UPCOMING EVENT:
Saturday, August 29
Castle Rock

- **9:15 am – 10:45 am**: Chapter meeting at the Douglas County History Research Center, Philip S. Miller Library, 100 South Wilcox Street, Castle Rock.
  - Power Point Presentation by Rich Deisch and Bruce Watson: Mapping and Research Methods.
- **11:00 am – 12:00 pm**: Lunch at Subway, within walking distance of the Library, or bring your own lunch.
- **12:00 pm – 3:00 pm**: Carpool tour of the Cherokee Trail in Douglas County, led by Lee Whiteley.
  - Tour route: Blackfoot Cave to 20 Mile House.

An overview of our chapter's mapping techniques will be presented at the upcoming August 29th chapter meeting in the Castle Rock Library. We will explain how we obtain and use source documents to precisely locate segments of the Cherokee Trail, and convert them to GPS coordinates. Using these coordinates, we visit the locations in the field for further analysis and GPS tracking of Cherokee Trail segments. Upon completion, these mapping efforts are forwarded to OCTA's national offices and the National Park Service for inclusion in the National Trail System.
MESSAGE FROM THE PRESIDENT
By Berl Meyer

Many thanks to the Douglas County Library in Castle Rock for hosting our meeting in June. I would also like to thank Ginny and Gary Dissette for their generous help with the arrangements for this event.

We have decided to have our next meeting there as well. Please mark your calendar for August 29. You are welcome to bring any friends who might be interested in trail mapping. We’ll have lunch afterwards and then Lee Whiteley will lead a tour of nearby ruts and swales of the Cherokee Trail.

Our next chapter meeting after that will be held on September 24 at the National Convention at Lake Tahoe. I hope by that time to have an update on the status of the Cherokee Trail becoming a National Historic Trail.

Congratulations to Susan and Duane Kniebes upon the publication of *Cemeteries and Remote Burials in Larimer County, Colorado*, a three-volume set of books resulting from their exhaustive research over a 14-year period, described in more detail in the article beginning on page 3.

As your webmaster, I’m looking forward to the new OS Windows 10. You’ll be able to download it for free as long as you have a reserved copy via email over one year. I think that I’ll wait a month or so after July 29, the release date, before I personally install it. I do this because I’m sure that there will be a few bugs so I’m just waiting for most of these things will be fixed by then.
NOTES FROM THE EDITOR
By Camille Bradford

This issue includes an article by Lee Underbrink, a long-time member and leader in both the national organization and the Wyoming Chapter. I recently became aware of regular columns he writes on trail history for the Casper Journal. Many thanks to Dale Bohren, its Publisher and Editor, and to Lee for their permission to reprint in our newsletter.

Many thanks to Bruce and Peggy Watson for their regular contributions to the newsletter. This issue includes photographs they took at Gila Cliff Dwellings in April after attending the Southern Trails Chapter symposium in Silver City, New Mexico.

I always welcome any articles, photographs, book reviews or other suggestions you may have regarding the content of the newsletter. Please contact me regarding any material you would like to submit.

I’ll be giving a talk at the Rocky Mountain Map Society on September 15, “William Henry Jackson: Artist and Mapmaker in His Later Years.” The meeting will be held at the Denver Public Library at 5:30 pm. Further information is on the RMMS website: rmmaps.org.

CEMETERIES AND REMOTE BURIALS IN LARIMER COUNTY, COLORADO
By Duane and Susan Kniebes

After a 14-year effort, we have produced Cemeteries and Remote Burials in Larimer County, Colorado, a three-volume book documenting the location and description (including color photographs) of 158 cemeteries, remote burials, and memorials in Larimer County and including our often serendipitous efforts to locate each site as well as the histories of each site, of those buried there, of their families, and of the property on which the site is found. That history was frequently provided by the descendants of the original Larimer County pioneers whom we were fortunate to meet and is thus not available elsewhere.

We have meticulously documented all of their research sources and have included a detailed index for each volume of the book. We have provide an online PDF version of the complete index for the three volumes of Cemeteries and Remote Burials in Larimer County, Colorado to help you determine which volume or volumes would best meet your needs. This online index is available at: irongate.com/pages/Larimer_Index.pdf

The Maps section of each volume contains a map of Larimer County showing the graves, cemeteries, and memorials discussed in the chapters of that specific volume. Volumes I and II also contain a map of Early Northern Colorado Trails that shows the locations of those trails and the stage stations and forts associated with them. Continued on page 4
The three volumes are:

- **Volume I: The Poudre and North, Including the Laramie River Valley and Livermore.**
  632 pages, Softbound: $44.95, Plus $6.00 S&H; Hardbound: $54.95, Plus $6.00 S&H
- **Volume II: South of the Poudre, Including Fort Collins, Loveland, and Berthoud.**
  574 pages, Softbound: $41.95, Plus $6.00 S&H; Hardbound: $51.95, Plus $6.00 S&H
- **Volume III: Estes Park Area and Rocky Mountain National Park, Including Park Property in Grand County.**
  308 pages, Softbound: $23.95, Plus $6.00 S&H; Hardbound: $33.95, Plus $6.00 S&H

To order the volume or volumes that you want, please send a check or money order to Iron Gate Publishing, P.O. Box 999, Niwot, CO 80544. Orders may also be placed online: [irongate.com/pages/larimer_cemeteries.html](http://irongate.com/pages/larimer_cemeteries.html)

Institutions may place orders through Ingram. If your institution does not have an Ingram account, email publisher@irongate.com with the number of copies of each volume you would like to order.

To contact the authors, email dkniebes@localnet.com or call 303-530-9525.

**HOW WIDE WERE WAGON RUTS?**

*By Lee Underbrink*

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That’s an exceedingly odd number. Why was that gauge used? Because that was the way they built them in England, and English expatriates built the U.S. railroads. Why did the English build them like that? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which use that spacing.

OK! 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? Imperial Rome built the first long-distance roads in Europe (and England) for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to
Continued from page 4

match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Road, they were all alike in the matter of wheel spacing.

Bureaucracies live forever. So the next time you are handed a spec and told we have always done it that way and wonder what genius came up with that, 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.

Now a twist to this story. When you see a space shuttle resting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters. The rocket boosters are made by Thiokol at their factory in Utah. The engineers who designed the boosters would have preferred to make them a bit fatter, but the boosters had to be shipped by train from factory to launch site.

The railroad line from the factory happens to run through a tunnel. The tunnel is slightly wider than the railroad track, as you now know, is slightly 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.

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MARCUS EVANS: SON OF LEWIS EVANS, OF CHEROKEE TRAIL FAME
By Berl Meyer

Earlier this year, I received an e-mail from Pat Fletcher asking whether I could travel over to Harrodsburg, Kentucky after the snow melted in Louisville, and take a photo of the grave site of Lewis Evans’ son, Marcus.

A few weeks later, I went to Springhill Cemetery to do so. I had a hard time locating the grave until I went to the cemetery office to see if they had a plot locator, which they did. I learned that he was mortally wounded at the Battle of Perryville in October of 1862. As a Civil War buff, I just had to have more information on this soldier. The following information came from a four-page folio-sized letter written on 15 November 1862 by Confederate private M. A. Harvey, Company B, 8th Texas Cavalry, describing actions during Bragg’s invasion of Kentucky in September-October.
Marcus Legrand Evans was born in 1831 in Evansville, Arkansas to Lewis and Eunice Evans. Soon after his father returned from his journey along the Cherokee Trail to the California gold fields in 1849, the Evans family moved to Gonzales, Texas. Sometime later, Marcus became a lawyer, and a member of the Royal Arch Chapter of the Masons in Gonzales. He was married in 1857 to S. Marie White.

Marcus Evans mustered into Company C at Houston, Texas on September 12, 1861. The next incident described by Harvey probably occurred near Woodburn, Kentucky, south of Bowling Green, Kentucky on 12 September. In the process of harassing Buell’s rear along the Nashville-Bowling Green turnpike, the Rangers mistakenly attacked elements of the cavalry brigade of Confederate Maj. Gen. Joseph Wheeler, also keeping tabs on the Federals.

Nathan Bedford Forrest ordered the Rangers to charge what he took to be a body of Federal horsemen but was in fact, as Harvey says, "some Georgia cavalry"; the latter, for their part, ran off, sparing the Confederates the possibility of self-inflicted casualties. Harvey then mentions his participation in the siege and surrender of Munfordville and Woodsonville (14-17 September), one of the significant Confederate victories of the Kentucky campaign.

Following Munfordville, Forrest was sent back to Tennessee, command of his brigade being assumed by Col. John Wharton. For Harvey, there followed a period of detached service, under Lt. Col. Marcus Legrand Evans of Co. C of the 8th Texas Cavalry. Evans was sent with a detachment of troopers (Harvey says 40 men; other sources say more) to occupy Taylorsville, Kentucky, some 20 miles southeast of the Federal stronghold of Louisville. There they remained until Buell moved out of Louisville, when they withdrew to the vicinity of Bardstown, Kentucky, occupying the town and its approaches. It was at the battle of Bardstown, on 4 October 1862, that Wharton’s brigade made a momentous charge against four regiments of Federal cavalry drawn up in the road to receive them:

Evans suffered from spinal infection and kidney problems during autumn 1861. He was identified by Frank Batchelor as the man who killed the Union soldier who killed Colonel Terry on December 17, 1861. He was furloughed after April 8, 1862 due to illness, likely to return to Texas. He returned from furlough by June 1862. Promoted to Lieutenant Colonel by October 1862. Received mortal wound, a gunshot to the head, at Perryville, Kentucky on October 8, 1862. Died in Union hospital at Harrodsburg, Kentucky on October 19, 1862.


**Fort Hall: Cultures and Changes**

**Oregon-California Trails Association**

**2016 Annual Convention**

**August 1-5, 2016**

**Shoshone-Bannock Hotel and Event Center**

**Fort Hall, Idaho**

The Idaho Chapter of OCTA invites you to join us as we proudly host the OCTA convention at Fort Hall, Idaho. This convention will focus on the Native American history and culture in the Fort Hall area and how the influx of fur trappers and Oregon/California Trail emigrants changed their lives forever. Active participation by the Fort Hall Shoshone-Bannock Tribe will be a key component of the convention.

Speaker topics include Tribal history and cultural changes, fur trapper history, and excavations at Fort Hall.

Convention bus tours will include early trapper sites in Idaho and Oregon Trail sites around Fort Hall. Pre-convention tours include the Oregon Trail through the Fort Hall reservation and the Hudspeth Cutoff. Post-convention tours include Goodale Cutoff and the California Trail through Idaho.
GILA CLIFF DWELLINGS NATIONAL MONUMENT
Photographs by Bruce and Peggy Watson

For information on visiting
Gila Cliff Dwellings National Monument:

nps.gov/gicl/index.htm