

# THE WHEATLAND ROUNDUP

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## LITTLE BIG TOWN ELECTION COUNT

The first ballot count of the election was announced in Little Big Town on Monday, August 16th. As of today, Sherriff Presper Breakstone is in the lead with 226 votes and close behind him is Maximillian Wheatland with 137 votes. Most of the town was surprised at the count which caused quite the bustle of predictions.

Sherriff Breakstone released a statement on the recent count saying "I sure ain't surprised that I'm in first place! I've been workin' my behind off to make sure this town is safe from all this unwanted outlaw activity, and it shows. If anything, the results show me how smart the good folks of this town are for wanting to live in a safe place. For all those who haven't voted yet, remember to vote for me, Sherriff Breakstone!"

Shortly after the Sheriff's statement, Maximillian came out with his own to shake the competition "Y'all remember, this race isn't over yet. I know me and the rest of my fellow competition have been workin' just as hard as the Sheriff to get hear! Please remember to go and vote, ya



hear? There is still a month left of this election and as we've all seen, anything can happen."

The gossip of the town definitely hasn't quieted down since the election began, if anything, these results have caused it to increase.

"I'm sure surprised that Deputy Cassidy is so far behind in the race! She's got the same mindset as the Sheriff to keep this town safe, but to me she is much more likeable!..." states a woman of Little Big Town.

"It will be a nail bitter, that's for sure! I voted for Mr. Wheatland, and I know in this last month the votes will come in quick and push him into the lead." Says another citizen confidently.

Although the thoughts and predictions of the people are quite mixed throughout the town, one thing is being said by all and that is "Anything can happen". From the start of this election we have seen so many things happen that no one could've predicted including Little Big Town's

first ever female candidate. All this to say, there is still one more month left of this election and the only thing that can be predicted is that the whole town will be on the edge of their seats waiting for the final results of the 2021 election for Mayor in Little Big Town.



## CURRENT BALLOT COUNT

As of August 15th

Mayor Quincy - 16%

Sheriff Presper Breakstone - 31%

Dr. Cedrick Nickleby - 12%

Maximillian Wheatland - 18%

Taffeta Briggs - 17%

Hazel Star - 4%

Deputy Cassidy Cloverthorn - 2%

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Town Shop Gifts is a small town Saskatchewan Gift Shop located in Wakaw, SK and proudly carries many Saskatchewan made items

Jewelry, Soap and Bath Products, Signs and Shelves, Candles, Tea and Coffee, Fudge, Provincial Clothing, Home Decor and More!

### Seasonal Hours

Summer: Wed-Fri 9:30-5, Sat 10-3

Fall/Winter: Wed-Fri 10-5, Sat 10-3



# NOBLE NOTATION

## SNAZZY TIE, MISTER

Written by Bill Noble

There was a time, a hundred years ago, when special sealed and guarded trains raced across Canada carrying multi-million dollar cargos. Silk Trains - trains with absolute priority over all other trains on the railway. Between 1887 and the 1930s, trains of the Canadian Pacific and Canadian National Railways sped raw silk from the port of Vancouver on its journey from the Orient to the garment factories of New York City.

Silk, the world's most expensive fabric is woven from thread made from silkworm cocoons. Thousands of individual worms hatch from tiny eggs and after feeding on a diet of mulberry leaves for about a month, spin a cocoon. The cocoons are then immersed in hot water to kill the pupa inside and cause the cocoon to soften and unravel. The resulting filaments are then spun into silk thread and wound into skeins. The skeins of thread are known as raw silk. Legend holds that the young wife of a Chinese Emperor discovered the secret of silk in about 3000 BC when a silkworm cocoon dropped into her tea and started to unravel. True or not, the Chinese kept the silken secret for almost 3000 years, earning fortunes trading in silk fabric, travelling over the fabled Silk Roads of Persia, Arabia and the Orient. Eventually the secret escaped, first to Japan and Korea and, by the early 1800s, to Europe and the New World. In North America, the mills of the garment industry centered on New York City wove the thread into fabric for elegant dresses, ladies underwear and stockings, scarves and ties. Between 1870 and 1940, raw silk was the single most valuable export from China and Japan to the US.

Raw silk is delicate. Great care must be taken to guard against damage from dust, moisture and odors. The skeins of silk thread were packaged in paper and burlap "bales",



each about 12 inches by 24 inches by 36 inches and weighing about 90 kilograms. Bales were then shipped across the Pacific to West Coast seaports - Los Angeles, San Francisco, Portland, Seattle and Vancouver. Vancouver and Canadian Pacific, the CPR, had several advantages in the competition for this lucrative cargo. Vancouver is almost 300 miles closer to Japanese ports making for shorter sailing time and the CPR had its own fleet of fast Empress liners. Speed was all-important. Raw silk thread was very valuable. The interest charges on the large investment of the purchase price coupled with the high cost of insuring such a valuable cargo - Lloyds of London charged by the hour of transit time - meant that no time was lost in transit. Time was quite literally money. For the CPR and, after its formation in 1923, rival Canadian National, the clock started when the bales were loaded in Yokahoma or Hong Kong.

In the 1920s a single bale of silk was worth about \$800 - more than the price of a new Ford car. A shipment of silk consisted of several thousand bales. The total value of each shipment was between six and ten million dollars - an astronomical amount in the 1920s.

Crossing the Pacific took about a week. In an interesting note, by 1918, ships transporting silk were equipped with radios so they could report their progress and alert the Vancouver authorities to have manpower and trains ready to go. The ships docked very briefly in Victoria to disembark passengers

for that port and to allow Customs and shipping agents to come on board. These agents inspected the cargo and completed the necessary paperwork in the 3 or 4 hours it took to reach the dock in Vancouver. Then things went into high gear.

The instant the ship's hawser was secured to the dock, a gang of about 60 stevedores started to remove the silk bales, either by crane sling or by conveyer belts. The bales were immediately loaded onto the train, which was parked on the dock next to the ship with engine steamed up and all cars inspected ready for departure. Depending on the size of the shipment, silk trains consisted of 8 to 15 special lightweight box cars equipped with high-speed passenger car trucks. Each car was lined with wood and carefully inspected for nails or splinters that could snag and damage the precious cargo. At the tail end, instead of a cabooses (caboosees weren't equipped with high-speed trucks) a passenger coach provided accommodation for train crew, shipping agents and armed railway policemen. The cargo was very valuable. At the head end, instead of the freight engine one would normally expect to find pulling a train of boxcars, stood a high-wheeled express passenger locomotive. More accustomed to heading up Canadian Pacific's Trans Canada Limited or Canadian National's Continental, these engines signaled that fast was the order of the day.

Absolutely no time was lost during the loading. A timed record of CNR silk train has survived. The ship tied up at 3:42 P.M. After a short delay to open hatches, remove packing lumber and get cranes moving, bales started going into the boxcars at 4:13 P.M. Loading finished at 5:45 P.M. Doors were closed, locked and sealed and the train left at 5:52 P.M. A newspaper reporter calculated that overall, a bale was loaded every two and one half seconds. The exploits of the "silkers" were often the subjects of newspapers headlines.



Transferring Silk Bales From The Ship  
Canadian Pacific Photograph

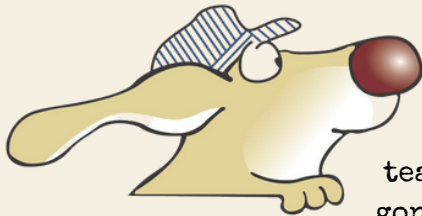
And, once on the road, the silk trains "owned the railway". From a CNR train order issued on 4 February 1931:

"ENGINE 5039 RUN SILK EXTRA LEAVING PORT MANN WEDNESDAY, FEB 4TH WITH RIGHTS OVER ALL TRAINS ....."

Silk trains would run quickly over the grades and curves of the mountain divisions, usually besting scheduled times by several hours but, when they hit flat country east of the Rockies, crews put the hammer down. Eighty miles an hour (130 kph) was ordinary running speed - ten or twenty miles an hour faster than express passenger train speeds. People along the line, alerted by their local station agent, would come down to the station to see these speedsters blast through town. Remember, this was in the days before roller bearings. Everything ran on brass journal bearings. For safety, and because speeds were so high, bearing lubrication were paramount. The trains were quickly inspected at all coal and water stops. At divisional points, engines and crews were changed, running gear and brake rigging were inspected and all journal boxes were opened, inspected and lubed. One hundred and fifty of them. All of this in an average time of seven minutes. In their dash across Canada, silk trains cut almost a full day off the best express passenger train schedules.

It was fun while it lasted. The price of raw silk crashed with everything else in the Great Depression. Japanese shippers built their own high-speed ships and shipped silk through the Panama Canal. And finally, war with Japan finished the silk trade. Canadian Pacific ran their last silk train in 1933. The curtain came down.

In a personal recollection, I can tell you that one of life's small pleasures is wearing a well-made silk tie. The beautiful fabric is light and sleek and smooth and a delight to tie. I prefer a Double Windsor knot, which can be too large with some ties made of ordinary fabric. But, with a silk tie, the knot slides in place - smoothly symmetrical and just right. Snazzy tie indeed.



## SPIKES SAFETY SCOOP

Hello everyone! My name is Spike the safety dog and I love teaching people all about train safety. It feels like the summer has gone by SO fast! Although the summer has been so much fun, I love to learn and to teach so I'm so excited for the next school year. Since school is just around the corner, I thought I'd teach you all some fun train safety facts to keep everyone rail smart for the school season! Did you know that it takes a train 2 kilometers to stop? That's about 18 football fields! Another fun fact is that trains weigh the same as 10,000 pick-up trucks! That's A LOT! Trains are very big and heavy and that's why it takes them so long to stop. This is why it's so important to STOP, LOOK and LISTEN before crossing railway tracks and to only cross at railway crossings. Learning fun facts about trains is a great way to teach yourself and others how to stay safe around trains! Can you think of any fun facts? I'm going to go quiz my friend Gainer on his train safety knowledge now! I hope everyone had a safe summer and have a great start to their school year! See ya next time!



-Spike the safety dog

## Help Spike Solve The Riddle

### What Am I?

I have seats but I'm not a living room  
I have an engine but I'm not a car  
I'm a mode of transport but I'm not an airplane  
I'm sometimes a bullet but I'm not fired out of a gun  
I can be found in a subway but I'm not a sandwich



answer: train



# OPERATIONS UPDATE

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## Wheatland Express Safety Train

As the 2021-2022 school year approaches, we are excited to be able to start printing and distributing our new and improved Railway Safety activity books. This year, we have added many new activities, contests and coloring pages! We hope everyone enjoys the new additions and we can't wait to start receiving this year's contest entries! Good luck to everyone and remember, see tracks? Think train.



## Wheatland Express Learning Centre

As year one of the development of our Railway Safety Learning

Center continues, we are all on schedule and things are coming along great! We are now starting to develop the detail the content of some of the exhibits we have planned. We would like to thank transport Canada for the funding we have received to make this dream a reality, and we can't wait to see the final product!



## Great Sandhills Railway

Work continues on brush cutting and we should have the South end of the sub complete this month. This will help with winter snow and give us a great start next Spring. We said goodbye to our summer student Cienna last week as she returns to Old's college to start her mechanic course and be the starting goalie for the Old's hockey team. Someday she may be the starting goalie for Canadas women's hockey team. We hope she returns to help us out next summer.

We continue to work on the Western town and have several buildings in various states of completion. Work will also soon begin on our newest car which will eventually be a surround theatre and house a couple of interactive displays testing railway knowledge. We will be looking at hiring additional employees to help complete this work.



## Wheatland Charities Inc.

Our last Great Prairie Train Heist Excursion of the season was on the 25th and we are very happy to say that we have reached our goal of raising \$5000 to the Saskatoon City Hospital. A big thank you to all of the guests who participated and donated this summer!

August 25th Excursion raised - \$692.10

YTD Total -

**\$5000**





## Wheatland Express Excursion Train

What an amazing month August has been. Wow, hard to believe that we had 20 fun-filled excursions on our train. Tons of positive feedback from our valued customers. We also had a couple of tour groups and the organizers will be booking future tours again with us. Construction in Wakaw is underway for our Western Town which will feature a Heritage and Interpretation center plus additional activities. Wheatland Express has received the amazing news that will allow us to offer bigger and



more amazing experiences for the 2022 season. We are thrilled to welcome Creedence Clearwater Reprisal (CCR) Saturday, August 28. Word has it that staff already has their dancing shoes well-polished just raring to go and have their vocal cords fine-tuned. Stay tuned for more upcoming events.



Did you know that the total area of contact between train wheels and rail is little larger than one dollar.



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# STRAIGHT FROM THE HORSES MOUTH

## HOW TIMBIT SEE'S IT

Neigh there. I am Timbit, a reporter for the Wheatland Round-Up my job is to keep the folks of Little Big Town updated to the goings-on on all things four-legged. Tommy and Jerry have been very busy this season with the Wheatland Express so today I am going to go check in with them to see how things are going!

Hey there, big guys! How's your summer working been going so far?

"I've been loving getting to move around and pull the wagon most weekends! It's nice getting to leave the farm for a new view every now and then." says Jerry.

"It's exhausting! I'd much rather be sunbathing and eating hay all day." Tommy says.

"C'mon Tommy, you told me you love getting to see all the people!" Jerry adds.

"I guess it's not all bad. I do get fed lots of treats and get a lot of attention from all the people." Tommy replies.

I'm glad you guys are liking it. I've been hearing lots of good things about how good of a job you two are doing!

"Well that's good to hear! I thought there might be some complaints cause Mr. Nibbles over here got a little too friendly with some of the guests..." says Jerry.

"Hey, I just assumed they had treats because of how hard I was working!" Tommy retorts.

I think Ondrea is on her way over to get you both on the trailer for your next excursion. I'll catch you guys next time!



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## EMPLOYEE PROFILE

**Name:** Gwen Pellerin

**Born:** January 9

**Currently Reside:** Saskatoon, Saskatchewan

**Work History:** Before working on the Wheatland Express, Gwen was a Medical Lab Technician

**Favorite Movie:** Dirty Dancing

**Favorite Sports Team Racehorse:** Saturdaynitelites

**Favorite Wheatland railcar:** Gift Shop Car

**Did you know:** Gwen runs the Gift Shop Car during excursions and provides some of the merchandise for us





# 2021 WHEATLAND EXPRESS SCHEDULE

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## AUGUST

- 04- Prairie Train Heist Excursion
- 07- Prairie Train Heist Excursion
- 08 - Prairie Train Heist Excursion
- 13 - Family Summer Express Excursion
- 14 - New On Board Dinner Show
- 15 - Prairie Train Heist Excursion
- 22 - Murder on the Wheatland Express Excursion
- 25 - Prairie Train Heist Excursion
- 28 - CCR Reprisal - CCR Tribute Excursion & Dinner Show
- 29 - Family Summer Express Excursion



## SEPTEMBER

- 04 - Private Tour
- 19 - Prairie Train Heist Excursion
- 25 - Harvest Dinner Excursion
- 26 - Prairie Train Heist Excursion



## OCTOBER

- 29 - Halloween Ghost Train Express
- 30 - Halloween Ghost Train Express
- 31 - Halloween Ghost Train Express



## DECEMBER

- 04 - Magical Holiday Express
- 05 - Magical Holiday Express
- 11 - Magical Holiday Express
- 12 - Magical Holiday Express
- 18 - Magical Holiday Express
- 19 - Magical Holiday Express



STAY TUNED FOR ADDED DATES, TOURS  
AND TRAVEL OFFERS!

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