

# Transportation

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submitted by Alex MacKenzie

In writing a few lines on early transportation in the rural municipality of Rockwood, I would like to take this opportunity to thank Norm Gorman for his help on early railroads in this area.

A lot of the first settlers walked and set up their homesteads before the first survey came in 1872. As there were no roads, but in due time there were plenty of trails that led all the way to Winnipeg. Oxen, horses and mules were the mode of the day.

The first railroad arrived in Stony Mountain in September of 1880, Stonewall in 1881, and on west to Portage la Prairie, with sidings into the quarries at Stony Mountain and Stonewall. In 1882 they took the track up going west to Portage, and in 1898 a line was extended from Stonewall to Balmoral, Rockspur and Teulon. In 1905 a siding was put in for the Balmoral Brick company and a siding into the gravel pits at Teulon. Then in 1907 the railroad was completed to Komarno and in 1911 to Arborg. In 1912 the C.N.R. put their line in from Grosse Isle to Argyle and on north to Hodgson.

The Winnipeg, Selkirk and Lake Winnipeg Railway Co. (Electric) came into Stony Mountain in 1912 and into Stonewall in 1914. This railway operated electric street cars from Stonewall, Stony Mountain, Winnipeg and Selkirk, with station stops along the way, picking up milk, cream, and other products.



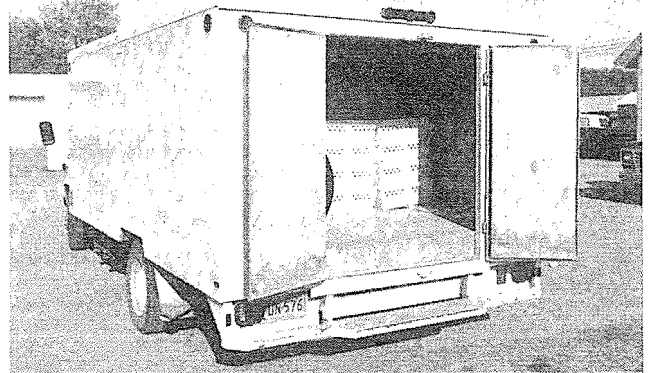
The First and the Last, 1939.

The station stops were French, Wieneke, Bennett, Dawson and Storey. This electric line operated till 1938, the old electric station is now a house and is in the same old spot on the corner of 2nd avenue north and P.T.H. #236 in Stonewall.

The electric power house in Stony Mountain is now the home of Royal Canadian Legion in Stony Mountain. There is no question that this area depended heavily on the railroads during the early years. As they gave good service running daily passenger and freight trains till the early 30's. With better roads being built and kept open in the winter the trucks started to make daily pick ups at the farms and places of business. As well as trucks taking business away from the railroads a daily bus service was started. One of our first bus drivers and operators was Harry Pitts. He started with a Limousine and later drove for Beaver Bus Lines.

The C.P.R. then went to a mixed daily train, and later to freight train service twice a week. Every village and town had their own truck operators, to haul their freight and the farm produce.

The grocery stores, hardware and drug stores have joined the different chains which have their own trucks to deliver their goods for them. Farms have



Charisons Hatchery: Trucks getting ready to take turkey poult to Alberta. Trucks are temperature controlled and are equipped to run on propane and gas. This truck hauls 19,000 poult.