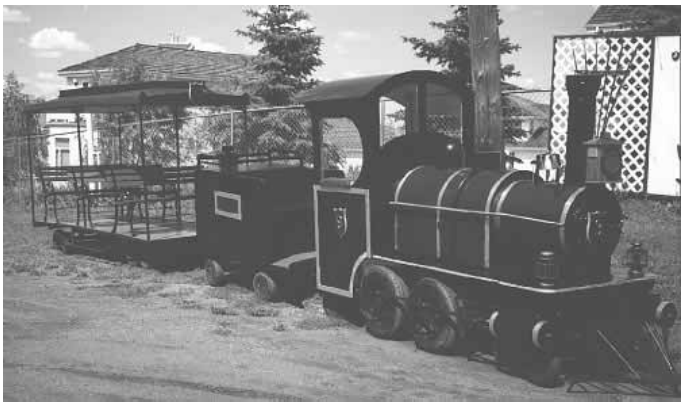


Rogers' locomotive is powered by a 12 hp heavy-duty Wisconsin gas engine connected to an automotive transmission providing four forward speeds and one reverse speed.

"EVERYONE LOVES THEM"

"Circus Trains" Big Hit At Local Parades

"One of my hobbies is entertaining children, which is why I've built a variety of 'circus trains'. They provide a lot of enjoyment for kids and adults alike at parades and family picnics," says 81-year-old John Rogers of Sherwood Park, Alberta.

Rogers, who started building his "circus trains" 26 years ago, has won numerous prizes in local parades for his entries. They're all built from plywood on steel frames. The star attraction is a 50-ft., five-unit train that includes a steam locomotive, coal tender, Bosch gondola flat car with "caliope", and caboose. The train holds up to 20 children - nine in the gondola, nine in the gondola flat car, and two in the caboose. "I originally built it for my grand children several years ago. Every year I improve and add onto it," says Rogers.

The locomotive is powered by a 12 hp heavy duty Wisconsin gas engine connected to an automotive transmission that provides four forward speeds and one reverse. It rides on 10 wheels - four 10-in. dia. semi-pneumatic wheels in front, followed by four large drive wheels, followed by another pair of semi-pneumatic wheels. The entire train has 26 semi-pneumatic 10-in. tires and four large pneumatic tires. The differential is from a power cement buggy. The locomotive's bell is operated by a windshield wiper electric motor. A tape machine plays music and as the train chugs along it sounds like a real steam train.

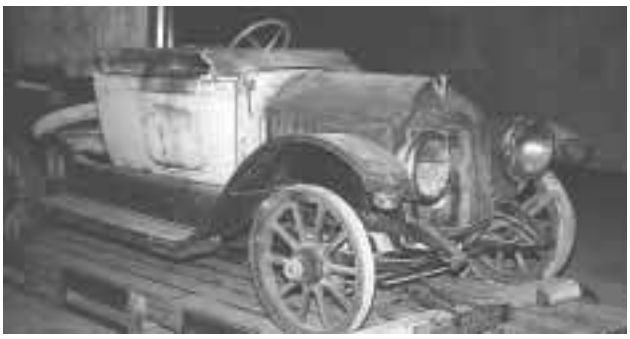
But the real highlight is the "caliope" which displays five animated clowns. One beats on a drum, one strikes a bell, two wave Canadian flags, and another one sits at a piano keyboard with his hands going back and forth and his head turning from side to side.

"All the axles can pivot so whenever the locomotive turns, all the other cars loop around behind it," says Rogers. "I never drive straight in a parade. I do figure eights and circles and sometimes stop and ask kids which way the parade went. It adds color and entertainment. The caliope is based on real caliopes that were made in England. They have a pipe organ that's operated by steam and animated clowns. I start up the animated clowns right from the locomotive by simply flipping a switch. Since it hauls kids I removed two seats from the caboose and installed a chemical toilet."

Rogers has built a number of other train-powered parade floats including a replica of a Stevenson "rocket" steam train, a locomotive that pulls a small "coal tender" car behind it followed by a 10-ft. long flat car, a "senior citizen street car", and a self-propelled "Santa's sleigh" that rides on small, out-of-view wheels.

Contact: FARM SHOW Followup, John Rogers, East Whitecroft, 373-52313 Range Road 232, Sherwood Park, Alberta, Canada T8B 1B7 (ph 403 467-5771).

Rogers' street car is powered with an 8 hp vertical Briggs and Stratton engine mounted under the second seat.



The Chevrolet Classic Six in its present condition at the Reynolds-Alberta Museum in Wetaskiwin, Alberta.

UNRESTORED 1913 CHEVROLET CLASSIC SIX

Alberta Museum Owns World's Oldest Chevy

A Canadian museum says it may have the oldest production model Chevy car in existence.

The car is a 1913 Chevrolet Classic Six. Alberta businessman Stan Reynolds and his father came across the car at an auto wrecker's yard in 1946. He donated the car to the museum in 1985.

The four-door convertible is in relatively good condition for an unrestored car of its age, says retired museum curator Vern Elliott, who discovered the early origins of the car. The data plate containing the car's serial number was missing so he wrote to Ken Kaufman, a Chevrolet historian with the Vintage Chevrolet Club of America in California. Kaufman told him where to find the serial number stamped on the car's frame. When the serial number was located, it was found to be number 93.

Kaufman told Elliott that the car that was previously called the oldest production Chevy is in the Sloan Museum in Flint, Mich. That car has serial number 323. The Sloan Museum's car identification plate says "Chevrolet Motor Co., Flint, Mich." Chevrolet moved to Flint from Detroit in July 1913. A hubcap on the car in the Reynolds Museum is stamped "Chevrolet Motor Co., Detroit", proving that it's the older car.

In addition, Elliott points out that the car has a starting system operated by compressed air, an early alternative to using a hand crank. Air starters were used up until the move from Detroit to Flint, when electric starters were introduced.

Louis Chevrolet, a famous racing driver of the day whose name has appeared on millions of Chevrolet cars, helped design the Classic Six. The vehicle was a large luxury car that, in its day, cost more than a Cadillac. It sold for about $2,500 while the Cadillac sold for about $1,300.

"The car was quite modern for its day and came equipped with a top, trunk, windshield, speedometer with electric light, self-starter, demountable wheel rims, extra tire holders, electric lights, and fuel gauge," says Elliott. "A 2-gal. auxiliary oil tank was located under the front seat. The top was stored in a compartment under the rear seat floor, and the tools were stored in a toolbox that was part of the running board on the right side of the car.

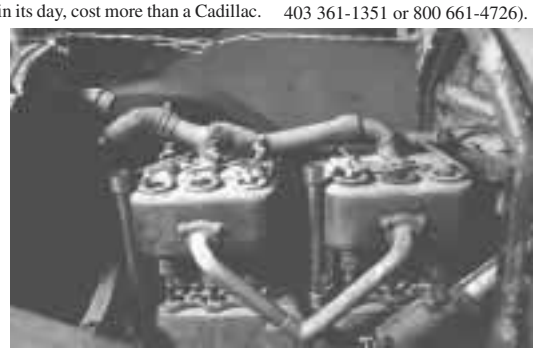
"A glove compartment between the front seats - a feature that's very popular today and known as a 'console' - was standard equipment.

"The 120-in. wheelbase made it the longest passenger car in Chevrolet history. Its 299 cu. in. engine was the largest used by Chevrolet until the 348 V-8 engine in 1958 models."

The car was originally found in 1943 in a farmer's field by three young men on the outskirts of Edmonton, according to present museum curator Dan Bodie,. "The back seat section of the body was missing. In those days people would often convert old cars into light-duty trucks by removing the rear portions of the vehicle, which is what someone might have had in mind in this case. In order to drive the car they had to retrieve the oil pan which the farmer was using as a trough.

"The men apparently lost interest in the car and it found its way to the auto wrecker's yard. Reynolds found the car while looking for Model T parts."

Contact: FARM SHOW Followup, Reynolds-Alberta Museum, Box 6360, Wetaskiwin, Alberta, Canada T9A 2G1 (ph 403 361-1351 or 800 661-4726).



The 299 cu. in. engine was the largest used by Chevrolet until the 348 cu. in. engine.