



Shaw House Sketches

PRESIDENTS' LETTER

The Mission Statement of the Moore County Historical Association is to collect, preserve and share the rich historical legacy of Moore County. To that end the Board is continuing its work on the ownership and restoration of both the Yadkin Trail Markers as well as the Old Scotch Graveyard. But before we look at these two projects, let us begin with some ongoing issues from last month's letter.

We have met with the Southern Pines Police Department and the Fire Department concerning the potential security and fire concerns at the Shaw House as well as the Bryant House campuses. Our meetings were comprehensive, and we were given some positive input with both security and fire issues.

With regard to fire, individual extinguishers located in each building as well as on the grounds themselves will be the first way we'll go. We continue looking into a number of in-building fire suppression systems for each campus. Obviously the in-building suppression systems will be rather expensive. With this in mind we are working on setting up a separate fund to cover the costs of formal design reviews, budget installation costs and maintenance costs. This project will need a great deal of funding help from our members as well as our community for it to be successful. Our discussions with the Police Department were also successful and some revisions to campus lighting, security cameras and police patrols were suggested for both the Shaw and Bryant Houses.

The Moore County Historical Association owes a great loud KUDOS to Bill Edsel for his long and continuing work on both the Yadkin Trail Marker and Old Scotch Graveyard projects. Bill tips his hat to Kaye Davis Brown for her groundwork and continuing suggestions regarding the graveyard preservation, and we all thank her for her ongoing help. Bill has been working with the Jordan Lumber Co. and the Spencer Land Trust to close any quitclaim deeds and obtain the final, revised plot plan of the cemetery property. With luck, the Association should have full ownership of the cemetery shortly after the new year.

For the Yadkin Trail Marker project, Bill has completed a 17-page application, including over 40 exhibits, and has sent it on to the North Carolina Highway Memorial Sign Project for committee review. Because of the backlog with the committee, as of now, well... we'll just have to wait.

The great success of the Shaw House Heritage Fair, 8 October, is owed in a very large part to both Grace Jones and Dorothy Kicklighter, their hard work and organization, as well as to all the Board members and volunteers who pitched in. The Fair's success is reflected in the fact that we had over 1,700 attendees, very likely the highest ever! Good work everyone and thank you Grace and Dorothy!

Please remember to talk to your friends and neighbors into joining our Association and to help fund our on-going projects. Thank you.



AmazonSmile and MCHA

AmazonSmile is a simple way for you to support your favorite charitable organization every time you shop, and there is no cost to you. AmazonSmile is available at smile.amazon.com on your web browser and can be activated in the Amazon Shopping app for iOS and Android phones. When you shop with AmazonSmile, you'll find the exact same low prices, selection, and convenient shopping experience as Amazon.com, with the added benefit that AmazonSmile will donate 0.5% of your eligible purchases to the charitable organization of your choice.

On your first visit to AmazonSmile, you will be prompted to select a charitable organization to receive donations from your future eligible AmazonSmile purchases. Amazon will remember your selected charity whenever you shop at smile.amazon.com or with AmazonSmile activated in the Amazon Shopping app, and then every eligible purchase you make through AmazonSmile will result in a donation for your selected charity.

Junior History Club

Board member, Carley Sutton, reported that the Junior History Club has received its charter and introductory information packet from the North Carolina History Museum. Carley plans to meet with the children on the first Monday of each month, from 4-6 p.m. at the Shaw House. Students, aged 6-14 years-old, are invited to attend. The group will visit various historical places. The next meeting will be at the Shaw House on Monday, November 7th. *For more information, please contact Carley Sutton at stepintimesp@yahoo.com or 910-603-3403*

An Outhouse for Shaw House

Locke Arlin is a Scout in Troop 223 in Southern Pines. He has submitted a proposal to the Association in earn his Eagle Scout Award. Locke plans to build a historically accurate (but non-functional) one-seat outhouse on the Shaw property. In order to earn the award, he must research, design, obtain financial support, obtain construction supplies, and build the structure using unfinished old wood and square nails. The Association will provide cedar shakes for the roof. All of these steps must be approved by his Troop and the Association. The Board of MCHA has enthusiastically approved the project. The outhouse will not be the first non-functional project, since the well in the Shaw backyard is also non-functional. Does any member have a 19th-century Sears-Roebuck catalog?

Your Association Helps State Archives

The MCHA has old newspapers of the old Southern Pines Tourist, dating back to the early 1900s. They have been scanned into our computer archives. The NC State Archives has issues of the same newspaper on-line, but their files are incomplete. The Board of MCHA had approved the sending of our copies of the newspaper to the State Archives, to be included in state files.

The Birth of Moore County

Moore County was established on July 4, 1784. It had been part of Cumberland County, and was named after Alfred Moore, a Revolutionary War officer, who also became an Associate Justice on the U.S. Supreme Court. The first session of the County Court of Common Pleas and Quarter Sessions was



Welcome New Members!

Mr. and Mrs. Bob Mirman

Ms. Meredith Butler

Mr. and Mrs. Stuart Vos

Ms. Judy Casey

Ms. Flonda Russell

Declar Davis





held at the home of Kenchion Kitchin on August 16, 1784. A plaque commemorates this first organizational meeting, and it is mounted on a large rock in the Kitchin Cemetery on Gilchrist Road. Carthage, the county seat, was established in 1796, bearing the name of the ancient African city. Board member, Dale Moegling, trekked out into the woods for the photograph of the plaque.

UP-COMING EVENTS NOVEMBER 2022

Lecture

Who Was Their Father

Sunday, November 20, 2022, from 3:00 pm to 5:00 pm

The Southern Pines Civic Club, 105 S Ashe Street

Free Admission

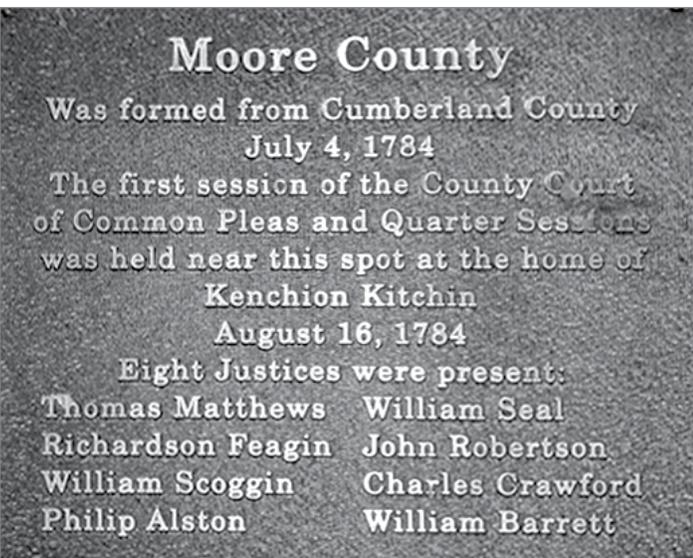
After a two-year hiatus due to the pandemic, this program marks the return of the lecture series sponsored by the Moore County Historical Association.

After the Battle of Gettysburg, July 1-3, 1863, an unidentified, dead Union soldier was found with an ambrotype photograph in his hands, with the images of three young children. This image was the last image he saw before he died of his wounds. There were no regimental or corps markings on his uniform. He had no wallet or other identifying papers in his possession. After Lee and the Army of Northern Virginia had retreated on the evening of July 4th, the Union Army of the Potomac had followed on July 5th. The unidentified soldier's comrades had left, and there was no one to identify the man or bury his body. Members of burial details were reluctant to bury the ambrotype with his body, hoping that somehow someone would claim the image.

Civil War enthusiast, Dr. Matt Farina, will talk about the story of Gettysburg's famous unknown soldier, how he was identified, what happened to his orphaned children and the story of the orphan's home established in Gettysburg.



Left and Above: Scenes from the October Shaw House Heritage Fair



Kitchin marker.

Bryant House Christmas Open House

Sunday, December 4, 2022, from 1:00 pm to 4:00 pm

3361 Mount Carmel Road, Carthage

Free Admission

Come celebrate Christmas the old-fashioned way by visiting the 1820s Bryant House and the 1760s McLendon Cabin. Visitors will have the opportunity to see how settlers decorated their homes in the 19th Century with natural greenery and berries. There will be hot cider, hot cocoa, and home-made cookies as refreshments. Live music will be provided by members of the Union Pines High School Orchestra and Christmas songs by the Appalachian Strings in the front room of the house. Enjoy the cozy warmth of the

fireplace in the McLendon Cabin. This is a great way to get into the holiday spirit with family and friends. This is hosted by the Friends of Bryant House.

Members Christmas Party at the Shaw House

Thursday, December 8, 2022, from 5:00 pm to 7:00 pm

Shaw House, 110 W. Morganton Road, Southern Pines

As part of the normalization of Association activities, we are pleased to announce that there will be a members' Christmas party at the Shaw House. Come celebrate an old-fashioned Christmas with the properties decorated with pinecones, greenery, magnolia leaves and other natural items. Light refreshments will be served. If you have natural decorative items in your yard, we would love to have them for decorating. You may leave any donated items on the porch at the side of the Shaw House.

Shaw House Christmas Open House

Thursday and Friday, December 8 & 9, 2022, 1:00 to 4:00 pm, Tours

Saturday, December 10, 2022, 1:00 pm to 4:00 pm, Tours & Refreshments

Free Admission

The public is invited to sample Christmas in the Sandhills in the 19th Century. The Shaw House, Garner House and Sanders Cabin will be decorated in era-style natural decorations and home-made items. There will be tours only on Thursday and Friday. On Saturday there will be warm apple cider, and live music and demonstrations in addition to the tours. The Shaw House Gift Shop will be open for those unique gifts of scented, custom-designed soaps, note cards, commemorative envelopes, historic photographic reproductions, and books on Moore County history.

For more information on the events call (910) 692-2051 or visit www.moorehistory.com.

2022 – 2023

Directors

Carla Butler

Trent Carter

Matt Farina

Robert Ferro

Janet Fowler

Michele Horner

Grace Jones

Dorothy Kicklighter

Steady Meares

Dale Moegling

Tony Myers

Cindy Novosel

Curt Quentien

Rachel Ray-Webb

Scott Samuel

Gene Schoenfelder

Hugh Shepard

Carley Sutton

Southern Pines, NC 28388

PO Box 324

ASSOCIATION

HISTORICAL

MOORE COUNTY

So. Pines, NC 28388

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Updates & Recaps

Malcolm Blue Farm Festival

The Malcolm Blue Farm Festival took place on Saturday, September 24, 2022. The weather was perfect, and a large crowd attended. There was a steady stream of families who visited the Association's tent throughout the day to test their skills in trying to guess our "What Is It" items that included tools, household items, and a glass mousetrap that stumped everyone. Especially popular was the quill pen and ink with children who wrote their names on paper that they could keep.

A new attraction this year was a set of stocks that were donated to the Association. Jim Jones in colonial garb and accoutrements sought out "patriots" to punish. Whether it was head and hands in the stocks, or just feet, everyone took advantage of the photo opportunity. Special thanks to the MCHA board members who set up and manned the tent and tables (Carla Butler, Gene Schoenfelder, Jim Jones, Dale Moegling, Grace Jones, Bob Ferro, Matt Farina).

Yadkin Road Markers Update

The Wicker, Tuft, and Johnson family representatives have signed a quitclaim deed to transfer the four existing markers to the MCHA. When NC DOT approval is complete, we can assume maintenance of the markers. A state expert on preservation techniques of stone and concrete will advise us on how to clean and maintain the markers. The missing fifth marker may be replaced with a new marker, but the location at the junction of US-1 and Midland Road is yet to be determined.

Old Scotch Graveyard Update

There will be a repeat survey of the graveyard because the earlier survey was in error. A quitclaim deed is being processed to transfer the graveyard to the MCHA. Jordan Lumber has generously donated \$20,000 to help pay for expenses of maintenance of the graveyard, is providing the surveyor for the project, and will maintain a 30-foot clear cut border around the graveyard as a fire-break. More brush clearing will occur after the first of the year.

14th Shaw House Heritage Fair and Moore Treasure Sale

The Heritage Fair held on Saturday, October 8th was enjoyed by more than 1700 people who attended. Even the weather cooperated! There were hundreds of items in the Treasure Sale that were donated to the MCHA --- and there were hundreds of bargains that were carted off! To paraphrase, it takes a village to put on a heritage fair, but as important, it also takes great organization and leadership as demonstrated by the co-chairs, Grace Jones and Dorothy Kicklighter. Special "Thanks" goes to all our volunteers for their many hours of hard work, without which none of this would have been possible.

The MCHA would also like to warmly thank the Sandhills Weavers Guild who spent many days breaking down the 19th-Century loom located in the Saunders Cabin. They made repairs with the help from board member Curt Quantien, and they cleaned and rethreaded a new pattern. Board member and Guild member Cindy Novosel spent the day demonstrating and educating people about our 1800's loom. Audiences were fascinated to watch her work.

The Association also thanks the many other exhibitors. Archie McGee



demonstrated early woodworking and let the children try their hand at it. Chip “Howling Bear” Shankle’s blacksmithing was, as always, a crowd pleaser. Dees Bees Apiary, owner Donald Dees, brought a live hive and explained life inside the hive. Board member, Hugh Shepard, demonstrated how tar pitch and turpentine were harvested from the long-leaf pine. You would not have guessed that Hugh, along with John Jackson and Marcus Novosel slept on the Shaw House grounds the night before the fair to provide security for the treasure items. Gunsmith, Matthew Mutarelli, demonstrated the Kennedy Rifle among others. Martha Cline demonstrated the art of chair caning. Marshal Caddell and Jim Jones were busy telling the story of our Tobacco Barn Museum, and demonstrating the use of the punishment stocks for those in the audience who failed the oral exam after the museum presentations!

What’s a fair without food, and the Pinecrest High School wrestling team did a fabulous job at bargain prices. While you ate, you were entertained by Hammer-N-Song, South Ridge Bluegrass, Encore Center Dance, Pate Hill Bluegrass-Natalie Ingram. And there were regular news up-dates by the town crier and General Cornwallis who defended his actions at Guilford Court House. The Rye Family Farm brought some energetic baby goats to the delight of children. And last, but not least, we want to thank the Nicol brothers. Liam made all sorts of items from balloons at his “Balloons for a Smile” table, while Connor presented his “We Will Remember” dog tags for veterans.

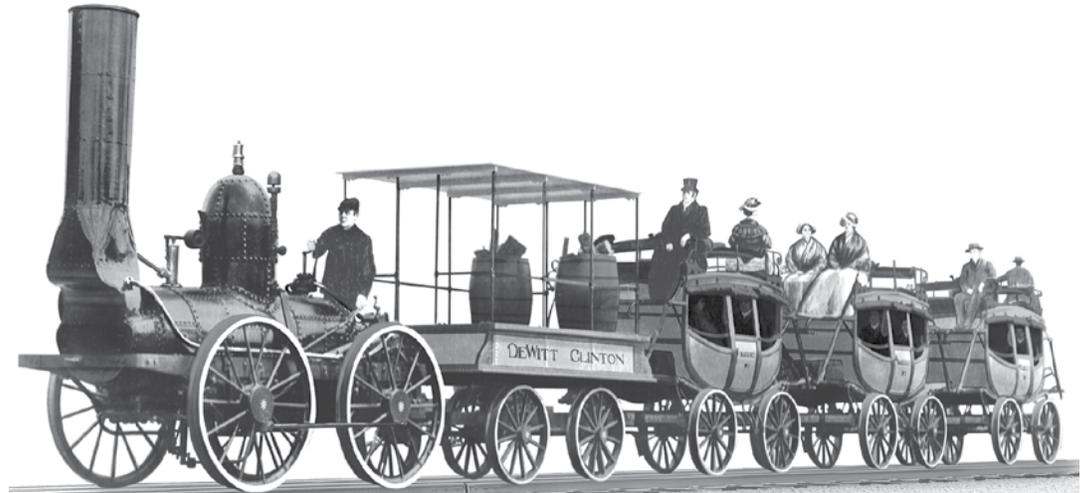
Moore County is a most wonderful place to live, work and play. We are thankful for our community support. If you have yet to attend our fair, please mark your calendar for next year on Saturday October 14, 2023.

Thank You to Those Who Donated Items for the Shaw Fair and the Following Sponsors:

- | | | |
|---|---------------------------------|------------------------------|
| Boles Funeral Home & Crematory Inc. | Mr. and Mrs. Doug Campbell | Dr. and Mrs. John Monroe |
| Creed & Garner Roofing | Ms. Lucinda Cole | Mr. and Mrs. Jim Offutt |
| Eye Candy Gallery & Framing | Mr. Al Dunham | Anonymous |
| Fry & Prickett Funeral Home, Inc. | Dr. Matt Farina | Mr. and Mrs. Chuck Peterson |
| Garner Law Firm, PLLC | Mr. and Mrs. Stuart Fulghum | Mr. and Mrs. Paul Prentiss |
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| Ms. Bebe Briggs | Mr. Joey McNeill | Mrs. Joyce White |
| Mrs. Carolyn Burns | Mr. Dale Moegling | Mr. and Mrs. David Young |
| Mr. and Mrs. Alan Butler | Mr. & Mrs. Fred Monroe, Jr. | |
| Ms. Paula Caddell | | |

Thank You to the Vendors, Demonstrators, and Non-Profits:

- | | | |
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| Blacksmith | Ferrari Antiques & Collectibles | Poly Furniture Unlimited |
| 7 Lakes Woodworking | Friends of the Bryant House | Puzzles With A Purpose |
| Balloons for a Smile | Gunsmith | Rye Family Farms |
| Chair Caning | Illuminating Colors | Sandhills Weavers Guild |
| Dees Bess Apiary LLC | Journeys End Antiques | Silver Threads |
| Dog Tags for Vets | McKenzie Farms | Simply Baking 4 U |
| Estate Antiques & Collectibles | Moore County Genealogical Society | Southern Pines Civic Club |
| Face Painter | Park Lane Jewelry | Tar, Pitch Turpentine |
| | | Woodworking Friendship Chair |



As you cross the railroad track between East and West Broad Street in Southern Pines, have you ever wondered, “How wide are the tracks?” First, let’s define gauge. The gauge of a railroad is the distance between the inside vertical surfaces of the head of the rail. The rails are 4 feet 8 1/2 inches apart, or 1435 mm. You may then wonder, why not just 5 feet, or 4 1/2 feet, or simply 1500 mm? Well, here’s the story.

A popular legend traces the origin of the 4 ft 8 1/2 inch gauge back to the evidence of rutted roads marked by chariot wheels dating from the Roman Empire. Although in England there are many places where the ruts are visible, it is questioned whether they played a role in English railroad standards 1400 years after the last Roman legions. But the Roman ruts, according to one expert, were not for chariots but for narrow, hand-pulled carts.

The claim of the legend 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 two horses pulling a chariot. Writing in opposition to that theory, another author states that the statue by Franzoni in the Vatican Museum is regarded as the most accurate known depiction of a Roman chariot where the two horses are wider than the chariot and the chariot wheels behind them. A head-on view of the sculpture seems to refute that (see photo). However, another author supports the hypothesis that “the origin of the standard gauge of the railway might result from an interval of wheel ruts of prehistoric ancient carriages.”

Snopes categorized the legend as “false,” but commented that “it is perhaps more fairly labelled as “True, but for trivial and unremarkable reasons.” The historical tendency to place the wheels of horse-drawn vehicles approximately 5 ft apart



probably derives from the width needed to fit a carthorse in between the shafts.

Perhaps the observation that the ruts were made by “regular” horse-drawn carts is the fact that horse breeding from Biblical times resulted in stronger animals that could easily carry a man. Two warriors riding two horses, replaced two men in a two-horse chariot, where one was a driver and the other a warrior. In effect, more mobile cavalry had replaced the chariot by the time of the Roman Empire, where the chariot had been relegated to ceremonial parades and races.

Roads were built to accommodate whatever used them, and for many centuries prior to the advent of railroads, what traveled on roads were mostly wheeled conveyances, pulled by beasts of burden (primarily horses), carrying passengers and goods. Physical conditions dictated some of the dimensions of those conveyances (such as the width of their axles), and thus largely ensured that they would fall within a fairly narrow range of variation: Horse-drawn vehicles all served similar functions, so practical considerations (e.g., the speed at which horses could travel, the amount of weight horses could pull, the number and arrangement of horses that could be controlled by a single driver) required that they be relatively similar in size as well.

That may suffice as an explanation covering the specific combination of horse-drawn vehicles and roads, but what about vehicles that traveled on rails instead of roads (such as trolleys), or that weren't pulled by horses (such as trains)? Why should they be similar in size to their predecessors? In addition, while road-travelling vehicles are typically measured from the outermost portions of the wheel, it became apparent that for vehicles travelling on rails it was better to have main wheel flanges that fit inside the rails, and thus the minimum distance between the wheels (and, by extension, the inside faces of the rail heads) was the important one.

Although humans can be remarkably inventive, they are also often resistant to change and can be persistently stubborn (or perhaps practical) in trying to apply old solutions to new conditions. When confronted with a new idea such as a “rail,” why go to the expense and effort of designing a new vehicle to use on it rather than simply adapting ones already in abundant use on roadways? Wouldn't it make sense to put the same type of conveyance pulled by regular horses on the ground, behind an “iron horse” running along a rail? That is indeed what was tried in the early days of American railroads.

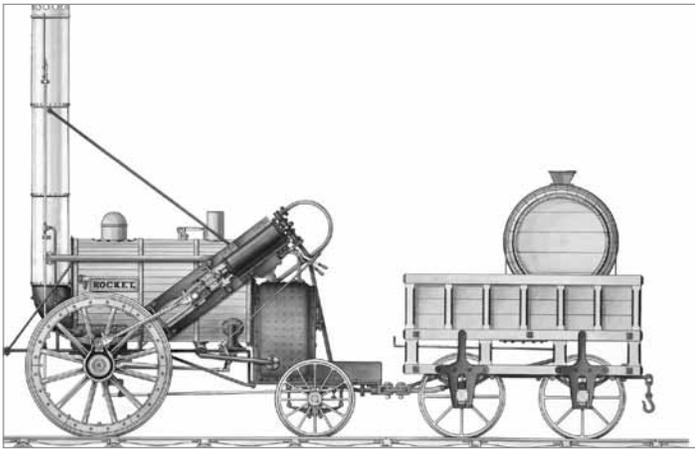
The English railway pioneer, George Stephenson, spent much of his early engineering career working for the coal mines of County Durham. When he designed the Stockton & Darlington Railway primarily to transport coal from the mines to the port in 1825, he used a gauge of 4 feet & 8 inches (1,422 mm) simply because that was the existing gauge of hundreds of horse-drawn wagons already in use on the wagonways in the mines. After the Stockton & Darlington Railway, Stephenson used the same 4 feet, 8 inches for the Liverpool & Manchester Railway, the world's first passenger railway between major cities in 1830. The railway used the same gauge for 15 years before a change was made to the 4 ft 8 1/2 in. gauge to reduce binding on curves. The success of this project led to Stephenson and his son Robert being employed to engineer several other larger railway projects. Thus the 4 ft 8 1/2 in (1,435 mm) gauge, or Stephenson gauge, became widespread and dominant in Britain.

By the 1870's, archeological excavations at Pompeii and elsewhere revealed that the gauge Stephenson chose may have been the approximate gauge of Roman road vehicles. An American engineer, Walton W. Evans, sought to test this hypothesis by measuring with a metric rule the ruts made by carts and chariots at Pompeii. He converted his measurements to inches and found that the ruts, center to center, were about 4 feet, 9 inches, consistent with a gauge of slightly less than that. Later archeology confirmed that this was the Romans' common gauge.

The survival of this gauge for road vehicles in Western Europe, including Britain, resulted in its being carried over onto early railways. As English railway historian Charles E. Lee wrote, it probably represents the optimal size of a road vehicle relative to the indivisible size of a horse. Anything less would have underutilized the



George Stephenson



Stephenson's Rocket



Franzoni chariot in Vatican Museum

horse, and anything greater would have put excessive strain on the animal.

Certainly, the gauge of 4 feet, 8 1/2, inches was not grossly inappropriate. It allowed passenger cars that seated two people in comfort on each side of an aisle wide enough for people to pass. Freight cars were large enough to accommodate the size of packages that people could carry in and stack. The equipment had a moderate degree of overhang.

Isambard Kingdom Brunel, chief engineer of the Great Western Railway of England, thought 4 feet 8 1/2, was too narrow for the speed of 50 to 60 mph that he envisioned in the future. He adopted a huge gauge of seven feet for the Great Western Railway, and enthusiastically testified as to its superiority before Parliament.

In 1845, a Royal Commission on Railway Gauges reported in favor of a standard gauge. The subsequent Gauge Act ruled that new passenger-carrying railways in Great Britain should be built to a standard gauge of 4 ft 8 1/2 in (1,435 mm). Stephenson's gauge was chosen on the grounds that existing lines of this gauge were eight times longer than those of the rival 7 ft. gauge adopted principally by the Great Western Railway. It allowed the broad-gauge companies in Great Britain to continue with their tracks and expand their networks within the "Limits of Deviation" and the exceptions defined in the Act. After an intervening period of mixed-gauge operation (tracks were laid with three rails), the Great Western Railway finally completed the conversion of its network to standard gauge in 1892.

England, the innovator in railroad technology, enjoyed an early head start over America. U.S. railroads used equipment purchased from English manufacturers, thus necessitating that the rails on which that equipment ran, be the same size in both countries. When New Jersey sponsored a bold rail and canal connection between New York and Philadelphia in 1831, they ordered a custom-built locomotive from the English company — the John Bull. The railroad became an immediate success, carrying over 100,000 passengers in 1834.

American companies emulated and improved upon the English designs. By 1841, ten American railroad shops had sprung into existence, and they produced 375 of the 500 engines in the United States. Those shops soon began changing the English designs, making the engines more powerful and the rails cheaper, better suited to the rough conditions in the United States. The American shops even exported their engines, including to Britain.

Because early American railroads connected bodies of water that were impractical to connect with canals, there was no overriding reason to have expected much gauge uniformity. Early railroads did not anticipate interchange of equipment. But because the Baltimore & Ohio and the Boston & Albany Railroads used 4 feet and 8 1/2 inches, that gauge was off to a flying start. The Pennsylvania Railroad used 4 feet and 9 inches, which was compatible. The 6 feet and 0 inches of the Erie & Lackawanna Railroad was the most important northern wide gauge. The Canadian railways used 5 feet and 6 inches in part for military reasons.

In the American South, broad gauges were dominant. If there was a common gauge, it was 5 feet, 0 inches. By 1861, tracks of this gauge extended from Norfolk and Richmond to Memphis and New Orleans, although lack of some physical connections and interchange kept it from being a network.

At the beginning of the Civil War, there were more than 20 different gauges ranging from 3 feet to 6 feet, although the 4-foot, 8 1/2 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. The Civil War demonstrated the undesirability of gauge differences. After the war, the rapid growth in grain movements from the Midwest to the East was the greatest single force for homogeneity.

The Lincoln administration, after planning the transcontinental railroad at 5 feet, 0 inches to conform with the existing railroad in California, decided on 4 feet 8 1/2 inches for consistency with the most important Eastern railroads. This assured that 4 feet 8 1/2 inches would be the North American standard gauge. The Canadian lines converted to it in 1872-1873. All the 5 ft. broad gauge track in the South was converted to "almost standard" gauge of 4 ft 9 in. over the course of two days beginning on 31 May 1886.

The editor of the principal railroad trade journal of the 19th century, Matthias Nace Forney of The Railroad Gazette, reported that railroad engineers with whom he had discussed the question of gauge had responded, in general, that 4 feet 8 1/2 inches was slightly suboptimal, and that something around 5 feet 0 inches would have been better. Forney agreed but felt that homogeneity for free-running of equipment nationwide at 4 feet 8-1/2 was more important than any gains that could be gotten by another effort to change gauge.

So, next time you drive or walk across Broad Street, you will remember the chariot story!