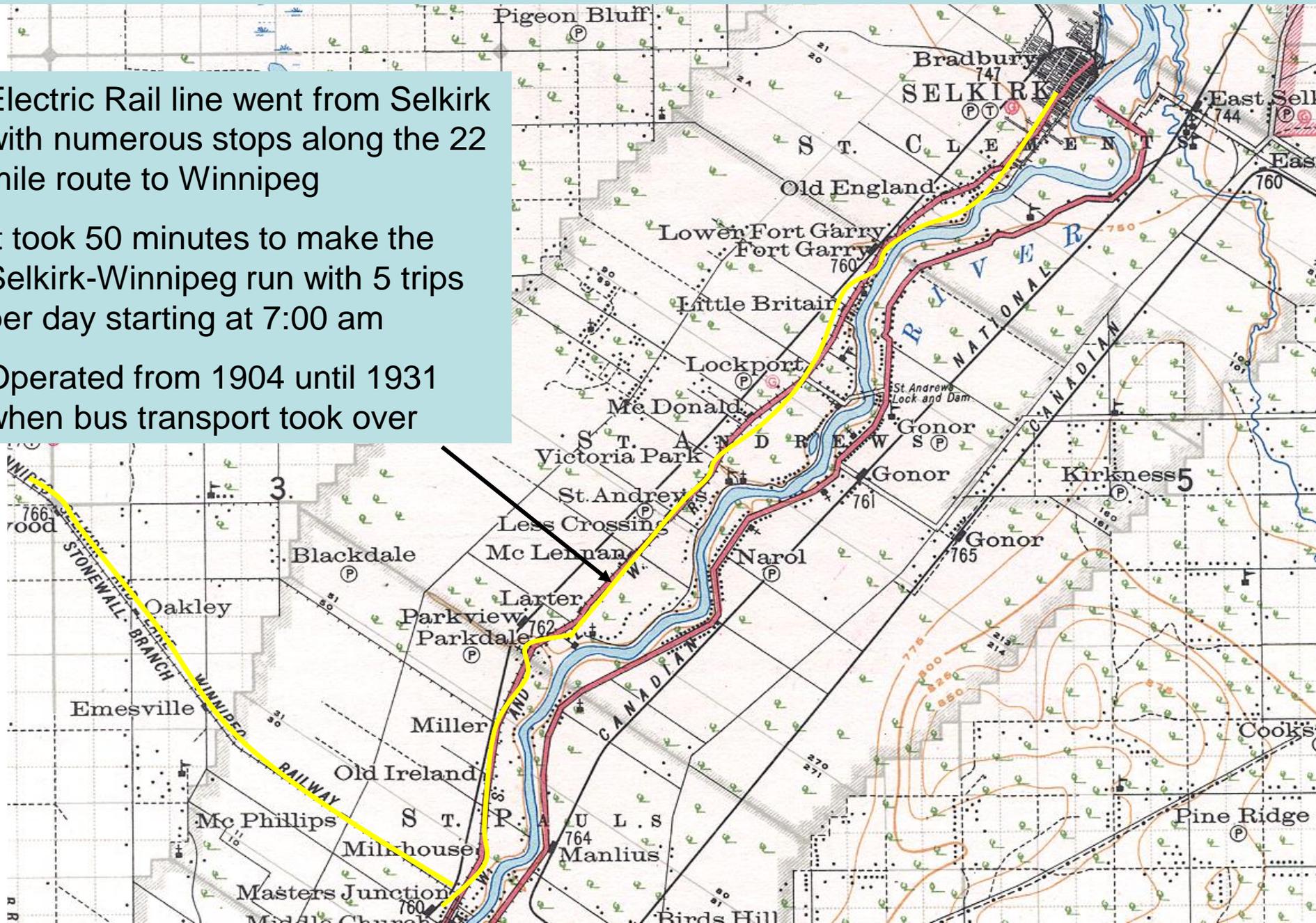


# Winnipeg Selkirk & Lake Winnipeg Railway Company

Electric Rail line went from Selkirk with numerous stops along the 22 mile route to Winnipeg

It took 50 minutes to make the Selkirk-Winnipeg run with 5 trips per day starting at 7:00 am

Operated from 1904 until 1931 when bus transport took over



# Steam Engine used on the Selkirk to Winnipeg Railway

August 29<sup>th</sup> 1904 to May 25<sup>th</sup> 1908



1904, this small steam engine nicknamed "Dinky" pulled freight and passenger cars on the Winnipeg – Selkirk run. As there was no turning facilities it had to run backwards to Winnipeg

*A steam locomotive used on the Winnipeg, Selkirk and Lake Winnipeg Electric Railway prior to electrification in 1907-8.*

WESTERN CANADA PICTORIAL INDEX

# Winnipeg, Selkirk and Lake Winnipeg Railway Company May 25<sup>th</sup> 1908 to April 30<sup>th</sup> 1939

- Incorporated in 1900 to run a steam or electric train from Winnipeg to Selkirk. Full service not until 1908.
- The cars were elegant with brown and cream cars, stained glass windows, mahogany paneling and plush red seats.
- Separate smoker sections
- Steam Railway – August 1904 – May 1908
- Electric Railway – June 1906 – April 1939
- Motor Bus – June 1931 to present

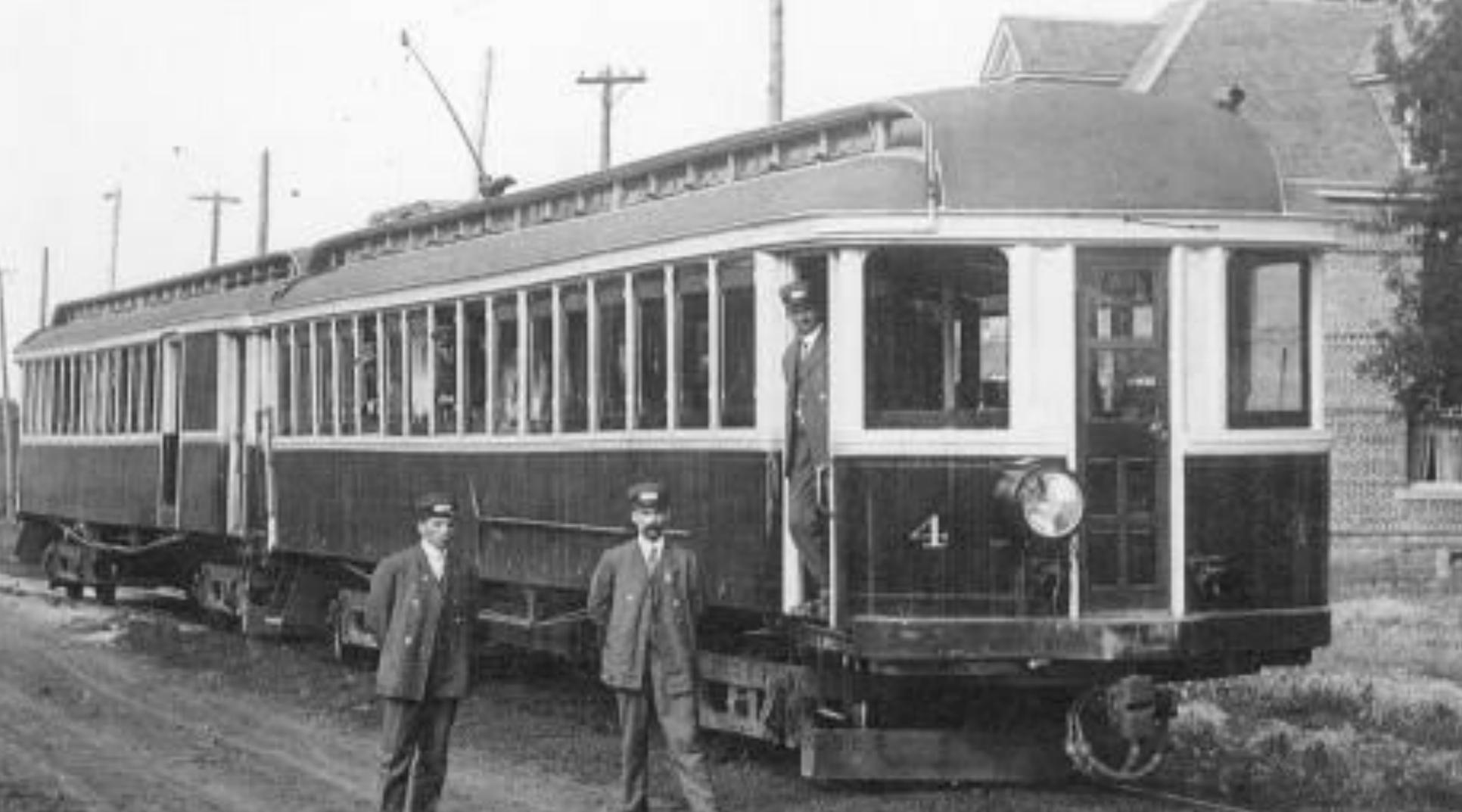
Branch line from Middlechurch to Stony Mountain and Stonewall in December 1914

All services ended in 1939 in favour of buses





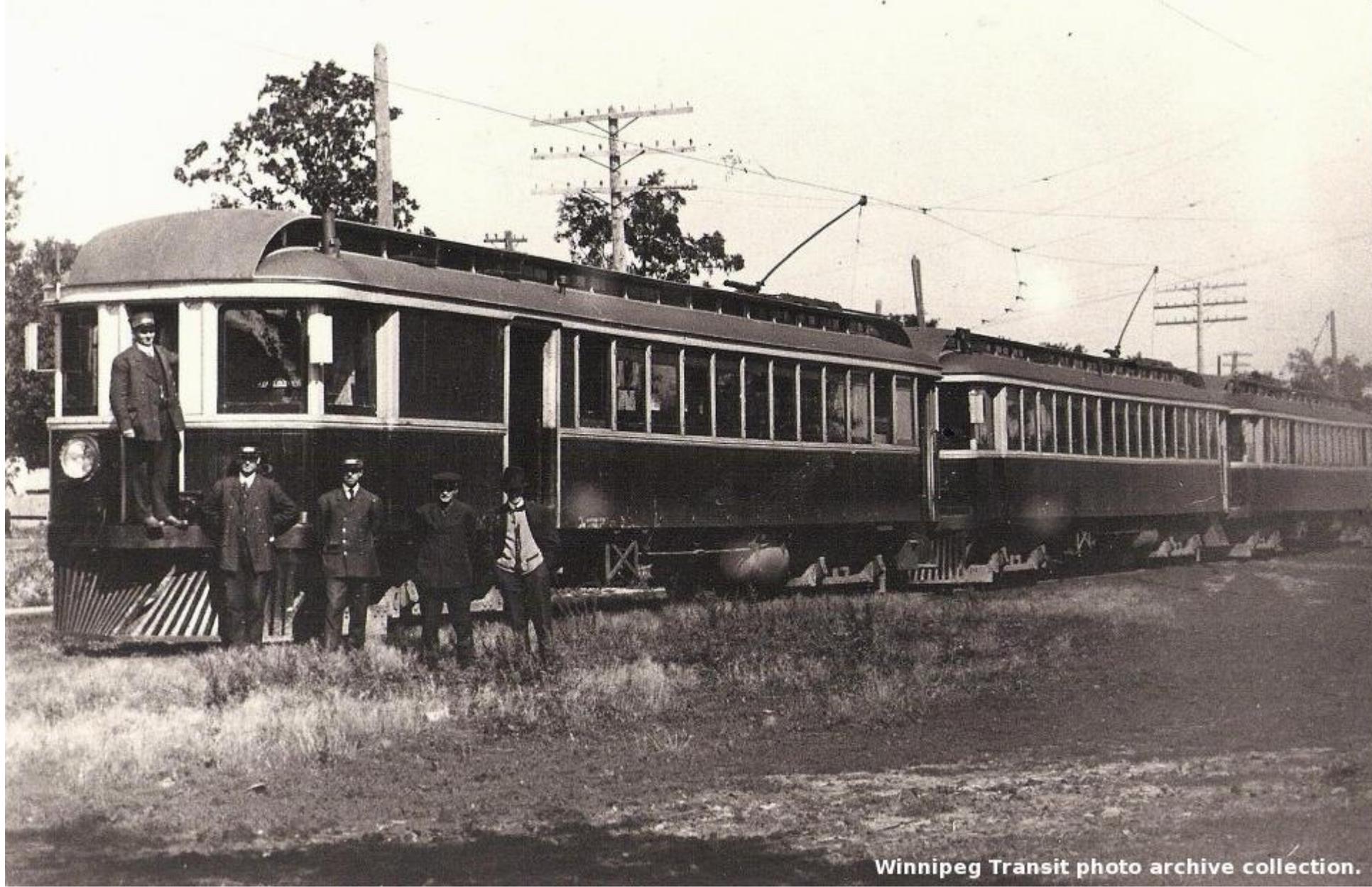
Street Car track went as far as the Selkirk Park, followed Eveline to Colcleugh Ave, then west to Main street and followed the highway on the west side to Winnipeg  
There was also street car barns constructed near on Eveline and Taylor. There was also a “wye” built for turning cars.



W,S&LW Ticket Office and Freight Shed was located at 369 Eveline, next to the Selkirk Bridge (built 1937)

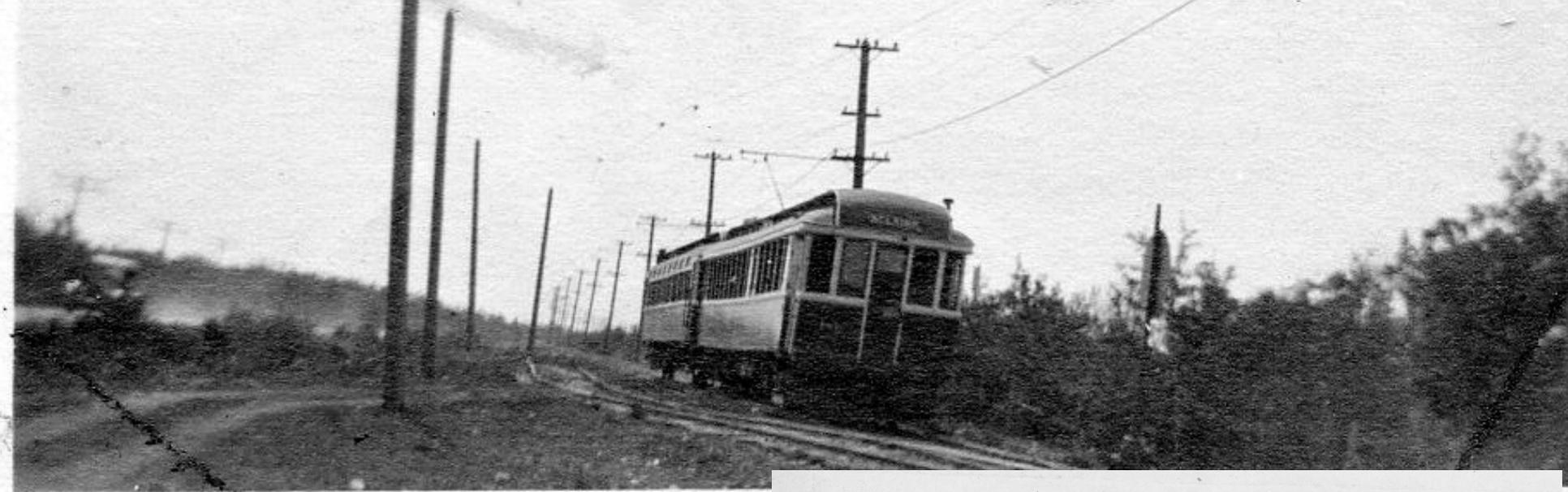
Spur line ran down to the docks to serve the warehouses and fish sheds there and also to the Selkirk Park.

The electrification of the railway began in 1906 and was completed in 1908; the railway operated until 1937.



Winnipeg Transit photo archive collection.

Middlechurch spur line to Stony Mountain and Stonewall, branched off at the building now called "The Candle Factory"



Road bed was quite rough as it was laid on a minimal road bed with little ballast and the cars rocked violently as they sped down the tracks at 30 miles per hour.

Most people recall the sensation of “seasickness” on the trips to Winnipeg.



Mabel Donald’s bus hauled people from the east side of the river (after the bridge was completed) to the Lockport station