

THE WHEATLAND ROUNDUP

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THE WINNER OF LITTLE BIG TOWN'S ELECTION FOR MAYOR

The winner of Little Big Town's 2021 election for mayor is in and the results have never been this surprising! Last month, the ballot count revealed that Sheriff Breakstone was ahead of all the other contestants with Maximillian Wheatland in second place. The theme of this 2021 election has always been "Anything can happen" and it has not wavered since the beginning!

Despite the division of predictions throughout the town, one thing the town's people all agreed they need in a mayor is someone to keep the town safe and to help the town grow. Many believed that this common value is why the Sherriff was favored to win the election. "Who better to keep the town safe as mayor than the Sherriff himself?" stated one of the town's people.



Although this seemed like a winning point, like we've all seen, things usually don't go the way we expect. Throughout the month of September the votes started to rise, giving Taffy a fighting chance to win as her votes tied with Maximillian.

On the other hand, poor Deputy Cassidy's votes didn't budge, keeping her at last place. In the end she decided to withdraw from the race and focus on her duties as Deputy. "I think, at the end of the day, I lost sight on what I really wanted, to become Sherriff of Little Big Town one day. I sure am proud of Sherriff Breakstone for doing as good as he has. And who knows, maybe he will become mayor and I will step up and take his place. Either way, there are brighter days ahead of me!" Deputy Cassidy said in her final interview of the election.

But now, onto the part that you all have been waiting for, the final results of the 2021 election! In last place we have Hazel Star, in fifth place, Dr. Nickleby, fourth place, Maximillian Wheatland and in third we have Taffeta Briggs. Finally the winner of Little Big Town's race for mayor is... Mayor Quincy Heinrich! This leaves the Sherriff in a very close second place.

What an underdog! This officially means that Quincy Heinrich will be starting his second term as mayor of Little Big Town. The majority of the feedback from the town has been positive. "For a little while there I started thinking it would be Sherriff Breakstone who would win but in the end I'm happy with the way things turned out!" says one happy voter. Another adds, "He without a doubt had the best values out of the other contestants. I can't

wait to see how he will make this town improve during this term!". It's safe to say that there will be many good things for the town to look forward to!



Finally, Mayor Quincy himself gave a speech to all of the town to prepare them for a great year:

"Hello folks! I just wanted to thank all those who voted for me in this election. I know it has been a difficult year, but things are about to improve! I wanted to assure all of y'all that changes will be made for the better! Many plans are being made for renovations on our town including new businesses and an increase in size. My very close competitor, Sherriff Breakstone, has been a great sport through all of this and has agreed to work closely beside me to improve the issues with outlaw activity. This all being said, it's going to be a great term and I am so excited to get back to it! Thank you all!"

SCHOOL ON WHEELS

Written by Barry Pellerin

In Northern Ontario, the 4,500 miles of tracks were overseen by workers posted every 6-7 miles. The Ontario Department of Education, in conjunction with the Canadian National and Canadian Pacific railways, began an experiment in 1926 involving a mobile school housed on a railcar. Teachers Fred and Cella Sloman, who grew up and lived just minutes from where our office is now located in Bayfield, jumped at the opportunity to teach at the new "school on wheels". They began spending the majority of their time travelling northern Ontario to teach students who would not have access to organized education otherwise.



Each week during the school year, a Canadian National freight train moved the Sloman's railcar to a different community between Sudbury and Timmins. It would spend about five days in the community before moving to its next destination. Students of all ages would board the school on wheels to learn all kinds of skills, including reading and writing, ordering from catalogues, childcare, and the basics of agriculture and creating food sources. After a five-day teaching stint, students would be left with enough homework to last them approximately one month until the school on wheels returned to them from a full tour of its 240 km northern Ontario schoolyard. More than 1,000 students graduated from this unique school, including the Sloman's five children who were all raised on the railcar! (Source: U of Toronto)

NOBLE NOTATION

RIGHT ON TIME, MA'AM

Written by Bill Noble

From the very beginning of their operations, the basic safety rule of railways has been that two trains cannot occupy the same piece of track at the same time. These days, this requirement is accomplished with Centralized Traffic Control and the ability to communicate with radio and computers. In earlier times, safe train operations were governed by timetables and train orders. Dispatchers and station agents communicated by telegraph and telephone. Train crews were reached with semaphore signals and pieces of paper. These vital procedures were strictly adhered to and the overarching key to their success was - Time. Everyone had to know what time it was and be on the same, accurate time.

Two hundred years ago, time was simpler. Life moved according to the sun, moon and seasons. For most people, it was sufficient to know if it was day, night, Tuesday, summer or harvest time. Individuals looking at the noonday sun set their own clocks and there was no standard. However, as soon as the first railways got their second locomotive, the basic safety rule loomed large. Railways struggled. Even more basic than safety, vexing questions like "Whose clock tells us what time the train leaves the station?" took on great importance. The idea of Standard Time grew gradually. In 1855, England adopted Greenwich Mean Time, a single standard based upon the observations of the Royal Observatory at Greenwich, southeast of London. In Canada and the United States, where the noonday sun takes several hours to complete its journey, the issue was more complex. Any number of time zone systems sprang up but there was no single standard



until, in 1879, the chief engineer of the Canadian Pacific Railway, Sir Sandford Fleming, proposed the worldwide time zone system based on Greenwich Mean Time that we have today. In a single year in the 1880's, over 600 railway companies in Canada, the United States and Mexico adopted Standard Time. Railways established a daily signal that was sent out over the company's telegraph network to set clocks to the second. These time signals were generated and coordinated by a small number of national observatories-all very strictly regulated.

Now, it's all very fine to have a worldwide Standard Time system and telegraph signals to synchronize the clocks in railway stations and offices, what about the thousands of crews operating trains on the open road? The answer of course, was the railroad watch of fact and legend. No image of the train conductor was complete without the watch chain stretched across the manly girth of his uniform vest. It was a recognized badge of office.

All employees concerned with the operation of trains were required to have an approved watch; and they needed that watch on day one of their employment. Such watches were not cheap - a hundred years ago an approved watch could cost \$40 or \$50, the equivalent of several hundred dollars today. Many, if not most, employees purchased their watches with a payroll deduction of a dollar a month.

All railway companies had strict standards for acceptable watches and had rather short lists of approved models. Until the 1960s the approved watch was the pocket watch. There were strict guidelines for the type of mechanism, the number of jewels (jewels ensured smoother operation and, therefore, greater accuracy), as well as the watch's ability to operate at various temperatures and in all orientations. As a general rule, approved models had to keep time to within 30 seconds over two weeks - i.e. 4 seconds a day. All models could only be reset by removing the back of the watch and moving a special lever to prevent the watch being reset when it was being wound. But, employees were absolutely forbidden from resetting their watches. Instead, everyone carried a card that tracked the accuracy of his own watch. Each day, when they reported for work, everyone checked his watch against a standard clock (which also had a placard announcing how many seconds fast or slow it was) and noted its accuracy on the card that he carried at all times. Every two weeks, everyone presented his watch and card to a watch inspector - usually a local jeweler or watchmaker. The inspector would note the accuracy and reset the watch. Any watches that fell outside the accuracy requirement would be kept for overhaul and adjustment. Watchmakers had a supply of "loaner" watches to keep employees going until their own timepiece was returned

The elegance of the watch was not an issue. Some employees, such as senior engineers or conductors, had their watches in more expensive gold or silver cases but the vast majority lived in simpler steel cases. Watch faces were, however, important and regulated.

Note: The following two photographs are from an Internet article "Railroad Time" by Harold Clitheroe.



Figure 1: 1892 Waltham watch for CPR service



Figure 2: Dual Time Zone Waltham Vanguard

A typical railroad watch face, shown in Figure 1, is from a Waltham watch built in 1892 for service on the CPR. It features three concentric scales: an outer minute scale, next a 1 -12 hour dial and finally an inner 13 - 24 hour dial with a separate second hand. Figure 2 shows an elegant solution to an interesting problem. Train crews often had to operate over a couple of time zones and were forbidden to reset their watches. The solution was an extra hour hand set an hour from its mate. The red and black colouring of the hands mirrored similar practice in brake pressure and other gauges in locomotive cabs that gave more than one readout.

The era of the railway approved watch has passed into history but the watches give a glimpse of a time gone by. I must admit that it gives me a small ping of pleasure to pull my watch from my vest: "We'll be leaving at noon. Right on time Ma'am".



SPIKES SAFETY SCOOP

Hey there! It's me, Spike the safety dog, here! Can you believe school has started already?! I sure can't, summer is always way too short. Even though summer is over, there is something good to look forward to this September and that is Rail Safety Week! Rail Safety Week is a FULL week of teaching everyone about how to stay rail smart around trains. You guys all know how much I LOVE to teach about train safety! Here are some very important safety rules to remember whenever you are around train tracks. Always expect a train! Trains can run on any track, in any direction, at any time. Never walk or play on or along railroad tracks - this is dangerous and illegal. Always look for and obey all railway signs and signals. Never throw things at a train or put things on the railway tracks. I wish Rail Safety Week went all year long! Oh wait... It does! Remember everyone, train safety is important all year round! Always remember your safety rules and stay RAIL SMART!



-Spike the safety dog

Spot The Different Spike

Spot the different
Spike, Circle it when
you find it



OPERATIONS UPDATE



Wheatland Express Safety Train

This September has been filled with many exciting events for the Canadian Safety Express! One of our highlights was Rail Safety Week 2021 which was held from September 20th to September 26th. With Covid-19 safety standards in place, we had over 90 students attend Safety Day in Wakaw, SK on September 22nd! We handed out many railway safety activity books and even had Spike the Safety Dog in attendance! The weather was beautiful and everyone had a blast! Thank you to everyone who participated in Rail Safety Week 2021, and we hope everyone stays safe and diligent around trains and railway tracks. See tracks? Think train.



Wheatland Express Learning Centre

September 2021 has been a very exciting time for the Learning Center! We were able to unveil two of our exhibits when we hosted our Rail Safety Day during Rail Safety Week 2021. One of the exhibits, All Aboard, was on a huge touch screen tv. Kids then choose from options pertaining to their likes and interests and at the end, the exhibit gives them a career option with the railway that is best suited for them. Our other exhibit was our "Danger Map". Also on a large touch-screen TV, students are able to view a map and point out the 6 dangers that are presented on the screen and at the end, the exhibit then explains which situations were dangerous, and why they were dangerous. We are very excited for the production of the rest of our exhibits, and we cannot wait for everyone to experience the Learning Center!



Great Sandhills Railway

Work continues on the western town with the early seed and feed replica store now complete, the stage and bank should be complete by the end of the month.

We hope to add two or three more people in the coming months as we have several projects to complete over the winter.

We are busy completing annual inspections on the locomotives and getting them ready for Winter as well.

We have completed most of the brush cutting along the right of way. The line has never looked better and will help when the snow returns.



Wheatland Charities Inc.

We had our last train heist of the season on September 26th and raised \$1165 for a total of \$2,713 raised this month for the Jim Pattison Children's Hospital. Again, we can't thank our guests enough for donating and for participating this season. And a big thanks to the City of Melfort CUPE Local 7777 for their generous donation to help us exceed our goal to the JPCH. We can't wait to see you all back again next season for more Great Prairie Train Heist excursions!

September 19th Excursion raised - \$753.00

September 25th Excursion raised - \$795.00

September 26th Excursion raised - \$1165.00

YTD Total -

\$2,713



Wheatland Express Excursion Train

Summer was a great season for the Wheatland Express Train with lots of fun and exciting excursions. September rolls in with a private tour for a 97th birthday celebration on September 4th, 2021. We had three Great Prairie Train Heist excursions on September 19th, 25th, 26th which were very busy and in which we exceeded our goal for our Children's Hospital charities fundraising. Wheatland is looking forward to hosting our Great Train Escape on October 29th and 30th and the kid's Halloween on October 31st. We can't wait to see everyone on board!



EMPLOYEE PROFILE

Name: Dwight Zsbor

Born: May 7, 1969

Currently Reside: Wakaw, SK

Work History: Before working for the Wheatland Express, Dwight worked as a mechanic and as a carpenter!

Favorite Movie: The Fast and The Furious (All of them)

Favorite Sports Team: Rough Riders

Favorite Wheatland Railcar: Diner Car

Did you know: Dwight helps runs the train on every Wheatland Express excursion!



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. At the beginning of summer, the farm had a group of new foals arrive. Out of the six of them I have two of them here today, Hope and Layla, to give us the run down of why they are here.

Hey there little fillies. It's nice to finally meet you guys!

"Hey, we may be babies, but we are still bigger than you!" retorts Layla

"It's nice to meet you too Mr. Timbit" adds Hope

Alright, why don't you two start by telling me the reason for you being at the farm.

"Well, right now we are still growing but one day we will be big enough to start our training to become racehorses!" Hope says.

"We are going to be just like our moms and dads one day, they were racehorses too." Layla adds

That's a very cool job to have! What is it going to be like when you start training?

"First we are going to have to learn how to behave around people and start to exercise so we can get big and strong." Layla says

"After that we have to learn what it's like to have a jockey on our back. We are going



to have to make sure that we are balanced and that we know how to go and stop when they ask us to." says Hope

Wow, that sounds like a lot of work!

"Sure is! But it's worth it because that's what it takes to win the races." Hope responds

That's true! How are you liking living at the farm so far?

"It's been great! My favorite part is sunbathing alllllll day and when the girls come around to feed us because they always stop to give me cuddles." says Hope

"I really like it too, but my favorite part is racing the others around the pen!" Layla answers

I'm glad you and the others are all settling in nicely here. Everyone can't wait to see you all become the best racehorses one day! I think it's feeding time. I better get going so I don't miss it, see you guys later!

Did you know that the
railroads helped create standardized
time zones?

2021 WHEATLAND EXPRESS SCHEDULE



SEPTEMBER

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

OCTOBER

- 29 - Halloween Ghost
Train Escape (16+)
- 30 - Halloween Ghost
Train Escape (16+)
- 31 - Halloween Family
Express

DECEMBER

- 03 - Christmas in Graceland
- 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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