

THE WHEATLAND ROUNDUP

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BLACKJACK GANG BACK IN LITTLE BIG TOWN



All was quiet in Little Big Town. The town had finally settled after the recent rousing election and everyone had adjusted to the new regulations against the outlaws which provided the town with a newfound sense of security. Excitement was growing with the talk of expansions to the town brought through new businesses. All was well until the Blackjack gang returned.

At the beginning of February eyewitnesses say they saw the gang arrive at night and vandalize the construction sites, putting all expansions to a halt. The gang was able to damage buildings and steal valuables from the job sites before the authorities were able to stop them.

The Sherriff came out with a statement saying: "Alright now folks, don't let this sly group cause any fear, that's what they want. No one was harmed and the workers are doin' their darndest to clean up this

mess and get the show back on the road! For safety precautions, don't be out too late and don't be carrying large amounts of cash with ya. We are working hard to catch this gang and bring justice to Little Bog Town!"

Many are saying this was a warning from the Blackjack Gang to the town and was the gang's way to rebel against the new actions being taken to end outlaw activity in the area. Worries are that they will come back once the Wheatland Express begins excursions in the summer. "I don't think I can handle another train heist! I just want to enjoy the wonderful excursions without any fear of gettin' robbed." Said one of the town's people who regularly brings their family on the train.

The end of construction once promised to be finished by spring is being re-evaluated to summertime.



NOBLE NOTATION

BRIDGE GUY

Written by Bill Noble

For most people, railways are just something to be aware of. They are there sort of in the background. We notice them but... However, even if you are not a (Ahem) Railway Enthusiast, there are some images that are special. A steam locomotive with smoke and steam blasting up out of the stack. The lonesome cry of a train whistle or horn at night. And bridges - with or without trains. Even if you are not an enthusiast, you notice bridges.

Once the earliest primitive traveler used a fallen tree to cross a stream, mankind became bridge builders. Railway builders also built bridges to cross gullies and water but used bridges as well to make the track as level as reasonably possible. Steep or abrupt grades are difficult and expensive for train operation. Bridges help "flatten" the journey.

As railways developed and spread across Canada, the most common railway bridge was the wood trestle - simple and quick to erect, using readily available trees as material. By using trestles builders could get the track spiked down and trains running and not be slowed by building more durable bridges or dumping carloads of dirt to fill in gullies. Trestles built from untreated wood had a life of around 10 to 15 years and then they had to be replaced or filled in. However, many of the early trestles were built with the idea that they would be filled in when



company resources permitted. This job was accomplished with dump cars - train after train of dirt was dumped from the trestle gradually filling in the gully. If you were to dig down into a lot of earthen fills you would find a long buried wooden trestle.

As shown in Figure 1, trestles look complex but they are in fact, simple structures repeated over and over. The basic structural element, the "bent", is just vertical timbers cross-braced with planks. Bents were usually built on site and erected as the trestle progressed. Taller bents for deeper valleys were created by stacking shorter bents. The deck to carry the track was built from heavy timbers laid on the bents with closely spaced special longer "bridge ties" bolted and spiked in place. For safety, "guard rails" were spiked down between the running rails and "guard timbers" were bolted along the ends of the ties. The purpose of these was to catch the wheels of a derailed train and keep it from falling. Trestles did not require sophisticated engineering and were constructed by "bridge gangs" using simple hand tools. Portable saw mills moved forward with the advancing track and kept bridge gangs supplied with timbers, planks and

ties. An example of a wooden trestle close to home is the Canadian National trestle over McCloy Creek near Meskanaw, Saskatchewan.

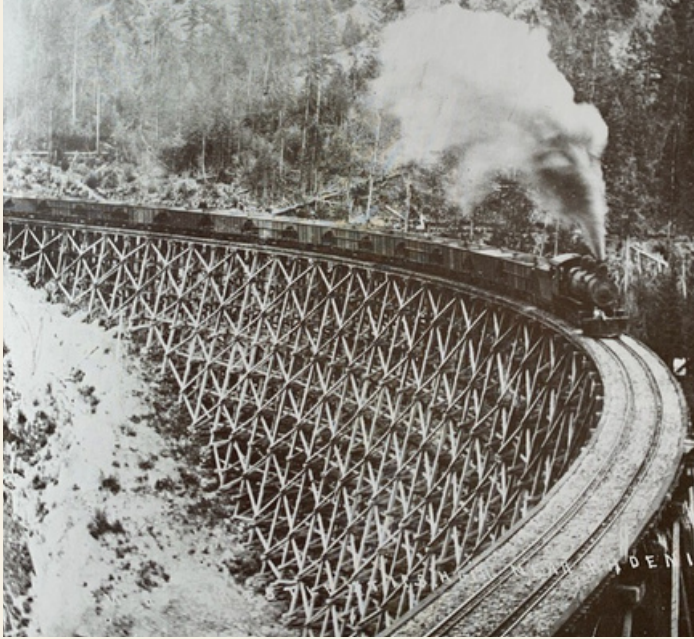


Figure 1. Canadian Pacific Wood Trestle Over Deadman's Creek, near Phoenix, B.C.

Photo: Canadian Pacific

While wood trestles sufficed for much of the railway's needs there were obstacles (wider, deeper) that could only be spanned by stronger, more durable metal bridges. Following the lead of the rest of society, railways built spans of cast iron, then wrought iron and finally steel as they sought safe, long-lasting structures. While it is impossible to describe all the many types of steel bridges in a single article, a few basic types can serve as examples: truss spans, steel trestles and arch bridges.

Trusses are simply structures that are made by bolting or riveting steel bars and girders together to form self-braced triangles. These lightweight structures could easily carry a train over fairly long spans. If a longer span was needed, several spans could be carried on

multiple piers resting on the river bottom. Specialist contractors such as The Canadian Bridge Company of Walkerville, Ontario or The Dominion Bridge Company of Lachine, Quebec usually built truss bridges. A common practice was to design and build the bridge at the company's plant and then disassemble the bridge and transport the components to the bridge site for assembly. A company engineer would be on site to supervise assembly and construction of the abutments and support piers. An example of a multiple span truss bridge (Figure 2) is Canadian Northern/Canadian National's bridge over the North Saskatchewan River in Prince Albert.



Figure 2: Canadian Northern/Canadian National Truss Bridge in Prince Albert, SK

Photo: C. Hanchey

If the obstacle to be crossed was deeper than a river valley or very wide, a bridge such as a steel trestle was commonly used. As can be seen in Figure 3, these bridges were brawnier cousins of the wood trestle - except in this case the steel construction permitted the "bents" to be much further apart and much taller.

The Figure 3 bridge was constructed in 1907/08 by the Grand Trunk Pacific Railway and is one of the longest (2775 feet) and highest (195 feet) bridges in Canada. Steel trestles are commonly “deck” bridges, meaning that the train rides on top of the bridge. While it looks scary, it is quite safe - the train’s flanged wheels keep the train on the tracks with the guard rails and guard timbers providing a safety net. From personal experience I can tell you that riding over a tall deck bridge is memorable. The bridge disappears and you are floating high above the ground.



Figure 3: Canadian National Steel Trestle Over the Battle River near Wainwright, AB
Photo: Jason Woodhead

And there are times when only something really special will do the job. In 1911, the Canadian Northern (later Canadian National) Railway was building its line through the Fraser Canyon to Vancouver. Rival Canadian Pacific had built its line in the 1880s, choosing the best route. At Cisco, BC Canadian Northern was forced to choose the only route available and cross the river and the CPR. To do so CNR built a magnificent (810 feet long and 300 feet high) steel arch bridge. Figure 4 shows the CPR truss bridge with the CNR arch bridge in the

background. Both bridges, now over a century old, continue to serve.



Figure 4 . The Cisco Bridges. Canadian Pacific Truss Bridge in the Foreground. Canadian National Steel Arch Bridge in the background.
Photo: Google Wikipedia

I hope you have enjoyed this brief introduction to railway bridges. If you would like more information or just enjoy bridges, here are some sources that I enjoy:

The Beauty of Railroad Bridges - Richard J. Cook, Golden West Books
ISBN 0-87095-097-5

North American Railroad Bridges - Brian Solomon, Voyageur Press
ISBN 978-0-7603-2527-8

Steel Rails and Iron Men - Barrie Sanford, Whitecap Books
ISBN 1-895099-27-7

The Kettle Valley and Its Railways - Hal Riegger, Pacific Fast Mail
Library of Congress #81-81953

And of course Google

I find bridges, especially railway bridges, fascinating.
I'm a Bridge Guy.



SPIKES SAFETY SCOOP



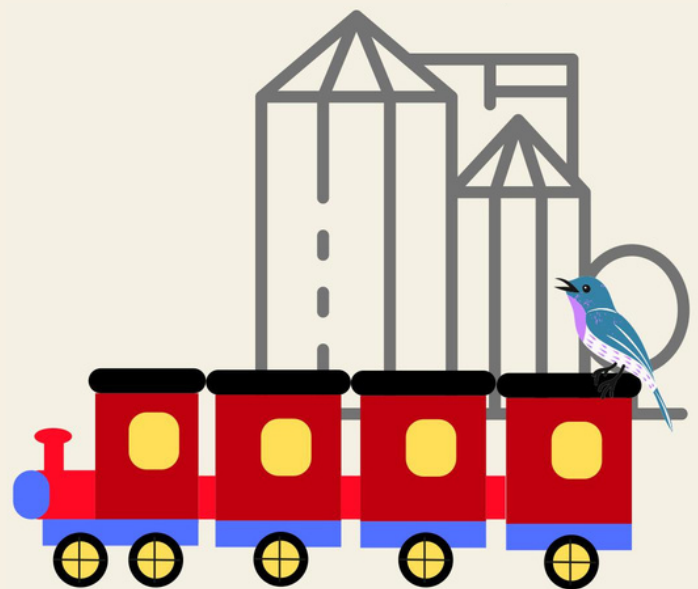
Hello boys and girls! It's Spike, the safety dog! This year the ground hog saw its shadow which means six more weeks of winter. That might seem like a long time but that's okay because that means we still have time for more sledding, snowball fights and other awesome winter activities! If there is one winter activity I love the most, it's snowmobiling! One thing about snowmobiles is that they can be really loud, so it's hard to hear what's around you. It's also hard to hear with a big helmet covering your ears! This is why it is so important to STOP, LOOK and LISTEN before crossing railway tracks while you are on your snowmobile. Before crossing at designated railway crossings everyone needs to stop at least five meters behind the crossbuck sign, look in both directions and listen to make sure there are no trains coming! Thanks for letting me tell you all about these VERY important train safety rules. The conductor is passing out Valentine treats now so I gotta go! Remember to always stay rail smart and have a happy Valentine's Day!



-Spike the safety dog

Did you know that in some places, like Chicago, fires are lit around the tracks, using gas, at railway intersections? This helps melt the snow and ice around the train tracks during cold snowy weather!

Can you spot the differences between the two photos?



OPERATIONS UPDATE



Wheatland Express Safety Train

Even though it might be cold out we are still accepting requests to have presentations aboard the train in the spring and even zoom presentations in either French or English. We are working hard on trying to get Safety Train known in Quebec and surrounding areas so we can share awareness with everyone around Canada! Make sure to follow us on social media as it has been growing tremendously since the new year!



Wheatland Express Learning Centre

The learning centre is excited to receive the new hardware for train trivia! With just a little more work we will be ready to launch it. We have so many new tools to help kids learn about railway safety in a fun interactive way aboard the train. We can't wait to see how the kids will enjoy our new activity!



Great Sandhills Railway

February has been a cold slow month. We have been operating the snow fighter daily trying to keep up with the drifting of snow. Crossings are becoming difficult to clear due to road traffic and grading.

Planning has begun on the baggage car. We hope to add a green room for the actors and room for the interactive displays. It is anticipated that at least the car will be ready for opening day.

We are still negotiating a freight rate for the sleeper car out of Florida. The freight right now is almost more than the car is worth.

For now we have 12 full time folks working at Cudworth on various projects. Work however has stopped at the Western town while we work through some building permit issues.



Wheatland Charities Inc.

We will be meeting with STARS air ambulance this month to discuss the idea of a casino night on the train to raise funds for STARS. Guests would pay for a chance to win Wheatland Express bucks. The express bucks would then be used to purchase tickets on several different prizes.

Several other fund raising initiatives are being discussed for the coming year, so continue to check the Round Up for further details!



Wheatland Express Excursion Train

The month of February is starting to get busy with bookings for the Summer season and lots of inquiries coming in. Johnny Cash is our first dinner show and excursion of the season on June 4, 2022 and is already 60 percent sold! Lots of projects are on the go to be completed by summer so everyone is enthusiastic to get the ball rolling. Our newest team members, Liz and Mélissa are excited to work their first summer excursions to see what the



excitement is all about to and join in on all the fun with all of our wonderful guests! Can't wait to see you all back on the train in June!

EMPLOYEE PROFILE

Name: Liz Pegueros

Born: Acapulco, Mexico

Currently Reside: Saskatoon

Work History: Liz lived in Cancun for 20 years and worked in the tourism industry! She has worked as a groups and events manager, sales manager, in assurance guest satisfaction and more!

Favorite Movie: The Parent Trap

Favorite Sports Team: Liz is a HUGE Tennis fan and her favorite players are Rafael Nadal and Irina Sabalenka

Favorite Wheatland railcar: Diner Car

Did you know: High heels are Liz's favorite choice of shoes! You can find her running up and down the train in them during excursions!!



STRAIGHT FROM THE HORSES MOUTH

HOW TIMBIT SEES 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! Every animal on the farm has been enjoying the warm and sunny weather this month! In this edition of "How Timbit Sees It" I'm on my way to talk to my two favorite pen mates, Gigi the goat and Hazel the sheep!



Hey you two! How's it going?

"Hi Timbit! We are doing well!" exclaims Gigi.

"We are having a relaxing day of laying in the sun!" says Hazel.

You are laying in the fresh hay the girls gave to you for breakfast I see.

"Yes, because we have leftovers when you aren't around to eat it all!" Hazel says.

"Yeah! We have so much hay to ourselves that we don't know what to do with it! How have you been liking your pasture time during the day?" Gigi adds.

It's been great! Trying to keep up with all of those hyper foals has really helped me lose all of this winter 'fluff'.

"Hmmm you still look a little 'fluffy' to me, Timbit" Hazel replies.

"I have to agree with Hazel" Gigi says.

It's just my winter coat! You'll see once it's shedding season!

"It's also been nice having the whole shelter to ourselves while you are with the foals during the day. You always hog the straw at night!" Gigi adds.

Remind me why I said you two were my favorites!

"We still miss you during the day!" exclaims Hazel.

"Yes! We enjoy your company and I have to admit, you do help heat up the shelter during the cold winter nights! Gigi says.

Alright, you won me over again! I'll see you both when I come back for supper feed. Have fun laying in the hay while I'm not here to eat it all! See ya!



2022 WHEATLAND EXPRESS SCHEDULE



JUNE

04- Johnny Cash Dinner Show
11- Prairie Train Heist
12- Murder Mystery
19- Prairie Train Heist
26- Family Summer Express

JULY

03- Murder Mystery
10- Prairie Train Heist
16- Dinner Show
17- Murder Mystery
24- Family Summer Express
31- Prairie Train Heist

AUGUST

14- Murder Mystery
21- Murder Mystery
28- Prairie Train Heist

SEPTEMBER

10- Prairie Train Heist
17- Prairie Train Heist
24- On-board Dining

OCTOBER

28- Halloween Ghost Train
29- Halloween Ghost Train
30- Halloween Ghost Train

NOVEMBER

20- Christmas Express
26- Christmas Express
27- Christmas Express



STAY TUNED FOR ADDED DATES, TOURS
AND TRAVEL OFFERS!

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