1911, a tender was accepted from the Winnipeg based Boyce Carriage Company for a Police Patrol Wagon supplied at the cost of \$498.00. A second Police Patrol Wagon was ordered from the same company one month later on July 15, 1911. Four horses and 2 harness sets were also procured.

Harry OSMOND was both a Chauffeur and then Head Mechanic during a time of great change and evolution for the Winnipeg Police, however he only remained in charge of the garage for 16 months. After working a total of 6 years and 4 months between all his positions, OSMOND resigned from the Force on August 3, 1912, to take employment in Moose Jaw Saskatchewan.

Ford M. Phillips Master Mechanic Aug 1912 – Oct 1912

The next Head Mechanic would be Ford M. Phillips who was directly appointed as “Master Mechanic” on August 7, 1912, at a salary of \$100 per month. His tenure would be short however, and Phillips only held the position for a mere 2 months before resigning on October 7, 1912. During this time the job title would be formally changed from Master Mechanic to “Inspector of Motor Patrol”.



Lawson Burgess, Inspector of Motor Power, picture from the 1920 Annual Report



Winnipeg Police Department Motorcycle Corps. Indian Motorcycles c.1912, (MB Archives Foote Collection)

Lawson Burgess – Inspector of Motor Power Oct 1912 – Jan 1946

Lawson Burgess would become the next head Mechanic after his appointment on October 11, 1912, as Inspector of Motor Power at a salary of \$100 per month. He was hired directly into the position and had never worked for the Winnipeg Police in any other capacity beforehand.

The Burlington, Nova Scotia, native had spent many years as machinist, tool maker, chauffeur, and mechanic, and worked for many reputable businesses including John Deere (Winnipeg), the Central Garage, and TH Oddson & Sons (real estate). He came highly recommended with references from prominent Winnipeg businessmen including Alderman Harry Sandison.

With Burgess in charge, in 1913 the Winnipeg Police began replacing some of the motorized fleet as the vehicles were seeing heavy use and experiencing a significant amount of wear and tear. In one such example, in January of 1914, the Winnipeg Police Commission accepted a Tender from the Consolidated Bicycle Company Ltd to supply 4 new Indian Motorcycles and take back 4 older ones for a credit in an attempt to save money. According to Police Commission Minutes, the agreed upon conditions and pricing arrangements at that time included:



P/Sgt. Boxshall with Indian Motorcycle, c.1913

To supply:

4 new motorcycles "Indian"\$1,380.00 (\$345.00 ea)
4 speedometers \$ 70.00 (\$ 17.50 ea)
4 lamp & Gear outfits..... \$ 44.00 (\$ 11.00 ea)
4 motorcycle horns..... \$ 10.00 (\$ 2.50 ea)
Total:..... \$1,504.00

To Take: 3 old motorcycles.....\$70 ea \$210
1 old motorcycle\$35 \$ 35
Total:.....\$245 (credit)

Balance: \$1,259.00

In 1914 the Department also purchased another automobile from Joseph Maw & Co Ltd. for \$3,000, and an additional Police Patrol motor vehicle from the Breen Motor Co for \$2,150.

Aside from procuring additional vehicles, the Police Commission also authorized the purchase of equipment meant specifically for the garage. An entry on May 19, 1919, shows:

The Chief Constable in a letter to the Board suggested the purchase of an air pumping outfit for the garage and forwarded details of these articles on the market. Moved by Sir Hugh J. MacDonald and resolved that an electric tyre inflator – Lectrcflater No 2 costing \$110.00 nett be purchased from the Northern Electric Co.

In June of 1919, the City went through the tumultuous General Strike and like most of the Winnipeg Police Department personnel, Lawson Burgess, was dismissed (on June 10), after his refusal to sign the oath of allegiance. He was not alone, as a total of 227 officers and civilian personnel refused to sign and were summarily dismissed, while 23 individuals did so (mostly senior officers). Nine other members could not be interviewed as they were out of the workplace for various reasons such as illness. This represented the entire Police Force at the time. To be fair and clear, the Oath had 2 parts where the signing person acknowledged the Police Commission as the governing authority for the Force, and they also agreed not to join any union or any other organization for representation.



Winnipeg 1919 Strike



Winnipeg 1919 Strike

Samuel G. Lee – Inspector of Motor Power 1 Day only – June 19, 1919

According to Police Commission records, 9 days after the dismissal of Lawson Burgess, Samuel G. Lee was officially appointed as the replacement Inspector of Motor Power (at \$150 mth). His appointment took effect as of June 19 at 9:00 am, only to see his resignation 6 hours later at 3:00 pm that very same day. As such, Lee became the shortest serving Head Mechanic in the history of the Police Garage.

William Johnstone (Johnson) Inspector of Motor Power 8 days only – June 23 to 30, 1919

The next Head Mechanic would be William Johnstone who was appointed as Inspector of Motor Power (at \$150 per month) on June 23, 1919. After the strike ended his services were no longer required and Johnstone was "dispensed with" (dismissed) on June 30, 1919. Considering Lawson

Burgess was reinstated as of July 1st, the dismissal may not have been a surprise.

Police Commission Minutes clearly identify “William Johnstone” as being appointed as the Inspector of Motor Power effective June 23, 1919. In a memo to Police Commission Secretary G. F. Richards dated June 30, 1919, Acting Police Chief Chris Newton identifies this individual as “W. Johnson” who originally was hired as a Special Police officer during the strike after his appointment on June 23, 1919, (as a Special Constable and Chauffeur). His services were “dispensed with” effective June 30, 1919, and his name transferred back to the Special Police Pay Roll .

[With no other records to reference or source, we are presenting both names and can only wonder if it was the Commission Secretary who may have recorded the wrong name in the Minutes, or the Acting Chief of Police who may have referenced the wrong name in his memo.]



Police mechanics Cecil Gordon Clarke (left) and Lawson Burgess (middle) c.1930



PSB Garage-Chief Mechanic Tom Clifford c.1973

Lawson Burgess Inspector of Motor Patrol (Continued)



By November 1, 1919, the re-established Burgess would see his pay increased to \$170 per month being the same as a Sergeant, and he would continue in his position uninhibited by politics for many years to follow.

According to the Police Department’s 1920 Annual Report, by then the Force possessed a number of motor vehicles including a car used by the Detective department, an Ambulance, the usual Patrol Wagons, and motorcycles. All were under the care of a “competent mechanic” who had full charge of the garage and the 7 Chauffeurs employed within. The Patrol Wagon and Ambulance Service had 3 chauffeurs assigned to the vehicles (2 working days and 1 on nights) who were also assisted by 3 wagon men and first-class “Aid Men”.

A picture in the 1920 report prominently shows some of the motorized fleet and features the following vehicles: 1-Ambulance, 2-Paddy Wagons, 2-automobiles, and 8 motorcycles. Another “Traffic Squad” picture also shows 8 motorcycles along with patrol officers.

By December of 1921, Commission Minutes report correspondence from the Police Chief advising the



Members of the Winnipeg Police riding motorcycles - (front) Sgt. Capelle and Cst. Jack Potts, C1932

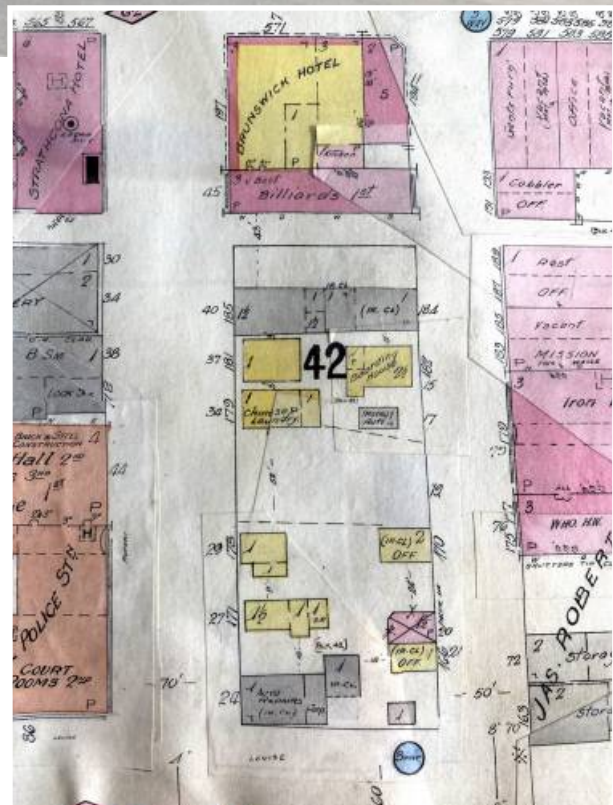


Winnipeg Police Garage, 185 Rupert

floors of “sheds” used as garages in the suburban stations were saturated with oil and gasoline and constituted a danger. He felt a concrete floor would be more appropriate to have. In the meantime, cars were being physically pushed in and out of the garages by the men. It is known that the Central Police Station at Rupert/Louise and the “B” and “E” Division substations were constructed with garages and stables for horses and horse drawn wagons that had wooden floors.

From 1922 to 1927, Police Budgets continually showed the garage complement as:

- 1 Inspector of Motor Power \$185 month
- 8 Chauffeurs \$128 month
- 1 Garage Floorman \$118 month



Vehicles of note purchased and serviced by the Garage included:

- 1921 Model K-49 McLaughlin Chassis (Paddy Wagon) for \$2,400 from McLaughlin Motor Co.
- 1923 23-44 McLaughlin Buick Roadster at \$975 from the McLaughlin Motor Car Company Ltd.
- 1923 23-45 McLaughlin Buick 5 passenger car (\$1,200 plus old police car)
- 1923 Henderson Deluxe Motorcycles (x2) at \$580 each from Percy McBride
 - *3 new side cars (\$130 ea)
 - *Credit for trade-in of 2 Indian Motorcycles and 1 side car (\$665)
- 1924 Henderson Motorcycles (x5) at \$630 each from McBride Linton Ltd
 - *Credit for trade-in of 4 used Henderson motorcycles (\$1,300)
- 1925 Patrol Wagon at \$2,830 from the Breen Motor Co
 - *Believed to be the REO Paddywagon restored and on display in the Police Museum
 - *Credit received for trade-in of 1917 REO Patrol Wagon (\$300)
- 1927 Henderson Motorcycles (x5) at \$566 each McBride Linton Ltd
 - *Credit for trade-in of 5 used Henderson Motorcycles (\$1,675)
- 1927 McLaughlin Buick Coupe for \$2,385 from McLaughlin Motor Car Company
 - *Credit for trade-in of 1923 McLaughlin Roadster (\$700)
- 1927 Ford Touring Car for \$562 from the Ford Motor Company
- 1927 Chevrolet Touring Cars (x4) at \$780 each from Consolidated Motors Ltd
 - *Credit for trade-in of 2 Ford Cars (\$600)

In October of 1927 the roof of the Police Station and Garage Shed were in such bad condition that the Police commission called for tenders to build a new roof. This work was held over until the next year due to the season and was completed in 1928.

Police Commission Minute entries in June of 1932 show examples where the Garage mechanics were engaged with fixing “wilful damage” done to cruiser cars which included:

- Foreign material added to crankcase oil in 2 cars
- Horse manure placed in gasoline tank
- Tires punctured in 1 patrol car and 1 detective car

In January of 1934, the Force purchased three Harley Davidson Model 74 Special Police motorcycles (with speedometers) from the Northwest Cycle and Motor Company at a total cost of \$1,395.00 with 3 Royal Enfield motor cycles being traded in for a credit of \$525. The Force also purchased five new Ford Tudor 1934 model V8 cars at \$898 each from the Dominion Moto Car Company.

With regard to training, the Commission Minutes do reference that in January of 1934, Burgess was sent to the Ford School of Instruction for specialized training to work on the Ford Vehicles acquired by the Force.

Lawson Burgess retired on January 1, 1946, at the age of 59 years and received credit for 33 years, 2 months and 3 weeks of continuous service as the head of the Police Garage. His pension would be \$120.66 per month. After his retirement, the job title “Inspector of Motor Patrol” was dropped and the position was renamed “Chief Mechanic”. This likely resulted from the “Inspector” designation being easily confused with the Police rank of “Inspector” who in reality was an Executive Officer in charge of a Division.

Though Burgess faithfully worked for many years and was well deserving of retirement, his decision to do so stemmed from the development of a heart condition and high blood pressure which took a toll on his health. Sadly, Burgess passed away at his home on November 12, 1947, being 61 years of age and only retired for 23 months.



Cecil Gordon Clarke, 1932



Chief Mechanic, Cecil Gordon Clarke(left), and John Hutton(right), PSB Garage, c.1949

Cecil Gordon Clarke Chief Mechanic Jan 1946 – Jan 1957

Cecil Clarke originally started working with the Winnipeg Police Force on August 5, 1916, after being appointed as a Chauffeur at the rate of \$75.00 a month. He resigned from this role on December 31, 1916, to take a position as Signal Operator starting the next day on January 1, 1917, albeit for the lower pay of \$65.00 a month. Clarke resigned on his own accord a month and a half later on February 17, 1917.

On June 23, 1919, Clarke rejoined the Winnipeg Police as a Chauffeur (now at \$120 per month). He remained as such until being promoted to Assistant Mechanic on November 24, 1932, and then later to Chief Mechanic on January 1, 1946, the same day Lawson Burgess retired.

In 1948 the Police Department looked at an addition to the Central Police Station on adjacent land

directly beside the headquarters building, formally situated on Lot 37, plan 45, 9E, St. John. With the firm of Messrs-Moody-Moore contracted as Architects, original plans called for the construction of a garage and offices with a proposed combined budget of \$1,293,080. Tenders from 8 companies came in ranging from \$142,340 to \$164,659 to complete all the specified work (Tenders for the garage portion ranged from \$56,936 to \$66,384).

The Architects however, felt the proposals should have come in around \$100,000 to \$110,000 for all the desired work. Changes to the addition specifications were made with the view of bringing the scope of work lower to cost under \$125,000.00. The Police Commission concurred with the Architects and did not accept any of the tender proposals.



Plymouth Grand Fury

In 1948 with Clarke in charge the Garage Complement consisted of:

1 Chief Mechanic	\$220 month
1 Mechanic	\$195 month
1 Assistant Mechanic	\$185 month
6 Chauffeurs	\$175 month
1 Garage Floorman	\$150 month

By April of 1949 Architects working with City Engineers worked out alterations meant to bring the Building addition for a new garage and offices to within a \$125,000 budget. Plans were redrawn and sent out for Tender in May. On June 1, 1949, the contract to build a garage and office addition to the Central Police Station was awarded to Claydon company Limited at a cost of \$119,997.

By April of 1954, citizens having business at the Central Police Station found the streets regularly congested and full of vehicles leaving no where to park. A count one day found 1,500 individuals attended the Headquarters Building and left with a barrage of complaints being received. To help alleviate the parking issues, an adjacent property across from the station was brought to the attention of the Commission for potential use as a parking lot. This spacious area, bounded on the north by Pacific Avenue, the south by Rupert Avenue, the west by the first back lane east of Main Street, and the east by Louise Street, also had a garage situated on it.

The Commission solicited the City's Property Committee to begin exploring options on properties located across from the Central Police Station with particular focus on the identified garage lot of interest at the address of 185 Rupert Avenue. Aside from the building, the property offered 50 feet of frontage along both Rupert and Pacific, plus it was 100 feet in depth between the 2 streets.

The City finalized the property acquisition by October, but it was also found to need some extensive repairs and alterations. To this end, \$2,500 would be budgeted for these needs which also took some time to complete.



185 Rupert Garage with New Brunswick Hotel in the background.

The Police Garage commenced operations out of 185 Rupert around the end of 1954, and were joined shortly afterwards by 12 newly contracted Commissionaires. On December 22, 1954, the Police Commission contracted enforcement of the Parking Meter and other Parking Bylaws to the Canadian Corps of Commissionaires. As a result, 12 Commissionaires would report to the Chief Constable at 185 Rupert Street on January 3, 1955, at 8:45 am. They would be quartered within and working out of the building.

In 1956 the old garage annex attached to the Central Police Station was slated for demolition to make way for a 2-story addition designed to provide extra space for the Clerk of the Court, the Detective Division, and an assembly room for the Uniform Operations Branch. By this time, the Central Police Station garage annex only saw use as an unheated vehicle storage area since the mechanics were all working out of 185 Rupert.

In 1956, records show the Garage Complement now consisted of:

1 Chief Mechanic	\$390 month
1 Mechanic	\$360 month
1 Assistant Mechanic	\$345 month
11 Chauffeurs	\$295 month

On January 16, 1957, Cecil Clarke retired having just over 26 years of combined service with 11 years as the Chief Mechanic of the Police Garage.

Harry Carl Haack Chief Mechanic Jan 1957 – Dec 1969

Harry Haack was born in Pipestone Minnesota in 1908, but his family emigrated to Canada in 1911 when he was 3 years old. All became naturalized citizens and Haack grew up attending school in Meadowood and then Stonewall where he completed up to Grade 10. Afterwards he attended the Manitoba Agricultural College taking both a diploma course and a practical course in Mechanics.

Haack took up residence in Winnipeg (1925) and commenced his career working for a number of reputable companies including Robinson Motors, the Canadian Grain Commission, McKay Transfer, and Carter-Latter Motors.

Haack initially gained employment with the Winnipeg Police as a Chauffeur on February 1, 1938. He then rose through the ranks being promoted to assistant Mechanic on January 1, 1946, and Mechanic on June 1, 1947. His selection and appointment to Chief Mechanic came on January 16, 1957, the same date Cecil Clarke retired.

As part of his duties, Haack would meet with the Police Commission when required to discuss tenders and the procurement of Police automobiles. At such a meeting in November of 1958, Haack took an opposing stance to the common practice of simply choosing the lowest bidder. He spoke candidly about his experiences with the various models and the ones usually needing less repairs and maintenance. He expanded the insight of the Board showing the true cost of a vehicle was not only the dealership price, it also depended upon the use of fuel (eg: 8 cyl vs 6) repairs (eg: standard vs less problematic automatic transmission) and known reliability (breakdown of components). Having lower costs to operate and less maintenance or repairs meant the vehicle would be cheaper in the long run during its tenure with the Police.

The Commission took heed in their Chief Mechanic's words, and instead of taking a lower tender for supply of Dodge Regents that were known to have many issues, they selected 10 Ford Custom 300

sedans with 6-cylinder engines and automatic transmissions. Though they were not the lowest cost to purchase, the Fords were well known to be more reliable and require less repairs. These debates continued through 1959 as well where Police Agencies in general moved away from Plymouth and Dodge vehicles due to the higher costs of maintenance and repairs.

As the Central Police Station seemed to have continual problems and lacked the size to meet the needs of the ever-growing Winnipeg Police, talks seemed to be ongoing about a new building. At a Commission Meeting on December 16th, 1959, a report from the sub-committee dealing with the planning of a new building for Police was read and specifically referenced that "sufficient garage space" should be included in the facility.

In December of 1959, the Harley Davidson Motorcycle Company of Milwaukee, Wisconsin, extended an offer for one of the Winnipeg Police garage mechanics to attend their 3rd Service Training School and receive instruction in the latest methods on how to overhaul and service the machines. The Service had 19 motorcycles at the time and Harry Haack was selected to attend the 2-week course scheduled to run between February 1 and 13, 1960. The offer included free accommodation, tuition, books, and the use of tools. The Force provided Haack with \$200 to cover the cost of meals and transportation during the training.

In March of 1960, in response to similar changes occurring in major cities across North America, the Police Commission directed that 5 Police cars be marked with Police identification by having the 2 front doors painted white, and decals affixed showing both the City's crest and Police Department name. These 5 cars were completed by the next month and became operational as the very first marked Police vehicles in Winnipeg.

Haack also experienced his own fair share of adversity in the garage. They narrowly avoided a catastrophe in April of 1960 when the garage gas storage tank was discovered to be leaking and 30

gallons of gasoline collected in the sump pit. The tank was replaced at a cost of \$1,500 and the pit cleaned of all flammable liquids.

In the early 1960's the non-standardization for Police vehicles continued. Acquisitions were based on tenders and the garage saw many types of vehicles coming through including Plymouth Savoy Sedans, Chevrolets, and Ford Fairlanes.

Under Haack, the next change for the Police Garage came about in June of 1960, when the Police Commission learned about a property at 140 Rupert which was expected to become vacant within a short period of time. This location had a large garage that could be used for an expanded Police facility! The Commission members agreed that "confidential enquiries" should be made, and in the future this topic would be tabled on the "closed agenda".

At the time, 140 Rupert Street belonged to Brewery Products Ltd. who possessed the garage. The 100 x 123-foot building was originally constructed for use by the company in 1946 and possessed a total floor area of 17,052 square feet with indoor and outdoor areas.

The Police Force was very interested in this building and property as it offered some unique opportunities. The City also held a caveat on it. Unfortunately, the property also held the interest of 2 other potential buyers, and though the City only wanted to pay \$90,000 for the land and building, another offer of \$170,000 was already on the table.

On February 28, 1961, Commission members discussed a proposal to purchase and develop the property with other Council members. Aside from taking over the garage, they proposed the construction of a New Signals Building on the same lot with projected costs of:

New Police Garage

Brewery Products Property Purchase	\$175,000
Alterations and Repairs	\$ 15,000
Total.....	\$190,000

New Signals Building

Estimated Construction Cost.....	\$140,000
Architect Fee.....	\$ 8,400
Total.....	\$148,400



Garage at 140 Rupert

For the City to consider purchasing the building and property, a number of brickwork repairs had to occur beforehand which were completed by the vendor in June of 1961. The sale went through shortly afterwards, and on July 1, 1961, the City took possession of 140 Rupert Avenue. The garage and parking area were eventually turned over to the Police Commission as of November 13, 1961. The later possession stemmed from extensive discussions with the City's Property Committee who initially wanted control over the expansive parking areas. The new Signals building was also constructed on the site as planned and became ready for use by August of 1962.

Haack would only be in the former Brewing Products garage for a short period of time. Even though other properties along Rupert Street were also being looked at for acquisition to create additional parking, everything came to a halt when discussions commenced on a jointly funded and utilized Public Safety Building.

The PSB concept was discussed at a Police Commission meeting on November 21, 1962, by Mayor Stephen Juba as Chairman. He felt so strongly about the idea that the Commission engaged the services of the Board Architect to examine the feasibility of such an endeavour. The plan was to have a new "Public Safety Building" for the Police and the administrative staff of the Fire Department be constructed on the site of the civic offices, over a proposed parking area to be built underground. The idea had yet to be tabled before council, but that would be subject to the Architect's report. Other factors in play included the public use requirement of the land which was originally donated to the city by the Ross family (originally for the Old Market Square), and the availability of government money for such public safety-oriented buildings if they were constructed by 1966.

As the PSB planning evolved, a new Police Garage was designed and incorporated for the north-west side of the underground parking area.

In another change to the marking of Police vehicles, in January of 1963 the Police Commission ordered the Garage to cease the door painting and decaling



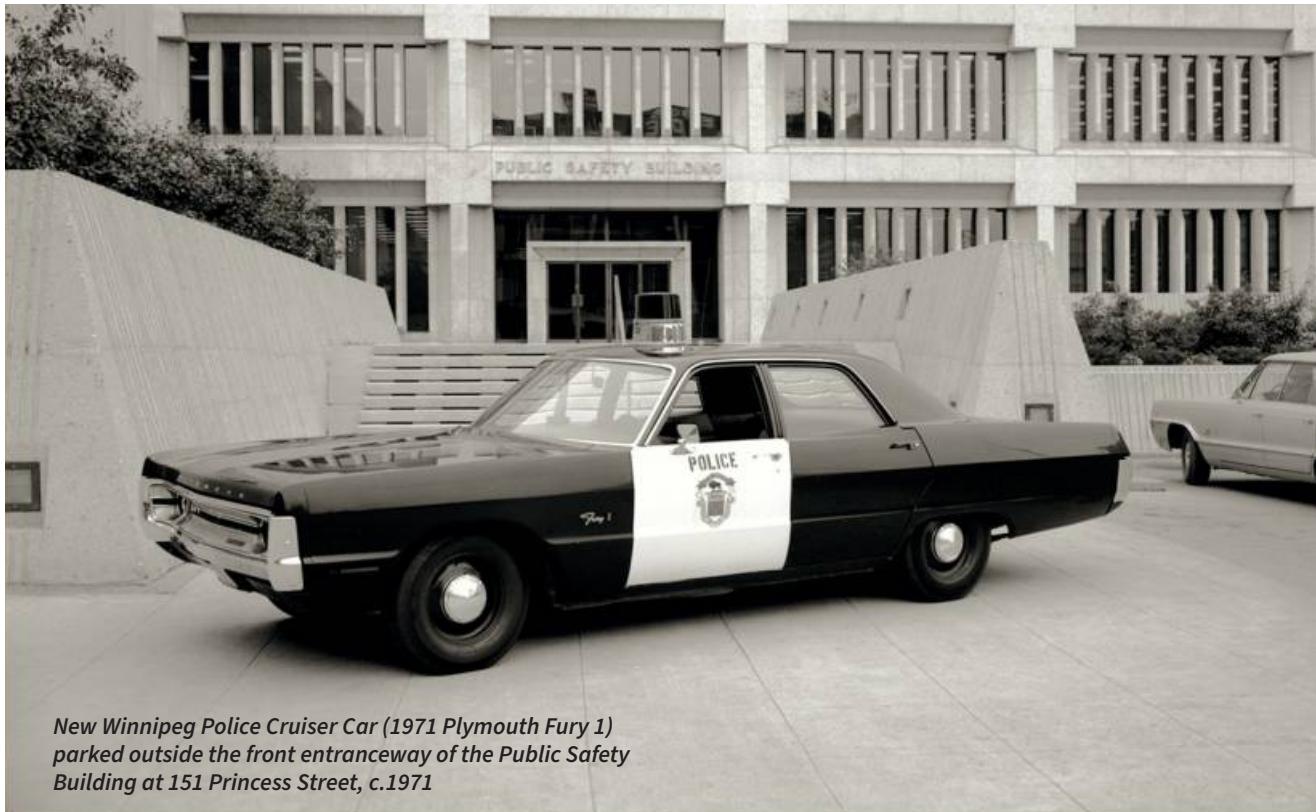
PSB Garage wash bay and motorcycles, c.1970



PSB Garage Parking Area c.1970



PSB Garage-Alignment Machine, c.1970



New Winnipeg Police Cruiser Car (1971 Plymouth Fury 1) parked outside the front entranceway of the Public Safety Building at 151 Princess Street, c.1971

of multi-coloured cars which was being done up to this point. The standardization towards only black and white marked cars took one more step.

In 1963 the garage saw a return of the Plymouth Savoy as a cruiser car. Improvements had been made to the machine and taking overall cost and warranty into consideration, they were selected over the mainstream Fords.

Harry Haack would oversee the transition to this new garage in the Public Safety Building. However, from the very moment the building became occupied it was over capacity. Simply put, it was completely full right from the very beginning with no room for any future expansion. Over time the building would see a constant exodus of the very units it was supposedly designed to accommodate. This included both Police and non-Police entities. The Police garage would be among the outgoing units but not during the oversight of Haack.

(To note, with the transition to the PSB, the property at 140 Rupert Avenue was sold and would later

become the well known MTC Warehouse Theater. The building was converted to a studio theater in 1969 with further additions built in 1988).

Harry Haack retired on December 13, 1969, having a total of 30 years and 10 Months of service with the Force. His last 12 years were spent as the Chief Mechanic for the Police Garage.

John Carson Hutton Chief Mechanic Nov 1970 – Jan 1973

John Hutton was born in Winnipeg on December 25, 1911. He obtained a grade 9 education, and as a young boy commenced employment at Carter-Latter Motors in Winnipeg. Hutton remained with the firm for over 10 years working as both a serviceman and mechanic.

Hutton applied with the Winnipeg Police on March 4, 1941. He came highly recommended by the President and owner of Carter-Latter Motors and other management Staff. Hutton was also well known by Police Garage mechanic Harry Haack who



Fairmile Motor Gun Boat

also worked at Carter-Latter with him.

At the age of 29 years, John Hutton commenced employment with the Winnipeg Police as a chauffeur after being appointed on March 10, 1941. He took leave 21 months later on December 15, 1942, as he enlisted with the Military and joined the Royal Canadian Navy Volunteer Reserve (RCNVR).

Hutton had a reputation for being straightforward and honest. In part of a hand-written letter dated November 26, 1942, and addressed to Chief Constable George Smith Esq., Hutton wrote:

“During this world crisis I feel it my duty to offer my services to my country in a work which I think will be of more value than the work I am engaged in at the present time.”

Between December 21, 1942, and October 1, 1945, Hutton served along the Atlantic Seaboard on Fairmiles (large class of motor launch used by the Royal Canadian Navy) engaged in attacking submarines and performing rescue work. The vessels armament depended on its specific role, and a submarine hunter would usually have three 20 mm deck guns, .303 cal machine guns, and depth charges. Hutton's specific position was Engine Room Artificer (specialized enginesmith) and he held the rank of Petty Officer when discharged after the war ended.



John Hutton repairing Traffic Motorcycle, c.1967

After the war, Hutton resumed his Police duties as a Chauffeur as of October 1, 1945. He was later promoted to Assistant Mechanic on June 1, 1947, and further to Mechanic on January 16, 1957, after a new position was created.

In January of 1961, the Harley Davidson Motorcycle Company of Milwaukee, Wisconsin, extended another offer for one of the Winnipeg Police garage mechanics to attend their 4th Service Training School and receive instruction in the latest methods on how to overhaul and service the machines. The Service had 20 motorcycles at the time and HUTTON was selected to attend the 2-week course slated to commence on January 6th. The short notice stemmed from another student who cancelled, and the vacant spot was then offered to Winnipeg. This as before included free accommodation, tuition, books, and the use of tools. The Force provided Hutton with \$200 to cover the cost of meals and transportation during the training.

On January 14, 1970, the garage complement was expanded by one position when Police Chief George Blow hired 1 additional Mechanic (being Tom Clifford – future Chief Mechanic).

Hutton's last promotion would be to the position of Chief Mechanic on November 1, 1970. For the end of his career, Hutton would be the Chief Mechanic for just over 2 years. John Hutton retired on January 6, 1973, having a total of 30 years of combined service with the Force.

Thomas (Tom) Frederick Clifford Chief Mechanic Feb 1973 – April 1991

Tom Clifford was born in Pierson, Manitoba, which was a small unincorporated community located in the far southwestern corner of Manitoba within the RM of Two Borders. The year was 1929, and Clifford was 1 of 5 children in the family, having to share things with 2 sisters and 2 other brothers. In Pierson, he attended Butterfield School up to grade 10.

At the age of 15, Clifford left the community and went to the west coast where he commenced employment as a Merchant Seaman working for the Union Steamship line out of Vancouver BC. He left a year later and obtained work with a firm based in Alameda Saskatchewan (not far from Pierson) where he operated heavy equipment from 1945-1948. Clifford left Alameda and joined the Military in 1948 at the age of 18. He became a diesel mechanic and was assigned to the 2nd Armoured Regiment in Calgary where he remained posted from 1948-1951. In 1952 he transferred to the 2nd Regiment Royal Canadian Horse Artillery where he continued working as a Diesel Mechanic stationed in Winnipeg.

Clifford completed his 10-year service term in 1958 and left the Military as a Sergeant to continue his mechanical career. In the ensuing years he worked as a mechanic at the Maryland and Portage Shell Oil station (58-62) and Inman Motors where he was both a mechanic and shop foreman (62-64). In 1964 Clifford branched out on his own to be the owner/operator of the River Heights Texaco Station. He ran the station for 5 years until 1969 when his wife Grace took ill and required care to the extent he could not look after her and run the station. Clifford stepped down and worked as a Mechanic at the Portage and Dominion Texaco until an opportunity came with the Police.

Tom Clifford was 40 years old when he commenced employment with the Winnipeg Police as an Assistant Mechanic starting on April 27, 1970. He came to the Force with 20 years of Mechanical experience, and an interprovincial mechanical certificate obtained through a 5-year apprenticeship and attending the Manitoba Institute



Thomas Frederick Clifford

of Trades. With these qualifications, perhaps it is no surprise that on February 1, 1973, with just under 3 years with the Force, Clifford was appointed to Chief Mechanic of the Police Garage.

One significant job that soon fell upon Hutton and the garage staff would be the procurement and installation of sirens in all Police vehicles used for operations. During a meeting on October 24, 1973, as the result of a Supreme Court decision involving the legal position of law enforcement if damages or injuries are caused during a high-speed chase, the Police Commission ordered the Chief Constable to arrange for the installation of sirens on all vehicles used by uniform and plain clothes members.

At the same time, Winnipeg was preparing to amalgamate with all the neighbouring Cities and towns and preparations were being made to merge all the Police Forces. On January 1, 1972,

the 13 remaining communities officially joined but everything did not happen overnight. The respective forces all continued using their own vehicles and stations with smaller ones merging together based on geographical areas.

On October 21, 1974, the 8 remaining Police Forces amalgamated into the Winnipeg Police, and all became one. Winnipeg Police Garage under the leadership of Clifford had to take on the role of reorganizing vehicle fleets and changing decals and other identifying markings from the former forces to Winnipeg identifiers.

A new City crest was created for the cars which by this time were seeing all 4 doors being painted white along with the roof all the way down to the bottom of the rear windshield. The front doors were both decaled with "POLICE" along top with the new city crest underneath. The Ford Custom 500 was one model seeing regular use as a cruiser car during this time with the Ford Crown Victoria and Dodge Diplomat platforms following in later years.

Clifford received a commendation in 1981 for life saving actions while off duty. It was May 26 and Clifford along with co-worker Ken Whiteside were

off-duty and repairing a boat at 123 Annabella Street when they noticed the house on fire next door at 127. While other people called the Fire Department, Clifford and Whiteside attended to the burning portion of the building and found part of it to be occupied. This attached portion also had a separate address being 40 Sutherland. Clifford and Whiteside entered the burning building to locate a 28-year-old female and her 4-year-old son asleep on the couch. Another 8-year-old boy found in the premises left on his own while Clifford and Whiteside woke the female and assisted her and the younger boy out of the premises without any injury or smoke inhalation.

1983 was the year the garage moved from the PSB at 151 Princess, and relocated to the Winnipeg Hydro Building just further down the road at 55 Princess. The unit needed the change in venue as the congested PSB garage was constantly filled with exhaust fumes, and units were constantly competing for valuable space for parking, offices, and storage. The building at 55 Princess had 6 overhead doors (3 on each side) leading to 8 service bays, and 2 large parking areas making for plenty of room to park, move, and store vehicles.



Plymouth Grand Fury



*Winnipeg Police Department
Crest, 1988-1995*

The Another large-scale vehicle change occurred over 1988 and 1989 when the Winnipeg Police changed to their own unique crest, uniforms, shoulder flashes and other insignia. As part of this makeover the Department switched to all white cars with just the 2 front doors

being painted blue. The wording "POLICE" became white at the top of the door, and a new semi-transparent crest decal went underneath. At this time the Ford Crown Victoria made up the bulk of the Winnipeg Police Fleet along with Chevy Caprice. Reliant K-cars were used by Detectives and other plain-clothes members.

As technology improved, the garage became responsible for finding better equipment such as lights and sirens. The mechanics were responsible for the installation of the equipment, as well as the removal when the cars were done with.

Motorcycle fleet turnover in 1991 saw the Police move away from the traditional Harley Davidson platform and new BMW 750 motorcycles were acquired. The mechanics also had to learn how to service this new line of completely different machines.

Thomas Clifford retired on April 20, 1991, with a total of 21 years of Service with the Winnipeg Police. Of this, he spent 18 years as the Chief Mechanic of the Police Garage.

Ken John Whiteside – Supervisor of Vehicle Services May 1992 – Feb 1999

Ken Whiteside was born in Winnipeg during 1944. He grew up on Garfield Street and attended Sargent Park School for grades 1-9, and then Tech Voc High School to finish up to Grade 12. After graduating, Whiteside commenced working at his father's Husky Service Station on Ellice Avenue. The mechanic occupation was a family affair and started with his grandfather who originally owned Whitey's garage at Portage and Arlington. Whiteside's father took over the garage, however it burnt down later on leading him to lease the Husky Station on Ellice. Whiteside, his father, and younger brother all worked at the establishment.



1994 Ford Crown Victoria



Ken Whiteside

After graduating from High School, Whiteside also enrolled in the Provincial Apprenticeship for the trade of Auto repair. The 5-year program involved theory taken at the Manitoba Technical Institute and a practical component completed at his

father's station. Whiteside received his certification in 1966 and continued working at the family service station until an opportunity with the Police came along.

Whiteside commenced his employment with the Winnipeg Police as a Chauffeur on September 28, 1972. He was promoted to Assistant Mechanic on April 15, 1973, and then again to Mechanic on December 18, 1988. Whiteside took over command of the Police garage as the Acting Supervisor of Vehicle Services on October 15, 1991, being a few months after Tom Clifford's retirement in April of 1991. Whiteside officially received the position 7 months later when promoted as the Supervisor of Vehicle Services on May 17, 1992.

Whiteside also received a commendation from the same incident on May 26, 1981, where he and Tom Clifford (Chief Mechanic at the time) while off duty entered a burning building at 127 Annabella/40 Sutherland to remove a 28-year-old female who had been sleeping with her 4-year-old son. Another 8-year-old boy was removed from the premises as well. Due to the quick actions the family suffered no injuries or smoke inhalation.

In 1993 the Police Department discontinued painting the cruiser car doors blue after determining the modification cost too much money, plus it caused resale problems when the vehicles were decommissioned and sent to auction at their end of their serviceable life. Considering the re-painting

as a waste, the doors were left white, and instead blue pinstriping was used along the sides to mark the vehicles along with the addition of an improved solid coloured door crest decal.

1994 saw Whiteside along with John Lenton and Randy Dellipier, all being recognized with a commendation for their involvement in the development of an electronic skid control system used to modify a 1994 Crown Victoria so it could be used to teach recruits as part of the Driver Training Program being run out of the Police Academy. The Group managed to make an electronic module and controls that could safely override the car's anti-lock braking system, and convert it to skid car specifications for use on the track.



Winnipeg Police Service Crest, Heralded in 1994

In 1995, the Winnipeg Police underwent a name change from "Department" to "Service" in an effort to be more community friendly. Once again, the garage mechanics were removing door decals and replacing the old Police crests with a newly designed one that had been approved by the

Queen (in 1994) and granted through the Canadian Heraldic Authority.



Ken Whiteside

Ken Whiteside retired from the Winnipeg Police on February 27, 1999, with 26 years and 5 months of continuous Service. Of this time, he spent the last 7 years of his career as the Supervisor of Vehicle Services. The year 1999 was also the 125th Anniversary of the Winnipeg Police (1874-1999).



John Harvey Lenton



John Harvey Lenton – Supervisor of Vehicle Services Feb 2000 – May 2004

John Lenton was born in Miami Manitoba and attended school up to Grade 10 in the small rural community. After graduating from high school, Lenton completed an Auto Mechanics level 1 course at Red River Community College (1966) and worked at a local garage in Miami along with helping his father farm. In 1968 Lenton bought the garage in Miami but had to close the station 2 years later in 1970 due to lack of business. He moved to Winnipeg afterwards and worked for a number of local stations until gaining employment with Winnipeg Hydro in 1973.

Lenton joined the Winnipeg Police on March 1, 1976, when he started as an Assistant Mechanic working out of the Public Safety Building basement garage located in the underground parking area of 151 Princess Street. He was 30 years old and left his position with Winnipeg Hydro to join the City. When Ken Whiteside retired (February 27, 1999), Lenton took on the Role of Acting Supervisor of Vehicle Services starting on March 28, 1999, and was later given the position permanently when promoted on February 13, 2000. Lenton remained in the role for just over 4 years before retiring on April 17, 2004, with just over 28 years of continuous service.

One of the first changes in 2000 involved the Police switching the motorcycle fleet. This saw the reacquisition of 9 brand new Harley Davidson FLHTPI Motorcycles to replace the outgoing BMW machines.

In February of 2003, under Lenton the Garage staff consisted of:

- 1 Chief Mechanic
- 1 Shop Foreman
- 1 Clerk
- 6 Mechanics (*who looked after a fleet of 349 vehicles out of a shop with 6 service bays at the 55 Princes Street shop*)

Interview

In a telephone interview, the 77-year-old Lenton fondly recalled his days with the Winnipeg Police and moving up the ranks in the garage.

Lenton considers his career really beginning when he started working for Winnipeg Hydro in May of 1973. Three years later he was stationed in the Pointe Du Bois area and had just received his certification as a Journeyman Mechanic when a job posting came up for the Winnipeg Police Department. He applied, and as of March 1976 became the newest member in a group of 5 mechanics working out of the Police garage located in the basement parking area of the Public Safety Building at 151 Princess Street.

Situated along the north-west wall of the PSB basement parking area, he recalled the garage consisted of 3 service bays and a wash rack. One of the bays was equipped with an alignment machine, and the mechanics scope of work consisted of “everything”. The unit performed all manner of repairs and maintenance to motor vehicles including the full tear down and rebuilding of both engines and transmissions if needed. Even in those days the garage was short staffed in comparison to the volume of work they were required to complete. To make room and free up the third bay, the alignment machine was eventually moved out and sold with that work being outsourced.

When Lenton started, the Winnipeg Police fleet consisted of approximately 200 motorized vehicles being uniform and unmarked cruiser cars, motorcycles, and some specialty unit trucks. The patrol fleet at the time was a mixture of Plymouth Furys and Dodge Diplomats. Later years saw the



Staff and Garage at 55 Princess

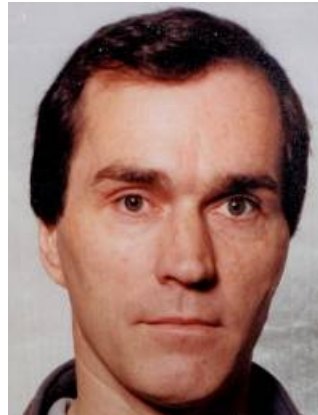
evolution to Chevy Impalas and a split between the Ford Torino and Ford LTD for a full-size cruiser car.

Lenton recalled one of the most challenging times faced by the garage staff involved an eco-movement where converting government fleets to “cost effective” propane was the flavour of the day. Supporters touted the cost savings and the industry rushed to meet the demand. As a result, vehicle manufacturers such as Dodge and Ford shipped directly from their assembly lines to have their vehicles converted to Propane at a factory located in Texas. As a repairer of these vehicles, Lenton described propane conversion as a “massive failure”.

The Dodge Diplomats utilized an “Emco” propane system which for the most part functioned very well and caused little problem for the mechanics. The Ford vehicles on the other hand were outfitted with a Vialle Propane system which had one major flaw which caused nothing but trouble. The insides of the tanks were not finished properly and the propane actually corroded the interior metal into black dust. Accumulations of this dust then clogged the carburetors and the engines wouldn’t run. The conversions only went on for 2 years before the program was abandoned and gasoline engines became mainstream again.

Lenton remembered moving the garage from the PSB Basement to the Winnipeg Hydro Building in 1983. The underground parking area was very full and congested because of the expanding fleet. Plus the loading docks were also located in the basement so everything entering or leaving the building had to drive into and out of the basement. Deliveries,

prisoners, plus no one wanted to park outside in the open parkade during colder weather. The traffic was heavy and the air constantly filled with smoke and exhaust fumes. The building at 55 Princess was far more suited for a garage.



Randy Delipper

Randy Delipper Supervisor of Vehicle Services April 2005 – May 2014

Randy Delipper was born in Calgary, Alberta, being one of 7 siblings. When he was 13 the family moved to St. Laurent, Manitoba, and then to

La Broquerie when he was 18. Delipper completed his education to Grade 12 and took 1 year of training as an electrician at Red River Community College in Winnipeg.

In May of 1976, Delipper commenced employment with the City of Winnipeg Works and Operations Department and rose through the ranks becoming a Mechanic first Class. As an established City employee with 16 years of Service, Delipper applied for an internally bulletined position as a mechanic with the Winnipeg Police in February of 1992.

Randy Delipper officially commenced employment with the Winnipeg Police as an Assistant Mechanic on April 27, 1992. He was promoted to Shop Foreman on March 26, 2000, shortly after John Lenton moved into the Supervisor position subsequent to Ken Whiteside retiring. When Lenton retired in May of 2004, Delliper took over as the Acting Supervisor one month later on June 21, 2002. The job became permanent when Delliper was officially promoted on April 3, 2005.

Delipper retired on May 17, 2014, having 26 years and 1 month of continuous service with the Police Garage, and having spent just under 10 years as the Supervisor of Vehicle Services.



Lee Trakalo

Lee Trakalo Supervisor of Vehicle Services Nov 2014 - Present

After graduating high school, Lee Trakalo continued his education through Red River Community College where he took an

Apprenticeship program in Mechanics. While in his 3rd year, Trakalo had an opportunity to receive a work experience position with the Winnipeg Police Garage which he took full advantage of. Though officially an apprentice, Trakalo was officially appointed as a Winnipeg Police “Mechanic” on October 20, 2002.

Trakalo commenced working out of the Winnipeg Hydro Building at 55 Princess where the Police operated a fully equipped garage. John Lenton was the Supervisor at the time and Randy Delipper the Shop Foreman. Other staff consisted of the Clerk and 5 other Mechanics aside from Lee who made the 6th position.

Trakalo would immediately be immersed in learning all the usual automotive tasks for diagnosing, overhauling, repairing, and performing regular maintenance on WPS vehicles. The Police garage possessed everything a normal repair shop would have.

As cars became more complex electrically, there was an evolution towards electrical diagnosis, repair, and programming versus just overhauling components as repairs. This same trend was being experienced by all vehicle repair shops and the Police garage was simply evolving with the rest of the industry. Modern repairs meant more focus on diagnostics, upfitting and programming versus component overhauling. Instead of rebuilding things like starters or transmissions, they are replaced with new or remanufactured ones which is far less time consuming and gets vehicles back on the road faster.

Trakalo was later Promoted to Shop Foreman on August 11, 2008, after John Lenton retired and Randy Delipper moved into the Supervisor position.

In his new role, Trakalo became involved with Cruiser Car 2.0, a project to evaluate and choose the next vehicle platform as the long-serving and mainstay Ford Crown Victoria Police Interceptors were being discontinued as of 2011. At the time



Ford Crown Victoria Police Interceptor

Ford had a clear monopoly over the North American Police Market, however changes in the laws which required vehicles to be manufactured with stability control sealed the fate of these cars. Unfortunately, the Crown Victoria's design and handling characteristics were unable to support any type of electronic stability control, a system which would be required in new vehicles by 2012 in order for them to be legally sold in Canada or the United States.

The project team assembled for Cruiser Car 2.0 consisted of representatives from all areas of the Service who were regularly involved with the procurement, outfitting, operation, servicing, and repairing of Police vehicles. This group consisted of personnel from:

- WPS Division 30 Services Administration (Fleet Procurement and Budgets)
- WPS Training Division - Police Vehicle Operations (Test Driving & Evaluation)
- City of Winnipeg Radio Shop (Equipment Installation)
- WPS Vehicle Services (Upfitting, Maintenance and Repair, Decommissioning)
- WPS I.T.S.D. (Computer Systems and Networking)

Vehicles chosen for WPS evaluation were selected from the Michigan State Police Testing Program

which annually reviews and tests performance standards for vehicles offered for sale to Police Agencies. Platforms chosen for Winnipeg Police testing included Police editions of the Dodge Charger, Chevy Impala, Ford Sedan interceptor (Taurus), Ford SUV Interceptor (Explorer).

Being a MOPAR fan, Trakalo had extremely high hopes for the Dodge Charger, however the vehicle was found to have braking issues which included overheating and brake fade under extreme driving conditions. At the end of the testing and evaluation, the Ford Taurus based sedan would be selected to replace the WPS Ford Crown Victoria Fleet. Part of this decision took into consideration the superior stability control of the Ford Vehicles compared to the others being evaluated. On a side note, though PVO instructors found the Ford SUV interceptor actually outperformed the Ford sedans on the track, they were also \$8,000 more per unit to purchase. This alone would add almost a quarter million dollars to the fleet budget to replace on average 30 vehicles per year just for General Patrol alone. The WPS started purchasing the Ford Sedans along with a few SUVs in 2014.

When Randy Delipper retired in May of 2014, Lee took over the supervisor role in an acting capacity until a selection process could be held. Trakalo was the successful applicant and became the latest Supervisor of Vehicle Services on November 30, 2014.



Ford Sedan Police Interceptor based on Ford Taurus body style.

Lee's duties encompassed many areas including:

1. Staffing
2. Vehicle Fleet Management
3. Budget
4. Procurement
5. Building and Upfitting
6. Accident Claims
7. Repairs
8. Decommissioning

One of Trakalo's initial assignments was to hire a replacement mechanic. For many years the Police Garage had been partnering with Red River Community College and would take on apprentice mechanics as part of a work experience program. One summer student in particular was Jessica Brigden who showed great promise while working in the garage as an apprentice. She applied for the permanent position and was the best suited by far. Jessica became the first female mechanic to be employed by the Winnipeg Police Service, in what otherwise had been a male-dominated profession for over 100 years.

Move to the new HQ Building at 245 Smith Street

Another of Lee's larger jobs was to design and outfit a modern garage in the new Police HQ Building being constructed through renovation of the former Canada Post Building at 245 Smith Street. The next challenge would be transitioning to the new garage while simultaneously decommissioning the 55 Princess location and ensuring business continuity since essential operations could not be interrupted.

This move was completed in 2016 with the garage being one of the first units to move into the Building (along with the Winnipeg Police Museum)!



Police Garage Staff - 2022

Features

- New 20,000 square foot garage
- Drive through shop area to access all bays
- 8 Bays with hydraulic hoists
- Tire Change Area
- Speedo machine
- Fully Equipped fabrication workshop with sandblasting cabinet, steel cutter, 2 MIG Welders, large work table, box pan brake machine, sheet metal shear machine, drill press, plasma cutter and bandsaw
- Multiple Storage areas
- Offices for Supervisor s and Admin
- Waiting Room
- Motorcycle hoists
- Lunchroom and changeroom facilities including a shower
- *Coming soon in 2023...* a large vehicle hoist and alignment machine

Another challenge inherited by Lee was the required replacement of almost all the aging large vehicles used by Winnipeg Police Specialty Units. The fiscal reality is these vehicles are very expensive to purchase, and they are often pushed back in budgeting as a quick way to reallocate large sums of money if needed to cover shortfalls.

The Winnipeg Police had many large units overdue for replacement and their age was showing. Some were nearing the point of being taken out of service for safety issues such as body integrity, and Lee knew he would have to take some unpopular stands with the WPS budget makers. The truth was the replacement of these vehicles had already been pushed back continuously for so many years that they could not be delayed anymore. Not having these vehicles would make it quite difficult for specialty units to respond effectively to operational needs.

Though it took years to navigate the required processes, Trakalo helped design and procure the following large vehicles for the WPS:



New BMW Motorcycles arrive at Headingley Sport Shop.



Terradyne Gurkha Armoured Vehicle



Rod Hutter and Lee Trakalo deliver the new Mobile Incident Command Unit.

- Terradyne Gurkha Armoured Vehicle
June 2016
New Acquisition
- Breathalyzer Truck
June 2020
Replacement
- Mobile Incident Command Unit
December 2020
Replacement
- Identification Unit Truck
October 2021
Replacement
- Bomb Truck
May 2022
Replacement
- BMW Motorcycles
December 2022
Replacement
- Dive Truck
January 2023
Replacement

The next large vehicle replacement will be a new boat for the River Patrol Unit to replace their flagship Boston Whaler.

Aside from his duties as Garage Supervisor, Trakalo submitted his name and ran for election to the Winnipeg Police Association Board of Directors. He was elected in October of 2013 and assumed the role of WPA Director-at-large for Unit 11 staff which is the civilian component of the WPS workforce.

Under Trakalo, the garage would see another vehicle platform change stemming from the decision by Ford to discontinue production of the Taurus based Sedan in March of 2019. Though the WPS had a large stock of these vehicles, they would be slowly phased out over time and replaced by the Explorer based SUV Interceptors.

In 2022, when the year 2014 Harley Davidson motorcycles were due to be replaced, Trakalo and his garage staff were directly involved with evaluating the next platform for the WPS. As the repairers of these vehicles, the mechanics were able to identify pros and cons of models the various manufacturers were extremely important for helping chose the best machines for the job. These would ultimately be liquid cooled BMW 850 Police Motorcycles for many reasons, including running, maintenance, and serviceability.



New Underwater Search and Recovery Unit Truck

As of 2022, the Winnipeg Police have employed individuals to take care of vehicles continuously for 116 years, from the first lone Chauffeur and 1 automobile in 1906, to the present modern garage with 10 employees and over 385 vehicles. They are a fantastic group and can be proud of their positions and heritage.



Garage Staff - 2022

Lee Trakalo	Supervisor of Vehicle Services
Sean Harrison	Foreman
Shandra Will	Clerk
Lucien Berard	Mechanic
Karl Yeo	Mechanic
Matthew Mitchell	Mechanic
Mark Broubonniere	Mechanic
Jessica Brigden	Mechanic
Tom Bennell	Mechanic
Kevin Scott	Mechanic



New Bomb Unit truck

Winnipeg Police - Chief Mechanics

Harry OSMOND

Appointed	14 April 1906	First Chauffeur
Assigned	21 April 1911	First Mechanic
Resigned	03 Aug 1912	Mechanic

Ford PHILLIPS

Appointed	07 Aug 1912	Master Mechanic
Title Change		Inspector of Motor Power
Resigned	07 Oct 1912	Inspector of Motor Power

Lawson BURGESS

Appointed	11 Oct 1912	Inspector of Motor Power
Dismissed	10 June 1919	General Strike
Reinstated	01 July 1919	Inspector of Motor Power
Retired	01 Jan 1946	Inspector of Motor Power

Samuel LEE

Appointed	19 June 1919	9:00 am Inspector of Motor Power
Resigned	19 June 1919	3:00 pm Inspector of Motor Power

William JOHNSTONE (William JOHNSON)

Appointed	23 June 1919	Inspector of Motor Power
Dismissed	30 June 1919	Special Constable/Chauffeur

Cecil CLARKE

Appointed	05 Aug 1916	Chauffeur
Resigned	31 Dec 1916	Chauffeur
Reappointed	01 Jan 1917	Signal operator
Resigned	17 Feb 1917	Signal Operator
Reappointed	23 June 1919	Chauffeur
Promoted	24 Nov 1932	Asst Mechanic
Promoted	01 Jan 1946	Chief Mechanic
Retired	16 Jan 1957	Chief Mechanic

Harry HAACK

Appointed	01 Feb 1938	Chauffeur
Promoted	01 Jan 1946	Asst Mechanic
Promoted	01 June 1947	Mechanic
Promoted	16 Jan 1957	Chief Mechanic
Retired	13 Dec 1969	Chief Mechanic

John HUTTON

Appointed	10 March 1941	Chauffeur
On Leave	15 Dec 1942	Military - Navy
Resumed	01 Oct 1945	Chauffeur
Promoted	01 June 1947	Asst Mechanic
Promoted	10 Jan 1957	Mechanic
Promoted	01 Nov 1970	Chief Mechanic
Retired	06 Jan 1973	Chief Mechanic

Tom CLIFFORD

Appointed	27 April 1970	Asst Mechanic
Promoted	01 Feb 1973	Chief Mechanic
Retired	20 April 1991	Chief Mechanic

Ken WHITESIDE

Appointed	28 Sept 1972	Chauffeur
Promoted	15 April 1973	Asst Mechanic
Promoted	18 Dec 1988	Mechanic
Acting	15 Oct 1991	Acting Supervisor of Vehicle Services
Promoted	17 May 1992	Supervisor of Vehicle Services
Retired	27 Feb 1999	Supervisor of Vehicle Services

John LENTON

Appointed	01 Mar 1976	Asst Mechanic
Acting	28 Mar 1999	Acting Supervisor of Vehicle Services
Promoted	13 Feb 2000	Supervisor of Vehicle Services
Retired	01 May 2004	Supervisor of Vehicle Services

Randy DELIPPER

Appointed	27 April 1992	Asst. Mechanic
Promoted	26 Mar 2000	Foreman
Acting	21 June 2004	Supervisor of Vehicle Services
Promoted	03 April 2005	Supervisor of Vehicle Services
Retired	17 May 2014	Supervisor of Vehicle Services

Lee TRAKALO

Appointed	20 Oct 2002	Mechanic
Promoted	11 Aug 2008	Foreman
Acting	17 May 2014	Acting Supervisor of Vehicle Services
Promoted	30 Nov 2014	Supervisor of Vehicle Services
Present		Supervisor of Vehicle Services

Volunteering

Makes a Difference!

By Tammy SkrabeK-Korzeniowski



The majority of the Museum volunteers are retired Winnipeg Police Officers. While we were closed for nearly two years during the pandemic our volunteers were also on break from the museum ... all except for one who found a creative way to stay engaged with the museum while away.

Norm Rimmer began his career with the East Kildonan Police Department in 1964 when he was assigned to walk the beat. He was provided with a firearm after three months and didn't start recruit class until January 1966 (Class #64). After that, he spent much of his time working in the traffic division.

Did you know...

Recruit class in 1966 was half a day and you would walk the beat for the other half!



Upon amalgamation in 1974 he was absorbed by the Winnipeg Police Department as a patrol sergeant in general patrol in Transcona where he remained until 1976 before he was transferred to St Boniface and later general patrol in Division 11. Norm was promoted to Sergeant in 1981 and became the Personnel Evaluation Officer in 1984. He later returned to District 4 until he retired, in 1996, after 32 years of service.

But fear not, that wealth of knowledge and experience was not lost. In 2016 Norm joined the Winnipeg Police Museum's team of volunteers, sharing his stories with our visitors, members and staff while detailing the collections of the museum and educating persons of all ages.

With our collections room being completely reorganized before the pandemic there was still much to be done in terms of documenting our archives and artifacts. Norm agreed to take on the much overdue tedious project of creating a database of our large collection of arrest cards dating back to the late 1800s while working from home. Norm and I were lucky enough to have some short visits outside where I would drop off a new stack of cards and pick up the ones he had completed. Norm completed the data entry of more than 11,000 arrest card entries.

Thanks to Norm we now have a searchable index of all our arrest cards. The database allows us to expand our research capabilities and provide more complete information in the museum and when filling the many research requests we receive from across the globe. The database also allows us to assist other departments and track crime and criminals from the political era, to the reform era, to the community era and everything in between!

Thank you Norm for volunteering 322 hours of your time to the museum in 2022!

2014



HARLEY-DAVIDSON

MOTORCYCLE DONATION

By Rod Hutter, Vice-President



The Winnipeg Police Service fleet of seven 2014 Harley Davidson Motorcycles was due for replacement in 2022, and new platforms were thoroughly examined by a committee consisting of the Traffic Division Administration, the user group of riders, and the Police Garage mechanics who would be repairing and maintaining the machines. The initial evaluation incorporated an assessment of the pros and cons of the current Harley Davidson platform, and how well they met the needs of the Policing operations within our metropolitan city environment. The next phase was to evaluate bikes offered by current manufacturers against the same policing needs.

For many successive years the Winnipeg Police Traffic Division has used Harley Davidson motorcycles for its fleet. Based on the engineering of these bikes (air cooled) and feedback from the members using them, it became obvious there were a number of shortcomings with this type of configuration. The 3 main issues identified were:

1. The heat coming off the air-cooled engines affected the driver, especially during the hot summer months.
2. The bikes had to be in motion on order for the air-cooling to be effective. If the bikes were running while stationary there were at risk of overheating. The scenario already did happen with one of the 2014 motorcycles where the engine overheated and seized while stationary and idling.
3. The Harley Davidson bikes were extremely heavy and cumbersome to both drive and maneuver. As such there were limited to certain terrain.

After careful consideration, the 2022 BMW 850 Police Motorcycle platform was chosen to replace the 2014 Harley Davidsons because they were liquid cooled, lighter, and far more maneuverable than their American-made counterparts. Seven of these motorcycles were ordered from BMW through the Headingley Sport shop and all arrived in December of 2022. The last time BMW Motorcycles were used

by the Winnipeg Police was 1991 when 9 of the machines were acquired and used by the Traffic Division.

The bikes came equipped with a BMW Police Package augmented with additional LED lighting installed by the dealership. The bikes were decaled by Shark Bait Automobile Graphics based on a combination of past Winnipeg Police designs and how similar motorcycles were being set up by other law enforcement agencies across North America and Europe. The Bikes would be destined to make their introduction to the public and operations during the Police Half Marathon on May 7, 2023.

As in the past, the Winnipeg Police Executive authorized the donation of one of the 2014 Harley Davidson Motorcycles to the Winnipeg Police Museum. As a result, MC-1 was decommissioned and turned over to the Museum for either display or use. As the bike is in operational shape, it will be utilized as part of the operational fleet that are regularly used to attend special events.

The Winnipeg Police Museum would like to thank Chief Danny Smyth, Deputy Chief Art Stannard, and the rest of the Winnipeg Police Executive for their generous donation which will serve as an operational legacy for many years to come!

The Police Garage took great care in preparing the machine and ensuring it had the best components of all the outgoing motorcycles. The Museum would also like to thank Garage Supervisor Lee Trakalo and Mechanic Matthew Mitchell for all their work and efforts towards this endeavour!



Donated Motorcycle being Serviced by the Police Garage.

2022 Winnipeg Santa Claus PARADE

By Rod Hutter – Vice President



Though it was cancelled over the last 2 years due to Covid restrictions, the Santa Claus Parade made a return to Winnipeg Streets in November of 2022! The usual group of Museum volunteers were more than ready and willing to participate (and take another step towards getting things back to normal).

The 2022 parade would see a change in the route and staging areas. In past years floats would usually stage on along the side streets of Furby, Langside and Young between Portage Avenue and Broadway. The route would always run eastbound along Portage Avenue, south on Main Street and east on Pioneer to the Forks parking lot across from the Goldeyes Baseball Field. From time to time the higher floats would be challenged by the train bridge over Pioneer.

This year the floats were staged facing north in all the southbound lanes of Main Street between Portage Avenue and York. The route from Main Street this year would now be westbound along the normally eastbound lanes of Portage, with a left turn to go south on Memorial and dispersal along Memorial between York and Broadway.

The convicts returned to join Chief Danny Smyth and assist with passing out candy to enthusiastic children in the large crowd that gathered along

both sides of Portage Avenue from Main Street to Memorial Avenue. The Buffalo Coat Brigade also returned in full force with the oldest patroller being Lyn Giles who back in the day walked the beat on these same downtown Winnipeg streets while wearing a similar buffalo coat! Other Museum volunteers donned the old Freize Coats complete with the belts and cross straps.

Three Museum cruiser cars turned out for the event being the 1978 Ford LTD, the 1988 Dodge Diplomat, and the 2008 Ford Crown Victoria, all staffed with active and retired members. Some “may have” used the same types of vehicles when they were on the job! Our 4th operational vehicle, the 1987 Ford Crown Victoria was in the process of having a completely new braking system installed along with other maintenance items being taken care of.

Museum personnel regularly join up with members of the Winnipeg Police Community Relations Division to participate in the parade and help make up a large Police contingent. The Museum would like to thank all our volunteers for helping with the parade, and acknowledge Curator Tammy Skrabek for her hard work and organizing skills for assembling the vehicle decorations and wardrobe for the Museum contingent!



Dawn Derin



Derk Derin



Ernie Tomchuk



Gary Walker



Joe Gallagher



Lyn Giles

Museum

GIFT SHOP



Badges



Key Lanyards

Postcards

Sweatshirts



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.



2022 Annual Report
Editor: Rod Hutter
Assistant Editor: John Burchill

