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999

60TH ANNIVERSARY

THREE DIGIT EMERGENCY DIALING IN WINNIPEG

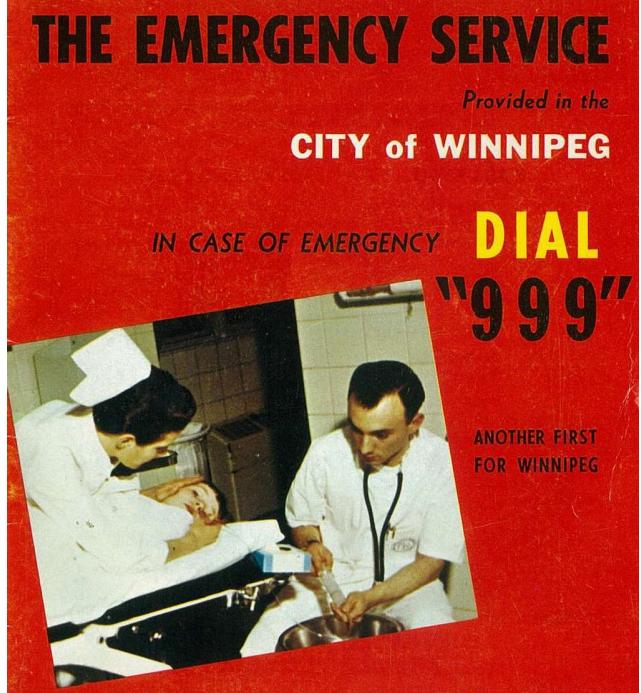
Three-digit emergency dialing was proposed in Winnipeg after then Mayor Stephen Juba visited the UK in the late 50's and heard of the idea. A sub-committee was then struck which was composed of two members each from Manitoba Telephone System, City of Winnipeg Signals Department, and the Winnipeg Police Department. In January of 1959, a proposal and budget summary was submitted to City Hall indicating that the adoption of 3-digit dialing would "simplify the procedure for the public to obtain emergency services with a minimum of delay and confusion", and that the numbers 999 were selected because it was "easily dialed and remembered".

The proposal combined emergency service phone numbers for sixteen different municipalities. Some municipal leaders were upset with the cost, which was a proposed annual fee of 10.77 cents per person in their municipality, believing this was too extravagant. Alderman A.E. Bennett (Police Commissioner, Chairman) proposed a way to cut costs by instead hiring *women* as operators, at a cost of \$200/month instead of \$345/month for male personnel. This cut one quarter of the cost to the municipalities, and was accepted by city council as they were reassured by Mr. Bennett that "this arrangement will not affect the efficient operation of the proposed system". For perspective, \$200 in 1959 equates to \$1780 in today's market.

On June 21st, 1959, Winnipeg would become the first city in North America to adopt 3-digit emergency dialing.

Several articles have been written with conflicting dates on when the number 999 changed to 911 in

Winnipeg. City archives documentation confirms that it was recognized in 1969 that the number needed to change because 911 would eventually be the digits used universally for emergency services throughout the American continent; however, the numbers did not in fact change until 1975. This



Front Cover of a 1968 Brochure

999



999 Centre in 1965

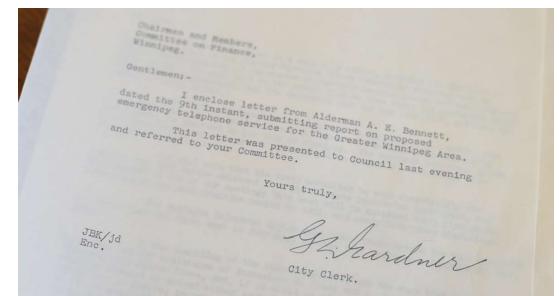
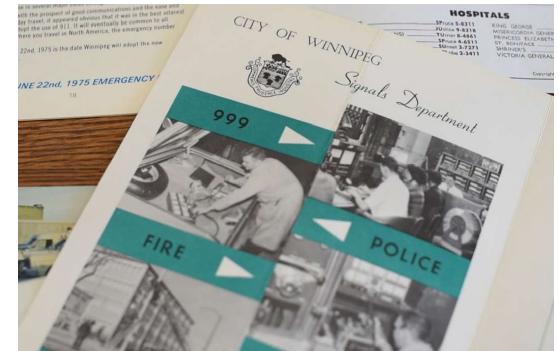
delay was largely due to technical problems experienced by Manitoba Telephone System.

In 1990 a significant change in Winnipeg's 911 capabilities was experienced with the implementation of Enhanced 911, which provided Call Takers with landline details (name, address, phone number) of 911 callers. In 2009 another significant change was experienced when Call Takers began to receive the estimated geographic coordinates of wireless 911 callers. In the near future, yet another significant change is scheduled to occur which will impact the entire 911 industry in North America - Next Generation 911.

Current 911 analog systems will be replaced with digital (internet protocol) systems in order to support a growing wireless society. This will not only provide more accurate location information for callers, but also open up the doors to the possibilities of things such as video and texting to 911.

Today, Call Takers answer an average of 1350 calls per day (911 and non-emergency lines combined). In contrast, in the early years 999 Operators answered approximately 300 calls per day. Calls for service are much more complex than in the past due to technological advancements and procedural changes. Staffing has increased from 9 members to approximately 100 members working inside the Winnipeg Police Service Communications Centre.

2019 marks a celebration of Winnipeg's 60-years in the 911 industry.



SHERRY HOBSON

Supervisor of Communications 1974-2005

*Written by Stacey Cann,
Manager of Communications
March 8, 2023.*

“Each time a woman stands up for herself, she stands up for all women.”
—Maya Angelou.



Sherry Hobson, c 2000

March 8 is [International Women's Day](#). It's a global day to recognize and celebrate women's and girls' social, economic, cultural, and political achievements. It's also a time to raise awareness of the progress made towards achieving gender equality and the work remaining to be done.

It's a reminder that all women, from all ages and walks of life, have a place in every aspect of Canadian society, including in the economic, social and democratic spheres

As a woman, it's important to encourage and support other women. Celebrate successes. Listen to each other. Take care of one another. Provide mentorship. Know when to ask for and be willing to accept help. Work towards breaking down any judgmental, stereotypical barriers. Be a voice for equality. Help the young females in your life grow up to become strong, independent and confident. Seize opportunities that come your way. For those in the 9-1-1 industry, there are several fantastic networks which provide support and mentoring such as 911 Wonder Woman and NENA's Women in 9-1-1 Alliance.



1959 First class of 999 operators, Winnipeg Police

Going back to June 21st, 1959, nine women (8 operators and 1 supervisor) began employment in Winnipeg at the first Centre across North America to operate a 3-digit emergency number for their community.

Now known as 9-1-1, this number originally began as 9-9-9. Why were women hired, and not men? Because it was more economical. At the time, the wages for men were proposed at \$345 a month,

which municipalities were not prepared to pay for. However, wages for women were proposed at \$200 a month. The arrangement (to hire women instead of men) “will not affect the efficient operation of the proposed system”, is what the leaders of the various municipalities were told. And that it did not.



999 Operators, 1965 Winnipeg Police Rupert Street Station

Winnipeg's humble beginnings saw emergency operators answer about 300 calls a day on switchboard technology that, while good in its day, was comparable to slotting mail in a mailbox. In the 1990's, technology progressed where the Winnipeg Police Service's Communications Centre professionals were using a computer-aided dispatch application combined with records management system and computerized telephone software. With that, training demands and the number of employees subsequently increased.

In the coming years, Winnipeggers (and all Canadians) will see the landscape of 9-1-1 change with Next Generation 9-1-1, which will result in improved emergency services by using advanced telecommunications networks. This will allow for the ability for real-time-texting with 9-1-1, and enhanced location and caller details, among other possibilities.

Because of that fateful decision to hire women operators in 1959 Winnipeg, an opportunity was presented which allowed women to make a significant contribution to public safety within the Winnipeg Police Service. Several female operators eventually went on to become long-serving police officers. Others, such as the late Sherry Hobson, moved into leadership roles.

Sherry began her career as a 911 Operator/Call Taker with the Winnipeg Police Service in 1974. In the late 90's, Sherry became the first female promoted into a management role within the Communications Division, overseeing the operations of the Communications Centre. I had the pleasure of working for Sherry when I was hired in 1999. She was welcoming, genuine, enthusiastic and committed to the staff members of the division.

In 2001 Sherry was involved in administering my final dispatch exam following several weeks of classroom training; quite a stressful time for any trainee. As the end of the exam approached, she said to me “Is there anything else you want to do before we conclude the exam?” I knew what she was talking about. I had made an error on something earlier in the exam but due to the rapid pace of dispatch, had no time to correct it and thought it was too late to go back. I took a moment and fixed it, thinking I had nothing to lose at this point. I found out some time after that had I not made that correction, it would have been an automatic fail and back to the classroom I'd have gone for another week. She didn't say anything to me about what she had done - she didn't need to be thanked. She did what she believed to be right, and for the right reasons.

That was the type of leader Sherry was. Supportive. Nurturing. Humble. She didn't tell me what I did wrong. She gave me a nudge; a chance to identify and correct my own mistake and

not expect anything in return. I am hopeful that as I continue in my profession that at some point I have or will make a positive impact on someone else that they remember throughout their career.

Fast forward for a moment to present day. I am proud to say that we've come a long way since those days and our roles are not defined by gender. We seek diversity and inclusion within the 9-1-1 industry, not division. We hire strong persons seeking a challenging career. Whether it be differences in gender, culture, socio-economic backgrounds, lifestyle, experiences and/or interests, diversity is needed in any occupation. I want to give pause to appreciate the diversity that I am seeing within the 9-1-1 industry as well as the Winnipeg Police Service, and hope to see that expand.

Sometimes making a professional or personal leap may feel that is poor timing or mean extra work and short-term sacrifices. Or perhaps the way it came about may not be the ideal circumstance, but the reality is there is no perfect time to embrace change and career advancement. One thing that is for certain is that the women hired in 1959 embraced an opportunity. They, and people like Sherry, paved the way for many other women that followed to bridge the gender divide, and positively contribute to the diverse workforce of the Winnipeg Police Service.



Stacey Cann is the Manager of Communications. She is currently seconded to the Next Gen 911 project. Stacey started her career with the Winnipeg Police in 1999 as a call-taker.

Anyone wishing to recognize a police or staff member they feel made sustained and substantial contributions to policing in Winnipeg and its surrounding municipalities during the past 150 years is asked to their name and (if known) a brief description of their accomplishments to the Winnipeg Police Museum.

THE WINNIPEG POLICE

K9 UNIT



Article from files supplied by the WPS K-9 Unit

From 1971 to 2018, a total of 64 Police Service Dogs and 53 handlers have served with the Winnipeg Police Canine Unit and contributed to its immense success over 47 years of operations.

The Winnipeg Police Canine Unit was established in May of 1971 with the purchase of three German Shepherd pups who were to begin training with their handlers under the supervision of an outside trainer being Lawrence Anonychuk of Canisphere Kennels.

The three chosen K9 teams consisting of Police Service Dogs (PSD) and handlers were:

Cst. Don McLennan and PSD Aro;
Cst. Mike Davies and PSD Caesar; and
Cst. John Martin and PSD Axel.

Aro and Axel were the first two canines to complete their training, and officially commenced working the streets on Wednesday January 12th 1972. PSD Caesar never finished his training because of a hereditary health problem and was later replaced.

PSD Aro initially worked with Cst McLennan until October of 1973 when Cst. Len Johnson became the dog's new handler. Aro continued with his new partner until August of 1977 when the canine retired.

PSD Axel worked continuously with Cst. Martin and went on to become one of the Service's most famous Police Service Dogs. He was awarded the *Canadian Bankers Association Award* after saving the life of his partner during a shoot-out with an armed bank robber in February of 1975. Axel remains the only police dog in Canada to have ever been given this honor. He later retired in January of 1976 due to health issues.

For numerous years, the Canine Unit operated out of the District 4 Police station having kennels and a training area located on the property. The unit later moved with other units to the East District Station where its own K-9 building was eventually constructed at the back of the property.

The Winnipeg Police Service officially opened the doors to its new state of the art, 4,500 square foot, high-security K-9 Facility at 77 Durand Road on June 21st, 2013.

The building featured a large community classroom and common area for demonstrations along with office space for the unit members and to 11 air-conditioned indoor kennels with attached dog runs. This new facility also included a whelping kennel and indoor puppy run as part of the Winnipeg Police Service's in-house breeding program which began in 1999.

The Winnipeg Police Service K-9 Unit currently employs 12 teams consisting of 12 uniform officers and 14 canines who offer 24-hour coverage, seven days a week, to protect the safety of citizens in Winnipeg. Aside from tracking, the K-9 teams are also cross trained in other disciplines which include narcotic detector dogs, explosive detector dogs, and tactical support dogs.

K-9 Memorial - the Planning Begins

The location of the new K-9 Kennels also presented an opportunity to move forward with another long-term project to build a memorial honoring the unit's canine members.

Since the unit's inception, Winnipeg Police canines have worked alongside their handlers to apprehend criminals and keep officers/citizens safe. The passing of these hard working dogs has a significant impact on their handlers and the public where a large support group exists. The Winnipeg Police Canine Memorial Fund was established to eventually fund the construction of a proper monument and columbarium solely dedicated for the Winnipeg Police Canines. The memorial site design will feature a life-size bronze sculpture of a Police Service Dog standing guard in front of a columbarium wall containing the cinerary urns of past Police Canines.

The current practice with the passing of Police Service Dogs is cremation with the cinerary urns being returned to their respective handlers. Throughout the unit's history however, the public has consistently demonstrated vast support for these service animals. Countless phone calls,

messages and other correspondence are regularly received when a WPS Canine is lost. The landscaped memorial site will also be accessible to the public, and become a place to visit, pay respects, and honor the Police Canines who have served the city with so much distinction.

Costs for building the memorial are being covered through fundraising efforts being undertaken by the Canine Unit members, and predominantly consist of:

1. Canine Unit Calendar Sales
2. Donor Brick Fundraising (memorial walkway)
3. General Donations from the Public and Corporate Sectors

Individuals or corporations wishing to donate to the Memorial Fund can do so by accessing the unit's web site and using the link to a printable donation form with submission instructions.

CANINE UNIT WEB PAGE:

www.winnipeg.ca/police/canine/donate.stm

PRINTABLE FORM:

www.winnipeg.ca/police/canine/donationform.pdf

Concept drawing of the future Canine memorial site. The site will be home to a life size bronze sculpture of a Police Service Dog standing guard in front of a columbarium wall containing the cinerary urns of past Police Canines. The site will also allow public access to the citizens of Winnipeg who wish to visit and pay their respects.





Cst Boris Luhowy and Marco at Police Expo May 9th, 1977.



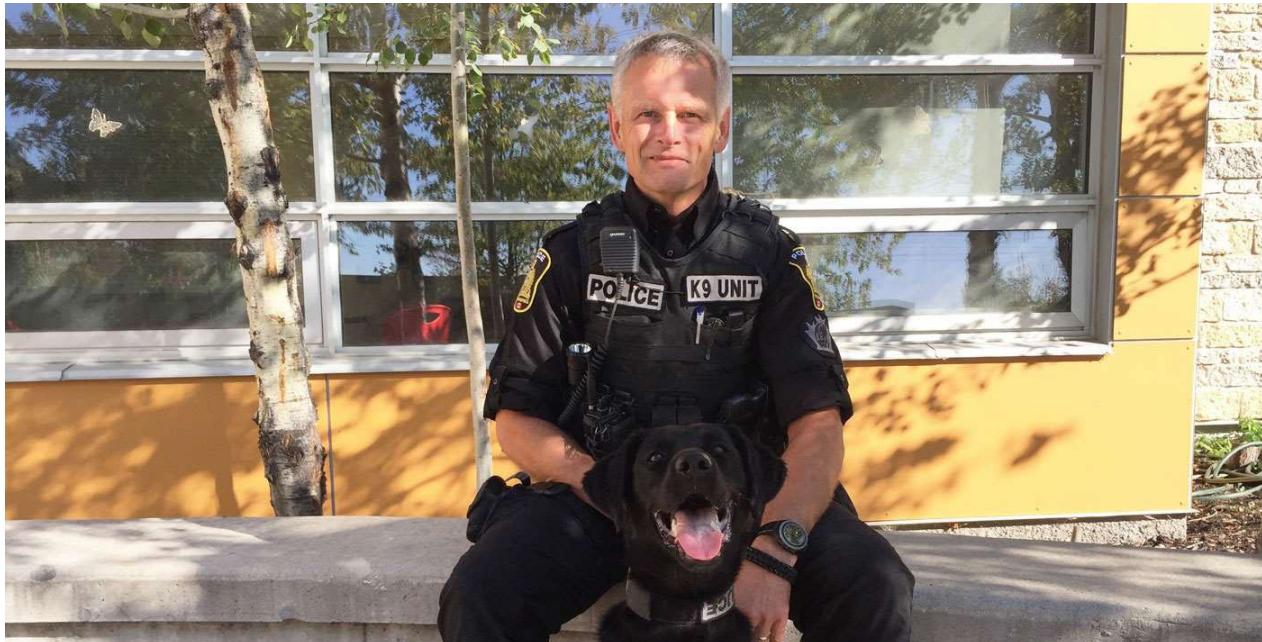
Mayor Steven Juba meets Aro. Below: Cst. John Martin, PSD Axel and Det. Leonard Daniel are presented with the Bankers Award.



Working Dogs 1971 -2018

PSD Caesar #1	German Shepherd	1971	1972	**Training Incomplete
PSD Aro #2	German Shepherd	1971	1977	
PSD Axel #3	German Shepherd	1971	1976	*CDN Bankers Award
PSD Shane #4	Doberman	1973	1975	
PSD Baron #5		1974	1977	** Replaced Caesar
PSD Marco #6		1975	U/K	
PSD Shane #7	German Shepherd	1976	1983	
PSD Ace #8		1977	1979	
PSD Kinver #9		1977	1979	
PSD Rex #10		1978	1983	
PSD Hobo#ll		1979	U/K	
PSD King#2		1981	1988	
PSD Apollo #13		1982	1989	
PSD Prince# 14		1982	1986	
PSD Mitch #15		U/K	1991	
PSD Kaun #16		U/K	1988	
PSD Goliath #17	German Shepherd	1987	1993	
PSD Buddy #18	German Shepherd	1987	1990	
PSD Raider# 19	German Shepherd	1989	1993	*Mestic Root Torsion
PSD Zeke# 20	German Shepherd	1990	1994	
PSD Rocky #21	Belgian Malinois	1990	1990	
PSD Tron #22	Belgian Malinois	1990		**Replaced Rocky
PSD Enzo #23	German Shepherd	1993	2000	
PSD Olaf #24	German Shepherd	1993	2001	
PSD Art# 25	German Shepherd	1994	2001	
PSD Buddy #26	Belgian Malinois	1996	2004	
PSD Joker #27	German Shepherd	1997	2005	
PSD Denver #28	German Shepherd	1997	2007	(Explosives)
PSD Theo #29	Chocolate Lab	1999	2000	(Narcotics)
PSD Vinnie #30	German Shepherd	1998	2005	
PSD Grim# 31	German Shepherd	1999	2002	
PSD Reno #32	Belgian Malinois	2000	2008	
PSD Utah #33	Belgian Malinois	2001	2007	
PSD Bandit #34	Belgian Malinois	2001	2008	
PSD Cinder# 35	Belgian Malinois	2002	2013	
PSD Jazmin #36	Black Lab	2002	2013	(Narcotics)
PSD Bali #37	Belgian Malinois	2004	2012	
PSD Judge #38	Belgian Malinois	2004	2014	
PSD Nitro #39	Black Lab	2004	2013	(Explosives)
PSD Ike #40	German Shepherd	2005	2007	
PSD Asia #41	Belgian Malinois			** SAR via OFC
PSD Deuce #42	Belgian Malinois	2006	2013	
PSD Lacy#43	Belgian Malinois	2008	2017	(Explosives)
PSD Diesel #44	Belgian Malinois	2008	2015	
PSD Hondo #45	Belgian Malinois	2008	2013	
PSD Reya #46	Belgian Malinois	2009		
PSD Griffin #47	German Shepherd	2009	2018	
PSD Juno #48	Belgian Malinois			
PSD Niko #49	Belgian Malinois	2005	2010	(Explosives)
PSD Dante #50	Belgian Malinois	2008	2017	
PSD Rane #51	Belgian Malinois	2012		
PSD Riley #52	Belgian Malinois	2012	2015	
PSD Mya #53	Belgian Malinois	2013		(Narcotics)
PSD Bailey #54	Belgian Malinois	2013		
PSD Vedya #55	Belgian Malinois	2013		
PSDWika #56	Belgian Malinois	2013		
PSD Banner#57	Belgian Malinois	2014		
PSD Hector #58	Belgian Malinois	2015		
PSD Xandra #59	Belgian Malinois	2015		
PSD Jade #60	Belgian Malinois	2016		
PSD Jester #61	Black Lab Mix	2017		(Explosives)
PSD Nero #62	German Shepherd	2017		(Explosives)
PSD Ivy #63	Belgian Malinois	2018		(Narcotics)
PSD Billy #64	Belgian Malinois	2018		

FROM SHELTER DOG TO K9 UNIT: JESTER'S STORY



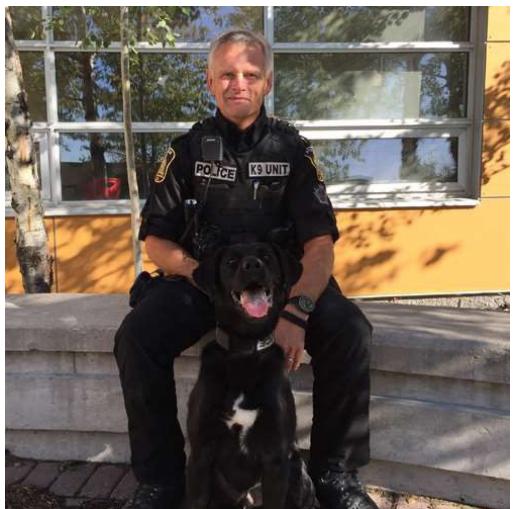
Before

Jester arrived at the Winnipeg Humane Society (WHS), some of his diet consisted of oatmeal and Kraft Dinner. Now the two-year-old Labrador Retriever/Border Collie mix is fed a high-quality dog food that's fit for a police dog. It's appropriate considering this rescued dog went from a neglectful situation to a member of the Winnipeg Police K9 Unit.

Jester is a bomb detector. He's trained to recognize 14 common explosive scents. Based on all combinations of those scents, Jester can detect around 22,000 manufactured explosives. It's an enormous task that requires a lot of training but Sgt. Wally Antoniuk, Jester's partner, knew the dog was up to the task.

"He's got unlimited potential. He just gets better every day," Sgt. Antoniuk says.

The WHS notified Sgt. Antoniuk of dogs at the shelter that show promise as police dogs. He tested a few of the dogs, but none were exactly what the K9 Unit needed - until Jester arrived. Jester had all the qualities Sgt. Antoniuk was looking for in a partner. He has a high drive and a willingness to not only fetch something from you, but to bring it back so he can chase it again (and again and again). Jester has a lot of energy and is also friendly, which is an important quality for a bomb detector dog that works in crowds.



Jester officially became a bomb detector dog in May 2017, but his training and preparation extended months beyond that. Sgt. Antoniuk took Jester home with him and for six months they got to know each other. Jester, previously malnourished, gained some weight and Sgt. Antoniuk learned more about Jester's personality.

In March, Jester completed his first explosive training course and he passed with flying colours. He breezed right through it, and Sgt. Antoniuk was confident that Jester was the right dog for the job. Jester's training

sessions always end when he receives a reward. At first the sessions lasted 30 seconds, but they gradually increased to the point where an exercise would take 20 minutes before Jester received his pay-off.

Now Jester's main duty is working behind-the-scenes and detecting explosives in high-traffic areas. He performs 'explosive sweeps' of the vehicles and venues for VIP events. He'll search backstage areas at concerts and searches NHL teams that travel out of Winnipeg and directly to the United States. Whenever there's a bomb threat in Winnipeg, Sgt. Antoniuk and Jester are called to the scene.

The K9 Unit doesn't generally adopt dogs from a shelter. It has its own breeding program, but "anytime a dog with this kind of potential comes along, you wouldn't want to pass it up," says Sgt. Antoniuk, comparing Jester to a professional athlete.

Sgt. Antoniuk has grown especially close with Jester. When the pair aren't working together, they live together. He's witnessed Jester transform from a malnourished and neglected dog to one with limitless drive and ability. Their bond not only strengthens with each day, but also helps make Winnipeg a safer city.

HERE'S HOW JESTER IS TRAINED:

Jester was trained using the 'can system'. During the exercise a number of cans are placed on the ground. One can is planted with the explosive material while the other remain empty. This forces Jester to put his nose into each of the cans until he finds the scent. Once he finds it, he offers a sit and receives a reward. Treats are good, but Jester's favourite reward is his toy ball.

As Jester improves more cans are added to the exercise. Once he can flawlessly go through 15 cans and determine the scent, it's considered imprinted. After that, they teach him a new scent. Jester knows 14 common scents that can be combined to create 22,000 manufactured explosives.

After Jester learns a scent, Sgt. Antoniuk adds additional challenges: distractions and masking scents. He will put the latex gloves used to handle the explosives, food, and toys in the other cans. These scents and treats cause distraction, but it's Jester's objective to ignore them and only notify Sgt. Antoniuk once he's found the explosives.

Jester's challenge is only capped by Sgt. Antoniuk's imagination. Jester knows how to detect scents that are beyond ground level too. He'll detect scents on various levels of a location, including finding scents in the ceiling if he must.

Sgt. Antoniuk is constantly teaching Jester new scents and strategies. Jester must keep advancing his skillset in order to help keep his community safe.

Story C/O the Winnipeg Humane Society.

LEONARD (LEN) JOHNSON

Constable #383, 1962-1989 Boxing / International Official

*Written by John Burchill, President
May 20, 2023. Winnipeg Police Museum*



Len Johnson was born in Winnipeg on July 28, 1939, but grew up on a five acre parcel of land on Henderson Highway in North Kildonan. At the age of ten he was introduced to boxing through his father and began training out of the Elmwood Boxing Club, before switching to the Madison Boxing and Wrestling Club in St. Boniface. At the time, the Madison club was run by Gordon Mackie, the long-time physical therapist for the Winnipeg Blue Bombers. Mackie was also the therapist for the Winnipeg Goldeyes, the Winnipeg Warriors and St. Paul's Saints. Mackie was also a therapist at the 1972 Olympics in Munich and the therapist coordinator for boxing and weightlifting at the 1976 Olympics in Montreal.

During his amateur boxing days Len was a ten time Manitoba Provincial Champion in the Flyweight and Light Middleweight classes. He had 150 bouts, winning 146 and losing only four. In 1960 Len represented Manitoba at the Canadian Olympic Trials in Montreal. However, he lost a 3-2 decision in the quarter finals and did not travel to Rome with Canada's Olympic team.

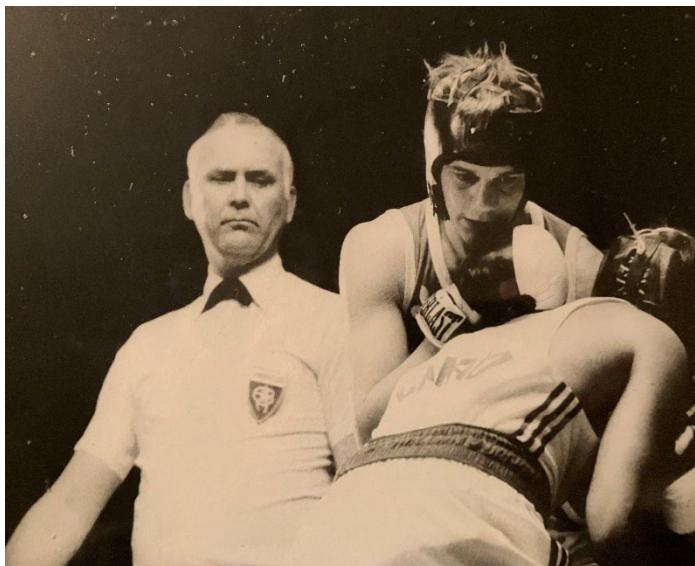
On February 19, 1962, Len joined the Winnipeg Police after the Imperial Oil Refinery on Henderson Highway, where he worked on the "proving grounds", closed to became a storage facility only. Len graduated from Police Recruit Class #60 on December 14, 1962.



Throughout his boxing career, Len got to know many people, including Patrol Sergeant Alan Wall who had joined the Winnipeg Police in 1950 and was himself an avid boxer. He would go on to form the Pan-Am Boxing Club in 1968. Alan would also become an international boxing judge, officiating at the 1976 Summer Olympics in Montreal.

At the time Len joined the Winnipeg Police, the headquarters building on Rupert Avenue had a gym with boxing and wrestling mats on the second floor where members could train. The gym remained for several years until the space was required for an ever expanding detective division. When the Rupert Avenue station was closed in 1966 and the new Public Safety Building (PSB) was opened on Princess Street, there was a large gym in the south end of the basement/garage.

As fortune would have it, the new gym space in the PSB was converted into three boxing rings for the 1967 Pan Am Games athletes (two other locations were set up at the Kapyong Barracks on Kenaston and HMSC Chippawa on Navy Way). Len was in the Traffic Division at the time and was assigned as an official runner between the three training locations.



Working alongside Al Wall, Len became a referee/judge with the Manitoba Amateur Boxing Association (MABA) in 1968 and would go on to hold executive positions within the MABA as President, Vice-President, Technical Chief Official and Recorder of Boxer Records. In his capacity as President of the MABA, Len also sat on the Board of the Canadian Amateur Boxing Association from 1974-2002 where he was involved with Al Wall in drafting new rules for amateur boxing. Between 1980 and 2000 Len also operated officials clinics throughout Manitoba to help upgrade officials in the sport of boxing to the international level.

In 1972 Len became a national boxing referee/judge. In 1982 he obtained judge status on the international stage after completing exams for the *Association Internationale de Boxe Amateur* (AIBA), and in 1986 he obtained referee status with the AIBA. Len remained an AIBA international referee/judge for the next 13 years, retiring from the AIBA in 1999. He retired from amateur boxing completely in 2012.

During his time as an international referee/judge, Len officiated matches in the United States, Cuba, England, Scotland, Wales, Germany, Greece, Finland, Spain, and Denmark. He officiated at the Pan Am Games in 1987, the Commonwealth Games in 1994, the Pre-Olympic Tournament in 1992 (he was also an alternate official for the 1992 Olympics), and was the Technical Chairman for the Pan Am Games in Winnipeg in 1999. In 2006 Len was inducted into the Canadian Amateur Boxing Hall of Fame as a referee.





Len retired from the Winnipeg Police after 27 years on June 3, 1989. He was one of the original members of the Crowd Control Unit ("Riot Squad"), serving for over 20 years. He also served seven and half years in the Traffic Division, five years in the K9 (Dog Unit) and the balance of his service was in Patrol Division in East Kildonan, Transcona, St. Boniface and central Winnipeg.



Len was one of three members in the Winnipeg Police K9 Unit that began in 1971. While not one of the original members, he replaced Constable Don McLennan in 1973 and took over handling his dog "Aro" for the next four years until Aro was retired. Len was accustomed to dogs, having a number of hunting dogs. With his experience in dogs, Len would go on to own and operate Transcona Kennels, Guard Dog Leasing and Security Services from 1979-1999.

Boxers Find A Home

Manitoba's amateur boxers have kayoed their biggest problem — a place to train.

Len Johnson, president of the Manitoba Amateur Boxing Association, announced recently that boxers could now use the firehall located at Stadacona and Talbot in Elmwood.

Len stayed with the small boxing club he helped start for 14-years. Originally operating out of 325 Talbot Avenue, a renovated fire station. Built in 1906, the fire hall it operated until the formation of Unicity in 1972. It then became an ambulance depot with Pan-Am Boxing Club moving in in 1975 taking over the unused space vacated by the fire department.

Len would get the chance to train his son, Ken, at the Pan-Am Club on Talbot into a world class boxer himself — competing at the Junior Olympic Championships in Yokohama, Japan, in 1979. He was also a gold medalist in the Canada Summer Games, the Canada Winter Games and a Golden Gloves Champ.

Len is also an Honorary Member of the Queen's Own Cameron Highlanders. He joined the Royal Canadian Legion in 1988, serving as Sergeant-at-Arms and the Branch Sea Cadet Liason for Crusader Pipes & Drums HMCS Chippawa for eight years.



Thank you for your service Len !

NOTE: Leading up to the World Police & Fire Games in Winnipeg this summer, anyone wishing to recognize a police member they feel made a substantial contribution to the world of sport in Winnipeg and its surrounding municipalities is asked to send me their name and a brief description of their accomplishments so we can profile them during the year.

By Secretary Rod Hutter
With historical records
supplied by WPS
Underwater Search &
Recovery Unit

Winnipeg Police Underwater Search and Recovery Unit

50 Year Anniversary

1970 - 2020



Dive Unit

The concept of Police Diving in Winnipeg had its beginnings in 1969 with Constable Armin Stojke of the Fort Garry Police Department. Being an active scuba diver, Stojke believed trained divers could be used to search underwater for persons or items instead of traditionally employed methods of dragging with hooks.

Constable Stojke initially approached Fort Garry Police Chief Art Bridgewater with a proposal to form a Police Dive Unit for the Department. The Chief was quite interested in the concept, but at the time would not provide any funding or resources for the initiative. Instead he allowed Stojke to explore the feasibility



Fort Garry Police Department Dive Unit

Constable Stojke partnered with Brian Stevenson who at the time was the President of the Manitoba Underwater Council, and Tommie Towns who was a civilian diving enthusiast. They then set out to recruit and train a Police Dive Team.

During this campaign, 6 members of the Fort Garry Police Department signed up and were trained by Stevenson, who was also a certified scuba diving instructor. The members of such a unit, and recruit potential members from the Police force who may be interested.

this volunteer group bought their own diving gear and paid for their own training, which was geared to the blackwater conditions of the Winnipeg River

Systems. This "team" commenced operations which mainly consisted of recovering property or evidence and performed such services for the Winnipeg Police, RCMP and other agencies.

The working conditions faced by divers is described as extremely hazardous. Due to high silt levels in the Winnipeg rivers and city ponds, there is little to no visibility and most dives are conducted in total blackness. To search the bottom of a river or pond, divers were pulled on a tow bar and swept through the mud using their hands in a half circle pattern. When they found something, the diver had to determine by touch what they are handling. The river bottom is congested with garbage, concrete, rebar, wood, trees and just about everything imaginable. People have been throwing things into the river probably ever since man came to the area!

The fledgling dive team quickly proved themselves in the late summer of 1970, when under trying conditions they located and recovered a young boy who had drowned in the Red River. The youth went into the water as the result of a canoe accident within the Maple Grove Park area of south St. Vital.

After being called to the scene, the Fort Garry Police initially commenced their search by boat, employing traditional methods of dragging the river bottom with sharp hooks attached to lines. Hours went by without success while deeply upset and grieving family members watched on from the shoreline. Constable Stojke approached Chief Bridgewater and

requested permission to use the volunteer Dive team which



under the trying circumstances was granted. Divers entered the water and found the boy within an hour, gently raising the child to the surface, and bringing a compassionate closure to an absolutely tragic incident.

Chief Bridgewater was suitably impressed, and he officially sanctioned the dive team as the Underwater Rescue Unit. He allocated some departmental funding, and the dive unit members were able to "scrounge" their first dive vehicle from the Winnipeg Fire Department, being a 1959 International Harvester delivery truck. The dive unit also obtained a 16' aluminum boat and trailer.

In 1974, the surrounding municipalities of the greater Winnipeg area, including the municipality of Fort Garry, amalgamated to become the City of Winnipeg. With this merging, the Underwater Rescue Unit from Fort Garry then became a specialty unit for the Winnipeg Police Department.

In 1979, the Underwater Rescue Unit was restructured, and only police members were accepted where before civilian members had been allowed. The Underwater Rescue Unit increased in size to 12 members and changed its name to the Underwater Search & Recovery Unit (USRU).

Between 1975 and 1995, the USRU supported a program called Police and Pal. Police Divers would teach scuba diving to disadvantaged youth in the community and would also certify other police officers. This was a great introduction to scuba





diving for the youth and for the police members. This program helped complement USRU, as newly certified members were often expressing interest in the unit.

By 1979 the unit had grown to 15 members but not everyone was active. Some restructuring occurred where inactive divers were "retired" which left a core group of 9 who were actively involved with training and operational deployments. In 1979 the unit also began joint training with the R.C.M.P. who joined up with the Winnipeg Police members to participate with their annual ice dive training at West Hawk Lake.

During 1980 the unit drew to 12 active divers and 3 apprentice drivers who would work and train with the unit until a regular spot became available. 1981 however became one of the busiest years the unit ever had with the recovery of 12 drowning victims and numerous searches for evidence and stolen property.

In 1984 the unit began training in advanced lifesaving with the Royal Lifesaving society of Canada and started working with other units such as the RCMP Bomb Squad to train in underwater explosives detection and removal. The Unit also cross trained with the Winnipeg Fire Department, and jointly attended the Lac Du Bonnet School of Wilderness survival to learn swift water rescue. This doctrine encompassed surface swimming and boat rescues of persons trapped in fast flowing waters or rapids.

In 1985, all unit members became certified as PAD.I. (Professional Association of Diving Instructors) advanced open water divers. Further cross training in open water rescue also occurred with the Winnipeg Fire Department.

In the ensuing years, the unit members became certified in the PAD.I. Rescue Diver Program which focuses on diving medical emergencies and rescue diving. They also certified in ice diving, and later started training with the Department of National Defense to learn Military Diving. This partnership lasted many years throughout to 1991 where unit members became well versed with underwater navigation, night diving, and performing underwater tasks on worktables.

Today the Underwater Search and Recovery Unit has 12 full-time and 3 part-time members who continue to maintain the high levels of training and professionalism seen over the last 50 years. During 2020 the unit finalized a new logo and worked on plans for a new Dive

Truck which will be ordered in 2021. They are also looking at the acquisition of a Remote Operated Vehicle (ROV) which can be piloted underwater without the need of a diver.



- The average depth of searches in the Assiniboine River ranges between 8 and 15 feet.
- The average depth of searches in the Red River ranges between 18 and 25 feet.
- There are some “holes” in the river system which are estimated to be up to 50 feet deep (and possibly more).
- The Unit is responsible for approximately 50 miles of riverways (Red/Assiniboine/Seine), several miles of creeks, and over 120 retention ponds and man-made lakes.
- Diving conditions in both the Assiniboine and Red Rivers are very dangerous, and categorized as “blackwater” where the diver is unable to see anything around them – searches must be done by “feel”.
- For hundreds of years the Winnipeg rivers have been a dumping ground for construction materials and general refuse – as such, divers can quickly become entangled in submerged trees, concrete, rebar, wood structures, and general debris.
- Though many large aquatic creatures live in the Winnipeg river systems - such as Lake Sturgeon which can grow up to 2.5 meters (over 8 feet) and 140 kg (over 300 lbs) - the greatest biological threat to divers has been huge snapping turtles which are predominantly found in the Seine River.



ARMIN (MR. CLEAN) STOJKE

Constable #505

Written & researched by John Burchill

August 15, 2021. Winnipeg Police Museum



Watching former WWF wrestling all-star Dwayne “The Rock” Johnson this week in Disney’s The Jungle Cruise, I am reminded of another wrestling *all-star* who also toiled on the water, and worked for the Winnipeg Police.

Armin Stojke worked out at the Central YMCA in the 1950s. He was born on a farm in Germany on September 5th, 1936, shortly before the outbreak of World War II. His birth mother (Amanda) died five hours after he was born and his birth father (Oskar) was killed returning home from the war. Armin was raised by his stepmother Aldolfinia, who brought him to Canada in 1950. Upon arriving in Canada Armin worked at his uncle’s farm in Waldersee, before moving to Winnipeg where he attended school to learn English.

In 1953 Armin’s step-mother married Wilhelm Reich and they moved into 487 Elgin Avenue, just a short

distance from the Winnipeg Police headquarters on Rupert Avenue and a similar distance to the Central YMCA at 301 Vaughan Street. At 230 pounds of solid muscle from working on the farm, Armin stood out among his peers. Besides being a wrestler, he held Manitoba’s heavyweight Bench Press record as a member of the YMCA from 1960 to 1964, pushing 400 pounds in 1964.

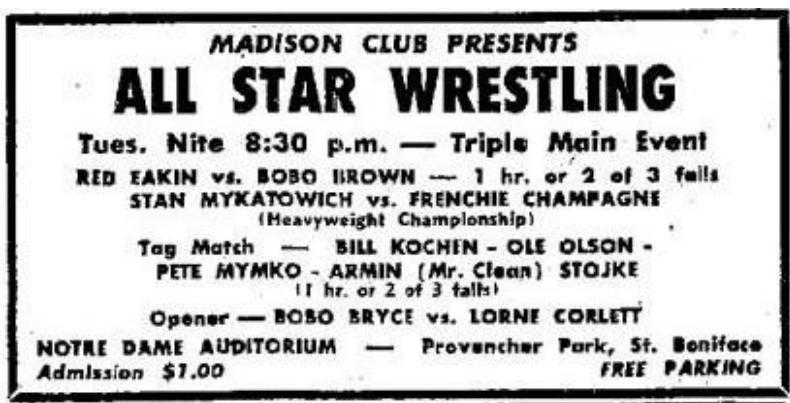
Armin’s prowess likely caught the eye of Alex Turk who, in 1946, introduced modern professional wrestling to Winnipeg. Turk later aligned himself with the National Wrestling Alliance (NWA), a group of independent professional wrestling promoters that remained the largest and most influential body in wrestling until the mid-1980s when the World Wrestling Federation (WWF), now the WWE (World Wrestling Entertainment), took over.

Turk would later work as a wrestling promoter and represented Verne Gagne and Stu Hart, father of Bret and Owen Hart, among others. He was also a member of several clubs, including the Central YMCA which sponsored the Alex Turk trophy for outstanding wrestler. A number of young men who wrestled out of the YMCA in the 1950s would also go on to compete in local wrestling matches including George “Red” Eakin,¹ Wally Hewak, Fred “Golden Boy” Popsiech and Victor Kowal.

¹ George “Red” Eakin was the father of Constable Grant (“Butch”) Eakin #1341, who was a member of the Winnipeg Police from 1982-2002.

Victor Kowal (badge #194), who would join the St. James Police in 1959 and later the Winnipeg Police after amalgamation, was a winner of the Alex Turk wrestling trophy in the middleweight division. Vic stopped wrestling when he joined the St. James Police; however, Eakin, Hewak, and Popsiech continued to wrestle in the Winnipeg *all-star* circuit for the next dozen years alongside “Iron” Mike Koncur, Dave Piper, “Frenchy” Champagne, “Wild Bill” Foley, Boris & Taras Laskoff, Karl Von Steiger, “Ole” Olsen, “Mad Dog” Morowski (Stan Mykietovich), Johnny DePaulo, “Bad” Bill Kochen, “Killer” Korchynski, and the Ross “The Madison Mauler” Headon.

For seven years from 1957 to 1964, Armin wrestled the local Winnipeg circuit as “Mr. Clean”, battling Koncur, Champagne, Olsen, Morowski, DePaulo, Kochen, and Von Steiger at a number of wrestling clubs inspired by the NWA (e.g. Brooklands, Crescent, Norland & Madison). Sometimes alone, other times in tag team matches or battle royals that involved up to eight other wrestlers. According to www.wrestlingdata.com, Armin fought in 142 matches, winning 72 times and losing 34, the remainder being draws or battle royals with multiple fighters. Eleven different wrestlers teamed with Armin during that time, while 23 fought against him.



Perhaps one of Armin’s more memorable fights was on June 2, 1964, at the Notre Dame Auditorium against Lorne Corlett.² While the main bill featured a “Lumberjack Match” between John DePaulo and Mad Dog Morowski against Red Eakin and Frenchy Champagne, the headliner was *Chad Allan and the Reflections*. For those too young to remember, Chad Allan and the Reflections (later the Expressions) was the forerunner to the Guess Who featuring Randy Bachman, Jim Kale, Garry Peterson, and Chad Allan (who was eventually replaced by Burton Cummings on vocals). They were probably the Number 1 club band in Winnipeg at the time.

Armin stopped wrestling at the end of 1964 when he met his future wife, Angie. His full-time job at the time was with Winnipeg Hydro (which was bought out by Manitoba Hydro in 2002). While Armin always wanted to be a police officer, he was turned down several times by the Winnipeg Police, allegedly for being “too big”.³ However, after moving to Fort Garry, it was a

² The Notre Dame Auditorium was located at 299 de la Cathédrale Avenue in St. Boniface. It was taken over by the school division in 1967, and now forms part of the Collège Louis Riel.

³ Although Armin did not seem out of place in his recruit class, this was not the first time I had heard an officer was “too big” for the Winnipeg Police. When I spoke with Ed Mularchuk #218 shortly before his death earlier this year, he too was rejected by the Winnipeg Police for being “too big” at 6’7” so he joined the Assiniboia Police instead.

chance encounter with Arthur Bridgwater, then Chief of the Fort Garry Police, that resulted in Armin being hired by his department on April 15, 1967.



Armin "Mr. Clean" Stojke and George "Red" Eakin, take on Chad Allan at the Notre Dame Auditorium, June 2, 1964. Courtesy Angie Stojke.

After joining the Fort Garry Police, Armin was instrumental in the formation of greater Winnipeg's first Search and Rescue Dive Unit. Being an active scuba diver, Armin believed trained drivers should be used to search underwater for persons or items instead of using drag hooks, which were traditional tools used by the police.

Armin approached Chief Bridgwater with a proposal to form a Police Dive Unit. While Chief Bridgwater was quite interested in the concept, there was no funding or resources for the initiative. However, he allowed Armin to explore the feasibility of such a unit, and recruit potential members from the police force who may be interested.

Along with Brian Stevenson, a certified scuba diving instructor and former President of the Manitoba Underwater Council, and Tommie Towns, a civilian diving enthusiast, Armin set out to recruit and train a police dive team. Six members of the Fort Garry Police signed up and were trained by Stevenson. They all bought their own diving equipment and paid for their own training, which was geared to the blackwater conditions of the Winnipeg river systems.

This volunteer “team” commenced operations in 1970 and provided assistance to the Winnipeg Police, RCMP and other surrounding police agencies. Due to the success of their early efforts, Chief Bridgwater allocated some departmental funding and officially sanctioned the dive team as the Underwater Rescue Unit. Armin and the dive unit members were able to “scrounge” a 1959 International Harvester delivery truck from the Winnipeg Fire Department as their first vehicle, as well as a 16’ aluminum boat and trailer.



Fort Garry Police Underwater Rescue Unit, 1970

Armin Stojke is back row, second from the left.

Courtesy Winnipeg Police Museum

With the amalgamation of the Fort Garry Police and the surrounding municipalities of the greater Winnipeg area, to become the Winnipeg Police Department in 1974, the Underwater Rescue Unit became a specialty unit for the Winnipeg Police. In 1979, the Underwater Rescue Unit was restructured, and only police members were accepted where before civilian members had been allowed. The Underwater Rescue Unit increased in size to 12 members and changed its name to the Underwater Search & Recovery Unit (USRU).

During this time Armin also volunteered year-round with Winnipeg's Police & Pal program spending many summers taking youths out for a two-week wilderness canoe adventure. He also trained youth and police officers during the winter with the USRU, side by side in a city swimming pool to be certified scuba divers ending with a certification dive at West Hawk Lake. This was a great introduction to scuba diving for the youth as well as for the volunteer police officers, many of whom would later express interest in the unit after their certification.

The Police & Pal program was started in 1970, by a local Winnipeg businessman who felt that he would like to assist the police in their battle against crime and delinquency. He believed that if young persons could associate with police officers in an informal setting, it would increase their understanding and respect for the law as well as open lines of communication between these young persons and the participating officers.

From this idea, the Police & Pal Association of Manitoba was created, and with the help of local businesses, the Association arranged financing for Police & Pal activities, with day-to-day expenses covered by the Winnipeg Police Commission, and individual officers donating their own time and resources.

Initial activities centered on an annual golf tournament but grew to include a curling bonspiel, fishing derbies, a shooting competition, a five-day wilderness canoe trip, automotive repair, scuba diving, and four weekly clubs for boys and girls which were aimed at youth from the inner city area. The youth ranged in ages from 5 to 17 years, from all different socio-economic backgrounds regardless of whether they had any previous contact with the police.



Police & Pal scuba diving certification in West Hawk Lake, c. 1978.
Courtesy Winnipeg Police Museum

Armin retired from the Winnipeg Police on April 30th, 1994, after 27 years in policing. He passed away on July 2nd, 2012, after being admitted to the Health Sciences Centre suffering a brain aneurysm. While the surgery was successful and there was every hope for recovery, he succumbed to a stroke. He left behind his wife Angie, of 47 years, and son Bill.

Something For Expert And Novice



Ow - w - w. Hey Ref — he's breaking my fingers! Ole Olsen obviously has the upper hand on Stan Mykawich during a recent 12-man Battle royal which drew some 600 wrestling fans. That's Johnny DePaula coming to Stan's rescue.

Madison Well Equipped

The Madison Boxing and Wrestling Club at 147 Provencher St. in St. Boniface is well equipped for the most avid boxer or wrestler or those just desiring to improve their general health and well-being.

It has a membership of close to 60 of which some 35 are active in the boxing and wrestling shows the club has staged the past 12 years.

Promoter Al Tummon's weekly wrestling shows on Tuesday at the Notre Dame Auditorium have featured some of the wildest and best matches seen by Winnipeg wrestling fans.

Such men as Bobby Jones, who is program director and wrestling instructor with the Winnipeg Parks Board; George "Pete" Johnson, a football referee and linesman at the Bemers games; Ole Olsen, wrestling instructor at the Lord Roberts Community Club, and Lennie Johnson with Winnipeg's finest, are among those active in the club.

The facilities include weightlifting equipment, boxing ring, wrestling mats, a rowing machine and bicycle which compensates for roadwork; a lightbag that develops speed and coordination; and a heavy bag used for power training. What the club lacks in space it makes up for in effort.

An all-star boxing card is scheduled for next Wednesday at the Notre Dame Auditorium with army boxers again entered.

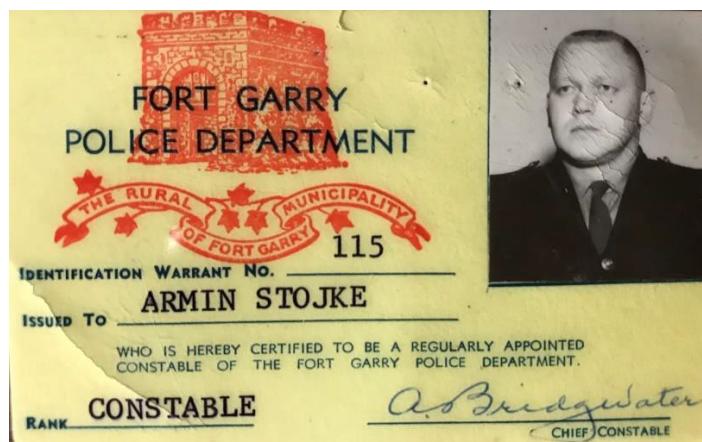


Former Canadian amateur light heavyweight Champ Dave Piper (right) demonstrating a hip throw on weightlifter and wrestler Armin Stojke. Stojke has held the Manitoba bench press record for the last two years.



DON WALKER WALTER NOEL GENE YUZEPOWICH
They'll Play Lead Roles in Wednesday's Boxing Show

Armin Stojke works out at the Madison Boxing & Wrestling Club, St. Boniface
January 19, 1963. Winnipeg Free Press



Armin Stojke, Fort Garry Police Identification Card
c. 1967. Winnipeg Police Museum

..... NORLAND WRESTLING CLUB

presents

WRESTLING

at the

NATIONAL (U.N.F.) AUDITORIUM
935 MAIN ST.

WEDNESDAY, OCT. 2, 8.30 P.M.

MAIN EVENT—TAG TEAM MATCH

"IRON MIKE"

1 FALL OR 1 HOUR

WALLY

KONCUR

&

HEWAK

235-lbs.

215-lbs.

TED

GORDIENKO

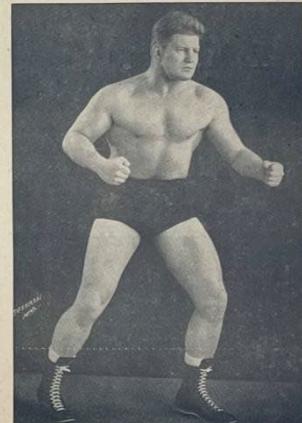
220-lbs.

VS

&

STOJKE

230-lbs.



----- SEMI-WIND-UP -----

45 MINUTES OR 1 FALL

"OLE" OLSEN vs JOE SHLONTZ

215-lbs.

208-lbs.

----- SPECIAL EVENT -----

"Killer" Korchynski vs Frenchy Goulet

218-lbs.

224-lbs.



----- OPENER -----

Fred "Golden Boy" Pospiech vs Tiger McClure

160-lbs.

162-lbs.

Children: 35¢

Adults: 75¢

NEXT SHOW → **OCTOBER 9th**

Sanctioned By

Manitoba Branch of A.A.U.

Norland Wrestling Poster, October 2, 1957, featuring Armin Stojke.
Courtesy Hunter & Gun Barbershop which still has it featured on a wall of their business.

CADETS TURN



IN 2020

By John Burchill, Vice-President,
with Sergeant John Siderius, Cadet Supervisor

Police Cadets

This year marks the 10th year anniversary of the Auxiliary Force Cadets. It also marks the 60th anniversary of the formation of the old Police Cadet. In both cases it was expected that these cadets would take on some of the administrative or less demanding duties of the Service's sworn members.

On December 30, 1960, Chief of Police Robert Taft verbally requested authority from the Winnipeg Police Commission to take on six male Clerk A's (*who would be cadets-in-training*) to relieve constables doing clerical duties. On the motion of Commissioner Spence it was resolved that the request of the Chief was approved.

City Council subsequently approved the new Police Cadet position with a salary range similar to a Clerk

A-which was \$182 bi-weekly to start, rising to \$253.

Although an individual had to be 21-years of age to be a police officer, a Cadet only needed to be 18

(and in some cases they were hired at 17). Not only would the Cadet relieve constables doing clerical work (filing reports and running dispatches), they would also learn the inner workings of the police department. This experience would make them choice candidates for police officer positions when they turned 21.



Recruit Class 103 {November 30, 1984}, contained the last of the original Cadets

Back Row: I. Imrie, J. Rogala, B. Doell, R.L'Heureux, C. Barker, M. O'Rourke, R. Cross, K. Wiebe, J. Paquette, R. Parry

Second Row: G.V. Walker (Instructor), W. Kehler, M. Gajecka, P. Laforet (Parks), K. Taplin, M. Pellerin, M. Aquin, R. Benoit, D. Roxburgh, R. Schmeichel, C. Samson, K. Green, B. Ramsey (Parks), H.D. Blackburn (Instructor)

First Row: J. Thompson (Instructor), E. Popiel (Instructor), R.B. Scott (S/Sgt.), A.T. Arfield (Superintendent), D.L. Davill (Inspector), W. Carpenter (Instructor), D.K. Johnson (Instructor), R. Brereton (Instructor),

Missing: B.A. Kramble (S/Sgt.)

Two Clerk A's, who had already been hired by the department in September 1960, were joined by six others hired after the December 30, 1960, resolution to become the first Police Cadets:

Alfred S. Diack, hired September 6, 1960. Retired on May 4, 1991.

Walter J. Makowski, hired September 16, 1960. Resigned of his own accord on November 24, 1968.

Ray W. Rerick, hired January 2, 1961. Died in a house fire that also killed his wife and young child on November 22, 1965.

John H. Bain, hired as a 17-year old on January 4, 1961. Retired on October 6, 1990.

Greg A. Kurdydyk, hired January 9, 1961. Retired on April 20, 1991.

Lawrence E. Obirek, hired February 1, 1961. Retired on March 23, 1991.

Edward J. Keep, hired February 1, 1961. Retired on January 23, 1993.

Dennis R. Couglan, hired February 1, 1961. Left the department on January 31, 1962.

The first female Cadet, **Kathleen Brenda Ranson (Fogg)**, was hired on August 18, 1975. The last six Cadets hired under the old system on January 11, 1982, were:

- Kirk Wiebe
- Marc Pellerin
- Karen Green
- Cliff Samson
- Mary Gajecka (Johnson)
- Randy Benoit



RAY RERICK

... dies with family

Policeman, wife, baby die in fire

A young Winnipeg police constable, his wife and baby daughter died in a fire that broke out in their Weston home early this morning.

Dead on arrival at Winnipeg General Hospital were Constable Ray Walter Rerick, 24; his wife, the former Aldynne Taylor, 24, and their one-year-old daughter Shannon Rae.

Winnipeg firemen were called to the scene of the blaze at 1392 Lincoln Ave. about 6:20 a.m. When they opened the front door, they found that Mrs. Rerick had fallen into a hole in the floor. It had apparently been caused by the fire.

Constable Rerick was found near the kitchen door and the baby girl on the living room floor. They had apparently been asleep when the fire broke out, and were unable to get out before being overcome. It was believed they all slept in a rear bedroom.

The Cadet rank was eliminated in 1984 and all remaining Cadets were absorbed into Recruit Class #103, which graduated on November 30, 1984. **Inspector Doug Roxburgh** is the last remaining original Cadet still working for the Winnipeg Police Service.

As the Cadet uniform was similar to that of a police constable, a checkered hatband was introduced in 1982 by Superintendent Tom Artfield to visually distinguish Cadets from regular members when they were on the street. The hat band remained part of a Cadets uniform issue until the rank was eliminated.

The Municipalities of St. James, Assiniboia, East Kildonan, and St. Boniface also had Cadets.

In 2010 the Cadet rank was re-introduced with amendments to the *City of Winnipeg Charter*. It was hoped that Cadets would again take the burden off of sworn members of the Service. However, unlike their predecessor, the new Auxiliary Force Cadets would have peace officer powers. They would work throughout the city to enhance the Service's visual presence, build positive relationships in the community and allow police members to focus on core police duties. A Cadet's daily activities would vary, but include:

- conducting neighbourhood foot patrols
- guarding crime scenes
- directing traffic
- assisting in ground searches
- enforcing provincial statutes and municipal by-laws
- referring citizens to assisting agencies.

Cadets are a separate and distinct classification within the civilian or staff sector of the Service. With their peace officer status, the duties of the new Cadet rank include detaining individuals under the *Intoxicated Persons Detention Act*, the *Petty Trespass Act*, guarding non-violent mental health patients under the *Mental Health Act*, as well as enforcing selected sections of the *Highway Traffic Act*, *Off-Road Vehicles Act*, *Smoking and Vapour Products Control Act*, and the *Liquor, Gaming and Cannabis Control Act*, in addition to select municipal by-laws.

In 2020 Cadets responded to more than 20,000 incidents translating into over 12,000 hours of work. One of the more significant event types which the Cadets are active is assisting those in need under the *Intoxicated Persons Detention Act* (IPDA). Cadets attend roughly 4,000 IPDA events a year. In 2020, due to the pandemic, Cadets attended

Original Cadet, Constable Rerick dies in fire. Winnipeg Tribune, November 22, 1965



Above: First Auxiliary Force Cadet Class graduates, November 22, 2010

Left: Group of Auxiliary Force Cadets pose with two dogs found running at large





Auxiliary Force Cadets direct traffic



Cadet Kirk Wiebe poses with checkered forage cap issued in 1982



Auxiliary Force Cadets check on the wellbeing of an individual on the street

3,157 IPDA events. Based on the average amount of time it takes to complete an IPDA incident, Cadets freed up more than 5,000 hours doing IPDA events that sworn members could invest attending to other matters.

All specified duties, as well as restrictions on cadet functions and responsibilities, are outlined in the Collective Bargaining Agreement. It must also be noted that Cadets do not have firearms or electronic control devices (Tasers), and rely on pepper spray, asp batons, handcuffs, and portable radios to perform their duties. In addition they are equipped with safety items as body armor and search gloves. Cadets are visually distinguishable from regular police officers by their azure or royal blue shirts.

The first class of 30 Cadets attended the Winnipeg Police Academy in September 2010 and began on the streets on November 22 of that year. At present, Cadets receive ten weeks of classroom training, followed by six weeks of field training. There are also provisions once they have successfully completed their training for Cadets to work part-time while they start or continue their higher education in their bid to become constables.

Since the Cadet Program launched in 2010, the Service has hired 295 cadets. By the end of 2020, 126 of those 295 cadets had become sworn officers and another 58 had found civilian jobs within the Service. Currently there are 60 full time and 21 part time cadets.

In 2020, the bi-weekly salary of an Auxiliary Force Cadet started at \$1,399.40, rising to \$1,507.05.

The Cadets continue to be a valuable asset to the Service diverting non-core policing functions away from general patrol and greatly increasing the visible presence and contact with the citizens of Winnipeg.

History of the EMERGENCY RESPONSE UNIT (ERU) & TACTICAL SUPPORT

TEAM (TST)

The creation of Emergency Response Units in Canada date back to the mid 1970's when Police Forces were faced with rising fears of political terrorism and increasing numbers of incidents involving firearms and other weapons.



Winnipeg Police Department - Emergency Response Unit (ERU)
"The Original Five"

ERU Team Members (from left to right): Det. Wayne KING, Det-Sgt. Ivan KLEPATZ, Det. John KIDD, Cst. Ken DOWSON, Cst. Randy BELL (c.1975)

The Winnipeg Police Emergency Response Unit (ERU) was formed in May of 1975 and consisted of 5 members:

- Detective Sergeant Ivan KLEPATZ #111
- Detective Wayne KING #217
- Detective John KIDD #228
- Constable Randy BELL #586
- Constable Ken DOWSON #658

These members were sent to the EB.I. training academy in Quantico Virginia, where they received specialized weapons and tactics training from instructors there.

ERU was designed as a part-time unit and remained as such for many years. Members were called out on an "as needed" basis, and consisted of officers from varying backgrounds who regularly worked in other positions throughout the Service. Over time the unit was expanded to 20 members, consisting of 1 coordinator, 3 team leaders, and 3 teams (I-Assault, 1-Gas & I-Sniper). The unit eventually saw its role expand to include hostage rescue, armed and barricaded, high risk warrants, VIP protection, and high risk escorts.

ERU originally started with a Chevrolet G20 delivery van, but as the unit expanded in size, so did the need for a larger vehicle to transport both the members and their equipment to scenes and training facilities. The delivery van was replaced with a much larger truck which became known as "Big Blue" and had the call sign of "ALPHA 1-1". This truck was later replaced with a diesel powered 2003 Chevy 5500 5-ton van which also took on the "Big Blue" nickname. Around this time the unit also acquired a Chevy Suburban that was converted for tactical use and was assigned the call sign "WHISKEY 101".

In May of 2008, as part of a pilot project the Part-time Emergency Response Unit became a new full-time operational unit consisting of 16 members and one coordinator. The ERU title was officially retired and the new Tactical Support Team (TST) was formed, originally having two 8 member platoons (1-A side and 1-B side) working from 13:00 to 01:00. These platoons were increased to 10 members each after the addition of 4 more members in December of 2008.

Demand on the unit was such that staffing was increased again in the spring of 2009 to the present 37 members who, along with a coordinator, made up 4 platoons of 9 officers (1 Sgt, 1-P/Sgt & 7 Cst) to cover both A-side

and B-side, day and evening shifts, between the hours of 7:00 am - 02:30 pm.

Some notable events for the unit include the acquisition of a Mercedes Benz Sprinter Van as a deployment vehicle in 2011, the creation of a Tactical Emergency Medical Support (TEMS) team in conjunction with Winnipeg Fire Paramedic Service in 2014 to enable paramedics to better care for those involved in high-risk emergency situations, the acquisition of a Terradyne Gurkha Armoured Vehicle in June of 2016, and the selection of the first 2 female team members in April of 2017.

As a full time unit, the TST will be found on active patrol, and attending all manner of calls involving firearms and other weapons. Their mandate also includes executing high risk search warrants where firearms, weapons, or gang members may be involved. They also work closely with specially trained members of the Service's K9 Unit as well as the Bomb Unit when required in high-risk situations.

The Museum is currently working on a display recognizing the creation and history of the ERU/TST members of the Service.

New Unit Crest - Design & Meaning

As part of the change, the Tactical Support Team created a new unit crest which symbolized the ideologies of the members who formed the Winnipeg Police Service's first full time emergency/tactical team.



Article written with files supplied by the Tactical Support Team.

DESCRIPTION

The crest consists of an upwards pointing dagger inside of a triangle. The triangle is enclosed by having each side of the triangle displaying a component of the team's name. The word "Tactical" encloses the left side of the triangle, the word "Support" encloses the right side of the triangle and the word "Team" encloses the bottom of the triangle.

MEANING

The name Tactical Support Team is significant as each word represents the core principles of the team itself.

TACTICAL

The word "Tactical" represents the special skill set that the team was formed to perform. Each member of the team was evaluated, selected and trained specifically for tactical expertise. Members invest hundreds of hours training, both in individual and team skill sets. This training elevates their tactical abilities to a higher standard than expected prior to their selection to the team. These skills are honed in actual high risk events compounding real experience in this area.

SUPPORT

The word "Support" represents the team's mandate within the Winnipeg Police Service. Counter to the elitist ideologies that specialized teams can fall prey to, the team views themselves as subservient to the front line officers. These front line officers have the greatest impact on safety and security in the City of Winnipeg. The team was created to function in harmony with these officers, providing additional support during high risk events.

TEAM

The word "Team" is not just a label to identify this group of officers but the philosophy that the Tactical Support Team is only a small component of a greater team, the Winnipeg Police Service. The Tactical Support Team views every sworn and non-sworn member of the Winnipeg Police Service as the "Team": It is placed at the bottom of the triangle to emphasize that it is the core foundation of how the Tactical Support Team operates.

THE DAGGER

Housed within the triangle is an upwards pointing dagger. Throughout history, the warrior culture always carried daggers as a means of last resort if disarmed of their primary weapon. The Tactical Support Team looks at the dagger as representing the team's philosophy of using force only as a last resort. The dagger points up towards the heavens to represent the belief that when force is used, it is used righteously with justification both spiritually and morally.

COLORS

Grey and black. The colors not only assist tactically in reducing the reflective signature of brightly colored crests, but represent the history of the Tactical Support Team. The Tactical Support Team was formed by members of the former Emergency Response Unit. The Emergency Response Unit was the first unit on the Winnipeg Police Service to adopt the grey on black stitching for the tactical reasons stated above. These colors remain not only to assist in officer safety, but as a reminder the original Emergency Response Unit.

TST-2077





WINNIPEG POLICE

REVOLVER CLUB

By Rod Hutter, Secretary

60th ANNIVERSARY

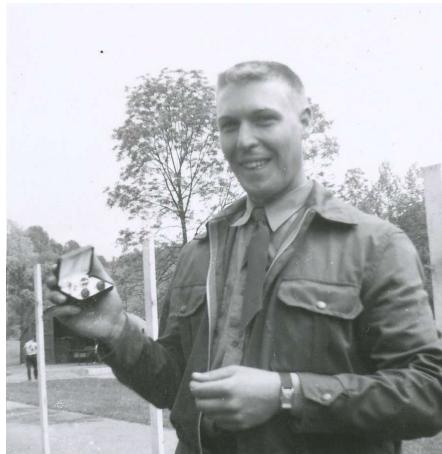
(Inc. 1959)

During the spring of 1959, Winnipeg Police Constable Don Thorsteinson was a shooting instructor who trained Winnipeg Police recruits in the basement range of the "CPS" (Central Police Station) on Rupert Avenue. At the time, officers were taught to shoot "Olympic Style" which consisted of firing 10 rounds in five minutes, one handed, at a bulls-eye target situated 20 yards away. Side arms of the day were primarily Webley revolvers that fired a .38 short, though some detectives had .38 caliber Colt revolvers which they purchased themselves.

Constable Thorsteinson happened across a magazine article by the University of Indiana Center for Police Training, which promoted a new style of "combat shooting" that appeared to be more oriented towards Police officers. This handgun course also moved away from the bulls-eye target, and instead used a man-sized target developed by Colt which had point values assigned to various areas.

The university, located in Bloomington Indiana, planned to host a competition sponsored by Colt Manufacturing to teach this type of shooting over the week-end of May 22, 23, and 24 (1959). Thorsteinson felt the Winnipeg Police should attend on the chance it would greatly advance the organization.

By way of a written "Special Report" to Chief Taft, Constable Thorsteinson requested permission to assemble and fund a team of 6 officers to attend the



Constable Stan Smyth

University and learn this new combat shooting. The request was granted, and "shoot-offs" were held at the Miller Road Range to find the most qualified individuals who would be sent. When scores were tallied at the end, six officers were selected and became the first Winnipeg Police Shooting Team which consisted of: Detective-Inspector Norm Stewart (later Chief of Police), Detective Ron Truesdale, Constable George Robert (Bob)

Taylor, Constable Don Thorsteinson, Constable Stan Smyth and Constable Stan Miner.

With a budget of \$900 provided by the department, and transportation consisting of a Volkswagen van loaned by the Winnipeg Police Association, the six departed Winnipeg and drove to Bloomington, Indiana. They were away for a total of 9 days, and joined 429 Police officers from across the United States, and 4 from Puerto Rico, for the first ever U.S. National Police shooting Championships. During the shooting competition, the Winnipeg officers won first place in the category of "Highest Police Team West of the Mississippi" (highest scoring).

The impact of this type of shooting was such, that the Winnipeg Police Revolver Club was formally incorporated in the fall of 1959 to begin promoting the new combat shooting for all Winnipeg officers. Through the club, Winnipeg Police teams began attending various shooting competitions held across Canada and the United States where they won numerous awards. Concepts of this "combat

shooting" (which emphasizes instinctive shooting) were soon adopted as part of regular firearms training, making the Winnipeg Police the first department in Canada to adopt this style.

Around 1968, the Winnipeg Police Revolver Club assisted in building the Cadboro Range along with the Fort Garry Police Department under the leadership of Chief Art Bridgewater. The club used this facility to sponsor many shooting competitions before and after it was turned over to the Winnipeg Police Department upon amalgamation in 1974. Of interesting note, the range tower used to be the north guard tower of the Stony Mountain Penitentiary, and the original wooden building was previously the Southwood Golf Course Clubhouse. This original building was replaced by another more modern one in 1993. The Club also possessed a mobile home at Cadboro that was donated by the Transcona Waterworks and hauled in from their yards.

All these buildings were destroyed when the Cadboro Range was decommissioned and sold for the development of Waverley West. The club still continued hosting competitions that were now hosted at the new Winnipeg Police gun range constructed on Wyper Road.

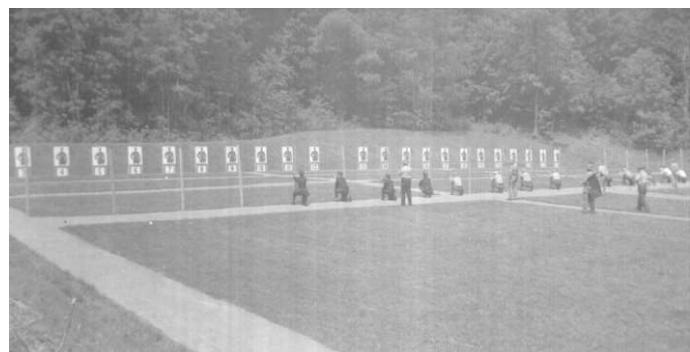
2019 marked the 60TH Anniversary of the Winnipeg Police Revolver Club which continues to host shooting competitions to this present day. These events have many categories to accommodate both veteran and novice shooters alike, and are open to members of the Winnipeg Police Revolver Club or any other shooting organization associated with the Canadian Police Combat Association {CPCA}. Of particular interest, the "Duty Gun" category was created for members to use their Police issue pistols and requires no other equipment aside from an issue belt and holster. Costs to enter are low and prizes consist of cash back awards.

Anyone interested in joining the Winnipeg Police Revolver club can approach the Museum for the Club contact information.



First Canadian Police Pistol Team - Bloomington, Indiana, 1959.

Stan Smyth, Bob Taylor, Stan Miner, Ron Trusdale, Norm Stewart, Don Thorsteinson



BACK TO THE BASICS

Community Policing

Researched and written by Detective Sergeant John Burchill

The modern definition of community-based policing is a partnership between the police and the community they serve. Police are given the latitude to use new and innovative ways to help solve contemporary community problems relating to crime, the fear of crime, social disorder and neighbourhood decay.

The concept of community-based policing is not really new, but involves a return to a philosophy in which policing was originally premised; "that the police are the public and that the public are the police." More than anything else it is actually a state of mind - to do for your community, as you would have your community do for you.

Years before the term "Community Based Policing" was coined, Winnipeg Police Officers were pioneering this trend toward "community commitment". This is no more evident than by the public's desire to dedicate three Winnipeg schools to the memory of three former Winnipeg Police officers who made significant, lasting and important contributions to the community they served. These officers truly embodied the spirit of community policing and made a difference to the communities in which they lived.

JOSEPH TERES SCHOOL

131 Sanford Fleming Road (Kildonan Meadows)

This school was named after Superintendent Joseph Teres (badge #5), a very popular officer of the former Transcona Police Department. He began his career with Transcona in 1948 and rose to their Chief of Police in 1960. After amalgamation in 1974, he became Superintendent of District 4 and died of a heart attack in 1976 while still serving the citizens of Transcona.



EDWARD FINNEY SCHOOL

25 Anglia Avenue (The Maples)

This school was named after Constable Edward Finney (badge #381) a long-time Community Relations officer who worked closely with the various schools. He began his career in 1961 with the West Kildonan Police Department and died of cancer in



1986 while still carrying out his duties with the Winnipeg Police Service.

WILLIAM RUSSELL SCHOOL

50 Monterey Road (Windsor Park) This building is currently being used by the St. Boniface School Board and is named after William Russell, a former Chief of the St. Boniface Police Department. He began his career with the St. Boniface Police in 1927 and rose to the rank of Chief in 1960. He retired to pension in 1968 and passed away shortly after amalgamation.





By John Burchill, Vice President

EAGLE STAFF

History comes alive when someone is able to read about the past, visit the places, or examine the artifacts or images, from another time. For this reason, it is vital to record the present so that future generations can understand our cultural, educational, aesthetic, inspirational, and economic legacies. As Pope John Paul II so eloquently stated, "the future starts today, not tomorrow."

With this in mind I wanted to highlight the presentation of the Eagle Staff to the Winnipeg Police Service at the Manito Ahbee Festival's Pow Wow on May 19, 2019.

An Eagle Staff is a symbol of an Indigenous nation's identity and principles. Each Eagle Staff is one-of-a-kind to the people who created it, to the people to whom it is given, and to the time and place where it was made. It is a sacred symbol that is held in high esteem and used for ceremonial purposes.

The Manito Ahbee Festival and Pow Wow is one of the largest gatherings of its kind with Indigenous peoples from all over North America travelling to Winnipeg to celebrate Indigenous culture and heritage.

This year the Winnipeg Police Service joined in the celebration and participated in a Transference Ceremony. Chief Danny Smyth was honoured and humbled to accept the Eagle Staff from Regional Chief Kevin Hart who was accompanied by Manitoba Keewatinowi Okimakanak (MKO) Grand Chief Garrison Settee and Long Plain First Nations Chief Dennis Meeches.

Elder Joseph Meconsee began the process of gifting the Eagle Staff to the Winnipeg Police in 2018, reaching out to Chief Danny Smyth and members of the Service's Indigenous Partnership Section to honour and protect present and future members

of the Service and those that have been killed, injured or passed. The Eagle Staff reflects the respect the Indigenous community has for the hard work and caring members of the Service provide to the community, and at the same time honours the Indigenous community the police are sworn to protect.

The journey that led to presentation and Transference Ceremony began long ago with the passing of tobacco and consultation and guidance from many Elders representative of many First Nations communities. This included:

1. Chief Orville Looking Horse a spiritual leader from the Sioux Tribe in South Dakota.
2. Elder Joseph Meconse of the Sayis Dene First Nation and a past Canadian Forces Veteran and Indigenous Veterans Association member. (He passed on earlier this year).
3. Elder Mike Calder the Director of Indigenous Services at the Behavioral Health Foundation. A Winnipeg based Elder who has provided guidance and teachings to the Winnipeg Police Service for many years.
4. Elder Lisa Meeches, of the Long Plain Ojibway Nation residing in Winnipeg; an Order of Manitoba recipient and film producer.
5. Elder Eric Robinson of the Cree Nation and former member of the Manitoba Legislature from 1999-2016.

The Eagle Staff was created by members of the Blackfoot Confederacy who are renowned for their artisan work throughout North America. The symbolism incorporated within the Eagle Staff is stunning and multidimensional.



The staff is made of Lodgepole Pine which was harvested in the Rocky Mountains. It is wrapped in Otter fur. The panels used on the Eagle Staff are from the same material used in our Uniform Tunics. The panel within the crook of the staff bears the crest of the Winnipeg Police Service. The lower panel includes three yellow and three red hoof prints symbolic of warriors "on the right path".

There are thirteen Eagle feathers that adorn the panel of the staff. They are black tipped golden eagle feathers and are highly valued. Each feather is dressed with Ermine fur. Thirteen represents the thirteen moons, as well as the thirteen provinces and territories that comprise Canada, and the thirteen municipalities that amalgamated to form the City of Winnipeg.

There is also a red and a yellow black tipped Eagle feather attached to the crook of the Eagle Staff. The yellow feather honours those members who have died or been injured in the line of duty. The red feather honours members of the Service who have passed on before us.

The Eagle Staff is also adorned with several bells to let the spirits know that our Staff is here with the Winnipeg Police Service and announces our Eagle Staff to the spirits at Grand Entries and Ceremonies. At the base of the Eagle Staff is a red medicine tie containing the four sacred medicines to protect our Staff and keep its spirit healthy.



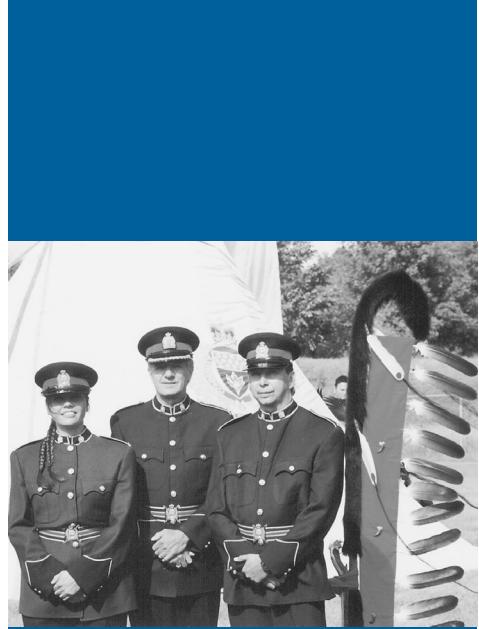
The Eagle Staff was included in the Grand Entry and Eagle Feather Ceremony for the first sitting of the Supreme Court of Canada outside of Ottawa on September 26, 2019, when they heard two cases at the Winnipeg court house.

On October 11, 2019, the Eagle Staff was introduced into the graduation ceremony for Recruit Class #162 at the Winnipeg Convention Centre. It marked the first significant change to the ceremony since 1999 when the Winnipeg Police Colours were

introduced during the graduation of Recruit Class #128. That ceremony also took place at the Winnipeg Convention Centre.

The Colours, which represent the eight Winnipeg Police Service members who have fallen in the line of duty, were originally presented to the Winnipeg Police Service on Feb. 19, 1999, by Lieutenant Governor Yvon Dumont, the Queen's representative in Manitoba.

On both occasions the graduating class marched on the parade square accompanied by the Winnipeg Police Pipe Band, a custom that had been carried over from the British system upon which the Service was founded. Including the Eagle Staff recognizes and pays tribute to the Indigenous community which lived, and lives, in the area we call Winnipeg today and who work within the ranks of the Winnipeg Police Service. By incorporating Indigenous ceremony into our police customs as members of Treaty One Territory, we add the traditions of our community protectors.



Eagle Staff Ceremony (2002)

This was not the first Eagle Staff to be carried by a member of the Winnipeg Police. On September 20, 2002, a simple ceremony took place at the St. Norbert Foundation where an Eagle Staff completed and assembled by Constable Ken Anderson under the direction of elders Art Shofiy and Luke Arcquette, was blessed.

This function was attended by aboriginal elders, Leaders from the community and members of the Winnipeg Police Service including Chief Jack Ewatski. While this was an important step toward building a stronger relationship with the Aboriginal community it was not an Eagle Staff created for and transferred to the Service by the Indigenous community.

JACK HINTON, SISTER MACNAMARA AND ROSSBROOK HOUSE

Community Engagement

*Written by John Burchill, President
July 24, 2023. Winnipeg Police Museum*



Inspector John (Jack) Hinton #89 was born in Winnipeg on November 28, 1921. He grew up in West Kildonan and attended Centennial School (which also operated as a high school until West Kildonan Collegiate was built in 1954).

Jack's schooling was interrupted by World War II when he enlisted with the Canadian Active Service Force (CASF) at 17, joining the Royal Canadian Artillery on September 1, 1939. Originally trained as a Gunner, he was promoted to Bombardier and then to Lance Sergeant at 18. During the war, he was stationed in England, France, Italy (Sicily), Holland and Germany. After serving his country for 5½ years, Jack was honourably discharged on July 20, 1945, holding the rank of Battery Sergeant Major.

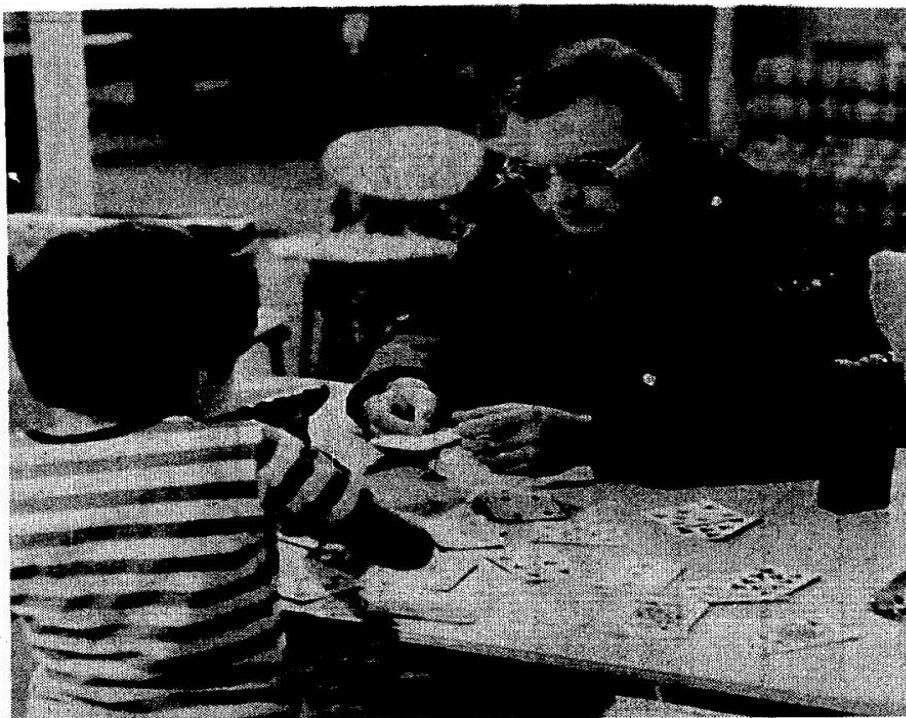
After his discharge, Jack applied to the Winnipeg Police, and he was hired on November 12, 1945, graduating from Recruit Class #4. Jack was promoted to Detective in 1952; Detective Sergeant in 1961; Sergeant in 1971, and on November 15, 1975, he was promoted to Inspector. Jack retired on May 2, 1981, after serving the citizens of Winnipeg for 36 years.

During his policing career, Jack worked in various divisions, including Fraud, Robbery/Homicide and Personnel, to name a few. When he was promoted to Inspector, his last few years were spent establishing the Community Relations Unit. The Police Expo, Block Parent Program and his involvement in *Rossbrook House* were some of his proudest accomplishments. In 1981, Jack received the Community Service Award from the City of Winnipeg and The Good Servant Award from the Canadian Council of Christians and Jews for his outstanding contribution to the community. Following his retirement, Jack served for a period of time as a Magistrate for the Province of Manitoba. He passed away on April 29, 2002, at the age of 80.

In November 1975 the first Community Relations Unit was created under Chief Norm Stewart to enhance police communication with members of the public and the media. As the department's first "Community Relations Officer," Hinton reported directly to the Chief of Police. His objective was to *"promote and maintain better citizen understanding of the police officer's role, stressing involvement with community groups, youth, ethnic and native groups, as well as the"*

development of crime prevention programs. He is the department's liaison with the media, distributing information on such things as the police expo and other crime prevention matters. Within the department, his function is to encourage the understanding and importance of good community relations and service to the public, seeing that positive attitudes in these areas are established in our training programs".

Several excellent programs, such as Block Parent and Operation Affirmative Action, were implemented. The primary objective of Operation Affirmative Action was to establish stronger connections with local community organizations, cultural centers, and religious institutions to engage the public and build trust with underrepresented communities. The concept of "neighbourhood" policing aimed to move away from traditional law enforcement approaches and focus on proactive problem-solving strategies to address crime and social issues.



— Photo by Dave Bonner
Winnipeg police Constable Ian Mann isn't goofing off. Playing cards with a child in the Rossbrook House juvenile drop-in centre at Sherbrook Street and Elgin Avenue is a part of the police department's successful affirmative action program designed to battle crime in the city's core area. The program has worked because it involves police on the beat becoming familiar and friendly with local people. See story on page 3.

Winnipeg Free Press, November 17, 1977

However, the unit was hampered by a lack of manpower and was unable to keep up with public demand. As such, in June 1981, the new Chief of Police, Ken Johnston, proposed to expand Community Relations into a 20-man unit, which called for adding ten more officers to the police department. In addition to these officers, the unit would take in five officers from the School Patrol Unit, previously working in the Traffic Division, and three officers from the School Liaison Unit, formerly with the Juvenile Division. These officers would continue their functions within the school system under the new Community Relations/Crime Prevention Unit.

Staff Sergeant Cal Hughes headed the expanded unit, and although for reasons of practicality, the manpower was divided into two groups, Crime Prevention and School Resources.

Today, community outreach and engagement remain one of [the strategic directions](#) for the Winnipeg Police Service in building stronger, healthier and safer communities. The Community Support Division and Community Support Units continue to carry on Hinton's work by actively engaging with citizens, providing meaningful support to individuals and connectivity with community groups and organizations.

Personal interactions between police officers and community members build mutual trust, essential to addressing neighbourhood problems and reducing crime. By actively partnering in community-based initiatives and consulting with diverse communities, the Service promotes community well-being, safety and crime prevention awareness.



Sister Geraldine MacNamara (“Sister Mac”) was born in Toronto on July 29, 1938. She grew up in Winnipeg, graduating from St. Mary’s Academy. She then attended the University of Manitoba, receiving degrees in Arts (1959) and Education (1965). She entered the Sisters of the Holy Names of Jesus and Mary in 1962 and took her vows in 1967. For ten years, she taught in Catholic schools at Flin Flon, Winnipeg, and St. Boniface, later attending the University of Manitoba Law School and receiving a law degree in 1974. In 1976, Sister Mac established Rossbrook House and served as its director until shortly before her death on February 20, 1984. In recognition of her community service, she was inducted into the Order of Canada in 1983.

Like Jack Hinton, Sister Mac had a vision for positive change and, through Rossbrook House, she touched the lives of countless individuals. The story of Rossbrook House begins with Sister Mac’s unwavering dedication to improving the lives of disadvantaged youth in Winnipeg. While articling with Legal Aid Manitoba, she was deeply concerned by the plight of inner-city youth she encountered who were vulnerable to negative influences and lacked supportive environments, dreamt of creating a safe and nurturing space for them. In 1976, with the support of the Catholic Church and private donors, Sister MacNamara’s dream became a reality when Rossbrook House officially opened its doors in the former United Church building at the corner of Ross and Sherbrook streets.

In her biography, “[Gem: The Life of Sister Mac](#),” she considered “*perhaps her biggest coup was convincing John (Jack) Hinton of the Winnipeg Police Force to be its first president*” (page 67).

Rossbrook House first opened as a drop-in center, providing a safe haven for children and teenagers facing difficult circumstances such as poverty, homelessness, and family issues. The center’s non-judgmental and inclusive approach allowed young people from diverse backgrounds to come together, forming a supportive community that transcended social and economic barriers.

As Rossbrook House gained recognition within the community, it attracted a growing number of volunteers and staff members dedicated to making a positive impact on the lives of Winnipeg’s youth. Sister Mac’s vision and leadership were instrumental in fostering an environment of trust and respect where young individuals felt valued and empowered to make positive choices.

Rossbrook House expanded its services and programs to meet the needs of the community it served. Educational support programs were established to help youth with their studies, promoting academic achievement and encouraging a sense of purpose and direction. At the request of the Winnipeg School Division, an alternative Junior High program was started in 1977. Today there are three off-campus school programs

- elementary program, Wi Wabigooni;
- junior high program, Eagles' Circle; and,
- high school program, Rising Sun.

Each of these off-campus school programs has a comfortable and informal atmosphere. The students work at their own pace and experience success along the way. The program includes Indigenous Perspectives integrated into their curricular areas.

Additionally, recreational activities, arts programs, and leadership initiatives were introduced, offering a range of opportunities for personal growth and development. The expansion of Rossbrook House also involved collaborations with other community organizations and government agencies. These partnerships allowed the center to access additional resources and funding, enabling them to extend their reach and support even more at-risk youth.

Rossbrook House has undoubtedly left an indelible mark on the lives of countless young individuals in Winnipeg. Through its various programs and activities, the center has helped many youths discover their potential, overcome challenges, and build essential life skills.

The safe and inclusive environment at Rossbrook House has prevented many young people from falling into a life of crime, drugs, and gang involvement. The center has acted as a second home for many by providing a supportive community, offering stability and love where it was previously lacking.

As early as 1977, the importance of Rossbrook House to the community in preventing crime was highlighted during the first-ever [National Conference on Diversion in Quebec City](#). The report noted that Rossbrook was located in the inner core of Winnipeg, serving a largely indigenous neighbourhood that was predominantly from a lower socio-economic background that included:

- a truancy rate of 30%;
- chronic long-term unemployment, regardless of prevailing economic conditions;
- housing stock that is inadequate in both quality and quantity;
- relatively high levels of criminal behaviour, both adult and juvenile;
- abuse of solvents, alcohol, and soft drugs;
- a bloated, fragmented social service delivery system;
- sporadic interventions by departments and agencies representing all three levels of government.

Even at this early stage, the report concluded that while there may be problems, even tragedies, in an undertaking such as Rossbrook House, there was promise, too. Rossbrook offered one example of how those personal resources, developed and directed, gave hope to the individual and to the society in which we live.

Rossbrook House's success stories are numerous, with countless alumni attributing their personal growth and achievements to the positive influence of the center. Many former visitors have become successful professionals, contributing positively to society and giving back to their communities.

Today, Rossbrook House stands as a testament to the power of one person's vision and determination to bring about positive change in the lives of others. Sister Geraldine MacNamara's unwavering commitment to Winnipeg's youth has led to the creation of a place that continues to inspire hope and transform lives where ... *"no child who does not want to be alone should ever have to be."*

Since Jack Hinton first sat on the board of Rossbrook House in 1976, members of the Winnipeg Police have continuously and without interruption volunteered to sit on the board since that time. This year Rossbrook House welcomed Staff Sergeant Phil Trudeau #2157 to the board. The others who have served over the past 47 years years include:¹

Inspector Calvin Hughes #72	Constable Randy James #1065
Superintendent John DeGroot #207	Superintendent Bill Fogg #1344
Inspector Gary Walker #719	Superintendent Bruce Ormiston #1429
Constable John Campbell #813	Constable Tammy Skrabek #1826
Staff Sergeant Boyd Campbell #848	Deputy Chief Scot Halley #1856
Chief of Staff John Burchill #S1140	



¹ Although I have only mentioned the police members, the composition of the board has crossed the spectrum from business and community leaders to judges, university professors, school teachers, politicians, justice officials, lawyers, and the current [Lieutenant Governor of Manitoba](#).



1921 Winnipeg Police Pipe Band led by Pipe Major Jock Coghill with Police Chief Chris Newton

George Gandy

Pipe Band

100th Anniversary of the Winnipeg POLICE PIPE BAND

By Inspector Doug Roxburgh

Since 1920 the Winnipeg Police Pipe Band has performed and stirred both national and international audiences with their music and striking full dress uniform.

The Winnipeg Police Pipe Band is proud to display the traditional Royal Stewart Tartan, which it was granted permission to wear by the Lord Master of the Rolls for the United Kingdom.

The band was formed after the 1919 General Strike, at a time when the Winnipeg Police Department was looking for ways to improve morale and have an entity to connect with the community.

Chief of Police Chris Newton was interested in starting a Brass Ensemble band but was convinced to create a Pipe Band from serving police member Jock Coghill.

Pipe Major Coghill started and remained the Pipe Major of the band for the next 28 years. Pipe Major Coghill was also one of the first members of the Winnipeg Police Department to volunteer for War Service in 1915.

The Pipe Band has had only 6 Pipe Majors over the last century;

- John (Jock) Coghill 1920-48
- Neil Sutherland 1948-69
- Donald A. Morrison 1969-85
- A. Bruce Taylor 1986-99
- Stewart McPherson 2000-03
- Doug Roxburgh 2003 - Present



1937 Winnipeg Police Pipe Band followed by Police Officers on parade, marching west on Portage Avenue

Upon its inception, the Pipe Band was formed with only serving police officers. This has since shifted to a band comprised of 70 members from across the community, including:

- Serving and retired police officers, and
- Volunteer members ranging from university students to business owners as well as fire fighters, pharmacists, nurses, etc.

The Winnipeg Police Pipe Band has been considered the Official Pipe Band of the City of Winnipeg and Province of Manitoba and has performed at numerous venues and events from competitions, fairs, festivals, civic holidays, and special events, among many others. Some highlights include:

- Pine to Palm (Winnipeg to New Orleans) tour in April 1957 lead by Mayor Stephen Juba. A plaque commemorating this event can be located at Pembina and Stafford.
- The annual Minneapolis Aquatennial.
- The Rose Bowl Parade in California.

- Belfast, Ireland, where the Pipe Band accompanied Civic Officials to Ireland to promote the City of Winnipeg. City councilor and later Premier of Manitoba the Honourable Gary Filmon also participated in this tour.
- Performances at every Grey Cup city dating back to the 1960s when the Pipe Band used to travel by train to the festivals.
- The ceremonies for the opening of City Council after every civic election for decades.
- Invited performers for most of the Royal Visits including Queen Elizabeth in 1984; Princess Anne during the Pan Am Games in 1999; and Prince Charles for the Order of Manitoba in 2014. Not to mention playing before a crowded stadium in support of Sir Paul McCartney in 2013.

In addition to local events throughout the City, the Pipe Band has played at Festivals around the Province of Manitoba as proud representatives of the Winnipeg Police.



1953 Pipe Major Sutherland posing with the wife of Mayor Garnet Coulter

Members of the Pipe Band take particular pride in supporting the Winnipeg Police Service or law enforcement members who call upon the band during times of happiness and sorrow (birthdays, funerals and weddings).

As the Band has grown so has our ability to represent the Service, City and Province internationally. The highlights include:

- Cleveland International Tattoo 2009
- Las Vegas International Tattoo 2011
- Virginia Military Tattoo (Norfolk Virginia) 2012
- Pacific Tattoo (Victoria BC) 2013
- Okanagan Military Tattoo (Vernon BC) 2015
- Festival Interceltique - Lorient France 2016
- Belfast Ireland International Tattoo 2017

The musicianship and dedication of our members has made the Winnipeg Police Pipe Band a diverse and engaging group. The band currently has beginner players all the way to three world champions amongst our ranks. The diversity of our performers has led to the band expanding its focus to a Grade 2 Competition Band that has successfully competed at Highland Games all over North America.

In the years ahead, the Pipe Band is excited to be celebrating its 100th anniversary and have invitations to attend the World Pipe Band Championships in Glasgow, Scotland, in 2022 and the Basel Switzerland Tattoo in 2023.

The Pipe Band is a strong supporter of youth Piping and Drumming. Each year the band sponsors local youth to participate in summer music camps where they receive world class instruction.

For more information on the Winnipeg Police Pipe Band the public can go to our website at www.wppb.ca



1976 Charlie Bell shows off band uniform at 52nd Winnipeg Poiceman's Ball



2005 Winnipeg Police Pipe Band led by Pipe Major Doug Roxburgh on steps of Legislature

2020 Pipe Band Display, Winnipeg Police Museum



WINNIPEG POLICE AMBULANCE

1911
1975



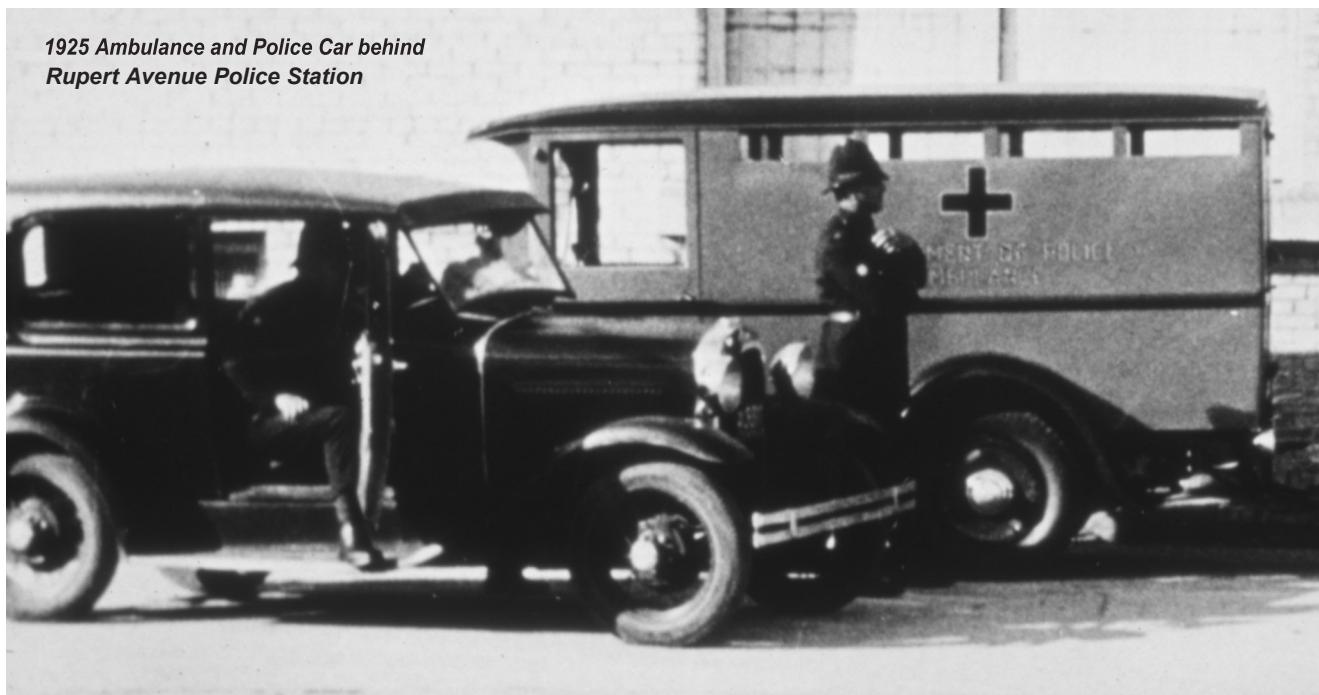
*1913 Police Ambulance
in front of Rupert Avenue
Station*

In Winnipeg, when it comes to medical emergencies you think of 9-1-1, ambulance and paramedics. But it hasn't always been that way. In the early 1900s and for many years later, the ambulance was operated by the Winnipeg Police Service. In fact, until 1949, the Winnipeg Police Ambulance was the primary emergency transport in Winnipeg.

The first call for tenders of a "police automobile and ambulance" combined was in April 1911 following years of public outcry for free ambulances in Winnipeg. In May 1911 a committee consisting of Chief McRae and two aldermen recommended the purchase of a Speedwell Police Wagon and Ambulance from the Breen Automobile Company. The vehicle was purchased in October 1911 for \$5,950 and the publicly funded ambulance service was immediately put into operation. Its operators included three chauffeurs (two days and one night) and three first-class first-aid men referred to as Wagonmen.

We don't exactly know what finally prompted the Service to proceed with the purchase of an ambulance, but we do know that Chief Donald MacPherson was the acting Chief Constable at the time of its acquisition and that he held a certificate in Instruction in Ambulance Work which he obtained while working as a police officer in Kilmarnock, Scotland in 1899. Also not surprising, the request to purchase an ambulance came at a time when Saint John's Ambulance opened a chapter in Manitoba, call boxes began being installed in Winnipeg and City Council was forwarding money to the City's Health Department following a major typhoid outbreak.

*1925 Ambulance and Police Car behind
Rupert Avenue Police Station*



In addition to their regular duties, Police Ambulance operators were responsible for attending to all fires in case of injuries. Until many years later, a Sergeant usually rode along with the Ambulance operator. While officers were being trained in first aid, they had no formal ambulance care training. Their main role was to pick up a person and get them to a hospital as quickly as possible. In June 1918, the Police Commission recommended Patrol and Ambulance Constables be selected from returned soldiers who were previous members of the police department. In 1920 it was decided that a regular vehicle horn was no longer sufficient for warning people in closed vehicles and a gong, provided by the Marshall Wells Company was added to the ambulance.

Fast forward to 1940, the Winnipeg Police Force purchased a new ambulance, a National Monarch wagon. The Winnipeg Police Force was publically criticized for allowing the "Brass" to use the ambulance to shuttle them around. It was alleged this caused an increase in police ambulance response times. Keep in mind, the driver, although sworn in as a Special Constable, was also the service's designated chauffeur at the time.

Early uses of the Police Ambulance included:

- Transporting a 9-year-old boy who was run over by a streetcar and lost his foot, and providing mouth-to-mouth resuscitation to an adult female suffering from overexposure to coal gas in July 1915
- Used by local hospital staff for a fee of \$6/day between 1918 - 1919, during the Spanish Flu.
- Rushing an adult male to the hospital after he was struck by a train and suffered two fractured legs and a hemorrhage in June 1924.
- Transporting a male who fell from a ladder and cracked his skull in the Canadian Pacific Railyard, and a 52-year-old woman who slipped on the street and fractured her leg in March 1930
- Taking an 18-year-old woman to the hospital after she cut off a finger while chopping wood in October 1942.
- Assisting a doctor in January 1945 by transporting a pregnant woman in labour to the hospital when he was unable to get a private ambulance.



1954 Mercury ambulance

By the 1950s, the Police Ambulance operated alongside private ambulances, responding to motor vehicle accidents, reports of people collapsing in public, industrial accidents and fires. Private ambulances were responsible for responding to house calls to convey sick persons or persons injured in their home. The operation of the 999 call system in 1959 was to allow private ambulances to be dispatched on a rotating basis.

In January 1959 a complaint by the Veterans-Prince Ambulance operators against the Police Ambulance was brought before the Police Commission. They were objecting to the use of the Police Ambulance in some private calls. Chief Taft was quoted saying "There will be occasions when the police arrive in a place that not come under the intended use, and then humanity and common sense must dictate their action" and "the police must never turn their back and walk away from human suffering once they are on the spot". This was primarily an argument of free municipal service vs a service fee, as no doubt, the Veterans-Prince Ambulance company would have been losing out on.

In November 1959, the manager of the Veterans-Prince Ambulance again brought a complaint

before the police commission indicating they were being sent to calls where the police ambulance had also been dispatched, wasting resources. At the same time, Chief Taft noted the fire department's rescue wagon and the police ambulance were also needlessly attending the same calls. It was at this meeting a motion was made by an Alderman to disband the Police Ambulance; the motion was not supported by Chief Taft.

In 1962, Chief Taft revisited the issues taking the position that a single public ambulance service may improve the ambulance situation in Winnipeg. This came following a recommendation by the Manitoba Medical Association that a single provincial ambulance agency be established.

In 1966 the Winnipeg Police Force began using a station wagon accident prevention vehicle (traffic car)/ambulance to augment the 1963 Oldsmobile and 1954 Mercury ambulances the department was using. In the late 60s, two more station wagon traffic cars/ambulances were purchased; one was assigned to the North End station and the other to the Fort Rouge Station. The 1963 Oldsmobile became a reserved ambulance and the Mercury was taken out of service. The new station wagons were



1963 Oldsmobile Cotner-Bevington ambulance

equipped with stretchers but no sirens. In 1969, several officers were trained by hospital staff in the use of resuscitation equipment which was installed in the police ambulance along with a set of airways, suction equipment, oxygen tanks and masks.

In 1971, five of Winnipeg's nine private ambulance companies created their own central dispatching service which was linked into the City's 999 emergency switchboard to eliminate the ongoing competition for business between services. In addition, it eliminated the act of private ambulance avoiding destitute areas for fear of not being paid and meant the ambulance based nearest to the call would be dispatched.

Upon amalgamation in 1974, all private and police ambulance services fell under the umbrella of the new Winnipeg Ambulance Service. After many discussions and debates, the

Winnipeg Ambulance Service was implemented on June 16, 1975. One existing ambulance service, the Crestview Ambulance, remained while it fulfilled its contractual obligations to Assiniboine Downs.

Things didn't always go smoothly for the operators of the ambulance. On July 26, 1915, the Winnipeg Police Ambulance was being operated by Constable



1971 Dodge ambulance in basement of Public Safety Building

George W. Fogg when it struck both Mr. F. W. Bowles and Mr. Paulo Gawlo aka Paul. Both men died from their injuries. It was reported that Mr. Bowles was cycling on Sargent Avenue approaching Sherbrooke Street when the ambulance, travelling north on Sargent Avenue, swerved to avoid a boy on a bicycle. The ambulance crossed the sidewalk, struck Mr. Bowles and a pedestrian, Mr. Gawlo, and crashed into the corner of a business.

Incidentally, the ambulance was transporting the nine-year-old boy who had been run over by a streetcar at the time. The driver, Constable Fogg, worked as a chauffeur for the Winnipeg Police Service from 1910 until February 1914 when appointed to motor patrol and ambulance. He was removed from his position of driver in August 1915. The widow of Mr. Bowles filed a claim against the City of Winnipeg and the Police Commission. In June 1918, a verdict was reached in Kings Court and Mary Elizabeth Bowles was granted \$12,000; \$5,000 for her, and \$3,500 for each of her two young children. The decision was later upheld by the courts.

Other not so positive Police Ambulance incidents included striking a lawyer on his way to court in June 1936 while responding to an accident. And in December 1971, while transporting a 21-year-old male involved in an industrial accident, colliding with a car driven by a 60-year-old male. The man later died from his injuries.

And as they say, whatever goes around comes around - sort of. In Winnipeg, shortly after the formation of Winnipeg Police's full-time Tactical Support Team in 2007, tactical officer Sergeant Shane Cooke, a former paramedic, was tasked with designing a tactical paramedic program for the Winnipeg Police Service. By 2011 the Winnipeg Police Service was actively discussing the development of a Tactical Emergency Medical

Support Service ("TEMS") for Winnipeg. Sergeant Cooke, along with Dave Johnston of the Winnipeg Fire Paramedic Service, began developing the unit. With the help of members of the Calgary and Ottawa Police tactical teams, the Winnipeg Police Service developed a formal program for Winnipeg where the City's new tactical paramedics, recruited from existing Winnipeg paramedics, trained for two weeks alongside new Tactical Support Team members.

Since its formation, the tactical paramedic program - which runs out of the Winnipeg Fire Paramedic Service's No. 11 Station at Portage and Route 90 - has expanded from the initial 14 advanced care paramedics to 22 active advance care paramedics. The program permits onsite emergency care to be immediately available, as opposed to being several blocks, and many minutes, away. Besides supporting the TST, Winnipeg's tactical paramedics also respond with the WPS's bomb squad and canine unit. In 2020, the unit expanded its training, with help from the staff at Bridgewater Veterinary Hospital, to also care for police dogs when they're injured.

The topic of under whose umbrella the Winnipeg ambulance service should operate remains a topic of debate more than 100 years after its inception.



B Division Station
Fort Rouge



Fort Rouge Police Station Is Closed

Doors Shut and To Let Sign

**Hung Out—City Cuts
Expenses**

Read here of a tragedy. It concerns the fall from grace of Winnipeg's newest police station.

Used for six years to populate its cells in arbitrary ways, the Fort Rouge station today displays in a front window a roughly crayoned sign "To Let."

At 11 o'clock today the last police relief paraded for duty. At 12 o'clock the signal station rang in its "six bell" to show it was noon for the last time. At 1 o'clock, the last telephone message was received, the front door was closed.

By 1:30 o'clock the last constable had made out his report, and taken a last look at the old guard room.

At 11 o'clock tonight, Sergeant John Livingston will have cleared the station of the last record, and will lock up the building. Shortly after that workmen from the build-

ing inspector's office will board up doors and windows.

Hoping to cut expenses, the police commission ordered the station closed a month ago.

The station is not without its mourners. More available property is open to burglars in Fort Rouge than in any other part of the city. Many family quarrels are settled quietly by the police sergeant. More than one attack by jealous husband or jealous wife has never been heard of in the courts, and the breach has been healed often since had a talk with the quarreling pair.

These little matters so delicate that policemen study them as a science, as much in the south end as in the north, will all be brought to Central station.

Police orders issued today re-distribute the 20 patrolmen and three officers of the station to North and Centre precincts.

Sergeant J. Livingston, officer in charge of the station since it was opened six years ago, will become a sergeant in the north precinct force. Patrol-sergeant T. Mitchell, of Fort Rouge, has resigned, and Patrol-sergeant D. McKenzie, the other Fort Rouge officer, will be transferred to Central station.



Substations

Substations

In 1909 Chief John McRae officially opened the Rupert Street Police Station at the corner of Rupert Avenue and Louise Street. This large building was to be the new Police Headquarters, however Chief McRae also saw a need for additional substations to help cover other areas of the rapidly growing City of Winnipeg. In response, the City purchased other parcels of land in 1909, specifically allocated for these planned substations.

With **A Division** being the Rupert Street Station, the substations were designated as:

B Division (Fort Rouge) Nassau St. & Jessie Ave.

C Division (West End) Arlington St., near Westminster Ave.

D Division (Notre Dame) Notre Dame Ave. & Pearl St.

E Division (North End) Magnus St. & Charles Ave.

F Division (Elmwood) Levis St. & Regent Ave.

The first substations to be constructed were B and E Divisions, which later opened on May 23rd, 1911. They were built from blueprints as mirror images of each other,

and had horse stables at opposite ends of the building to meet the needs of transportation in those years.

The stables and apparatus room (garage) made up half of the main floor. Station Duty was at the front of the main floor along with an assembly room, an officer's room, a signal room, a vault, and jail cells which were at the back. The second floor had a recreation room with a pool table, and a suite for the caretaker. Often the caretaker's wife would be hired as a matron to look after the female prisoners.

In 1913, before the other substations could be built, Winnipeg entered an economic downturn and shortly afterwards the Great War (WW 1) broke out. This drained the city of men who went to fight and cut off any excess spending. As a result, work on the remaining substations was never carried out.

In 1966 the Rupert Street Station closed when the new Public Safety Building opened on Princess Street, and the two existing substations closed shortly afterwards on June 30, 1967.

*The Rupert Street Police Station
A Division Station*



New Police Stations.—After many delays the two new police stations will be opened this evening, electric lighting fixtures caused the delay. Inspector Blair will be in charge of the station in the north end while Inspector Green will look after the south station.

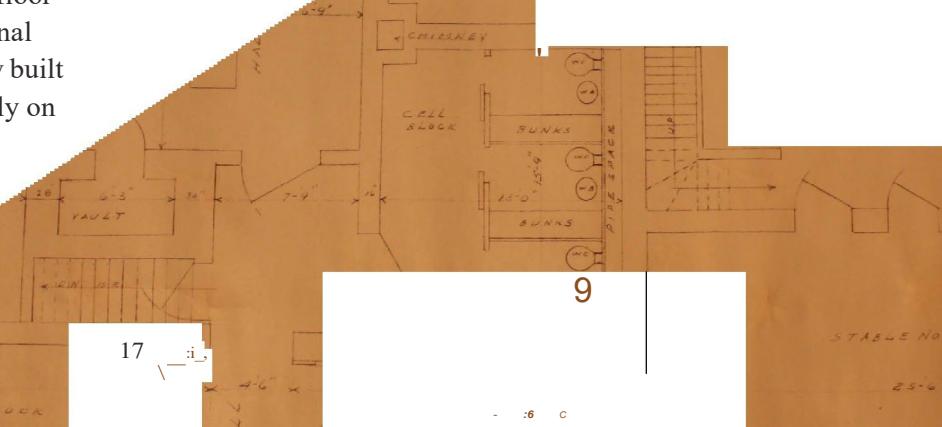
The B Division substation was torn down, but the E Division station remained intact. It stayed vacant until 1990 when a developer purchased the building and converted it into an apartment block. It still stands at 200 Charles Street today.

In 1990, the Winnipeg Police Museum was approached with the idea of recovering any artifacts from the former station before it was renovated by the developer. Numerous items were salvaged including one of the original 11 jail cells. This complete cell is presently on display inside the Museum as a working and interactive artifact.

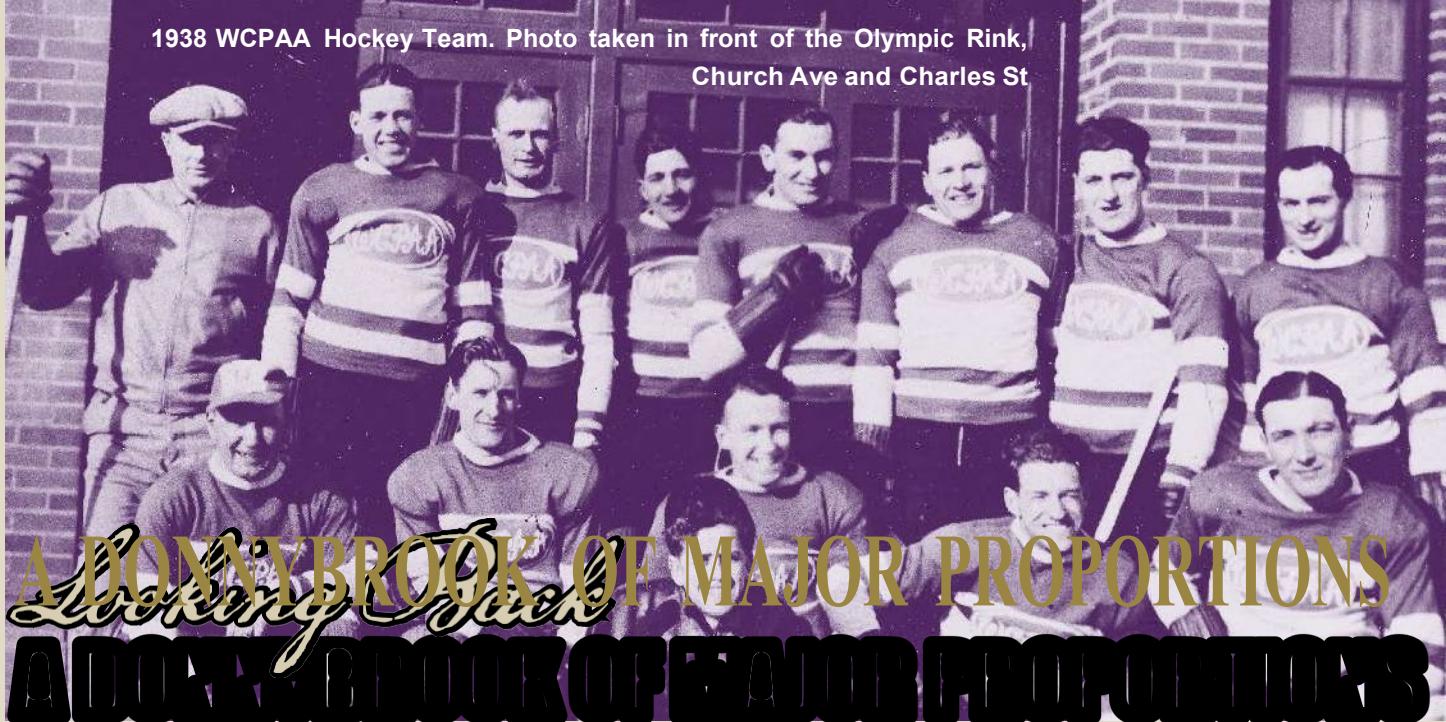
In 2017, Patrol Sergeant and former Director Kevyn Bourgeois completed a scale model of the first floor of the former B Division sub-station from original blueprints. This model, which was painstakingly built and re-created over a number of years, is proudly on display in the Winnipeg Police Museum.



Scale model of the first floor of the former B Division, created by former Director Kevyn Bourgeois



1938 WCPAA Hockey Team. Photo taken in front of the Olympic Rink, Church Ave and Charles St



A DUNNYBROOK OF MAJOR PROPORTIONS

Looking down A DUNNYBROOK OF MAJOR PROPORTIONS

WCPAA hockey team competes in the 1938 Manitoba Intermediate Hockey Championships

Starting in the 1920s the Winnipeg City Police Athletic Association (WCPAA), founded in September 1919, became one of the province's most frequent sponsors of high profile amateur sporting events, particularly boxing and wrestling. As an organization, active involvement in sports made sense for WCPAA membership as it promoted job related skills as well as fundraising opportunities for the association.

In the late 1930's and early 40's the WCPAA supported a senior men's intermediate hockey team. In March 1938 the WCPAA team came its closest to winning a provincial championship when it knocked out Sturgeon Creek, Petersfield, Transcona and Teulon in the playoffs, before taking on the Treherne Indians in a best of two, total goals, finals.

The first game was taken 3-1 by Treherne on March 26 in front of 1100 Treherne fans. The series returned to Winnipeg for the final game on March 28 at the Olympic rink, located at the corner of Church Avenue and Charles Street (where the Olympic Towers apartment block now stands), about 8-blocks from the then North End (E-Division) station at Charles and Magnus.

The Treherne Indians were the favorites to win, having previously won the championships in 1935 and 1936. In addition the 1938 squad boasted Thomas "Smokey" Harris as a player coach. Harris had previously played professional hockey and was in three Stanley Cup finals with Portland and Vancouver between 1916 and 1923 and is remembered for scoring the first goal in Boston Bruins' franchise history in 1924.

Treherne took an early lead 3-1 in the final game before "a donnybrook of major proportions" broke out in the second period. "With team against team, player against player, and assault the order of the hour ... fans hoped over the boards, rinks attendants jumped into the thick of things ... and finally

uniformed police arrived to sort out the belligerents" reported a youthful Winnipeg Free Press reporter (and future Hockey Night in Canada commentator) Scott Young. Treherne went on to win the game 7-2 and the series 2-0.

As befitting their performance, at a WCPAA sponsored dinner at the conclusion of the

Manitoba Amateur Boxing Championships, the hockey team was presented with silver cigarette cases for their efforts by WP. Fillmore, President of the Manitoba Boxing and Wrestling Commissions, on April 5, 1938.

The WCPAA intermediate hockey team never placed as well again, the war effort and injuries eventually taking their toll on its members. Constable Norm Stewart (later Chief of Police) was shot and wounded in a gun battle that killed Constable McDonald on February 4, 1940; defenceman Constable Arthur Hammill was killed in action on June 17, 1942 with the Royal Canadian Air Force; and defenceman Constable Walter Hansen suffered serious head injuries in 1944 after being side-swiped against a telephone pole while on duty by a stolen vehicle.

John Burchill

Winnipeg Police Museum & Historical Society

History OF THE Winnipeg Police Association



The Winnipeg City Policemen's Federal Union was formed in July of 1918, and was the earliest form of unionization that years later would be taken over by the present day Winnipeg Police Association. At the time, the fledgling Union was known as Local Charter #40, affiliated with the Trades & Labour Congress of Canada.

Not long afterwards, the organization was greatly impacted by the Winnipeg's General Strike in 1919, as the new union's membership voted overwhelmingly to join striking workers. Though officers for the most part remained on duty during the strike, their sympathies towards strikers were noted by their lenient conduct in maintaining law & order. The consequences of this behaviour included the mass firing of almost the entire force.

Most (but not all) of the Police Officers were re-hired shortly afterwards to resume their law enforcement duties. However, as a condition of employment, they were made to sign an agreement prohibiting them from being involved with a union. This became known as the "Slave Pact".

In 1920, the Winnipeg City Police Athletic Association (WCPAA) was created, and provided police officers with an organization that on the outside held a focus on promoting athletics, amusements and activities for its members. The WCPAA adhered to the non-union conditions of the Slave Pact, but over time began to exercise a creeping degree of authority in relation to collective representation for its members. Over time, "City" was dropped from the name and the organization became the Winnipeg Police Athletic Association (WPAA).

Their representation of officers was formalized on July 21, 1948, when the WPAA received union certification as the bargaining agent for Winnipeg police officers.

Police Association Crest 1972

The crocus represents the eleven Police Departments prior to the amalgamation of the Winnipeg Police Force in 1972. The green maple leaf represents Canada. The Countess of Dufferin and the three sheaves of wheat are symbolic of Winnipeg and Western Canada. The crown symbolizes Queen Elizabeth II. The English translation of "Robur per Concordia" is "Strength Through Harmony."

As a condition of employment, Police members were made to sign an agreement known as the Slave Pact

The WPAA officially became the Winnipeg Police Association (WPA) on March 16, 1972, in advance of the Unicity amalgamation of 1974. All other police associations within the Greater Winnipeg area also became members of the newly formed WPA when all the separate municipal departments merged.

The WPA has grown considerably since then, and now represents over 1,400 police officers and approximately 450 civilian support staff. The WPA is the sole bargaining agent for all contractual matters with the City of Winnipeg, and provides counsel and support to its members on a wide-range of internal and employment issues.

The WPA employs two full time representatives being the President and Vice President, as well as an Executive Assistant who oversees the office and in-house organizational matters. Along with the Executive, there are 11 other police members and two staff members who make up the Association's Board of Directors.

The WPA is affiliated with both the Canadian and Manitoba Police Associations. In collaboration with these organizations, the WPA is actively involved with lobbying Provincial and Federal governments for positive changes in law & labour that are meant to improve the working environments of police officers, and address the needs of safer communities.

Since its formation in 1986 the WPA has supported the mandate of the Winnipeg Police Museum & Historical Society in preserving the history of its membership for future generations. In fact former WPA President, Stan Scarr, was also the founding president of the Museum and remained in the position for the next 31 years. Items representing the history of the WPA can be seen throughout the Museum.

Article written with files supplied by the Winnipeg Police Association.

Track & Field 1923

Manitoba Champion 1923. Angus McDonald, with 16 LB shot put. Winner of Board of Police Commissioners' Trophy 1924 "Grand Aggregate."

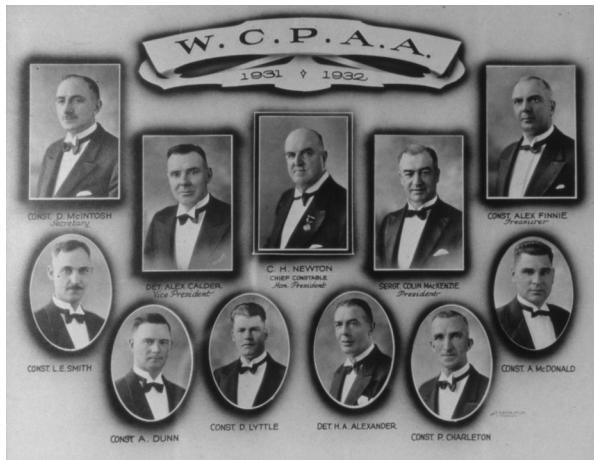
WCPAA Executive members 1931-1932.

Medical 1923

"A" Division Winners of "Lord Shaughnessy Western Police Shield for First Aid" Winners: J. Reeves, R. Fisher, G. Blair, H.K. Dekker, H.J. Harrod (Captain), J.S. Patric (Sergeant Instructor).

1920

Winners of the Wallace Nesbitt Trophy, St. John's Ambulance Association Trophy 1920. Included are: H.J. Harrod, J.G. Shields, C. Lorimer & J.S. Patrick (Captain).



In 1920, the Winnipeg City Police Athletic Association (WCPAA) was created and provided police officers with an organization that on the outside held a focus on promoting athletics, amusements and activities



Winnipeg North End A.A.C. Relay team. Winners Canadian Championship and Manitoba Championship 1909.



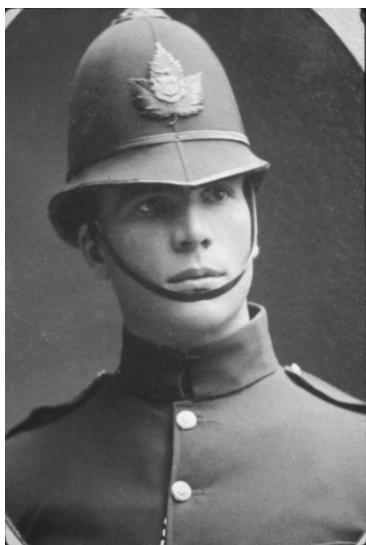
Tug-o-War personalities 1920
Chief Constable C.H. Newton is seated fourth from the left.
Photo from Manitoba Archives.

Track & Field 1921
J. Scholte
"B" Division, Winner of the A. MacDonald Cup 16LB Hammer

HENRY BERNARD EVERETT

Sergeant (1907-1919).
Chief of Dauphin (1920-1926), Brandon (1926-1947)

*Written & researched by John Burchill
July 6, 2022. Winnipeg Police Museum*



Henry Everett was born in Greenwich, England, on February 24, 1885. He immigrated to Canada in 1902 at the age of 17.

On July 8, 1907, Henry joined the Winnipeg Police. He was promoted to Patrol Sergeant on May 1, 1914. He was one of 228 police officers dismissed on June 9/10, 1919, for refusing to sign an Oath of Loyalty during the 1919 General Strike.

While the majority of the police officers were taken back on strength after the strike ended on June 26, 1919, Henry was not.

In a letter to the Police Commission on June 26, 1919, Henry was one several officers singled out by Acting Chief Chris Newton that should not be taken back on strength for the “*good government and discipline of the Force*”.¹

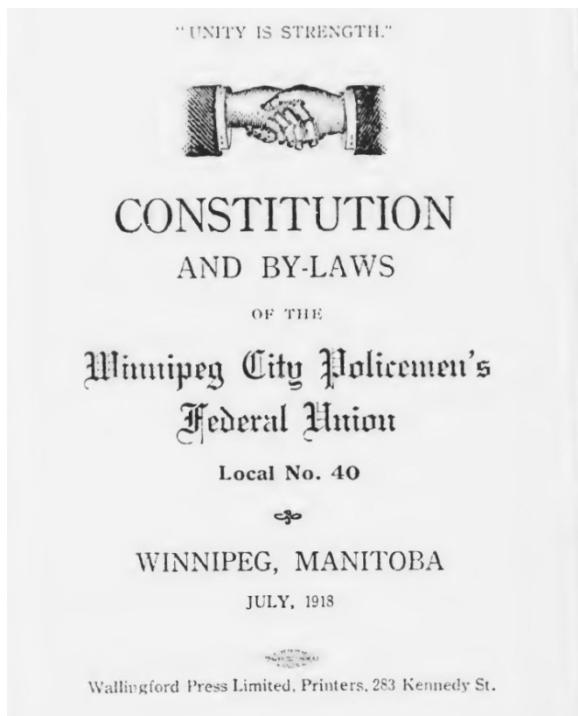
Henry’s offence against the good government and discipline of the Force? His involvement in the Winnipeg City Policemen’s Union.

Although the Winnipeg Police Commission passed a resolution on May 11, 1917, that “*no Union or Association allied with any other body whatsoever be permitted to be organized amongst members of the Police Department*”, a number of police officers began organizing their own union. In July 1918 the policeman’s union was sanctioned through the Department of Labour in Ottawa, as the Police Federal Union No. 40. By this time, about 90% of the police force belonged to the union. While it was a standalone union, they did have ties with the Winnipeg Trades and Labour Council, an organization created through the joint membership of other major unions throughout the City.

On October 28, 1918, following a motion by Alderman John Queen and seconded by Alderman Abraham Heaps, City Council recommended to the Winnipeg Police Commission after a heated debate that they recognize the newly formed police union in a vote of 9 to 8. Alderman Fowler, who voted against the motion, stated the police could not have two masters and that “*Council will have a great deal of trouble with this policeman’s union if they accept it*”.²

¹ Others mentioned included Sgt. John Livingston, Clerk & Det. John Gray, Asst. Morality Officer George Lovatt, Acting Stn. Sgt. George Headon, and Det. Elmer Hudson.

² Alderman Queen and Heaps, who both went on to successful political careers as members of the Social Democratic Party, were arrested and charged with seditious conspiracy for supporting the Strike.



After a number of working conditions were agreed to in January 1919, Henry and several other members of the police union including Livingston and Hudson appeared before the Police Commission on April 16, 1919, with a proposed schedule of wages. Under a growing cloud of labour unrest, the Winnipeg Police Commission agreed to a new working agreement with members of the police force who were threatening a strike of their own over pay and working conditions on April 30, 1919.

Soon after this agreement, the City was faced with the beginnings of a General Strike. As tensions rose and conditions deteriorated, the Commission received a written notice from the Trades and Labour Council of a General Strike which included support from employees of the Winnipeg Police Force. This letter was also signed by John Gray as Secretary of the Police Union.

Although the Police Union had voted in favour of the strike, the Strike Committee established by the Trades and Labour Council requested the members of the police force remain on duty to enforce the law and maintain order. However, the Police Commission felt the police officers – being aligned with the Trades and Labour Council – could not have two masters and ordered Chief Constable MacPherson to interview every member of the police force and order them to both quit the union and sign an Oath of Loyalty. Those who refused faced immediate dismissal.

In the end, 228 members refused to sign the oath and were summarily dismissed while 23 members that did sign and remained employed. In response, the Commission authorized the hiring of special constables to patrol the streets and keep order. With the dismissal of almost the entire police force, the Commission then removed Chief MacPherson and reorganized the force under Deputy Chief Chris Newton who was made the Acting Chief.³



³ The background for this article on the police involvement in the 1919 Strike was adopted from Rod Hutter's article in the [Police Museum's 2019 Annual Report](#), pages 12-19.

After the strike, most of the members of the police force were permitted to rejoin and retain their original ranks under the condition they now sign the Oath of Loyalty. Acting Chief Newton also took advantage of the strike to submit a report to the Police Commission, recommending that a number of men not be rehired due to their conduct during the event. This list included all the officers who represented the Executive of the police union, and further included men who the acting chief did not want back for his own personal reasons.

Henry, for his involvement in the union, was not re-hired. However, he loved his job as a police officer. Like most of the other officers he just wanted better wages and working conditions. As he was unlikely to ever work in Winnipeg again (at least not under Chief Newton) he jumped at the opportunity when Dauphin advertised for a new Chief of Police in 1920.

Henry was hired and started as Dauphin's new Chief on May 5, 1920, bringing with him Constable James Toner, who had also been active with him in the police union and was not re-appointed by Acting Chief Newton. Henry remained Chief in Dauphin until April 3, 1926, when he left to join the Brandon Police Force as their Chief of Police.

In an ironic twist of fate Henry became the Vice-President of the Canadian Association of Chiefs of Police in 1933, replacing Chief Newton of Winnipeg. Henry was subsequently elected President of the Association in 1934-1935. Newton was forced to resign from the Winnipeg Police in 1934 as a result of an altercation he had with another motorist at the scene of a minor traffic accident.

Henry was involved in many aspects of community life in Brandon. He was one of the original members of the Elks Hockey Committee and active in the promotion of juvenile hockey in Brandon until ill health forced him to relinquish his activities. He was also a member of the Orange Lodge and Kiwanis Clubs in Brandon.⁴

After 40 years of policing in Manitoba, Chief Henry died in office on February 20, 1947. He was survived by his wife, Pembina (Nina), five sons and three daughters.



⁴ The Brandon Elks were a Canadian Junior A hockey team, playing in the Manitoba Junior Hockey League from 1938 to 1947. Team records for the Brandon Elks are kept as part of the Brandon Wheat Kings franchise. The Elks would win the 1939 Turnbull Cup as Manitoba Junior Hockey League champions. The biggest player to come out of the Elk's franchise was Glen Harmon of Holland, Manitoba, who would go on to play 9 years with the Montreal Canadiens and win two Stanley Cups.



Chief H.B. Everett. Courtesy Brandon Police Service

NOTE: Anyone wishing to recognize a police member they feel made sustained and substantial contributions to policing in Winnipeg and its surrounding municipalities during the past 150 years is asked to send me their name and (if known) a brief description of their accomplishments.

PS

The City of Winnipeg Public Safety Building

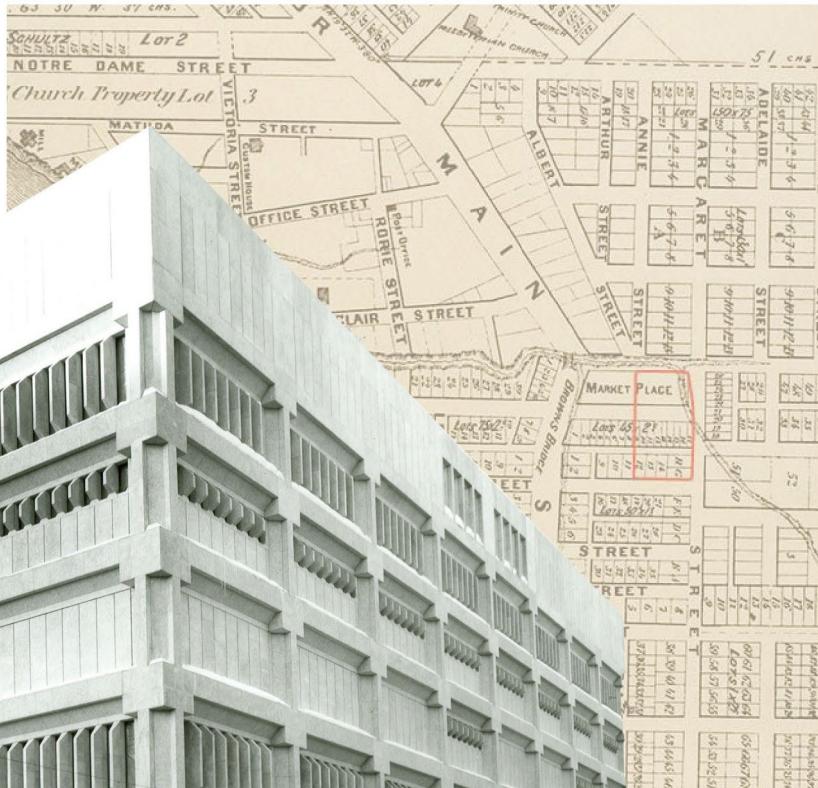
By Secretary Rod Hutter

Built: 1965

Occupied: May 6, 1966

Opening Ceremony: May 18, 1966

Closing Ceremony: July 5, 2016



In 1966, the Winnipeg Police Force moved into their new Central Police Headquarters (A Division) located on the SW corner of Rupert Street and Louise Avenue. They worked out of this building for many years as the force increased in size to meet the demands of a rapidly growing city. By the early 1960s, the station had become overcrowded and dilapidated with numerous complaints about the terrible conditions both the officers and arrested

persons had to endure. Though money was tight, the City commenced planning for a new building with the concept of amalgamating all emergency services into one location, on land adjacent to the City Hall Council and Administration buildings.

This considered property was originally owned by the family of Alexander Ross, a Scottish-born fur trader who emigrated to Upper Canada (Ontario) somewhere around 1805. Ross was prominent in



establishing trading posts for the John Jacob Astor's Pacific Fur Company (1811), which was acquired by the North West Company (in 1813), and later merged with the Hudson's Bay Company (in 1821). After exploring large territories for the Hudson's Bay Company in both the present-day USA and Canada, ROSS eventually settled in the Red River Colony where he served as the Sheriff, Postmaster and member of Council.

From our own history, Winnipeg was incorporated as a City on November 8, 1873, however elections were not actually held until January 5, 1874. It was later, on June 7, 1875, when 3rd generation members of the Ross family donated a one-half hectare portion of their original 100-acre river lot to the fledgling city for the purposes of establishing a market. The donation came with a condition, that the land would always be kept and used for civic purposes, otherwise ownership would revert back to the family. This land, bounded by present-day William

Avenue on the south, Princess Street on the west, Main Street on the east, and what used to be Market Avenue on the north, initially became home to the second City Hall (planned in 1883 and built by 1886), and the "Old Market Square" (built in 1889 where the PSB was later constructed). The market building was torn down in 1964/1965 when the area was restructured for the Public Safety Building.



The second City Hall was a large Victorian style building fraught with structural problems and would often be referred to as the "Gingerbread House". This was demolished in 1962 to make way for the current City Hall Building that was



completed in 1964 at the cost of about 8.2 million dollars. Afterwards on December 21, 1964, Winnipeg City Council awarded a contract for the construction of the new Public Safety Building and Civic Parkade at a cost of \$4.8 million.

The PSB was designed by Libling Michener & Associates and the majority of its construction occurred throughout 1965. The building architecture was classified as the "brutalist style of modernism", a design starting to emerge with other prominent Winnipeg buildings of that time. Similar structures in this classification included the new City Hall, the Centennial Concert Hall, the Museum of Man and Nature/Planetarium, the Winnipeg Art Gallery, the Royal Canadian Mint, and the original Winnipeg International Airport. Emulating this style, the PSB was designed as a fortress and certainly looked like one.

The PSB contained the new "999" emergency service, along with modernized Police Communications and the municipal fire-alarm dispatch centre, which all combined to provide emergency servicing for the whole Metropolitan area of Greater Winnipeg.

In addition, the building also contained 4 court rooms, cell block/detention areas for 145 men and 32 women, a modern garage, and crime investigation facilities. The 6-storey "airconditioned offices" accommodated the Detective, Morality, Traffic and Patrol Divisions, along with the Central Registry, Court offices, Fire and Police administrative offices, Signal Department, Corps of Commissionaires, and an office set aside to

accommodate a proposed new Juvenile Division. The new building was considered to be "well located, well designed, and functionally planned to meet Police requirements" in a modern time.

Initially, the PSB floorplan and occupancy consisted of:

- 7th Floor: elevator Penthouse
- 6th Floor: mechanical/ventilation and maintenance offices (west side), storage rooms (east side)
- 5th Floor: Police Executive, administration and internal affairs (east side), Fire Executive, administration and Fire Prevention (west side), and Cafeteria (NE corner)
- 4th Floor: men's Jail (ranges and pens), intake, and drunk tank
- 3rd Floor: Court Rooms x 4 and Women's Jail
- 2nd Floor: Bureau of Police Records (BPR-south end from elevators), Crime Division (west side), Vice Division (known as the Morality Division-east side) which also included offices for the proposed Juvenile Division)
- Main Floor: Station Duty, 999 emergency Services, Superintendent and Inspector offices (south end), Traffic (east side from elevators to north end), Fire communications (SE corner), Police communications (SW corner), Clerk of the Courts, Magistrates and cashiers (west side from the elevators to the north end)
- PSB Basement: Locker rooms (NE corner and east side), Div 11 (north end), City Signals (south end) Electrical Rooms - SW corner,



Caretakers - South end Quartermaster stores (west side)

- Parkade Basement: vehicle Parking, shooting range, garage staffed with mechanics and city signals (north end)

As all the civic departments moved into the PSB after its opening, the building instantly filled to maximum capacity - right from the very beginning.

Over the next few years profound changes occurred within the building which remained congested. The Police Garage relocated to 55 Princess. The Signals department moved out as well and the Police Court Unit eventually took over their offices. The communications centre moved to the 6th Floor, and growing reliance on computers and related systems gave rise to the I.T. department who also set up within office space on the 6th floor.

The opening of the new Provincial Remand center in October of 1992 sealed the fate of the jails located on the 3rd and 4th floors which were decommissioned. After a massive renovation during 1999/2000, the 4th Floor became home to the Bureau of Police Records (south end), the new Communications Centre (west side), and Direct Voice Entry, along with administrative offices and a boardroom (east side). The third floor became Division 11 General Patrol (west side), and Division 41 (east side) which consisted of Youth Division, Sex Crimes, Child Abuse and Missing Persons. Traffic Division took over the entire east side of the main floor while the west side became station duty, the Police Information Offices/Media Room, and Division 30 Building Services.





Quartermaster Stores moved out into a satellite building on Notre Dame, and the Tactical Support Team took over their former offices in the basement. The Fire Department also moved from the 5th floor, and their executive office spaces were taken over by the WPS Street Crime Unit along with the Internet Exploitation Unit (ICE).

Aside from overcrowding and congestion, the PSB also suffered from another design shortcoming that ultimately marked the beginning of its end. In reality, the building was actually doomed right from the start and saw the exterior limestone cladding degrading over the years. Due to moisture seeping in between the cladding, and the relentless freeze-thaw cycles of the Winnipeg climate, the steel anchors holding the limestone sections began to corrode, break, and separate the exterior panels from their braces. Stone sections began to fall away resulting in the application of steel strapping to help keep the panels in place. To eliminate the immediate risk of persons being struck by falling stone, in 2006 the city enclosed the sidewalk around the PSB with a sheltered walkway at the cost of \$100,000.

Several factors complicated the PSB problem and limited options for the property that could be explored or considered by the city.

Construction

The PSB had 2 significant problems, the corroding steel anchors holding the limestone cladding on the exterior, and the levels of asbestos used within the interior. To renovate the building would be extremely expensive, complicated, and time-consuming.

Civic Parkade

The Civic Parkade also suffered from design flaws. Over the years the concrete began to delaminate, fall apart, and become unsound. This required the installation of heavy steel bracing to maintain structural integrity of the parkade. The rate of degradation however began to surpass the shoring efforts which resulted in the eventual closure of the parkade and ensured its future demolition. Concrete issues also affected the tunnel system which joined the parkade to the PSB, Council Building and Administration Building. Cracks and leaks were constantly repaired, however the tunnels eventually became unstable and had to be closed down.

Campus Concept

What was supposed to be a great strength turned out to be a weakness for development. City Hall was built based on the campus concept where buildings and infrastructure were all linked together. Backup heating and electrical systems for the PSB, Council and Admin buildings were located in the Parkade basement and upper floors. The PSB and Civic Parkade were directly adjoined by the common underground garage and tunnel systems. No one area could be severed from the other without extensive (and expensive) changes to key infrastructure and renovation.

Land Donation

As the land was originally donated to the city with the condition it always be used for civic purposes, and since both the Council Building and Administration Building were already situated on this land, it would have to be sub-divided to



separate it from the PSB and parkade. Any division and offer for sale would need to involve the Ross family descendants of which there were 19 identified members.

It is interesting to note, where many buildings in the exchange and market districts were over 100 years old, structurally sound, and being extensively renovated and repurposed, the Public Safety Building and Civic Parkade reached the end of their viable lifespan within 50 years.

In 2009, the City purchased the former Canada Post Building at 245 Smith Street with the intention of renovating the warehouse and mail processing plant to become the next Police Headquarters Building. This endeavour would later see its own fair share of rising costs and controversy.

The building and redevelopment of the HQ building neared completion in 2016 which saw the gradual migration of Police units to their new Headquarters. As in the past, satellite offices were closed and everything moved into the one central location. With all transitions completed, the PSB officially closed with a ceremony held on July 15, 2016.

It took another 4 years to clear out and prepare the PSB and attached Civic Parkade for demolition. The asbestos abatement and demolition contracts were awarded to Rakowski Cartage and Wrecking.



Winnipeg Police Headquarters since inception:

Winnipeg Police Station

William/Main
1874-1883

Winnipeg Police Court Building

223 James
1883-1908

Winnipeg Police Central Police Station

Rupert/Louise
1908-1966

Winnipeg Police Public Safety Building

151 Princess
1966- 2016

Winnipeg Police HQ Building

245 Smith
2016 - Present



Demolition of the Civic Parkade and PSB proceeded with the following timeline:

MAY 6, 2019

Demolition permit secured for the Civic Parkade and PSB. Overall costs to demolish the Civic Parkade and PSB along with readying the land for development estimated at 9.7 million.

APRIL 29, 2020

Abatement efforts in the PSB completed. Unforeseen work relating to hydro infrastructure, signal controls and water service delays the start of PSB demolition.

JUNE 2, 2020

Removal of demolition material from the PSB commenced.

SEPTEMBER 21, 2020

PSB removed to grade level and demolition of the basement commences.

JULY 24, 2019

Abatement of hazardous materials in the Civic Parkade nearing completion with the same work commencing in the PSB.

NOVEMBER 12, 2020

Last of the site work ongoing. Placement of final gravel topping and installation of gravel fence.

NOVEMBER 30, 2020

DEMOLITION COMPLETE

The demolition of the PSB and Civic parkade marked the end of an era, and the land is now essentially at the same state it was in 1964 after the demolition of the Market Building. The next stage for this property is still undecided. The City of Winnipeg plans to retain the land, and Centre Venture has been chosen to explore and present options for future civic owned development.

JANUARY 8, 2020

Discovery of additional asbestos materials in the PSB extends the abatement timeline by 3 months to October 2020. Soft-stripping of partitions and fixtures in the PSB ongoing.

JANUARY 21, 2020

Exterior demolition commences on the north side of the Civic Parkade.

MARCH 23, 2020

Demolition of the above grade structure of the Civic Parkade is complete.

Call Box 131 RESTORATION

PORTAGE & MAIN

Call Boxes and Radios

The Museum has restored a number of original Police call boxes that were made by the Siemens Corporation and installed on Winnipeg streets starting in 1913. These ornate "Police Signal Boxes" were mounted on large round cast iron bases, and refurbished ones can be seen in various locations including the Police Museum, the Winnipeg Police Association offices, The East District Station, and both branches of the Winnipeg Police Credit Union.

In subsequent years, the city also used a newer style of "Gamewell" call box manufactured by the Northern Electric Company. These signal boxes came with a more modern telephone receiver, and were often attached to square metal bases or wooden poles. Restoration specialist Derk Derin wanted to rebuild one of these newer style call boxes as the Museum actually had none on display.

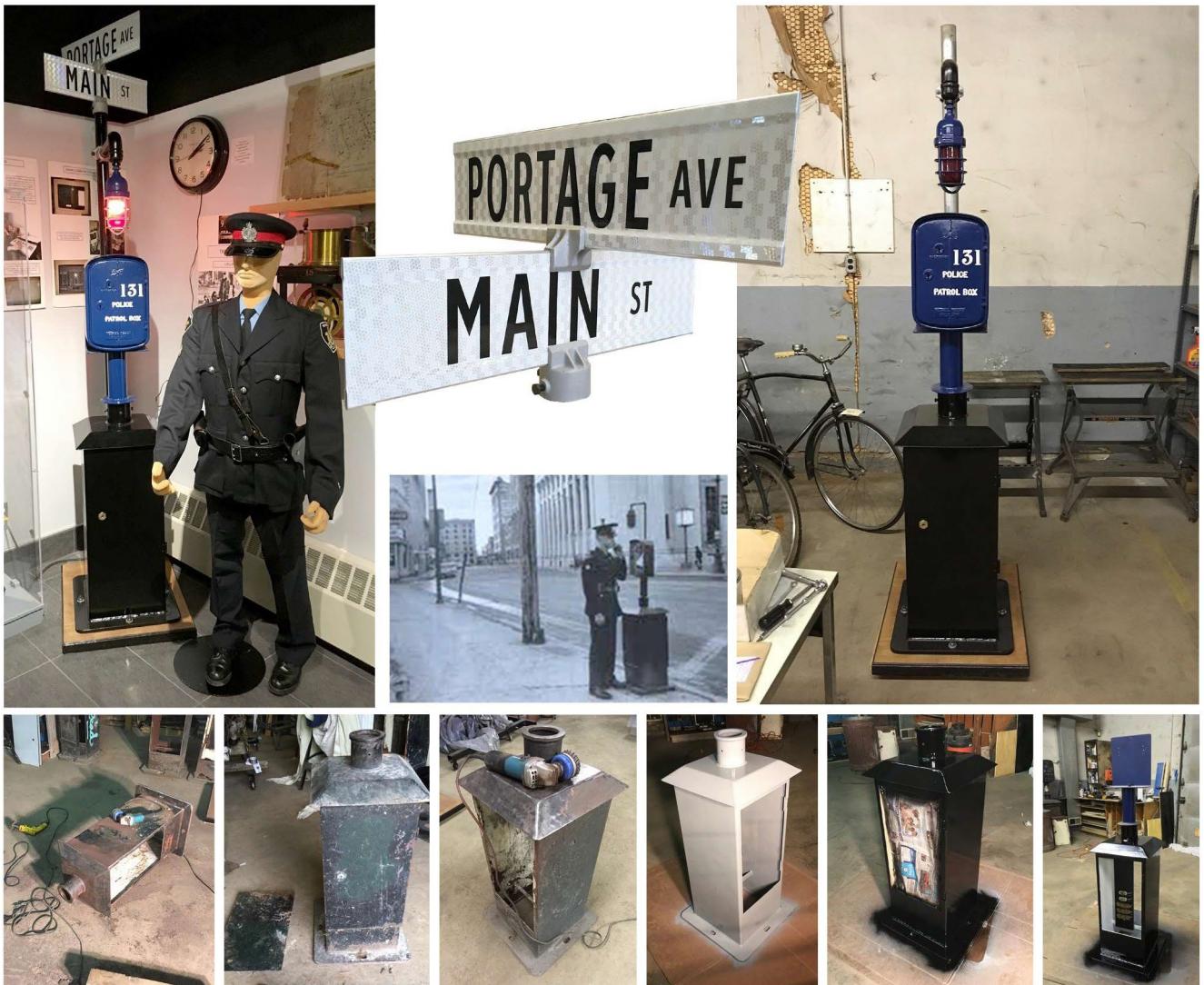
Derk searched through the collection of call boxes that have been saved and held in storage by the Museum. Each of the individually numbered boxes has an identification tag detailing the location where it was installed and used. Meticulously examining each box, Derk found #131 which came from the iconic intersection of Portage and Main!

Having found the one he wanted, Derk then turned his attention to the base. Call box bases are difficult to find for 2 reasons. When the system was decommissioned, the call boxes were removed from their bases and all sent to auction. The bases however were either recycled as with most of the round cast iron ones, or discarded as with the majority of square metal variety which were more often found extremely corroded and unsalvageable.

The Museum has 4 of the square metal boxes which were received from the city after being saved during street reconstruction. Three were in rougher shape while one was nice enough to be easily restored without needing extensive rebuilding.

Derk stripped and repainted the base, then built a wooden platform to mount it on. While mulling over how to incorporate a light, Derk located a picture on "Vintage Winnipeg" (Facebook) showing the exact call box he was trying to restore. Derk approached Winnipeg Streets and Traffic who made up "Portage"





and "Main" street signs that were placed behind the call box on a pole. They also supplied the mounting hardware! The usual red signal light was incorporated into the pole and wired up with a plug end and a switch so it could be turned on as part of the display.

This restored Gamewell call box is currently on display in the Police Museum and available for viewing. The Museum extends our sincere thanks and appreciation to Derk for his endless ideas and restoration efforts!





Museum Restores Call Box for the Winnipeg Police Credit Union's New Location

To offer enhanced services to members, 2018 saw the Winnipeg Police Credit Union open a second location on the second floor skywalk of the new HQ Building Tower at 266 Graham Avenue.

To help decorate the new offices, the Museum restored a Police Call box for the front lobby. Restoration specialist Derk Derin and his wife Dawn, went to work on call box #423 which was originally situated at the intersection of Bannatyne and Sherbrook. The box was disassembled, sandblasted, painted and meticulously put back together for display.

The original call boxes consisted of 4 sections starting with a base, then a middle post, the call box itself, and a signal light which was either attached to the box or an ornate arm that could be fastened to a pole or building.

Call boxes, also known as "Police Signal Boxes" were manufactured by the Siemens Corporation and installed in Winnipeg during 1913 as Police Chief John C. McRae wished to have a better system of communication for his officers. Winnipeg became the first city in North America to install the revolutionary system, and the 3rd in the world, placing the Winnipeg Police Force at the very front of communication technology at the time.

The Museum would like to acknowledge and thank the Winnipeg Police Credit Union for their strong and continual support which has been ongoing for many years!

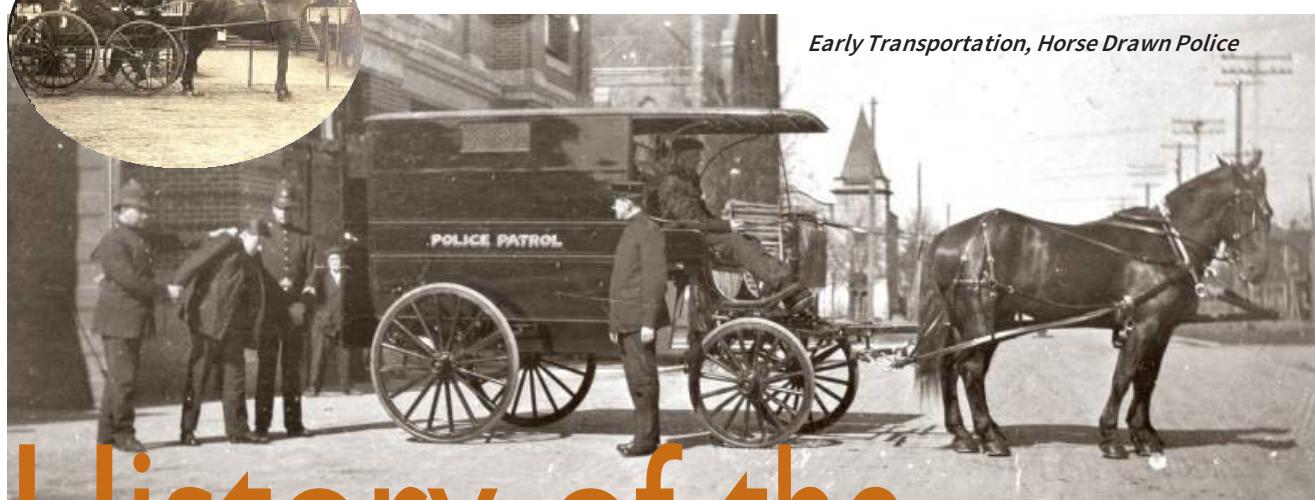


Dawn painting the inside of the lower call box base.





Early Transportation, Horse Drawn Police



History of the Vehicle Services Unit

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

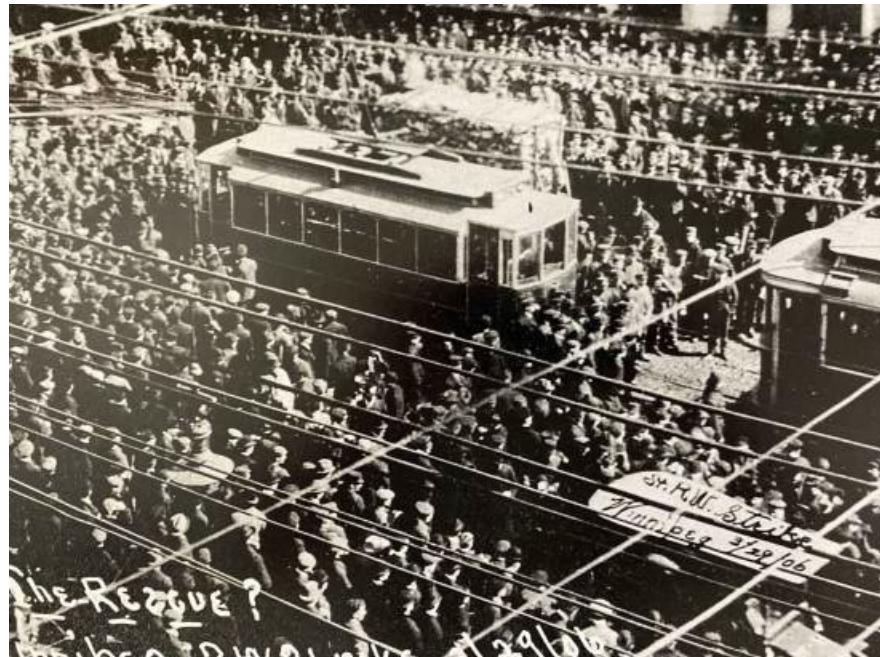
The origins of Winnipeg start at the junction of the Red and Assiniboine Rivers which formed the first and earliest of transportation routes. Canoes, York boats, flat barges, and river steamers navigated these waterways moving people, goods, and other supplies through the area. Animal trails that paralleled 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.

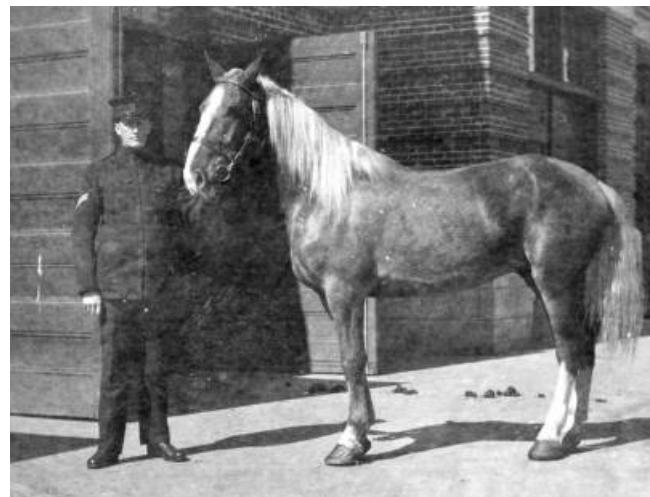
As public transportation systems evolved, the Winnipeg Street Railway Company (WSRC) was formed and commenced operations on October 10, 1882. They initially used horses to pull streetcars along steel rail lines to convey citizens. These "tracks" initially only ran along Main Street, but lines were soon 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.

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.

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.



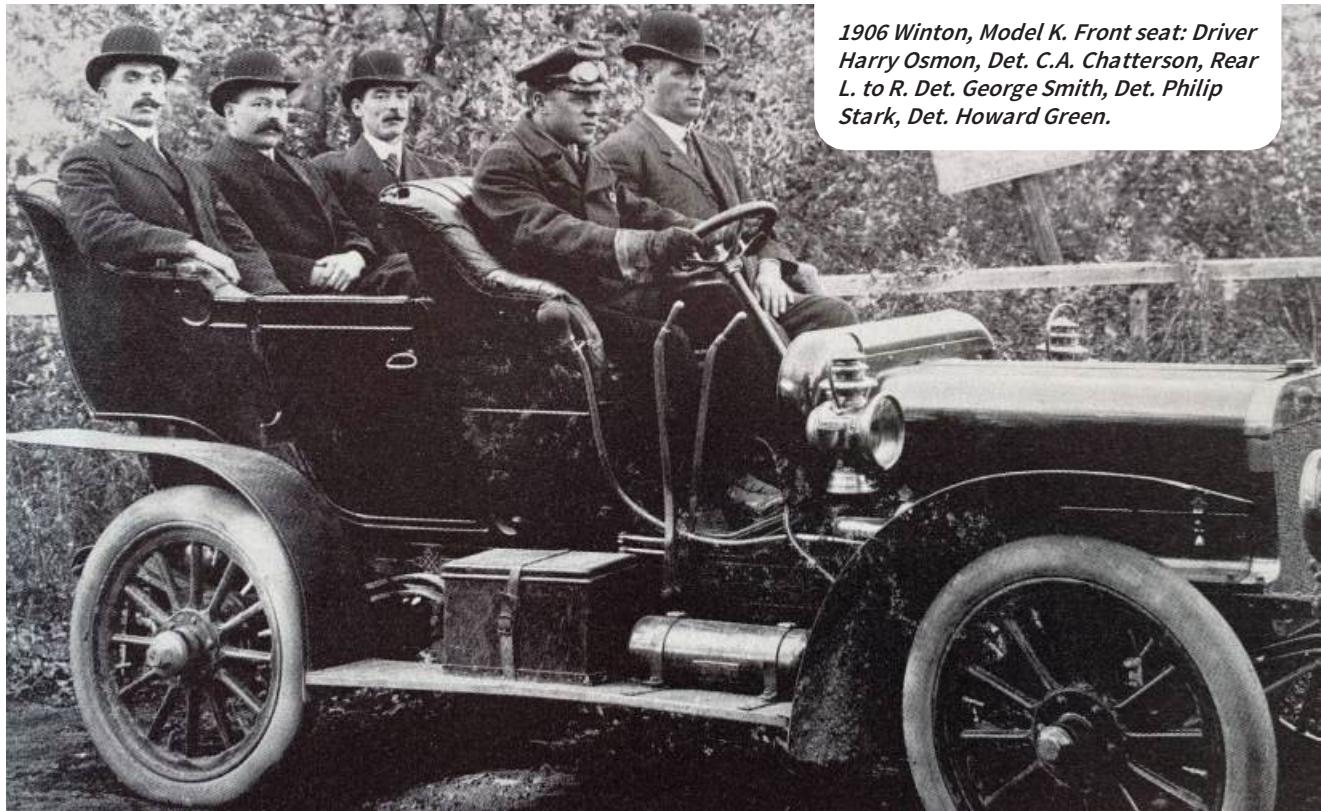
Winnipeg Streetcar Strike, March 29, 1906



Early Transportation-E-Division



Early Transportation, Barge on River, Joseph Outerson Photo Album



1906 Winton, Model K. Front seat: Driver Harry Osmon, 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

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.

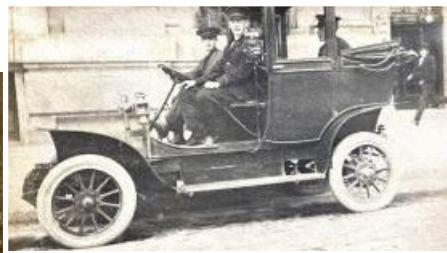
On April 7 of 1911, the Police Commission reached out to the Winnipeg City Board of Control requesting a call for tenders to procure a 50 Hp and 60 HP "Police Automobile Patrol" and "Police Ambulance." These acquisitions would become the first move



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.

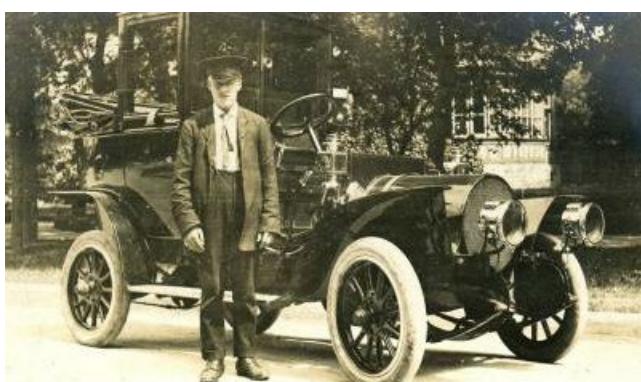
Winnipeg Police Chauffeur c 1910.



Joseph Outerson,



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



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



*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:

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

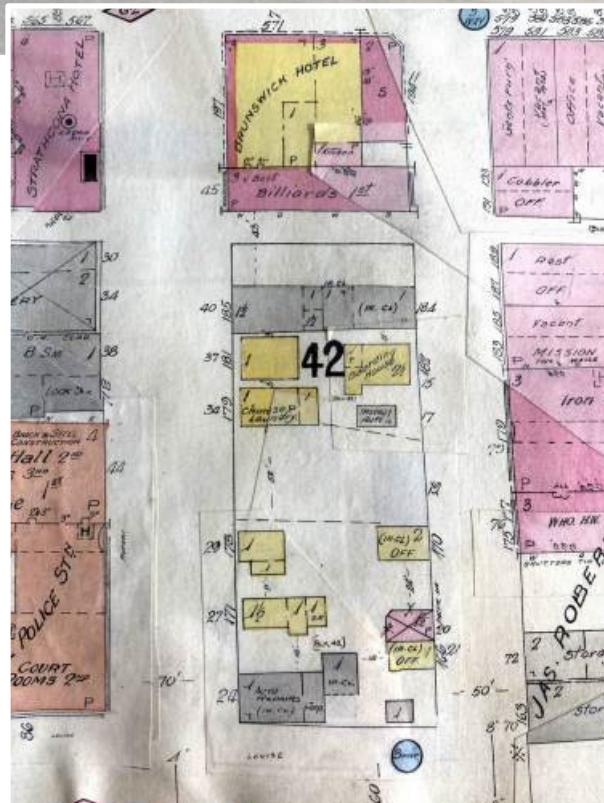


Winnipeg Police Garage, 185 Rupert

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 from 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



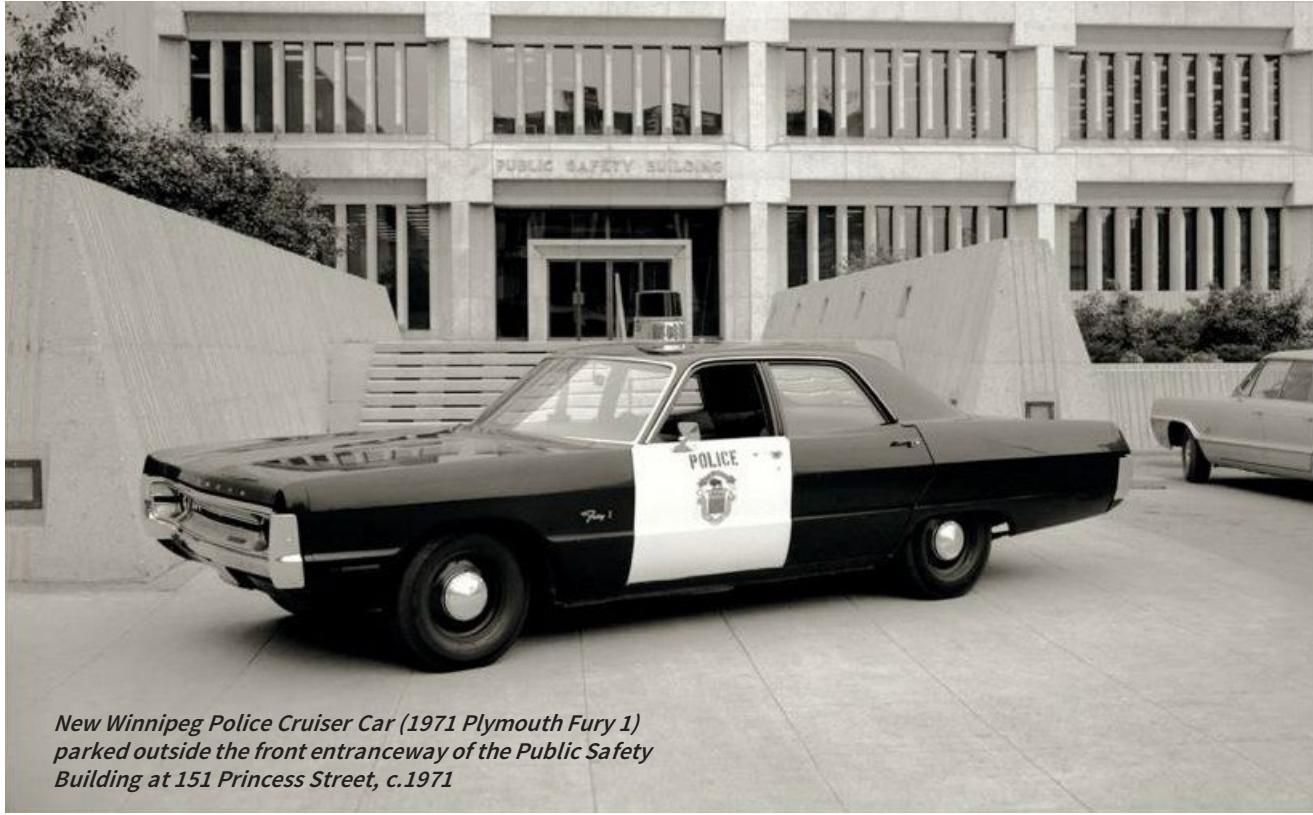
PSB Garage wash bay and motorcycles, c.1970



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 Haak 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



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 the 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 Dellipper, 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*

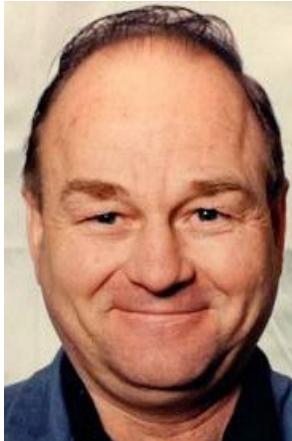
In 1995, the Winnipeg Police underwent a name change from "Department" to "Service" in an effort to be more community friendly. Once again, the garage mechanics were removing door decals and replacing the old Police crests with a newly designed one that had been approved by the

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 preformed 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 Furs 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.

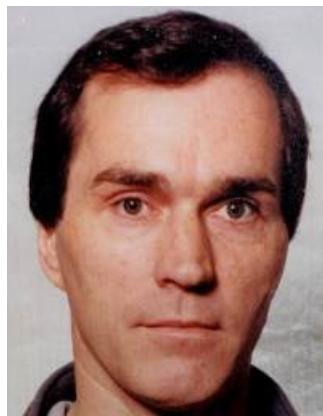
Lenton recalled one of the most challenging times faced by the garage staff involved an eco-movement where converting government fleets to “cost effective” propane was the flavour of the day. Supporters touted the cost savings and the industry rushed to meet the demand. As a result, vehicle

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.

Delliper 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

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 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.



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 -

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 Supervisors 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.



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



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

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

History of the EMERGENCY RESPONSE UNIT (ERU) & TACTICAL SUPPORT TEAM (TST)

The creation of Emergency Response Units in Canada date back to the mid 1970's when Police Forces were faced with rising fears of political terrorism and increasing numbers of incidents involving firearms and other weapons.



Winnipeg Police Department - Emergency Response Unit (ERU)
"The Original Five"

ERU Team Members (from left to right): Det. Wayne KING, Det-Sgt. Ivan KLEPATZ, Det. John KIDD, Cst. Ken DOWSON, Cst. Randy BELL (c.1975)

The Winnipeg Police Emergency Response Unit (ERU) was formed in May of 1975 and consisted of 5 members:

- Detective Sergeant Ivan KLEPATZ #111
- Detective Wayne KING #217
- Detective John KIDD #228
- Constable Randy BELL #586
- Constable Ken DOWSON #658

These members were sent to the EBI. training academy in Quantico Virginia, where they received specialized weapons and tactics training from instructors there.

ERU was designed as a part-time unit and remained as such for many years. Members were called out on an "as needed" basis, and consisted of officers from varying backgrounds who regularly worked in other positions throughout the Service. Over time the unit was expanded to 20 members, consisting of 1 coordinator, 3 team leaders, and 3 teams (I-Assault, 1-Gas & I-Sniper). The unit eventually saw its role expand to include hostage rescue, armed and barricaded, high risk warrants, VIP protection, and high risk escorts.

ERU originally started with a Chevrolet G20 delivery van, but as the unit expanded in size, so did the need for a larger vehicle to transport both the members and their equipment to scenes and training facilities. The delivery van was replaced with a much larger truck which became known as "Big Blue" and had the call sign of "ALPHA 1-1". This truck was later replaced with a diesel powered 2003 Chevy 5500 5-ton van which also took on the "Big Blue" nickname. Around this time the unit also acquired a Chevy Suburban that was converted for tactical use and was assigned the call sign "WHISKEY 101".

In May of 2008, as part of a pilot project the Part-time Emergency Response Unit became a new full-time operational unit consisting of 16 members and one coordinator. The ERU title was officially retired and the new Tactical Support Team (TST) was formed, originally having two 8 member platoons (1-A side and 1-B side) working from 13:00 to 01:00. These platoons were increased to 10 members each after the addition of 4 more members in December of 2008.

Demand on the unit was such that staffing was increased again in the spring of 2009 to the present 37 members who, along with a coordinator, made up 4 platoons of 9 officers (1 Sgt, 1-P/Sgt & 7 Cst) to cover both A-side

and B-side, day and evening shifts, between the hours of 7:00 am - 02:30 pm.

Some notable events for the unit include the acquisition of a Mercedes Benz Sprinter Van as a deployment vehicle in 2011, the creation of a Tactical Emergency Medical Support (TEMS) team in conjunction with Winnipeg Fire Paramedic Service in 2014 to enable paramedics to better care for those involved in high-risk emergency situations, the acquisition of a Terradyne Gurkha Armoured Vehicle in June of 2016, and the selection of the first 2 female team members in April of 2017.

As a full time unit, the TST will be found on active patrol, and attending all manner of calls involving firearms and other weapons. Their mandate also includes executing high risk search warrants where firearms, weapons, or gang members may be involved. They also work closely with specially trained members of the Service's K9 Unit as well as the Bomb Unit when required in high-risk situations.

The Museum is currently working on a display recognizing the creation and history of the ERU/TST members of the Service.

New Unit Crest - Design & Meaning

As part of the change, the Tactical Support Team created a new unit crest which symbolized the ideologies of the members who formed the Winnipeg Police Service's first full time emergency/tactical team.



Article written with files supplied by the Tactical Support Team.

DESCRIPTION

The crest consists of an upwards pointing dagger inside of a triangle. The triangle is enclosed by having each side of the triangle displaying a component of the team's name. The word "Tactical" encloses the left side of the triangle, the word "Support" encloses the right side of the triangle and the word "Team" encloses the bottom of the triangle.

MEANING

The name Tactical Support Team is significant as each word represents the core principles of the team itself.

TACTICAL

The word "Tactical" represents the special skill set that the team was formed to perform. Each member of the team was evaluated, selected and trained specifically for tactical expertise. Members invest hundreds of hours training, both in individual and team skill sets. This training elevates their tactical abilities to a higher standard than expected prior to their selection to the team. These skills are honed in actual high risk events compounding real experience in this area.

SUPPORT

The word "Support" represents the team's mandate within the Winnipeg Police Service. Counter to the elitist ideologies that specialized teams can fall prey to, the team views themselves as subservient to the front line officers. These front line officers have the greatest impact on safety and security in the City of Winnipeg. The team was created to function in harmony with these officers, providing additional support during high risk events.

TEAM

The word "Team" is not just a label to identify this group of officers but the philosophy that the Tactical Support Team is only a small component of a greater team, the Winnipeg Police Service. The Tactical Support Team views every sworn and non-sworn member of the Winnipeg Police Service as the "Team": It is placed at the bottom of the triangle to emphasize that it is the core foundation of how the Tactical Support Team operates.

THE DAGGER

Housed within the triangle is an upwards pointing dagger. Throughout history, the warrior culture always carried daggers as a means of last resort if disarmed of their primary weapon. The Tactical Support Team looks at the dagger as representing the team's philosophy of using force only as a last resort. The dagger points up towards the heavens to represent the belief that when force is used, it is used righteously with justification both spiritually and morally.

COLORS

Grey and black. The colors not only assist tactically in reducing the reflective signature of brightly colored crests, but represent the history of the Tactical Support Team. The Tactical Support Team was formed by members of the former Emergency Response Unit. The Emergency Response Unit was the first unit on the Winnipeg Police Service to adopt the grey on black stitching for the tactical reasons stated above. These colors remain not only to assist in officer safety, but as a reminder the original Emergency Response Unit.

TST-2077

