

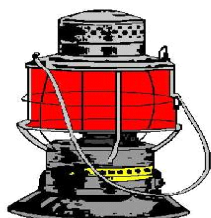


Pop-Valve

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March 2010

Temp. Editor – J.R.Herman



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The Pop-Valve

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The Indiana Live Steamers, Inc.

Temp- Pop-Valve Editor
John Herman

Club President
John Herman
6512 Sonesta Dr.
Indianapolis, In.46217
317-787-5542
E-Mail
herjansh@hotmail.com

Website
www.indianalivesteamers.org



From your Chairman

The spring session will some be on us. It is time to get the track ready for use. If the weather will cooperate, I would like to use Saturday morning, March 20 to do track clean up. Peggy and Dan Racke will be making chili for lunch. The meeting will follow at 1:00 in the Park office.

This year, there will no public run in April. I will have a list of projects for the year at the meeting. I want to have operators for the public run sign up a month ahead. If you can work in May, please sign up at the March meeting. There is a number of positions that need to be filled for the year. Help the club and take a position.

I want to get on top of the weed problem early this year. The sprayer is working and a hand tank sprayer is also there for use. The weed killer will be on site before the meeting. April 15 is the date that the 1st treatment must be down.

I ask for any in-put or comments on the "section gang program" early in the year. No one has come forward on this matter, so that program will continue. Your assigned section will remain the same as last year. There will be ballast stone available by the March meeting. Members need to have their section in shape before the May public run.

If anyone has any ideas for projects or programs to improve the ILS, please pass them on to me. If you have any criticism(s), I am open to those as well.

I hope this year will be ever successful, and for the Dogs Daze Meet to be the best yet. Planning on this is starting early this year. Please keep this date open. There also will a formal education program, for compliance with the Fed. 503-c tax status of our corporation. This is in the formation stage now, but will move to operation, by May run.

Dave



**Important dates—
Clean up session in the mourning
Meeting will be at the JCP office
March 20, 2010 at 1:00**

From your President.

Starting the new season is a time for planning and repair. There are a few things that need to be done before the season starts. As a list is made, we will place it on the chalkboard in our building. If you see things that need to be added to the list please list them on the bottom of the board.

We would like to spend more time enjoying our track and running trains this year, so if we pitch in and get any repair work needed done early in the season then the maintenance work can be kept to a minimum for the rest of the season.

I would like each member to check their address, phone number, and email address on our membership list to make sure our records are correct. A up to date list should be available at the March meeting day. I would like to also update the membership list on the web with current pictures and bios, and I would like to update the locomotive list with a current picture of your loco, and the form relating to it filled out. I will have blank forms for this information at the track.

If you are working on a project Please send me a picture or two and a description of what you are doing and how you are progressing. I would like to have this for the news letter and the web. I know some of are working on some new projects. Lets not be shy, share with us all.

We are also trying to put together a collection of memories that you have about the track before our minds go south and we can't remember them. Dave will have a folder at the track that is separated by year for you to put your memories and some pictures in. Please contribute lest this information is lost forever.

The Pop-Valve editor request ideas for articles. I'm looking for members that would like to spotlight their projects both in progress and finished. Please feel free to e-mail or call the temporary Pop-Valve editor with your ideas.

E-mail –Herjansh@hotmail.com

Railroad Trivia

Courtesy of David R— from humoretc.com

Here is a look into the history of railroad tracks that is very interesting, educational, historical, completely true, and hysterical all at the same time: The US standard railroad gauge (width between the two rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots first formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman war chariot. Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. Thus, we have the answer to the original question.

Now the twist to the story.....There's an interesting extension to the story about railroad gauges and horses' behinds.

When we see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds.

So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's Ass!

March 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	28	19	20 Meeting 1: 00 pm JCP Office
21	22	23	24	25	26	27
28	29	30	31			

April 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	Meeting 10:00 am in Our Building.
18	19	20	21	22	23	24
25	27	27	28	29	30	