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THE SWITCH IRON

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Editor: Alex Regiec

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The Manitoba Transit Heritage Association (MTHA) is non-profit museum and registered charitable organization whose volunteers collect and preserve historic public transit memorabilia and classic vehicles. The MTHA is a proud affiliate member of the Canadian Transit Heritage Foundation.



Celebrating 100 Years of Motor Buses Winnipeg's public transit work horses since 1918

By David A. Wyatt
MTHA Historian

This year marks the Centennial of transit motor buses in Winnipeg. It was on May 1st, 1918, that Winnipeg's public transit system (then called the Winnipeg Electric Railway Company) placed in service its first four motor buses. It was a leap into a technological innovation long before other Canadian cities dared to do the same. Calgary (1931), Edmonton (1932), Vancouver (1923), Victoria (1926), Toronto (1921), Ottawa (1924), Montreal (1919), Quebec (1933), or Halifax (1921). In all of Canada only a single city transit bus in Brantford, Ontario, (1916) was operating when Winnipeg's first four buses hit the street.

Public transportation in Winnipeg had begun in 1877 with omnibuses (horse drawn buses) followed in 1882 with horse drawn streetcars. What would become the dominant transit technology of the

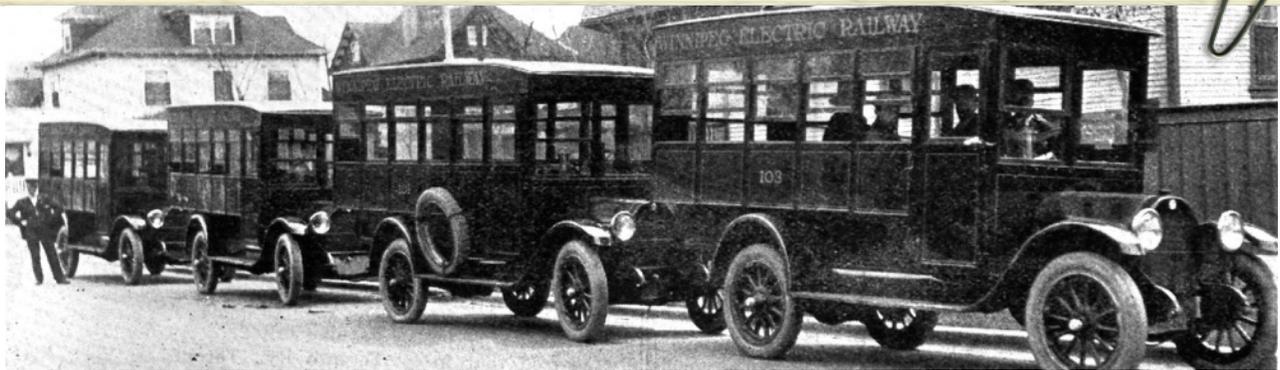
first half of the Twentieth Century, the electric streetcar, appeared in Winnipeg in January of 1891. But the story of Winnipeg's first buses really begins with a crisis in 1915. As the economy dipped owners of these newfangled automobiles began trolling streetcar stops looking for fares. Given the choice of waiting for a streetcar or catching a ride in the latest "in thing" in transportation, for the same nickel fare, many leapt at the opportunity. By May 1915 estimates were that 480 automobiles in Winnipeg were stealing customers from the streetcars. The jitneys, as they were called, formed associations, worked together to advertise routes and services, and fought hard against all attempts to stamp them out. And the Winnipeg Electric Railway Company tried very hard. They cited their exclusive franchise to operate transit service and took jitney operators to court. In the end it was municipal regulation that banned them in April of 1918. But while it

fought the competition, the WER also recognized the potential of the technology. A self-propelled, trackless, passenger vehicle could be set up for much less cost than a streetcar track, and changed much more easily.

In 1918 WER purchased four truck chassis from Studebaker and set about the construction of bus bodies. The chassis were equipped with gasoline motors, manual transmissions, and drive trains, and featured hard rubber tires and spring suspension. The bus bodies were built in the Company's Fort Rouge shops, constructed completely of wood, and sat 16 passengers. They were painted gunmetal grey with ivory striping and lettering. The units were odd-numbered 101-107 (streetcars were even numbered) and placed in service 01 May 1918 on Western Canada's first transit bus route: Westminster Avenue.

Continued on page four.

WINNIPEG ELECTRIC RAILWAY'S FIRST BUSES



WER's first four buses, 101-107 odd. 1918 Studebaker chassis with WER wooden bodies.



Regular meeting of the MTHA Board of Directors

HELD ON MONDAY, APRIL 23, 2018 AT NORTH CAR HOUSE IN WINNIPEG

PRESENT:

Alex Regiec (chair), Linley James, Roger Hamelin, Logan Poole, David Wyatt, Pat Rogoski, Jim Legg, John Kapusta, Dennis Cavanagh, Wayne Smith and Michael Kulczyki.

CALL TO ORDER:

The meeting was called to order at 19:00.

MINUTES OF MEETING:

Review of Meeting Minutes of March 28, 2018.

MOTION: Wayne Smith moved the approval of the minutes as read. Michael Kulczyki seconded. Carried.

PRESIDENTS REPORT:

Alan Brunsel sent his regrets.

TREASURER'S REPORT:

Alex reported that in the last 30-days there were \$0 expenses and \$568 income. Our current balance is \$6277.86.

Upcoming expenses: plates for 12 buses: \$2228.00. Our MPI antique plates cost \$1161 this year (14 buses). The safety on 112 (1983 MCI MC-9) cost \$1087.

MOTION: Alex Regiec moved that the financial report be approved as presented. Wayne Smith seconded. Carried.

Membership: Alex reported that Corporate memberships by NewFlyer/MCI and Amalgamated Transit Union local 1505 are in. Corporate membership for Beaver Bus Lines is pending.

Individual memberships: response has been good.

Taxes: Alex reported that a reminder was received from Revenue Canada. Tax return is due in June.

MAINTENANCE REPORT:

Jim Legge reported the front grill on each of #20 (1956 WFC T36-2L)

and #75 (WFC 1958 T40). The chrome is deteriorating. Should these be silver? Should we re-chrome? Paint silver? Paint black?

MOTION: Dennis Cavanagh moved to paint black. Wayne Smith seconded. Carried.

Bus 565 (1946 Ford Transit) generator is weak. Plan is to replace it with an alternator.

Bus 111 (1937 Twin Coach 23R): horn steering wheel button works. Next stop bell works. Step light moved to 111 from 214 (1941 Twin Coach 30GS). Brake lights are as required per police inquiry. If horn fails wire to switch can be disconnected.

Bus 188 (1954 GM "old look"): Not painted yet. Further personnel issues with paint booth staff at Winnipeg Transit.

Belts are needed for 111[N] (1966 WFC P-41 Canuck).

NEW BUSINESS:

Bus 188 Painting:

Alan Brunsel and Alex Regiec have exchanged emails with Don Glowatsky regarding donation of painting.

NFI Group Rep.:

Alex Regiec mentioned that New Flyer is expected to name their representative on the MTHA Board soon.

Community Outreach:

David Wyatt reported that there was no new activity to report.

Communications:

Alex Regiec reported that the newsletter went out electronically, saving significant cost in printing, envelopes and postage.

Also a new website is in the works. Plan to launch it towards the end of June.

The 2018 Annual General Meeting is scheduled for 29 May 2018. Event will be a cruise to Lockport aboard 112 (1983 MCI MC-9). Operation of 112 will be covered by M.T.H.A. Attendees will be responsible for their own meal at the Half Moon. Departure will be 5:30pm. [Readers should note that this activity was rescheduled to Tuesday 12 June 2018 departing North Garage at 7:00pm]

Bus 112 (1983 MCI MC-9) will be deployed for upcoming Goldeyes events. CJNU Teddy Bears' Picnic – 27 May 2018.

Bus 111 (1937 Twin 23R) will be used for Ellice Avenue Street Festival on 09 June 2018. It needs to be washed beforehand.

Aaron West has asked to be allowed to rejoin the M.T.H.A. A discussion ensued. It was decided by majority to decline to re-admit Aaron.

North of Beausejour a CanCar Brill (500-class) has been spotted in use as a skidoo clubhouse. It's believed to be a "pink lady".

ADJOURNMENT:

MOTION: Wayne Smith moved to Adjourn. The meeting adjourned at 19:42. ■

NEXT MEETING:

The next meeting will be on Monday, September 24th at 7:00 PM at North Car House.

ADDITIONAL INFORMATION:

Meeting Dates:

Upcoming Board of Directors meeting dates:

- Monday, September 24
- Monday, October 29
- Monday, November 26

Recorded by David A. Wyatt.



THE SWITCHIRON - ACTIVE IN OUR COMMUNITY

MTHA VOLUNTEER ACTIVITIES

People and places we have visited (so far) in 2018

As a non-profit museum group, the MTHA takes a "hands-on" approach to displaying our collection by offering outreach visits to senior centers, schools and participating in community festivals, parades and local car show & shines.

Whether it was attending the Ellice Street Festival, attending special events with our partners at CJNU 93.7 FM and New Flyer Industries, or simply cruising to Lockport for our AGM, MTHA volunteers are active in our community.

Here's a snapshot of where we've been.



Goldeyes Home Opener on May 6.



Ellice Avenue Street Festival on Saturday, June 9th.



Senior's Day Red River Ex on Wednesday, June 20th.



Annual General Meeting on the road to Lockport on Tuesday, June 12th.



Sunday Night Cruise at the Pony Coral on Sunday, July 8th.



New Flyer Industries Employee Bar-B-Que on Wednesday, July 25th.



Celebrating 100 years of Motor Buses ...

Continued from page one.

The lifespan of these early truck chassis was short, and they shook themselves apart within a year or two. One unit was wrecked but the other three wooden bodies were transferred to new chassis, one in 1919 and the other two in 1920. The 1919 chassis was a Ruggles. The 1920 chassis were Sterlings.

WER (after 1924 the Winnipeg Electric Company, WEC) continued to buy truck chassis from various builders and either home-build or contract locally for bus bodies. In addition to the Westminster route, buses appeared on River Avenue in 1921, replacing a streetcar line for the first time. Metal bodies replaced wood ones around 1930. WEC built its last bus body in house for two Ford chassis purchased in 1936.

By 1936 it was no longer necessary to assemble buses from chassis and bodies bought separately. An order was placed with Mack Truck for six model CW transit buses, equipped with gasoline engines and 25 seats. This was followed in 1937 by an order for five Twin Coach model 23R buses, including #111 preserved in the MTHA collection. Buses were used to open new routes where streetcars never operated, and to replace lightly trafficked car lines where ridership didn't support the expensive streetcar infrastructure. Motor buses were just not big enough to challenge streetcars on the main lines, but the electric trolley bus would be.

WEC was an innovator in trolley buses too. In 1938 when it converted the Sargent car line to trolley buses there was just one other trolley bus route in Canada (Beaubien in Montreal, set up in 1937). While trolley buses began replacing streetcars Winnipeg's motor bus fleet continued to grow. From the gasoline era buses were purchased from Twin Coach, Yellow Coach (General Motors), Ford, and Mack.

After scraping through the Second World War on limited new bus supplies (most factories were converted to war production), in 1946 WEC was able to order buses from a new source closer to home. Canadian Car and Foundry (CanCar), with its factory in Fort William, Ontario, began offering both electric trolley and gasoline motor buses to the Canadian transit market. Between 1946 and 1960 Winnipeg ordered 131 CanCar motor buses, and 104 trolley buses. The other major post-war supplier was Twin Coach (later Flexible-Twin), delivering 123 units. Diesel engines began replacing gasoline power in 1954 and several older gas buses had their engines swapped out for diesels.

In 1963 Metro Transit took over Transcona Bus Lines, assuming its routes, employees, and fleet of GM buses.

After CanCar's exit in 1962, General Motors dominated the Canadian transit market. Winnipeg's attempt to break the monopoly was an experiment with 15 Mitsubishi Fuso's in 1966. Essentially a Japanese

knock-off of the GM "new look", the buses inspired many mechanics' tales but little confidence. Other cities tried similar tactics (Edmonton bought a Mitsubishi, some Nissans, and several Daimlers during this period). The real end of GM's monopoly in Winnipeg came in 1967 when Western Flyer Coach transitioned from building highway buses to transits. Western Flyer Coach (which became Flyer Industries in 1971 and New Flyer in 1987) has dominated Winnipeg's transit bus market, and Winnipeg Transit has become a showcase for Flyer products.

Western Flyer's prototype city transit bus appeared in Winnipeg's fleet in 1967, numbered 700 after its model designation, D700. After it was formally transferred to Winnipeg ownership the fleet number was changed to 666. Between 1968 and 1973 an additional 254 D700 and D700A Flyers were added to the fleet. The final electric trolley bus route, Corydon - North Main, was decommissioned 30 October 1970 and Winnipeg became the largest city in Canada with an all-motor bus transit system, a distinction it would hold most of the ensuing fifty years. With Unicity in 1972, the transit system serving Winnipeg was formally re-titled "City of Winnipeg Transit System" and became known as "Winnipeg Transit".

Western Flyer came under provincial government ownership in 1971 and was renamed Flyer Industries.



International chassis with a "home built" body made by WEC.



Canadian Car-Brill model CD52-58 delivered to GWTC in 1958.



...Winnipeg's public transit work horses since 1918

The 700-series models were replaced with the 800-series in 1975, a model designed jointly with AM-General (part of American Motors) in the United States. Between 1975 and 1984 Winnipeg Transit took delivery of 208 D800's in 40 and 35-foot lengths, and acquired an additional 19 units used from Edmonton and Calgary. Also in 1975 a report was released recommending a rapid transit busway be built along the CN tracks between downtown and the University of Manitoba. No one then could imagine the time lapse between the busway's conception and delivery would be nearly 40 years. The cancellation of the Sherbrook – McGregor overpass released funding for feeder buses and in 1981 and '82 thirty-four Ontario Bus Industries model Orion 01 buses were

D40 was still in production New Flyer launched a revolution in the North American transit bus industry with its low-floor model D40LF. Step-free access became the new standard. Winnipeg took delivery of three sample low floors in 1994, but from 1996 all new bus orders would be exclusively low floor. Between 1994 and 2013 no less than 528 D30LF, D40LF, and D40LFR buses were delivered new, and an additional 24 D40LF and 20 D60LF units were bought second hand. Beginning in 2002 all new buses were delivered in white paint, and detailed with a multi-coloured stripe in City of Winnipeg logo colours. Earlier orange and cream D40 and D40LF buses were repainted white during rebuilds. From 2008 all new buses came equipped with air conditioning.

swift bypass, avoiding traffic jams and frequent lights on the adjoining streets. Phase II, from Pembina and Jubilee to the University of Manitoba is under construction and forecast to open in 2020.

A Century is a long run for a technology in our rapidly changing modern world. Futurists predict that the era of fossil-fueled motor buses is almost at its end. Winnipeg has dabbled in what is forecast to be the next transit vehicle technology, electric buses powered from rechargeable batteries. Four such vehicles were operated on route 20 Watt/Academy in a pilot project from 2014 to 2018. But as the first Century of transit bus operation in Winnipeg advances into the next, New Flyer's order books are still filled with motor buses for its home town.



Western Flyer model D700 featuring advertising "wings".



Flyer Industries model D800 seen on southbound Main Street.

These photographs are courtesy of the Peter A. Cox Collection.

purchased, split between 30 and 35-foot versions.

Flyer Industries replaced the 800-series with the 900-series in 1984 and Winnipeg acquired 112 model D901 and D901A versions until newly privatized and renamed New Flyer discontinued the model in favour of the D40 in 1987. In 1988 Winnipeg-based Motor Coach Industries (a subsidiary of Greyhound Canada) acquired from GM the Quebec-based production line of the "Classic" transit bus and Winnipeg was persuaded to extend its local-preference buying to Motor Coach, buying 34 MCI Classics. They would be the last non-Flyer buses bought by Winnipeg to date. Between 1987 and 1994 New Flyer delivered 203 model D40's to Winnipeg. But even while the

New Flyer's first effort to replace the D40LFR was the Invero LF40i. Winnipeg was reluctant to embrace the new model and wound up with only ten, ordered in 2000 but only accepted in 2004. Much more successful has been the Excelsior. Winnipeg took delivery of its first Excelsiors in 2015 and continues to order them in 2018.

A landmark event in Winnipeg's bus history came in 2012 when Phase I of the Southwest Transitway opened. A private bus-only road, with four stations, was built from Queen Elizabeth Way (formerly Main Street) and Stradbrook to Jubilee Avenue and Pembina Highway. Services to the University of Manitoba and southwest Winnipeg neighbourhoods were reorganized to take advantage of the

Only time will tell how many more decades the motor bus dominates Winnipeg's transit scene. ■



New Flyer test electric bus re-charging at Winnipeg Airport transit terminal.



INTERCITY BUS INDUSTRY ANALYSIS

May I Have Your Attention Please ...

By Alex Regiec

My very first trip on an inter-city bus occurred when I was just five years old. My older sister had recently married and moved away from our home in Winnipeg to a farm in rural Saskatchewan. Although she has just left some four weeks earlier, my mother decided that it was time to pay her daughter a visit. So there we went, bags packed, large box of gifts in tow, off to the Winnipeg Bus Depot at 487 Portage Avenue.

While at the bus depot, it didn't take me long to discover the Greyhound Travel Bureau whose store front window brimmed with a multitude of timetables and maps. Everything that a young curious mind could possibly want. Besides, to my mother, a few colourful maps helped keep her son occupied while she purchased the tickets.

"May I have your attention please," the bold voice announced over the public address system. "Greyhound coach number two-oh-eight now boarding in lane number twelve calling at Headingley ... Lido Plage Junction ... Elie ... Oakville Junction ... Portage La Prairie ... McGregor ... Austin ... Sydney Junction ... Carberry Junction ... Brandon ... Alexander Junction ... Griswold Junction ... Oak Lake ... Virden ... Elkhorn ... Kirkella Junction ... Fleming ... Moosomin ...

Wapella ... Whitewood ... Broadview ... Grenfell ... Wolseley ... Indian Head ... McLean ... Balgonie Junction ... Regina ... Moose Jaw ... Swift Current ... Medicine Hat ... Calgary and all points west. All aboard through Gate number two please!" Wow. That was quite a collection of towns and cities I thought, and I was going to ride on that bus!

Mom and I made our way to the platform and found the coach marked "CALGARY EXPRESS" on the sign above the windshield. It was a giant gleaming mammoth of steel and glass, built by Motor Coach Industries right here in Winnipeg and coloured grey, blue, white and red with a galloping canine on its flank.

The driver, dressed impeccably in a pressed grey flannel uniform, smiled and greeted us with a friendly "welcome on board" as we jostled up the stainless steel stairs onto the coach and found two seats at the front.

At 10:45 AM, after sorting his tickets and talking to the dispatcher in the office at the far end of the depot, our driver hopped on board, closed the door, slid behind the wheel honking the horn as he put the bus into gear pulling out of the station on-time and beginning the first of my many journeys by bus.

During numerous trips after that, back and forth to the farm and across North America, mostly on Greyhound but also on other companies such as Grey Goose, Adirondak Trailways, Red Arrow, Pacific Coach Lines, Gray Coach, PMCL, Saskatchewan Transportation Company and so on, I often struck a conversation with many bus drivers. They would share their career stories and adventures while watching the road rush under our feet; I met many interesting fellow passengers from all over the globe and all walks of life.

Over the years, after many conversations, and later on in my professional career as a public transportation planner, it became clear to me that the bus industry was about being dedicated to essential public service.

Although the bus is every body's least preferred mode of travel, sometimes it's the only option for students, low-income families and seniors from a rural communities needing to access services in the larger cities. Manitoba indigenous spokespersons have recently stated in the mainstream media that intercity bus service is essential to reach medical services, employment opportunities or to seek respite from bad domestic situations.

Continued on next page.



A Greyhound coach at Winnipeg's Union Bus Depot in 1946.



A Greyhound coach departing Winnipeg's Union Bus Depot in 1955.

These photographs are courtesy of the William A. Luke Collection.



As a note, the federal government funds health care on reserves, including trips on Greyhound's current bus services.

The July 9th announcement leaves me very sad, not only because 83 years of essential and dependable Greyhound service in Manitoba is coming to an end, but also because many of my friends and colleagues will not have a job after October 31st. Some will retire, a few others will transfer to other parts of the continent with Greyhound, while many will have to seek new opportunities in another field of employment.

The story of the bus industry is changing rapidly. Increased automobile ownership, upward urban economic mobility, changing lifestyles and rural de-population starting in the mid-1980s lead to the gradual decline in demand for scheduled ground transportation service.

More recently the proliferation of discount airlines and computer technological applications that promote ride sharing have contributed to the end of many scheduled inter-city bus services, and now, the end of the line for an iconic standard bearer, Greyhound across Western Canada.

There will likely be a barrage of ambitious small entrepreneurs who will "blow their life savings" trying to be the new Greyhound with vans and small buses, but I am left wondering if any other established bus company of significant size and financial fitness will enter this vacant marketplace? There are simply too many trees, too many empty miles and not enough people anymore to make the non-subsidized business model work.

The response of the federal government was initially puzzling. Federal Transport Minister Marc Garneau was taking a wait and see approach, hoping that the private sector sorted the problem out, his office often quoting an old task force report of the provinces and the federal government that recommended that there was no need for a national program to subsidize the operations of private intercity bus carriers.

By contrast, Greyhound's regional vice president for Western Canada, Peter Hamel, recently told a reporter on CBC News Network's Power & Politics show that "Greyhound has made it

clear on numerous occasions, and over a long period of time, that no private sector company would be sustainable in any of these regions without some sort of assistance."

In fairness to the provinces, the Greyhound announcement definitely caught them off guard. Manitoba Premier Brian Pallister has called on the premiers to ask Greyhound for an extension of the end of service deadline in an effort to have more time to work with alternate companies on a replacement service. Alberta's Premier Rachel Notley has called on her provincial counterparts to strongly lobby Ottawa for federal cash, policy and regulatory change to support intercity bus services.

The fact is that public transportation in Canada cannot exist without subsidies. Urban or rural, it doesn't matter. History provides us many lessons from the building of the Canadian Pacific and Canadian National Railways, to the one-time ownership of Air Canada, to the funding of the construction of the Trans-Canada Highway, to city-owned transit systems, to the current operation of the national rail passenger service called VIA Rail. (Please don't get the idea that I am suggesting VIA Rail is an alternative for daily Greyhound bus service. I am not.)

Although the government of Saskatchewan shut down its crown-owned Saskatchewan Transportation Company a year ago ending bus service between many urban and rural destinations, the government of British Columbia has recently funded and launched the "BC Bus North" initiative to provide twice-weekly long haul coach service to those isolated communities affected by last round of Greyhound service cuts. The buses are operated by a private contractor - Pacific Western Transportation - with routes and schedules established by the government. Furthermore, Ontario Northland is a provincial Crown corporation which connects northern communities to Toronto and Ottawa but operates with a large subsidy. The jury is out on where the newly elected government of Doug Ford plans on driving this entity to.

One thing that has become crystal clear is that federal government does have jurisdiction over matters of

interprovincial transportation. The Prime Minister recognized this and recently asked his Transport Minister to meet with stakeholders to work out a solution. Perhaps a "national public ground transportation strategy" and a "federal funding plan" that provides subsidy for essential bus services is one option being reviewed?

By comparison large urban centers get massive public subsidies. A recent article in the Globe & Mail highlighted that a urban transit plan in the Greater Vancouver Regional District is being half funded by the federal government. Many other Canadian cities have also received federal dollars, so there is a case for funding public transport.

Yes, it is expensive to maintain services in large urban settings, but more so in sparsely populated remote areas. As every era of our national history has shown, the public treasury has invested in transportation service networks to keep Canadians in cities, towns and country united. Certainly, as evidenced by the large outcry from many citizens, and as a mainly urbanized nation, this is not the time to abandon our rural cousins.

In conclusion, no one is quite sure how this story will unfold before the looming October 31st end of service date? Perhaps it's time for me and my co-authors David and Dennis to write that elusive last chapter to our 2006 book entitled "*Dusty Trails to Divided Highways - A History of Inter-city Bus Lines in Manitoba*"? Maybe we'll call it ... "***The bus doesn't stop here anymore!***"

Or just maybe, we'll have a completely different story to tell. ■



Greyhound coach arriving in Brandon in 2018.



THE SWITCH IRON - END OF THE LINE

Celebrating 100 Years of Motor Buses City Transit's Country Adventures ...

By David A. Wyatt

In addition to providing urban transportation Winnipeg's city transit system has occasionally ventured into rural bus service. The first adventure was in 1922 when a summer bus route was operated between Stonewall and Teulon. Buses connected with interurban streetcars at Stonewall for travel on to Winnipeg. By the end of the summer the service was deemed unsuccessful and ended.

The next venture was much closer to home. In 1925 WECO bought the Transcona Transportation Company (TTC) and took over its service. A subsidiary, Interurban Services, Ltd., was created to operate it. An accident in downtown Winnipeg in 1928 caused IS to be wound up, and WECO absorbed the service directly. Four buses were acquired in 1925 from TTC, two Macks, a White, and a REO. In 1928 five dual-engined Twin Coach model 40 buses were acquired. Eventually modified to single engines, they were reassigned to city service, lasting until 1950. The Dominion Transit Controller, responsible for managing transportation resources nation-wide during the Second World War, ordered WECO's Transcona service discontinued in favour of competitor White Ribbon Bus Lines in 1941.

The wind-down of the Winnipeg, Selkirk and Lake Winnipeg Railway interurban routes to Selkirk and Stonewall occasioned other ventures in rural busing. Beginning in 1931 buses replaced interurban cars on selected off-peak trips between Winnipeg and Selkirk. In 1934 deteriorating track and a municipal tax dispute forced buses to operate the Stonewall line through much of the year. In 1937 all car service to Selkirk was replaced by buses. The Stonewall line was sold to Beaver Bus Lines in 1939. WECO continued to operate buses between Selkirk and Winnipeg for almost another decade. Four CanCar IC-41 highway buses were purchased in 1946, followed by a pair of MCI Courier 100As in 1947. The whole service, coaches and all, were sold to Beaver in 1948. ■

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PHOTO MEMORY FROM THE ARCHIVE



*Celebrating 100 Years of Buses In
Winnipeg ...*

*This wonderful photograph comes
from the collection of William A.
Luke of Spokane, Washington.*

*This picture was captured by Bill in
1960 on Carlton Street near the exit
of the Union Bus Depot adjacent to
Eaton's Department Store.*

*This bus was a 1946 Canadian Car
Foundry IC-41 and was originally
owned by the Winnipeg Electric
Company's Selkirk Streamliner. It,
along with the Selkirk route, were
sold to Beaver Bus Lines in 1948.*

*If you have a picture you'd like to
share with us, please send it to:
contact@mtha.ca*