

THE LANTERN

Official Publication of the
Winnipeg Model Railroad Club
Winnipegmodelrailroadclub.blogspot.ca

November 2024 Vol. 69 No. 03

Established April 1955

ISSN. 1913 – 2654 (Online)

THE LANTERN

Official publication of the Winnipeg Model Railroad Club (WMRC) established April 1955. November, 2024, Vol. 69 No. 03.

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 – Kansas City Southern locomotive KCS 4529 waits in the east end of the Winnipeg CPKS yard. It is keeping company with hundreds of *Columba livia domestica*, the domestic pigeon. Photo By Cliff Davidson.

FROM THE EDITOR

Even though it has been a glorious fall, weather wise, I hope you have found time to do some modelling for the monthly model display and you have also started work on the models for the Spring Show. I am sure some of you have also been track side taking some wonderful fall pictures as well. Once again, I request some article you would like to share with the membership on modeling or work on your layout. I thank Murray Brown for his latest installment on Rail busses in Manitoba. 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.

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President's Message

The list of members of the WMRC for 2024-25 will shortly have to be sent to the NMRA so that we can get the inexpensive insurance that they provide for 100% clubs. Please make sure that you have renewed your membership, and are on the list.

We have learned that Susan and Marice Dorge wish to step away from the Mega Train Show following the 2025 show. This is a shorter time frame than we expected when we discussed the show in the Fall of 2023. In this month's meeting the club will have to make a firm decision on two important questions: 1) Does the WMRC wish to take over 100% of the operation of the Mega Train Show? 2) If so, do we want to buy and manage the 7.5" gauge ride-on train that has long been a part of the show? Some time will

be spent on this issue in the upcoming November 15 meeting, and final decisions must be made. Please think about these questions and be prepared to discuss them and vote on them.

Once we've dealt with the more serious things, it should be another enjoyable meeting with all of the usual features: photo and model displays, coffee and donuts, an interesting presentation, a 50/50 draw, and time to meet and mingle with your fellow model railroaders. Come on out and enjoy yourself! John Bate, WMRC President

October 25th, 2024 WMRC General Meeting Minutes

Charleswood Legion, 6003 Roblin Blvd,
Winnipeg, Manitoba, R3R 0G8

This meeting was called to order at 7:34 pm. There were 29 members and two guests in attendance.

Guests: Steve and Alexander Iodonou

Minutes of the last meeting: Moved by Dwayne Miller and seconded by Cliff Davidson that the minutes of the general meeting of Sept.13, 2024 be accepted as printed in The Lantern.

Carried

President's Report: John advised members that dues are due now. He stated that we must collect everyone's dues and then send the whole package to the NMRA. They will then send us our membership cards for this term. There was a short discussion on the Mega Train Show and it was a success this year.

Moved by Gino Kost and seconded by Cliff Davidson that the updated Constitution and By-Laws (up to point #13 in the By-Laws) be accepted as presented by John Bate and printed in The Lantern. Some minor errors were pointed out by Murray Brown and will be corrected. Motion carried.

Bob Harrison and Larry Leavens will complete a new handbook once the constitution has been completed.

Vice President's Report: Marvin asked Ian to order 24 (minimum order) toques for members to purchase.

Treasurer's Report: Khirad discussed some of the financial figures shown on the screen.

Moved by Christopher Robinson and seconded by Bob Harrison that the Treasurer's report be accepted as printed in The Lantern. Carried

Presentation: Alan Saatkamp displayed and explained changes that he made to his layout.

December Klinik Carnival: Ian says he needs more members to make presentations on various facets of the hobby at December's Klinik Carnival. Ian also reported that the Spring Show will be held on April 26th and 27th, 2025.

Public Relations Report: No Report.

Lantern: Larry has paper copies of the Lantern available for those who need them. He thanked Murray Brown for his articles.

Photo Contest: The winner was Felix Lesiuk

Annual Photo Contest: The special photo contest is a photo of the Empress CP #2816 . The two categories for both the special event and the regular photo event are Prototype and Model.

Library: David McNeil has been appointed as the librarian for this season.

Social Media: No report this meeting as Paul is out of town.

Mega Train: Gino reported that the show was a great success this year and he thanked all those who participated. Murray also thanked everyone who helped with the show. He also reported that there will be some changes for the next show. The name may be changed to something similar to The Mega Train and Hobby Show and there will be fewer vendor tables and more layouts.

There will be some new guidelines for allowing layouts to participate in the show. The size of space for exhibitors will be determined by the fence surrounding the layout and not by the layout itself. Also, the layouts must have scenery and look completed to a specified extent. Plain track on a wood surface will not be allowed to display at Mega Train & Hobby Show. The public likes to see trains running, not switching.

Murray mentioned that he is expecting Paul to come up with a new poster to promote the show. He also asked members to let him know of someone who might be able to help with designing a new poster.

Gateway Western: Gino says that you must be a member of the club and of the museum to be able to have access to the layout. Anyone wanting to be there must have permission from the Museum and a museum Board member must be there during your visit.

Monthly Model Contest: Dwayne Miller was the winner

50/50 draw: \$37.00 was won by Marcel Blair.

Canteen: Mark advised the group that the usual drinks etc. are available tonight. Only one donut left.

Old Business - none

New Business: The next general meeting will be held on Nov. 15th (3rd Friday)

The meeting was adjourned at 8:03 pm

Submitted by Marvin Fetch for Brent Karr in his absence

Vice Presidents Report

No report.

October Program

The subject "Randolph on the Minneapolis & Northland Railroad Company Today". The presentation covers how Lester Brewer added the town of Randolph to the Minneapolis & Northland Railroad Company. It begins with the planning stage, benchwork, track, structures, scenery including view block between towns and backdrop. It continues with a move of the town to a better location in the railroad room and finishes with the final industry addition. And, of course, a few mini scenes to add interest.

Ian will be at the October meeting looking for folks to give a Clinic at our December Clinic carnival. - 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

The Model Special Event will be a flat car or gondola with a load. As always there are the other categories as well

- structures,
- motive power,
- passenger and freight cars,
- non-revenue cars
- display.

Start modelling now for our April Open House.

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, **NEW ADDRESS**

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

September Model Display winner was Dwayne Miller



Dwayne Miller's model was the Walther's Hole-in-Wall Donut Shop in N scale. He renamed it and painted the Doughnut with Sprinkles. He installed a small LED light in the back of the shop. This shop will be on his future small town on his layout.



Christopher Robinson built this pulpwood load based upon an article in the April 2024 Lantern starting on page 17. (editors Note – someone does read The Lantern!)

A special thanks to Gino Kost for taking the pictures of this month's Model Display.

Rail Buses in Manitoba Part III by Murray Brown

As published in *The Lantern* in the October issue, on September 28, 1981, the Canadian Transport Commission (CTC) issued its Decision on Northern Manitoba Rail Passenger Services



Courtesy Pierre Fournier

under Chair Bernie Wolfe, located in the Saskatoon office.

Just 48 days later, the Federal government slashed upwards of 50% of VIA Rail's services; the northern Manitoba services were not affected. Coupled with the cuts, Federal Treasury Board was instructed to provide no other money to VIA except for remaining service operational needs and Capital funds solely

relegated to the Quebec-Montreal-Toronto-Windsor Corridor. The building and implementation of LRC trains was but one example.

The CTC Decision also required that a report addressing the complaints and suggestions of the public under *"Future Service To Be Provided"* should be submitted by a date to be determined.

Commissioned by the Manitoba Government a railbus feasibility study served as the basis for a new transportation mode. The two-volume study was co-authored by Michael Babulic, INCO's Thompson Superintendent of Transportation and a representative of the Norman Regional Development Corporation (NORMAN) with Dr. Allen Lansdown, Ph.D., of the University of Manitoba's Civil Engineering department. The study outlined that conversion of a new Motor Coach Industries (MCI) MC9 highway bus (such as those by Greyhound and VIA in Ottawa-Kingston routes) would cost only \$300,000 – less than one-third the cost of a BUDD Rail diesel Car (RDC). An RDC service had always been favoured by CTC's Saskatoon staff; VIA West had strongly objected for many operational reasons.

The study's cost estimate of a complete railbus demonstration project linking not only Thompson - Thicket Portage - Pikwitonei - Ilford but also The Pas - Pukatawagan would be about \$1.2 Million over a three-year period. This would include the cost of three modified buses, equipment, buildings, and monitoring facilities plus any charges by CN for use of their facilities.

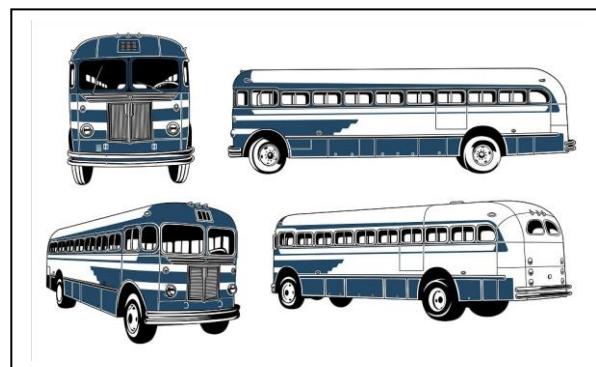
¹

After the release of the study, a meeting was held in Thompson on April 19, 1983. Requested by Manitoba, it was attended by the CTC, Transport Canada (TC), the Transport

Development Centre (TDC), VIA (1 from Head Office, Montreal, 1 from VIA West in Winnipeg), CN (Winnipeg), the National Research Council (NRC), NORMAN, MCI, British Leyland Rail Bus (BLER), Winnipeg Coach and Sales, and Arne's Welding, a Winnipeg firm specializing in modifying buses.²

The participants unanimously agreed that the CTC would be responsible for writing new rules required for the new type of vehicle, not TC. This was a major departure from railway equipment specification regulations and would minimize TC and TDC's role.

After the meeting, Manitoba established a *Northern Manitoba Railbus Demonstration Project* and funded the purchase and modification of a 1958 Western Flyer Model bus with work to be conducted by Arne's Welding. Under a subsequent Canada-Manitoba agreement \$134,000 in capital costs and \$45,000 in operating costs were ear-marked for fiscal year 1984-85 and Manitoba contributed \$100,000 to the project for a storage facility in Thompson.



Numbered WCSS-1 and painted red and white, the railbus was a 25-seat bus with 170 cu. ft. of unheated underfloor baggage space and interior luggage rack capacity of 66 sq. ft. It was equipped with a washroom, one emergency exit, and two-way radio.

¹ RAIL BUS EXPERIMENT FOR NORTH STUDY

Manitoba Information Services Branch
April 22, 1983

² Ibid.

The rubber wheels and steel rims had been replaced with fabricated steel wheels and flanges. Additionally, it had a “locking” steering mechanism.

After testing on the Greater Winnipeg Water District Railway, it was shipped in June 1985 to Thompson. There it was further non-passenger tested on INCO’s rail tracks.

Circumventing the Federal Treasury Board mandate to not provide any funds to VIA for other than Corridor projects, Federal Health and Welfare Minister on behalf of Transport Minister Don Mazankowski and Manitoba Highways and Transportation Minister John Plohman jointly announced a *Canada-Manitoba Subsidiary Agreement on Transportation*.³

The capital costs would include the conversion of an existing bus (WCSS-1), installation of test instrumentation, provision of maintenance, and the purchase of a second bus to derive a final design for production. WCSS-1 be one of two railbuses to be evaluated in real-world passenger service.

The CTC, Manitoba, NORMAN, and VIA West favored an MCI MC-9 *Crusader II* bus for the second bus. MCI’s manufacturing plant was in Winnipeg and the MC-9 was a proven vehicle able to operate in the most inclement conditions. Indeed, VIA Rail was already using the MC-9 coaches between Ottawa and Kingston because of the VIA reductions to connect passengers to Toronto on regular VIA services.

It was the most popular coach ever for MCI, with a final



production run of over 10,000 units used throughout North America. Equipped with proven Detroit Diesel engines, Allison transmissions, Carrier A/C units and Reliance Electric HVAC blower motors, reliability was the renowned feature of the MC-9s.

The MC-9 seated 49 passengers in fabric reclining seats, 300 cu. ft. of heated under-floor baggage space and 122 cu. ft. of interior luggage rack space. A washroom was at the rear end, all windows had DOT-mandated emergency exit windows and roof hatches. All MCI coaches had tow hooks at either end of the vehicle.

Parts and/or service representatives could be flown to Thompson from either MCI’s Winnipeg factory or Midwest Detroit Diesel-Allison, located only a few blocks from MCI. In Thompson was a company that serviced and repaired, as required, buses for Grey Goose and Thompson Bus Lines. Any repairs or servicing of the Fairmont hy-rail equipment could be effected by CN forces; they used hy-rail equipped vehicles for track inspections and maintenance.

The fact that the MCI concept used hy-rail wheels meant that the vehicle could be transported by road to effect repairs if required. As well, with the rubber wheels intact, the bus could be turned at any location with an inexpensively constructed grade crossing.

³ NORTHERN RAILBUS PROJECT ADVANCES
Joint Canada-Manitoba News Release
May 31, 1985

Converting a bus was not a new idea. Red Arrow/SEPTA ⁴ had one produced in 1967 for testing, using a GM *New Look* coach equipped with underfloor/retractable Fairmont hy-rail wheels. The intent was that it could be used both on roads and rails.

Unfortunately, the experiment failed – not because of the vehicle – because of bureaucracy. SEPTA found that using rail lines as a rail-bus service would mean losing much of the rail rights-of-way due to the terms under which the publicly funded rail service had started many years earlier.

At the other end of the spectrum for a railbus candidate, a cabal comprised of TC, TDC, NRC, and VIA's (Monreal HQ) Director Engineering favoured a British Rail (BR) and Leyland (BREL) vehicle. They had joined forces to produce several iterations of a railbus, one being the BREL RB002. Of intrigue was that the cabal had all been graduates of Queen's University in Kingston, Ontario. They had maintained contact with each other and met frequently over Federal government rail transport issues recommending programs.

The RB002 was powered by Leyland TL11 diesel engines, fully automatic SCG gearboxes, and a Gmeinder final drive unit driving one axle. They were 40 feet long and consisted of a standard Leyland modular bus body on a chassis having suspension based on the HSFV⁵ series of experimental designs for freight vehicles but with flexicoil springing. This allowed for a robust double-ended body mounted at four resilient points on the underframe.

The vehicle was heated by the engine coolant which passed through floorboard radiators. A ventilation system added fresh air to the heated air in the winter and provided fresh air in the summer. It had no air conditioning system. RB002 included standard railway couplers and



Courtesy Rail Photo Archive
BREL RB002 on display in Ireland

brake air lines, features strongly favored by TC and TDC. To provide operations in either direction, there was an operator's cab located at either end. There was no underbody luggage area and no washroom. The 22 seats were paired upright fiberglass. One entry/exit door was located on each side of the body.

Being a demonstration vehicle, it was supported by a complement of Leyland staff and sundry parts. Any parts not on hand would have to be flown by air cargo from Ireland and repaired by the Leyland staff. There were no companies in Thompson, indeed in Manitoba, which could provide repair services to the Leyland engines and bus body.

The RB002 was exported as a demonstrator to the USA and immediately piqued the interest of the cabal and convinced BREL to test the vehicle in Thompson. Using their power of persuasion to an otherwise unsuspecting Federal funding

⁴ Southeastern Pennsylvania Transportation Authority –regional public transportation for nearly four million people in and around Philadelphia.

⁵ HSFV was a BR experiment to have freight cars operate at high speeds upwards of 90 mph, when most passenger trains averaged about 70 mph

program, the BREL RB002 was chosen, and the MCI concept was discarded.

What the cabal, and VIA's Director of Engineering, the key proponent of the BREL vehicle, didn't share – or in retrospect perhaps know - is that SEPTA (and other USA transit systems) had tried the RB002, and it proved to be not able to fill the needs of its test operators.

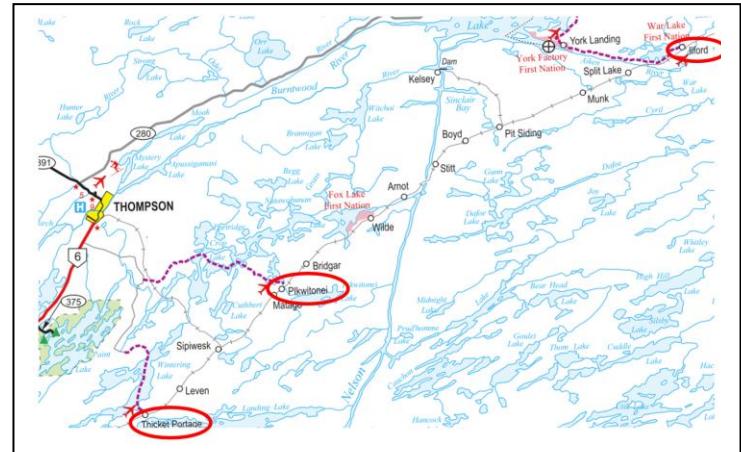
RB002's predecessors turned out to be totally inadequate for any passenger service in America. Complaints of them being uncomfortable and unreliable plagued the evolution of the BREL product line continually. RB002 had been tested on SEPTA's regional rail, and it did not go over very well, and it was taken out of service very quickly. An engineering firm contracted by the Boston and Maine Railroad to evaluate the railbus provided a scathing report.⁶

The CTC's Saskatoon office was nonplussed, but well understood the political dynamics in Ottawa. Manitoba and NORMAN did not receive the news with any enthusiasm but were relegated to accept that most of the funding was coming from the Federal government.

VIA West's representative, however, well understood the internal politics with the Director of Engineering's cabal and met with VIA's President. VIA West was still reeling from the massive transcontinental rail cuts from November 1981 and now a demonstration with an untried and totally unproven vehicle meant that VIA West would no longer have an active role. Manitoba was apprised and subsequent conversations between VIA West and Manitoba confirmed that Manitoba, NORMAN, and CTC (Saskatoon) were deeply discouraged but understood why VIA West was no longer to be involved.

⁶ RAILBUS TEST OBSERVATIONS ON THE
Boston and Maine Railroad - JANUARY TO
FEBRUARY, 1980 FRA/O.RD- 8 0/7.1

With the capital and operating funding now secured and a decision rendered on using WCSS-1 and RB002 as demonstration vehicles, all appeared well to the proponents. Unfortunately, the Manitoba two-volume railbus



study had not factored in sufficient operating funds for railbus crew personnel.

Passenger trains between The Pas-Thompson (90-91) were staffed by The Pas locomotive engineers and conductors. Locomotive engineers and conductors on The Pas-Gillam-Churchill passenger trains (92-93) were split 50/50 between The Pas and Gillam crews. To circumvent the anomaly between Thompson and Thicket Portage (a station normally staffed by The Pas crews) the Brotherhood of Locomotive Engineers (BLE) and the United Transportation Union (UTU) entered into prolonged negotiations with CN management for the crewing of the railbus.

They were run with a CN engineer and conductor who were based out of Gillam. The bus worked out of Thompson, was a low paying job and the junior CN men in Gillam were assigned to the job, living in the bunkhouse in Thompson.⁷

In Gillam, the crews were provided free meals at CN's Gillam Hostel. In Thompson meals were provided at local restaurants. Locating the crews

⁷ Correspondence with Mark Perry, former CN conductor in Gillam

to Thompson sometimes meant using public or chartered aircraft. This was not unusual for CN; Lynn Lake yard crews were often flown from The Pas by public or chartered aircraft.

The crewing of the railbuses in this manner was never contemplated by the original Manitoba study and placed an unforeseen burden on the operating funding.

I do not know the exact time frames but I think they were tested from the spring of 1986 until the spring of 1987 out of Thompson. WCSS-1 suffered a broken axle at Thompson Junction [Sipiwesk] and was withdrawn from the testing.

⁸

I have no idea what happened to it. Scrapped in Thompson perhaps? The BREL was sent away after testing and [ended] in Ireland at a railway museum.⁹

With WCSS-1 no longer operating and BREL RB002 returned to Europe, sobering evaluations were documented.

The Thicket Portage and Pikwitonei passengers (neither vehicle ever operated to Ilford) that had ridden on either or both test railbuses provided cogent thoughts about both vehicles.



Courtesy Mark Perry Collection
RB002 at Thompson – 1986
The Manitoba-funded storage/repair building
is in the rear of the photo
Body side sticker is lettered "Transport Canada"

WCSS-1 provided the seating that they were accustomed to on VIA's trains or when traveling by bus from Thompson to Winnipeg (or other cities) for medical or shopping purposes. The bus provided more than ample heating but failed to provide any form of air conditioning in the hot June and July months. Underfloor space was well liked, to transport large amounts of groceries, other household staples, and items such as outboard motors. The dated 1958 vehicle was considered, by some, as an affront to the primarily Indigenous communities and something that would not be tolerated elsewhere in Manitoba or Canada.

RB002 was considered completely lacking as a possible railbus solution. The ride was considered "harsh," and the seats were not comfortable when riding on board for some 1 to 1-1/2 hours. Heating in the winter months was considered deplorable, and the lack of air conditioning in the summer months only exasperated the situation.

Both vehicles had suffered from irregular problems that prevented their operation. This meant that riders, especially those who were planning on riding one of the vehicles to attend to medical appointments in Thompson, were completely irritated.

With the operating funds almost depleted, and the Federal government having revived many of the services that had been cut in 1981, funding for any future endeavors were now nonexistent. VIA's priority now was to upgrade services.

Federal Treasury Board was now mandated to provide massive operating and capital funding: the former dual transcontinental services west of Winnipeg were resumed; engineering work began on providing electrical heat on the Canadian to eliminate the failure-prone steam heating system from the 1950s; Winnipeg,

⁸ Ibid.

⁹ Ibid.

Regina, and Vancouver stations were given substantial upgrades (the latter in preparation for Expo '86); new, smaller and eco-friendly stations were built on the two routes between Winnipeg and Vancouver as well as on Vancouver Island; money was allocated for a more modern corridor service between Calgary and Edmonton.

Railbuses were not considered by anyone.

Thus ended the notion of providing newer and more frequent rail services to rail-locked communities in northern Manitoba.

Today all five communities are serviced with air strips owned and maintained by the Province of Manitoba. Ilford now has road access, and Thicket Portage, Pikwitonei, and Pukatawagan have winter roads – the beginnings of what will probably become future roads to each community.

VIA trains 90-91 from Winnipeg-Thompson were eventually discontinued and now the only service is the Winnipeg-Churchill twice weekly. The CN-VIA mixed train service between Churchill and Wabowden was discontinued. Keewatin Railway Company operates passenger service twice weekly between The Pas and Pukatawagan using VIA Rail cars.

Editor's Note – Rail service to Pukatawagan continues through Keewatin Railway Company and their brand-new galley style passenger cars.



Thanks to Ian Plett for the photo taken in October just southeast of Symington Yard.

Mega Train Set Winner



The proud owner of a Thomas and Friends train set. The name of the winner has been withheld at the request of the parent. Congratulations and maybe a future WMRC member?

For Sale



I have a Revell speeder shack (rare) not even listed on eBay. I need \$10.00 for it. The ticket office is made from soft metal. \$8.00. Take both for \$15.00.

Marvin Fetch

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

Same as last year OR

Family members

Spouse

Child under 18

Child birth date (dd/mm/yy)

Address

City, Province

Postal Code

Phone

Email

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 printed 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 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.

Frog and Diamond

H O B B Y W O R K S

DID YOU
KNOW?



- New Stock arrives every week - don't miss out!
- We do in house repairs - just ask!
- We are the Largest Train Hobby store in Manitoba!
- Locally Owned and Operated with "friendly Manitoba" service!
- New Orders are sent in every Sunday

Home to the



Model Railroad Club

301 Bowman Street
Winnipeg

ph: 204-477-9254
froganddiamond.ca

Mon: 10am- 8pm
Tues thru Sat: 10am-5pm
Sunday : closed

A WMRC Tradition Continues



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905 Corydon Avenue

Fri—Sat: 11:00 am to 3:00 am

2985 Pembina Hwy

Sun: 11:00 am to 1:00 am

Morris, Manitoba

Open after those late night operating sessions.

ORDER BOARD

2024

November 15 - Winnipeg Model Railroad Club monthly meeting

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

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
Holiday Hotel & Conference Centre
3063 South Service Road, Burlington, Ontario