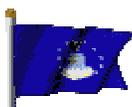




USA



Air Force



Army



Coast Guard



Marines



Navy



# The Mountain GAZETTE

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Meet Counter

39 days

May 24th

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #20 April 2003

**With no** political agenda in mind, I would like to thank those men and women that are allowing you and me to have our Triennial Meet.

**First meet** activities are really getting underway. With only 39 days until the first meet, we've tons of things to do and so little time to get them all done. The first meet will be dedicated to getting this place ready. The good news is we all belong to the World's Biggest live steam layout, the bad news is, it is the BIGGEST! There are lots of little jobs to do and some not so little, but they can all be accomplished if we work together. The Triennial will be a great celebration of our hobby, but we need to get this place ready to host the celebration. If you can spare a day or two and can come and help we would love to have ya!

**The 7th Annual Kitsap** meet is scheduled for April 27th to May 2nd. This is not an official Train Mountain Meet but I can tell you it is always one of the most productive in terms of the variety of things they do for Train Mountain. The locals are getting ready for the horde from the north country and we are all looking forward to some great times and good work parties! Thanks Kitsap. *Just in case you don't read all the past Gazettes, they come to most of the regular meets at Train Mountain, have their own special meet or two here each year and have their own track to maintain and run as well! Gotta' Luv' It! Ed.*

**Triennial** registrations just keep coming in via Snail Mail and also on the online Registration. This month's drum roll, please! 645 registrations as of April 15th 2003. If you haven't registered yet, remember the price keeps going up the longer you wait!

**Check** out the latest from the Triennial Chief Volunteer Mark Flitton and his Triennial Preparations. If you need to contact Mark about the Triennial he can be reached at: [mjflitton@msn.com](mailto:mjflitton@msn.com)

**Quilters** get a **DIESEL** this month (I know, I know, but we did the steamer first, OK!). Check The Ladies column. This month is the seventh installment for the 'block of the month' quilt. This month's block is another engine to add to the list of railroad equipment for the Train Quilt.

**We encourage** you to use the online Triennial Registration. You can register online and either mail a check for the fees to Train Mountain or pay through PayPal. Remember it goes up \$5 each month that you don't register!

### Triennial Registration Fees

Date	Cost	Date	Cost
Apr	\$50	June	\$60
May	\$55	Gate	\$65

Just to clear up any confusion, the only Train Mountain fees that have been going up are for the Triennial Meet. We have had only one dues increase in 16 years and that was last year. It's still only \$40 for 2,500 acres of woods with 25 miles of track, quite a bargain!

To contact The Mountain Gazette:  
[Gazette@TrainMountain.org](mailto:Gazette@TrainMountain.org) or  
The Mountain Gazette  
P.O. box 927  
Chiloquin OR 97624.

*Russ Wood, editor*

Contributors:  
Ross Perrin, General Manager Train Mountain  
Mark Flitton, Head Volunteer

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## FROM THE MANAGER

### The latest from the General Manager

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They say April showers bring May flowers but we have April snow! Strange weather patterns but we will get out of it soon and on to more normal spring weather. Just to let you know though, we had two or three nice days in a row. Guess what happened! Yes, the mosquitoes were huge and hungry. I was working in my yard and was attacked repeatedly. But not to worry, they have been frozen now!

Our electrical updates are coming along, you will notice some changes in the steaming bays concerning the outlets due to the electrical code. The motor pool is getting new electrical services today and will be able to give us more power to use for RVs once the permits are issued. We have replaced many buried conduits and some have been under tracks (Richard's arms are worn out from the digging) but thanks to Larry DaBroi and Russ Wood the tracks are together and functioning again.

We had the privilege of watching Burt Newberry test run his new equipment and a new invention. I don't want to let the cat out of the bag till Burt says it's OK but we will all benefit from his creation. It appears Burt is now an accomplished painter also; his engines and engineer car were all the same color and look great.

This is the month the Kitsap Live Steamers show up every year and get the ball rolling to prepare us for another great year of railroading. The group that is normally 5 to 8 folks always gets things going. They build switch parts, take things apart, work on their adopted track, take things apart, fix all kinds of broken things and (you guessed it) take things apart. We always enjoy the time together and all that is accomplished while they are here. If we get lucky and have good weather this time I am sure they will make track work a priority.

In preparation for the Triennial track work is a major item. With the huge amount of traffic on the rails it will be important to keep everything in top condition and cleaned up. I understand that this is a large task but it sure makes for a more enjoyable ride if the track system is working properly. Just to answer one of the common questions on track work, yes we will be stationing gravel stockpiles in numerous areas to make track ballast repairs a little more convenient.

It has always been my thought that we should expand the attractions along the trip around Train Mountain's Mainline, including the K&W Railroad and the town the Over The Hill club has set up. We all like to look at the towns and industrial area as we ride around, not to mention the wildlife. I recall one of my first exposures to scale buildings was at Doug Chancey's place, he even had honky tonk music coming from the saloon; the quality of the railroad and the scenery are fond memories. I think that those attractions make the trip much more memorable for the passengers of your train. Remember, they don't have the engine to run so their memories are of the ride and surroundings.

In true Ron and Carolyn fashion there is a logging camp taking shape, bunkhouses, mess halls, etc, to go in at the logging camp siding west of Steuer Siding. And Ron has had another of his bright ideas; he somehow coerced Jerry Balf to build blocks and is working on winches and who knows what else so they can load logs and all that fun stuff. I'm sure this attraction will be a favorite stopping place to add to the memory of a visit to Train Mountain. There are areas available for adoption for such developments.

Talk to you soon.

**Ross**

tmrrgm@trainmountain.org

To put a little more emphasis on what Ross has been telling us these past few months, these pictures will help tell a part of the story. The picture on the top right is where the inspector said **"you have to change this conduit right here!"**. Where was that conduit, well just a little past **Grand Junction!** Richard removed the tracks (**all 4**) and dug up and replaced the conduit, Sarah and Sonya filled the ditch back in (now how Richard figured out how to get them to do his work I don't know!), and Larry DaBroi and I put the track back in. This is the 'off season' stuff Ross and crew have had to put up with! Replace, repair, redo, replace, repair, redo, replace, repair, redo . . . . .

To see even more pictures of the ongoing 'fix-it' programs at Train Mountain go to the Next Work Week section.

The tracks are back in now and the trains are running again.

**Trivia Question:** We were still able to run trains on the mainline without using the Grand Junction, can you figure out the route?

*No Jim, there was no backing up!*

*Go to What Works for the answer.*



*(Continued on page 3)*

## TRIENNIAL PREPARATIONS

### The latest information for the Triennial

#### Train Mountain Triennial 2003

Preliminary Volunteer Chairpers on List (03-15-03)

Chief Volunteer: Mark Flitton - mjflitton@msn.com

#### Registration:

Jim & Wendy Kincaid - fishfish@internetcds.com  
Doug Auburg - dauburg@vintagead.com

#### First Aid:

Veronica Taylor - 4t-shay@msn.co

#### Unloading:

Dennis Weaver (Kitsap Club) hogger@net-nw.com

#### Boiler Test:

Cal Tinkham & Ted Carder & Dave Middleton

#### Turntable:

Ed Ackerman - boobaileys@earthlink.net)  
Christopher Patrick - cpatrick@bpa.gov

#### Train Inspection:

Lee & Toni Brooks - brooktl@gte.net  
Dennis & Sharon Ediger - mortnden@pacifier.com

#### Shuttle Vans:

Rich Ledyard - rich\_ledyard@hp.com  
Fred Vertel - ftvertel@aol.com  
Jerry Balf - Lnjrvtotter@msn.com

#### Shuttle Trains:

Walter Freihube - wfreihube@hotmail.com  
Lee Pirtle - Leepirtle@hotmail.com  
Bob McMillan - northern484@hotmail.com

#### Information Booth:

Russ & Linda Wood (Center of Dealer Pavilion)  
russ@hobby-tronics.com

#### Fuel Yard:

Boyd Butler - linbb@worldnet.att.net

#### Communications:

Jim Haas  
Mike Moran - rosstmm@attbi.com

#### Campground Hosts:

Ed & Bev Rehberg - edbev@rmci.net (South Meadow Camp)  
Chris Stieh - drgw375@tscnet.com and  
Trevor Heath - trevor@livesteam.com (Six Acre Camp)

#### Roving Track Repair:

Jeff Phillips, Art Crisp, Charles "Bill" Schubert

#### Yard Masters:

Joel Slagg - slagg@velocitus.net  
Jim Lane - lane2j@aol.com (Main Yard)  
Dale & Veronica Taylor (Pass. Station) - 4t-shay@msn.com

#### Photographers (Still):

Trevor Heath - trevor@livesteam.com  
Chris Stieh - drgw375@tscnet.com  
Jeff Flitton

#### Photographers (Video):

Greg Robinson - mainline@sunset.net

#### Gardeners:

Gay Jarvinen (work with Debra) - gayj@alwaysonnetworks.com

Trash Pickup: Ed Rehberg - edbev@rmci.net

#### Back Shop Repairs:

Al Witcombe - alwitcombe@myexcel.ca  
Paul Garin - paulvgarin@yahoo.com  
Joe Pickett - n7egul@hotmail.com

Train Rides: Bob Rufenacht - rwrufenacht@cs.com

## NEXT WORK WEEK

### What do we do next!

**Tune up**, fix up, spruce up, whatever you want to call it, that's what we need to do next. Our big project for 2003 is of course the Triennial meet. To put on such a meet requires that everything we currently have installed is in its proper working order. We have 13.42 miles of mainline track with over 600 switches to tune up, fix up, and spruce up. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

#### May Work Week Projects

**May 24th--June 1st, 2003**

**Tune Up, Fix Up, Spruce Up, Clean Up, Weed, Clean, etc.**

#### Possible July Work Week Projects

**July 26th--August 3rd, 2003**

**Aspen Grove Loop - 5,200 plus feet—work crew (depending on rail)**

#### Anytime Projects

**Siding Extension - 2 people one day**

Steuer siding, extend from 120 feet to 140 feet, install new switch.

**Main Yard Tune up - 2 people two weeks**

**Six Acre Siding and Yard - 2 people 1 week**

Six switches, one siding, four stubs.

**North Portal Siding, Wye, and Yard - 4 people 1 week**

Seven switches, two sidings, one wye, and one stub.

**Grade Crossings Upgrade - 2 to 4 people 2 days each**

Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project)

*And of course there is the always popular, rake pine needles and pine cones fun and games!*

Meet		Work Week	Run	Days
May 2003	First	Sat May 24	Thu May 29	-Sun Jun 1
June 2003	Triennial	Sat June 14	Sat Jun 21	-Sun Jun 29

*A special note about the Triennial schedule, there is a work week just before the Triennial June 14—20, for all those last minute, clean up, finish up, set up, kinds of things. Come early and get a good spot to park, it will be lots of fun in the sun!*

## More Fixit Projects at Train Mountain



*(Continued on page 4)*



One of the requirements of any good steaming bay layout is to have air, water, and power. Well it seems we had those but installed incorrectly, Soooo, yank out the old, realign the new, and walla, a correctly installed system for Crisp Yard.



Of course if you can read between the lines, you would know that if we did it wrong one place it might just be wrong someplace else, and Yep, you guessed it, it was. Sooooo, here's the corrected version of the wiring for the Ellingson turntable and steaming bay area. It's looking pretty good, don't ya' think!

## WHAT WORKS

### Ideas that seem to make a difference

**Those** of us that had the good fortune to attend the first 'big one', the IBLs 2000, at Train Mountain will recall the color and the spectacle of it all. Part of that color was provided by the work of Pop Wood. He organized the gathering of that great collection of flags that was displayed alongside Main Yard. Flags from around the world and around the US were displayed. Some were accompanied by letters stating that they had actually flown over state capitols and even over the White House! Well Pop is at it again and asking that you help him out. What better way to display the United Nations of Live Steam Modeling than by displaying YOUR colors! Won't you join in the celebration?

Flags already on site

(4/15/03)

USA  
Alaska  
Arizona  
California  
Colorado  
Florida  
Idaho (cont...)

Australia  
Canada  
New Zealand  
Soest - WestFalen  
Switzerland  
Werl Germany  
Zimbabwe

### Flags Already on site (cont).

Illinois  
Indiana  
Kentucky  
Texas  
Virginia  
Washington  
Wisconsin



### Flags Being Brought to the Triennial (4/15/03)

West Australia

Ohio  
Oklahoma  
Oregon  
Pennsylvania

If your state or country's flag isn't listed here, will you bring one? We only need one from each state or country that will be here, so to keep from having duplications, please contact the Triennial Flag Chairman:

Pop Wood  
Email: [rwoodean@attbi.com](mailto:rwoodean@attbi.com)  
Snail Mail:

Pop Wood / Flags  
P.O. 927  
Chiloquin, Or. 97624

And send him the following information:

Your Name \_\_\_\_\_

Email or Snail address

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I will bring a \_\_\_\_\_ Flag  
(state or country)

that measures \_\_\_\_\_ X \_\_\_\_\_  
(dimensions as close to  
3' X 5' as possible, please)



(Continued on page 5)

**We still** need more track adopters. Here is the very SHORT list of those that have committed to helping keep Train Mountain in tip top shape:

Adopter Name	Milepost	Description
#1 Jeff Phillips		South Portal thru Rio Grande and Back
#2 Kitsap Live Steamers	7.0—7.5	North Portal to Dam 4
#3 Woodside Lumber	1.0-1.32 9.40-9.72	Ellingson Bridge to South Portal and Return
#4 Holly Hill and Nancy Burns	11.17-11.76	South Meadow Loop
#5 Jim Lane		#18 Track—Main Yard
#6 Lee and Toni Brooks		Fuel Siding Area
#7 Fred and Tom Vertel		Vertel Loop and Siding
#8 The Kincaid Family		6 Acre Campground Tracks
#9 Max and Becky Vaughan		Midway / Firewood Loop

**PROTOTYPE**  
**The growing collection at Train Mountain**

**Steam Only** fans had better turn the page quick. This is about diesels!

**Train Watching** at Chiloquin is really a lot of fun with a lot of action. You really never know what you are going to see. This past Saturday I took some time off and went down and parked by the tracks. Here's about two hours of train traffic through Chiloquin.

Road	Engine #	Type	Direction
UP	5723	C44AC-CTE	NB
UP	4915	SD45-T2 ex SP	NB
UP	5721	C44AC-CTE	NB
CP	9640	AC4400CW	NB
UP	4913	SD45-T2 ex SP	NB
UP	5734	GP60	NB
UP	4856	SD45-T2 ex SP	NB
UP	9407	C41-8W	NB
BNSF	5372	C449W	SB
BNSF	6877	SD40-2	SB
BNSF	6901	SD40-2	SB

Road	Engine #	Type	Direction
UP	5785	C44AC-CTE	SB
UP	1458	MP15AC ex SP (pictures)	SB
UP	5709	GP60	SB
UP	4081	SD70M	NB
UP	2186	GP38-2	NB
UP	5742	C44AC-CTE	NB
UP	5813	C44AC-CTE	SB
UP	4759	SD40-2 ex SP	SB
UP	5794	C44AC-CTE	SB
UP	5833	GP60	SB
UP	5809	GP60	SB



Special surprises await with each train that passes. This is the train with the switcher cut in the middle of the head end power. It was makin' smoke so it was working. Like I said you never know what will pass by this place.

**Answer to Trivia Question from Managers Page:** This is just one of the possible solutions, leave Central, go right at KW Junction mp .098, run KW, exit KW at Blue Caboose mp 4.604, run the rest of Train Mountain, return to Central via the Serpentine uphill (use Firewood, or Dogwalk, or Outside to Hairpin then Bottleneck), go through the long tunnel under Main Yard, take the switch to the right at the end of the tunnel at 10.847 to head towards Wedding Cake and Main Yard. See, the whole Train Mountain main line without using Grand Junction!

*(Continued on page 6)*

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## RULES OF THE ROAD

### Reviewing the Rules

---

**The first** major rule change is listed below in this version of the Rules of the Road. The rule that got revised is rule number 1. It now includes an exclusion for single unit self contained speeders and the like. Other wise the rules remain the same. There is nothing complicated about these rules, just common sense and safety.

### Rules of the Road

- 1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND CONDUCTOR, EXCEPT FOR SPEEDERS AND SIMILAR SINGLE UNIT EQUIPMENT THAT CAN BE SAFELY REMOVED FROM THE TRACK BY ONE PERSON IN THE EVENT OF A BREAK DOWN.** This specifically excludes radio controlled trains. The minimum age for a conductor is seven, the age of reason.
- 2. SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
- 3. 210' MINIMUM SEPARATION BETWEEN TRAINS EQUALS TWO MILEPOST LENGTHS TO THE END OF THE NEXT TRAIN.** The absence of signal blocks means that safety requires separation between trains.
- 4. ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG.** Minimum flag size is 12" x 12".
- 5. CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN.** This rule probably prevents more accidents than all of the other rules combined.
- 6. SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS.** Some grades are more than a mile long. This rule prevents runaway cars.
- 7. ALL TRAINS TO HAVE A CB RADIO TUNED TO CHANNEL 1 OR AN FRS RADIO TUNED TO CHANNEL 10.** Someday, one of these radios will save the life of someone who has a heart attack while miles away from Central Station.
- 8. SOUND HORN OR WHISTLE (— — —) AT W SIGN.** These signs are located 60' before the track crosses roads or other tracks.
- 9. SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme."
- 10. DROP A GREEN BLOCK AT ANY DERAILMENT LOCATION.** Not only does this tell track crews where problems are, it warns the next train that there is a track problem.
- 11. LEAVE SWITCH THROWS LINED FOR MAIN LINE.** This is particularly important when the next train may have an engineer on his or her first trip on Train Mountain track.

#### NIGHT RUNNING

- 12. WHITE HEADLIGHT MOUNTED ON FRONT OF ENGINE.** Steam engines may need battery-powered headlights.
- 13. RED TAILLIGHT MOUNTED ON REAR OF LAST CAR.** The flashing lights sold in bicycle stores are a popular way of meeting this requirement.
- 14. CONDUCTOR TO USE FLASHLIGHT TO FLAG TWO MILEPOSTS (210') BEHIND ANY STOPPED TRAIN.**

**When in** doubt always err on the side of safety and caution. Slow down or stop and figure it out. If you are not sure what to do, grab your radio and ask. We all want to have fun running at Train Mountain and we all want to do that safely. Enjoy your visit!

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## OPERATION

### More than round and round!

---

**What makes** a great model railroad? Purpose! The railroad must serve a purpose if it is to fall into the world of 'great railroads'. If all you do is go out and go round and round, well that doesn't seem to fall into that great category does it? However, if while you are doing that, you are hauling the public, that helps. If you also are instructing the public about the hobby or the trains or what ever that really helps. Take for example the Over The Hill Live Steamers. They run all summer on the Klamath and Western Railroad (the part of Train Mountain that is open to the public). They certainly go round and round. But they also have a member Jim Haas that instructs the children on railroad hand signals and also lets them run HIS TRAIN! He has one of those great Roll Models electric powered switchers. He teaches them the hand signals, then instructs them on how to run his engine, then gives them the hand signal to proceed and off they go! They are allowed to run back and forth through the K W yards under his constant supervision and controlled by his hand signals. When done they receive a badge stating 'they hogged' on the KW. I think that certainly raises the OTH gang and the KW up another notch, thanks Jim for 'raising' the bar!

**Another kind** of purpose is what about all those rail cars we haul around lap after lap? Suppose we actually did something with those cars. Suppose we 'set them out' on the rail spurs at industries along the right of way at Train Mountain. Then to further the 'purpose' of the railroad let's suppose we actually loaded and unloaded those rail cars at those industries. Sound like that's not possible? Well don't tell Ron Young and Jerry Balf it's not possible, they are working on a first class logging operation for the lumber camp out at Steuer Siding. They will be able to load and unload those great Train Mountain log cars we have been pulling around this place for a couple of years. Now those log cars will have a 'purpose'. Now let's see, if I pick up the empties at Youngstown, that's on the uphill tracks on the Serpentine, go up to main yard, down the outside main out to Steuer, do my setouts, pick up the loaded log cars then back up the Serpentine to deliver them to the saw mill at Youngstown, should only take three or four hours, cool!

### All Aboard!



You start with some bunk houses, a couple of spar poles,

*(Continued on page 7)*

add in a nice assortment of hardware, and I think you have the makin's of a cool lumber camp! With and Ron and Caroline doing the wood working and Jerry Balf doing the metal work I think we may have a winner here!



Before I even get started here, I don't want any irate emails or letters 'just cause' I don't know a pulley from a block or whatever. On the right are the hangers for the blocks, next is the main carriage for the high line, and on the bottom are some terrific blocks that Jerry Balf made. The sheaves are recessed into the sides of the blocks to keep the cables from getting tangled, really nice work, he really surprised me! (Just kidding JB!) Ed.



## FOR THE LADIES Something for our 'other' halves!

We are adding another engine to our train collection, this time it's a diesel and not so many pieces as last months steamer..

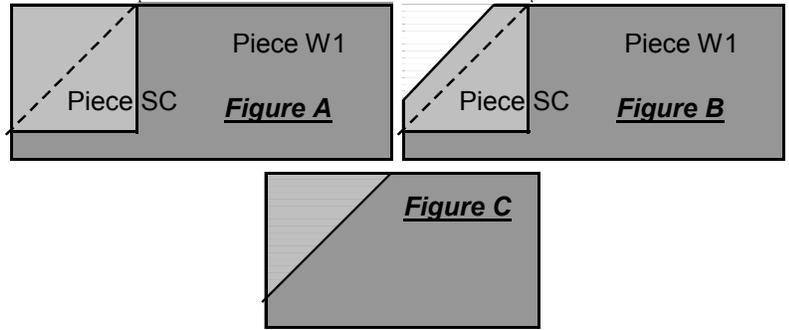
Strip One is my favorite this month, it's a single piece.

Strip Two starts with E1 and it's SC piece. Next is E2 to S3. To build the strip take S2 sew to E1, then take that and sew to S3/E2, and then sew that to E3. This completes Strip Two.

Strip Three has the SC piece being sewn to the E4 piece. Sew the S4 piece to the C1 piece. Now build the strip by sewing S4 to E4 and that's done.

Strip Four is built by making the W1 wheels the same as previous months (see figures below), then sewing S6 to the completed W1, add the next W1, sew top of S7 to bottom of E5, then sew these to

the first set of wheels, complete the right hand end set of wheels and sew to complete Strip Four.



Strip Five is the second easiest (Yeah!), just sew R1 to G1. This completes the last strip.

The last piecing to do is to sew EC to the top edge of S5, then S5 to C1. This piece will be sewn to the right hand edge of Strips Two and Three when they are put together which will happen in the next instructions/

To complete the block sew the top of Strip Three to the bottom of Two (align on the left edge of each strip). With these two strips sewn together we can now sew on the side strip S5 to the right hand edge of the assembly (see I told ya'). When done sew the top of Strip Five to the bottom of Strip Four, the top of Strip Four to the bottom of the of the assembled strips. Lastly sew the bottom of Strip One to the top of the assembly. That 'should' complete the block. Well done! Just a side note: Linda has made the engines black, gray, red, yellow, it doesn't matter they all look great!

## Cutting Instructions

Piece	Quantity	Cut Size	Finished Size	Use
C1	2 pieces dark	1 x 1 1/2	1/2 x 1	(coupler)
E1	1 piece engine	3 1/2 x 1 1/2	3 x 1	(cab)
E2	1 piece engine	1 1/2 x 2 1/2	1 x 2	(cab)
E3	1 piece engine	3 1/2 x 5 1/2	3 x 5	(engine)
E4	1 piece engine	3 1/2 x 11	3 x 10 1/2	(engine)
E5	1 piece engine	3 1/2 x 1 1/2	3 x 1	(engine)
EC	1 piece engine	1 x 1	1/2 x 1/2	(corner)
G1	1 piece earth/ground	2 x 12 1/2	1 1/2 x 12	(ground)
R1	1 piece light grey	1 x 12 1/2	1/2 x 12	(track)
S1	1 piece sky	2 1/2 x 12 1/2	2 x 12	(sky)
S2	1 piece sky	3 1/2 x 4	3 x 3 1/2	(sky)
S3	1 piece sky	2 1/2 x 2 1/2	2 x 2	(sky)
S4	1 piece sky	1 1/2 x 3	1 x 2 1/2	(sky)
S5	1 piece sky	1 1/2 x 6	1 x 5 1/2	(sky)
S6	2 pieces sky	1 x 2 1/2	1/2 x 2	(sky)
S7	1 piece sky	3 1/2 x 1 1/2	3 x 1	(sky)
SC	18 pieces sky	1 x 1	1/2 x 1/2	(corners)
W1	4 pieces dark	2 1/2 x 2 1/2	2 x 2	(wheel)

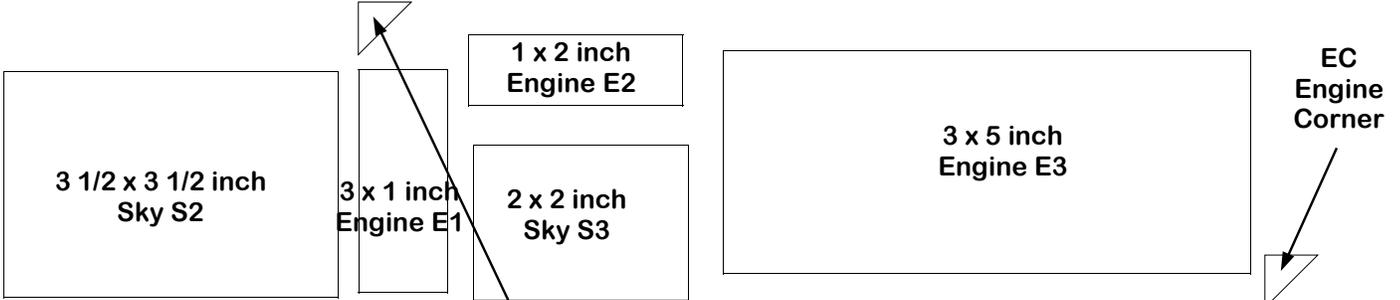
# Chiloquilters Train Quilt, Block Seven, Diesel

Strip One

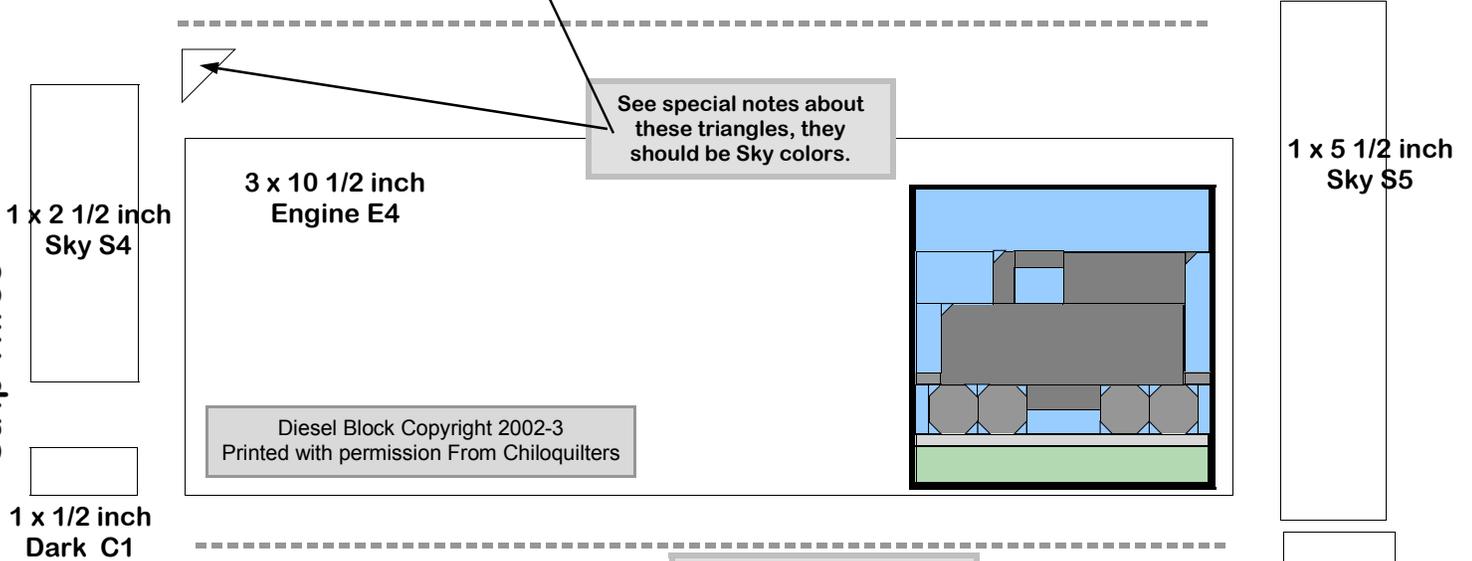
All dimensions shown are 'finished dimensions'  
remember to allow for 1/4 inch seam allowances when cutting pieces

2 x 12 inch for the Sky S1

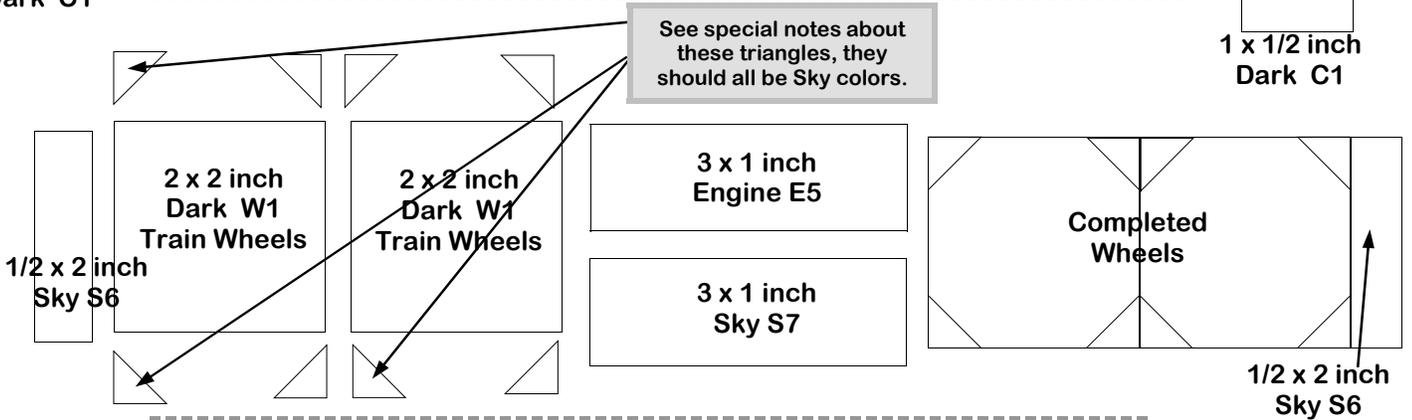
Strip Two



Strip Three



Strip Four



Strip Five

