



The CRM&HA Newsletter

November/December 2005 Dennis Moriarty/Editor Volume 14 Number 6 Meetings are held at 7:15 PM on the 1st Thursday of the month at the Central SC Library



Headline: Christmas See details
below





Our annual Christmas party will be at Bob Folsom's house in December. There will be NO December meeting at the Library. Details are as follows:

When:

Thursday, December 1, 2005, 6:30 PM

Where:

105 Santee Trail, Clemson

Schedule:

6:00 PM - 6:30 PM early arrival; especially those bringing hors d'oeuvres ---

6:30 PM - 7:15 PM Hors d'oeuvres ---

7:15 PM - 8:00 PM Dinner ---

8:00 PM Dessert, meetings, layout operation

Food:

Beverages and the entree, Roast Prime Ribs of Beef with Yorkshire Pudding will be provided by the Folsoms. Hors d'oeuvres, side dishes, and desserts will be provided by club members.

RSVP:

Please sign up at the November meeting with the number of persons and food item you will be bringing or call Bob Folsom at 654-8244.

Instructions:

Bring a LARGE appetite!

Thanks Bob Editorial By Dennis Moriarty

It seems funny to be talking about our annual Christmas party when our participation in the Central Heritage Festival on October 8 was just completed. However, since this issue of the newsletter is for November and December the information must be included now. I do not know how many times that the Folsoms have had our club over to their home but it has been often. They are wonderful hosts. I remember a past Christmas there where the kids were enthralled with the Christmas train going around their tree.

Speaking of the Central Heritage Festival, there was more participation from our membership at this year's event than I can remember. All of the help even made the set up and tear down enjoyable. I have included some pictures taken by Curt Ehmann and myself at the festival and trucking to storage. Thanks to Jim Reece for finding a truck at the last minute and to Gerald Price for coordinating after our reserved rental truck was rented out from under us to another party.

Remember the elections are coming up and the CEO and Secretary are up for election. If you are interested in these jobs, please notify the nomination committee or Bob Folsom.

The February 11th Train Show location was canceled because the store we were going to be at has been sold. We still do not have a new location for the 2006 show. If you know of a new location for the show please let Jim Reece or Bob Hanson know as soon as possible.

I was going to include an article about Sioux Lookout but this newsletter is so large that I will present it later. Thanks to all who have contributed to make it the largest newsletter ever.

Dale Reynolds is the Program Chair for the Association. Dale will be responsible for the meeting programs. Please contact him if you are interested in presenting a program.

Please **send information** for the next newsletter to MQK@CHARTER.net or hand it to me at a meeting before December 12th.

Thank you Curt Ehmman, Bob Hanson, Jim Reece, Dale Reynolds, Don Rumer and Bob Folsom for your contributions to the newsletter this month.

Also, thank you Howard Garner for managing the club website.

CEO Report By Bob Folsom

Our participation in the Central Heritage Days Festival this year represents one of the "finest hours" for the CRM&HA. Indeed, there were acts of heroism! The first high mark goes to the extraordinary participation by club members in picking up the layout at Tom Barnshock's and setting it up in Central. The heroes I mentioned are Gerald Price and Jim Reece. When Gerald went to pick up the truck on Friday that he had reserved Thursday, they did not have it any more. I think I would have given up at this point, but Gerald starting calling people and by the Lord's grace made contact with Jim Reece, who borrowed an 18' truck from his company and saved the day. Thanks also to those who met promptly in Central only to have to wait due to the delays with the truck. It was a battle, but we came out victorious!

Thursday evening, Don Rumer, Rob Seel and I met at the Central Museum to install the hotel and school and touch up the scenery. This display is first class and again many; many thanks go to those who participated in creating it.

We will be electing a new CEO and Secretary in December. There needs to be a slate of candidates presented at our next meeting, Thursday, November 3, 7:15 PM at the Library. There is a nominating committee and we will put the slate together by that time. There are many members of CRM&HA who could take on these responsibilities. It would make the committee's job easier if some of you would step forward and place your name in nomination. Please call me if you are interested: 654-8244.

We are still trying to find a location for our 2006 train show. Maybe you know of a location that would have approximately 5000 sq. ft. Please feel free to find out what the rental cost would be and report to Jim Reece at 356-6213 / 855-3379 Jim8002@aol.com or Bob Hanson at 885-0136 rfh16@bellsouth.net .

All our tangible assets will be in storage in Central after the Heritage Festival. There has been at least one suggestion of a free location in Greenville for longer-term storage and the ability to work on HO layout modules. This layout is definitely in need of repair and further enhancement. Again, this is not an HO interest issue, it is a full club issue since the layout serves as the most high profile sign of our existence. I will talk more about the layout in the HO division report, but the club

at large needs to address the storage issue since it represents a constant cash outlay.

At our December 1st meeting which will be held at my house, there will be three things on the agenda: electing a new CEO and Secretary, further discussion of the train show, and a meeting of the HO interest group.

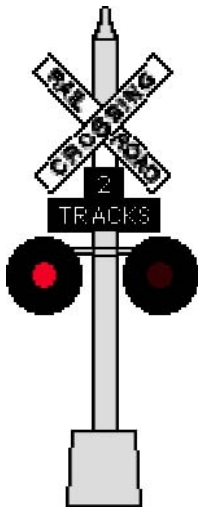
HO DIVISION REPORT By Bob Folsom

I am also a VP of the club as chair of the HO Interest Group. We also have a General Interest Group. We currently do not have any other interest groups since our bylaws indicate that there need to be a certain number of members actively involved in that group. The General Interest Group will always exist because all members of the club are potentially involved in activities that may develop.

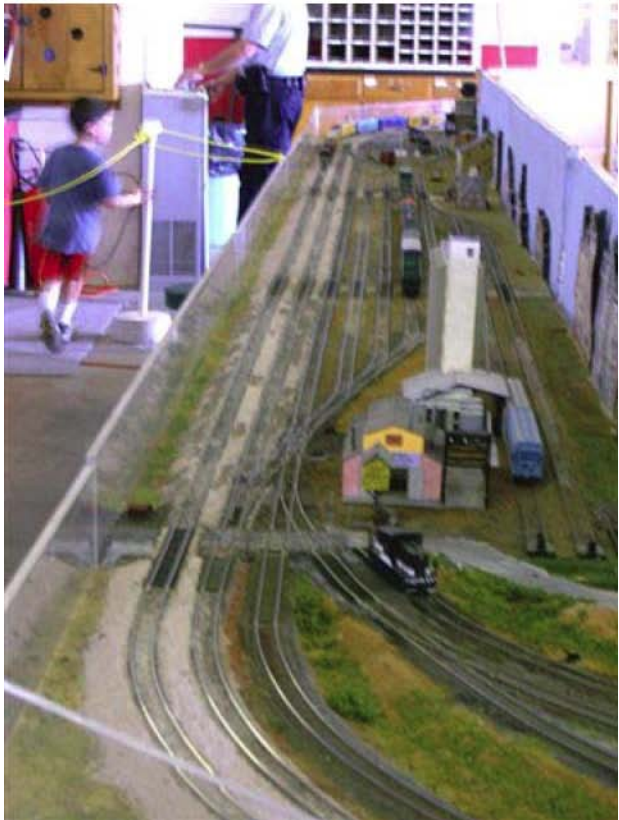
You do not have to be personally modeling in HO scale to be a "member" of the HO Interest Group. The group is comprised of those who would be interested in working on the HO modular layout, or just want to interact with other HO modelers. We do not at this point have a roster of those who are "members" of the HO Interest Group. We know that the group exists within the framework of the bylaws by observing the participation in setting up the modular layout at train shows, and by the number of those who have worked on the club layout in recent years.

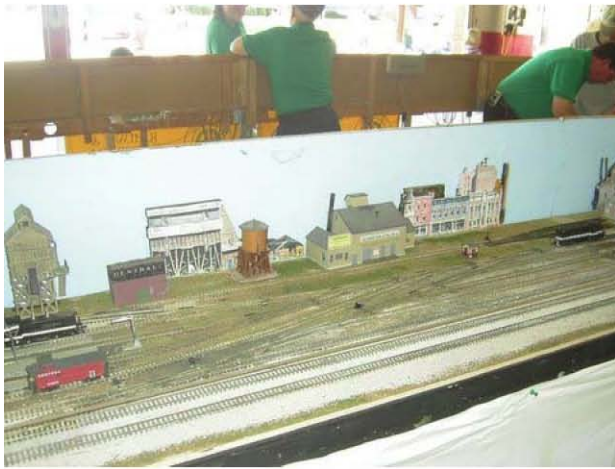
I would like to formalize "membership" in the HO Interest Group at our December 1st meeting. I know that there are club members that have helped in setting up the HO modular layout who are not HO modelers and as I have said before, that is a whole club issue anyway. But if you would like to identify yourself as an active member of the "HO Interest Group" either because you are committed to nurturing the club layout or because you want to be part of an HO modeling support group, please plan to meet with me so we can decide how we can interact with each other for fun, sharing ideas, and deciding on the future of the club layout.

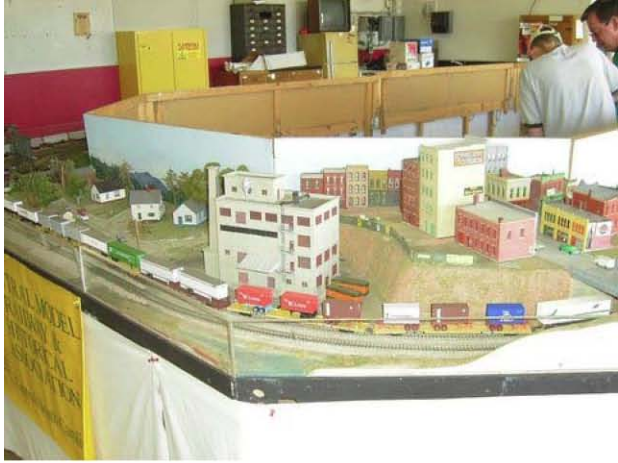
There is nothing in the bylaws that the HO Interest Group bears the responsibility of the club layout, but since the layout was created by the HO Interest Group in the beginning, that responsibility is inherent. I think that the HO Interest Group could/should serve as a steering committee for the entire club in deciding what to do with the club layout. With the layout presently in storage, it is simply overwhelming to try to take individual modules out one at a time to work on them at some other location. Let's plan to look at the future of the club layout, finding a balance between being able to work on it while looking at the financial impact for the club at large of even continuing to have a modular layout.



**Pictures of the Train Layout at the 2005 Central Heritage Festival Taken by
Curt Ehmann and Dennis Moriarty**











Minutes---September 11, 2005 Meeting (Date of Annual picnic---held at Hanson home)

President Bob called the meeting to order at 3:24 p.m. with 12 members present---included in that number was Margo Torelli, a new member.

Member Dale Reynolds has volunteered to be Program Chair for the Association---his hope is to come up with an 8-month advance schedule of presenters and program names/titles for 2006. Pres. Bob appointed Dale Program Chair for an indefinite term.

General discussion was held on two primary items--1) should we hold a Train Show in 2006 now that the Greenville location had been lost, and 2) what are the long-term prospects for the Association, its modular layout and its cash balances.

After motion made by Dale Reynolds, seconded by Rob Seel, it was voted that we should hold a show in 2006, whether it be at the Seneca Armory or another location. Member Hanson is to check to see if the Seneca Armory is still available for a February 2006 date---preferably the Saturday before Valentines Day. If that is not available, he will check into the availability and cost of 1) the Hartwell Inn (old Holiday Inn in Clemson) and 2) the Ramada Inn in Clemson. No other locations came up during this discussion.

Wherever the 2006 Train Show is held the modular HO layout will go into storage after the show--Pres. Bob to check into availability and costs for this storage.

No decisions and no plans were put into motion for the long-term questions raised above. These items will be continuing items on our agendas in the up coming months.

Going back to the discussion on the Train Show, it was generally felt that our primary area of disappointment was the attendance---which has declined over the last two years---we were down 100 in 2005 compared to 2004.

A continuation of this discussion evolved to the point where perhaps we should look at this as a "club activity" and not as a fund-raiser. If we were to look at a solution to our long-term problem as being funded by this (or any other) Train Show we are probably looking in the wrong are. According to Howard Garner, if we were to fund a permanent location, we might be looking at member dues of \$20.00 per month---not \$20.00 per year---and a lot more members.

On the note that we would do a 2006 Train Show and we would look at it as a "club activity" and not a major fundraiser, the meeting concluded---and the annual picnic continued.

Respectfully submitted, Bob Hanson

Minutes---October 6, 2005 Meeting

Pres. Bob called the meeting to order promptly at 7:15 on October 6, 2005.

Two guests/new members were introduced and told briefly of their interest in trains----Ann Young of Six Mile/previously from Florida----and Mike Chandler of Seneca/previously from California. Ann hopes to gain some insight into scenery and model buildings to help with the family layout while Mike is interested in putting together an HO layout featuring the Santa Fe RR.

Upcoming newsletter deadline is October 12---send stuff to Dennis.

Upcoming programs---November---George Stoudenmier on live steam modeling---December---annual Holiday party this year at the Folsom home on Thursday, December 1---regular time for our regular meeting but do come early for chit-chat and an operating session---anytime from mid-afternoon on, NOTE---this is NOT a dinner meeting. (See revision on page 1)Ed.

Treasurer Garner did not present a formal financial report but stated that we still had approximately the same amount as last month---over \$10,000.00. Activity during the month included receiving dues from one new member and paying \$73.00 for the September picnic.

A round of THANKS was extended to Bob and Fran Hanson for hosting the September picnic at their lakefront home.

The Central Heritage Festival was coming up the weekend following this meeting and while it appeared that there were enough volunteers to handle the Friday night activities and the Saturday show, all members are welcome at any time to help. Gerald Price will now be getting the truck and will drive on Friday---Folsom has 2-3 members going to Greer to dismantle and load the layout as well as re-assemble in Central. Anyone wishing to help on Saturday is advised that they can show up as early as 8 a.m. to help---pack up and removal of the layout to storage will happen at about 3 p.m..

The new storage unit for the layout is in Central---Bob Folsom was asked by the membership to get the recommended circular lock for the storage unit.

2006 Train Show---at a "mini-meeting" held during the September picnic it was decided that the Club would like to have the Train Show even if it meant going back to the Armory in Seneca. The Proposed Greenville location is no longer available as it has been sold---and now the Seneca Armory is not available as of the date of this meeting. The Seneca detachment has been ordered to Ft. Bliss, Texas for 16 months.

Other possible locations mentioned were Suburban Propane in Easley and any of the now vacant Winn-Dixie stores. There was no additional info on any of these presented at the meeting. Anyone who has knowledge of a possible location was asked to call either Jim Reece on his cell phone---884-2411---or to contact Bobby Hanson at home---885-0136.

After a brief interlude for railfan and modeling reports the meeting adjourned at 8:08 p.m.

A program on the ill-fated and often corrupt history of the Blue Ridge Railroad followed, presented by Dale Reynolds.

Respectfully submitted Bobby Hanson



HAPPY THANKSGIVING

Pictures from Don Rumer's China trip See His Article in the Last Newsletter By Don Rumer

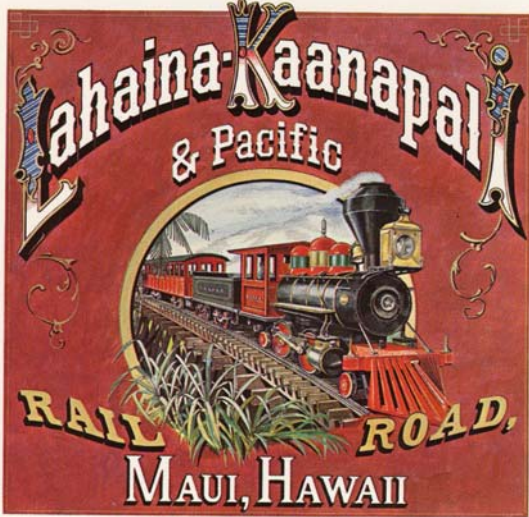
The tracks along the waterfront are the express line from the airport to downtown Hong Kong.
The photos of the passenger and freight trains are near Xian in the interior of China.



Sugar Cane Trains By Curt Ehmman

ALL ABOARD!

The



Visit the lusty olde whaling town of

LAHAINA

Relish the sun, surf and sand of

KAANAPALI

**AUTHENTIC RECONSTRUCTED
1890 HAWAIIAN RAILROAD**

PASS THROUGH MOUNTAINS AND ALONG SEASHORE
Stimulate the mind and invigorate the body

VOYAGERS FROM AMERICA AND ALL OTHERS!
Avoid the Risks on the Road and Ride the Iron Horse

AKAHELE I KE KA'AAHI
(See Path of Fire Horse)

RIDE THE SUGAR CANE TRAIN!

This is the tale of two islands that have always depended, at least partly, on sugar cane farming, and they have given me an excuse to write another train story! I am not so good on engine styles or models, or horse-power, but I do take pictures and love to ride on trains. So here goes.

It all started back in 1967, when my wife and I were about to celebrate our 25th Wedding Anniversary. Up to that time, we had traveled quite a bit on vacations, but mostly by automobile. But this was an event, so we chose Hawaii. It was our newest state at that time, and well-known, even before tourism, for the growing of pineapples and sugar cane.

Our favorite island was Maui, and we stayed on the northwest side of the island in the Kaanapali Resort area. To the West was the island of Lanai, which was one big field of Dole Pineapples. To the West of our condo the slopes were covered with fields of pineapples—and sugar cane, and we sighted a little passenger train, winding thru the fields. Best of all, it was headed up by a cute little steam engine. This I had to see!

The next day we found the local train station, which was only an open platform, and learned that its road name was the ***Lahaina-Kaanapali and Pacific Railroad***. That name was kind of pretentious, but still, it was the only railroad in Hawaii. Well, we got a train-schedule and have had many rides to Lahaina over the years on their brightly colored coaches! And the 2 little engines are classics

Its original purpose, of course, was to haul sugar cane to the mills to begin the process of turning it into molasses, and eventually, into sugar. At harvest time, the plants are very bulky, even after they have burned off the dry outer leaves, so the railroad was a valuable carrier. In recent years, that business has been wiped out by labor and transportation costs, and gradually replaced by the
-Tourist Industry.

Then last Spring, I took a Caribbean cruise and saw that one of the ports of call was the island of St. Kitts. As I looked over the excursion itinerary for that island, I saw that the island was almost covered by sugar cane, and they even offered a 3 ½ hour train ride around the island. This needed to be checked out!

I wasn't expecting much from a railroad in this quiet little island, so I was delighted when we were taken to a siding near town, and found a gaily painted train awaiting our arrival. It was made up of a hardy-looking little diesel engine, which had seen better days, and five double-decked coaches. Upon boarding, we were seated in the air-conditioned lower floor, with large, observation windows. Each coach was tended by a cheerful attendant, who offered us cool drinks, island information, and snacks along the way. She also told us that we could sit upstairs any time we wanted, because we each had two seats. Half-way through the trip, we stopped at the only side track we saw, where trains could pass each other. There was a road crew there doing some maintenance work, and they smiled and waved as we went by. The conductor made regular rounds and several of the attendants entertained us with singing from time to time.

I was surprised to learn that St. Kitts supplied the islands with sugar, by growing sugar cane almost exclusively. So St. Kitts could almost be a little sister to Maui! So of course, I was happy to spend most of this shore time viewing the many large farms on the island. There were many differences from Maui, however. Here there were few resorts, and the beaches, even some beautiful ones, with black sand, were distant and isolated! Along the tracks, we saw heavy vegetation, a number of stray cows, and lots of screeching monkeys!

Sugar cane farming is losing some of its importance here, too. However, in both islands, these little railroads have moved on to service a larger industry—Tourism!



THE SUGAR CANE TRAIN

	One Way	Roundtrip
Adults.....	\$3.50	\$5.50
Children(2 to 12)	1.75	3.00
Babes in arms free.		

Free RR Bus takes you between Lahaina Depot and Olde Lahaina Town

All train fares and tours include singing conductor and narration of points of interest during train ride. In addition to train rides we offer the following combination tours:

TOUR "A" THE BOAT-TRAIN ADULTS \$11.00 CHILD \$5.50*

Includes one hour train ride with singing conductor and one hour glass bottom boat ride over coral reefs with narration. Also free shuttle bus from Lahaina depot to and from harbor. Tour time 3 - 4 hours.

TOUR "B" HISTORIC LAHAINA

ADULTS \$8.50 CHILD \$4.50*

Includes one hour train ride with singing conductor and admissions to historic Baldwin Home of 1830's and the restored sailing ship *Carthaginian II*. Tour time 2 - 3 hours.

TOUR "C" PASSPORT TO LAHAINA

ADULTS \$16.00 CHILD \$10.00*

Includes all of Tour "A" plus all-day Kaanapali Resort Jitney pass and lunch at the famous Pioneer Inn on the Lahaina waterfront. Tour time 4 - 6 hours.

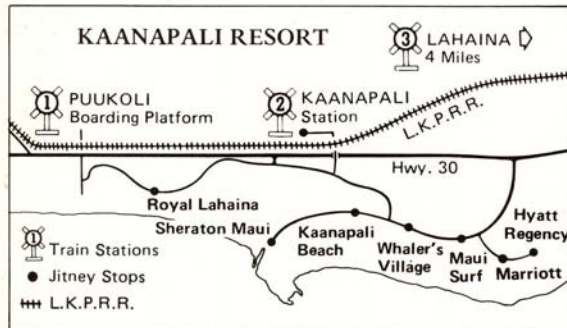
*Children age 2 - 12 (under 2 FREE)

Rates Subject to Change Without Notice

SCHEDULED DEPARTURES

PUUKOLII	KAANAPALI	LAHAINA
9:35 A.M.	9:45 A.M.	10:20 A.M.
10:50 A.M.	11:00 A.M.	11:35 A.M.
12:05 P.M.	12:15 P.M.	1:20 P.M.
1:50 P.M.	2:00 P.M.	2:35 P.M.
3:05 P.M.	3:15 P.M.	4:10 P.M.*

*Last train, one way only, Lahaina-Puukolii.
25 minutes one-way.



JITNEY SERVICE to and from Kaanapali Resort Hotels and Kaanapali station. For fares and times see directory at your hotel.

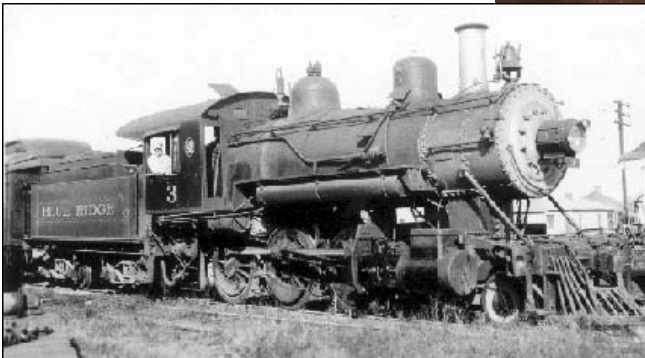
RESERVATIONS REQUIRED for groups of 12 or more 24 hours in advance.

Tickets may be purchased at train stations or at tour and activities desks, or by prebooking by your agent.

LAHAINA - KAA NAPALI & PACIFIC RAILROAD
P.O. Box 816 LAHAINA, MAUI, HAWAII 96761
PHONE (808) 661-0089 or (808) 667-6851







BR #3 a 4-6-0 Build in 1907 by Richland.

History of the Blue Ridge Railroad By Dale Reynolds

Way back in 1836, just 5 years after the South Carolina Railroad began operating from Charleston to Hamburg (now North Augusta), meetings were held by prominent citizens of Charleston concerning extending the railroads to tap emerging western markets, focusing on Knoxville, TN. From Knoxville rails had been laid or planned to reach Louisville and Cincinnati, major cities and ports in the then wild west. Obtaining the financing for what would be the largest and most complicated project in the state's history was problematic. By 1851, the Greenville and Columbia road reached Anderson, spurring the legislature and leading citizens to take action. The Blue Ridge was chartered in 1852, and construction began at Anderson and Tunnel Hill (Stumphouse Mountain) soon thereafter.

Many political and contractual fights and lawsuits ensued over the next few years, and money was a constant problem. However, by 1858, the new railroad reached Pendleton amid much fanfare. However, the threat of war and lack of money soon overshadowed the railroad venture, which obviously was suspended after the state seceded in 1861. After the war, no money was available, and crooked Reconstruction politicians doomed the project. Georgia built a route to the west, as did North Carolina, making this route somewhat redundant. By 1885, the Blue Ridge, finally having crossed the flood-prone Seneca River and reaching Walhalla, was controlled by the Columbia and Greenville, the same road that built to Anderson.

In 1901, the parent company became the Southern via foreclosure. The Blue Ridge was a 44-mile short line operated independently, as were several other Southern properties. Two American 4-4-0 locomotives were purchased from the C&G. For the next 50 years, Ten-Wheelers were the principal motive power on the lightly used line.

By 1952, the Southern dieselized with two Alco RS3 engines and the Blue Ridge disappeared into an amalgam of Southern short lines, the Carolina and Northwestern. In the 1960's, the C&N-W was consolidated into the Southern, the Anderson shops were closed, and little evidence of this century-old railroad existed.

A single daily train served the route out of Seneca, most of the northern section to West Union and Walhalla being abandoned by 1990. The rails from Anderson south and east to Belton were sold to the Pickens Railway in the 1990's. By 2003, the Norfolk Southern moved the junction with the mainline to Toccoa. Currently, the local leaves Toccoa around 5pm every day except Saturday, switches a growing number of industries south of Pendleton, arriving at downtown Anderson late in the evening. The train picks up the cars left by the Pickens earlier that day, set out cars for the Pickens, and returns to Toccoa, usually before daylight.

The NS maintains the railroad to class 5 standards, with 132 pound welded rail. There are several slow orders over the ancient but high-quality bridges and trestles. The 24-mile long remnant of the historic and colorful Blue Ridge will continue to serve its booming area for a long time to come.

Note: The history of the Blue Ridge was the subject of the October meeting and was accompanied by an exhibit of pictures and maps. The exhibit is shown each year at the 'Rally for the Blue Ridge Railroad' reenactment at Woodburn historic house in May and the Christmas reenactments at Ashtabula in December.



BR #408 2-8-0 Build by Baldwin in 1900

The Panama Canal Railway By Curt Ehmman



Early last year, while cruising in the Western Caribbean, Jeanne and I had the opportunity to spend a day in the port of Colon, Panama's second largest City. More importantly, Colon is located near the Gatun locks, leading into the Eastern end of the Panama Canal! This was something I had always wanted to see.

What really got my attention, though, were the ship's tourist opportunities for this port of call. Prominently displayed was an all day train ride over to Panama City and back. That sounded like a round-trip, coast-to-coast ticket to the Pacific Ocean! That's for me. From where I live, the Pacific ocean is several thousand miles away. So it didn't take long for me to sign up for that one.

Examining the details of the tour, I saw that we would simply ride alongside the canal, but we would be able to see most of it, especially the various locks and we would stop at the Control House at the Miraflores Locks, for a close-up inspection of this amazing enterprise.

The railroad started in 1855, and its services were vital to the building of the canal. During the first 12 years of their operation, they carried over \$750 Million in gold dust, nuggets and coins, charging a quarter of 1% on each shipment! From 1914 to 1951, they shared the responsibility of operating the canal with the Isthmian Canal Commission. Today, they simply provide transportation for residents--and tourists--from coast to coast.

Originally the Panama Railroad used a nonstandard gauge of five feet, but that changed in 2001, when the railroad was completely rebuilt to standard gauge, and re-inaugurated as the Panama Canal Railway Company. And what a change!

I was now riding in a beautiful, brand-new streamlined train, equipped with all the modern conveniences and services. All the coaches were air-conditioned, the seats were comfortably upholstered, with tables already installed. In solid comfort, we watched the locks of the canal go by. The wait-staff supplied drinks and snacks, shared interesting political and historical stories, and some of them entertained us with song.

Another kind of train was in use at the three lock stations. They were little electric engines, running on tracks on each side of the channels to position and guide the large ships through each set of locks. Depending on its size, a vessel can require assistance from four to eight locomotives. Since these machines don't really qualify as passenger or freight "trains", I may have stepped beyond the parameters of this publication, but when I see one or more machines, moving along on tracks, and pulling a heavy load, I think, TRAIN! Am I forgiven?



Pacific Coast Panama City in Background



Singing Train People Enjoying Views of the Canal



Panama Canal Railway



Welcome Sign

"We've always done it That Way" Presented by Jim Reece

You have heard the expression: "We've always done it that way before". Sometimes it represents an illogical unwillingness to change. Let us look at a story about railroad tracks.

The standard gauge for railroad tracks (i.e., the distance between the two steel rails) in the United States is 4 feet, 8 1/2 inches. That seems to be a rather odd number. Why was that gauge used? The answer is because that is the way they built them in England, and English expatriates built the first US railroads.

Well then, 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 is the gauge they used. Well then, why did the tramway builders use that gauge? Because the people who built the tramways used the same jigs and tools that they use for building the tramways used the same jigs and tools that they used for building wagons and that was the spacing of the wagon wheels. Okay, but why did the wagons have that particularly odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break in the deep ruts in the roads. There were fewer problems if they kept them the same width and drove in the same ruts.

So, why were the wagon wheels that made the ruts that far apart? Because, the Roman Empire built the first long distance roads in Europe and England their legions and their chariots made the initial ruts. Everyone else had to build their wagons so the wheels would fit in the chariot ruts and not break off because they were different.

So, the standard railroad gauge of 4 feet, 8 1/2 inches in the United States is derived from the original specifications for an Imperial Roman war chariot. Well then, why were the ancient Roman chariots made at that width? The answer is that the chariots were made just wide enough to accommodate the back ends of two warhorses. Now the twist to the story... When you 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 at Utah. The engineers who designed the SRBs would 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 happens 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, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle 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. ... and you thought being a HORSE'S ASS wasn't important!



The Truth By Dennis Moriarty The story “We’ve always done it that way” has been going around the internet for years and this is not the first time it has been in the CMR&HA newsletter. Jim got his copy from a newsletter at his work. I thought it was true the first time I read it several years ago. I went to the TruthOrFiction.com website and found the following, which I think, is as interesting as the original article. Of course, I don’t know if it is true either. But it makes for interesting reading. The story follows:

There is no evidence that we could find that this is true. In an article on www.railway.org by D. Gabe Gabriel says this tale has existed since shortly after World War II but that history does not support the claims of the story. The Roman ruts, according to Gabriel, were not for chariots but for narrow, hand-pulled carts. Although there are many places where the ruts are visible, Gabriel questions that they played a role in English railroad standards 1400 years after the last Roman legions. One of the claims of the eRumor is that the width of the ruts was affected by the need to make the chariot and its wheels the same width as the combined rears of the horses pulling them. Gabriel says there's a statue by Franzoni in the Vatican museum that is regarded as the most accurate known depiction of a Roman chariot. The two horses are wider than the chariot and the chariot wheels behind them.

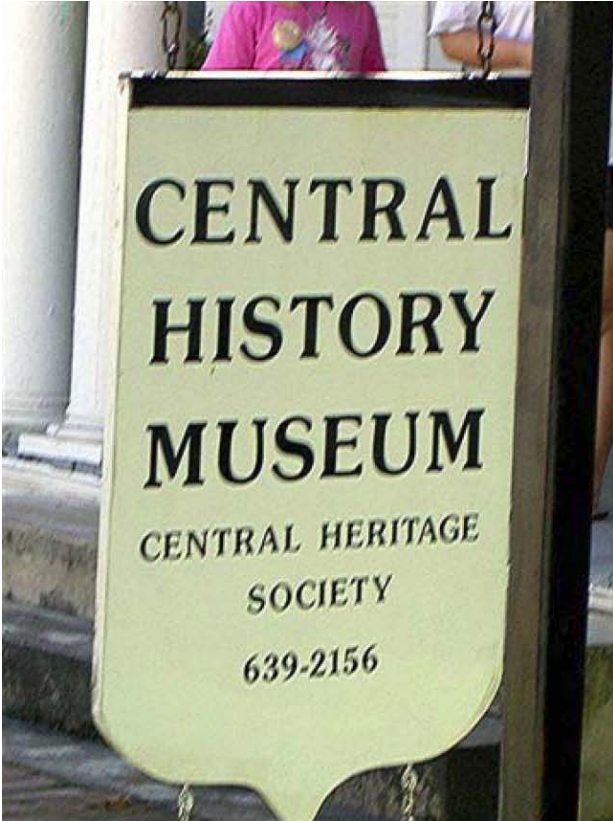
Where did the four-foot, eight-and-a-half-inch standard originate? Gabriel says it was from an Englishman named George Stephenson. Carts on rails had been used in mines in England for years, but the width of the rails varied from mine to mine since they didn't share tracks. Stephenson was the one who started experimenting with putting a steam engine on the carts so there would be propulsion to pull them along. He had worked with several mines with differing gauges and simply chose to make the rails for his project 4-foot, eight inches wide. He later decided that adding another six inches made things easier. He was later consulted for constructing some rails along a roadway and by the time broader plans for railroads in Great Britain were proposed, there were already 1200 miles of his rails so the "Stephenson gauge" became the standard.

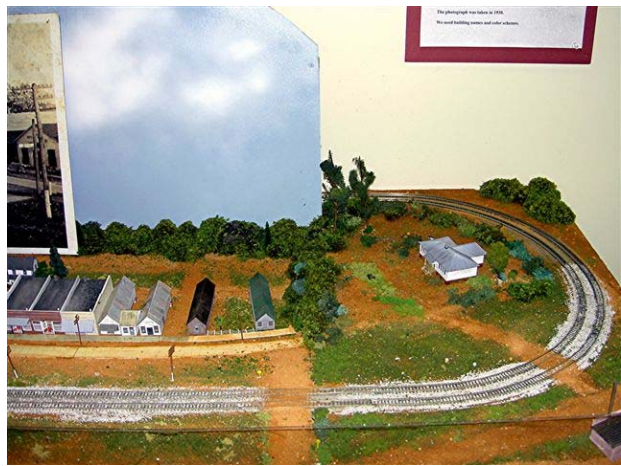
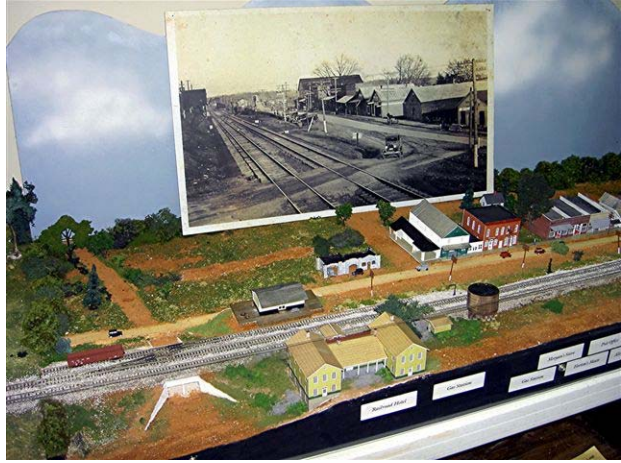
Interestingly, the 4-foot, eight-and-a-half inch width has not always been the standard in the U.S. According to the Encyclopedia of American Business History and Biography, at the beginning of the Civil War, there were more than 20 different gauges ranging from 3 to 6 feet, although the 4-foot, eight-and-a-half inch was the most widely used. During the war, any supplies transported by rail had to be transferred by hand whenever a car on one gauge encountered track of another gauge and more than 4,000 miles of new track was laid during the war to standardize the

process. Later, Congress decreed that the 4-foot, eight-and-a-half inch standard would be used for transcontinental railway.

Central History Museum Photographs of the Model of Central Constructed by CMR&HA Members By Dennis Moriarty Web Site









<http://www.cwrail.com/crmha/> Welcome New Members



Margo Torelli

Glenn Nasworthy is from Easley. Glenn is interested in HO modeling, history and rail fanning.

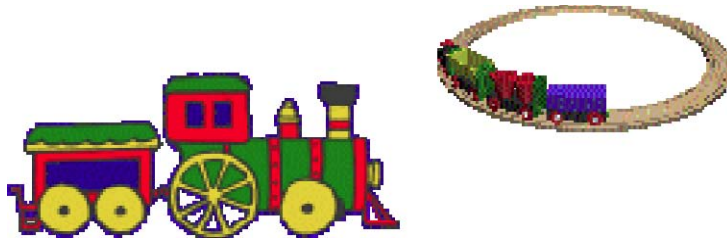
Mike Chandler is from Seneca. Mike is getting started on a HO layout.

CMR&HA TRAIN CREW

**Engineer and CEO: Bob Folsom General Division Super: Rob Seel
Stationmaster: Bob Hanson Paymaster: Howard Garner HO Division
Super: Bob Folsom Large Scale Division Super: Bob Hanson**

Future Meetings Programs

**November: George Stoudenmier December: Christmas Party at Folsom's
Please call me if there are any corrections to the
membership list. Thanks, Dennis (888-2332)**



Central Railway Model & Historical Association Membership Application

Name: _____

Date _____

Address: _____ Phone: _____

City: _____ State: _____

E-Mail Address: _____

1. Declared Interest Group: HO N General (Circle one)
2, Other Railroad Interests: Modeling Collecting Railfanning History
Other? _____

1. 3. Modeling Scale: Z N HO S SN3 O G (Circle yours)

4 Railroad Memberships: NMRA NRHS
Other? _____

2. 5. Do you have a home layout? Y N Open to Visitors? Y N

3. 6. I can help the Association by: () Working on one of the modular projects ()
Helping with set-up and operation of layouts at shows. () Organizing an excursion to a
show or museum. () Serving on a committee (i.e. Audit, Publicity, etc.) () Serving as
Officer or Director. () Preparing a short program for monthly meeting. ()
Other: _____

4. 7. Please record my membership in the Association for the year. Enclosed is
my (check) or (cash) for

\$20.00, Send to CRM&HA, PO Box 826, Pickens, SC 29671-0826. Phone
(864) 878-4705 Signature _____

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