

THE WHEATLAND ROUNDUP

WWW.WHEATLANDEXPRESSTRAIN.CA

BAGGAGE CAR HAUNTINGS



The word in town is that Maximillian Wheatland has purchased a new car to add to his excursions. This old, dusty baggage car was transported to Little Big Town and has been completely renovated by Max's fine staff. It is now ready to be added to the train, just in time for the upcoming Halloween Excursions.

Although the baggage car was brought back to its former glory, the superstitious folks of the town are worried that the renovations could have stirred up some unwanted entities from the car's past. Max is unwilling to share where he got the car from and refused to comment when asked by reporters of the Wheatland Round-Up.

However, there are a few retired railway crew members, who will remain anonymous, who mentioned that they remember this car from their time on the railway. The workers reported that after numerous unexplainable sightings and events, the car ultimately had to be discarded on abandoned railway tracks.

Now that the car has made its way into the

town. The sightings and incidents have begun once again.

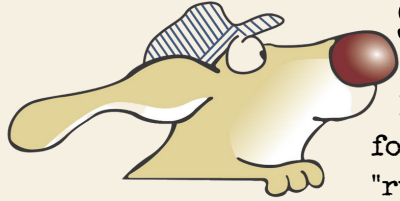
"I was out for my nightly stroll along Railway Ave. one night and noticed that the lights in the baggage car were on. I thought that this was odd since the workers are never out this late at night. Through the small, fogged up windows I could definitely see someone walking back and forth along the train. It was hard to tell but it seemed as though the person walking up and down the car was missing their head! All of a sudden, the lights went out and no one left the car. I was questioning my own sanity after that... Until I started talking to some other people around town." reported a member of Little Big Town.

"I saw the exact same thing!" another chimed in. "It always starts as soon as the sun goes down. I live right by the train tracks, so I've seen this happen on multiple occasions from inside my house! I have also woken up in the dead of night to the sound of train cars moving along the tracks. When I go out to check, there are no engineers or conductors

around, no cars or locomotives have been moved and everything looks just like it did before I went to bed. It makes me wonder what happened on that baggage car all those years ago..."

With the gossip of the haunted baggage car spreading around the town, some have spoken

out saying that they are worried about participating in this year's Halloween excursions if these incidents continue without further investigation. On the other hand, thrill seekers and adrenaline junkies can't wait to join in on the excursions in hopes of seeing for themselves the hauntings of the baggage car.



SPIKES SPOOKY SAFETY SCOOP

Hey there boys and girls! My name is Spike the safety dog and it's time for another Safety Scoop! Did you know, that in 2001, there was a "runway train" in Pennsylvania, USA? A runway train is when a train gets away from the engineer and rolls onto the mainline. The train is then unattended and since there is no one in the locomotive, it can't be stopped! In this particular event in PA, USA, the train was able to get to the speed of 115 kph! Luckily, events like this do not happen very often because all railroads employees are taught very important train safety rules! But it's also just as important that pedestrians like you and me know how to be rail smart so that we are always safe around railway tracks! Remember, trains can come at anytime and from any direction! Always STOP, LOOK and LISTEN before crossing any railway tracks. Make sure you never play on railway tracks and only cross at designated railway crossings! If you are always being rail smart and know your train safety rules, you will always be safe around railway crossings, even if there is a runaway train! I hope you enjoyed my train facts and rules! Have a fun and safe Halloween everyone!



-Spike the safety dog

HELP SPIKE COLOUR IN THE HALLOWEEN TRAIN!



NOBLE NOTATION

STYLE

Written by Bill Noble

The style of everything we do is important. We all have a unique style and that style, the way we do things, defines and identifies us. Relax. You haven't strayed into the pages of "Elle". This is the "Wheatland Roundup", and I will be talking about trains. We recognize an individual, group or company by the way they conduct themselves and what they look like as they go about their business. We recognize their style.

Trains look like trains. But railway companies set themselves apart by details. Nowadays, the detail is often the color of their equipment. In earlier times, subtler details shaped the look of a railway company. Companies set themselves apart by the style of their locomotives. When we look back at steam locomotives, we see similarities - big, black, dirty. But let's take a closer look.

Canadian National Railways was created in the early 1920's from the



bankrupt remains of a number of railways, large and small. CNR took over the assets of Canadian Northern, Grand Trunk, Grand Trunk Pacific, Canadian Government Railways and several smaller concerns to create Canada's largest company. They also inherited the styles of those companies. Through the mid 1920's CNR carried on with what they had but by the end of the decade, as they acquired new engines and updated legacy power, the CNR "look" emerged.

Canadian National had several thousand steamers. Obviously, all of those were not alike nor did they display all the style characteristics of the CN "look". However, by referring to a drawing and a couple of photographs,

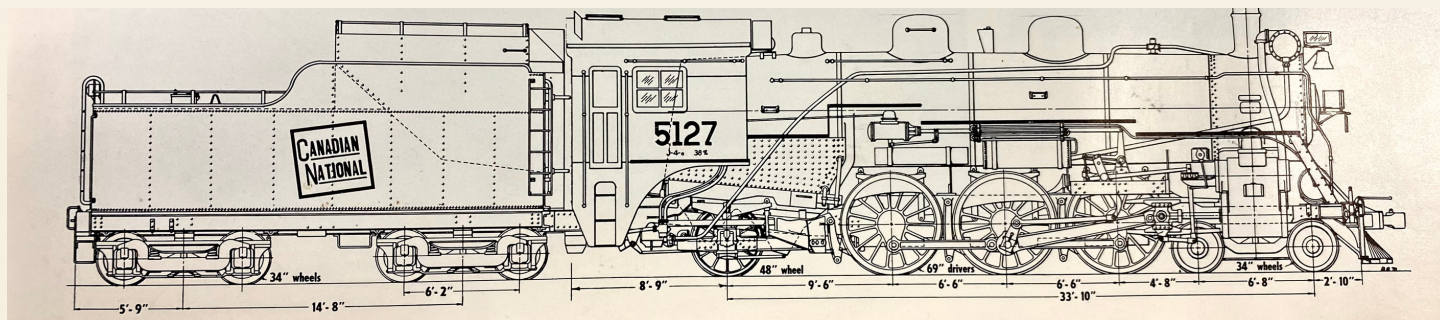


Figure 1: CNR Pacific (4-6-2) passenger locomotive 5127

Drawing copied from Model Railroader Steam Locomotive Cyclopedia - Volume 1

Edited by Linn H. Westcott,

Kalmbach Publishing Co., 1960 (Sixth printing 1973)

we can identify style features. First feature - CN steamers were BLACK, with small touches of red, gold (brass) and, occasionally, white trim. Figure 1 is a drawing of a CNR J4e Pacific class passenger or mixed freight engine. If we start at the tender and move forward to the front of the engine, we can hit the highlights.

Canadian National Railways herald. Beginning in the late 1920's this bright red with gold lettering and striping logo was centered on the tender side. Originally tilted down to the left at 7 degrees some were horizontal after 1954.

Tender ladder. For want of a better term, I shall call this the fireman's ladder. Although there were a number of other ladders on the tender, this one, which was only on the right front corner of the tender, was placed so that the fireman could step directly from the cab to climb up to replenish coal and water. In many cases, it curves around the corner of the tender.

Vestibule cab. While there were some engines that had open cabs with only canvas curtains for weather protection, many CN engines had fully enclosed (vestibule) cabs.

Cab windows. This was universal. CN engines had no side windows in the front portion of the cab. New engines were built this way and legacy engines had these windows plated over. I don't know why!

Window frames. Universal. Window frames were painted the same bright red as the tender herald.

Cab lettering. Universal. The engine number (12-inch Gothic font) and classification data were painted in imitation gold below the windows. In later years the painted engine numbers were replaced by brass castings or iron castings painted imitation gold.

Appliances. CN used various commercially available appliances such as power reverse and air compressors and placed them pretty much like other roads. A couple of exceptions were the blow-down muffler and the whistle shroud. The home-built muffler, the small pot-like object immediately ahead of the cab roof was applied to virtually all CN engines and was designed to limit the noise and blast when steam was released to blow sediment from the boiler. Moving forward, CN placed a sheet metal shroud around the sides and rear of the whistle to channel the steam up and away from the cab.

Running boards and handrails. The running boards along the boiler sides were either one-piece or stepped over appliances. Sturdy 3 or 4 step stair-like ladders led up to the running boards. Handrails were one piece and curved down to a vertical section at the front of the boiler.

Now, to complete the inventory of the "look", a new vantage point is required.

In Figure 2 engine 2721 is shown emerging from the Stratford, Ont. shop in January 1959 after an overhaul and repaint.

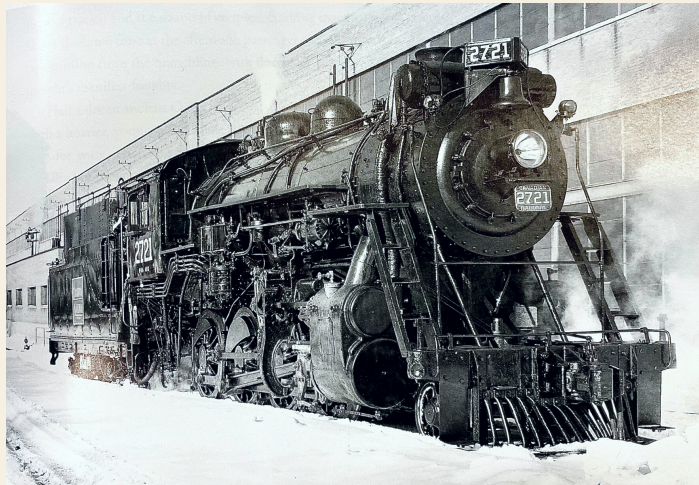


Figure 2: Consolidation (2-8-0) freight locomotive after an overhaul at Stratford
James A. Brown photograph

Feedwater heater. The large pipe on top of the boiler, in front of the stack is a feedwater heater, in this case an Elesco brand. These were widely applied to CN engines. Its purpose is to heat the cold water from the tender using exhaust steam before it is injected into the boiler. This served the dual purpose of recovering some waste energy and reducing the chilling of the boiler contents.

Illuminated number boards and "Transcona" bell hanger. Immediately ahead of the feedwater heater is the triangular lighted box that displayed the engine number. This was universally applied to all CNR steam locomotives. Next down, the Transcona bell hanger was manufactured and installed by the large shops at Transcona, Man. during overhauls. This unique - to - CNR structure carried the

bell, either polished brass or black painted iron and was applied mostly to Western Region engines.

Centered headlight. While a very small number of legacy engines retained their headlights on top of their boilers, ahead of the stack, the vast majority of CN engines had their headlight mounted on a shop-built shelf at or near the centre of the smokebox door.

Number plate. This is the iconic CNR steam locomotive style feature. Every engine carried a number plate on the smokebox. The plates were cast with CANADIAN NATIONAL and the number raised. The plates were either brass with polished letters or cast iron with gold painted letters. The backgrounds were bright red. Figure 3 shows CNR number plates in the author's collection.



Figure 3: Canadian National steam locomotive number plates. Author's collection.

OPERATIONS UPDATE



Wheatland Express Safety Train

We finally finished handing out all of our activity books at the beginning of October and we have already received a handful of contest entries! Don't forget, you can visit our website; canadiansafetytrain.ca to get your own activity book in either French or English along with our contests! Also, follow our socials to learn more about railway safety! See Tracks? Think Train!



Wheatland Charities Inc.

October was a quiet month with not much activity. We are working on plans for the Christmas season.



Weatland Express Excursion Train

The Wheatland express team is excited about our sold-out Ghost Train excursions on October 28 and 29. The train is fully decorated, and we are just waiting on our valued customers to come onboard.

Friday, October 21 we hosted a private tour for Versa Bank Saskatoon and a good time was had by all!

As our October excursion winds down the team are looking forward to our Magical Christmas excursions on December 2, 3, 10, 11 and 17. December 10 and 11 are sold out and the other dates are also close to being fully booked. ALL ABOARD!



Wheatland Express Learning Centre

The baggage car is finally complete. The guys in Cudworth worked super hard last week to get it finished! They were able to complete the job and paint the outside of the car right in time before the snow came. The baggage car looks amazing and will be getting ready for Halloween! The next step is to finish adding our displays!





Great Sandhills Railway

We have all but completed work on the baggage car and it made its

debut on the October 28th train. This month it will be transformed into Santa's workshop for the upcoming Christmas Season.

Work continues to winterize all the equipment for the coming Winter season. The next car to arrive will be the sleeper car, probably in the new year. Work will begin on making it ready for the Spring season.



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 nominees 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 nominees 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: December 31, 2022

Open to all Railway employees past and present!

Did you know that England was the first country to have a public railway?!

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. Some old friends of ours have returned to the farm after being away for the winter. Let's go catch up with them!

Hey there, Shrimpy and Sven! It's so nice to see you both back at the farm!

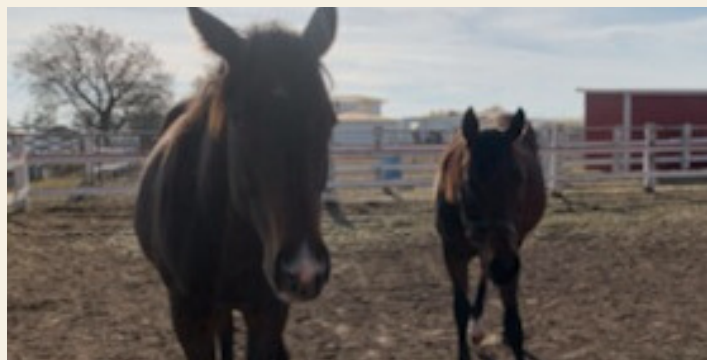
"Hey Timbit! It's nice to be back!" Shrimpy said

"We missed you while we were away! It feels like we have been gone for a very long time!" Sven adds.

You have both grown so much since the last time I saw you! What brings you back at the farm?

"We went away to a different farm for the summer so that we could grow big and strong so that when we came back, we could start our training to become racehorses!" Sven replied.

"We still have a few more months before we start our training but the girls at the farm are starting to get us used to being brushed and handled with our halters on" Shrimp said.



"I am not a fan of being haltered! But I do like being brushed and cuddled once they catch me. I'll get used to it eventually but it's kinda fun making the girls run around to catch me!" added Sven.

"You do give the girls a run for their money! There has been a lot going on to get us ready for our training. Yesterday the farrier came to see us and we got a relaxing morning pedicure." Said Shrimpy.

"After Christmas we will be taken to a barn with an indoor arena and that's when we will slowly get used to having saddles and people on our back!" Sven said.

Sounds like you guys have a busy winter ahead of you! I'll make sure I come check up with you after wintertime to see how training went! I'll see you guys around!

EMPLOYEE PROFILE

Name: Judy Hunter

Born: Moose Jaw, SK

Currently Reside: Saskatoon, SK

Work History: Judy's work life has always revolved around horses! From coaching horse jumping to training racehorses, Judy has done it all!

Favorite Movie: The Godfather

Favorite Sport: Horse Racing

Did you know: Judy has been riding and working with horses since she was a little girl - before she was even in school!



2022 WHEATLAND EXPRESS SCHEDULE



OCTOBER

- 28 - Halloween Ghost Train Express
- 29 - Halloween Ghost Train Express

DECEMBER

- 02 - Christmas party With Donny Parenteau
- 03- Christmas Express
- 10- Christmas Express
- 11- Christmas Express
- 17 - Christmas Express

SEE YOU ALL NEXT SEASON!



STAY TUNED FOR ADDED DATES,
TOURS AND TRAVEL OFFERS!



www.wheatlandexpresstrain.ca