

April 2023



"Sharing The Legacy of a Transportation Empire"

NSFWA Newsletter

President's Message

Greetings NSFWA Members!

Most of us agree that it's been a long winter of 2022/2023. I'm sure each of you are looking forward to Spring and Summer to get out and enjoy your favorite activities.

The NSFWA Records show that we have an increase in "New Membership" this year. We are happy to see that our Membership is growing. Our Membership renewal time, is every January and there has been a large number of renewals thus far been sent in to the Secretary. Thank you for being prompt. The total Membership number of the National Stagecoach & Freight Wagon Association is around 125.

We would like to tell you of an event named "Lyndon Saddle Club, Inc. Farm Team Competition," where teamsters and their team of horses compete against each other. This is a timed and accuracy course, of events such as navigating an obstacle course, and operating a horse drawn cultivator, to name a few events. These are fun to watch &/or bring your team and compete in the Lyndon Saddle Club Inc. event to be held on May 13 & 14, 2023. Both the NSFWA and the Kansas Draft Horse & Mule Association have given a monetary donation to the Lyndon Saddle Club Inc. The NSFWA will be present to serve a free Cowboy Chuck Wagon Stew to those attending, provided by the Lyndon Saddle Club, Inc.

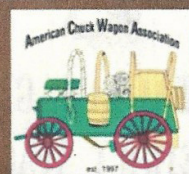
Your NSFWA organization has also recently contributed a monetary donation to aid in the completion of a one of a kind book, written by Betsy Watry, telling the facts and information about coaches used in Yellowstone National Park. Several NSFWA members have contributed information and research. The book describes Abbott & Downing Touring Coaches, along with several other Coach and Spring Wagon companies that picked up passengers from the train and toured Yellowstone National Park by the horse-drawn vehicles. It will contain a reference to the historic Yellowstone Coaches used for touring the National Park from 1883 to 1916. This will be great reading!

The NSFWA Board of Directors hope that you have an enjoyable Summer season ahead.

Respectively Submitted,

Jeff McManus, NSFWA President

The NSFVA and American Chuck Wagon Association (ACWA) have agreed to share mutual advertising space in upcoming newsletters in support of both organizations. Visit www.americanchuckwagon.org to see their mission, history, and upcoming events.



American Chuck Wagon Association

www.americanchuckwagon.org Email: acwa@chuckwagon.org

Upcoming Events hosted by NSFVA members

Lyndon Saddle Club, Inc
Farm Team Competition



MAY 13 & 14 2023

Endorsed By:
 Kansas Draft Horse & Mule Assoc.
 & National Stagecoach & Freight Wagon Assoc.

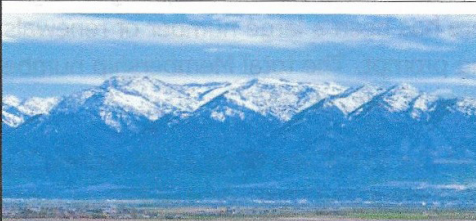
For information:
 Call
785-256-3430 or 209-361-9085

Or on Facebook/Lyndon Saddle Club (and go to events)
 Contests on Grounds Free Admission
Lyndon Saddle Club Arena Lyndon, Kansas

Lyndon Saddle Club Inc. or any of its sponsors, will not be responsible for Accidents, Loss, Injury, or Death.


JOIN US!
 FOR THE CARRIAGE ASSOCIATION OF AMERICA

LEARNING WEEKEND & CARRIAGE SHOWCASE
TREMONTON, UTAH
APRIL 28-30, 2023



JOIN US IN UTAH

Set amongst snow-capped mountains 70 miles north of Salt Lake City lies Tremonton, Utah in the heart of the beautiful and historic Bear River Valley. We welcome you to **Wagonland Adventure** which houses and displays one of the largest horse drawn transportation exhibits in North America with over 350 commercial wagons, coaches, carriages, buggies, and sleighs. The area contains tourist hot spots such as the Golden Spike National Historic Park, Spiral Jetty- Utah's piece of art work, the ATK Rocket Garden, as well as the world renowned Bear River Bird Refuge. Visitors enjoy the convenience, proximity, and charming small town feel that Tremonton has to offer them. Join the Carriage Association of America April 28-30 for a weekend of visits, talks, and social events in Tremonton, Utah.

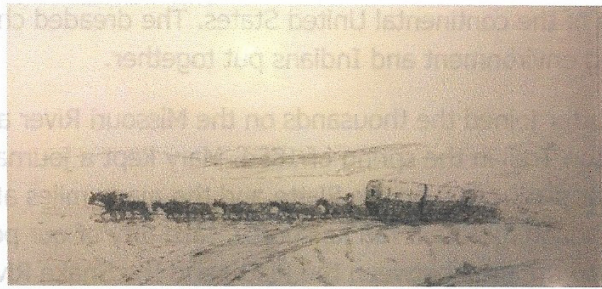


info@caanline.com phone: 878-731-0971 fax: 878-731-0973

Frank Burkdoll and Lyndon Saddle Club
May 13-14, 2023

Eli Anderson and Carriage Association of America
April 28-30, 2023

Do you have a story to share? Please send your story and pictures to info@stagecoachfreightwagon.org for inclusion in the next newsletter.



"History of Wagons" Written by Michael Hanley

Note: Sections of his chapter are used, in part, to fit this Newsletter.

Wheeled vehicles have been in use since the dawn of civilization and are found depicted in carvings from antiquity. The Romans directed considerable effort and resources toward building the first ancestors of our modern highway system. They realized that the strength of their empire depended upon good lines of communication. One of their highways, the 365-mile Appian Way, is still partially in use today, some 2000 years later. Over it once rumbled the wagons and chariots accompanying the Legions of Imperial Rome as they set out to conquer and return with the wealth of the known world. The French and Indian War that went on during the 1750's was the beginning of the wagon's role in the westward expansion. The French and English contested the lands that lay west of the colonies and continually battled each other. They kept the Indian tribes stirred up resulting in death for many of the settlers who ventured into the disputed area west of the Alleghenies.

In 1755, General Braddock, commander of English forces, set out to destroy the French force at Fort Duquesne. "The site of present day Pittsburgh, Pennsylvania." The rough terrain forced him to lose valuable time while his army hacked a wagon road through the wilderness. He expected the French and Indians to wait until he had gotten his supplies through before they joined him in battle since this was the accepted thing to do in European warfare. Instead his army was ambushed and defeated, Braddock being mortally wounded in battle. History shows that the English went on to defeat the French and the way was opened for the emigration west. The most important thing about Braddock's campaign was that he took wagons with him and built roads to move them over. This was the first time this was attempted in America. He had as a captain in charge of the American militia a young George Washington, who in turn picked up much information that was to help him 20 years later in our revolution against Britain. Down the ranks of that campaign serving as a teamster was another young man named Daniel Boone. It was Boone who later launched the wagons' role in the westward movement when he crossed the Cumberland Gap and went down the Wilderness Road. Deep into "the dark and bloody ground," he guided his followers to establish a community named Boonesville. For years after that when emigrant wagons were seen headed west it was assumed they were "Gowen west to Caintuck."

The emigrants using the early roads shared a life of hardship that often ended in tragedy. It has been estimated that an average of 17 people died for every mile of the Oregon Trail. Roughly figuring this would be 30,000 or more lonely graves along the now faded trail that added

much to the boundaries of the continental United States. The dreaded cholera killed many more than an uncompromising environment and Indians put together.

Mary and Cole Carter joined the thousands on the Missouri River at St. Joseph for the journey across the Oregon Trail in the spring of 1854. Mary kept a journal and on July 16, 1854 wrote, "The sickness that plagued us on the Platte and the many miles after that seems to have left us in peace. It did though, before it ran its course, take fifty of our people and that is how many graves we added to the total between the Platte and the Snake Rivers." Mary Carter was later critically injured in a wagon accident near Fort Boise and Cole completed her journal. "My Mary is gone and with her went all the dreams and plans. Now I am alone. I must leave my beloved wife here in this high mountain valley. I can hardly put on paper what had happened, but before she left me I promised to finish her Journal..."

As the west opened up in the mid 1850s and early 1860s huge freighting and staging companies organized. Some of the companies were: Butterfield Overland Dispatch, Russell, Majors and Waddell, Overland Stage Company, and Wells Fargo and Company. The flow of commerce across the plains was almost beyond comprehension. Julesburg, Colorado was one of the Overland Stage Company's main division points and also a freighting center. In a single year 3,574 freighters came into town. There were 4,000 men employed in the business besides 28,000 horses and mules stationed there. Ben Holladay's Overland Stage Company was the largest of the stage and freighting concerns with some 20,000 vehicles. He had more than 100 Abbot and Downing coaches on the road at all times, plus several times that number of the more economical "Mud Wagons" for the rougher routes. It required 6,000 racing thoroughbreds for his coaches alone. When he bought stock for the company, he bought the very best, often paying \$50,000 at a time. Cheaper stock could be obtained, but Holladay looked beyond them paying upwards of \$250 for horses and mules of the best quality. Just for his stages he had \$500,000.00 invested in horses and that was separate from the stock he purchased for his freight outfit. On top of all this the feed bill for the stock was \$1,000,000 annually. Often using his own capital while waiting for government payments that never came through. Holladay went out on the limb to keep mail and freight moving. His heirs were still trying to collect when all government debts were cancelled during WW1. Another of the companies engaged in freighting in a big way was the Overland Freight Line owned by E. G. Maclay and Co. It was known as the Diamond R and was immortalized by Charles M. Russell in his painting "The Wagon Boss." It has been estimated that the company had approximately 12 hundred head of oxen, 400 head of mules, and a large number of horses that were used to freight, with well over 100 large freight wagons

The most important contribution wagons made for the United States was the role they played in the transfer of large tracts of the public domain into private ownership. In order to open up the lands to the west, it was essential for roads to be built onto them, so that they could be settled and developed. Congress could not raise the funds for road building so land grants were offered for construction of wagon roads and in later years railroads. When the Twentieth Century began the wagon days were numbered. A snorting machine called an automobile at first only offered a threat in the form of spooked teams. However, by 1920 most of the wagon traffic had ended and many of the old freight stops and stage stations tore down their livery barns and erected gas stations.

Before and After:

The NSFWA Board of Directors would like to thank: Harold Dirks, Victor Haenny of Haenny Wagon Works, Jem Blueher of Anvil Wagon Works, Michael Hanley, Patrick Goodknight, Randall Miller, and Jim Pomajevich of The Pomajevich Collection, for their participation in last fall's "Before and After" Photos and words of their work. Thank you Rodney Carriker and Pat Steed for contributing to this issue.

Before And After: Rodney Carriker - Canyon Trails Ranch



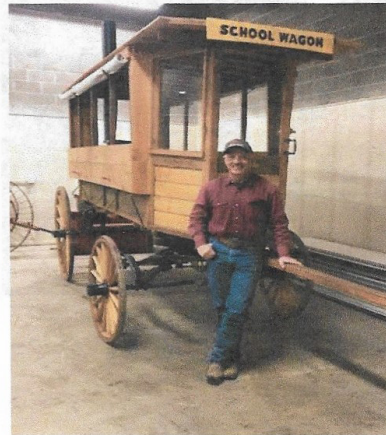
Rodney owns a skeleton of a 1911, 11 passenger Abbot-Downing Touring Coach originally built for Yellowstone National Park. The running gear and coach body have matching serial numbers, making the body & gear being manufactured at the same time at the Abbot-Downing Factory.

From 1883 to 1916 an adventurer person or family could step off a train near, either the North or West entrances of Yellowstone National Park and soon step upon one of over 100 Yellowstone Coaches and tour Yellowstone's "Majestic Wonders"

Rodney has collected one of these grand old Abbot-Downing Touring Coaches and in his words, "It's a slow going project, but it's worth it." "I want to Thank, Eli, Dave, Rawhide and Jem for their guidance." "Someday I will hitch my team to it."

Before And After: Pat Steed of Lovell Wyo.

This is the Kane Wyoming School Bus that was used to transport the surrounding school kids coming from farms and ranches, which covered approximately a 10 mile area from the school. There were actually 2 routes and 2 buses, in use at the Kane School. The sister bus to this one has so far vanished. The bus has a Studebaker gear and its service was from 1916 until 1926. Pat saved this old bus from disappearing. Pat had to rebuild some of it and he was able to salvage original parts for further use. They include the right side wagon box board & its trim are original, a front board which has a slot that the lines ran through during bad weather, 2 of the roof up-right boards, along with 4 bows and the 3" roof support board were all able to be reused. The total running gear existed, but the wheels needed to be redone, and Jem Blueher of Anvil Wagon Works restored them. Last but not least, the total iron & wood back step was freshened up and reused. This School Bus is owned by the Lovell-Kane Museum.



A past photo with Daniel Beal, Driver & his Grandson- Bud Beal (1925) **A recent photo with Pat Steed driving his team & Bud Beal's Great Nephew – Gage Bair (2022)**

The location of the early 1900's Photo is known (left).

Compare the similarity of the scenery in each.