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# THE LANTERN

Official publication of the Winnipeg Model Railroad Club (WMRC) established April 1955. December, 2024, Vol. 69 No. 04.

The Lantern is the Newsletter of the Winnipeg Model Railroad Club Inc and is provided electronically to members of the WMRC who have paid yearly dues of \$50. Our address is WMRC Treasurer, 209-1085 Court Ave, Winnipeg MB, R2P2H8

The Lantern is published monthly from September to May (nine [9] times per year). The Club's official Room is located at Charleswood Legion, 6003 Roblin Blvd in the Tank Room, (basement), with meetings on the second Friday of each month, September to April beginning at 19:30 hrs unless otherwise posted. Guests are always welcome.

Submissions to The Lantern are preferred via e-mail in a plain text or MS Word format preferably in "Arial font". Images are preferred in 'jpg', 'tiff', 'eps' (Post Script), or 'png' formats. Image resolution should be a minimum of 130 dots per inch. Contact the editor with any questions. Deadline for submissions including executive reports is two weeks before the next meeting - NO EXCEPTIONS. Opinions expressed in the Lantern are those of the authors and not necessarily the policy of the Winnipeg Model Railroad Club Inc. Note: The Lantern editor reserves the right to edit, reject, or ask that any submission be revised for any reason. ADVERTISING: The Lantern will accept advertising on a yearly basis for nine (9) issues. Changes in advertising must be submitted no less than three (3) weeks before meeting day to be included in that issue and following issues until changed. For info on rates on a less than yearly basis, contact the Editor. Rates: 1/16 page - \$10; 1/8 page - \$20; 1/4 page - \$40; 1/3 page - \$50; 1/2 page - \$75; 2/3 page - \$90; Full page - \$135.

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**ON THE COVER** – Lake of the woods Milling, Keewatin, Ontario. Photo by Barrie Creran.

## FROM THE EDITOR

Once again Murray Brown has submitted a great article to the Lantern. I gave a presentation on the Hudson Bay Railway several years ago. At that time, I did not know the connection between Bart Hasselfield and the HBR. Who knew there was such a connection between a modeller and history.

This past month I have been building my helix. It went through a couple of changes during construction but it is finished. An auto rack has been used as a clearance test car to ensure the swing of the car does not catch on any of the blocks supporting the upper levels of the helix. I know of one helix where support screws would catch the smoke jack on a caboose if it was run with the copula at the front of the car. The owner spent many evening with a hacksaw blade cut off the offending screws. I hope to see many at the Clinic Carnival on Friday. Larry Leavens - Lantern Editor.

## **Material for the Lantern**

This is your Club's news letter. Why not let others know what you have been up to. A short writeup describing what you have built or done on your layout may inspire others. Pictures are always welcome, either model or prototypical. You never know they may end up on the cover of the Rolling Stone, oops, sorry, Lantern.

## **Winnipeg Model Railroad Club Mission Statement**

1. The Winnipeg Model Railroad Club, (WMRC), is a non-profit model railroad club that offers fellowship, education and fun to anyone interested in the wonderful hobby of model railroading whether they are a beginner or expert. We strive to promote the hobby through our monthly meetings, our public shows and other activities throughout the year.
2. The Purpose of the Club shall be the uniting of its members to promote interest in the hobby of scale model railroading; to increase the knowledge of its members: and to foster and promote construction and operation of all phases of scale model railroading. None of the activities shall be carried on for the profit of any individual member.

## **WMRC Code of Conduct**

The function of the Winnipeg Model Railroad Club, (WMRC), is to promote fellowship within the hobby of model railroading. Anyone who has an interest in model railroading is welcome. The Club will refrain from publicly criticizing any individuals, group, organization or business.

## **EXECUTIVE**

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Larry Leavens [larry.leavens@gmail.com](mailto:larry.leavens@gmail.com)

**President's Message** Happy Holidays to everyone! I hope Santa has some model railroading goodies in his pack for you this year. Come out to the Legion next Friday (the scary 13<sup>th</sup>) for our annual Clinic Carnival and Hot Dog Banquet. Have a good time with your fellow club members and eat a few goodies. Business will be kept to a minimum this month (no serious discussion of Mega Train or By-Laws or other weighty matters), leaving plenty of time for socialization. Please join us for a pleasant evening to kick off the holiday season. Bring a model or send in a photo or two!

We voted in the last meeting not to take over the 7.5" gauge riding layout, and as a result it will be

sold to an interested buyer, and will no longer be a part of Mega Train going forward. We will see how the 2025 event goes without it. Our membership list has been sent to the NMRA, and so will your dues, once the post office is back up and running again.

See you at the meeting.

John Bate, WMRC President

**Meeting of November 15, 2024**  
**WMRC General Meeting Minutes**  
Charleswood Legion, 6003 Roblin Blvd,  
Winnipeg, Manitoba, R3R 0G8

The meeting convened at 7:30 PM. Presided by President John Bate  
33 members attended

Guests: Ray Goy who was a member years earlier and Gregg Falk

Minutes: Moved by Dwight Kjartanson and seconded by Richard Mikolayenko that the minutes of the general meeting of October 25, 2024 be accepted as printed in The Lantern. Carried

**Presidents Report:** John kept it short (long meeting ahead) by saying that the Dorges' original plan to try to turn over the Mega Train Show to the club over a period of 5 years has now been shortened to two years. They have indicated that 2025 will be their last show.

**Vice President's Report:** Nothing for tonight.

**Treasurer's Report:** Khirad displayed the report on the screen and commented on different points. Moved by Alan Graham and seconded by Paul Ullrich that the Treasurer's report be accepted as printed in The Lantern. Carried

**Program:** Ian introduced Lester Breuer who will give us a presentation on the expansion of his layout in Minnesota. Ian also stressed that he needs more presenters for the Clinic Carnival in December.

**The Lantern:** Larry was absent. Gary announced that he has printed copies of The Lantern available to those who need them. He also said that Larry was happy with the articles he

received from members for the magazine. Larry would like to have more members submit articles and tell us about their layouts, trains, etc. Keep the articles coming people, as this magazine is for you. Without them, there is nothing to print or read.

**Library:** Dave McNeil is the new Librarian. He has material available if you need it.

**Social Media:** Blog 479,599 hits. 1,505 this month. 2,971 last month. There were 956 posts. Facebook: 1,872 followers, 782 views, 307 views of Lester Breuer's presentation.

**Gateway Western:** Gino advised us that a meeting will be held next Thursday about developments at the museum. If you belong to both the WMRC and The Manitoba Railroad Museum, you can have access to the layout. You must be accompanied by an executive of the museum at all times.

**Monthly Model Contest:** The winner this month is Neil Carleton.

**Monthly Photo Contest:** Winner was Barry Creran.

**Annual Model Contest.** Marvin gave his usual spiel about needing lots of models for the Spring Show. John reminded the members that last April he entered two models that he had used in a previous contest. No one else had entered in either category so he won first place in both. Don't let this happen this time. Bring something. Your categories are: Motive Power, Structures, Displays, Rolling Stock and Special Event. This year the Special Event is a flat carload or a gondola load. Let your mind go wild. All entries can be kit built, kit bashed, or scratch built.

**Canteen:** Mark says that there will be hot dogs available for the December meeting along with bagged potato chips, coffee, drinks and cookies. Donuts too.

**PLEASE BRING A TIN FOR THE BIN TO THE DECEMBER MEETING!!!**

**Old Business:** No old business tonight.

**New Business:** David McNeil announced that he was told by Warehouse Hobbies that the store will open Thursday evenings if there is enough interest shown. If they go ahead with it, customers will receive a 10% discount on the first Thursday that it is held.

**Mega Train Show:** Here we go. The first question is do we want to take over Mega Train from the Dorges? If we decide to take over the show, we also must decide whether or not to purchase the 7.5" gauge train. The Dorges have a buyer for the train if the club does not want to buy it. It would not be available for the show. If we decide not to take over the show, a non-profit organization guided by a Board might be formed to operate the show. If we ran the show, the NMRA may cover the show insurance provided that there is no 7.5" gauge train running.

Comments and questions from the members:

Bob Harrison: Why do we need to take over the show? We are a non-profit club.

Gary Stempnick: Our membership has been declining over the years and is now down to 44 paid members. Most members are over 60 years of age. Can they physically support it? What about liability?

John Bate: This annual show is not just for profit, but for fellowship and promotion of the hobby. It is a valuable event for the community.

Paul Ullrich: From 1997 to 2002 the club ran its own show. Mega Train was a competitor. We eventually joined forces. For the club to stay at the exhibition center the cost may be too high. Paul would like the club to go back to the old style with a smaller venue. Much simpler.

Khirad: The Dorges ran the show to make a profit. We don't need to do that. The 7.5" train is a big problem for our aging members. He says we can hire people to set up. He gets questions from friends and co-workers about other features at the show, other than trains. He doesn't want to kill this event because a lot of people want to keep it alive.

Tommy Kucera: The show promotes our hobby, as well as others, but does it do anything for the club? Tommy thinks that the show should go on in some other form. It is not the heart and core of the club.

John Bate: John asked Felix if he has any idea what the WinNTrak club's feelings would be about participating in a Board to run the show. Felix wasn't sure what others thought, but he said that his club has a place to call home and that means a lot to them. This club should focus

on what it wants, such as perhaps a similar space of our own.

Gary Stempnick: Gary says that the Lego group might be interested in participating in a Board to run Mega Train.

David McNeil: He says a scaled down version should be considered. He asked how much capital is involved. John answered that there would be no cash investment.

Bart Hasselfield: Is there any possibility of our club being able to use the rotunda at the VIA train station? Gary told us that there has been tried in the past, and VIA would not agree to it.

Murray Brown: Murray reminded the members that last year four people put the show together and ran it. (Murray, Gino and the Dorges).

Paul Ullrich: The club used to hold an open house at the museum.

Name missed: Nothing is known by the members about the costs of the venue, tables and chairs etc. How can the club plan anything without that knowledge? John answered that the show as it is making a profit, and the fine details of income and expenses are not as important as the overall picture.

Gino Kost: If the club does take over the Mega Train Show, we would have to be concerned with things like media, etc.

Other comments: Many members suggested that without the 7.5" train, attendance will surely drop.

Murray Brown made the motion THAT the Winnipeg Model Railroad Club (WMRC) does not want to buy and manage the 7.5-inch gauge ride-on train. Seconded by Gino Kost. Motion was carried.

The following two motions proposed by Murray Brown have been tabled for a future meeting:

1: I move that the Winnipeg Model Railroad Club (WMRC) take over 100% of the operation of the Mega Train Show for the 2026 season and beyond.

2: I move that the Winnipeg Model Railroad Club (WMRC) form a committee comprised of John Bate, Gino Kost, Murray Brown and other(s) who wish to volunteer, to negotiate with Maurice and Susan Dorge the details of a Mega Train and Hobby Show and Sales.

Khirad suggested that, before the next meeting, we should find out the details of the costs and the budget for running the show.

The meeting was adjourned at 8:35 p.m.

Submitted by Brent Karr, Secretary

#### **Vice Presidents Report**

No report.

#### **December Program**

We will have several presentations to enjoy by some of our talented and club members. This is a great opportunity to learn some valuable tips and see some great ideas to help you improve your modelling skills and layouts.

**Rob Sarna** - Installing a NixTrains Decoder Buddy replacement board, a Soundtraxx decoder and speaker into an Atlas HO locomotive.

**Larry Leavens** - Turnout control from two sides of the layout. I had a need to control a Tortoise switch machine from opposite sides of the peninsula. Normally it is controlled by a double pole double throw (DTDP) toggle switch at a single location. I found a simple circuit that replaces the toggle switch with a push button that can be installed at multi locations.

**John Bates** - Arduino animation, all the cool things you can do with them.

**Marvin Fetch** - the craft of building a building, see how a seasoned model railroader builds a building.

**Ian Plett** - First Time weathering.

It is also are annual pre-Christmas dinner(?) of hot dogs, chips, donuts, coffee and soft drinks. Bring your appetite and money.

- Ian Plett Program Director

#### **Spring Show**

The planning is coming along nicely for April 26 - 27 2025. – Ian Plett

#### **Public Relations Report**

No report – Ian Plett

#### **Annual Photo Contest**

This year's Special Event is pictures taken of the Empress, CP2816, either prototype or model. As always, the other two categories are Model and Prototype. Also, anyone wanting to help judge the contest? Please see me at the meeting. You may even consider being a shadow judge. And see what process the judges go threw. This could make you a better photographer or if you do this on the model side a better modeller.

– Larry Leavens

#### **Annual Model Contest**

Just a reminder. April will be here before you know it. We need lots of action this time. The people coming to our show like to see lots of models. You never know, one of them might ask questions and then decide to join the club. That would be great.

The categories are: Motive Power, rolling stock, structures, displays, special event. There is the Tyrol award for a first timer to win. Your entries can be kit built or scratchbuilt or, a combination of both.

The special Event this year is: Flat car or Gondola, with a load on it.

The club needs your help. I have been involved with running this contest since Morgan Turney left the club about seven years ago. I need someone to take over for me after this term. I would like one of you to indicate your willingness to be the Annual Contest Chair. I will be able to show you how I have handled it over the last few years. Training never hurts. It is not difficult. It just takes a little time and being a little organized. I will be your backup for the next year or two. If I can do it, anyone can. If no one comes forward before the next contest in April, there will not be one next year. This is not a threat, just a fact. I also need at least three judges for the Spring Show in April. This is a relatively easy task and requires you to be at the show on the Saturday morning from 9:00 am until about 10:00 am. The sooner I have at least

three volunteers, the less I have to badger you at the regular meetings. Those who have helped before were surprised at how easy it is to do, thank you for considering - Marvin Fetch.

### Monthly Model and Photos Display

Remember to bring a model to the meeting to show to other members and be entered in a random draw. Please include a short write-up on what you did so it can be included in the next Lantern.

Contestants send their photos by email to [photo.wmrc@gmail.com](mailto:photo.wmrc@gmail.com), **NEW ADDRESS**

Deadline is 5PM on Friday of our monthly meeting. Winners are picked in a random draw and awarded a small cash prize.

The Photo prize was won by Barry Creran.

November Model Display winner was Neil Carleton.



**Railway Express Truck**

Jordan Highway Miniatures Kit.

Airbrushed with Tamia primer, then brush painted with appropriate colours. After completed and decals dried, sprayed with Vallejo Satin Varnish.

Jordan kits do not have "tab and slot" or "pin and hole" construction so a bit of a challenge to assemble.

The rear axel was too long so drilled it out and used a short piece of wire, front bumper mounts were to short and replaced with wire too.

Styrene solvent works in some places, CA glue needed for attaching small parts.

Discovered Dspiae "chrome" paint and used it on the radiator trim. Plan to use it going forward on other Projects. – Neil Carleton.



**Rural Train Depot (Atlas HO Kit)**

A work in progress. Sprayed exterior walls with red primer. Roof painted semi-flat red. Doors and windows flat brown black. Base sprayed primer grey. Fine Details to follow.

Richard Mikolayenko



**Feed Mill by Bryan McNeil**



**Propane Loading Platform by Gino Kost.**



Speed Shed by Marvin Fetch.



Ticket Office by Marvin Fetch.

Photos by Paul Ullrich

**Hudson Bay Railway and Bart Hasselfield  
by Murray Brown**

Most readers of *The Lantern* will know about the history of the Hudson Bay Railway. But will they know of the connection with WMRC Member Bart Hasselfield? To better understand the rationale for the Hudson Bay Railway a little history is required.

Soon after Confederation in 1870 the canals and lake and tidewater ports of Ontario, Quebec, New Brunswick and Nova Scotia were the subject of an exhaustive inquiry by Sir Hugh Allan. Its report in 1871 affords more detailed

first-hand information concerning the domestic and external commerce of Canada - its grain and flour trade ... and its transportation equipment in the first decade of the Dominion.<sup>1</sup>

The Allan Commission gave the name of "the national grain route" to the route by which the products of Manitoba, Saskatchewan and Alberta reach the Atlantic seaboard from Port Arthur and Fort William.

The Commission recommended further deepening of the ship channel from Quebec to Montreal; construction of a canal at Sault Sainte Marie to free the Dominion from dependence on the American canal and lock; and enlargement of the Welland and St. Lawrence Canals.



Thirteen years before a single bushel of Manitoba wheat had come down the lakes from Port Arthur, it was foreseen in Toronto and Montreal that as soon as Manitoba and the Northwest Territory began to be developed, the route from Port Arthur through the Welland Canal to Montreal and Quebec must be a successful competitor to Buffalo and New York.<sup>2</sup>

The Midland Railway of Canada was an amalgamation of several smaller railway lines in Eastern Ontario and by 1893 the Midland was fully assimilated within the Grand Trunk (GTR). One factor driving the GTR's acquisition of the Midland was the grain traffic developing from

<sup>1</sup> Canada's National Grain Route - Political Science Quarterly, Vol. 33, No. 3 (Sep. 1918), pp. 344-377

<sup>2</sup> Ibid.

Western Canada destined for Eastern Canada, Great Britain and Europe.<sup>3</sup>



An all-rail route for grain to Eastern ports would have resulted in a higher cost to the purchaser for Western Canadian grains. Grain was therefore unloaded from boxcars at the Lakehead, stored in grain elevators, then loaded into lake boats destined to a port on Georgian Bay. Several Georgian Bay ports competed for this traffic; Midland won because it offered one of the shortest rail routes to Canadian seaports: Toronto, Whitby (Oshawa), Port Hope (Cobourg) or Belleville.

With the completion of the CPR, prairie wheat and eventually other cereal crops were railed to Port Arthur, thence to Fort William in 1882. The first shipment of grain from the Lakehead occurred in 1883.



Before the first elevator was built, by the CPR, the first ships were loaded by shovel and wheelbarrows. The first elevator at the Lakehead was built by the CPR, in time for the harvest, in the same year. May 1, 1884, saw CP car #1194 unloaded, the first time ever at the Lakehead.<sup>4</sup>

Within a year, there was a second terminal in Fort William, with a one-million-bushel capacity. Over the next 25 years, additional terminals were constructed, first by the CPR and then by Canadian Northern Railway (CNoR) and the Grand Trunk Pacific Railway when their rail lines reached the Lakehead, as well as by Canadian and American elevator companies.<sup>5</sup>

By 1902 there were six elevators at the Lakehead in addition to that of the CNR. They were of a total capacity of 7,000,000 bushels, and all except one were owned by the CPR, which had built its fifth elevator at Fort William in 1897. In the same year, the CPR built a second elevator at Owen Sound of 1,000,000 bushel capacity. Here grain from Fort William, carried in steamers too large for the canals, was transferred to cars for conveyance over the Ontario lines of the CPR to Montreal or St. John [New Brunswick].<sup>6</sup>

At Ontario ports on Georgian Bay, Lake Huron and the St. Lawrence, at the opening of the grain year 1916-1917, there were fourteen elevators transferring grain from Port Arthur or Fort William either to canal steamers or to barges for Montreal and Quebec, during the navigation season, or to the Canadian Pacific or Grand Trunk railways for transportation to Montreal, Quebec, St. John, Halifax or Portland, during the five months when the St. Lawrence is closed by ice. The following table gives their location and capacity. Owen Sound has no place in this table; it disappeared from the map of the national grain

<sup>3</sup> About the Midland Railway—Grain and more grain...  
<https://midlandrailwayblog.wordpress.com/author/midlandrailway/>

<sup>4</sup> Friends of Grain Elevators  
<https://friendsofgrainelevators.org/>

<sup>5</sup> Grain Transshipment at the Lakehead - Parks Canada

<sup>6</sup> Canada's National Grain Route - Political Science Quarterly, Vol. 33, No. 3 (Sep. 1918), pp. 344-377

route in 1912, the year in which the CPR removed its transfer business to Port McNicoll.<sup>7</sup>

Port	No. of Elevators	Capacity in bushels
Port McNicoll <sup>8</sup> . . . . .	1	4,200,000
Collingwood . . . . .	1	150,000
Depot Harbor . . . . .	1	2,000,000
Midland . . . . .	1	1,000,000
Tiffin . . . . .	2	3,400,000
Goderich . . . . .	2	1,800,000
Port Colborne . . . . .	2	3,500,000
Kingston . . . . .	3	1,550,000
Prescott. . . . .	1	1,000,000
Totals. . . . .	14	18,600,000

With the coming of the CPR and major immigration and agriculture in the 1870s and 1880s, the case for a railway to Hudson Bay became even stronger. The rail line would counter CP's monopoly and would have the additional advantage of reducing the length of time for the sea voyage to the world grain markets.<sup>9</sup>

By the late 1800s, a rail line to Hudson Bay was seen as a more economical outlet for wheat exports. The Hudson Bay route would bridge the productive fields of the Prairies to the consuming areas of the world with access to low-cost marine transport. The route was shorter, required fewer transfers than by rail to Montreal, and was thus seemingly cheaper. The prospect of reducing transportation costs on wheat shipments and thereby increasing the Prairie farmers' income was very appealing.<sup>10</sup>

From there it originated a dream cherished by western farmers who became more enthusiastic about it as prairie wheat production increased. In the Hudson Bay route, they saw economic advantages through the saving of a thousand miles of freight transport, and elimination of at least one trans-shipment of wheat cargoes.<sup>11</sup>

Manitoban and Canadian politicians became engaged, resulting in charters being granted in 1880 to two companies; the Nelson Valley Railway and Transportation Company, and the rival Winnipeg and Hudson's Bay Railway and Steamship Company.

Surveys were made by both companies in 1880 and 1881 but despite intensive promotion, the projects languished and did not receive financial support. 1883/84 pressures forced a union of the rival groups and Hugh Sutherland, president of the newly amalgamated Winnipeg and Hudson's Bay Railway was elected to parliament. By 1884 Sir John A. MacDonald began to support the railway and \$70,000 was voted for exploration.

By 1900 the CNoR had built northwestward reaching Swan River and progressed generally northward to Mafeking. At Mafeking it turned westward; 300 miles of line had been built yet it was only 100 miles closer to Hudson Bay.<sup>11</sup>

Under pressure from prairie constituents in the mid 1900-1908 period, Canada, Manitoba, and Saskatchewan renewed their interest. In 1907 Sir Wilfred Laurier's government had not overcome objections to various proposals and CNoR constructed the railway from Hudson Bay Junction to The Pas. In the election of 1908 both the Liberals and the Conservatives finally committed to the immediate construction of the Bay route.

CNoR refused to build further north without massive government assistance. The Federal government committed to constructing a line north from The Pas. In 1910 the Hudson Bay Railway was formed.

<sup>7</sup> Ibid.

<sup>8</sup> Hudson Bay Railway - Engineers Geoscientists Manitoba Heritage Wiki Site

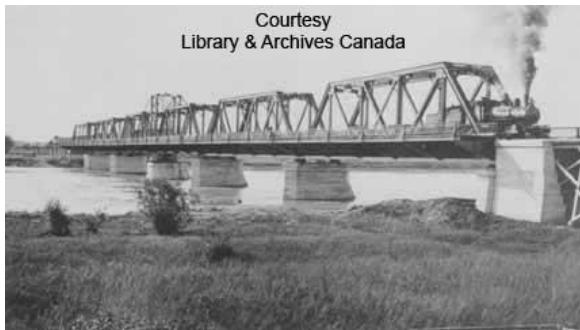
[https://heritage.enggeomb.ca/index.php/Hudson\\_Bay\\_Railway](https://heritage.enggeomb.ca/index.php/Hudson_Bay_Railway)

<sup>9</sup> Network Evolution: The Origins, Development and Effectiveness of Manitoba's Railway System by Christopher G. L. McCombe – University of Manitoba Thesis - 2011

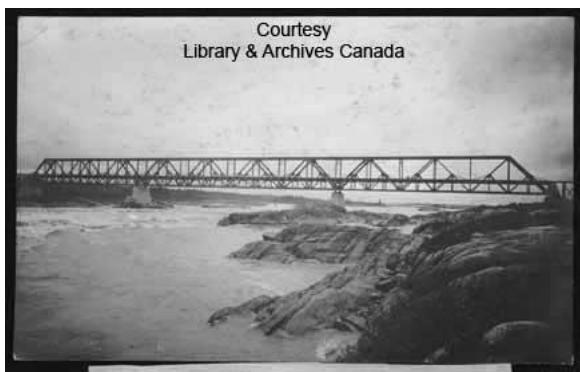
<sup>10</sup> The Hudson Bay Railway – Manitoba Historical Archives - Series 3, Number 14, 1957-58 Season

<sup>11</sup> Hudson Bay Railway - Engineers Geoscientists Manitoba Heritage Wiki Site

[https://heritage.enggeomb.ca/index.php/Hudson\\_Bay\\_Railway](https://heritage.enggeomb.ca/index.php/Hudson_Bay_Railway)



In 1910 the bridge at The Pas was built, and between 1910 and the start of WWI in 1914, laid steel 538 kms to Kettle Rapids, present day Gillam.

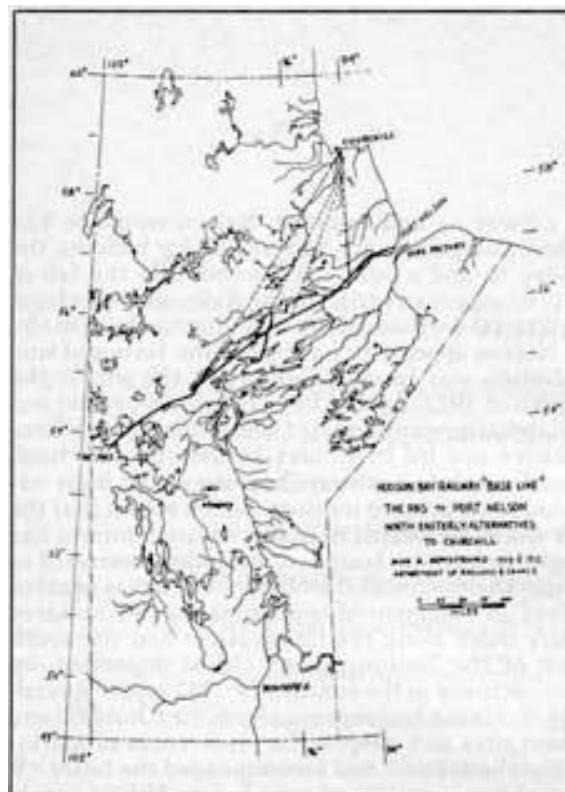


Port Nelson, 160 kms away, had been selected as the terminus owing to the shorter distance and easier terrain. A town site and infrastructure were erected from 1912 but railway construction ceased in 1917, leaving a ghost town.

A fascinating YouTube video of Port Nelson can be found at this link:

<https://www.youtube.com/watch?v=iOPhZdojCx4>

The original route for the HBR was an almost straight line from The Pas to Port Nelson.<sup>12</sup>



In 1915, Canadian Government Railways assumed administration of the line and to resolve CNOR's dire financial predicament, the federal government took control of the company in 1917. As most readers of *The Lantern* know, Canadian National Railways (CNR) was incorporated on June 6, 1919, comprising several railways that had become bankrupt and fallen into Government of Canada hands, along with some railways already owned by the government.

The "On-to-the-Bay" Association was formed to demand completion of the Hudson Bay Railway and the Port of Churchill in the interests of the people of western Canada. In 1925 developers sponsored an excursion to Port Nelson, to attract investors to finance the continuation of the route.

This YouTube video from the Manitoba Archives shows actual footage from that expedition:

<sup>12</sup> *Manitoba History: Port Nelson and the Hudson Bay Railway* – Manitoba Historical Society Archives

<https://www.youtube.com/watch?v=mkOiovv1sBs>

1926 saw the Department of Railways and Canals assuming control of the HBR from CNR. Following a new location survey and better port surveys in 1927 Churchill was substituted as the terminus, owing to its natural harbour.

Work recommenced, but minimal maintenance during the intervening years had left the line in a state of disrepair, limiting safe use to the first 344 kms (214 mi). Political interference, financing difficulties, and engineering challenges – caused by the large amount of muskeg and frequent rock outcrops – led to numerous delays.

The last 96.8 kms of track were laid right atop the muskeg during the winter of 1928-29. As sinkholes would swallow modern mechanical grading equipment and steam shovels and the permafrost could not be excavated, hand pick, hand shovel and wheelbarrow were the only tools available to the workers.



Churchill terminal elevator under construction (circa 1931)

Source: Gordon Goldsborough, 2016-0229

On April 3, 1929, the railway (without its roadbed) reached the port of Churchill, and the last spike, wrapped in tinfoil from a tobacco package, was driven to symbolize completion.<sup>13</sup> The gravel bed was dumped under the tracks during the summer of 1929 and the line was finally ready for use on September 13, 1929. It opened for traffic on September 10<sup>th</sup>.

<sup>13</sup> Network Evolution: The Origins, Development and Effectiveness of Manitoba's Railway System by Christopher G. L. McCombe – University of Manitoba Thesis - 2011

Designed by C. D. Howe & Company of Port Arthur (now Thunder Bay) and erected by the Winnipeg firm of Carter Halls Aldinger for the Canadian government between 1930 and 1931, a four-belt conveyor for loading up to four ships at once, at 20,000 bushels per hour, was completed in 1932. Electricity to operate the facility was generated in a coal-fueled powerhouse next to the elevator, and a building next to the workhouse contained administrative offices, a millwright shop, a staff dining room and rest rooms, and quarters for an inspection department. When completed, the 2,500,000-bushel elevator was the second largest of its kind in the world.<sup>14</sup>

Port facilities were completed in 1931, and the British freighter *Pennyworth* was the first vessel to berth. The Hudson Bay Railway name disappeared when the line became part of the CNR system.

So how does WMRC Member Bart Hasselfield fit into this history? Bart's grandfather and great uncle were both involved with the HBR.



Bart's grandfather, Major J.G. MacLachlan, (shown above right in the photo, with CNR President Vaughn and CNR Vice President

<sup>14</sup> Historic Sites of Manitoba: Churchill Grain Elevator and Port (Hudson Bay, Churchill) – Manitoba Historical Society Archives

Devenish) was the manager of the Hudson Bay Railway from 1943 to 1951. From 1928 to 1943, he was Division Engineer, District Engineer, and Superintendent and District Engineer.



As District Engineer, he was responsible for upgrading The Pas to Kettle Rapids and the final section to Churchill.<sup>15</sup>

Reminiscences from Major MacLachlan can be further read in detail on Bart's website: <https://www.zambonista.com/hbr/>.

To add to the intrigue of Bart's connections to the HBR, his great uncle, Duncan MacLachlan, was a young engineer in Ottawa in the early 1900's.

He had been appointed Chief Engineer for Port Nelson, and was to report to W. A. Bowden, Chief Engineer, Railways and Canals, in Ottawa. Port Nelson was chosen to be the port in the autumn of 1912, and MacLachlan travelled an arduous and calamitous trip by boat from Halifax in 1913.

He oversaw every facet of construction but, at the same time, held authority as Harbour

<sup>15</sup> Hudson Bay Railway - Engineers Geoscientists Manitoba Heritage Wiki Site  
[https://heritage.enggeomb.ca/index.php/Hudson\\_Bay\\_Railway](https://heritage.enggeomb.ca/index.php/Hudson_Bay_Railway)

Master, Paymaster, Quartermaster, Landlord, Judge, and Jury over every citizen in the town.

Despite his role, he was at heart an opponent of the whole Hudson Bay project. He believed that the short shipping season caused by late spring break-up and early ice in the fall would make a Hudson Bay route, through Nelson or Churchill, uncompetitive with Montreal. MacLachlan's frustrations were expressed in a memorandum to Bowden on 17 September 1917, from Port Nelson in which he said, "I condemn in absolute terms the undertaking in which we are now engaged."<sup>16</sup>

For an incredibly detailed history of the woes of Port Nelson, and the efforts of Bart's great uncle, this link from the Manitoba Historical Society is invaluable:

[https://www.mhs.mb.ca/docs/mb\\_history/08/hudsonbayrailway.shtml](https://www.mhs.mb.ca/docs/mb_history/08/hudsonbayrailway.shtml)

Finally, this isn't the first time that Bart has been recognized by the WMRC! Paul Ullrich prepared a great short bio just ten years ago:

<https://winnipegmodelrailroadclub.blogspot.com/2015/11/the-making-of-hudsons-bay-railway.html>

*Bart Hasselfield is one of our newer members, and he has a terrific website that he wants to share with us! After reading MRC Blog Editor Paul Ullrich's posts about his recent rail trip to Churchill, he sent us these links from his website, <http://www.zambonista.com>, about the making of the rail line to Churchill.*

So now that Bart's railroad family connections are "out there," how many other Members of the WMRC have similar stories? Share them with us for future reading enjoyment!

<sup>16</sup> Manitoba History: Port Nelson and the Hudson Bay Railway – Manitoba Historical Society Archives

**Winnipeg Model Railroad Club**  
**Membership Form**

Please PRINT clearly

Modified September 13, 2024

**Name**

New

Renewal

Former

dd/mm/yy

Current NMRA member

Member#

Expiry Date

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Spouse

Child under 18

Child birth date (dd/mm/yy)

Address

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Postal Code

Phone

Email

Same as last year  OR

Scale(s):

G   
HO

O   
N

S   
Z

Other

**Membership category:**

<input type="checkbox"/>	Regular member	\$50
<input type="checkbox"/>	Family member - Spouse or minor child of a Regular member	\$5
<input type="checkbox"/>	Junior member - 18 years of age or less	\$25
<input type="checkbox"/>	Honorary member - Approved by vote of the membership	\$0
<input type="checkbox"/>	Life Member of the NMRA	\$0
<input type="checkbox"/>	I would like to receive a <b>printed</b> NMRA Magazine by mail	\$60 added to the above

**Notes:**

Renewals MUST be received no later than the end of the **October** meeting.

Please make sure we have your correct email address

**Options:**

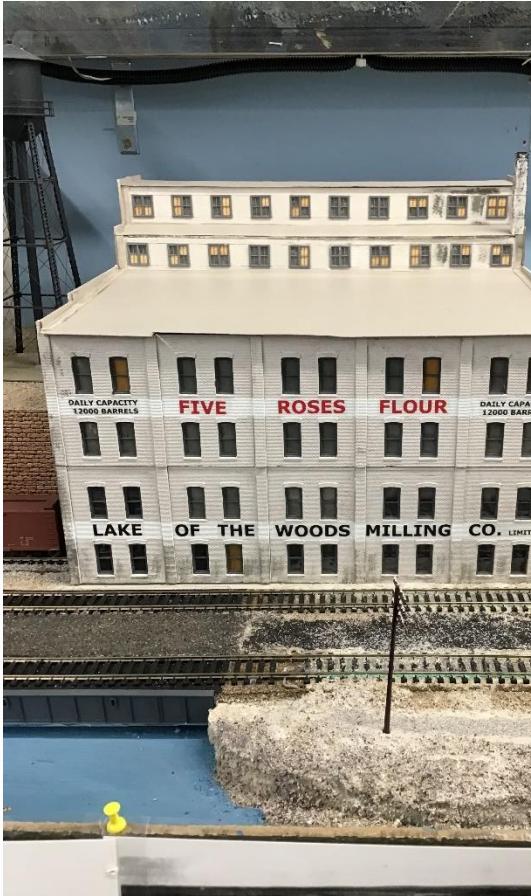
- 1) Bring this form, and payment (cash or cheque), to the Sept or Oct WMRC meeting.
- 2) Pay by Interac eTransfer to [wmrc.trainclub@gmail.com](mailto:wmrc.trainclub@gmail.com) and email the form to that address.
- 3) Mail the form and a cheque to: WMRC Treasurer, 209-1085 Court Ave, Winnipeg MB, R2P 2H8  
Make cheques payable to Winnipeg Model Railroad Club.

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Six Pack by Felix Lesiuk



Model Photo by Barrie Creran



A trio of SD402 by Felix Lesiuk



CP Holiday Train by Cliff Davidson

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December 13 - Winnipeg Model Railroad Club monthly meeting

## 2025

January 10 - Winnipeg Model Railroad Club monthly meeting

February 7- Winnipeg Model Railroad Club monthly meeting

March 14- Winnipeg Model Railroad Club monthly meeting

April 5 &6 – SuperTrain 2025

    Olympic Oval  
    University of Calgary

April 11- Winnipeg Model Railroad Club monthly meeting

April 26 & 27 – Winnipeg Model Railroad Club Spring Show

April 26 & 27 – Regina Railfest

    Caledonian Curling Club  
    225 Sandra Schmirler Way  
    Regina, SK

May 9- Winnipeg Model Railroad Club Annual General Meeting

May 15 – 16     TLR Annual Convention - Willmar, MN

July 14-19     90th NMRA National Model Railroad Convention,  
    Convention HQ is the Sheraton Hotel  
    21111 Haggerty Road, Novi, MI 48375

October 17 – 19 REAL RAILS 2025

A meeting of the CP, CN TH&B and VIA Historical Societies and Associations  
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3063 South Service Road, Burlington, Ontario

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less fortunate in our community. All donations will be  
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