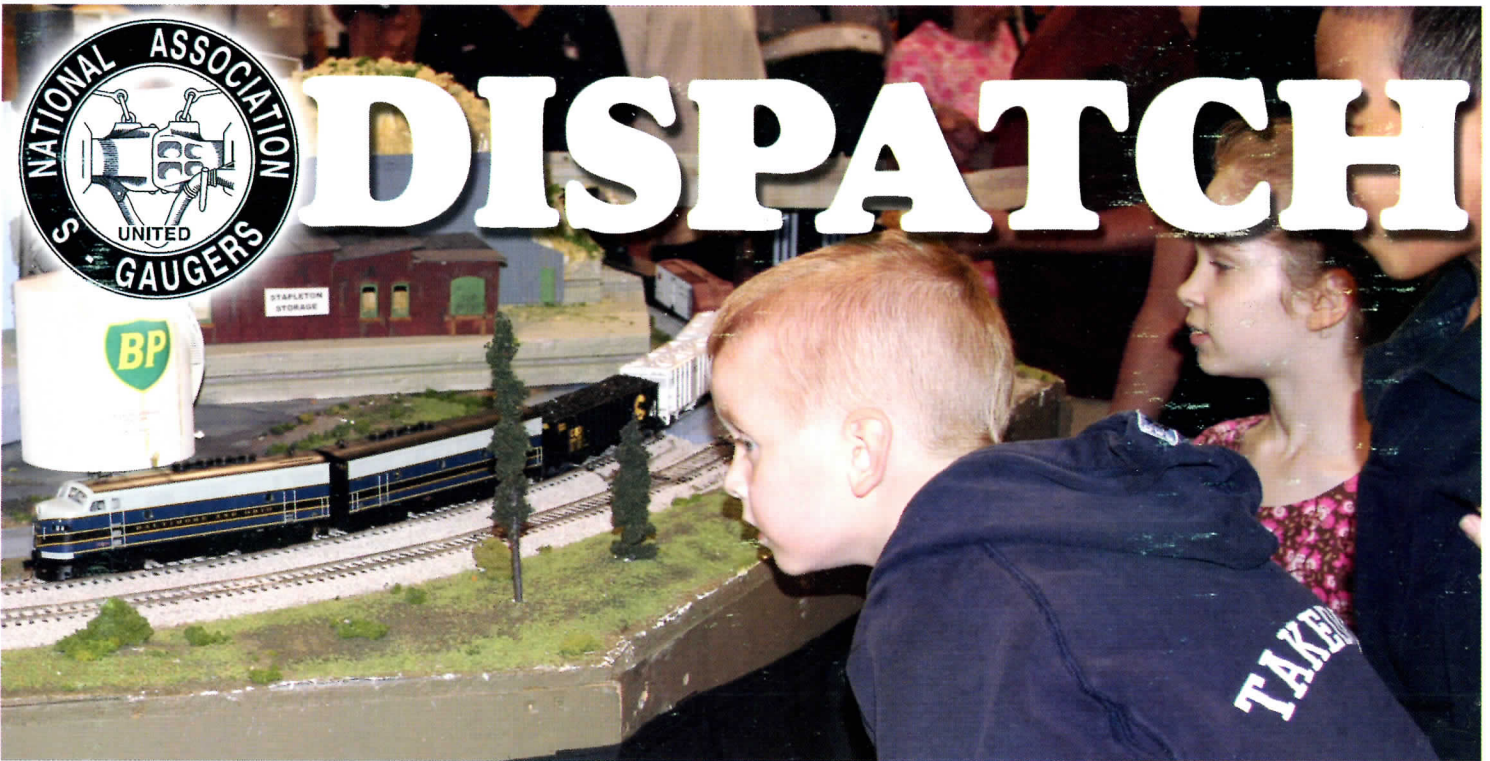




Membership Directory
2006-2007



All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

Need something different?

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Bell 39 Crawler

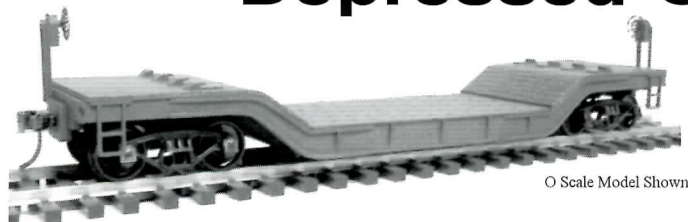
The Bell Crawler is a model that represents the typical crawler from the late 1930s onward. Everyone needs several of these mechanical beasts. The M-39 can be used in the woods, on a construction site, or as a load on a depressed-center flatcar such as *B.T.S.* #09209.



These freelanced model kits consists of high-quality, no-odor urethane castings with brass wire, decals, and a few other bits. Approx. size as shown - scale 18' long with a 11'-6" wide blade.

#08606 S Scale \$89.95

Depressed-Center Flatcar



O Scale Model Shown

Designed to carry heavy and/or tall loads, the 40', 90-ton depressed-center flatcar is a unique car. It can be used in mainline freight service or as part of a work train with a piece of heavy equipment on top.

The kit consists of high-quality, no-odor urethane castings for the body, trucks, and brass brake components under both ends of the car. Less decals and couplers.

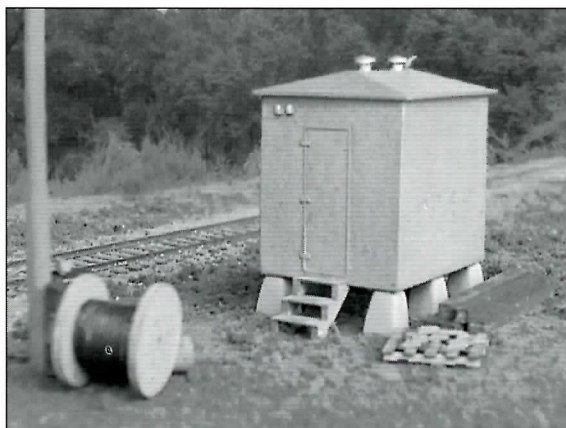
#09209 S Scale \$ 59.95

Instrument House

Instrument houses can be seen along the railroad in many different locations and sizes. Used to house the various signaling components, they often became a storage spot for odds and ends including track components.

The kit features urethane castings for the instrument house, and includes all the details shown - the laser-cut pallet, steps, cable reel, and tie plates. Castings include pigeons, insulators, drums and barrel, and wood ties and power pole are in the box. Footprint of the instrument house is approximately scale 7' x 9'.

#05005 S Scale \$24.95



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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to the editor.

Jeff Madden

438 Bron Derw Ct.

Wales, WI 53183

262-968-3729

nasgdispatch@hotmail.com

NASG membership runs from July through June, including all **Dispatch** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

TEMPORARILY:

NASG Treasurer, Michael Shea, 488
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Rochester, NY 14616
Phone: 585-865-4978
email: mikeshea@frontiernet.net

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The **Dispatch**, ISSN 10457178 is published bimonthly by MI Printing, 100A Church St., Millersburg, PA 17061. Chuck Garman tcgmip@epix.net
SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Millersburg, PA. Printed in the USA. All rights reserved. Postmaster: Send address change to Michael Shea at address above.

COVER: Colin Foley, age 5, operates a DCC throttle on the Potomac Valley S Gaugers Association S-Mod layout at the National Train Show in Philadelphia, photo Dick Lind. Gerry Evans built and detailed the NASG produce warehouse. TCA S-Car.

ORDER BOARD

Volume XXX Number 4

August, 2006



Booster Ads	4
President's Message	5
Jeff's Junction	6
Rail Mail	7
S-Calendar	8
Membership Directory	9-38
Zip Code Directory	39-50
NASG Pullman Order Form	51
S-Gauge Clubs	52-53
Officers and Committee Chairmen	54
New Members	55
Russell M. Mobley Memorial Library	56
Clearing House Order Form	57
NASG Citrus Building Flat Kit, Gerry Evans	59
S-Gauge Suppliers	60-63

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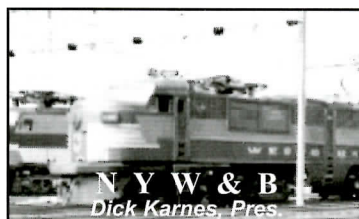
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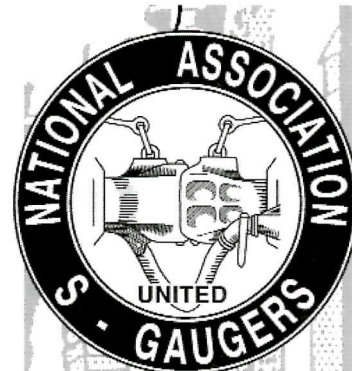
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for those
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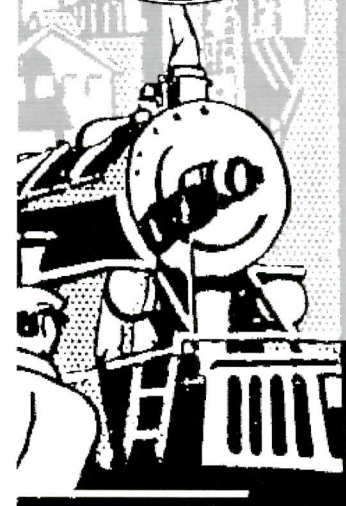
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President's Message...



Hello Ladies and Gents and welcome to the Dispatch. This is our annual Membership Directory issue and we have over 70 new members this year, so take a minute to see if one of them is in your neighborhood. Sharing the hobby is one of the things that make model railroading fun.

We just had our annual Convention in Pontiac, MI and a good time was had by all. We'll talk more about that in the next issue, but there are a few things that came up that I want to pass on.

John Foley, our Promotions Committee Chair, mentioned that he would like to pass the torch and we're looking for several people to take over. John has relentlessly waved the NASG flag for many years and made us visible at many a train show, so it's going to take several people to fill his shoes. Contact John or me if you're interested in being part of the Promotions Committee.

Also, Stan Furmanak is stepping down as our Membership Chair. He agreed to take over on a temporary basis and gave us over two years computerizing membership information and helping out with the NASG web site. These are another big pair of shoes to fill and we're looking for someone with computer database experience to fill them. Contact Mike Shea, our Treasurer, or me if you're interested.

A big Thank You to John and Stan for their years of hard work.

And finally, this issue has an insert for NASG members to purchase the Lionel® American Flyer® Coors Brewing Co. "S" Gauge Reefer being offered by the Rocky Mountain Division of the Train Collectors Association (TCA). This is the first time a TCA car is being offered to NASG members and the first ever authorized S gauge car from Coors. There's a picture on the front cover and we'll try and include a bigger one in the next issue.

That's all for now. See you in the next issue.

Sam

NASG NEWS

Miniatures Citrus Sheds are sold out. While NASG's original stock of 50 kits now lies depleted, Showcase Miniatures will continue to fulfill orders for the kits from their stock to any and all purchasers. The laser-cut kit will be rerun in increments of ten once ten orders have been received by Showcase. NASG is unable to provide either prevailing pricing nor s&h charges for these additional kits.

Many thanks to all NASG members who purchased the kit. I'm sure you'll be more than satisfied with the results. This is a relatively easy kit to build with excellently-detailed instructions.

An article covering an "improved" version of the shed will appear in the forthcoming "Dispatch" that attempts to suggest some decorations and additions to make the shed more activity-oriented.

To determine availability and/or ordering and shipping details, please contact Showcase Miniatures, www.showcaseminatures.com, joe@showcaseminatures.com, P.O. Box 753, Cherry Valley, CA 92223, 951-845-9914.

Here is the current pricing for the Citrus Shed kits as confirmed 8/9/06, with Showcase Models.

- + Citrus Shed Kit=\$59.95
- + S&H=\$4.75 (Lower 48 States; others contact Showcase for S&H rates)
- + CA residents add 7.75% (\$4.65) to the base price

2007 is an election year for the NASG BOT. The Election Committee is seeking candidates for Executive Vice President, Secretary, and all three Regional Vice Presidents. This is your chance to step up and help the organization. If you are interested in running I need to know your intent by early November. We can work on your nomination letter a bit longer.

If you have any questions, contact me at 610-868-7180 or jamie.bothwell@verizon.net

Jamie Bothwell
NASG Elections Committee Chairman

NASG Literature Distribution for shows will now be handled by Roy Inman. If you need literature or the loan of a banner, you may contact Roy at: 8937 Country Hill Ct., Lenexa, KS 66215, (913) 541-1759, rphoto@everestkc.net.

Before calling, please allow a week or so to give Roy a chance to get setup. Thank you.

Jeff's Junction



Guest Editorial by Richard Lind

SOME HIGHLIGHTS FROM THE NATIONAL TRAIN SHOW IN PHILADELPHIA...

Seeing the look of wonder on thousands of parent's faces, I don't know how many times we were thanked for being there. A lot. We didn't need to be told. We were in front, so that most people saw our layout first. Ours was the best one in the place, and thousands of people came back for more when they had looked over the rest of the place. For the first time in my experience our layout contributed to people deciding to go into S scale or S highrail model railroading. Can't give a good number. I'd say 10 to 20. I mean they left the place with S gauge trains in their hands and all atwitter over the information they got from the NASG table and the PVSGA members who were answering questions for 3 days. John Foley and other NASG officials were glowing over the experience.

GOING TO THE NATIONAL TRAIN SHOW

John Foley invited PVSGA to display its layout at the 2006 National Train Show last fall. The NMRA and the Model Railroad Division of the Hobby Manufacturers Association (HMA) sponsor the National Train Show. This year it was held in the Pennsylvania Convention Center at 1101 Arch Street in Philadelphia.

I had a lot to do on the Maryland modules, and got the basic land contours done with the help of Sam Powell, Dan Vandermause and Skip Mercereau. Dan was helping me finish up on Wednesday, July 5th and he helped me load the modules on our truck.

The next morning I arrived at Dick Cataldi's, along with Wayne Shipp, Luther Stephens, and Jim and Joanne Stapleton to load a 10-foot truck Luther rented for the club. Dick had been working right down to the wire also, so the layout had to be broken down before we could load it. I decided it would be best to transport my scenery units myself and headed back to Frederick to collect Nancy, our luggage and supplies for scenery repair.

It was 8:15 pm before Nancy and I got to Philly, so we headed straight to the Microtel Hotel to check into a room provided by NASG.

The next morning, Bill Oertly rode with me to direct me to the convention center. We unloaded at the loading dock and carried everything to the layout. By the time the scenery units were in place, the doors were ready to open. Luther Stephens, Les Torrens from Ridley Park and Ken and Kenny Palmer from Palmyra, NJ arrived just in time to get trains up and running while the rest of us worked on daisy chaining the DCC faceplates together and other matters.

The original plan was to operate DCC on the outside loop and DC on the inside loop. However, Don Thompson provided decoder equipped steam and diesel locomotives, and we preferred to use them. We made a few changes and ran with DCC on both tracks. Don taught us to use the DCC throttles and was there whenever we had DCC questions.

The Soundtrax Tsunami equipped 2-8-0's were fantastic. Don had them set to automatically give proper whistle signals when starting in forward or reverse. I took over running a short passenger train on the outside loop because I wanted to see it operate with station stops. I followed the train, which turned out to be grueling after five or six hours. However, the station stops really added a lot to the operation and focused a lot of attention on the stations.

The next morning, we all took the Septa R1 train, using tickets provided by NASG and got there a little more than an hour before the doors were to open to the public. While Bill Oertly went around with a level making adjustments to the layout, I checked out some of the exhibits. I came back to run the passenger train again, but there was such a mob of people, it was impossible to follow the train. So, we all had to stand in one spot to run the trains.

After the show, we took the R1 train back to the hotel and got ready for supper. John Foley treated, and Les and his wife Barbara took us to an excellent neighborhood Italian restaurant in Ridley Park.

Sunday was more like Friday in attendance, so I took the opportunity to make some purchases. When I got back to the layout others were running trains, so I watched the other side of the layout. Loy Spurlock from Loy's Toys was there and asked about the sound units in the locomotives. He said Soundtrax is working with 16-bit sound and that's why the Tsunami steam engine sounds are so clear. Since all the other manufacturers are using 8-bit sound, Loy suggested we wait until the Tsunami diesel sound units come out. I talked to Loy about speaker installation and he gave me a short course on the subject, which I needed to hear. Someday, I'll attend one of his DCC camps

Continued on page 56

RAIL MAIL

Why S Scale? Having been an HO scale collector and modeler since I was about 10 years old, and having a collection of HO scale models that easily exceeded \$10,000 in retail value, a lot of folks have asked me why I have chosen to convert over to S scale. This is a very justified question when you consider that there are far more models available in HO scale that meet my needs and desires when it comes to prototypically modeling my favorite, real railroad of choice, the Seaboard Air Line Railway / Railroad, whereas there is very little in S scale that meets these needs and desires. So why have I decided to move out of HO and into S? The best answers I can give to this question are as follows...

First and foremost, I have simply come to prefer physical size of S scale models over HO scale models. This is mainly because of the fact that scaling things out in 1/64 (S) scale is far simpler than doing so in 1/87 (HO), and can be done in most cases without the need for special measuring equipment. In most cases, a common, 12" ruler (rule) or tape measure will get the job done in S scale! This fact is my primary, motivating reason for choosing to move into S scale, but there are other reasons...

One of those reasons is that S scale offers me a chance to start over and enjoy the hobby again. While modeling and collecting in HO scale, due to the ever-increasing abundance of extremely nice, high quality models, I found myself slowly but surely becoming a "rivet-counter." I came to a point of constantly wondering and worrying if every model I owned was suitable (accurate enough) for my collection... and this 'nit-pickyness' ended up nearly draining the love out of me that I once had for this hobby.

So how is it that moving into S scale solves this problem for me? It's quite simple, actually... given that fact that there is only a small handful of Seaboard Air Line models available in S scale, I decided to build a freelance layout and design my own fictitious railway. This way, I am able to let my imagination be the boss on my layout, and I can justify buying nearly ANY new model that becomes available in S scale for my fictitious railway without having to worry about

whether or not the model accurately represents some particular prototype that existed in the real world as I so often did when I bought new models in HO that were supposed to represent a piece of Seaboard Air Line equipment. Although I do still and always will enjoy building models that are very true to their real-world prototypes, in S scale, I can now buy just about ANY undecorated and/or unlettered S scale models and paint and/or decal them to my own, fictitious Railway's specifications that were designed by me to suit only myself. Sure, I could have done this same thing in HO (and just about any other scale), but given the large and ever-growing quantity of HO models that are coming out wearing Seaboard Air Line paint schemes which I would have wanted, I simply couldn't justify the added expense of buying (collecting) both the Seaboard models and the undecorated / unlettered models for my fictitious Railway.

Another consideration that led me to S scale was that I have also decided that I want to get into using DCC control systems and Sound systems. This would have been a HUGE expense to me in HO since I already had close to 100 locomotives in my collection that would need to be upgraded with DCC and Sound components - another expense that I simply cannot justify, and would probably never have been able to afford.

In addition to all of that, the harsh reality of the ever-rising (outrageous) prices of HO scale models and the sheer multitudes of them is putting most new models out of my reach. In all honesty, I can get an excellent S scale locomotive for generally less than \$30 more than what the best (plastic) HO locomotive models now sell for. Yes, comparably equipped S scale locomotives and models are a bit more expensive, but there are far less models available in S that I want or need than there is in HO, and the rate of production of new S scale models is nowhere near as high as it is in HO. So basically, HO priced itself out of my reach, and out of a supporting customer.

Lastly, but definitely not least, S scale is considered to be "The Scratch-Builder's Scale," and I love to scratchbuild models! Most scales, including S, are gradually moving toward offering mostly Ready-To-Run models instead of kits, but compared to HO scale, O scale and N scale, production of new models is still fairly slow in S scale, therefore scratchbuilding is far more of a necessity in S scale for most modelers to get

the specific models they may want. And as I stated earlier, scaling things out in S is so much easier than in any other scale.

So, in a nut-shell... S scale offers me a chance to start over in the hobby and regain my love for it without the headaches and worries of matching a model to a prototype. And instead of nearly 100 locomotive models to upgrade to DCC and Sound, I only have ONE S scale loco (so far) to upgrade, and all future S Scale locomotive purchases will come with DCC and sound pre-installed. And when new S scale models become available, instead of having to worry about whether or not the model correctly represents some real railroad's prototype equipment, I'll just pretend that my fictitious Railway, if it had been real, would have had equipment of the very same kind that the model represents. So all I'll have to do is buy an undecorated version of the model, super-detail it if I choose to, paint it, decal it... and put it in service on my layout!

But what about my favorite, prototype railroad, the Seaboard Air Line... do I still plan to model it? Yes, I do... and as accurately as possible, too. But I plan to model it only as a connecting railroad that interchanges with my fictitious NES&W Railway. The Seaboard will not be my primary focus in S... my primary focus from now on will be enjoying the hobby again like I used to when I was a kid... running trains... with the added bonus now of letting my creativity run rampant in the design of my new, fictitious, freelance railway with no prototype limitations or expectations!

Ferroequimology will once again for me = "Model Railroading Is Fun!", John Degnan

Circus Passenger Cars are Lionel AF: Please note that the two "extra" circus passenger cars in our news release (New Products Report, June Dispatch on Scenery Unlimited Circus set) are from Lionel, not American Models. In your final news story you placed the initials AM after the cars, but this is not correct.

- Don Heimburger, *Oops, got the wrong initials, Jeff*

Get Well Wishes: I'm sure the NASG members are wishing a speedy recovery to Ben Thompson, son of Don and Robin Thompson, who was recently injured in Iraq while on duty with the military.

-Jeff and

S-CALENDAR

Sept. 22-24, 2006: 25th Annual Fall Get Together, Christ Episcopal Church, 220 Main St., South Amboy, NJ, Mike Anderson 973-334-1356, androgen@optonline.net.

Nov. 3-5, 2006: Fall S Fest sponsored by the Chicagoland Assoc. of S Gaugers. Tinley Park Convention Center, Tinley Park, Illinois, Will Holt, 630-969-1982. Most convenient hotel is Holiday Inn next door, 708-444-1100., www.trainweb.org/casg/.

Nov. 18, 2006: Indianapolis S Show, 3rd annual at Carmel Lions Clubhouse, Carmel IN., Charles Malinowski (317)-566-1748 or bmry1905@yahoo.com

Feb. 2007: 22nd Annual Sn3 Symposium, Denver, CO.

March 30-31, 2007: Spring S Spree sponsored by the Central Ohio S Gaugers. Makoy Conference Center, Hilliard, Ohio (near Columbus). Lots of space, hoping for large modular layout. Alan Evans- alan@rockyforkprinting.com. Websites: www.cosg.org and www.makoy.com. Other details TBA

July 10-14, 2007: NASG Convention Baltimore, MD. Details TBA.

Aug. 5-10, 2008: NASG Convention, Lowell, MA. Details TBA-

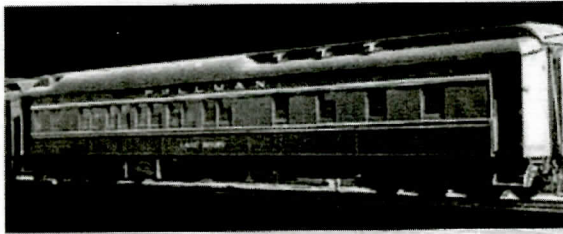
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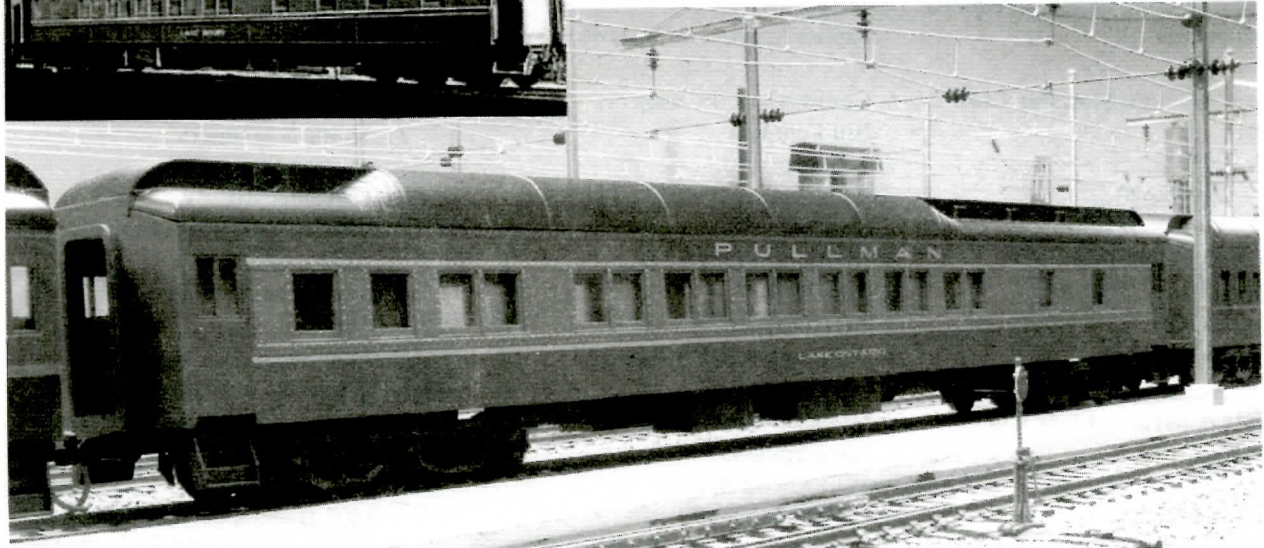
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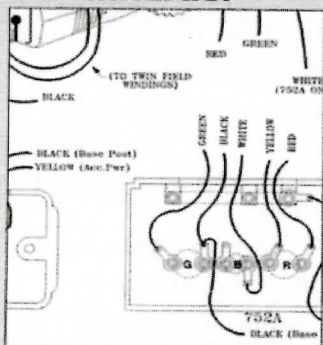
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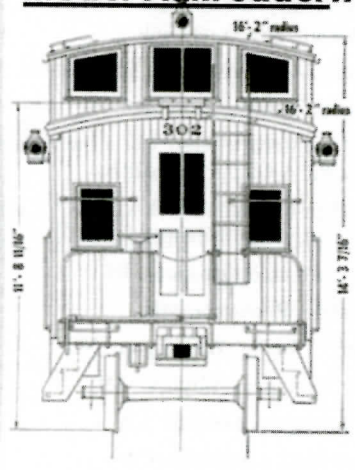


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Continued from page 6
down in Arkansas.

When the doors closed to the public at 5 pm, we started packing up and breaking down the layout. We had to cue up to get the vehicles into the convention center, so it was about 7:30 before we all got on the road. Jerry Smith took his modules, I took mine, and everything else went into the rental truck. The Stapleton's followed the truck back to Dick Cataldi's and helped Dick and Luther unload the truck. Nancy and I got home at midnight and went straight to bed. It was Wednesday before the modules went back to the basement.

It was a great experience. PVSGA members who participated and wore themselves out included: Dick Cataldi, Bill Oertly, Luther Stephens, Jerry Smith, Wayne Shipp, Jim and Joanne Stapleton and myself. We are especially indebted to John Foley for getting us involved, setting us up; and for paying for hotel, train tickets and Saturday's dinner for; and to S-Helper Service for providing equipment and technical expertise. We are especially indebted to nonmembers who helped: Les Torrens, Ken and Kenny Palmer and Colin Foley. We couldn't have done it without them. The modules are safely back at my place, Jerry's and Richard's. We need to get together and decide what we're going to do next. . .

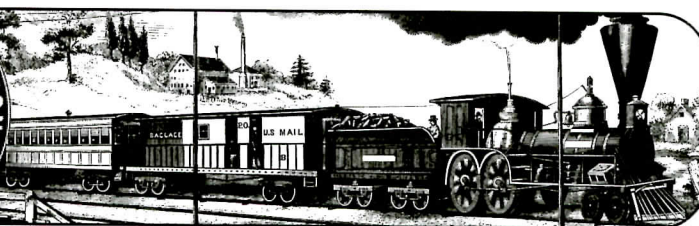
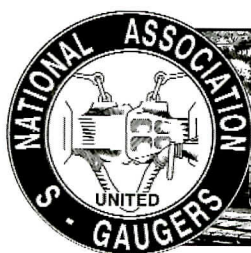
**KIDS OPERATE AT THE
NATIONAL TRAIN SHOW**

It happened Friday afternoon at the National Train Show. I was

operating a passenger train on the PVSGA S-Mod layout and stopped it at the suburban station on the wye module. I looked around and saw a boy with a longing look in his eyes and asked if he wanted to operate the train. He said yes. So I showed him how. I tried to teach him to make station stops, but failed. We used the same words, but they carried different meanings for each of us. He didn't have any concept of a passenger station and its function, but he liked trains. So we ran the train and he did fine, and his mom was proud and took his picture. Other boys asked to run the train and they got a chance, too.

The next morning, as I was about to ease the passenger station out of the Mount Royal Station, a small boy asked to run the train. I blew him off, took the train around the layout and stopped again at Mount Royal Station. He was back, asking again, and this time John Foley was with him. John told me he was qualified, so I gave the throttle to Colin Foley, age five, a dedicated driver of trains. Colin ran trains all day Saturday and Sunday and probably put in as many hours as anyone else running trains. He did a good job and knew more about the DCC throttle than I did. I learned from him and so did other children who asked to operate. When a child asked Colin if they could operate, Colin would turn to me and ask for them. I told him it was OK if he taught them to operate the throttle, and he did, time and again, to the delight of adults listening in.

-Richard Lind of the PVSGA
See cover photo, ed.



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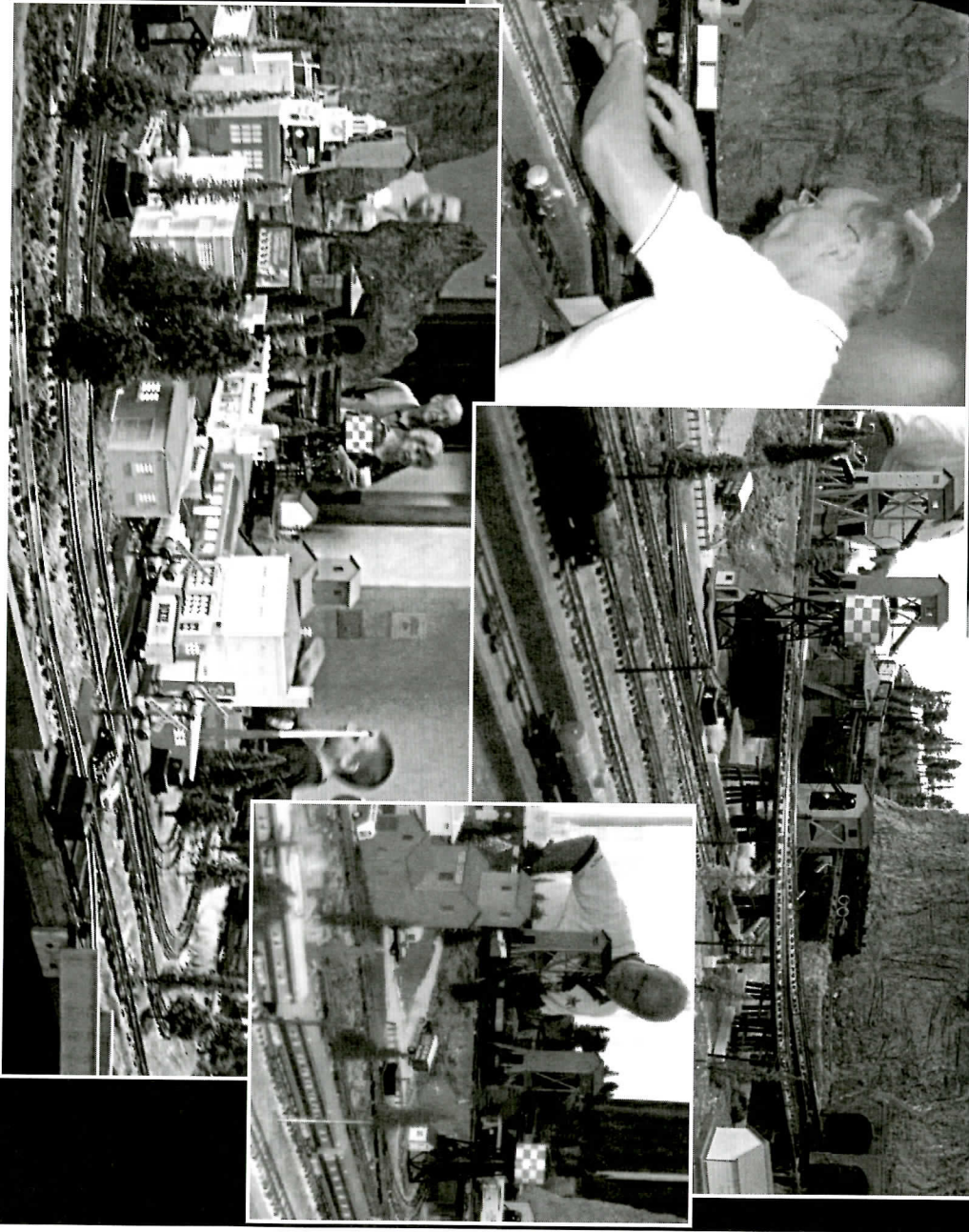
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2006 TCA Convention

This summer in Texas the Lone Star Flyer Model Train Club represented the NASG at the TCA 2006 Convention.
Photos by Lawrence Erickson



JUICING-UP THE CITRUS SHED

GERRY EVANS

WESTERN DIV. VP-NASG

In a previous *Dispatch*, the NASG, in conjunction with Showcase Miniatures, announced the limited availability of laser-cut citrus shed kits. Once NASG's initial 50-shed supply is exhausted, the kit will continue to be available from Showcase (www.showcaseminatures.com or 951-845-9914).

While gorgeous in its own right, the citrus shed is a bit of a "Plain Jane" structure. Here are some non-all-inclusive additions/alterations you can easily make to the shed so it's ready to accept reefers and bushels of fruit and veggies for transport to your favorite distribution channels or processing facilities.

COMMERCIALIY-AVAILABLE ADDITIONS:

- Forklift and interior pallet kit-Lehigh Valley Models. (Require assembly.)
- People-Circus Crafts & M.T.H. (Require painting.)
- Pop bottles-Scenery Unlimited.
- Electrical service box-Scenery Unlimited. (Requires painting.)
- Pigeons-B.T.S. (Require painting.)
- Door knob and latch plate-B.T.S.
- Pylons-Scale Scenics.
- Exterior pallets-Scale Scenics. (Require assembly.)
- Carts and scale-Selley (Bowser) Finishing Touches. (Require painting.)
- Coke Machine-Pine Canyon Scale Models. (Requires painting and provided decals.)
- Citrus crates-JL Innovative Design.
- Cats-Dyna-Model Products.
- Broom-Turner Model Works (Finestkind). (Requires painting.)
- 1.5v. light bulbs-Miniatronics. (Eight 15ma exterior; two 30ma interior; total 180ma--parallel wiring.)
- Interior board-by-board flooring-Micro-Mark.

(Requires cutting and fitting.)

- Power supply-Radio Shack 1.5v.-12v. 300ma variable power adapter. (When buying a power supply, total ma must equal or exceed total ma to be used.)

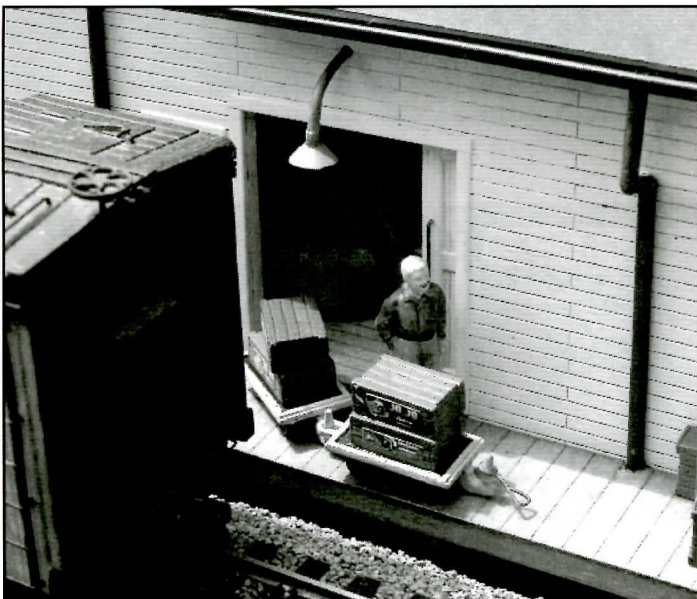
NON-COMMERCIALIY-AVAILABLE ADDITIONS:

- Cart handle-bent brass rod.
- Sliding-door handles-bent brass rod.
- Gutters and downspouts-scratch-built styrene from Evergreen Scale Models.
- Roller-conveyor-scratch-built styrene from Evergreen Scale Models and beads from Michael's.
- Custom-bent light brackets-scratch-built from 1/16"O.D. brass tubing.
- Custom-bent light shades-altered from Miniaturics brass light shades.

Though gutters and downspouts are rarely added to structures, lighting, while not essential, is more common. Lighting the shed as desired posed a substantive challenge and required some creative thinking. I didn't want the bulb elements to fall below the shades and throw light horizontally. Using a plumber's common flaring tool, I flared the Miniaturics brass shades until they were vertically expanded to hide the bulb elements.

Miniaturics 1.5v. 15ma bulbs are unlike any 1.5v. bulbs I've previously used. They do not have the glob of insulation normally found at the base of bulbs, and the insulated lead-wires are extremely thin. Only due to this combination, no insulation glob and thin wires, was I able to feed the leads through 1/16"O.D. brass tubing and insert the bulbs far enough into the expanded shades so the elements didn't cast horizontal light. The tubing itself, for consistency, was bent over a piece of half-inch dowel with Micro-Mark tubing benders, and the shades were soldered to the vertical end of the bent tubing.

When figures, be they two or four-legged, are displayed on a model, I like to create an interaction scenario for those characters. In this case, two scenarios are at-play, and both of them involve conflict/confrontation. The obvious scenario is on the roof and features two hungry/mischievous pussycats that have depleted the shed's mouse-supply and a clan of equally-hungry but cautious pigeons that are anticipating some tasty morsels dropping from the packing crates below. The second scenario shows the laborers taking an extended Coke break at the right-end of the loading dock while the straw boss, recognizable by his leather jacket and khakis, strolls from the far-left door to see why so many crates lie untouched on the dock. Meanwhile, the forklift driver, a perennial kiss-up who is despised by his co-workers, is haphazardly carting around some empty pallets inside the far-left door while the straw boss is still visible.





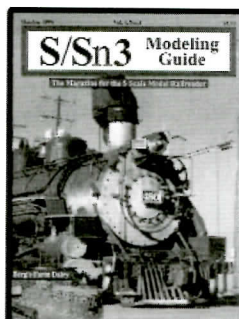
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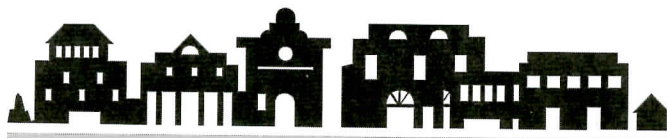
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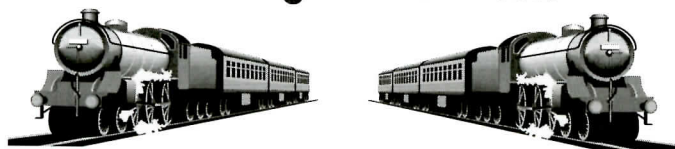
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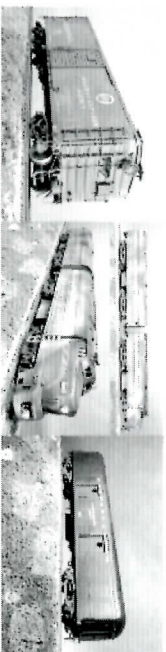
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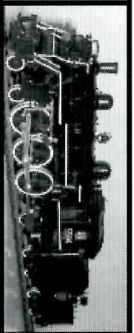
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