

THE WHEATLAND ROUNDUP

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A TOWN ON THE GO

The first excursion of the summer is just around the corner! Word is, Johnny Cash is coming to Little Big Town to kick off the season with a performance!

Tommy and Jerry, the wagon pulling horses and the stars of the Wheatland Express, can be seen driving through town in preparation for their first job back since a long winter break. Although Tommy still might be a bit too big for his harness, he should hopefully burn off the rest of his winter weight in the coming weeks!

Blossoms florals already has all their beautiful flowers on display outside of the store. Carla has been very busy since the opening of her shop in Little Big Town and this beautiful prairie weather along with the tourists coming to ride the train will certainly grow the business even more!

The Blackjack Gang has not made another appearance since their last visit during the wintertime. All eyes are peeled and the Sheriff and his officers are on their toes to make sure they will not interfere with any excursions! There is no predicting what their next



move will be, but the hope is that they moved on from this town.

Maximillian Wheatland is certain his new and regular guests on the train will be pleased to see the exciting expansions this town has made since last year. All the towns' people have witnessed the progress the workers have made since the beginning and are very impressed by the speed at which these projects have been done. To see the latest advancements on the humble Little Big Town yourself, be sure to get a ticket for a ride on the Wheatland Express Excursion Train and spend the day enjoying all we have to offer!

NOBLE NOTATION

ADVENTURES ON A HANDBOMBER

Written by Bill Noble

Welcome back. Last time (Steamers Don't Have Keys) I told a bit of my story - how I as a volunteer at the National Museum of Science and Technology in Ottawa had the good fortune to learn how to fire and operate steam locomotives. Our engine was CPR 1057, a ten wheeler (4-6-0) built in Montreal in 1912 for the Canadian Pacific Railway - powered by coal, hand fired. She was a "handbomber". In the previous installment, we followed the process of preparing the engine for a museum excursion train. We lit the engine from cold and, over several hours, slowly raised the steam pressure in preparation for our departure. As we regain our story we are at the platform and I, the fireman, am watching the boiler pressure gauge. I am playing a game as old as steam machinery. While I want a good head of steam for our departure, I do not want too much. I have the blower on as low as possible, blowing just enough steam up the stack to maintain a gentle draft on the fire. I wait.

All Aboard! Then, two peeps from the air whistle. We quickly check to ensure all is safe and clear around us. The hogger opens the cylinder cocks to allow condensate that might blow off a cylinder head to escape and pulls twice on the whistle cord. The whistle emits a strangled, gurgling moan which grows into a wail as dry, superheated steam



clears out the condensate. Meanwhile, I pull a rhythm on the bell rope and prepare to close the blower when exhaust steam will provide draft for the fire. The hogger lets off the brakes and moves the "cutoff", the reverse lever, from dead centre to full forward - "down in the corner". This will permit maximum steam volume to push as we start. The hogger opens the throttle and we slowly begin to roll. More condensate. The stack lets out a fountain of hot water and a soggy whoosh as dry steam clears water from the superheater and blast pipe. As we accelerate, the cylinder cocks blow hot water and then steam. They can now be closed. The stack now begins its well-known woof, Woof, WOOF as the scenery slides by. A grade crossing approaches. The hogger pulls the familiar two longs, a short and a long on the whistle. This time, dry steam creates a lovely, modulated wail. 1057, an older engine, has its whistle controlled by a cable operated valve and can give various tones depending on the position of the valve. More modern CPR engines have whistles controlled by air-operated valves that snap open and closed, yielding sharper, harsher tones. I always enjoy the older whistles and the lovely tunes that you can play.

As we accelerate, the hogger and I settle into our coordinated roles. The hogger brings the reverse lever back toward centre, gradually increasing the "cutoff" - this is the amount of time when the valves close, do not admit boiler steam to the cylinders and permit increasingly smaller shots of steam to expand as they push the pistons. This increases the engine's efficiency and reduces the amount of backpressure exhaust steam that must be cleared from each piston stroke. Our lady graduates from a choppy trot to a smooth canter. A comfortable, gently rolling pace with a touch of side-to-side squirm caused by the thrusting pistons. Noises increase. The wheels rumble. The plates of the cab buzz. The deck plate between the tender and cab squeaks and bangs. The firebox roars. "Stacktalk", the lovely bark of the exhaust, adds to the melody.

I settle into my job, which is to produce the steam for the hogger. With as little drama as possible. There are several elements that require dedicated attention.

Foremost among these is the level of the water in the boiler. Locomotive fireboxes are inset into the boiler and held in place by dozens of long staybolts that maintain the box's position so its surfaces are always covered by water thereby ensuring that they never get hotter than the boiling temperature of water. The top of the firebox, the crownsheet, is vulnerable since it is only covered by a few inches of water that can slosh around. If the crownsheet becomes uncovered, for even a few

seconds, it can overheat, weaken and split. On the (very) rare occasions when this has happened, the resulting explosion has hurled the boiler down the line a hundred feet or so, shoved the entire speeding train back down the line several feet and destroyed the engine. I have several tools to monitor and maintain the water level. To put water into the boiler, 1057 has two injectors that force tender water into the boiler - one of these is a redundant backup. To show the water level in the boiler, there is a water glass and the "trycocks".

The waterglass taps into the boiler and shows the water level directly. The "trycocks" are a trio of taps set directly into the "backhead" - the rear of the boiler. Opening a trycock will result in a geyser of hot, white stuff. A long spray (3 - 4 feet) that shoots across the cab floor is boiling water. A short, sharp feather is live steam. A comfortable condition is steam in the top trycock with water in the bottom two.

And finally, we come to the hand bomber part. Two other things that I constantly monitor are the steam pressure gauge and the stack. The gauge is a constant critic of my success in maintaining pressure while the stack tells me how my fire is burning. The stack is so important that locomotives often had a small light bulb in front of the stack for night observation. Our goal was "company grey" a happy mixture of light coal smoke and exhaust steam.

The gauge and experience tell me it's time to add coal. This happened every few (five-ish) minutes or so. I was taught to

fire in sets of six scoops. I am a left-handed batter and golfer, so I held my scoop with its business end to my left. As I turned from the tender with a full scoop, I would reach out with my left foot and step on a lever/air valve on the cab floor. With a sharp hiss and a bang, an air cylinder would fling the two butterfly doors open, revealing the glowing mass of burning coal. I would continue my turn and aim my scoop load at the front left corner of the fire box. I would bounce my scoop off the bottom sill of the door causing the coal to jump into the air and spray evenly. HANG ONTO THE SCOOP! The draft from a hard-working engine sucks a lot of air into the open firebox door. There was more than enough air to pluck a scoop from a sweaty, tired or unwary hand. As I turned back toward

the tender, the butterfly doors would clang shut. Then repeat the process for front-centre and right front. Then came the three toughies at the rear of the firebox. The scoop was thrust into the firebox to deposit/spray coal over the rear of the fire, with a little added emphasis on the back edge of the fire to build a thicker band of coal. Then, with a quick look at the water level and the steam gauge, I would look outside to check for hazards or signals and to check the stack. A few minutes and then, repeat - assuming everything was working as it should. Add in steep grades, heavy trains, poor coal, clinkers, faulty injectors, leaking pipes and valves. A fireman's job was never dull, and I was privileged to get a glimpse. It was an adventure.

EMPLOYEE PROFILE

Name: Scott Opseth

Born: Prince Albert, SK and grew up in Birch Hills, SK

Currently Reside: Birch Hills, SK

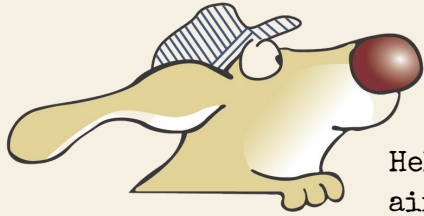
Work History: Scott has worked as a railway mechanic for the last 16 years and before that did a year and a half of track work!

Favorite Movie: Blues Brothers

Favorite Wheatland Railcar: Diner Car

Did you know: Scott is our main railway mechanic and helps to ensure that our excursion trains are up and running for the season! Not only does he maintain the locomotives for the Wheatland express, he also travels to Unity, Leader and Arborfield SK to fix and maintain GSR machinery, locomotives and equipment!





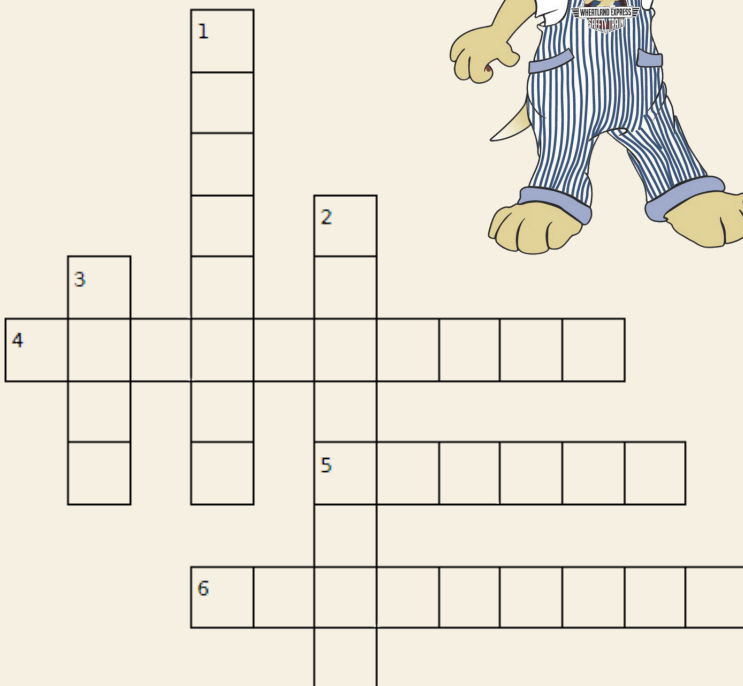
SPIKES SAFETY SCOOP

Hello everyone! It's me, Spike the safety dog! Can you feel summer in the air? I sure can! The days are longer and the trees are starting to get green again! It's also getting close to the end of the school year! Today I wanted to share some train safety tips and rules. It's so important to always go over your safety rules even if you have already heard them before. Can you remember what I always say to do anytime you reach a railway crossing?... STOP, LOOK and LISTEN! Always expect a train when you see tracks. They can be coming from any direction at any time! This also means you can never play on or around railway tracks. If you need to cross a railway, make sure you do so at a designated crossing. When you are crossing the tracks make sure you never stop on them. Walk quickly across the tracks only when it is safe to do so. And finally, always look for and obey all railway signs and signals. If you think you have the scoop on all things train safety, be sure to tell your friends and family so that they are also always safe around trains and railways! Thanks for letting me share my rules and tips with you! See you next time friends!



-Spike the safety dog

Help Spike do his crossword puzzle!



Down:

1. a track made of steel rails along which trains run.
2. a road and railroad line cross
3. its the part of the train that makes noise

Across:

1. a powered rail vehicle used for pulling trains
2. Spike teaches this
3. a person in charge of a train

Did you know that Canada's first transcontinental railway was constructed in 6 years almost entirely by hand?!

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!



Weatland Express Excursion Train

May has been an amazing month for the Wheatland Express team! Ashlyn represented us at Rendezvous Canada, the largest Canadian tourism tradeshow, in Toronto on May 24-27 showcasing beautiful Saskatchewan and what we have to offer of our tourism.

Lots of preparation for the team in the office getting the final touches done for our first excursion of the 2022 season which is the Johnny Cash dinner show on June 4th.

June is also very busy with our murder mystery excursions and the great prairie train heist.

We can't wait to welcome our valued customers once again in person and let them experience our one-of-a-kind excursions. ALL ABOARD!



Wheatland Charities Inc.

June 11th will begin this year's train heist season. We are sure there will be many twists and turns this year with some new actors and our returning favorites .

We have set a lofty goal of raising \$10,000 this year with the First \$5,000 going to Saskatoon City Hospital Wellness Center.

Along with the safety train folks we are working with local communities on ways to promote railway safety and community events.

Events booked so far this season:

St louis Rodeo - May 28th and 29th

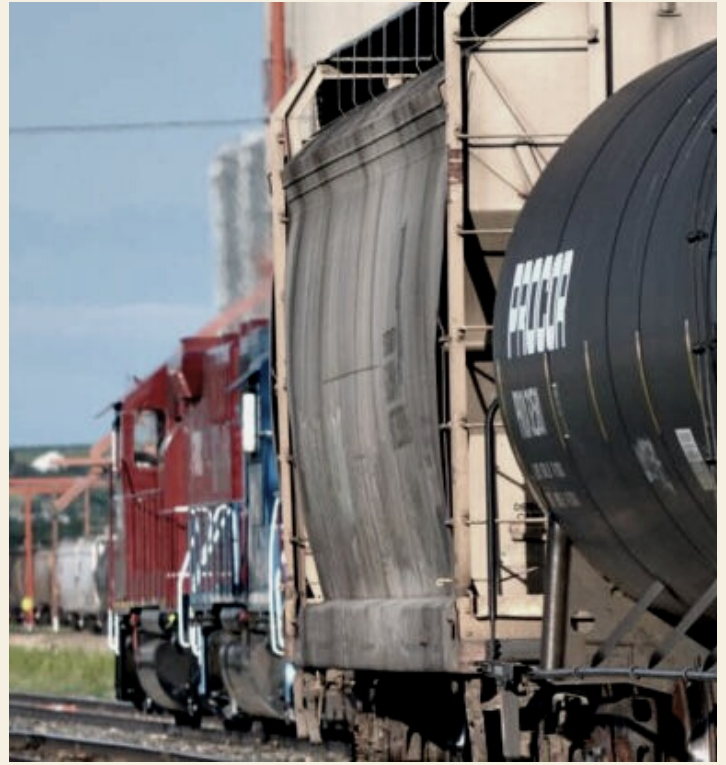
Sandhills Rodeo - June 11th and 12th

Leader Fair days - June 17th



Great Sandhills Railway

Crews have started to replace railway ties along the line. During the next couple weeks we will bring in a tamper and begin surfacing. Work continues on the baggage car with hopes of having it ready by mid June bringing the train up to 6 cars. The sleeper car is getting air work done and should be ready to move north in late June. Plans are under way for a Western Canadian Railway Hall of fame!



Western Canadian Railway Hall of Fame

Railway Employees have been an integral part of the building of Canada. The dedication that many displayed over the last 100 plus years has helped make Canada what it is today. We want to recognize those that committed their time and effort to the railway industry. You can nominate your mom, dad, grandmother, grandfather or even your mother-in-law. Entry forms will be available to briefly describe the nominee's service and special notations of community service or Railway firsts.

The winners will be awarded annually with their plaque honoring their selection being on display in the newly refurbished railway learning and history centre car. The nominee or the nominee's designate along with the person nominating will be awarded two tickets to a supper show and ride on the Wheatland Express!

Four Categories-

Operations: Train Crews, Dispatchers, Train Masters, Yardmasters, Superintendents

Maintenance: Track Maintenance, Car Repair Maintenance, Signal Maintenance

Builder: A person involved in non operating activities

Historical: A person that participated in any railway activity that no longer exists.

Entry Deadline August 31st 2022

Open to all Railway employees past and present

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 has been a new arrival at the farm! Last month, on April 16th, a filly was born. I have waited until she has settled and got used to the farm to interview her. Today we will head over to her and her mom to meet her!

Hello there, my name is Timbit! What's is your name?

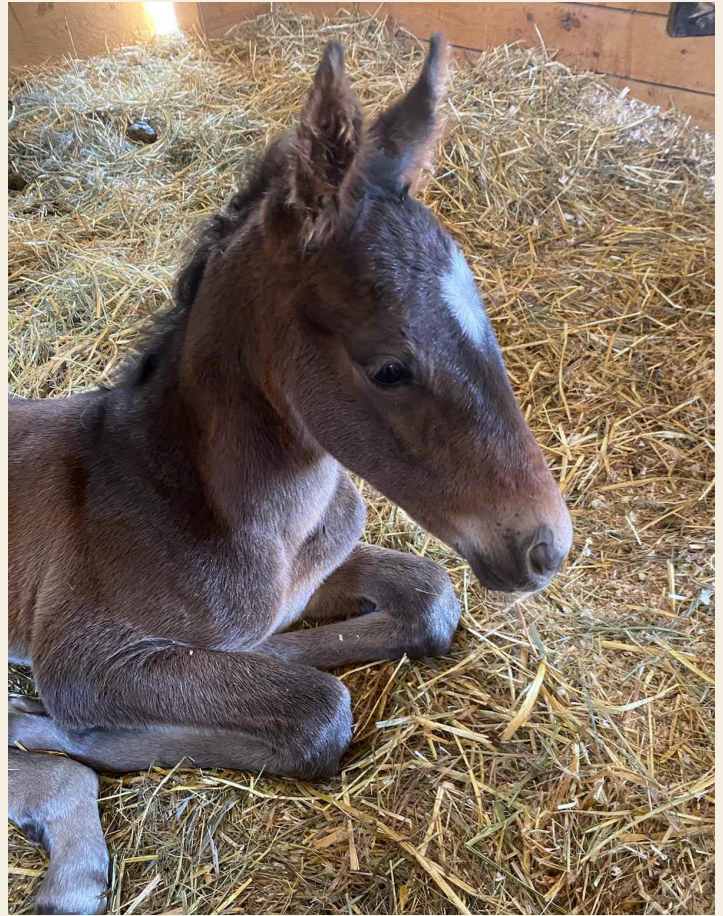
"Hi Timbit! My name is Ping! I haven't been given a full name yet but the girls here have nicknamed me that."

That's an interesting name! Why do they call you that?

"The girl's say that when they take me outside for the day with my mom, I bounce and hop around like a ping pong ball on the loose! They used to call me Penny when I was first born, but once they got to know me and how hyper I get, they thought Ping suited me even better! My name also has to start with a "P" because my mom's name is Plunge. When a baby race horse is born they always try to name them something with the same first letter as their mom."

That's really cool! I have to agree with the girls, Ping does suit your personality! And it's very original, that's for sure! How have you been enjoying your time on the farm? Have you made any friends?

"I have been having lots of fun! During the



day, my mom and I get turned out to a big field to run around in. It's full of grass so once I get tuckered out, I get a delicious snack! I have made a friend too! Another mare and foal have arrived at the farm this month so I get to play with that foal all day! There are also 7 more foals that are coming with their moms back to the farm really soon so I will have a whole bunch of friends to run around with once they get here! I can't wait!"

That sounds awesome, Ping! I can't wait to meet all of those foals too! I'm glad you are having lots of fun here at the farm. The other animals here and I are so excited to watch you and all of the other new foals grow up! I'm going to head back to my pen now but I will be sure to visit again soon! 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- Eagles Salute Excursion & Dinner Show
17- Murder Mystery
24- Family Summer Express
31- Prairie Train Heist

AUGUST

13- Shania Twain Tribute Dinner Show
14- Murder Mystery
21- Murder Mystery
28- Prairie Train Heist

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

03- Christmas Express
04- Christmas Express
10- Christmas Express
11- Christmas Express
17- Christmas Express
18- Christmas Express
21- Christmas Express
22- Christmas Express
23- Christmas Express



STAY TUNED FOR ADDED DATES, TOURS
AND TRAVEL OFFERS!

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