

# THE WHEATLAND ROUNDUP

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## LITTLE BIG TOWN MAKES SOME BIG PURCHASES FOR SHERIFF JENKINS

I, Perry Pickett, reporter for The Wheatland Roundup, had a chance to talk with Sherriff Jenkins this month about the latest additions to his law enforcement team. First, the wagon itself was designed by Randy “stone-cold” Lintick, who comes from a long family of wagon designers, including his Grandfather “Budweiser” Lintick, who worked in these parts before moving to St. Louis. The wagon Itself has a four-block suspension and steel-belted wheels. Originally designed to be the funeral wagon, but that idea died last fall along with the funeral director Sneaky Peaky Pete. Then along came the town with the request for a jail wagon, and it was a perfect fit as most of the guys would have ended in the wagon anyway; this just speeds up the process.

Tiny and Tommy, who will pull the new Jail wagon, were purchased from “Shorty Calhoun” a once-famous miniature horse breeder until the White Lightning moonshine business took over operations. Tiny and Tommy are at the farm in training right now, eating about three bales of hay a day. One bale they are given the other two, they break out and find on their own.

“We should be able to reach speeds of 3 or 4 MPH depending on road and trail conditions,” says Sheriff Jenkins. “No way we will be able to achieve that speed on Highway #2, but other trails should be no problem.” Sheriff Jenkins is hoping the added speed will allow him to reach out as far West as Aberdeen and to the East as far as Melfort. The jail wagon would be able to fit 20 prisoners, “Maybe even 22 if they are the likes of Jimmy the Kid or Mucked-up Mick.” Jenkins goes on to say, “I know it sounds like they will be riding in luxury but before I could only bring one or two criminals in by horse, but now no matter how you cut it the Smokin’ Aces or the Blackjack gang will be shuffled into the wagon for the final trip to town.” In the past old Sheriff Nicholas would have trouble bringing in more than one prisoner at a time as they would just run-off in different directions. Nicholas would get lucky the odd time and shoot one down, but he would still have to bring him in after patching him up.



( Pictured above is Tommy and Tiny)

Sheriff Jenkins will be bringing them in by the bunches and have Provincial judge Henry Hanger terribly busy. “He will give them a fair trial and then hang them on Saturday,” he said. I had to remind Sheriff Jenkins that a new law was just passed, and we do not hang the criminals anymore, just send them off to Ottawa. “Sorry. I forgot. Either way, we will never see or hear from them again,” he adds.

Sheriff Jenkins also told me he is studying all about a new law enforcement tool called ballistics. He is not sure but thinks it means if he finds a bullet stuck in you, you are usually dead. “Times are changing in Little Big Town, and we have to start to change with them,” claims Jenkins. “For example, not all the prisoners are men anymore either. I was just at a trial where Silly Milly got 20 years for shooting Sammy Sampson. They found him dead on the barroom floor shot through the middle with a forty-four, and do you know that crazy woman claimed that twenty years was too much? Silly told that judge she should get nothing, as he was already half shot from drinkin’ that white lightning.”

“Here’s something for you Perry, Big Mama Mopsy told me that the women are rising up and that someday they will be allowed to vote and maybe even become deputies or a mayor.” The sheriff then started to laugh out loud. “heck, before that happens, we will have some sort of pandemic.” Realizing what he just said, Sheriff Jenkins asked me to keep this last bit off the record. I told him, “I’m an honest reporter, and the people of Little Big Town deserve all the facts.” I tried to ask him about this infamous Big Mama Mopsy, but the Sheriff suddenly had other business to tend to.

# NOBLE NOTATION

## HOW A GENTLEMAN TRAVELS

Written by Bill Noble

As a technical officer in Canada's Air Force, I was fortunate to spend much of my career in the Research and Development business. Much of this work I did during several postings to the National Defence Headquarters in Ottawa. My job involved travel, a lot of travel. A frequent destination was Toronto. Many of the trips were single day affairs for meetings or tests. There were a number of options for a single day trip to Toronto. I could drive, but that meant five or six hours each way, hurtling along Canada's busiest highway. VIA was a much more relaxed trip - for coming home - but the six-hour journey to Toronto ate up the day. That left Air Canada. This involved a dawn drive to Ottawa airport to catch the day's busiest flight, crammed into a centre seat on a jam-packed DC-9 and the long trudge through Toronto Pearson. In the spirit of getting on with things, air travel became the default choice. Until I did some research.

It was fairly simple research because hiding in plain sight was an elegant solution - VIA Rail's night train to Toronto. This small train, which was VIA's continuation of Canadian National's "The Cavalier" left Ottawa at midnight, traveled at a leisurely pace, and arrived at Toronto's Union Station at 0730 the following morning. Although it left Ottawa at midnight, the train could be boarded any time after about a quarter to ten. Brush teeth, put on your 'jammies, and snuggle in the cozy berth. Nice and relaxed.

The train was a short one. A single locomotive, a head-end car, or maybe two, a coach, and an E class sleeper. 52 E class sleepers were built by the Pullman Standard Company in 1954 to equip Canadian National's "Super Continental," "Ocean," and several smaller trains, the "Cavalier" among them. The sleepers, all named for Canadian places beginning with the letter "E," were part of a total of 359 new passenger cars purchased by Canadian National to replace older equipment worn out by heavy use during World War II. The E's contained a mix of accommodation - 4 double bedrooms, 8 roomettes, and 4 sections. Although I preferred the space, comfort, and privacy of a roomette for longer trips, the lower berth of a section was perfect for my single night needs. Each section, which was two facing seats during the day, converted into private upper and lower berths for the night. The porter folded down seat cushions, pulled down the upper berth, and extracted mattress, pillows, sheets, blankets, and curtains. The cozy spaces were put together in minutes.



It was a chilly night in Ottawa as I walked up to the car. The porter, dressed in a warm overcoat, was standing on the platform. He greeted me with a smile, checked my ticket, took my overnight bag, and welcomed me onto the car. "Watch those steps, sir. There is frost tonight, and they'll be slippery. Just to your left, sir, Lower Number Three". And there it was. My place. The curtains were open about a meter, the reading light was on, the blanket was folded back at 45 degrees, and two pillows lay invitingly at the head of the bed. I hung my coat on the hanger at the foot of the bed, got my toothbrush, and went down the dimly lit, curtain-shrouded aisle to the men's bathroom.

Back at my berth, I took my book from my bag and placed my bag and shoes under the bed. Hopping onto the bed, I closed the curtains and zipped them shut. Outside my window, I heard the muffled voice of the porter greeting more travelers. A couple. They walked softly past my berth. "Bedroom B, second on the left," the porter said quietly. A door closed, quiet footsteps and then the only sound was the gentle sigh of the air vent over my berth.

Getting undressed in a berth is the gymnastic exercise that has been written about many times. I was glad to be in the lower and not the more confined upper. With hangers and net hammock, there was a place to put all my clothes neatly away. There is a pouch beside the bed for small, important items like a wallet, glasses, and watch. As I slide under the sheets, I decide maybe I won't read. I turn out the reading light and select the blue night-light. A bit later, I half wake to the soft "thud" of the boarding step trap being shut and feel the gentle "click, click" of the wheels.

Later, I waken again. The air vent sighs softly. We are not moving. I hear quiet voices outside the car. Curious, I raise the blind an inch. Ah, we are in Smith's Falls. It looks cold. I close the blind and burrow under the warm covers: Click-click, click-click.

I am awakened by the porter tapping on my curtains. "Good morning, sir. It's just after seven, and we are coming into Toronto". Boy, I slept well.

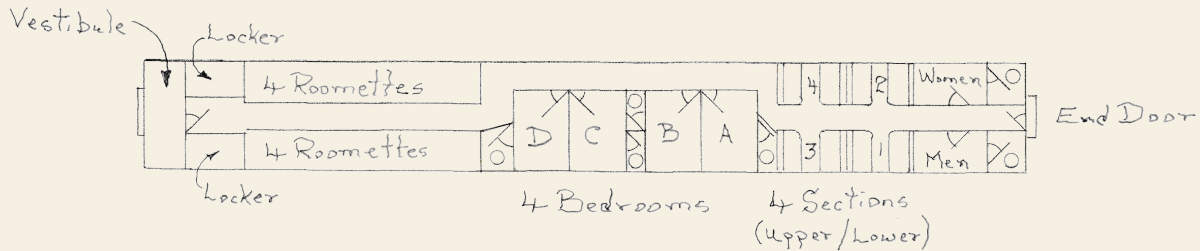
Now, I'm hungry. As I perform my getting-dressed-in-a-berth gymnastics, I think, "I've got time; I'll go across to the Royal York for breakfast." I unzip my curtains and reach for my shoes. Oh boy, the porter put a nice shine on them. I go down the aisle to the bathroom for a shave and a brush-up. Ready to meet the day.

The porter puts the ladder in place for an upper berth passenger as I pass down the aisle. I hand him the folded bill and thank him for a comfortable night and my shiny shoes. He smiles. "You're welcome, sir. Thank you, and I hope you have a nice day. And watch those steps".

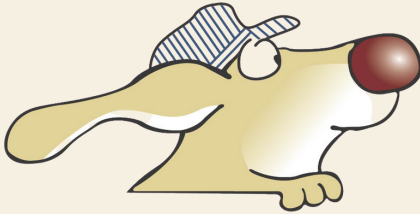
The walkthrough Union Station in the morning rush provides a high-speed wake-up and a refresher course on the bustle of Canada's biggest city. My

destination is the Royal York, Canadian National's flagship hotel just across busy Front Street from Union Station. Six lanes of cars, buses and taxis all going someplace, in a hurry. But fear not! Union Station's designers provided a tunnel that crosses under Front Street to the lower level of the Royal York. Quiet, relaxed.

The lower level café is a busy place in the morning. Lots of suits on their way to a busy day. I am greeted by a smiling hostess. "Table for one? Right, this way. Would you like the Globe or the National Post". I have a sip of coffee as the waitress heads out in search of my waffles. What's in the paper? Ah, the Leafs won last night. Maybe this year! I smile a small smile. This is how a gentleman travels.



(Above is a drawing of a Canadian National E Class Sleeper)



## SPIKES SAFETY SCOOP

Hi everyone! Spike here. Just getting ready to go meet my buddy Gainer for our weekly exercise. We like to jog around the football field at Mosaic Stadium. Which has me thinking, do you know how long it takes a train to stop? The average freight

train traveling at 100km/hr requires about 2 kilometers to stop. That is about 18 football fields!!! And with all this frost we have been getting, it can take even longer for the engineer to stop the train. For Gainer and me, jogging up and down the field 18 times would be too much, we would be exhausted and panting extremely hard. This is why we must never play or walk along railway tracks and only cross at designated crossings. Trains cannot brake like cars. They take MUCH longer to stop and cannot swerve to miss you. Time to go get my sweatsuit on, going to bet Gainer a couple of cookies I can beat him in a race down the field today. Wish me luck!



-Spike the safety dog

## WORD SCRAMBLE

NITRA \_\_\_\_\_  
 COMLTOVOEI \_\_\_\_\_  
 PSKIE \_\_\_\_\_  
 TYFSEA \_\_\_\_\_

NODUCRCOT \_\_\_\_\_  
 RNIGENEE \_\_\_\_\_  
 GICSOSRN \_\_\_\_\_  
 TSSGSNIREPA \_\_\_\_\_

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# STRAIGHT FROM THE HORSES MOUTH

## THE ADVENTURES OF TINY AND TOMMY

Neigh there, I am Tommy, and this is my older brother, Tiny.

“You know I am not actually your brother, right?”

That is right; you're part Fjord pony that is why you got the name Tiny, where I am 2000 pounds of pure-bred Percheron.

“I think most of that weight comes from the size of your head.”

Very funny. Anyways these people want to know how we like our new place?

“Well, everyone knows you love it cause you don't have to paw for your food, and well, you don't get to be 2000 pounds by not eating.”

You got that right, and I love it here. These people make eating effortless.

“Yea, soon you will be 3000 pounds of pure fat.”

Are you saying you don't like it Tiny?

“I didn't say that. These people are sure easy to train.”

What do you mean?

“Well, you know I love oats, and we don't get them very often, but if I pretend I don't want to be caught when that girl comes to the gate, she goes and gets a bucket of them just for me.”

Really? That's why you do that? Boy, you're smart!

“Obviously, that big head doesn't have too much in it.”

How do I get them to bring me more carrots? They are my favorite?



“Well, I would start by not walking over the fence anymore. She doesn't seem to like that very much.”

Well, lunch was 5 minutes late, and I was hungry. I just thought I could go and get some for myself.

“That is not how things work around here, and I like it here, so don't go messing things up for us, or we will be pawing for food again.”

Okay, okay, well, we can both agree on that. We love it here. That girl told me we get to pull a jail wagon and take some really nice people for wagon and sleigh rides someday soon.

“That all sounds great, as long as you're going to pull your half of the weight and not try and stop and eat off the bush like usual.”

Why you gotta be so hard on a horse, Tiny?

“Someone has to be, we both know these new people that take care of us aren't. I think they even love us, and we will have a great life here, so listen to the older and wiser of the two of us and behave yourself.”

You got it. But do you think I could try and reach that haystack on the other side of the fence? not sure I can make it till supper?

“Tommy, what did I just say?”

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## EMPLOYEE PROFILE

**Name:** Randy Lintick

**Born:** Dauphin, MB

**Currently Reside:** Prince Albert, Sk

**Work History:** Carman CN 25 years, CTR 10 years, contractor HBR 5 years, current contactor GSR

**Favorite Movie:** Draft Day

**Favorite Sports Team:** Québec Nordiques

**Favorite Wheatland railcar:** The new Budd Rail Cars

**Did you know:** Randy designed and built our new jail wagon (pictured here) and was it's very first prisoner.



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# SLEEPING CARS AND THE PULLMAN COMPANY



A sleeper. A Wagon-Lit. A Pullman. These names from around the world all describe something magical. The railway sleeping car. These names conjure up an image of snuggling into crisp, clean sheets and soft, warm blankets, safe in your own bed, your own space. It is exciting yet comforting to go to bed in one place, be lulled to sleep by the motion of a car, and the sound of wheels on rails and wake up someplace else. Ready for breakfast and a great new day.

In what has been called the Golden Age of railway travel, the late 1800s and the first half of the 1900s, there were sleeping cars operated by railways all over the world. In Canada, Canadian National, and Canadian Pacific, and some smaller lines owned and operated their own fleets of sleepers. In the United States, however, the majority of sleeping cars were operated for the various railroads by a single large company - the Pullman Company. Since our Wheatland Express sleeper was one of these cars operated by Pullman, it is appropriate to describe the history - and fate - of Pullman.

Born in 1831, George Mortimer Pullman apprenticed as a cabinetmaker but turned his attention to the perfection of a railway car that could provide comfortable seats for day travel and then be converted into a safe, cozy sleeping space overnight. Don't forget; this was a time when it took three or four days and nights to cross Canada or the US. In achieving this goal, George Pullman created an empire. Half of the empire was the Pullman Standard Company that designed and built all kinds of railway passenger and freight cars, thousands of them. The other half was the Pullman Company that leased sleeping cars and their operation to railways all over the US. At its peak in the 1920s, there were almost 10,000 Pullman sleepers in operation, along with a complex support infrastructure of personnel and supplies, including a huge laundry and seamstress operation. It is estimated that more than 100,000 people tucked into a Pullman berth every night. The name Pullman

became synonymous with a very high standard of comfort and luxury.

Pullman grew to be the giant in the sleeping car business, taking over competitors or pushing them out of the way. Pullman operated a number of factories all over the US, including at the main plant and headquarters in Pullman Illinois, just south of Chicago. Here, Pullman created a modern town with stores, schools, and modern homes for his workers to rent.

Until the turn of the 20th century, Pullman sleepers were built of wood - beautiful examples of craftsmanship with exotic woods, carving, marquetry, and finish. In the first years of the 20th century, however, concerns over the fragility of wooden cars in a collision or fire lead to the switch to steel construction in 1910. Pullman rose to the challenge, designing a standard base for all new cars. By repositioning partitions, windows, and interior fittings, this basic steel "box" could then be configured in any of several dozen plans to provide all the accommodations required. 80 tons of safe, efficient riveted steel.

The depression of the 1930s sent shivers through the rail travel industry as train travel reduced dramatically. New rail car technologies and companies sought to reduce costs and increase efficiency. Pullman, the industry giant, reacted badly, seeking to stifle and eliminate competition. This set the stage for lawsuits that culminated in Pullman being forced to give up their empire's operating arm in return for keeping Pullman Standard, the manufacturing arm. A consortium of railroads took over ownership of the several thousand existing sleeping cars and leased them back to a newly created Pullman company for operation. But the writing was already on the wall. The construction of the US Interstate highway network and new airports vastly increased travel by private automobiles and airplanes. By the 1970s rail passenger travel in the US and Canada was reduced to a small portion of its former self. We moved on.

It is still possible to experience the pleasure of an overnight trip in a sleeping car. At Wheatland Express, we are preparing to operate the Pacific Rose, a fully restored member of Pullman's once-mighty fleet. With her ten roomettes and deluxe lounge, Pacific Rose will recreate the cozy delight of a night in a sleeper. When you awake, a hearty breakfast in the dining car will prepare you for a great day. Come ride with us.

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# OPERATIONS UPDATE



## Great Sandhills Railway

This month we took the snow fighter out for a test run and it performed very well. We moved 200 tank cars out of storage as demand for LPG cars continues. We completed work on Locomotive 5541 rebuilding crankcase and pistons. It has now been returned to service.

We continue to work with other short lines and the province on the idea of moving gravel. The idea is to create either loading or receiving gravel hubs at key locations within the province.

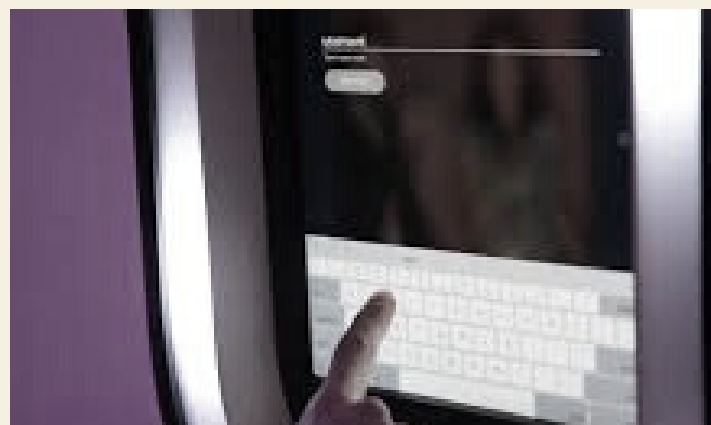
We are also working with the province on the idea of Shortline Self Insurance. Currently, there is only one company that ultimately insures Short lines. You can only imagine how that turns out.

We will complete work on the new cars early in January and hope to have two more cars to work on in February. In the time between, we will be starting work on the western town fronts.



## Wheatland Express Learning Centre

The Learning Center is well underway. We have just purchased 2 railcars which will act as the home for all our learning center exhibits. One of our exhibits is the "Green Screen," which will allow our target audience to take a photo in front of a green screen at the end of their exhibit experience as a fun memory to take home and share with their friends. Not only will the person get to choose the background of their picture (Spike, Safety Train Logo, Train Tracks, etc.), but they can also get it e-mailed/printed for them to raise awareness of our safety education program. Each photo will have our website and hashtags so the person can share them on the social media platforms of their choosing. Having these tags will increase our online media presence, thus increase the number of people we educate each year on railway safety.



## Wheatland Charities Inc.

As 2020 has come to an end, (FINALLY) Wheatland Charities would like to say thank you for

all the support. With proceeds of calendar sales, train heist donations, and the Great Sandhills Railway company golf tournament, we were able to give donations to; Wakaw Lions Club, Cudworth Lions Club, Cudworth Heritage Museum, and the City Hospital Foundation. With 2020 behind us, we look forward to continuing and expanding our charitable efforts in 2021.



## Wheatland Express Safety Train

The Wheatland Express Safety Train has many projects on the go this winter, including the development of our online learning presentations. We are working with Google Classrooms for pre-recorded independent learning presentations and live presentations offered over Zoom with our Safety Train Staff. Once launched, we will have different presentation categories from Kindergarten to Grade 12 available through our website. We are excited to provide online education during these unprecedented times and continue teaching the members of our target audience about the importance of railway safety.



## Wheatland Express Excursion Train

On behalf of the entire Wheatland Express family, welcome back from the holiday season and happy new year! We are all looking forward to what the future will bring after the unprecedented challenges we all faced. Thank you for your continued support of the Wheatland Express! We appreciate your purchases and kind messages through 2020

so much. Thoughts continue to be with you and our fellow hospitality and tourism businesses, colleagues and friends who have been devastated by the impacts of the COVID-19 virus. We are proud to be part of an industry that has rallied together to support one another and work tirelessly to rebuild Canada's tourism.

January is off to a roaring start! The Wheatland Express team has continued to develop our future tour experiences and prepare for our service return. This month, we will participate in several industry workshops, including Food Tourism Excellence, Inclusion & Diversity, and Travel Trade. Ashlyn will be completing her final exam for Emerit's Event Coordinator certification provided through Saskatchewan Tourism Education Council's professional development bursary. Teams continue to work on the finishing touches in the GSR 6120 & 6122. Watch our social media feeds and blogs for exciting announcements as our plans progress.

We are looking forward to welcoming you aboard again! We wish for health and safety for you and yours until then.

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## WHEATLAND EXPRESS WELCOMES THE PACIFIC ROSE TO ITS FLEET

We are so excited about our new car's arrival and offer a new experience for our guests to enjoy. The Pacific Rose will be looking to make its way up to Cudworth in the month of June, and we cannot wait! It is currently under renovation in Indiana, USA, and on its way to becoming Saskatchewan's only moving bed and breakfast.

The now called Pacific Rose was built in April of 1950 by the Budd Company of Red Lion, Pennsylvania for Union Pacific Railroad and named the Pacific Clipper, and operated by the Pullman Company. The car was built as a 10/6 sleeper car (10 roomettes and 6 double bedrooms) and was used in many routes, most famously the Pony Express. In December of 1971, the Pacific Clipper was sold to Amtrak, which re-named and numbered the car Amtrak 2511 but retained its original interior. It operated on all Amtrak's routes in 47 states. Amtrak converted the sleeper car to a crew dorm in April of 1998, which removed its 6 bedrooms, replacing them with a lounge, 3 bathrooms, and 2 showers. Once renovations were complete, the car operated on the Eastern Long-Distance Trains, such as the Silver Star, whose route went from New York to Miami.

Amtrak 2511 was removed from service in June 2006 and stored in Amtrak's Beech Grove Shops southeast of Indianapolis. In 2019 the car was sold at auction to Luxury Railcar Services of Saginaw Michigan, who then sold it to the current owners, Atlantic Rail Tours in August 2020. Atlantic Rail Tours is currently renovating the

car to a 10-roomette with a first-class lounge area to lease to The Wheatland Express for the foreseeable future. We are looking forward to receiving this new car and are remarkably busy coming up with different packages and experiences to add to our 2021 schedule to include The Pacific Rose and overnight adventures.

Watch our website, [www.wheatlandexpresstrain.ca](http://www.wheatlandexpresstrain.ca), and our Facebook page for updates on The Pacific Rose and the release of our brand-new experience packages.



(Pictured above is a UP passenger train with sleeper cars at Portland's Union Station)

# 2021 WHEATLAND EXPRESS SCHEDULE

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Wheatland Express is committed to re-opening as soon as conditions permit us to do so. Here's a glimpse of what we have planned for you so far in 2021! Had tickets for 2020? Your tickets are valid for rescheduled tour dates. Ticket holders can expect to receive an e-mail from us with event updates and options if they cannot make the 2021 date.

## JUNE

- 05 - David James & Big River - Johnny Cash Tribute Excursion & Dinner Show
- 06 - Prairie Train Heist Excursion
- 13 - Murder on the Wheatland Express Excursion
- 20 - Father's Day Prairie Train Heist Excursion
- 26 - Family Summer Express Excursion
- 27 - Excursion TBD



## JULY

- 03 - Prairie Train Heist Excursion
- 10 - Cowboy Showdown & Country Cookout Excursion
- 11 - Murder on the Wheatland Express Excursion
- 17 - Eagles Tribute Excursion & Dinner Show
- 18 - Prairie Train Heist Excursion
- 25 - Family Summer Express Excursion

## AUGUST

- 08 - Prairie Train Heist Excursion
- 22 - Murder on the Wheatland Express Excursion
- 28 - CCR Reprisal - CCR Tribute Excursion & Dinner Show
- 29 - Family Summer Express Excursion



STAY TUNED FOR ADDED DATES, TOURS  
AND TRAVEL OFFERS!