

THE WHEATLAND ROUNDUP

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BILL'S BARBER SHOP TO LITTLE BIG TOWN

The sun is shining in Little Big town and the warm weather throughout the month has been drying up all of the spring slush! The ground has finally thawed and the construction crews have begun to break ground and work on the larger buildings that could not be started in the cold winter months. The Mayor has stated that he is hesitant to set an exact date for the end of construction due to the Blackjack Gang's unpredictable acts of rebellion but confirmed that most, if not all, buildings would be finished during the summer season. This leaves a lot of time for businesses to settle in before next winter and also be able to operate during the Wheatland Express' excursions.

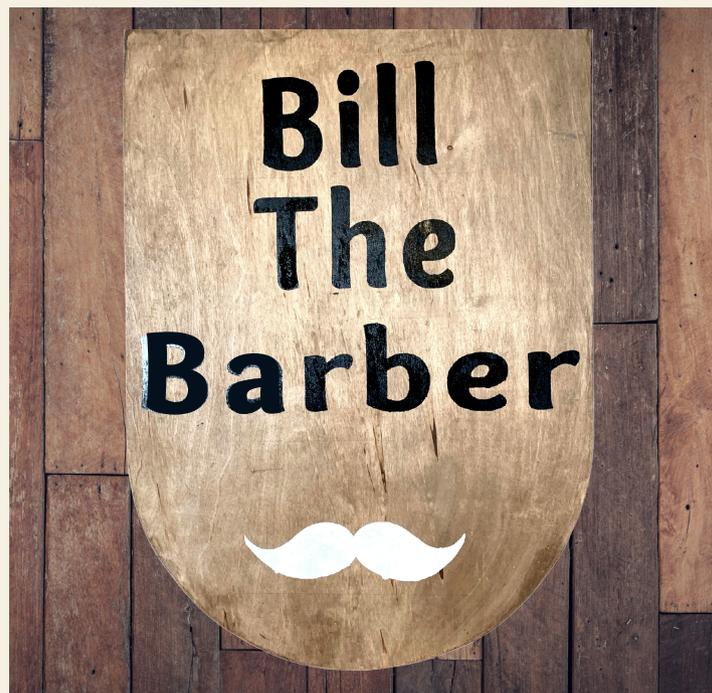
A name and face has been placed to one of the owners of the new businesses coming to the town. Bill the barber will be opening up his very own barber shop and has been stopping by Little Big Town regularly to oversee renovations. He has big plans to bring to life what is now merely four standing walls.

Bill is quite the artist! He is not only known for being an awesome barber with a great mustache himself but he also dabbles in sign making! He has made his very own sign to be hung at his shop and has also created the barber pole you will see outside the establishment. Bill has even



offered to make signs for neighboring businesses. He is working away in his shop now and the town can't wait to see all of the finished products!

These expansions have been promised to the town for a long while and the town's people can't wait to experience what all of the small businesses have to offer!



NOBLE NOTATION

STEAMERS DON'T HAVE KEYS

Written by Bill Noble

As I begin this story, I should be clear. I am not a railway engineer. I am, in fact, a Mechanical Engineer (now retired). Quite some time ago, however, I had the good fortune to fire and operate steam locomotives. The National Museum of Science and Technology operated steam train excursions over the many railway lines that fanned out from Ottawa and I, as a volunteer, worked on them. Now, of course, much of that work involved cleaning and wiping - the engine and tender would gleam like a new penny but, as part of this activity, a group of us learned the secrets of steamers from our good friend Duncan duFresne. Duncan's knowledge and passion made this a magical experience. We carried out maintenance, inspections, preparation for trips and fired the engine on the open road.

Over several years, we ran a series of locomotives, the first of which was Canadian Pacific Railway Number 1057, a mixed traffic (freight/passenger) locomotive built by Montreal Locomotive Works in December 1912. 1057 was a D10 class locomotive, one of 502 similar engines built for the CPR. She was known as a Ten-Wheeler, having four smaller leading wheels and six drivers, and engine and tender weighed in at about 175 tons. Her maximum boiler pressure was 200 pounds per square inch, and she was a



“hand bomber”, i.e., the fireman shoveled the coal. And therein lies the meat of this tale.



Figure 1: CPR 1057 Backing onto her train at the National Museum of Science and Technology, Ottawa ca 1970s. Photographer Unknown

When steam locomotives were in regular service, when off duty they would most often be parked with their fires banked, simmering gently with some steam pressure. Moreover, roundhouses and engine sheds were equipped with a boiler to aid in raising steam or lighting a cold engine. Since the museum did not operate every day, our fire was dropped, and the engine was allowed to cool after each trip. On our trip days preparations began early. It takes several hours to heat a cold engine up to the point of steaming. It is important to do this slowly with a light fire so that nothing is strained as

all the plates and pipes and bricks heat with the mass of water and the boiler slowly grows in length. We began by ensuring there was a safe level of water in the boiler and then inspected the firebox. A double handful of cotton waste (threads from fabric mills) was placed on the coal scoop, squirted with oil from an oil can, set alight and thrust in through the firebox door. The simple, smoking torch provided a better light than a flashlight and permitted us to carefully inspect the firebox plates, the bricks in the brick arch and the dozens of stay bolts that constructed the firebox and integrated it into the boiler. A cracked or broken stay bolt will betray its condition with a telltale water stain. Fortunately, we did not find this condition often.

Steamers don't have keys. Our start-up procedure was a bit more involved. We began by coupling the hose from a large, diesel-powered industrial air compressor to a fitting at the front of the locomotive and firing it up. It would hammer away for the next two or three hours blowing air up the stack, standing in for the roundhouse boiler to make a draft for the firebox, through the flues and up the stack so the fire would light and burn. Now came the moment. With some crumpled newspapers, cotton waste and kindling: and a match, we began. As the fire grew, we added more wood and small amounts of coal. As more coal caught fire, we spread it across the firebox until the entire (almost 9 feet by 6 feet) grate was a glowing mass of coals. Eventually, the needle of the steam pressure gauge would

quiver and begin its slow climb. At about 100 pounds we could shut off the diesel compressor and open the valve for the blower, an appliance that shot boiler steam up the stack and provided draft for a non-moving engine. Our lady was off life support and breathing on her own. The hammer of the compressor was replaced by the gentle roar of the fire and the hiss of the blower. Peaceful. While keeping a close watch on the fire and building steam pressure, we would do some housekeeping - wipe down the engine, check and fill journal boxes, top off the water in the tender, if necessary, shovel coal forward in the tender.

As the steam pressure grew, it was time to test the injectors. The engine had two, one underneath each side of the cab and their purpose, using a combination of steam, venturous and magic, was to force water from the tender into the boiler. They could be finicky and both had to be shown to work perfectly at the earliest possible moment. Failure to put sufficient water in the boiler could have catastrophic, potentially fatal results.

Next came the other appliances. The engine air compressor. While one person in the cab slowly opened the valve, another on the ground would reach up with long stick to open the drain cocks on the compressor and air tanks. The twin cylinder pump would wheeze to life, expelling the water from its innards before settling down to a steady Poom Pah Poom Pah to fill up the engine's air reservoir tanks. Then, the turbo generator that sat atop the boiler just

ahead of the cab. Another valve in the cab would bring it to life with a rain of hot water before it settled down to its steady Wheeee. Now all the lights - headlight, number plate, marker lights and cab lights - could be checked. Next, some lubrication of the engine and its valve gear with an oil feeder can and a grease gun. And finally, with compressed air in the tanks, the Alemite gun, a device about the size and shape of a bazooka but heavier could be brought out and have its air hose connected to the engine. With its unmistakable Chit Chat Chit Chat sound this air-powered grease gun pumped

special stick grease (that resembled the thin black cheroot cigars favored by Western movie bad guys) into the joints and bearings of the drive and side rods.

Finally, as we neared departure time, we would slowly approach a full head of steam. With a delicate balancing act - adjusting the blower, adding cool water to the boiler and making small touches to the fire - the steam pressure hovered near to but not at the level of the pop (safety) valves.

It was Train Time. Next time we'll take her on the road.



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EMPLOYEE PROFILE

Name: Justin Kruining

Born: Saskatoon, SK

Currently Reside: Saskatoon, SK

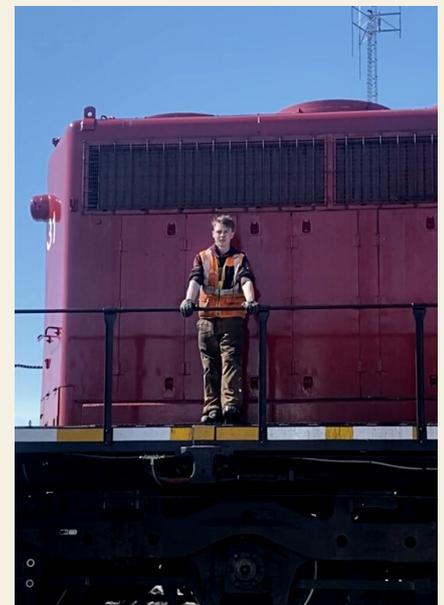
Work History: Before working at GSR, Justin worked at Alloy Collision Centre detailing cars

Favorite Movie: American Sniper

Favorite Sports Team: Saskatchewan Roughriders

Favorite Wheatland Railcar: Diner Car

Did you know: Justin is training as a mechanic and is helping to maintain our locomotives so they are ready for the 2022 excursion season!





SPIKES SAFETY SCOOP

Hello boys and girls! It's Spike, the safety dog here! My pal Gainer and I love to go play on his farm during the spring time! It's so much fun to play in the big puddles in the fields! We also love riding on the tractors and quads! Whenever we play on the quads we always make sure we wear our helmets! The thing about quads and tractors is that they are so loud! Helmets can make it even harder to hear, also! Did you know that most farm railway crossings don't have any lights, bells, whistles, gates or signs? That's why it is so important to always follow my three special rules when you are around train tracks: STOP, LOOK and LISTEN! If your vehicle ever gets stuck on the tracks, make sure you get off right away and stand at a safe distance away from the tracks. Call the railway company (you can find their number on the back of the crossbuck) and let them know your vehicle is stuck. Following train safety rules is so important no matter where you are! Now that you know your farm safety tips, I'm going to see if Gainer is ready to go to the farm! I can't wait! See you next time!



-Spike the safety dog

Help Spike Figure out this Riddle!

Spike has 18 apples. He gives two apples to Jerry. Then, He gives three apples to you and four to Timbit. He eats two apples. Then, he gives two apples to Tommy and one apple to the Goat named GiGi.



How many apples do you have left?

Did you know that freight trains can be up to 7km long?!

Answer: You have 3 apples left!

OPERATIONS UPDATE



Wheatland Express Safety Train

It is officially spring and that means people will be out and about on their bikes, out for walks or just taking a Sunday drive. It is super important to be extra cautious around railway tracks. This past month we have had four fatalities Canada-wide that involved trains. To ensure you are staying safe on the tracks, follow our Facebook (Wheatland Express Safety Train) or Instagram (@wesafetytrain) for train tips and tricks. See Tracks? Think Train!



Wheatland Express Learning Centre

The baggage car is in full swing with being built! We are super excited to have our displays out for everyone to enjoy. We cannot wait for the baggage car to be completed and add the finishing touches with our displays! We hope you all will enjoy it as much as we will!



Great Sandhills Railway

The weather continues to cause issues. For the first time in a while, we had to contend with high water issues at a couple of locations on the line. We were also operating the snow fighter into the last week of April. Crews are working hard on the new Baggage car . The car will have a couple of interactive displays and a wall featuring Railway Hall of Fame inductees. It will also have a lounge and a green room for the actors. In the Fall, it will service as the haunted house for Halloween and Santa's new workshop at Christmas .

Around mid to late May we plan to install some railway ties and do some surfacing in preparation of the upcoming season. Storage cars have returned for the summer, and we have our first class of trainees beginning. We are conducting courses for track maintainers, Machine operators and locomotive mechanics. In total, over 24 new folks will be visiting and working around the line.

The Sleeper car is being readied for travel in Florida and we are targeting a June arrival . Plans are on track for our June 4th start up . The train will be 6 cars in length and expand to 7 when the sleeper is ready!



Wheatland Express Excursion Train

There is a buzz of excitement in the air at the Wheatland Express office. With June around the corner, our busy bee team is working hard to get ready for our season opener with the Johnny Cash Dinner Show excursion Saturday, June 4th. We are 95% sold out for this amazing excursion and cant wait to see our valued customers enjoying this one-of-a-kind excursion.

Our amazing and talented Ashlyn is on the final home stretch in completing her presentation for Rendezvous Canada International Tourism Conference at the Metro Toronto Convention Centre from May 24 to 27, 2022. Ashlyn will be showing beautiful Saskatchewan and what we have to offer to our International travelers on the world stage and will knock the presentation out of the ballpark.

Wheatland Express is also embarking on new adventures for our 2022 Season so stay tuned for more information. ALL ABOARD.



Wheatland Charities Inc.

We are worried about Tommy. We cannot get his harness on! Too many cookies during the cold winter has left him in a chunky state! The folks at the farm are starting him on a spring training program to get him back in shape.

We will be holding a horse jumping show at the farm in June and potentially another in August .

We have a new arrival at the farm born this past month. A filly with the barn name, Ping!

Work will continue this summer towards becoming certified as a rescue farm in 2023.

Our First Charitie for the 2022 season will be the Saskatoon City Hospital . We are again targeting \$5,000.



STRAIGHT FROM THE HORSES MOUTH

HOW TIMBIT SEE'S IT

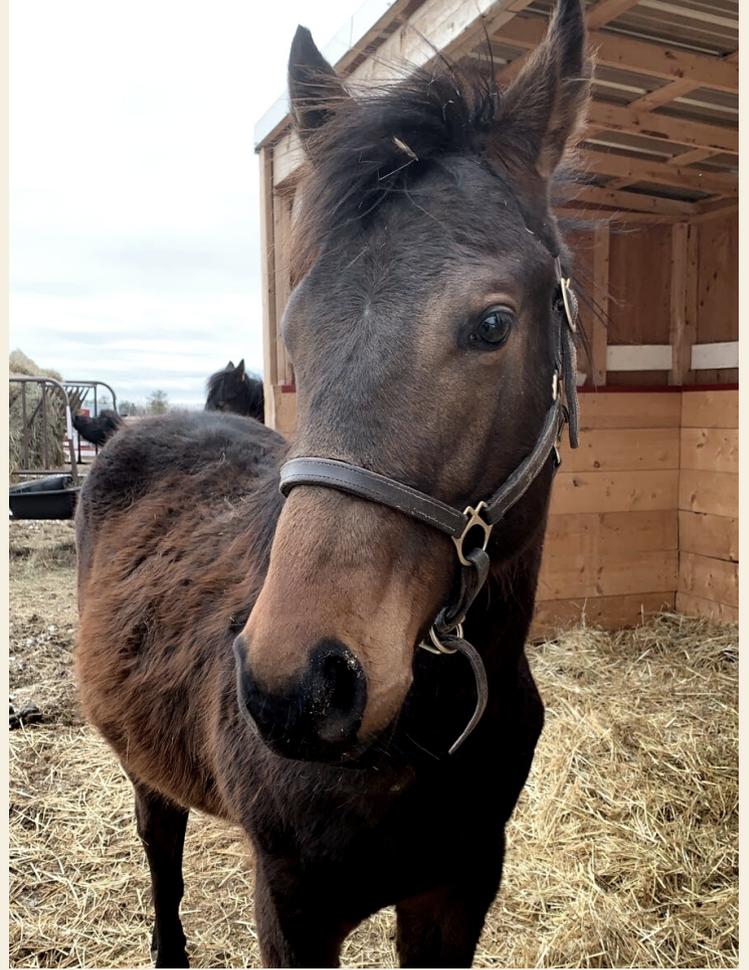
Neigh there. I'm Timbit, a reporter for the Wheatland Round-Up. My job is to keep the folks of Little Big Town updated to the goings-on on all things four-legged. There is a special foal on the farm who was the first ever baby thoroughbred to be born here with us! His dad is Saturdaynites who we got to talk to a few months ago. Let's go see how this little guy is doing!

Hiya buddy! What name do you prefer to go by?

"Hi Timbit! Well, I go by many names but my full name is Mondaynites! They call me that to match my dad's name and because I was born on a Monday! The nickname I have been given is Shrimpy because I was much smaller than the other foals on the farm when I was first born."

Neat! I'll call you Monday so it doesn't get confusing! I can remember the day you were born. It was an exciting night for the people on the farm! I remember you had to wear funny looking shoes for a while.

"Yes I did! I was born with what they call windswept legs. When I was in my mom's belly I was laying really funny and my legs grew in a weird direction so it was hard for me to



stayed balanced! But the nice people at the farm took really good care of me and got me fancy shoes to help support my legs."

Looking at you now, I would have never known!

"The shoes sure helped a lot! I have grown a lot and now my legs are just like the other horses' here! I also used to be really small and I was the smallest out of all of my friends, but not anymore! I can do all the things the others get to do and out of all of them I'm the one with the most energy. The farmhands say I'm quite the hand full."

That's good to hear, Monday! I'm sure you'll continue to grow just as big as Saturdaynites and make a great racehorse! That's all for today! The girls are starting afternoon chores so I better get to my pen! See you around!

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



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