

THE MANUFACTURE AND USE OF WAGONS AND CARRIAGES  
IN CARROLL COUNTY, MARYLAND

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Research prepared for the  
SPECIAL ADVISORY COMMITTEE  
of the  
CARROLL COUNTY FARM MUSEUM  
Westminster

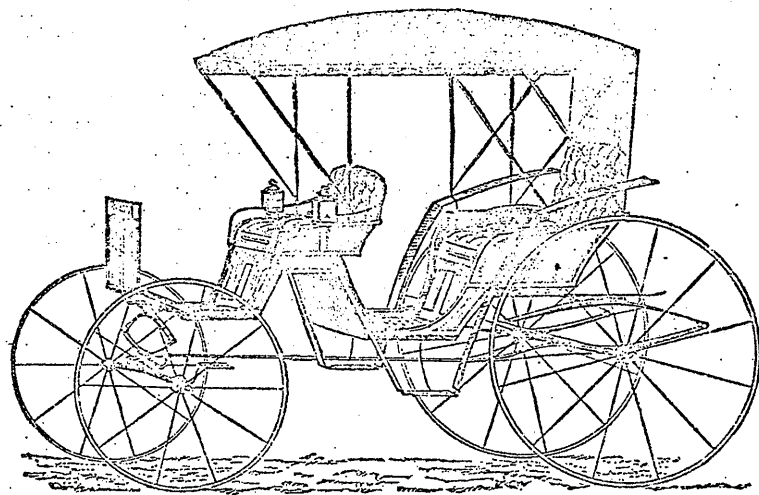
This report also partially fulfills  
the requirements for the course  
SOCIOLOGY 352R  
Dr. L. Earl Griswold  
Western Maryland College

Charles M. Horn  
December 30, 1969

# HERR BROS.

MANUFACTURERS OF

## COACHES, CARRIAGES,



## BUGGIES, PHÆTONS,

AND THE

## Celebrated Westminster Wagon,

McCALL WAGONS, ETC.

SPECIAL ATTENTION GIVEN TO REPAIRING.

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## NOTE TO THE READER

The primary purpose of this project has been to gain some understanding of the spirit of the "horse and buggy era" in Carroll County. Therefore, while much of the information in this report is applicable to the uses of horse-drawn vehicles throughout the nation, its primary focus remains on life in the County. Due to research limitations, the bulk of the information obtained is biased towards the vehicular history of Westminster.

The body of the report is divided into four large sections which only serve as historical reference frames. Generally, much of the information in any one section is still valid for the County throughout other periods of its vehicular history, this being especially true for the introduction of technical details. The greatest uncertainty as to the local use of certain types of vehicles lies in the period 1860-1890.

### Sources of Figures

<u>Figures</u>	<u>Source</u>
2, 3	<u>The Village Blacksmith</u> by Aldren Watson
6(H - L)	<u>Conestoga Wagon 1750-1850</u> by George Shumway
4,5,8,10-18, 20-21,26-31,33, 35-36	<u>American Horse-Drawn Vehicles</u> by Jack Rittenhouse
24, 37	Mrs. Ober Herr

The Manufacture and Use of Wagons and Carriages  
in Carroll County, Maryland

I. THE EARLY PERIOD (c. 1830 - 1865)

While none of the local citizens and oldtimers interviewed for this report had much knowledge of wagons and carriages in the pre-Civil War era of the County, it has been possible to learn something about this age by piecing together a few slim historical records of the County with general information on horse-drawn vehicles of the period. For the purpose of this report, carriages are wheeled vehicles used to transport persons, and they are driven by the passenger himself. Coaches are a type of carriage with a raised driver's seat in the front, and the person being transported does not drive himself; the driving is handled by a specific person with the full-time, designated role of "driver". Most carriages are four-wheeled, and generally the term "cart" has been used to distinguish two-wheeled animal drawn vehicles. The carriage, as it was used in its day, especially in earlier years, was essentially a fancy or elegant vehicle used by the well-to-do or for special occasions. The average citizen usually rode horseback or travelled by wagon.

Wagons are wheeled animal-drawn vehicles basically used to transport goods. In the early period of the County's history, they were pulled by both horses and oxen. Apparently the use of oxen in Carroll County died out shortly after the Civil War, because only a few oldtimers could personally recall their use in the County. However, most did remember that at one time oxen had been employed.

Wagons and carriages came in every conceivable style and shape for myriads of different uses. Often the distinction between them became blurred because some vehicles such as the dayton could be adapted for hauling either people or goods, or both. In the naming of carriages, there was

"a wide variation in names of apparently identical vehicles. Names were generic and applied to vehicles which were so classified on the basis of certain structural features, rather than on their entire detail. Minor variations in the design or location of seat, top, fenders, dashboard, springs, etc. (sometimes so minor as to be unnoticed at a quick glance) were often the only differences between styles offered by various carriagemakers. In addition, individual firms gave 'trade names' to vehicles they designed, in an effort to gain distinction."

The two major vehicle parts are the body and the undercarriage. The body is the compartment that holds the passengers or goods, and the driver. The undercarriage or "gear" basically includes axles, wheels, springs, and braces joining the axles. Usually a shaft is attached to the front axle for pulling the vehicle with a single horse. A shaft is a set of parallel poles hinged at one end to the axle, and the horse stands between the two poles. Wagons usually have long removable poles or tongues which link rigidly into the front axle assembly. The use of single, double, and tripletrees with the tongue allow the attachment of two or more animals. In between one horse and multi-horse vehicles stand wagons such as the dayton, which are constructed for the attachment of either a shaft or a tongue. (Figure 2)

For turning, the front axle assembly of some vehicles just pivots around a thick metal bolt called the kingpin. But most forward axles also have an arrangement called a "fifth wheel" which rotates horizontally under the body as the axle assembly turns. The fifth wheel, along with the other four wheels, must be kept well greased.

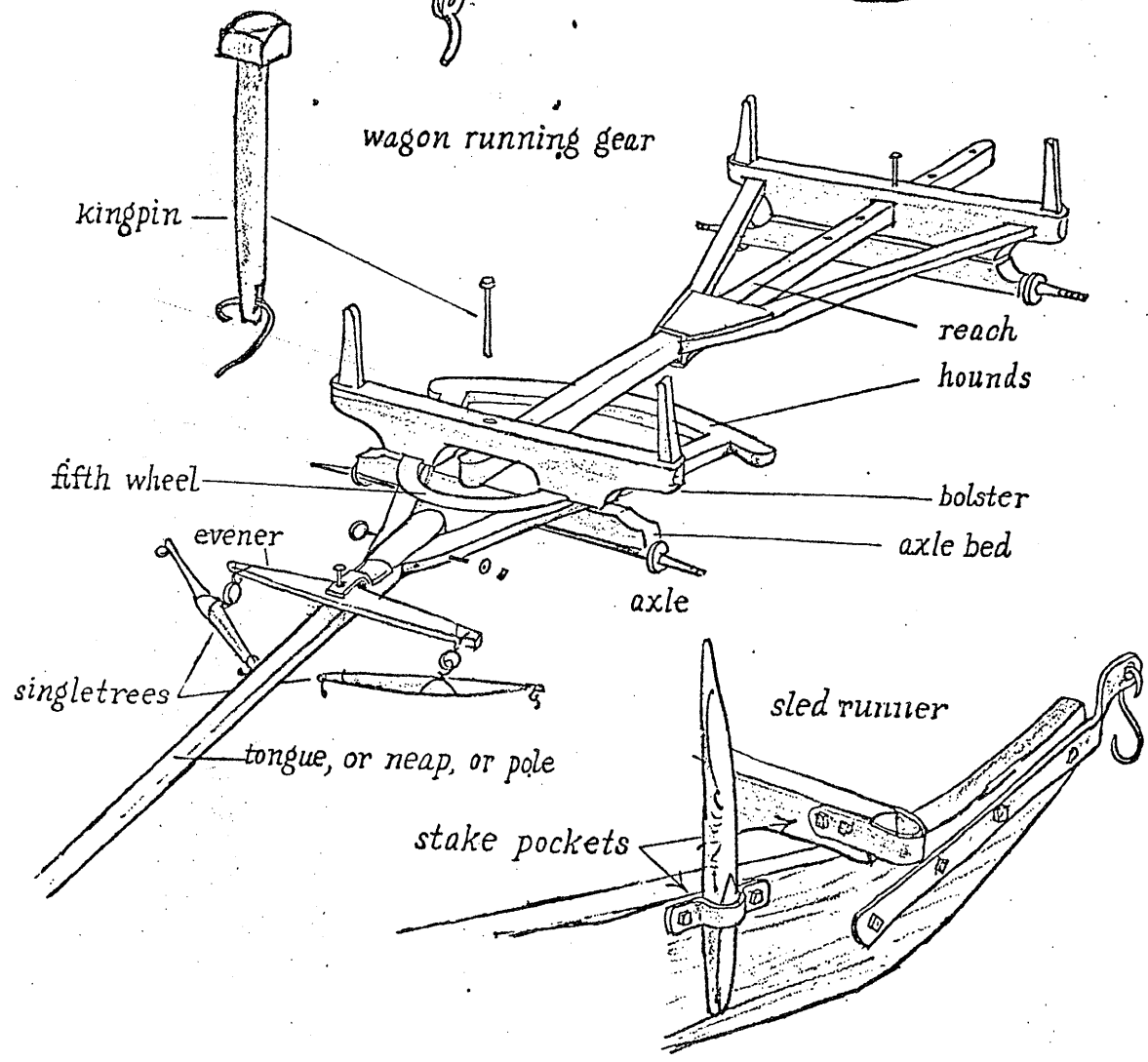
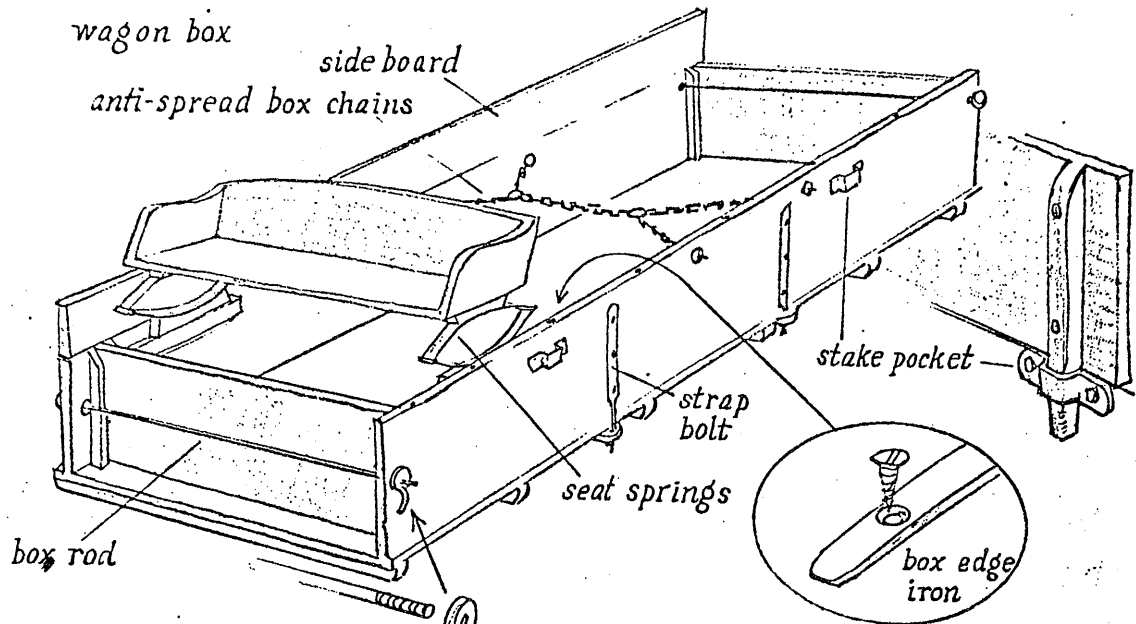
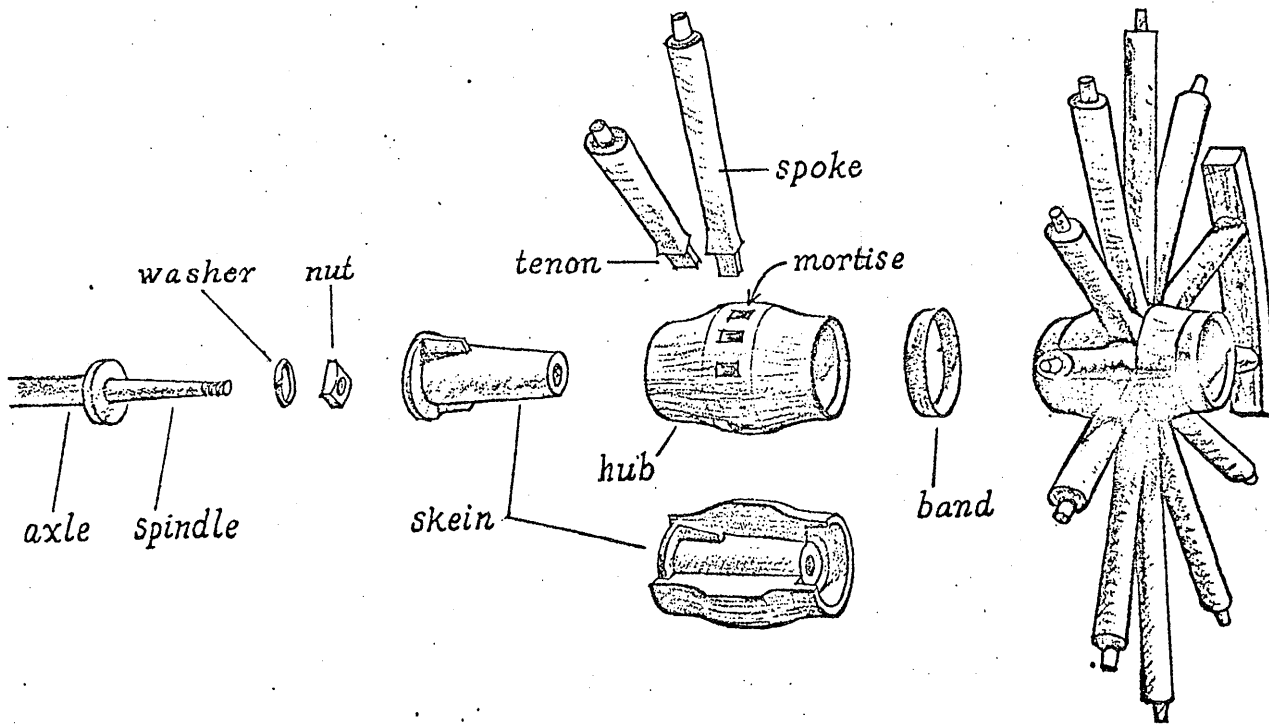


FIG. 3

WAGONS, BUGGIES,  
AND SLEDS

dovetail joint was made, but had to settle for a makeshift repair simply because he couldn't get at the joint to replace it exactly. Besides, his anvil acumen gave him license to use angle irons, plates, and other metal splints. The customer was interested in speed, strength, and economy, not in paying to have his buggy completely dismantled so that the repaired part would be identical to the original.

More than any other part of farm vehicles, the wheel caused the farmer the greatest anguish and the blacksmith the most work. The life expectancy of a wheel depended entirely on its being as tight as a drum. Each spoke had to fit the hub snugly, and each one of the felloes had to grip the end of the spoke like a vise. A good wheel, bound with an iron tire of just the right size, was as solid as a single disc of wood. But wheels took a terrible punishment. Wagons and buggies were driven through rough-plowed fields, over dirt roads full of potholes, through stone-bottomed brooks, and into rocky pastures. Left out in the open, their protective paint and varnish soon flaked off, leaving the bare wood exposed to the baking summer sun. Then the component parts of the wheel—all eighteen of them—shrank and warped. The spokes wobbled in the hub, the felloes worked loose, and the rim began to rattle. Worst of all, this death rattle soon shook out the tire bolts, the wheel lost its "dish," and finally collapsed in a heap of sticks.



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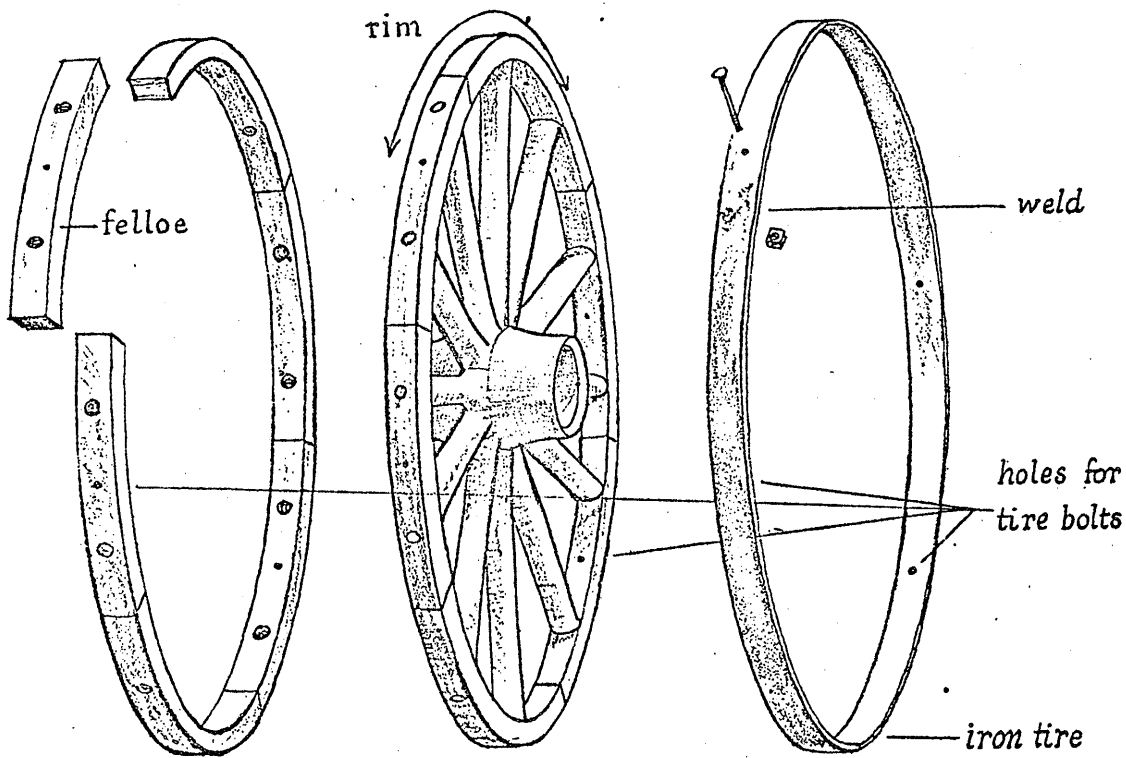


Until the time when Cyrus McCormick was getting ready to demonstrate his new reaping machine—1831—the iron tires of wagon wheels were not made in one continuous strip. Individual iron plates were bolted to the rim over the ends of the spokes, and similar plates were fastened to the sides of the rim where the felloes joined. But then an American blacksmith conceived the revolutionary idea—though he never got credit for it—of making one endless iron hoop to encircle the wheel. When this iron tire was heated red-hot it expanded; when it was driven hot onto the wheel and began to contract, the cooling iron winched all the parts of the wheel up as tight as a bowstring.

Wheels were ordinarily built with a concavity, or "dish." The perpendicular center line of the hub was not in line with the rim. The axle spindles were accordingly forged at an angle to match the dish of the wheel, thus putting the load on the perpendicular spoke. As the wheel turned, the natural thrust of the loaded wagon, pressing out against the hub and spokes, pushed against the dish. Of all the accidents that befell wheels, the most common and disastrous was the loss of dish. When the wheels began to look as though they were on the wrong side of the wagon, it was time to drive it gingerly to the blacksmith shop—empty.

There were several remedies for this condition. Which one was chosen

"Dishing"  
←



In Carroll County, and over the nation in general, wagons were built by blacksmiths and/or carpenters, with a "wagonmaker" being a craftsman who knew both trades and who only concentrated on building and repairing vehicles. Carriagemaking was a more specialized craft that required the skills of many people, such as painters, upholsterers, trimmers, and wheelwrights. The ordinary blacksmith was a jack-of-all-trades, and he often found himself repairing the wheels and metal fittings of carriages too.

An historical source from the pre-Civil War period of Carroll County lists five blacksmiths and one carriagemaker in Westminster. According to the diary of a Mrs. Shellum,<sup>2</sup> and going down the north side of Main Street, the blacksmith shop (and home) of William Crouse was located three houses from the corner of Main and Church Streets. (Mr. Crouse remained in business at least until 1875.) Further down came the blacksmith shop of Jacob Taney, and then the home (and presumably shop) of Jacob Grove, the sole carriagemaker. Below him, and still east of the present railroad, lay the homes of blacksmiths Henry Mourer and James Holmes. (Mourer stayed in business at least til 1875, and a William Mourer was a blacksmith in 1888.) Just east of the present tracks and on the south side of Main Street was located the blacksmith shop of Jacob Crouse, Sr., who was probably related to William Crouse. At this time, early Westminster (1822-1832) consisted of 100 houses.

Of course other blacksmiths and related vehicular tradesmen were scattered around Westminster and throughout Carroll County. Probably some were wiped out by the severe financial depression of the 1830's, which wreaked havoc among local businesses. The following wordings

from early advertisements in Carroll County newspapers illustrate the personal touch typical of businesses during this period:

From the Carrolltonian, Baltimore, and Frederick Advertiser  
December 30, 1842

"TURNING ! TURNING ! WHEELWRIGHTING

The subscribed respectfully informs the public in general that he has commenced and intends carrying on the turning business at his Brother's, near Mrs. Zacharias' in the vicinity of Westminster.

Frederick Zohn"

\* \* \*

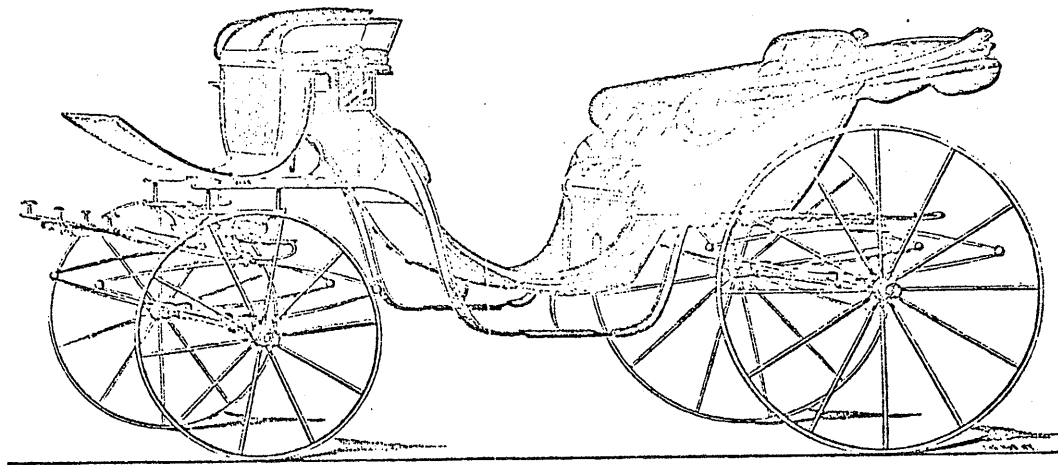
From the Carroll County Democrat  
March 22, 1860

"COACH MAKING

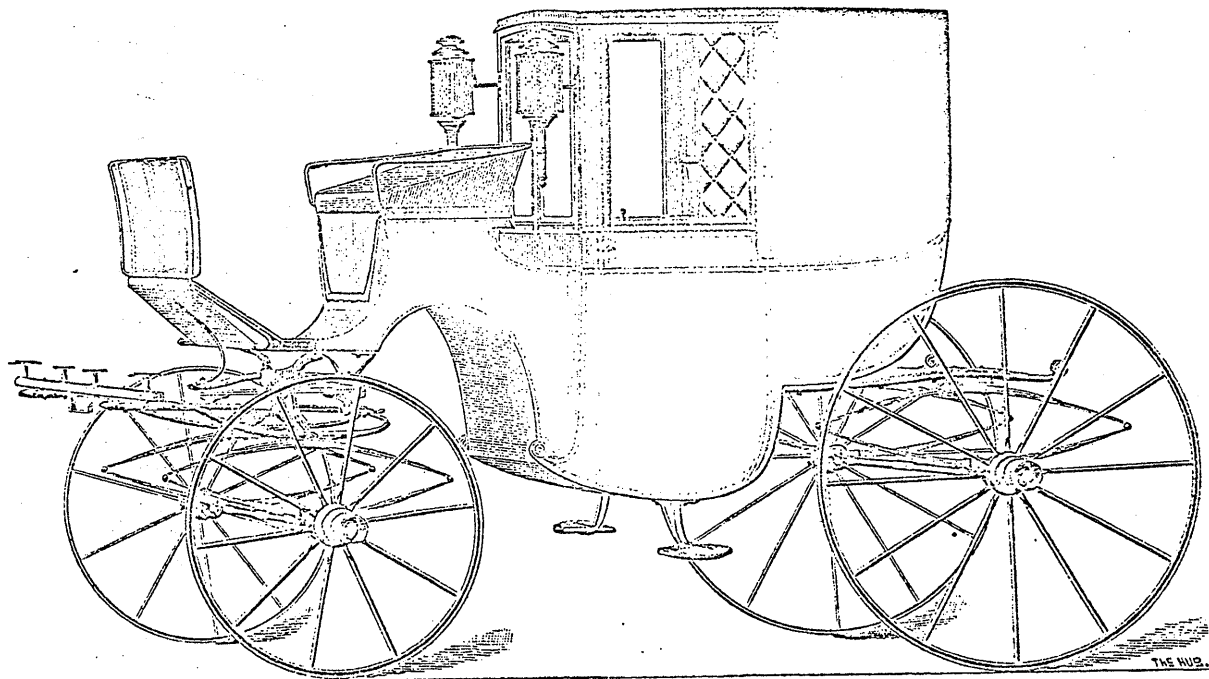
The undersigned would respectfully inform the public, that he has resumed business in Westminster, Maryland opposite the Catholic Church (formerly CURBY'S SHOP) where he is now manufacturing to order Carriages, Buggies, Rockaways etc.

Edwin Koontz"

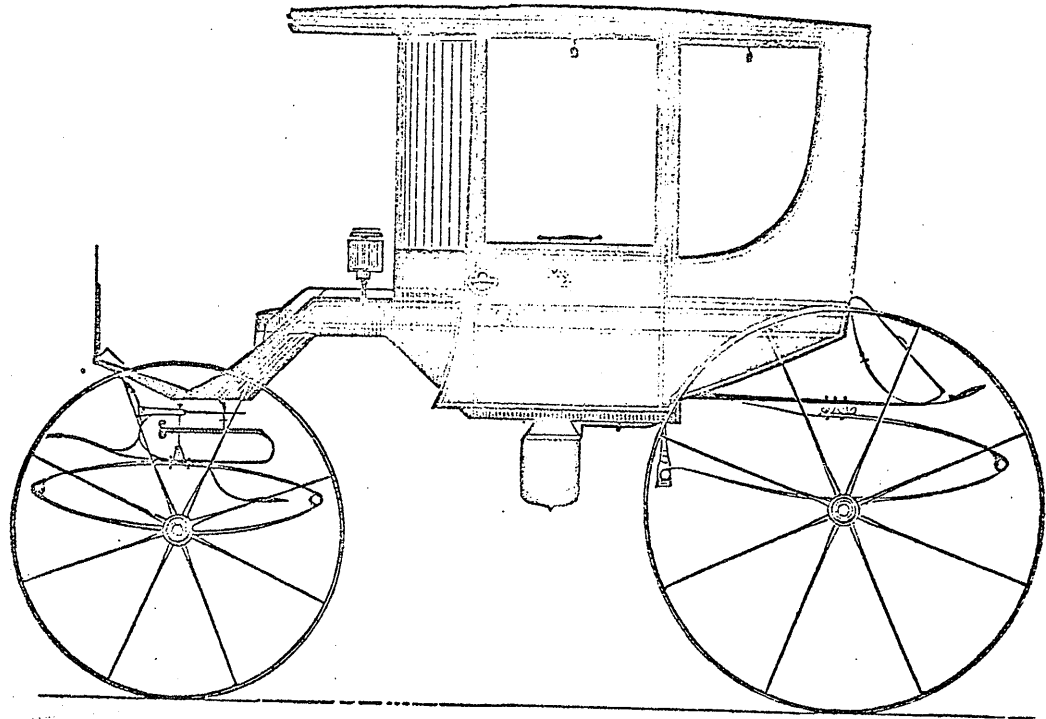
The rockaway, brougham, and Jenny Lind were some of the earlier types of carriages used locally. The Jenny Lind was an early buggy with a fixed top. It seems that the rockaway and brougham went out of common local use before 1890, and Mr. Frock, donor of the Farm Museum's rockaway, said that the rockaway was never really used much locally. Mr. Andrew McKinney stated that the rockaway was replaced during his day by the popular "falling top" buggies (which also must have replaced the Jenny Lind). The Museum's rockaway (66.115.1), identifying it on the basis of the projecting top over the driver's seat, was constructed during the early 1860's. (Fig. 5) It sports the whip and two candle-lamps that were common accessories to all carriages. A short vertical fender between the side windows kept mud from the rear wheel from



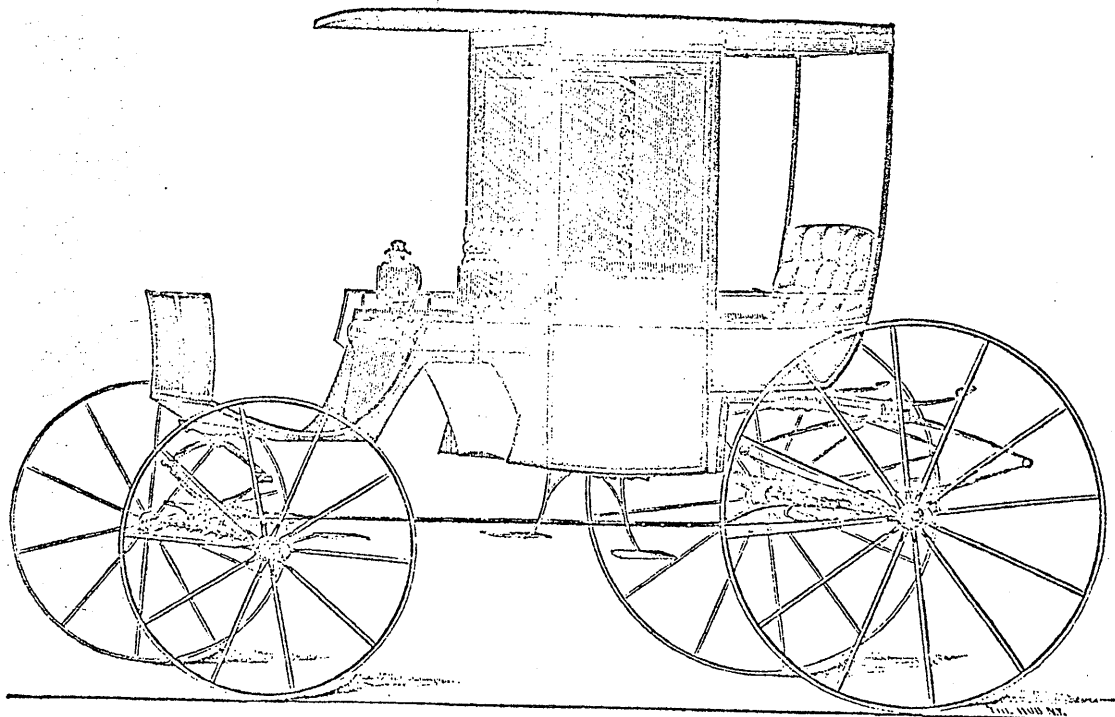
**VICTORIA.** (Scale: half-inch.) One of the most gracious of all carriages, said to have been named for Queen Victoria. Width of seat  $47\frac{1}{2}$  inches; floor 31 inches wide at toe-board; wheels 30 and 41 inches; wheels had 10 and 12 spokes; track was 44 and 54 inches.



**BROUGHAM.** (Scale: half-inch.) Introduced in England in 1837; named for Lord Brougham. There were depot broughams, country broughams, bachelors' broughams, miniature broughams, etc. Body shown above was 40 inches wide. Wheels 35 and 47 inches; 10 and 12 spokes; track 48 and 56 inches.



CLARENCE ROCKAWAY. (Period: 1870; scale: half-inch.) A rockaway had a driver's seat built into the body and had a top projecting over the driver's seat. It was difficult to design a handsome rockaway. Body 50 inches wide; wheels 41 and 49 inches; track 5 feet. Body green; gear carmine.



CURTAIN-QUARTER ROCKAWAY. (Period: 1885; scale: half-inch.) Rockaways usually had the rear quarters (panels) designed for both glass and curtains, interchangeable seasonally. Body 47½ inches wide; wheels 37 and 48 inches; 12 and 14 spokes; track 56 inches. Color: all green.

flinging forward onto the body and driver. Apparently the rockaway once had a speaking tube for communication between the passengers on the inside and the driver up front, and it also may have had a footman's platform in the rear, but this is doubtful. The body is sprung on typical elliptical shaped springs formed by hinging together two leaf springs.

Candle lamps were used so that the vehicle bearing them could be seen by other vehicles; they were not for illuminating the road. Besides lights, driver's usually positioned a light colored horse on the center-of-the-road side of their vehicles. The lighter colored white, gray, or bay animals could be seen better by other drivers at night than if the team consisted of the regular darker colored horses.

#### THE CONESTOGA ERA IN CARROLL COUNTY

The famous Conestoga wagons had their heyday through the early years of Carroll County history up until the Civil War and the railroad era. These heftily constructed Pennsylvania-German vehicles could haul heavy loads over the roughest terrain, and certainly at the time road conditions were usually miserable. The major wagon routes in the East ran to the north and south of the County, but considerable trade flowed through the County because of its location between the major arteries. (Fig. 6-D)

The closest major route to Carroll County was the Great National Road (now U.S. Route 40) which ran to the south between Baltimore, Frederick, and other points West. The Reisterstown Pike, U.S. Route 140 today, was itself an important route for trade between the big cities of the East and the west. The Reisterstown Pike connected to major

Conestoga wagon routes in southern Pennsylvania. Therefore a large portion of the great wagon trade passed through the County, and particularly through Westminster. Westminster's Main Street itself was part of the Pike, and both the town's early growth and its unusual length were due to its position astride a major trade artery.

The volume of trade during that age was immense, and roads like the Reisterstown Pike were clogged at times with hundreds of vehicles. Besides long distance haulers such as the Conestogas, passenger coach travel was heavy, and local farmers used the roads for taking their massive loads of crops to market. Some local citizens have remembered hearing of the days of heavy Conestoga trade through Westminster. Mr. Frock's father used to describe the great six and eight horse teams which were then a common sight.

It seems that Conestoga wagons were not built at all in Maryland; almost all were of Pennsylvania origin. The unique aspect of their construction was the gentle curving or bowing of the body, which, despite other tales, was mainly an artistic expression of the German builders. The goods being carried were protected by a large cloth covering, usually white, which lay over wooden bows or ribs. The rear wheels were immense, and the wooden white oak rim, into which the spokes protruded, was fashioned by joining curved rim segments together, with two spokes per segment. Each rim section, or "felloe," was thus carved from a single block of wood. (Figs. 6-C,H,J,K)

The important fact to note about Conestoga wagons is the bowed body form; non-bowed but covered wagons, such as the museum's huckster wagon (66.182.1) cannot be considered Conestoga wagons by any means.

Conestoga teamstering was a unique trade in itself. Most teams consisted of six or eight horses arranged in pairs, but greater length teams were not uncommon. Terminology for the various horse positions, harness equipment, and even wagon parts was usually quite practical. For example, horses off to the side of the road were called "off-side horses", while those closest to the wagon were termed "wheel horses". The head animal on the left was the "leader", and a pole connected his neck to the neck of the off-side leader. The teams were controlled by a jerk line, which was a long leather strap running from the leader to the teamster. The teamster generally drove while walking alongside the left wheel of the heavily loaded vehicle. Sometimes he sat on the left wheel horse, which carried a saddle and was known as the "saddle horse". (Fig. 6-A)

The command "haw" was commonly used to turn the leader to the left, with an accompanying tug on the jerk line. "Gee" meant a right or off-side turn, along with the appropriate pull. The line "split" where it reached the leader, with a line going to each side of the horse's head. As the leader's head turned in the correct position, the pole attached to him either pulled or pushed the off-side leader's head in the desired direction also.

Bells were mounted atop the horses backs', partially as a warning for oncoming vehicles on winding roads and at night, and partially for decoration and prestige. The motive power provided by the specially bred Conestoga animals extended through the system of trees, spreaders, and chains to the wagon tongue. (Figs. 6-A,B)

Throughout the entire East the newly expanding railroad networks, which were given great impetus by the Civil War, choked off the great



wagon trade. Except for the extension of the Western Maryland Railway during the War, Westminster and other Carroll County towns probably would have shrunk in size and importance. By the late nineteenth century few Conestogas remained in use in the County, and oldtimers attest that even then they were considered old vehicles. (Fig. 6-L)

\* \* \*

In Carroll County, however, Conestogas were certainly not the only type of large vehicle used for hauling goods. Other heavy farm wagons with large teams were also employed. An interesting account by Mrs. Shell<sup>man</sup> in the Memoirs of Westminster describes an aspect of the early wagon days in town.

The Weaver house, opposite the "Westminster Hotel," had a block and tackle on its porch for hoisting bags and barrels of flour brought in from Pipe Creek. Part of the load would be hauled in Monday and unloaded onto the porch, and then the rest of the load was brought into town on the wagon the next day. Next the goods on the porch were reloaded into the wagon and the whole cargo was transported to Baltimore. Heavy loads required an eight horse team, with an extra driver who took back two of the animals when they were not required. The lead horse wore a string of bells as a warning on the narrow, twisty roads.

Throughout the history of wagon and carriage use, the role of the blacksmith remained vital. Besides making and repairing farmers' wagon fittings and occasional carriages, he was often a wheelwright, and he also shod the animals used to power the vehicles. Horseshoeing and wheelwrighting were demanding skills by themselves. Just as an example, shoes came in a variety of shapes for particular purposes. Some were designed to correct cracks in horses hooves or to correct their stance, and others were designed specifically for gripping ice.

Wheels were the most troublesome parts of any vehicle because they bore the whole weight of the vehicle while meeting all the rigors

... can be realized by the fact that wheelwrighting was often a trade of its own. (Fig. 3) A primary chore of blacksmiths was tightening old wheels and replacing their metal tires. The placement of a tire was called "cutting a tire", and it required a series of intricate steps. In general, the tire was heated to expand, and then the expanded tire shrank snugly against the wooden rim upon cooling. Buggy tire cutting was an exacting procedure because of the narrow width of the tires. (Incidentally, carriage rims consisted of only two semi-circular felloes.) Heavy wagon tires often exceeded four inches in width. The method of tire cutting used by Mr. Marshall Crumbacker, a professional Carroll County blacksmith from 1905 to 1959, is outlined below.

DETAILS OF TIRE CUTTING FOR A STANDARD SIZE  
WAGON WHEEL

- 1) A length of metal tire stock would be laid down, and the wooden rimmed tire would be rolled along it to determine the needed length. To allow for welding, an additional length of stock would be added equal to three times the thickness of the tire.
- 2) Using a tracing wheel (a special tool consisting of a rotating measuring wheel on a handle), the distance along the wooden rim would be determined, with the smith then subtracting  $\frac{5}{16}$ ths. of an inch from that measurement.
- 3) By keeping the above measurement in mind while welding together the tire hoop, the smith would be forging the tire so that its length or circumference was  $\frac{5}{16}$ " less than that of the wheel rim.
- 4) After heating and expansion of the metal tire, it slipped over the wooden rim and would be quickly cooled in water to prevent burning of the rim (or felloes).
- 5) The resulting cooling and shrinking, with the cold metal tire being  $\frac{5}{16}$ ths. of an inch less than the length of the rim, would cause the tire to draw up snugly against the wooden rim, holding the rim and wheel together in a vise-like bind.

Some understanding of the nature and training of horses is also necessary for appreciating the age of horse-drawn vehicles. Horses, being nervous or skittish, had to be driven with blinders and handled quite carefully. A common admonition was "never trust a horse" --- they had a vicious kick and were subject to run away while being hitched up. From youth they had to be taught commands such as turning, halting, walking, etc., and all horses were trained specifically for the special task that they would perform their whole life. Some were raised only for coach pulling, while others only hauled carriages. Draft animals hauled the heavy farm wagons and commercial vehicles. The number of animals used for wagons was determined both by the weight of the load to be carried and the expected road conditions ahead. As mentioned, wagon teams were controlled by voice command and reins, but a good lead horse could respond by voice control alone.

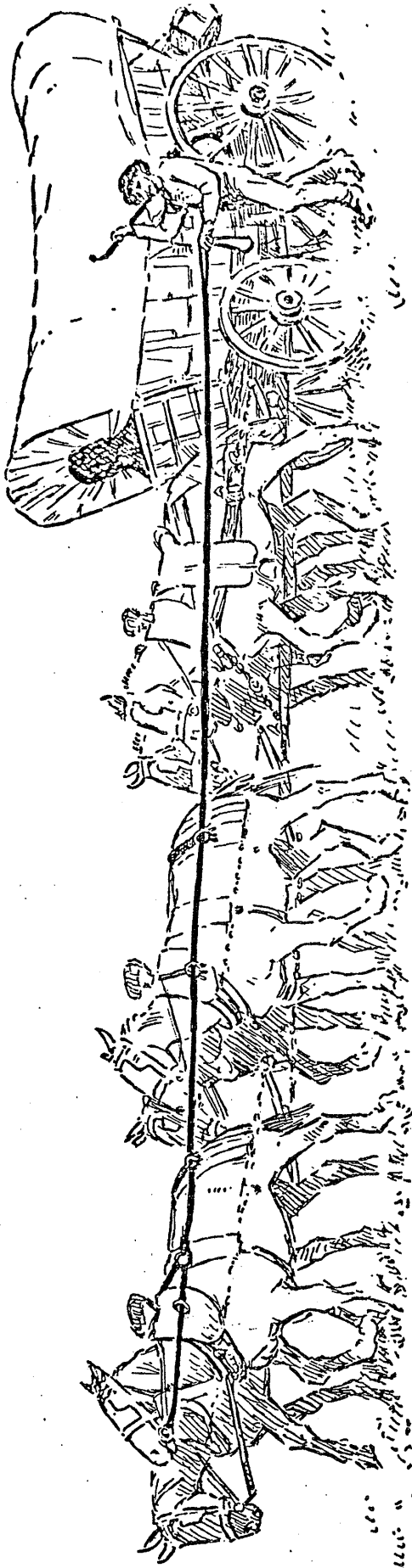


FIGURE 44. The six-horse Conestoga team was controlled by means of a single rein called the jerk line. The driver walked beside the wagon, on the left side, or rode in a saddle mounted on the left rear, or left wheel horse.

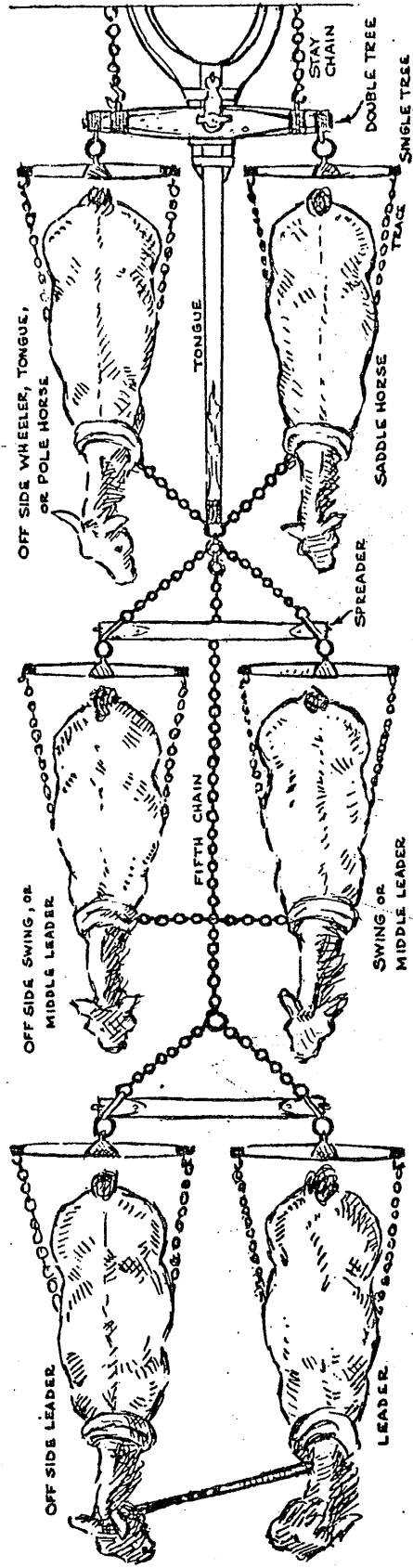


FIGURE 45. The pulling force of a Conestoga team is transmitted to the wagon by means of the traces, single trees, spreaders, fifth chain, and double tree. The stay chains are kept slack, but one side will tighten if the double tree becomes unbalanced too far.

*from Conestoga Wagon  
by George Shumway*

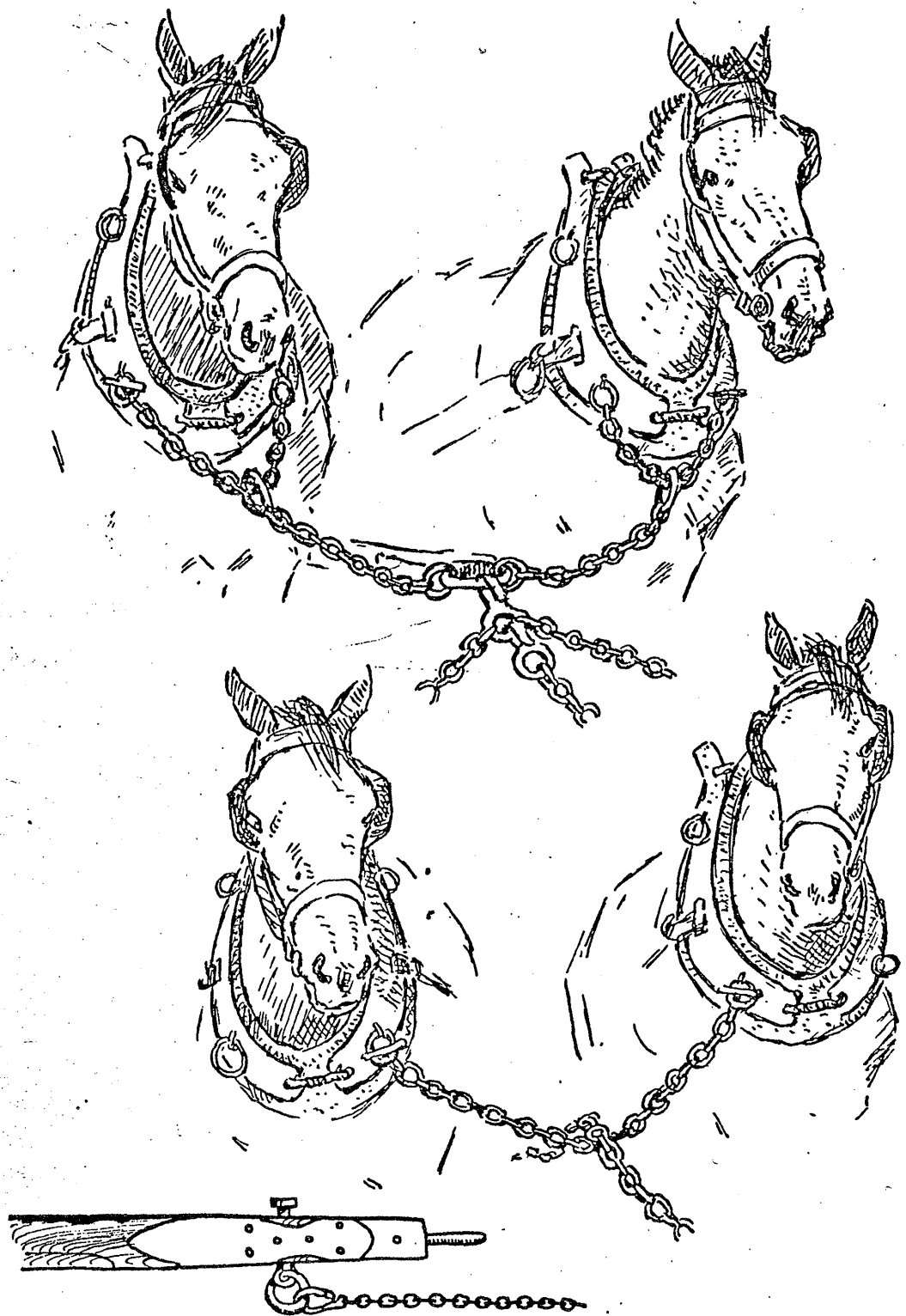


FIGURE 47. (above) Chains kept the pole horses from straying away from the wagon tongue. (below) The middle horses were connected by a chain called the fifth chain carrier which kept them together and which supported the fifth chain. Sometimes the fifth chain was attached to the pole by means of a ring fastened underneath it about 15 inches from the end.

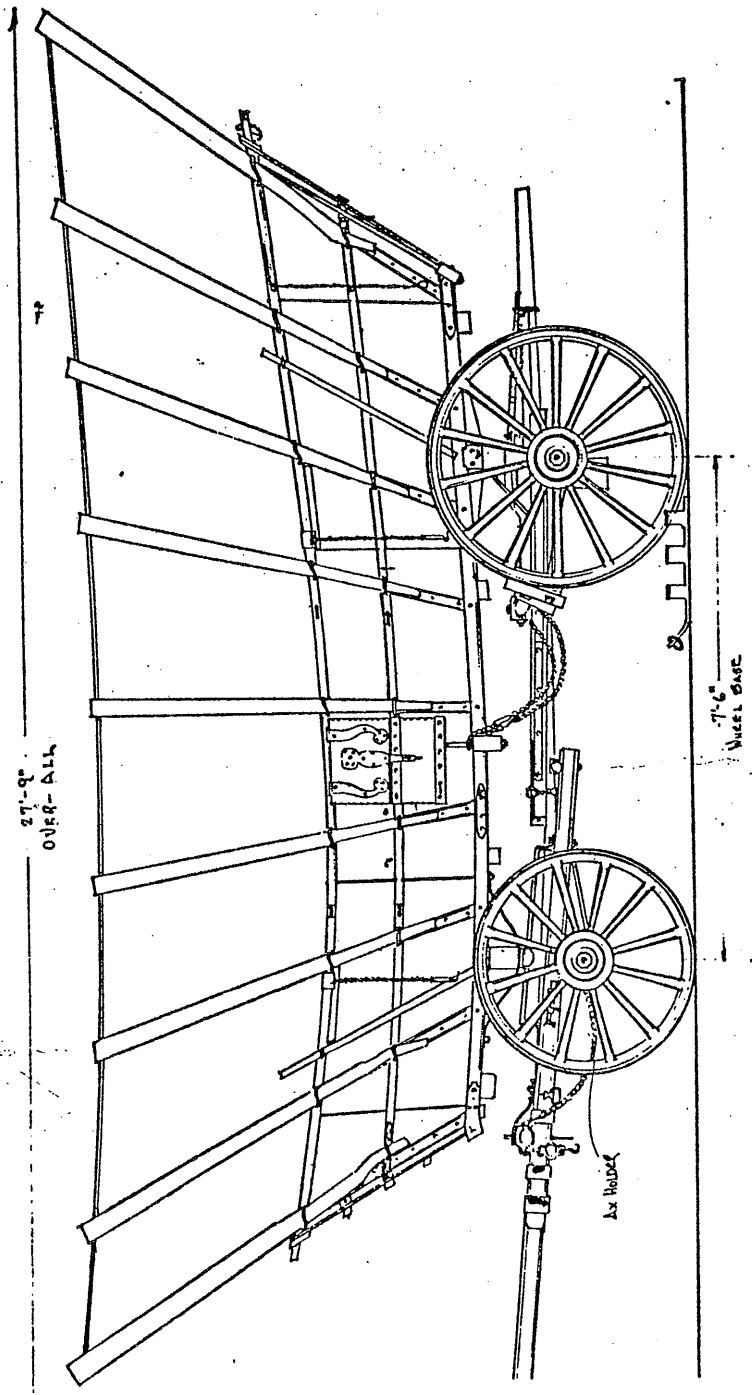


FIGURE 58. Scale drawing of a Conestoga wagon from Lancaster, now owned by Mr. & Mrs. James A. Keillor. A photograph of the same wagon is shown as FIG. 25.

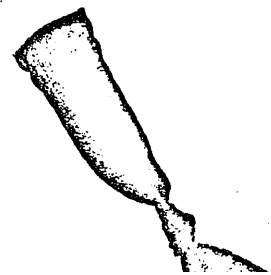


FIG. 6-D

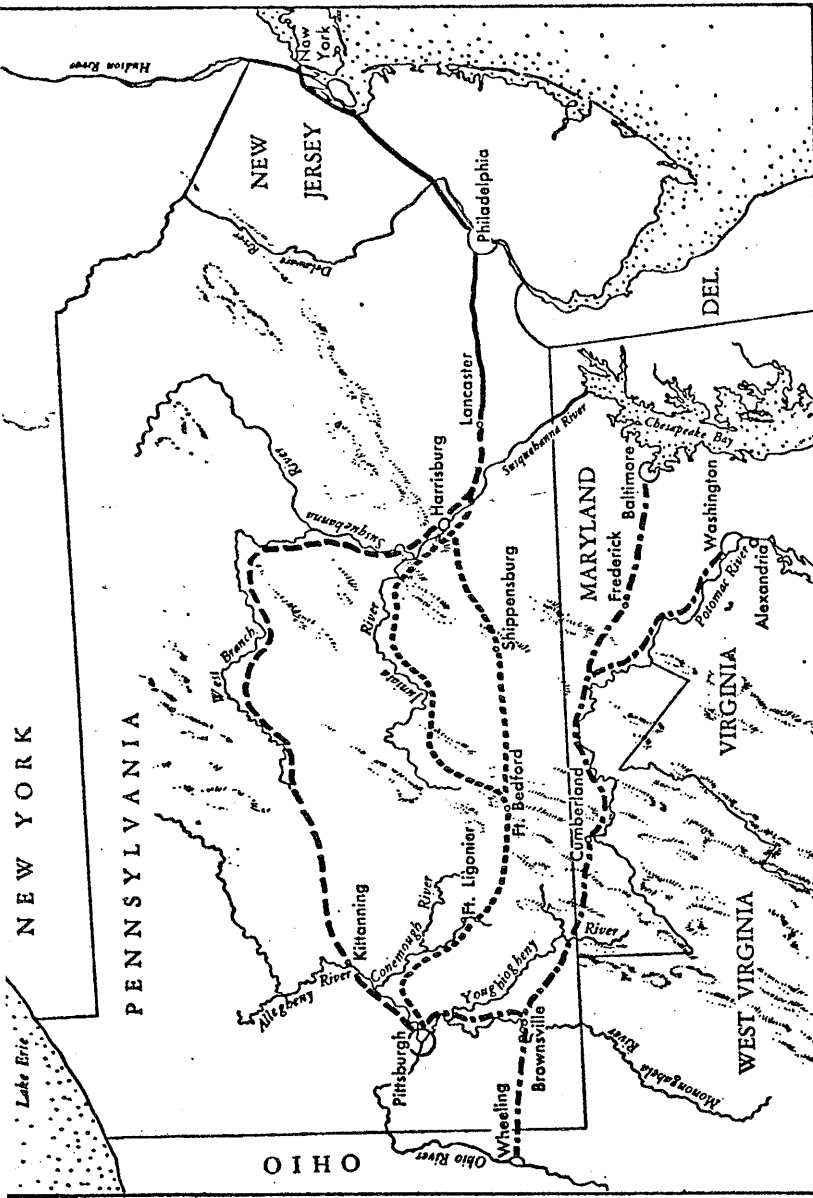


FIGURE 33. The chief wagon routes to Pittsburgh, Wheeling, and the Ohio Valley. The southern route, through Cumberland and Brownsville to Wheeling, was the National Road. Pennsylvania traffic going west from Harrisburg had three choices of route, but the southern roads, through Ft. Bedford and Ft. Ligonier carried most of the traffic.

*[Faded handwritten text, likely a ledger or account book, with illegible entries.]*

Logan's account book, dated own reference to a "Conesgon mentioned are unknown, was sold with the wagon ave had shafts.

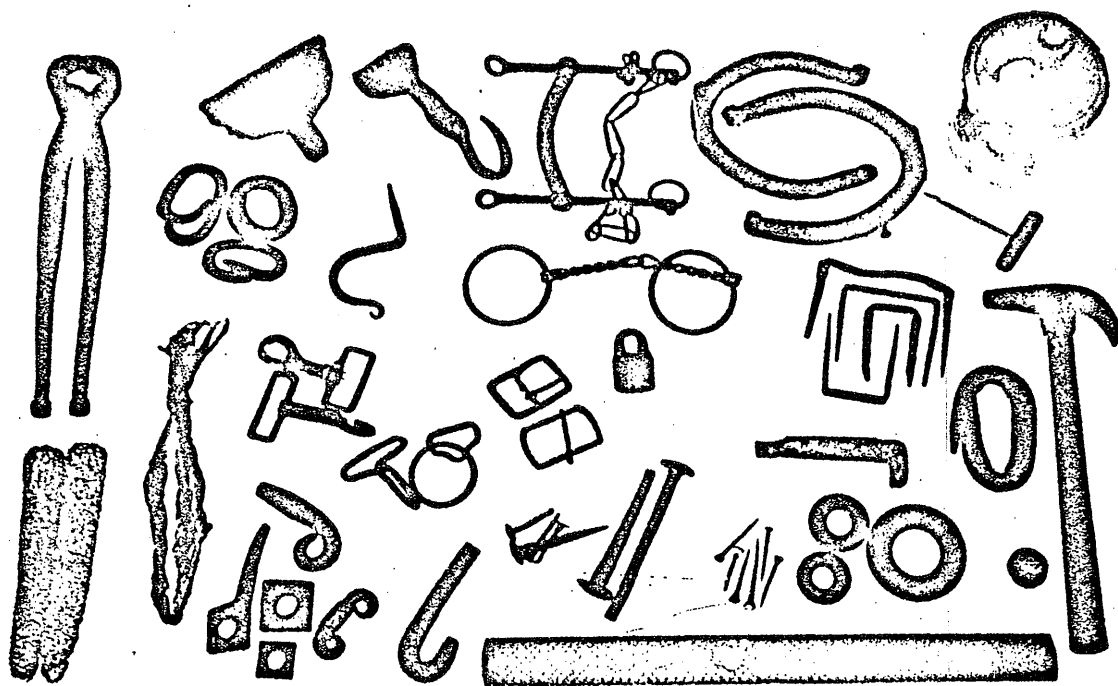


FIGURE 66. Contents of a toolbox. A traveling wagoner probably would keep in his box a few particularly useful tools and a number of extra small parts, such as some of these: (left to right) all-purpose pinchers; corncobs to use in wheel hubs to keep kinch pins from bouncing out; eel skin for harness repairs; open links; nuts and wing nuts; single tree and doubletree hardware; tar pot hook; snaps and cockeyes; jaw-breaker bit and ordinary bit; harness buckles; padlock for toolbox; nails and bolts; horseshoes; assorted staples; linch pin; horseshoe nails; rasp for horse hoof trimming; washers; Little Brown Jug and gimlet, used by wagoners to steal their supply of whiskey from the barrels they hauled — a barrel hoop was driven up, a hole bored with the gimlet, the jug was filled, and the hole was plugged and the hoop replaced; hammer; horse chestnut to keep away rheumatism.

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piece up to get the proper light and took a "squint" at it even his critical exactness could find no need for a tool.

Then the piece was carefully and accurately "laid off" and other sides were worked down; much of the work was done with "draw" knives of various sizes. As a surface was finished what beautiful "grain" was exposed, and such delicate tints—it was genuine white oak, not red oak, nor chestnut, nor Spanish oak, nor any other one of the two dozen varieties that now pass for "oak", neither was it "dead" and worm eaten—worms do not live in "live" timber! It was tough, very tough, and hard and had the peculiar stain gloss that indicates great strength and long life.

How the wagon maker enjoyed his chosen task! He knew the timber was reliable and he put into the work the best skill he possessed. He rounded out the most beautiful curves, circles and ovals and tangents to them—every cut he made seemed so easy, the piece just changed shape as a flower develops in a moving picture. How he enjoyed his work! It was all good, honest labor. The "fits" were all fits—"glue joints" that would "pinch a hair." What did he care for "more wages, shorter hours, and better working condition", work was pleasure and the consciousness of work well done was good pay.

So one piece after another was carved out. Now a new pleasure—to fit those pieces together to make the whole complete. The wheel was given the proper "dish"—an arch effect, the tire was the "shew back" and the hub the "keystone," thus giving greater strength to the wheel to carry the greater strain when on the low side of the road; the axles were tapered so that the spokes would stand vertically from the hub down and carry the load and all the angle given from the hub upward; also the wheels were given sufficient "lead" to prevent the hubs from running hard against either the collar or the linch pin.

When all was complete, the wagon maker with many fears trusted his treasure to the blacksmith to be "ironed." There was a perennial quarrel on between the two—the ironwork was not so good as the woodwork, and the woodwork was not so good as the ironwork, but any impartial judge would have admired both. The iron in the hands of the blacksmith seemed to turn just the way he wanted it to, of to flatten out and round itself off at the corner; he did not "beat" it into shape, but just tapped a little here and there and trimmed it off a little, patted it "easy like" with his hammer and behold the pieces were fitted for the woodwork, in size and curve nicely matching the parts

Some  
details of  
wagon-  
building.

Wheels

FIGURE 56. Scale drawings of the Gingrich wagon, by Donald W. Holst, courtesy of The Smithsonian Institution.

**RUNNING GEAR, TOP VIEW**

- |   |  |
|---|--|
| 15. Front hounds.   | 21. Brake beam shelf, or support.  |
| 16. Rear hounds.  | 49. Segments of iron forming the fifth wheel; these prevented the bed from toppling, or swaying excessively, on turns. |
| 17. Lower front bolster, with axletree directly underneath. | 50. Rear brace for front hounds, to keep tongue from dropping.   |
| 18. Rear bolster, with axletree directly underneath.        |  |
| 19. Coupling pole.  |  |
| 20. Brake beam.   |  |

**FRONT AXLETREE AND BOLSTERS, FRONT VIEW**

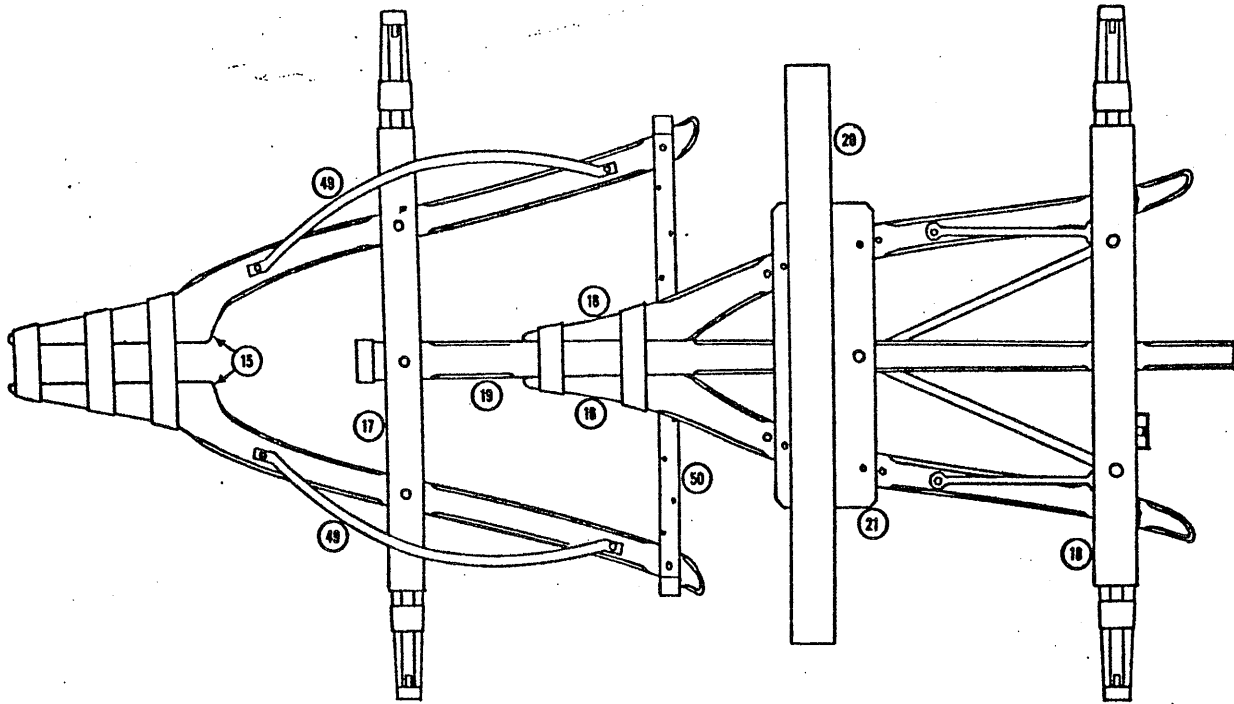
- |   |   |
|---|---|
| 17. Lower front bolster, showing wear plates. | 27. Upper front bolster, part of the wagon bed. |
| 26. Front axletree with axle showing ironing. |   |

**REAR AXLETREE AND BOLSTER, REAR VIEW**

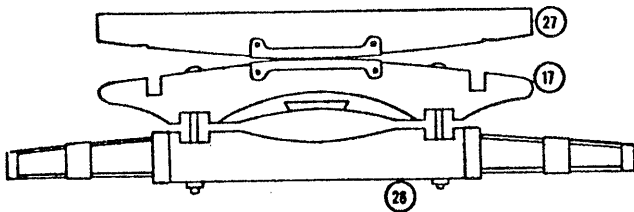
- |  |  |
|--|--|
| 18. Rear bolster.  | 29. Hook and staple for holding tar pot. |
| 28. Rear axletree, showing linchpin in position in right axle. | 30. Hound pin.                           |

**FRONT WHEEL AND REAR WHEEL**

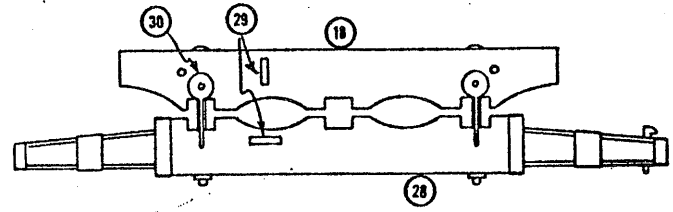
- |  |                       |
|--|-----------------------|
| 44. Wagon tire.  | 47. Spoke.            |
| 45. Hub, or nave.  | 48. Felly, or felloe. |
| 46. Boxings, of cast iron, wedged in hub to take wear of axle. |                       |



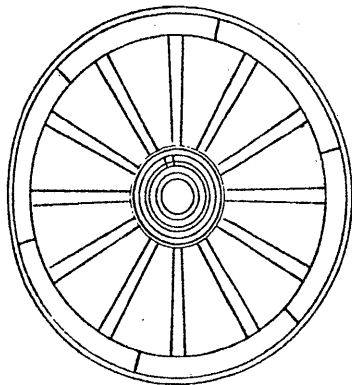
RUNNING GEAR, TOP VIEW



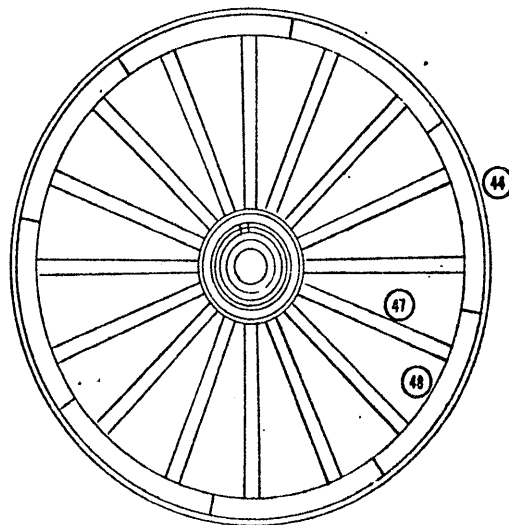
FRONT AXLETREE & BOLSTERS,  
FRONT VIEW



REAR AXLETREE & BOLSTER,  
REAR VIEW



FRONT WHEEL



REAR WHEEL

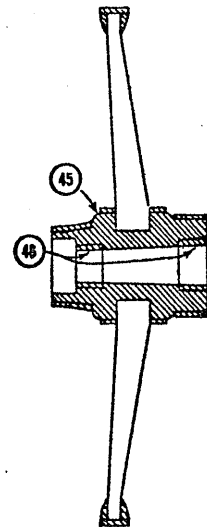


FIGURE 57. Scale drawings of the Gingrich wagon, by Donald W. Holst, courtesy of The Smithsonian Institution.

FLOOR OF WAGON BOX, UNDERSIDE

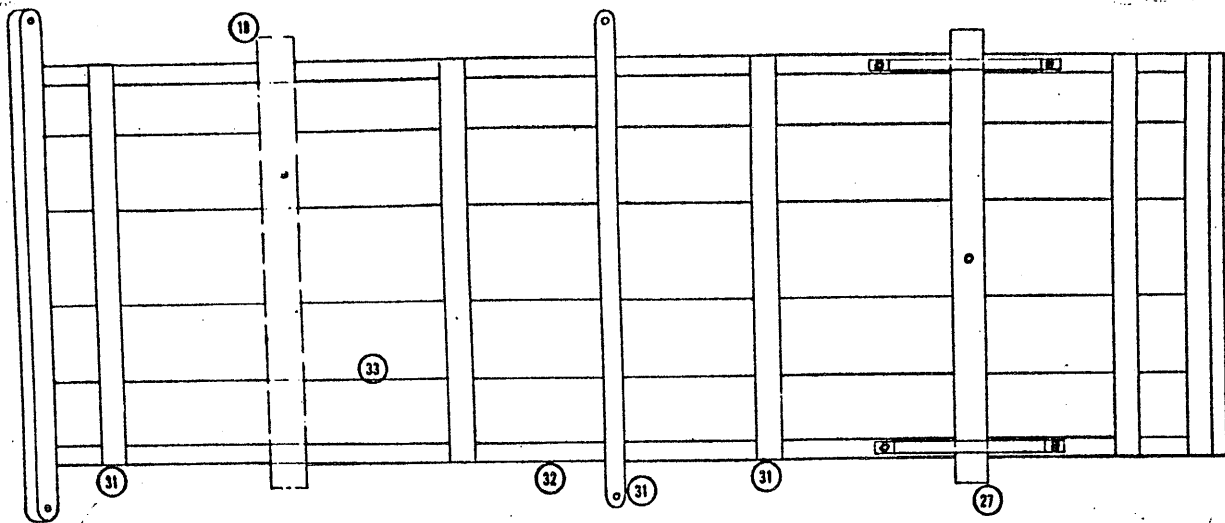
- |   |   |
|---|---|
| 18. Position of rear bolster when bed is on running gear. | 31. Cross beams, the center and rear ones being heavier, and projecting at the ends to hold the iron side braces. |
| 27. Upper front bolster, showing hole for kingpin.        | 32. Bottom side rails.  |
|   | 33. Floor boards.   |

FEEDBOX OR FEED TROUGH

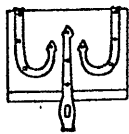
5. Top, side, and end views; side view shows pin and lug for securing to tongue; end view shows bracket into which the chains hooked for traveling.

BRAKE MECHANISM DETAIL AND SECTION

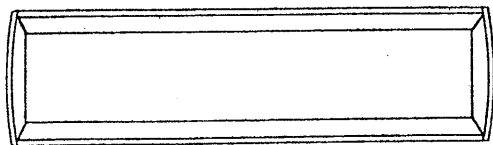
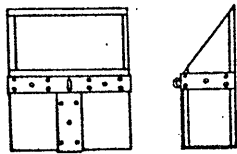
- |   |  |
|---|--|
| 16. Rear hound.   | 23. Rods connecting rocker bar to brake beam.              |
| 19. Coupling pole.                                      | 24. Brakeshoe, made of wood, but often faced with leather. |
| 20. Brake beam.   | 25. Brake lever, often 4 or 5 feet long.                   |
| 21. Brake beam shelf, or support.                       |  |
| 22. Brake rocker bar, with squared end for brake lever. |  |



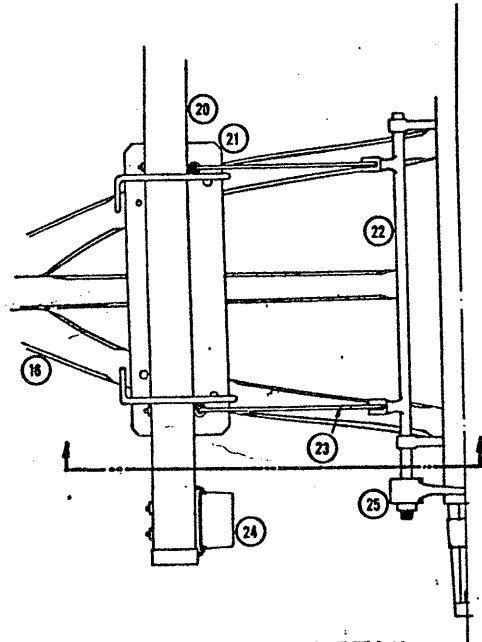
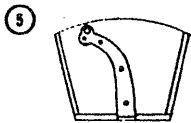
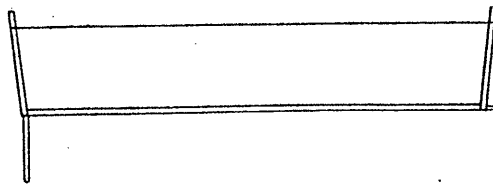
FLOOR OF WAGON, UNDERSIDE



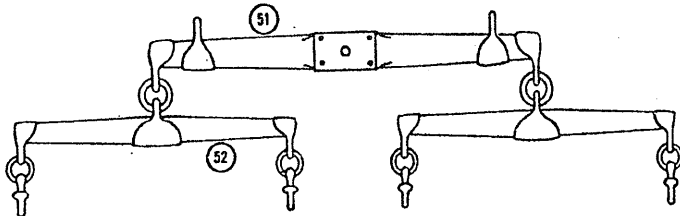
TOOLBOX



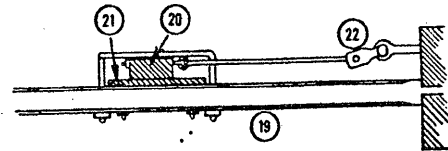
FEEDBOX



BRAKE MECHANISM DETAIL



DOUBLETREE, WITH SINGLETTREES ATTACHED



BRAKE MECHANISM SECTION

ex 161 NIS

FIGURE 55. (*opposite*) Scale drawings of the Gingrich wagon by Donald W. Holst, courtesy of The Smithsonian Institution.

#### BED AND RUNNING GEAR, RIGHT SIDE

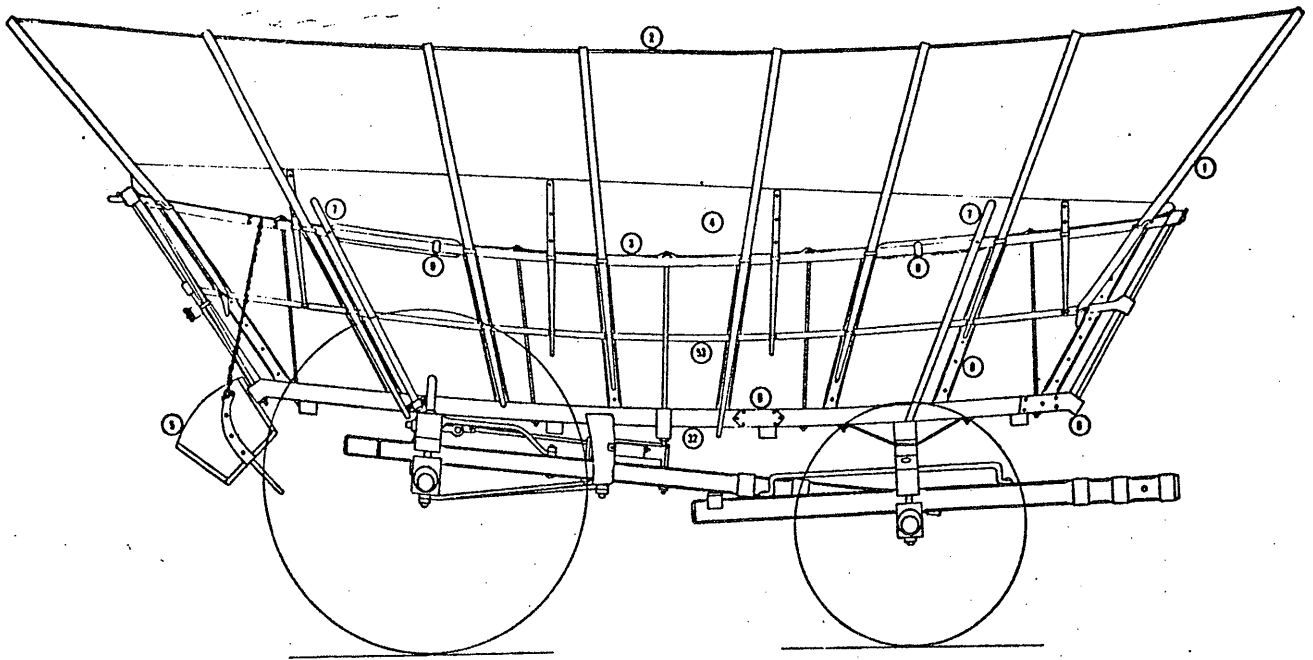
1. Bows to support cloth cover.
2. Ridgepole or stringer.
3. Top rail, with bow staples and side-board staples.
4. Side-boards, removable.
5. Feedbox in traveling position.
6. Rubbing plates to prevent wheels from wearing wooden frame.
7. Side-board standards, forming framework of sides and projecting above top rail.
8. Standard, or upright, reinforcing side framing.
9. Securing rings for the ends of the spread chains, two of which span the bed to give extra support to the sides against inside pressures.
27. Upper front bolster, part of the wagon bed.
32. Bottom side rail.
53. Mid rail, or middle side rail.

#### REAR END GATE, AND FRONT END PANEL

1. Bow.
34. Staples for rear end gate standards.
35. End gate hasps and hooks.
36. Pins to secure gate to upper side rails.
37. Crossbar to give extra support to end gate.
38. Bottom end rail.
39. Middle end rail.
40. Top end rail.
41. Standard, or upright, forming end framing.
42. End boards.
43. Corner plates.

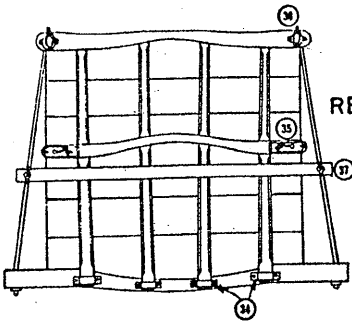
#### TONGUE, OR POLE, TOP AND SIDE VIEWS

10. Doubletree hasp, shown in proper position over the doubletree in the lower drawing; the hammer-headed doubletree pin goes through it, then through the doubletree and tongue.
11. Wear plates for doubletree pin.
12. Feedbox staple; in use, the feedbox sits on top of the tongue with the iron lug on one end stuck under this staple while the pin at the other end fits in the hole for the doubletree pin.
13. Hitching rings, for securing horses while feeding.
14. End ring, for securing spreader and fifth chain.

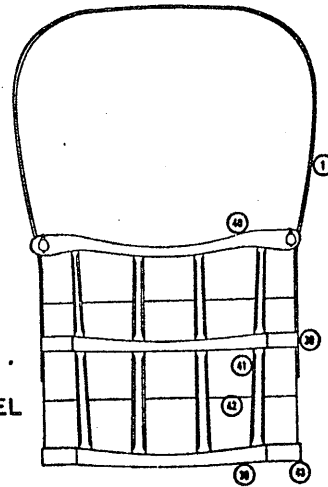


BED & RUNNING GEAR, RIGHT SIDE

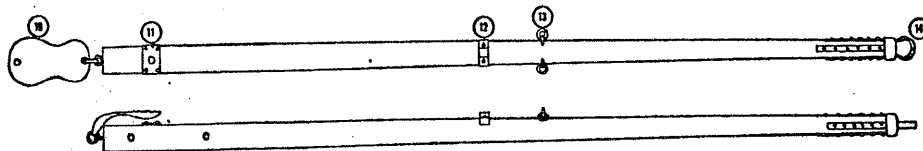
0 1 2 3 4 5 6 FEET



REAR END GATE



FRONT END PANEL



TONGUE OR . POLE, TOP & SIDE VIEWS

677 157 739

not so likely to be held in check by the workings of religious groups to which they did not belong. The regulars dared to flout the sobering atmosphere whenever it began to settle about them. Their songs, often unfit to print, were at times meaningless, ridiculous, profane, and vulgar. Other songs of the wagoners were the more or less well known songs of early America, such as: Arkansaw Traveler; Barbara Allen; Captain Jinks of the Horse Marines; Chimney Sweep Song; Darby Ram; Die Woch; Doktor Eisenbart; Gickerigie; Joe Bowers; Jordan Am a Hard Road to Trappel; Lauterbach; Liewer Heindrich; Little Brown Jug; Little More Cider, Too; O Du Lieber Augustin; Old Dan Tucker; Old Joe Clark; O'Reilly; Reuben and Rachael; Schnitzelbank; Sweet Rosy O'Grady; The Girl I Left Behind Me; The Three Crows; There Is a Tavern in the Town; Turkey in the Straw.

The coming of the railroads was viewed as a calamity by the wagoners, and it did, in fact, bring about an end to their way of life. Their feelings about the railroad are well expressed in a song entitled "Wagoners' Curse on Railroad".<sup>5</sup>

### WAGONERS' CURSE ON RAILROAD

Come all ye bold wag'ners turn out man by man,  
That's opposed to the railroad or any such plan;  
'Tis once I made money by driving my team,  
But the goods are now hauled on the railroad by steam.

May the devil get the fellow that invented the plan.  
It'll ruin us poor wag'ners and every other man.  
It spoils our plantations wherever it may cross,  
And it ruins our markets, so we can't sell a hoss.

If we go to Philadelphia, inquiring for a load,  
They'll tell us quite directly its gone out on the railroad  
The rich folks, the plan they may justly admire  
But it ruins us poor wag'ners and it makes our taxes higher.

FIGURE 37. The Eagle was an inn that catered to stage coach travelers, and the passengers have left the coach. A somewhat fanciful version of a Conestoga wagon is passing by on the road. From the Collections of the Library of Congress.

*from Conestoga Wagon  
by George Shumway*





Our states they are indebted to keep them in repair,  
Which causes us poor wag'ners to curse and swear.  
It ruins our landlords, it makes business worse,  
And to every other nation it has only been a curse.

It ruins wheelwrights, blacksmiths, and every other trade.  
So Damned be all the railroads that ever was made!  
It ruins our mechanics, what think you of it, then?  
And it fills our country full of just a lot of great rich men.

The ships they will be coming with Irishmen by loads,  
All with their picks and shovels, to work on the railroads,  
When they got on the railroad, it is then that they are fixed.  
They'll fight just like the devil with their cudgels and their sticks.

The American with safety, can scarcely ever pass,  
For they will blacken both his eyes for one word of his sass.  
If it wasn't for the torment, I, as leave would be in Hell,  
As upon the cursed railroad, or upon the canal.

Come all ye bold wag'ners that have got good wives;  
Go home to your farms and there spend your lives.  
When your corn is all cribbed up and your small grain is sowed.  
You'll have nothing else to do but just to curse the damned railroad.

#### REFERENCES —

1. The name of the newspaper from which this account was taken has been lost.
2. Searight, T. B. (1894) *The Old Pike, A History of the National Road*: T. B. Searight, Pub., Uniontown, Pa.
3. Read, Thomas Buchanan (1863) *Wagoner of the Alleghanies*: J. B. Lippincott and Co., Philadelphia.
4. Fisher, H. L. (1888) *Olden Times: or Pennsylvania Rural Life, Some Fifty Years Ago, and Other Poems*: Fisher Brothers, York, Pa.
- 5. Korson, Geo., ed. (1949) *Pennsylvania Songs and Ledgends*: University of Pennsylvania Press, Philadelphia. This song was "collected" by Howard C. Frey in the 1920's, and first published with music in this book. One verse of it was published by Searight in 1894. The words also were sung to the tune "Green on the Cape."

## II. THE CIVIL WAR TO 1880

After the Civil War a great era of growth began in Carroll County which continued throughout the century. The extension of the Western Maryland Railway enhanced the economic and hence social importance of towns all along its length, particularly Westminster. At first the growth of the town began slowly, but by the '80's life was bustling and the many new businesses proudly advertised their locations "by the Depot."

The newly stimulated trade and growth in Westminster led to relative prosperity for many, and the prosperity spurred the development of the local carriagemaking trade. At the end of the War Westminster had only one carriagemaker, Edward Koontz (1866 Maryland State Business Directory). But shortly thereafter the town's two major carriagebuilders first began business, Frank K. Herr and John E. Eckenrode. Mr. Herr had come to town in 1863 and apprenticed himself to blacksmith Michael Baughman. About 1867 Baughman and Herr formed a firm and moved from the East end of town to 56 and 58 West Main Street. The shop, thus located at the intersection of Bond and Main Streets, stood on the site of the present J.C. Penney store. An ad of theirs read:

"Baughman and Herr - manufacturers of Coaches,  
Carriages, Buggies, Jagger Wagons etc. and  
Blacksmiths in General.

factory opposite Montour house"

(Source: The Democratic Advocate, April 21, 1870)

Around 1870 Mr. Baughman left to <sup>WORK</sup>~~teach~~ at Western Maryland College, and Mr. Herr's brother, Samuel K., came to town and went into partnership, establishing the Herr Brothers. Until about 1882, when Samuel Herr left,

their business was known for its high quality work and expensive vehicles.

By 1881, on the basis of scanty data, John E. Eckenrode was already in business at the corner of Liberty and George Streets, where he remained until his death in the 1930's. At the time he had E. H. Snyder as his partner, and the firm of Eckenrode and Snyder became the Herr Brothers main competitor.

The business volume of the period also supported other carriage-makers in the County, although most were small scale concerns compared to the Herr and Eckenrode shops. Boyd's Business Directory of the State of Maryland for 1875 lists eight other Carroll County carriage manufacturers concentrated in the trackside towns of Manchester, New Windsor, and Union Bridge. Andrew Woods was established in New Windsor as a carriage-maker at least from 1866 to 1875. Listings from two directories are displayed on the following page, and it is worth noting the increase in the number of trades concerning vehicle construction, especially carriagemaking. However, it must be noted that business directory listings cannot be accepted as totally complete for the occupations and places listed; there were other vehicle tradesmen whose names may never be known. Also, businessmen sometimes listed themselves under different work classifications, such as a blacksmith also having himself listed as a wheelwright. (See page 13.)

Vehicles produced in Westminster not only satisfied the local County market, but they were sold in surrounding areas as well. Mrs. Ober Herr, while speaking of the early twentieth century carriage business, remembered her father delivering vehicles to places such as

KEY ---

- (\*\*) means data reveals that this person was still in business at a later date
- (+) means this listing is the latest mention of the person in the directory research obtained for this report

CARROLL COUNTY - 1866

Source: 1866 Maryland State Business Directory - Carroll County

BLACKSMITHS: Krouse, William \*\* Westminster  
 Maurer, William H. \*\* Westminster  
 Easton, Johnsey Winfield  
 Devall, Samuel Sykesville  
 Stevens, Nathan Ridgeville  
 Hanna, Nathan New Windsor  
 Sellers, E.G. Manchester  
 Wall, John R. Eldersburg  
 Frizzell, Joshua Eldersburg

## CARRIAGE MANUFACTURERS:

Koontz, Edward Westminster  
 Woods, Andrew \*\* New Windsor

WHEELWRIGHTS: Mercer, Cyrus T. Hoods Mill  
 Barnes, James Winfield

CARROLL COUNTY - 1875

- - - - Source; Boyd's Business Directory of the State of Maryland - 1875

BLACKSMITHS: Baker, William Westminster  
 Case, W. "  
 Crouse, William + "  
 Ebaugh, Amos "  
 Engelmy, Palmer "  
 Knight, John W. "  
 Mahanna, George "  
 Mourer, W.H. \*\* "  
 Shreeve and Henry \*\* "  
 Stephen, George "

## CARRIAGE MANUFACTURERS:

Herr, F.K. and Brother \*\* Westminster  
 Bisser and Meyers New Windsor  
 Woods, Andrew New Windsor  
 Frist, James Manchester  
 Latham, W.M. "  
 Mencha, L.F. "  
 Miller, J.N. "  
 Wolf, F.A. "  
 Walter, G.W. Union Bridge  
 (WAGONMAKER): Johnson, David Union Bridge

Painting often took place in an upper level of the shop where there was less chance of dust and persons to disturb the freshly painted carriages. After drying, the new vehicles were usually rolled outside by means of a long ramp from the upper level. If the buyer lived any distance away his vehicle would be delivered, and a waterproof leather lap covering was almost always furnished with the new carriage.

(See the description of the Eckenrode shop during the early 20th. century, page 24.)

Green Spring Valley, and it is also known that Mr. Herr had considerable trade in Washington. At the same time, carriages and wagons entered the County from other areas. Between 1830 and 1880, for example, Hanover was a leading town in southern Pennsylvania for the manufacture of buggies and pleasure carriages, and many were sold in Maryland.<sup>4</sup> A great number of other vehicles were mass produced in large cities, especially New York, and were shipped by railroad to customers in small towns.

As mentioned briefly previously, carriagemaking shops generally combined several types of tradesmen who each contributed a particular skill to the making of a fine vehicle. Before construction, necessary materials had to be gathered, such as iron for fittings and seasoned lumber for the bodies. Wheels were often ordered from wheelwrighting factories in larger cities. Large carriage shops usually consisted of several levels, but those in Westminster were one and two storey structures. An example of two types of carriage tradesmen would be painters and trimmers. Trimmers made and fitted the fabric carriage tops, plus the inside curtains which rolled down for rainy weather. Painting often took place in an upper level of the shop where there was less chance of dust and persons to disturb the freshly painted carriages. After drying, the new vehicles were usually rolled outside by means of a long ramp from the upper level. If the buyer lived any distance away his vehicle would be delivered, and a waterproof leather lap covering was almost always furnished with the new carriage. (See the description of the Eckenrode shop during the early 20th. century, page 24.)

American carriages were world-reknowned for their lightweight yet strong construction. Plentiful forest reserves of the United States provided a wide range of useful woods not available in Europe, and some of the woods, such as ash and hickory, were well known for their strength, flexibility, and lightness. A technical development was the elliptical spring, which almost all Carroll County vehicles had. The most typical arrangement for these springs involved two on the rear axle and one on the front axle. The front spring ran parallel with the front axle, and was connected to it and the front of the body. The rear springs on either side also connected the body with the axle, but they ran parallel with the length of the body. The elliptical spring was invented in 1804, and it replaced the older "C"-shaped spring, which was little used after 1870.

Carriage wheels, as well as wagon wheels, were constructed with a "dished" effect; the spokes extended outward at a slight angle from the hub to the rim, giving the wheel a saucer or dish shape. Dishing gave a wheel added structural and functional strength. (Fig. 22)

Carriage axles, usually of a square or octagonally shaped steel bar, were bent slightly, giving them a very slight hump in the center. The nuts used to fasten the wheels to the axle had reversed threads which prevented the clockwise rotating wheels from loosening their nuts.

The lightest four wheeled carriages ran about 425 pounds, and two wheels were used on lighter vehicles. Incidentally, the two wheeled carriage had greater stability when harnessed up to a horse than did the four wheeled vehicle.

Besides the lap or drop cloth and the candle lights, other accessories included a whip and a holder for a parasol. An upright

partition at the far front of the vehicle (in front of the driver's feet) was known as the "dashboard" because it kept clods and other road dirt from being kicked into the carriage by the horse. Ladies carriages, such as the phaeton, often had high, somewhat curved dashboards. (Fig. 8)

Carriages came in many styles, each suited to a particular purpose, although many styles were copies of successful designs. In the County the buggy was the most popular type vehicle. (Figs. 10-12) The buggy was an American designed four wheeled carriage of lightweight, simple construction, yet it was rugged and relatively inexpensive. The body was basically a simple rectangle with low sides and a single seat which could accomodate two persons. Some buggies were known as "cut-unders" because they were built with an arch across their width, located under the seat. This arch allowed the front wheels to turn more sharply than usual; instead of rubbing against the side of the body in a turn, the wheel could extend under the arch a little ways. Such a technique came in handy for the sharp turning required for town and city driving. (Other vehicles besides buggies were also cut-under.) Locally, the buggy with a folding top was known as a "falling top buggy", and it was popular with doctors and mailmen.

Good carriage driving was an art to itself, with the best drivers using only one hand on the reins. However, most country drivers lacked expertise in rein handling; their methods were rough but practical nevertheless. The rein, a single leather strap, ran from one side of the bridle to the driver and then out the other side to the bridle again. A strap around the horse's hindquarters prevented the vehicle from running up against the animal when going downhill. The horse's head was held up by a check line to keep him looking forward and under good control.



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235

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 Starr William H. sec. and treas. Westminster Sav. Bank, h cor  
 Main and Bond  
 Steele William, h 58 Pennsylvania av  
 Steffey John M. woodworker, 57 Liberty  
 Stern Mrs. Eliza, wid, h 310 E. Main  
 Stern Harry, bartender, h Green  
 Stern Jacob E. plasterer, h 86 W. Main  
 Stern John A. cigar maker, h Green e Church  
 Stephan Mrs. Mary A. wid, h 15 John  
 Stephan Snyder D. student, h 15 John  
 Stephan William C. clerk, h 15 John  
 Stewart Charles E. railroad contractor, h 154 Green  
 Stitely John G. jr., bricklayer, h 242 E. Main  
 Stitely Misses Fannie and Aunie, 41 W. Main  
 Stitely Josiah Q. (J. Q. Stitely & Son), h 41 W. Main  
 Stitely J. Q. & Son, agricultural implements, machinery,  
 &c., 13 Liberty. (See adv)

J. Q. STITELY.

O. B. STITELY.

J. Q. Stitely & Son,

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and Machinery

OF ALL KINDS.



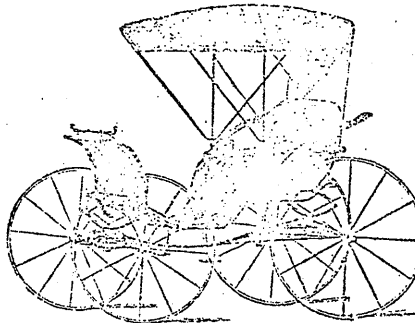
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 Stitely Oliver B. (J. Q. Stitely & Son), h Memphis, Tenn.

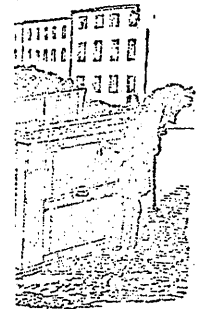
J. G. DAYHOFF & CO.

Near B. & O. Depot, Hagerstown,  
Md. LUMBER. Has unexcelled facili-  
ties for shipping lumber on the  
Western Maryland Railroad.

JAMES BERWANGER & CO., Best Made Clothing. 10 & 12 East Baltimore Street.

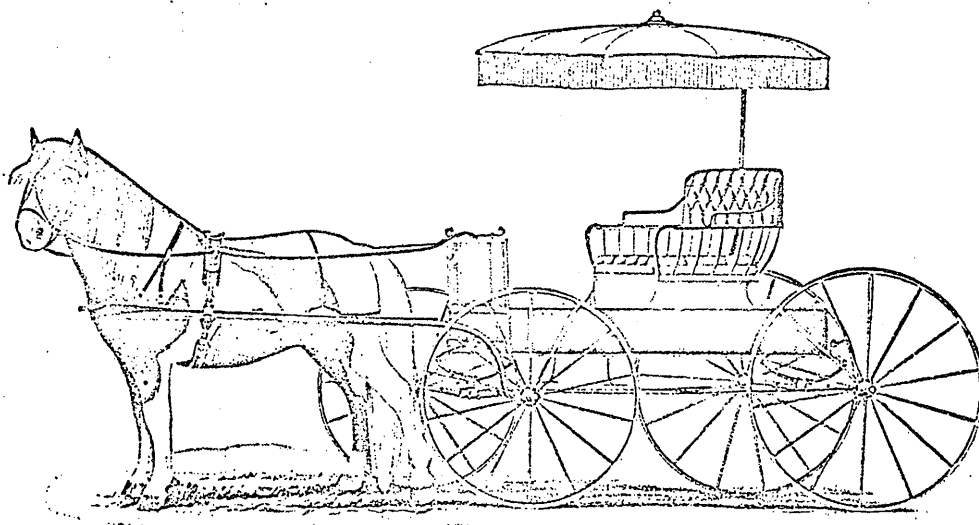
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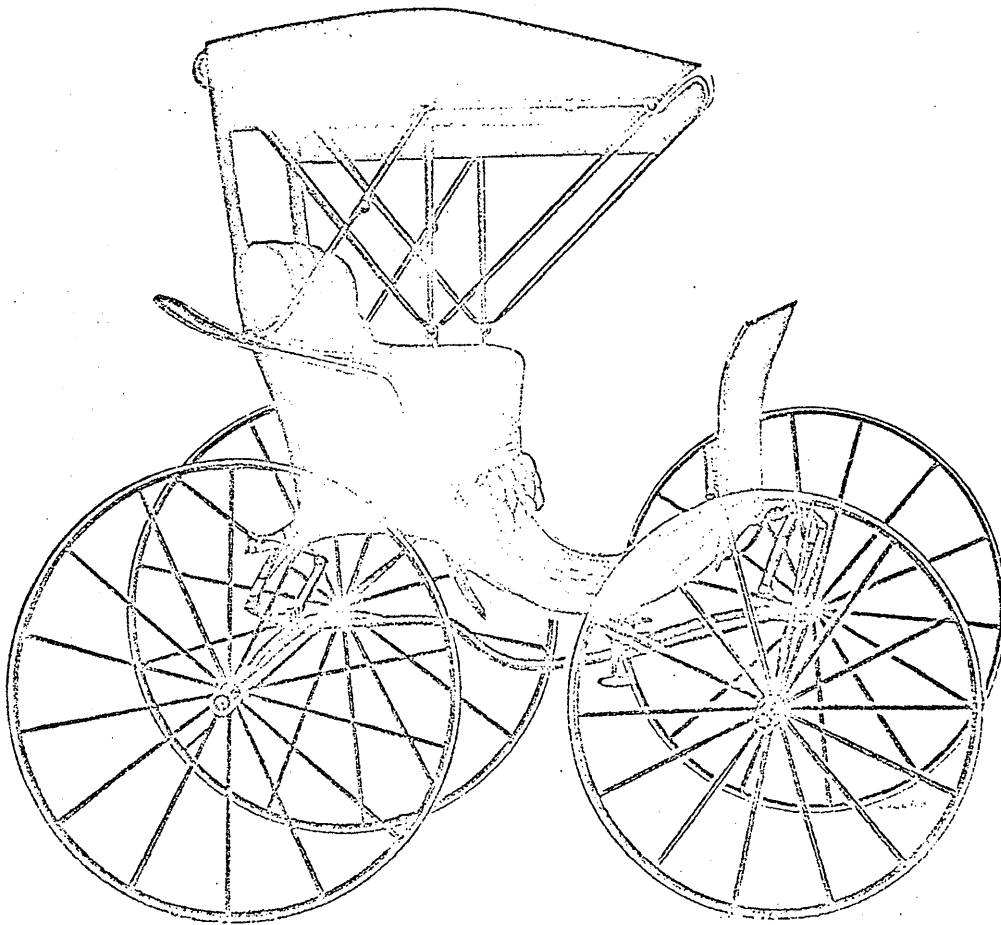


Railroad

rite for Cata-  
Address



**PARASOL-TOP PONY RUNABOUT.** The parasol-type top was often used on many town carriages. Upholstery here was green; body black; gear wine or yellow. Steel wheels 32 and 34 inches; 45-inch track. Body 19 inches wide.



**PHAETON.** The phaeton was a four-wheeled carriage with open sides. It was named for the Greek god who drove the chariot of the sun. The type of phaeton shown here was often used by ladies, sometimes by businessmen.

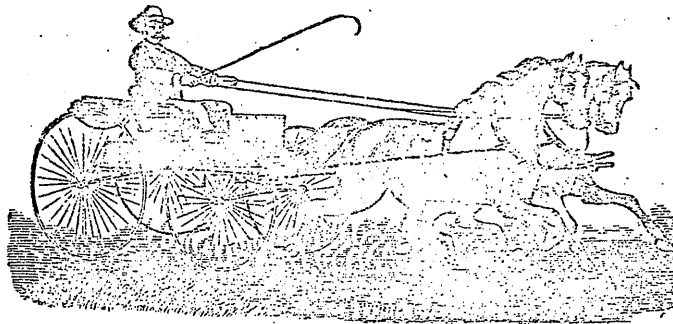
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- Wagner Miss Susan, h 191 W. Main
- Wagoner Elijah, machinist, 86 W. Main, h 99 do
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- Wagoner Miss Sarah, h E. Green
- Walker Reuben, overseer at W. M. College, h Centre
- Walsh Michael E. lawyer and clerk, 188 E. Main
- Waltman Mrs. Ellen, wid, h 142 E. Main
- Wampler Miss Carrie P. h 257 E. Main
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- Wampler Miss Grace, dressmaker, h 116 Green
- Wampler Henry H. h 257 E. Main

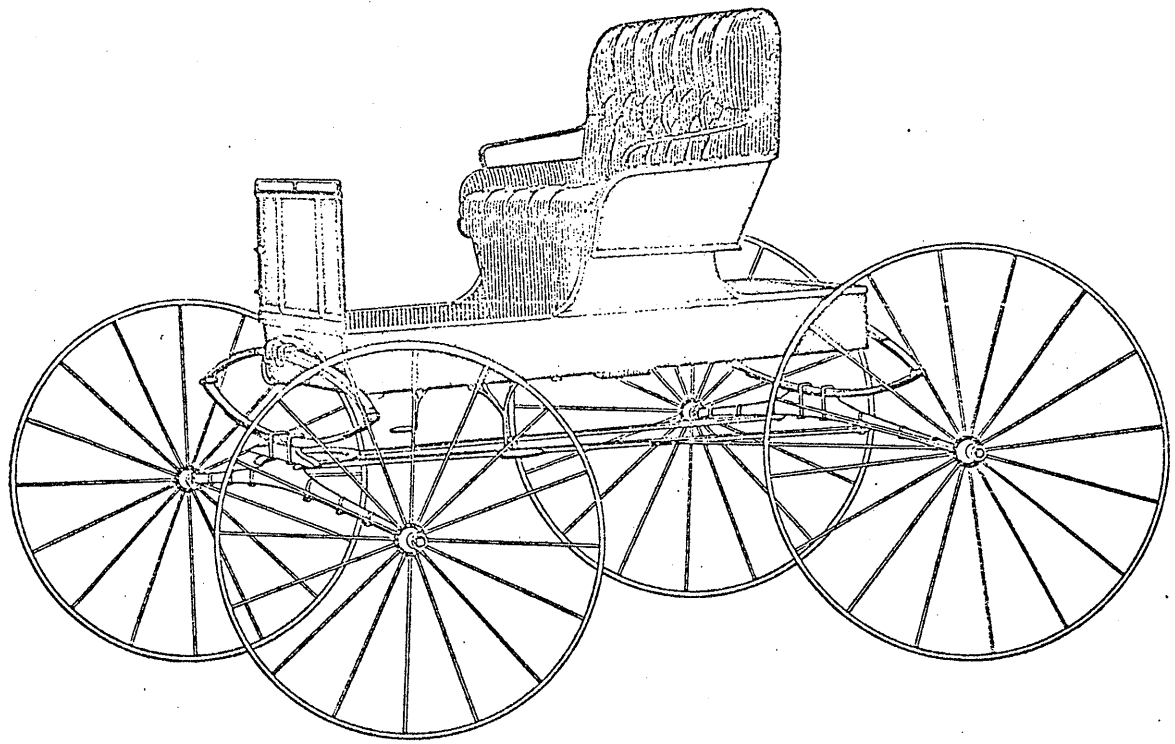
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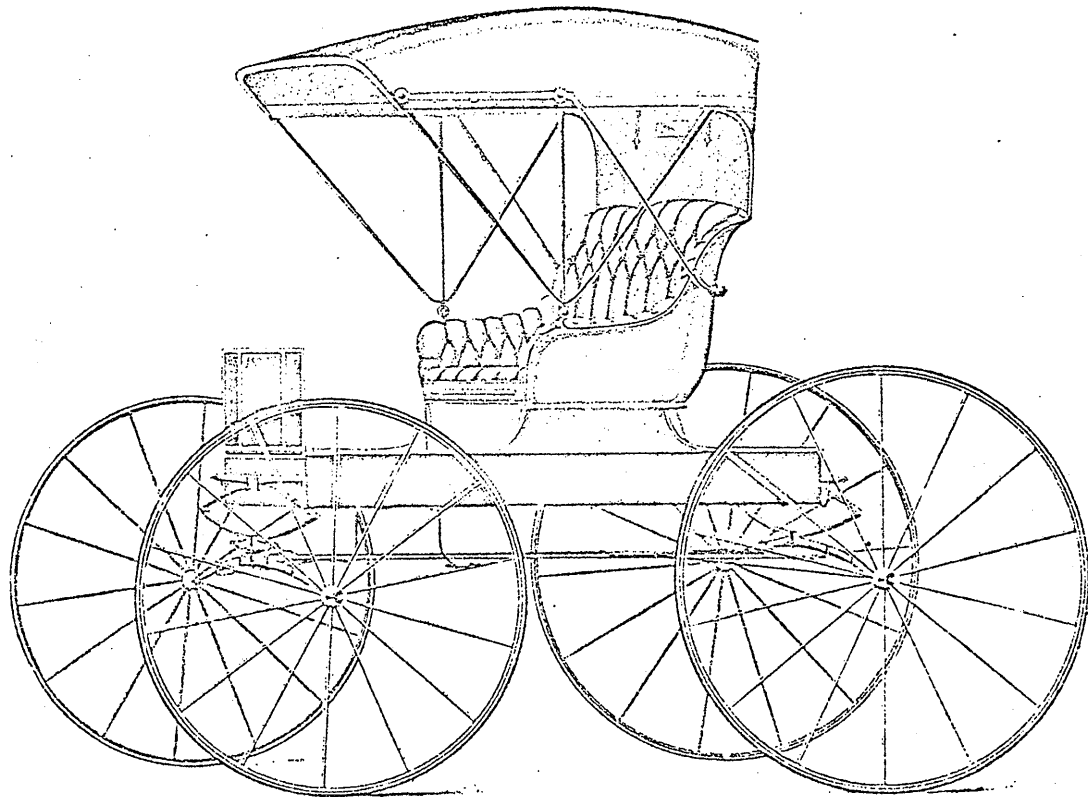
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- Warner Miss Annie
- Warner A. Miles, l
- Warner Francis, S.
- Warner Henry, h I
- Warner James W.
- Warner John H. co
- Warner Miss Nellie
- Weaver David H. j
- Weaver Miss Fann
- Weaver James E. h
- Webster Charles V
- Webster Thomas, j
- Weeks Thomas
- Wells Dr. E. D. ph
- Wentz Allen W. jew
- Western Maryland ments, Rev.
- Westminster Ceme
- Reese, sec a
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- Westminster Saving
- Wheeler John J. sh
- White James W. A
- Whitmore Samuel l
- Wickert S. Carl, re
- Wickert Walter C.
- Wilhide Mrs. Geor
- Wilhide John, hosl
- Wilhide Mrs. Julia
- Willett Charles E.

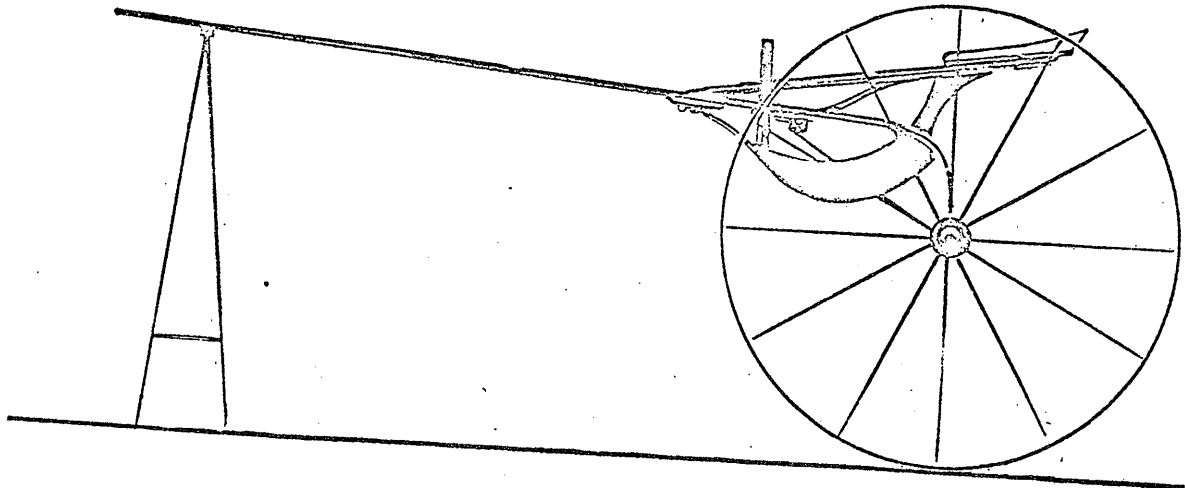
**J. G. DAYHOFF**



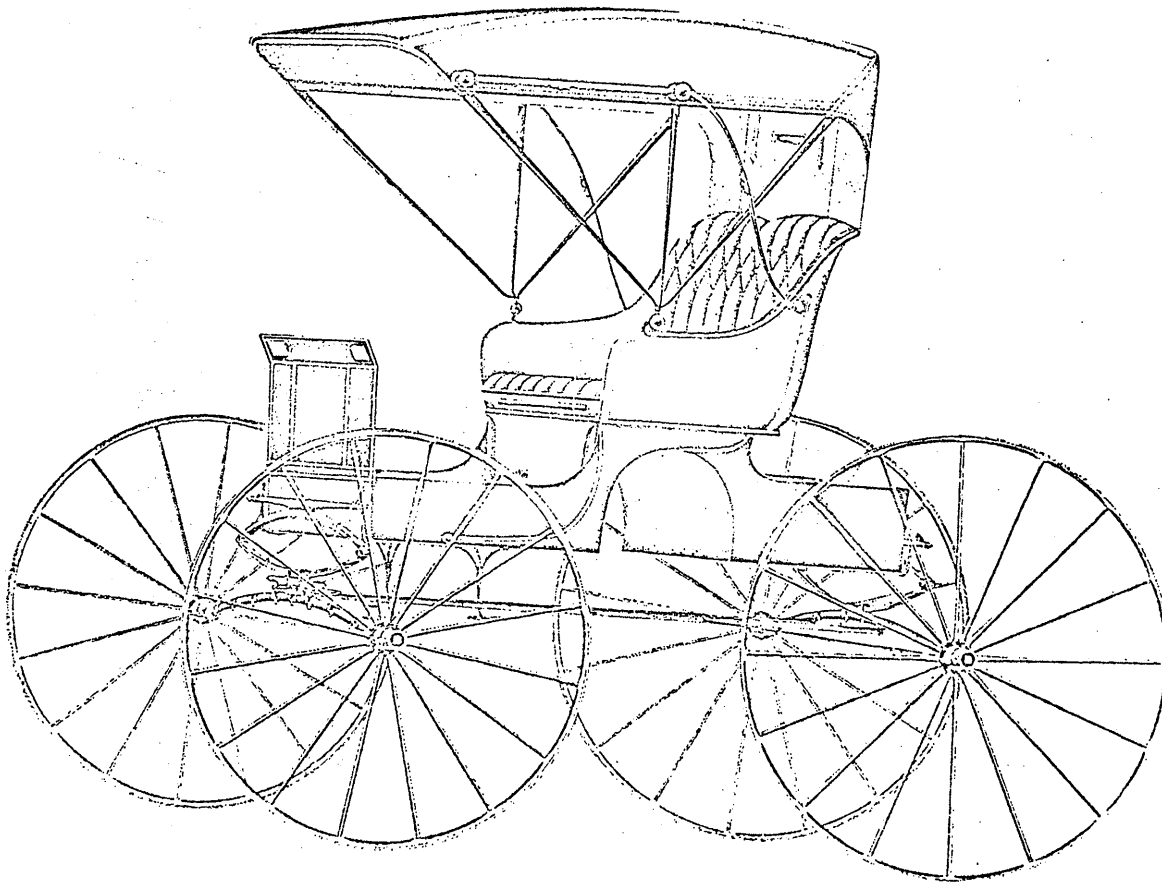
**AMISH BUGGY.** (Scale: about half-inch.) The Amish sect of Indiana, Ohio and Pennsylvania are forbidden by their creed to use autos. Their buggies (shown here without top) are still built by a few small firms.



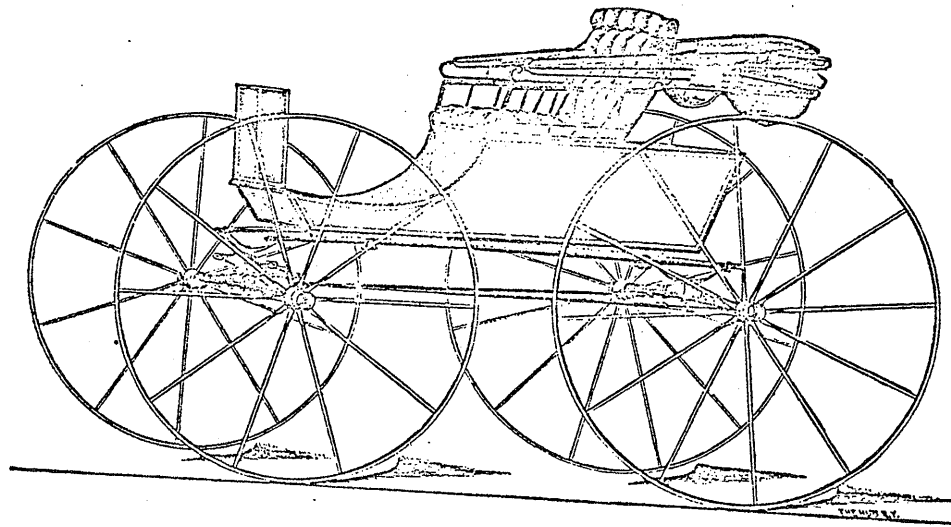
**AUTO-SEAT TOP BUGGY.** The buggy was a truly distinctive American type of vehicle, popular because of its lightness and economy. The seat style shown here was similar to that used on early autos.



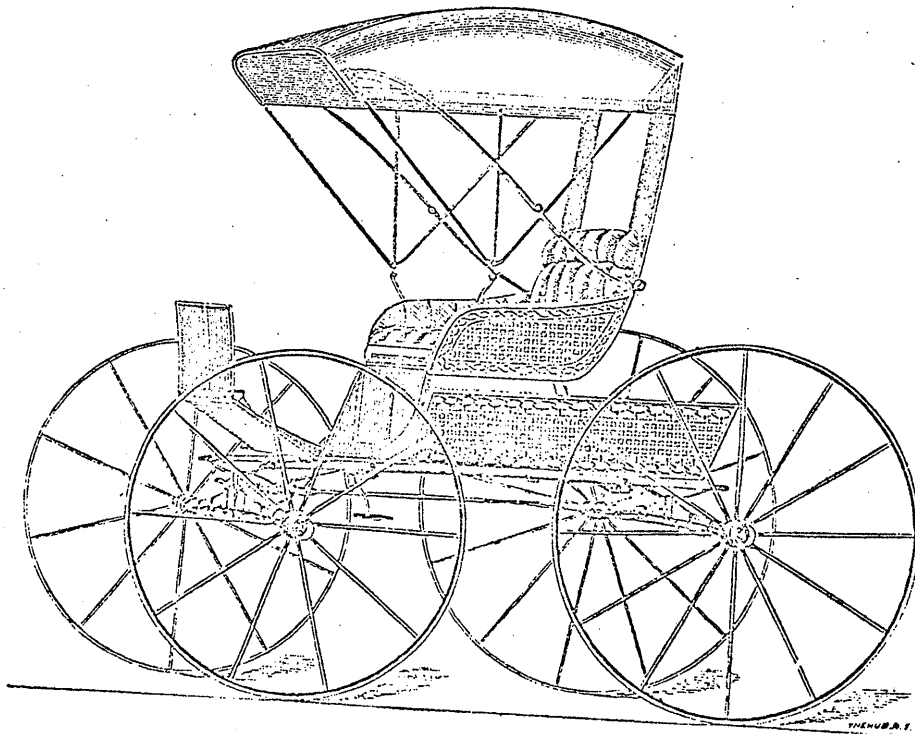
**JOGGING CART.** A very light two-wheeler, generally with a slat bottom. It carried one or two passengers and was used for light country work and for exercising trotters, "jogging" them around. Similar vehicles of modern design are shown on later pages of this volume, devoted to harness racing carts.



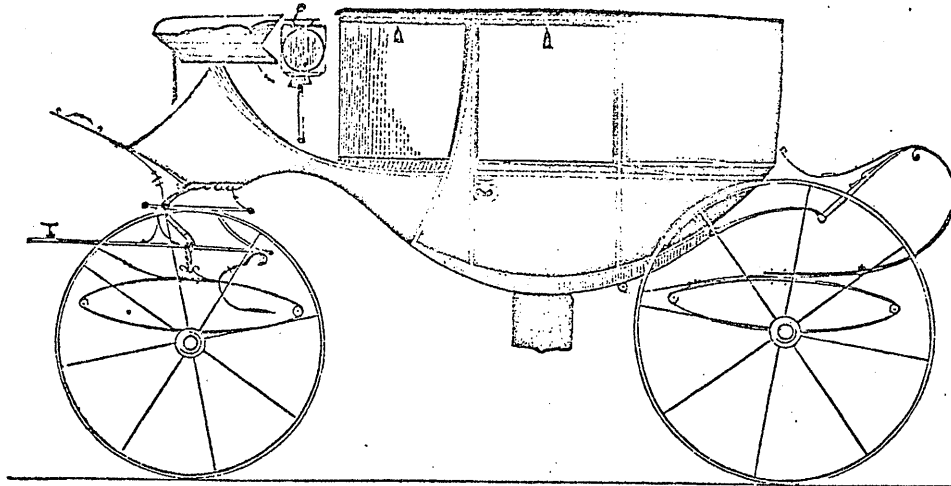
**CUT-UNDER BUGGY.** The arched construction of the body beneath the seat gave clearance to the wheels when making sharp turns. It also gave more "style." Elliptic springs, shown at front and rear, were invented in 1804.



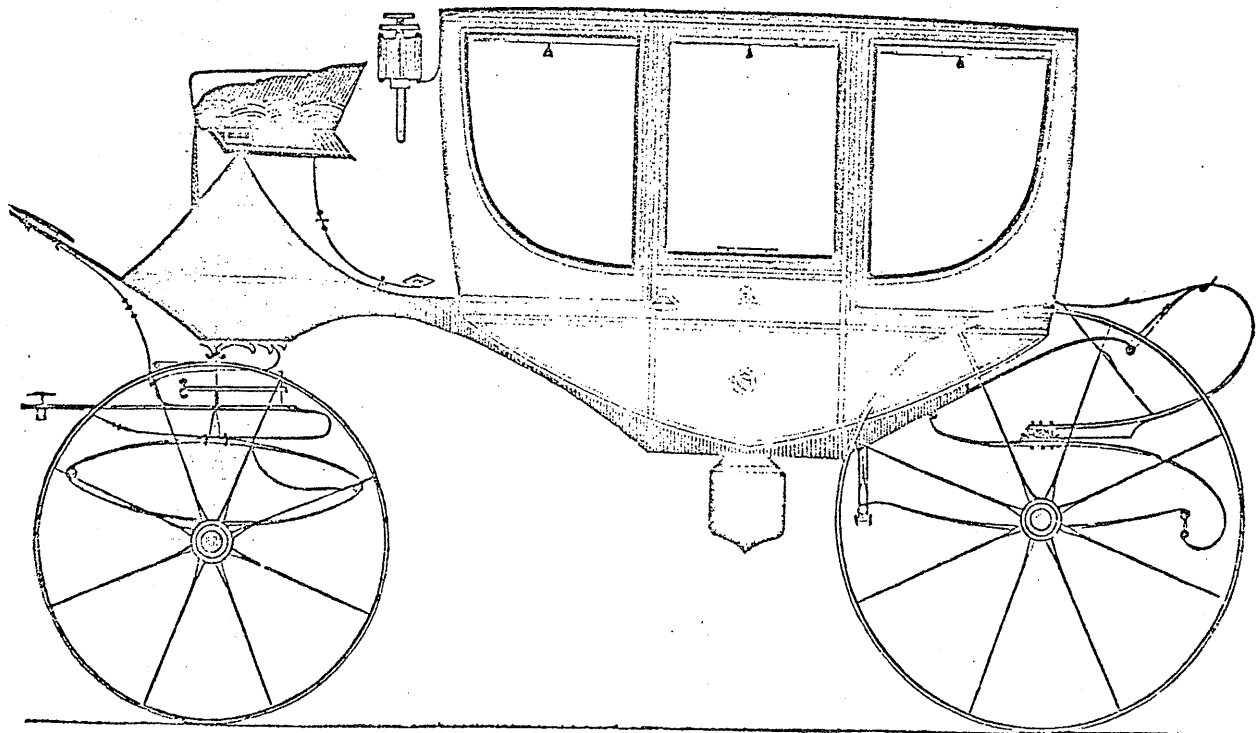
**WHITECHAPEL BUGGY WITH STICK SEAT.** (Period: 1885; scale: one-half inch.) The seat style was so named because of the "sticks" used in its sides. Note arrangement of side bar springs on this vehicle. Body was 30 inches wide on top, 27 inches wide on bottom. Track: 52 inches. Gear painted blue.



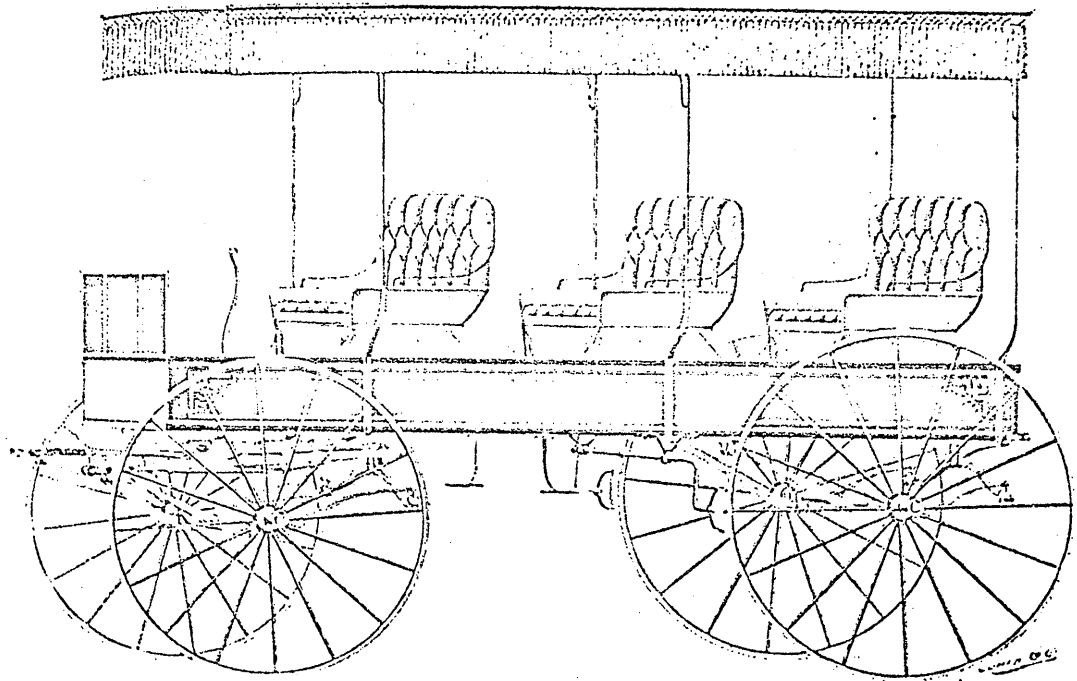
**BUSINESS BUGGY.** (Scale: half-inch.) Rattan sides gave this buggy an elegant style. Body 28 inches wide; track 56 inches. So named because of the roomy section in the rear of the body, useful for sample cases and parcels.



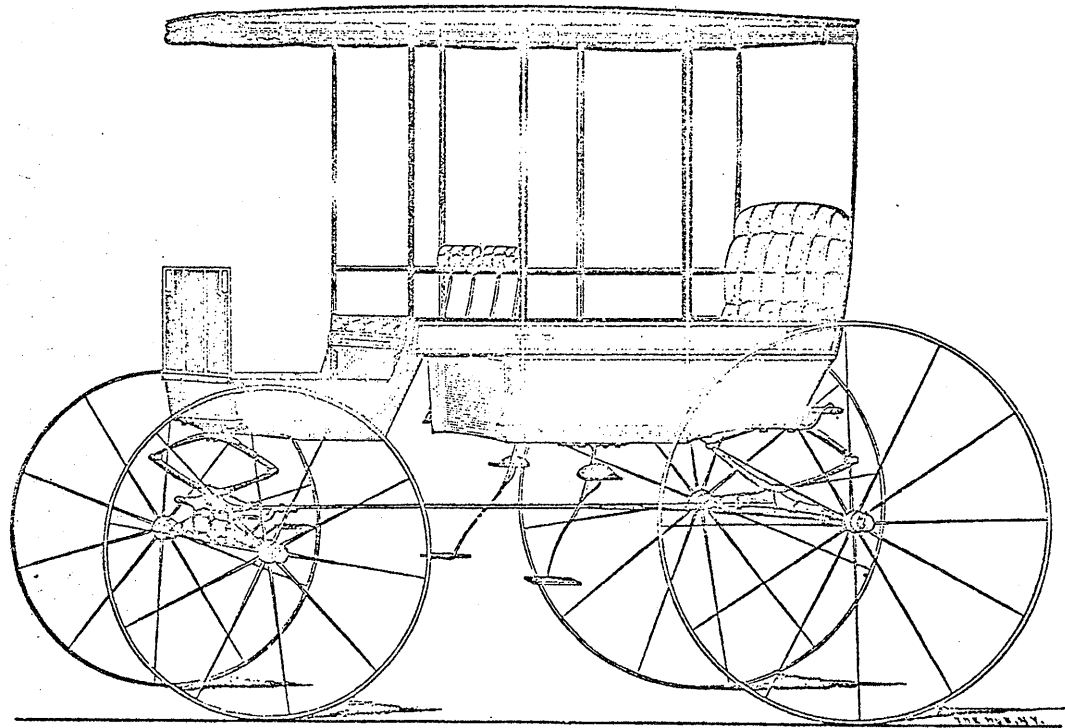
**FULL CLARENCE.** (Period: 1865; scale: three-eighths-inch.) The clarence had a single upholstered seat across the back, with a curved glass front. Below the curved glass, inside the body, was a hinged seat for two more adults. This example shows the retention of the C-spring at the rear.



**TWELVE-QUARTER COACH.** (Period: 1869; scale: half-inch.) This coach had 12 quarters, or panels: three on each side, three at front and rear. Panels could all be removed in summer, or a few removed in spring or fall, thus allowing more "air" as the seasons changed. Body 53 inches wide. Wheels 44 and 50 inches, 60-inch track. Body and gear plum color.

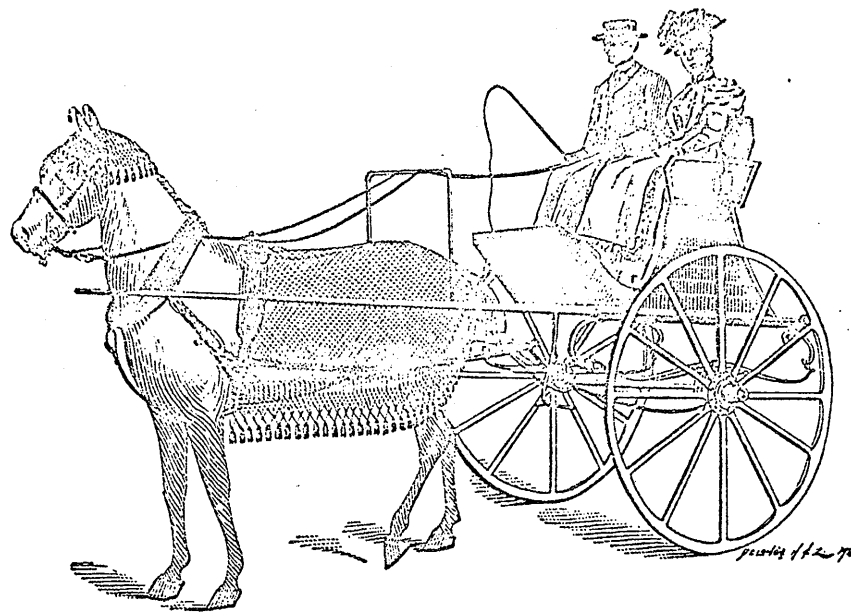


**THREE-SEAT PLATFORM WAGON.** A vehicle used chiefly in rural districts, where it was often "hired out" by livery stables. It had a canopy top and a body nine feet long by three feet wide. Also made 10½ feet long, with four seats. Body was black with carmine wheels. "Platform" springs in front.

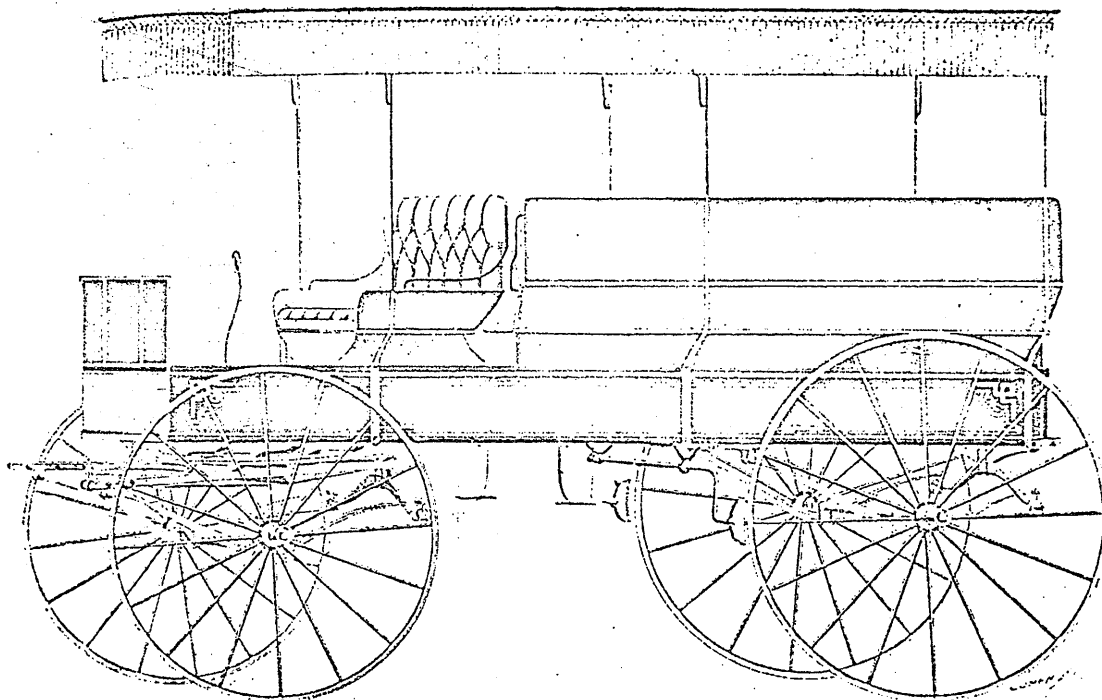


**ROCKAWAY OR DEPOT WAGON.** (Scale: half-inch.) The name of this wagon indicates its customary use. Body was 36 inches wide on floor; wider across top. Furnished with rolled curtains, green leather upholstery and silver mountings. Wheels 40 and 48 inches; track five feet.

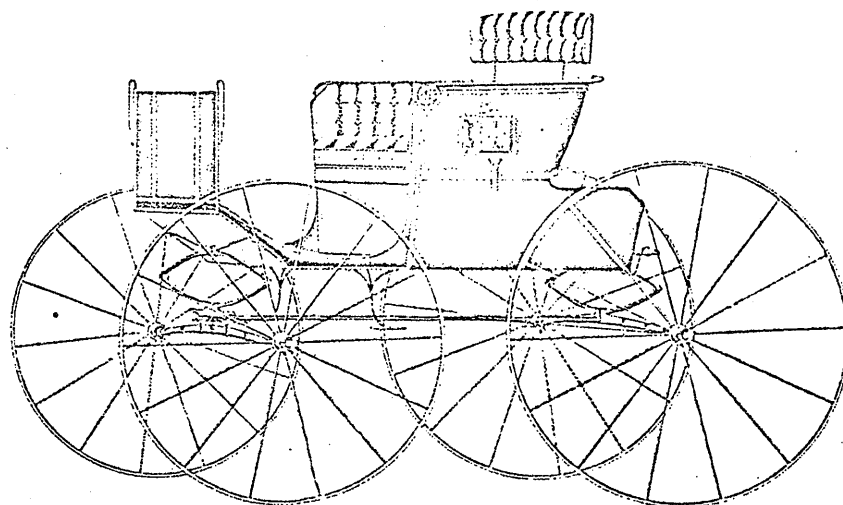




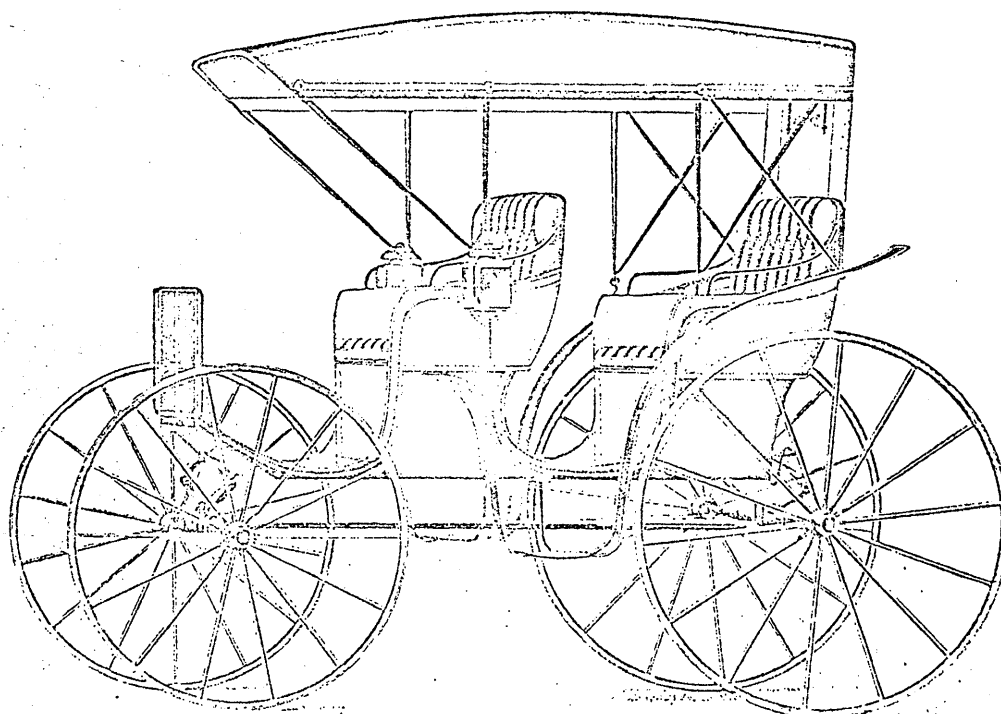
**HIGH TANDEM GIG.** A sporting vehicle with a dashing appearance. Competent drivers usually considered them unsafe, however, because of their height. Shown here with a single horse. (Note fly net.) When used with a tandem hitch, a pair of horses were used "in line," or head to tail.



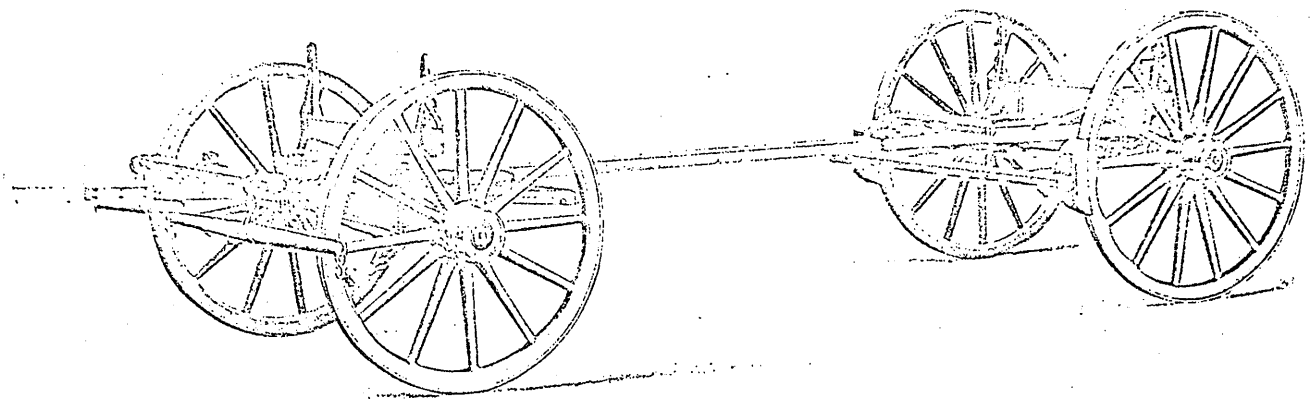
**SIDE-SEATED PLATFORM WAGON.** Used by hotels and resorts to convey guests from railroad "depots." Also frequently used at funerals. Body was 9 by 3 feet, with three springs at front and rear. It was equipped with fringed top, brake and removable seats. Body was wine color, gear yellow.



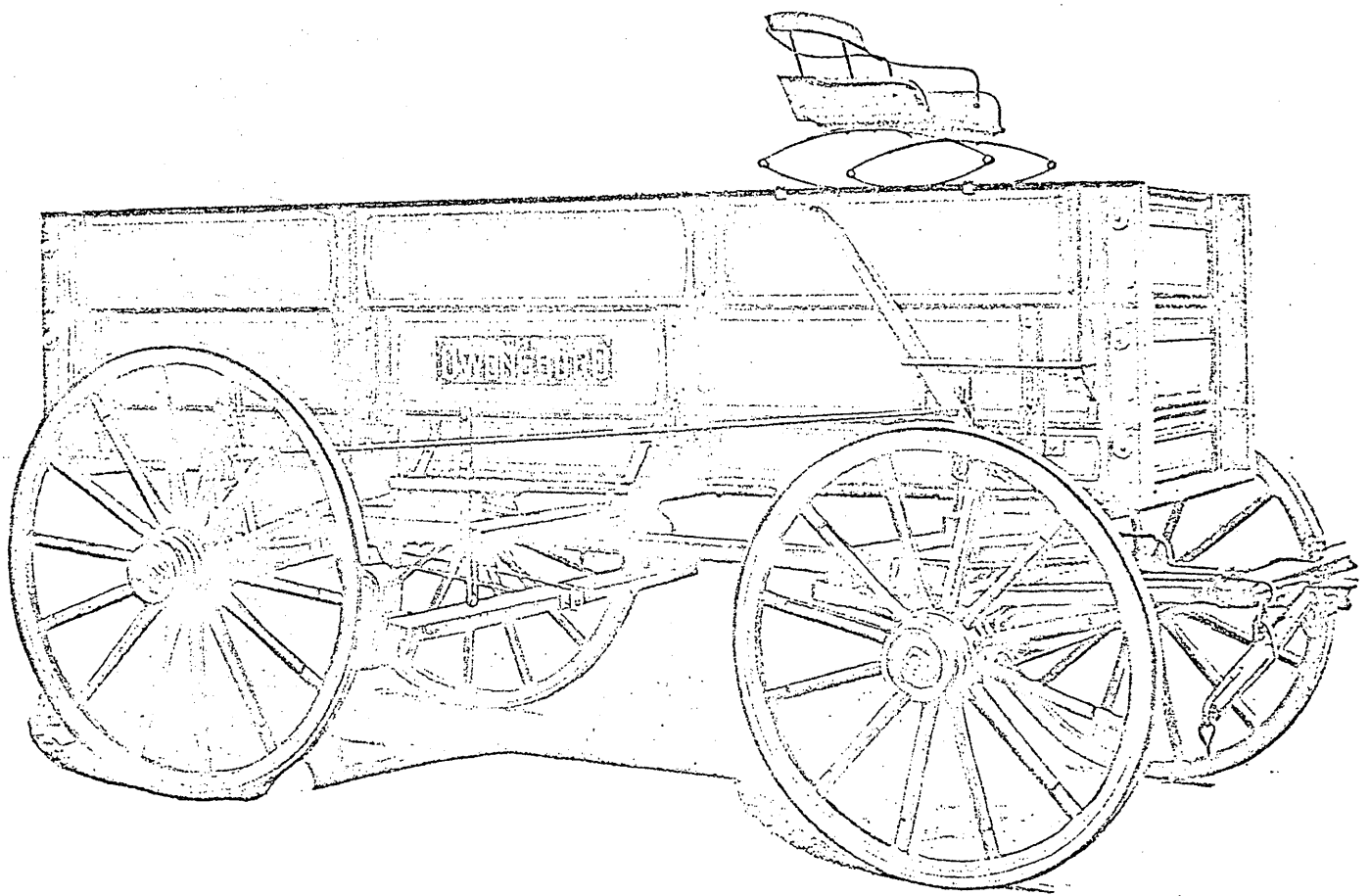
LADIES' STANHOPE. (Scale: about half-inch.) An elegant light vehicle, more stylish than a buggy, graceful and easy to manage on city streets.



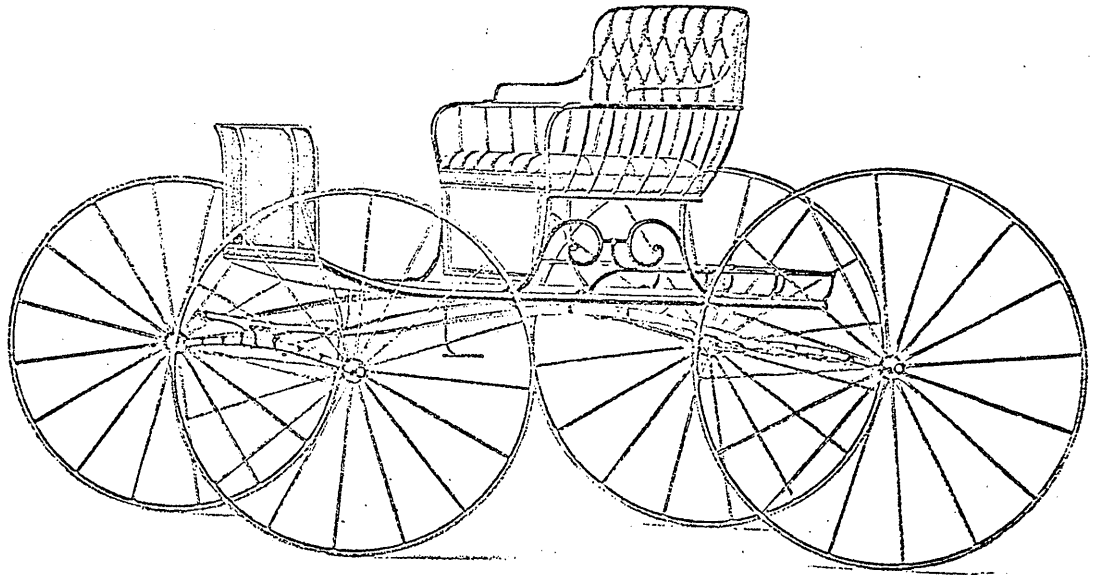
AUTO-TOP SURREY. Not all surreys had fringed tops, as this example proves. Top on this model folded back in fair weather. Upholstery was of whipcord or broadcloth. Example shown had wheels 40 and 44 inches high. Body was painted in black and carmine, with gear in green and gold.



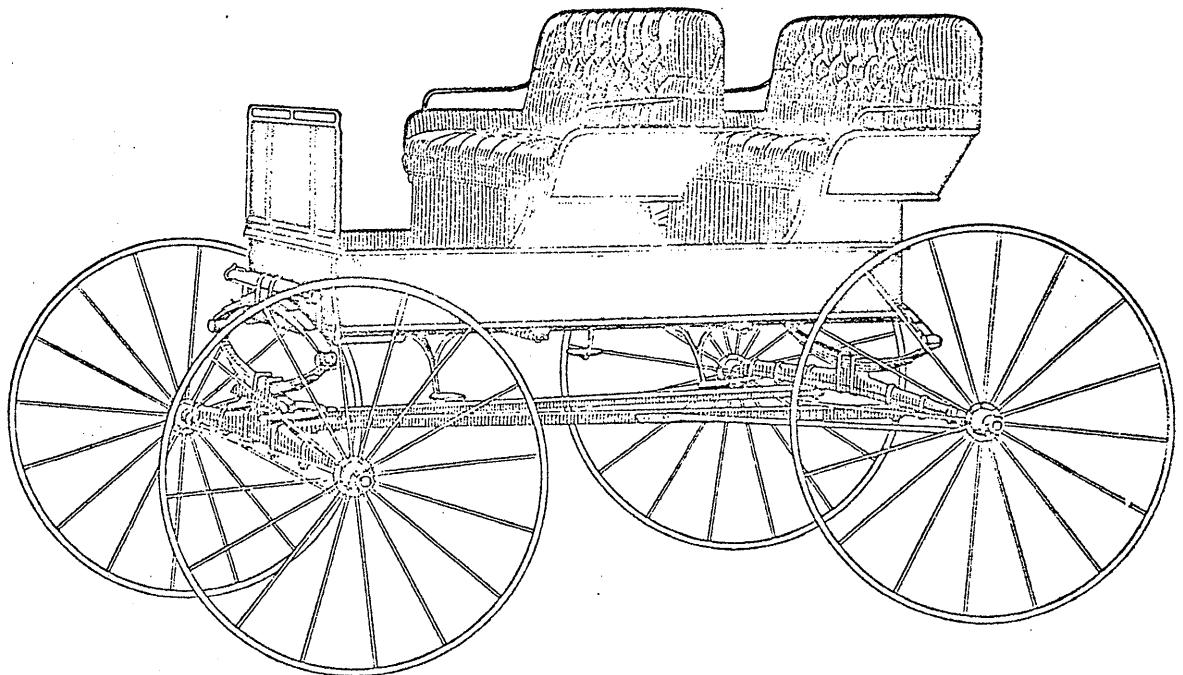
FARM WAGON WITH EXTENSION COUPLER. The "reach" or pole connecting front and rear of this gear had a special coupler allowing hay racks, lumber, etc., up to 20 feet long to be hauled with ease. Note brake arrangement.



TEXAS COTTON-BED WAGON. Used in parts of Texas and Oklahoma. This wagon had an extra-deep cotton bed, with sides 32 inches high. Body 12 by 3½ feet; wheels 44 and 52 inches. All parts were soaked in hot linseed oil before painting, as an aid in withstanding hot, dry climates. Oak hubs.

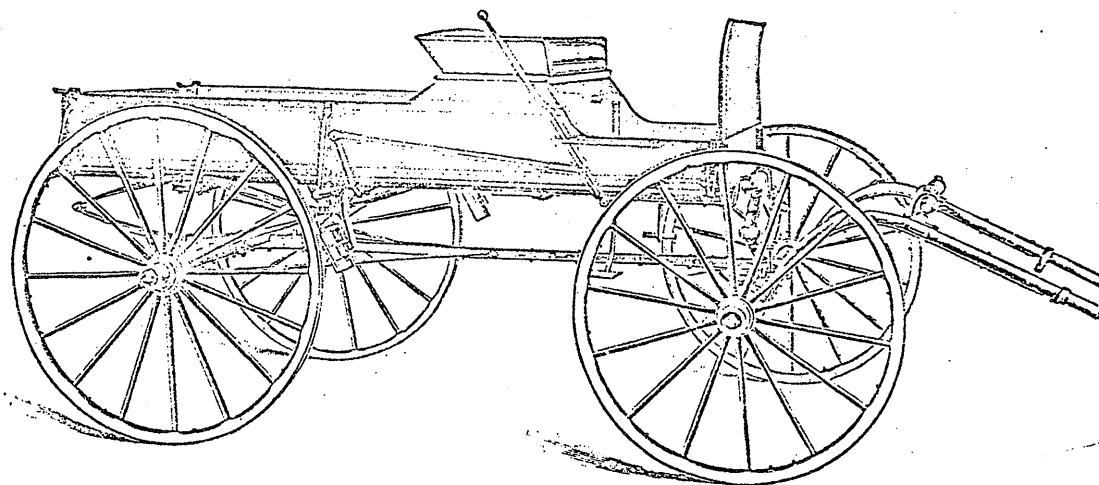


**STICK-SEAT SLAT WAGON.** Lightness and elegance combined in this wagon, with a slat floor on front-to-back "Concord" springs. Ornamental iron braces and an upswept front end added grace. Padded leather dashboard.

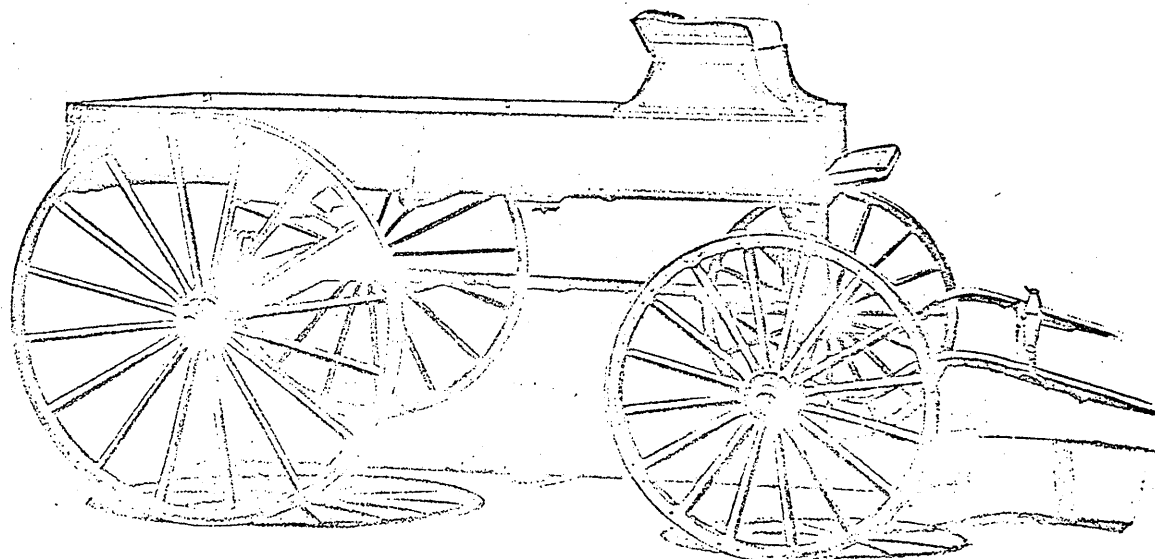


**SPRING WAGON.** This wagon is still built in one or two American shops. It might be called "the poor man's surrey," because it is essentially a family vehicle, although its rear seat could be removed when necessary.

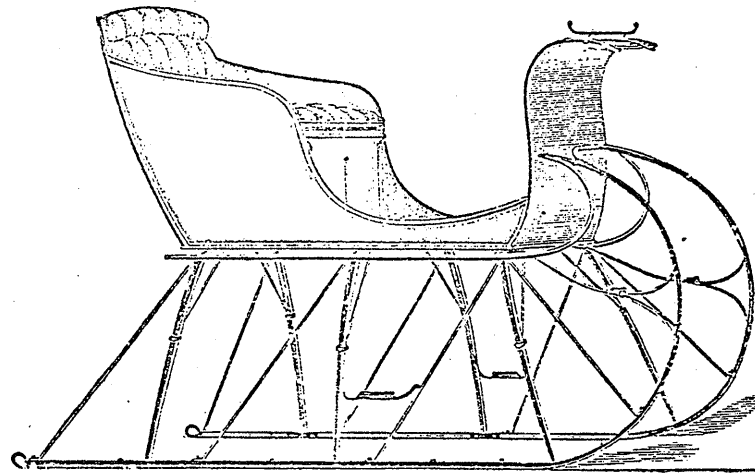




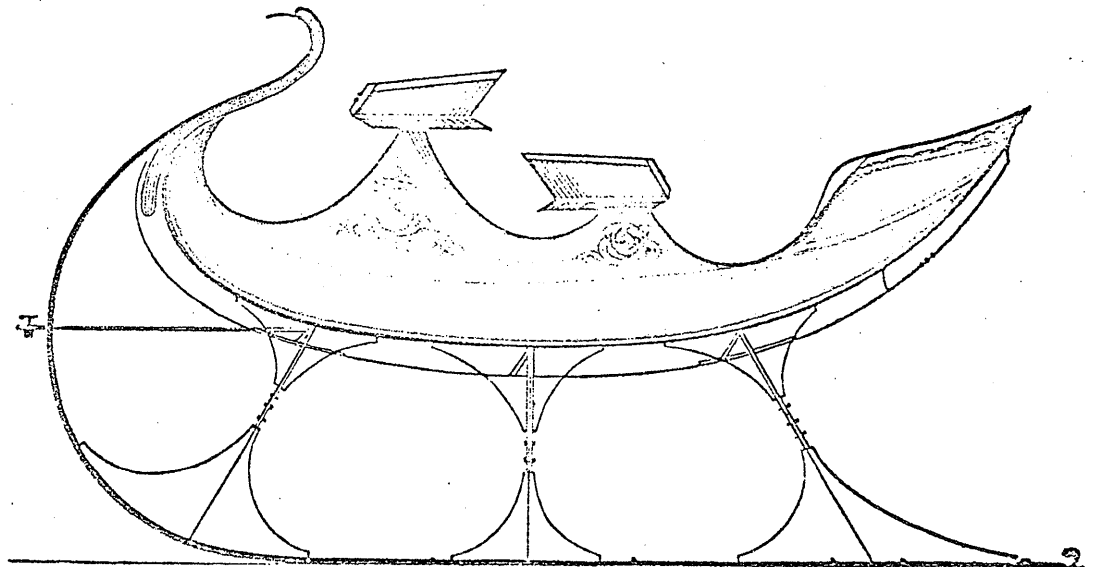
SPRING WAGON. A handy, one-horse wagon equipped with elliptical springs, wooden dasher and brake. Body 90 by 40 inches; wheels 38 and 42 inches; weight 600 lbs.; load capacity 800 lbs. Body and gear wine color.  
 (Note: where no period is indicated on following pages, vehicle was built and used as late as 1920. Scale given only where accurate data was available.)



SPRING-WAGON WITH CUT-UNDER WHEELS. Small front wheels on this wagon could turn beneath the bed. This wagon sold for about \$80.00 and could haul 900 lbs. Wheels 34 and 46 inches; body 84 by 40 inches.



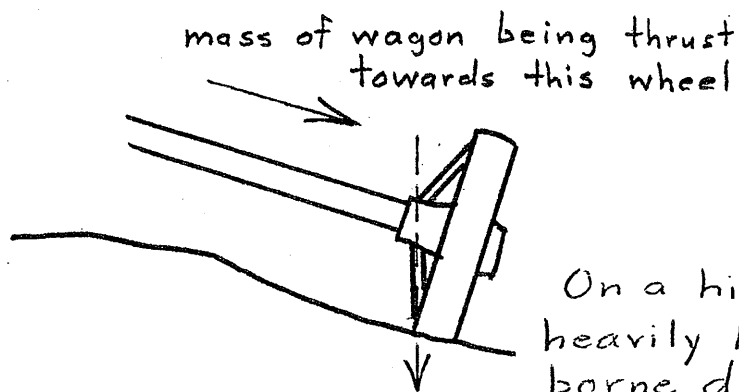
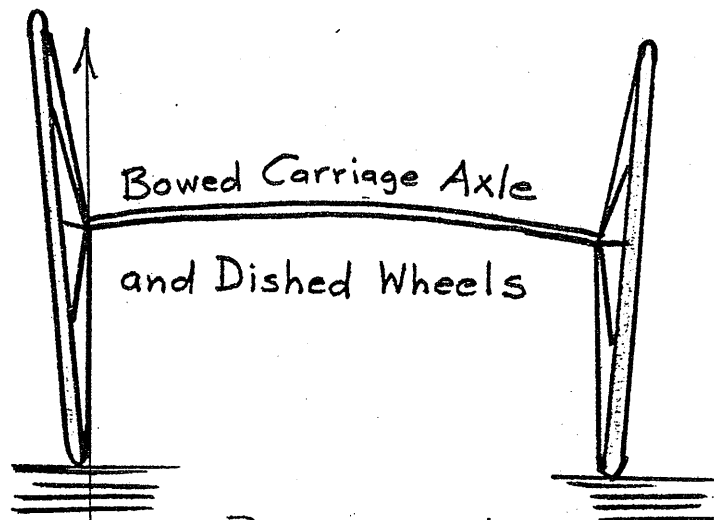
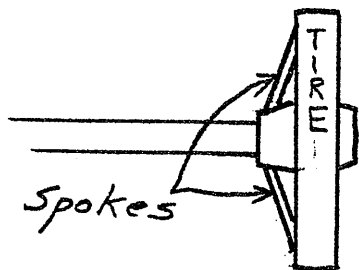
**BUFFALO SPEEDING CUTTER.** (Period: 1887; scale: five-eighths-inch.) A typical light sleigh of which many examples remain. Body was black, lined with gold; running part was vermillion. Seat 31 inches wide; gear 22 inches high; track 42 inches; body 25 inches wide beneath floor. Gold mountings.



**ONTARIO 6-PASSENGER SLEIGH.** (Period: 1870; scale: half-inch.) There were many types of sleighs other than the traditional one seen so often. The body of this example had rounded, swelling sides, with a swan's head at the front. Track 42 inches. Finished emerald green; green plush cushions.

# DISHING

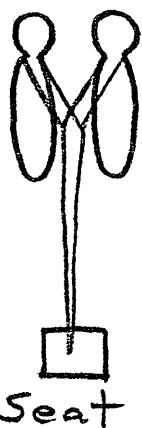
(effect exaggerated)



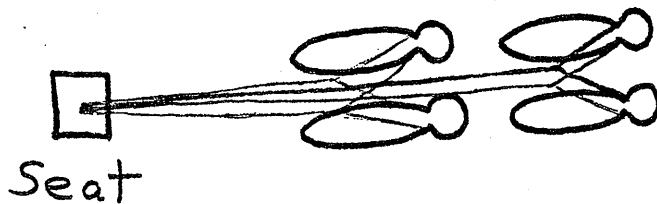
Pressure directed immediately downward to the rim via the lower spokes.

On a hill, the pressure of the heavily loaded wagon would be borne directly to the ground by the upright positioned lower spokes, instead of the entire wheel having to bear it.

# CHECK LINES



Single Checks



Double Checks



All carriages had straps on either side of the horse which were attached to the ends of a bar on the front part of the vehicle. The wooden bar ran across the width of the vehicle in front of the driver, and it was connected to the body by a pin in its center which allowed it to pivot or swing. The straps, hooked over each side of the bar, took up the alternately shifting weight of the shafts as the horse swayed while walking.

Large carriages required the use of several horses, but the vast majority only required one horse. Often the use of additional animals on a carriage was only for show. The tandem arrangement (two horses in line) was done for looks, and it really was rather impractical. As for harnesses, almost all were plain, with the only decoration being on the bridle.

Coach lines continued to transport persons between Westminster and Baltimore until about the 1890's, being known locally as "hacks". But the railroad increasingly brought more and more businessmen, commuters, and fashionable persons to the country. Westminster boasted several large hotels, such as the old Montour house, which is presently Benny's Restaurant. Both hotel and other private livery stables accommodated the train passengers needing transportation in town by providing private and public vehicles as well as mounts. Mr. Frock has recounted how large platform wagons were employed. These fixed top wagons had rows of seats or benches in the rear for hotel passengers to use. Large vehicles called "tallyho's", which sometimes held 18 to 20 persons, were also used. According to Miss Shipley, an Edward Chrest, who ran a livery stable at Main Street and Manchester Road, used to meet the trains with surreys. Then he took his passengers to

the hotels and boardinghouses. Other types of carriages and wagons were also rented by the local livery stables to businessmen. Mr. Frock mentioned that hucksters, who provisioned the outlying country stores, would come to town by train and make their rounds with rented vehicles. The rockaway, in use at the time, was also known by another name, the "depot wagon". (Figs. 13-16)

#### FARM WAGONS

Various kinds of farm wagons were employed according to the type of job necessary, and two of the most common heavy duty types used by Carroll County farmers will be described here. The most standard and familiar was the general rectangular bodied wagon, which came in different sizes ranging from light vehicles to huge, heavy monsters. These wagons generally had a spring seat up front and a rear tailgate. Removable sideboards allowed additional loading. The basis of most heavy farm vehicles was known just as a "gear", and it consisted of front and rear axle assemblies joined by a reach or coupling pole. (Fig. 17) Bolsters and bed beams of the gear were heavy and could accommodate various body types. Or often the wagon gear would be used without a body at all, such as when logs were hauled. In this situation the cargo just extended lengthwise across the two axle bed beams.

The hay rack (or hay carriage) was also a very common local vehicle. Sheaves of wheat, hay, and other crops were pitched up onto the center of the body bed with forks, while large racks at each end kept the load from shifting lengthwise. Mr. Cockey remembered hay carriages being used in the Fall to haul barrels of apples to the presses. Naturally, vehicles were always subject to any good use that they could be put to.

Farm wagons were built by blacksmiths and carpenters, or by wagonmakers in general, especially before the turn of the century period. But by the late nineteenth century, many were ordered from large mass-producing companies, such as Studebaker and Owensboro.

Carroll County farmers used several types of lighter "one horse" wagons for both farm chores and family transportation. The familiar "spring wagon" came in two versions, a light duty wagon for personal transportation and a heavy duty version for carrying light cargo. The heavier version was essentially a low sided rectangular body mounted on two rear and one forward elliptical springs. It included a backless, unupholstered spring seat in the front. Light cargo could be placed in the rear, allowing the vehicle to be employed similiarly to the modern pickup truck. The family version of the spring wagon consisted of two nicely upholstered front and rear seats which were mounted on a low sided, simple rectangular body. But with this lighter vehicle, the body was suspended on only two elliptical springs, both of which were parallel to and above the axles. The rear seat came out for carrying goods, if need be. (Figs. 18-20)

A very popular wagon around Carroll County until the end of the "horse and buggy era" was the "dayton". Possibly this was just a local term, and this wagon may be the same as the "famous Westminster wagon" (Fig. 1) mentioned by an 1875 Herr Brothers advertisement. The Museum has a dayton (66.169.1) built by Eckenrode, probably during the 1890's. In construction, this vehicle is a cross between the two types of spring wagons and a surrey. The body is that of a family spring wagon, and is of a very dark blue color. However, it is sprung on two rear springs and a single forward spring, as is the farm version of the spring wagon.

The body hangs about six inches below the springs at either end. It has two removable upholstered seats, plus a fixed canopy top extending over the whole body. From the observations of many farmers and older Countians, it is known that the dayton was used as a family vehicle. Sometimes the rear seat would be removed for cargo. As such, the dayton was a quite versatile "poor man's surrey".

The Museum's dayton takes both a shaft and a pole (for two horses). One farmer related the interesting story of how his family once attended the State Fair at Timonium with their dayton. The older persons sitting on the rear seat covered some of the younger children, who were crouching beneath the seat, with their lap robes. In this manner the family was able to save some money on the admission fee.

Sleds: During winter, sleds served as the primary means of transportation for all people. (Fig. 21) The peak season for the sale of sleds by local carriagemakers was just before Christmas. The two seated "speeding cutter" was a popular vehicle locally, as well as the "basket sleigh". Large, heavy sleds were used as work vehicles, and the Farm Museum has one which was used as the winter counterpart to the huckster wagon. Bob sleds were simply two-runner gears which could be attached under wagon bodies in place of the wheel and axle assemblies. Sleds could then travel anywhere there was snow. When the deep cut lanes drifted over, the fields were used for travel. Jangling bells on the horses served as a safety warning for the approach of the gliding vehicles.

#### TEAM CONTROL

Farm wagon teams were controlled in a variety of ways, depending on the driver's particular style and the number of animals being employed.

Six and eight horse teams were usually handled by the single jerk line method, with the driver walking beside the wagon or mounted upon the left wheel horse. Drivers who sat upon their wagons, however, could employ "check lines". (Fig. 22) A single check line controlled two animals while double checks handled four horse teams. Mr. Elmer Frock drove by this method, and he patiently explained the somewhat tedious use of check lines. The single check actually comprised two lines. One line extended from the teamster to the horses, and there it "split" or divided, with a section going to the left sides of both horses. A tug on this line naturally pulled both animals to the left. The other line extended similiarly, except that it split and ran to the right side of each animal. Thus, with a "single check", a seperate line directed left turns and another line handled right turns.

Occasionally Mr. Frock used "double checks" for a four horse team. This just necessitated the addition of another set of single checks for the additional pair of animals. But this method became confusing due to the number of lines the driver had to handle, an it was used infrequently by Carroll County drivers.

The jerk line method was employed most commonly by local farmers. For most loads they only hitched up four horses, with the six horse team being the next most frequent number for heavy loads. Mr. Nugent of Eldersburg recounted some of the more unusual team hitchings. One man employed six horses using triple checks! In numbers of animals, some farmers used three, and others employed seven or eight. The seven horse hitch was advantageous because the motive power could be massed closer to the wagon for better pull than with a strung out line of pairs.

Three horses would be hitched in the second rank from the wagon, with a pair in front and behind them. Mr. McKinney recalled that eight horse teams were either hitched in pairs or with two trios in front of a pair of wheel horses.

### III. THE HEYDAY OF HORSE-DRAWN VEHICLES (c.1880 - 1915)

By 1880 Westminster was a fairly prosperous town, and the American carriage industry was approaching its peak --- in quality, variety, and numbers of vehicles produced. Great varieties of vehicles - public and private, light and heavy, drab and fancy - rolled through the dirt streets of Westminster and the other towns of Carroll County. Almost every small crossroads hamlet had its blacksmith, and on the farms, the varied regular work vehicles continued in use as they had throughout the County's history.

During this era the two firms of Eckenrode and Herr competed for the carriagemaking business of Westminster and the surrounding countryside. Their ads appeared recurrently in the County's two main partisan newspapers, the Democratic Advocate and the Republican American Sentinel. (Fig. 23) In 1882 a large fire destroyed much of the town, including the Herr Brothers plant at 56 West Main Street, but a large shop was rebuilt upon the same site. An 1885 photograph of that shop shows Mr. Herr and a number of his trimmers, painters, and other workmen. (Fig. 24) The building is of one and a half levels, and is surrounded by carriage gears and lumber, as well as by a quantity of wood shavings. Later on, after the new plant had been constructed, Samuel Herr left the business, breaking up the Herr Brothers partnership. Frank Herr then went into business with George Babylon, and Herr and Babylon continued to build carriages and wagons into the automobile age.

By 1892 John Eckenrode was in business for himself, having separated from Snyder. Around 1897 his factory at Liberty and George Streets underwent expansion or rebuilding, because he mentioned in the

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Sold by druggists  
Price 50 cents.  
A. R. METTEE,  
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remedy for Coughs,  
trouble. It requires  
to convince one of its  
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-S. Edwards, D. D.,  
ebster, Rev. Job A.  
M. Osborn, Rev. J.  
Rev. S. A. Wilson,  
t, Rev. A. S. Hank,  
r Rev. E. W. Crowl,  
n, all of Baltimore,  
and Rev. Geo. V.  
on, D. C.  
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OF HARFORD AVENUE  
BURCH.  
E. January 5, 1880.  
Dear sir: I have  
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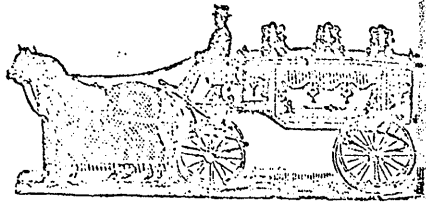
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N. ATTENTION I-  
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OF—  
**MATTHEWS**  
LOSS OR DAMAGE

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J. G. SHUNK'S,  
Opposite Depot, Westminster, Md.  
N. B. I am also General Agent for Car-  
roll county for the

**Greencastle Organ.**  
jul 31 tr

**F. A. SHARRER & SON**



**Undertakers and Cabinet-Makers**  
A Fine and Assorted Stock of  
Coffins & Caskets Always on Hand

We have just had completed one of the  
finest Hearse in the State with which all  
funerals entrusted to our care will be at-  
tended. We are manufacturers and dealers  
in  
**FINE & COMMON FURNITURE**  
Spring Beds, Mattresses, Fancy Chairs,  
&c., which we offer at lowest rates. An  
examination of our stock is solicited be-  
fore purchasing elsewhere, as you can  
save money by buying from us.

**F. A. SHARRER & SON,**  
Main St., East End, Westminster, Md.  
Jan-10-18

**JOHN E. ECKENRODE. E. H. SNYDER**

**ECKENRODE & SNYDER,**

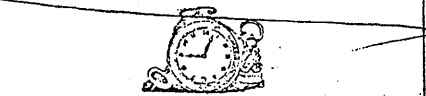


**CARRIAGE BUILDERS**

**LIBERTY ST., OPPOSITE THE SALE STABLE**  
OF E. LYNCH, WESTMINSTER, MD.

All kinds and styles of Carriages and  
Buggies on hand and made to order.  
All our work is made with Seasoned  
Wheels, of the best quality and guaran-  
teed.  
*Repairing Promptly Attended to.*  
Call and examine before purchasing  
elsewhere. Jan 5 tr

**A. H. WENTZ,**



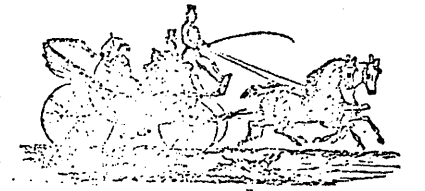
**Watchmaker and Jeweler,**  
AND DEALER IN

**Watches, Clocks,**  
Jewelry, Silverware and Spectacles.

SPECIAL ATTENTION PAID TO REPAIRING.  
sole agent for  
**King's Pat. Combination Spectacles**  
AND THE  
**ROCKFORD WATCH.**  
Watches and Clocks warranted for two  
years.

FRANK K. HERR. SAMUEL K. HERR.

**F. K. HERR & Bro.,**



MANUFACTURERS OF  
**COACHES, CARRIAGES,**  
BUGGIES, FASTER WAGONS,  
PILETONS, &c.

Special Attention given to Repairing.  
All orders promptly filled and work of  
every kind warranted.  
Factory opposite "Wilson House,  
Main Street, Westminster, Md.  
sent 12 tr

**PRODUCE DEPOT,**  
AT THE RAILROAD, WEST-  
MINSTER, MARYLAND.

The undersigned, at the old stand of  
T. Gehr & Orndorff, is prepared to pur-  
chase  
**FLOUR, WHEAT, RYE, OATS,**  
1881

**CORN and COUNTRY PRODUCE**  
of all descriptions. Also to receive and  
forward

**Produce and Goods**  
of all kinds. He also keeps constantly on  
hand a large and full stock of

**GROCERIES,**  
WHOLESALE & RETAIL,  
**Flour, Bacon, Feed,**  
**GRAIN, FERTILIZERS, SALT,**  
**FISH, &c.**

Also Spades, Shovels, Hoes, Rakes and  
Farmers' and Gardener's Implements  
generally, Also  
**GUANO AND FERTILIZERS**  
of all descriptions; and in fact all articles  
in a first class store.

Agent for DUPONT'S Rifle and Blast-  
ing Powder, and Breinig, Fronsfield &  
Co's German Cattle Powders.

With long experience and by strict at-  
tention to business I hope to receive a lib-  
eral share of the public patronage.  
may 81 year **DENTON GEHR.**

**NO HUMBUG**

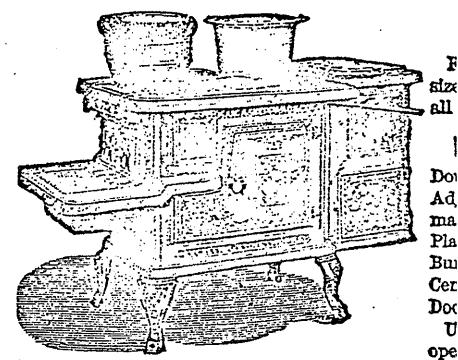
**Come and See.**  
**IT WILL PAY YOU WELL!**

IN order to dispose of my stock of Win-  
ter Goods by March 1st to make room  
for spring goods I sell  
**OVERCOATS**  
at \$4, worth \$6; at \$6, worth \$9; at \$7,  
worth \$10.  
**SUITS**  
at \$5, worth \$8; at \$7, worth \$10.  
**BOOTS**

FIG. 23  
Keep warm, ladies, by buying a FLOREN  
cheap and practical. T. H. KESSELRING

**NOTICE**  
**THE LARGEST AND**  
**READY MADE**  
**CAN BE FO**  
**SCHENTHAL**  
**All Wool Suits**  
**Business Source**  
**Boy's "American Sentinel**  
**Pants** Newspaper  
**Coats** Westminister, Md.  
Sat. March 17, 1881  
**VESTS ALL**  
**WE KEEP EVERYTHIN**  
**AND SELL TH**  
**D. SCHENTHAL, OPPOSITE W.**  
**WESTMINST**

**EXCELSIOR COO**



Manufactured by **ISAAC A. SHEPP,**  
AND FOR SALE BY **A. N. STEPH**

**LUMBER AND COAL!**

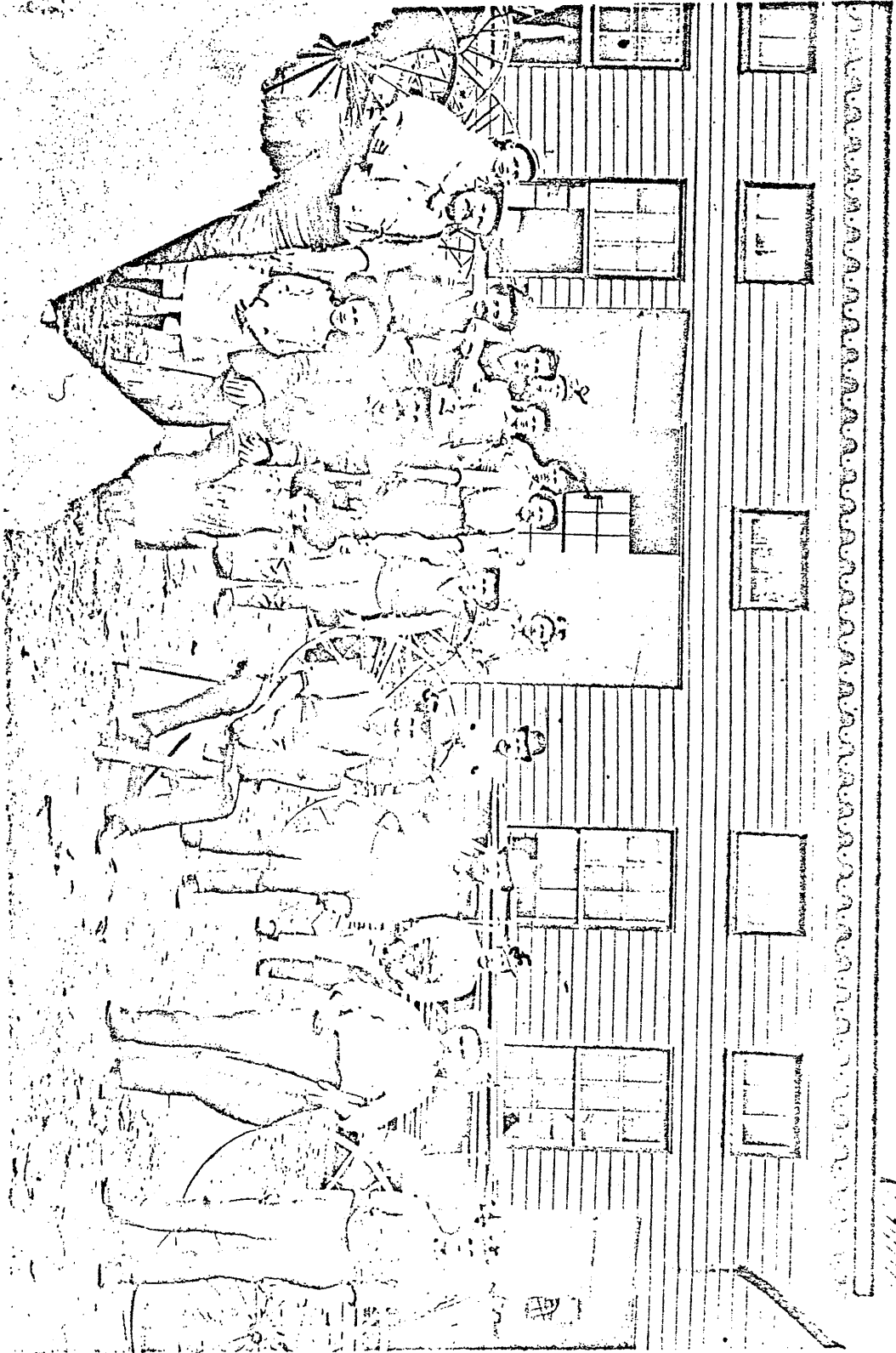
**At the Depot,**  
**GREEN ST., WESTMINSTER, MD.**

I have just returned from the Lumber  
regions and am now receiving the larg-  
est selection of Lumber ever offered at  
this place, at reduced prices, consisting of

**Yellow Pine, Spruce,**  
Hemlock, Joist and Scantling of all  
lengths and sizes, 4-4, 5-4, 6-4 and 8-4  
White Pine Boards and Planks, Yellow  
and White Pine flooring, Dressed and  
Undressed Weatherboarding, White Pine,  
Cypress and Chestnut Shingles, Walnut  
and Ash Boards and Planks, plain and  
headed Pickets, Shingle and Plastering  
Laths, a prime lot of Chestnut Rails and  
Posts. Also all the different kinds of  
**COAL**



Herr Carriage Shop  
56 West Main St.  
Westminster, Md.



Herr Carriage Shop

Photo taken about 1885

Democratic Advocate that he had "just erected new and large Shops."

Mr. Edward Swinderman of Westminster provided a description of work at the Eckenrode firm during the early twentieth century. He was a painter at the shop from 1906 to about 1910, and then again in 1919. Following the standard of the day, Mr. Swinderman and several members of his family worked for the one firm, beginning work as apprentices.

The Eckenrode carriagemaking establishment, which burned in 1904 but had been rebuilt, consisted of three buildings: the main carriage shop, the paint shop, and a storage room. Carpentry, metalwork, and some other operations took place in the carriage shop. All kinds of carriages, carts, and one-horse wagons were constructed, with buggies being the most common vehicle. It generally took about a week to complete a carriage, with the regular staff consisting of around seven persons (more were hired during summer, the busy season). The major jobs were handled by two carpenters, a blacksmith and his assistant, two trimmers, and two regular painters. After rubber tires came into use, one of Mr. Eckenrode's sons specialized on them.

A buggy's woodwork required three to four days for completion, and the ironwork or fittings about a day and a half. In older times the shop fashioned its own wheels, but during this period most were purchased. After the body and undercarriage had been finished, the carriage would then be trimmed and painted. Vehicles were painted upstairs, where they were moved to by an elevator.

Painting was considered dangerous because of the constant presence of strong fumes. All vehicles were hand brushed, with the predominant colors being black, red, green, yellow, and blue. Afterwards they

would be hand striped, a delicate procedure, and completely varnished in the varnish room, a separate area.

Eckenrode vehicles included commercial delivery wagons. Sleights were sold before Christmas, when about 100 of them would be stocked. Vehicles were sold throughout a large area, especially around Reisterstown and into Baltimore.

In Westminster business was also strong enough to support at least two other carriage shops, but they were on a small scale. As Mr. Andrew McKinney recalled, Edwin Shipley ran a small shop on the old Washington Road close to Green Street. His main line of work seems to have been the sale of buggies and spring wagons that had been rebuilt from older carriages. The 1880 Maryland Directory listed Shipley as a blacksmith and wheelwright; in 1888 he was listed as a carriagemaker, while a Frank Shipley was listed as a blacksmith. An 1888 ad (Fig. 25), with a drawing of an "auto-top" dayton, shows Shipley as the manufacturer of carriages, buggies, sleights, wagons, and carts, with "second-hand wagons always on hand."<sup>5</sup> Both Shipley's were still listed in 1892 at East Main Street and the corner of Washington Road. Mr. McKinney purchased a spring wagon from the man in 1912 (who was known as "harelip Shipley"), and Edwin Shipley probably remained in business until the end of the carriage era.

The other small shop was that of Pfeffer and Son, who were listed in the 1897 Democratic Advocate (March 20). They made, repaired, and painted vehicles at their "new coach and carriage factory."

Business directory lists also reveal other vehicle makers of Carroll County. It must be noted, though, especially in Westminster, that many of the persons listed probably worked in the larger carriage shops.

**VICTOR BUSHWA**

Coal and Wood, at wholesale and retail.  
Offices and Yards.  
HAGERSTOWN AND WILLIAMSPORT.

WESTMINSTER DIRECTORY.

219

Sharrer Francis A., (F. A. Sharrer & Son), h 298 E. Main  
Sharrer Francis C., (F. A. Sharrer & Son), h 298 E. Main  
Sharrer F. A. & Son, (Francis A. and Francis C.) furni-  
ture dealers and undertakers, 300 E. Main. (See adv.)  
Sharrer George, (Sharrer & Bros.), h 51 W. Main  
Sharrer Jesse C. (Sharrer Bros.), h 51 W. Main  
Sharrer Miss Nellie, h 298 E. Main  
Shaw Hon. Frank T. Member of Congress, h 187 E. Main  
Sheeler Joseph, mason, h 80 Pennsylvania av [sylvania av  
Sheeler Miss Kate, saleslady at S. Kann, Sons & Co., h 80 Penn-  
Sheeler Miss Mary D. dressmaker, h 80 Pennsylvania av  
Sheets Miss Eveline, wid, h 67 Union  
Sheets George E. barber, h 67 Union  
Sheets James B. cigar maker, h 67 Union  
Shehan Columbus, lab, h 288 Green  
Shellman Mrs. C. J. wid, h 206 E. Main  
Shellman James M. printer, h 206 E. Main  
Shellman Mrs. Mary B. h 206 E. Main  
Sherman George W. millinery, h 12 Pennsylvania av [h 12 do  
Sherman Mrs. K. L. millinery and fancy goods, 10 Pennsylvania av,  
Shipley Alexander, farmer, h 140 W. Main  
Shipley Dr. D. T. physician, h 31 W. Main  
Shipley Edwin, carriage maker and blacksmithing, 2 Wash-  
ington rd, h do. (See adv)

**EDWIN SHIPLEY**

Manufacturer of

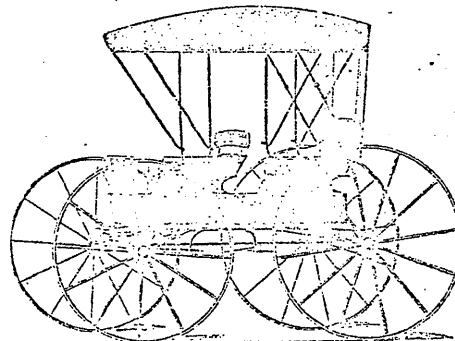
**CARRIAGES, & BUGGIES,**

Sleighs, Light and Heavy Farm  
Wagons and Carts. Repair-  
ing and General Black-  
smithing Promptly  
Done.

Horses Shod According to the Nature  
of the Foot.

Second-Hand Wagons  
Always on Hand.

No. 2 Washington Road.



Shipley Frank A. blacksmith, h 2 Washington rd  
Shipley Francis L. retired farmer, h Alms House Lane  
Shipley Nathaniel, h 15 Carroll  
Shipley Samuel H. drug and post office clerk, h 122 Green  
Shorb Mrs. wid, h 54 E. Main  
Shorb Miss Julia, music teacher, h 54 E. Main  
Shower John A. machine shop, Liberty c Green, h 110 E. Main

**J. G. DAYHOFF**

Opp. B. & O. depot Hagerstown, Md., is the  
place to get everything necessary for  
the erection of buildings and at prices that defy competition.

M. L. FUNKHOUSER & CO.,  
Hagerstown, Md.

**REAL ESTATE AGENTS**

Said for Descriptive Pamphlet of  
City Property and 300 Farms.

to get big Corn  
Crops. It Pays

ational Bank,

ant tailors and

F. C. SHARRER.

**R E**

Promptly

MINSTER, MD.

**BROS.**

**TAILORS**

Whiers.

n's, Boys',

othing.

**G GOODS.**

STER, MD.

h Door, Blinds,  
cription.

## WESTMINSTER - 1880

Source: The Maryland Directory -  
1880

## BLACKSMITHS:

Henry, William D.	**
Merryman, F.	
- Shipley, Edwin	**
Shreeve, Jesse F.	**

## CARRIAGEMAKERS:

Eckenrode + Snyder	**
Herr, F.K. + Brother	**

## WHEELWRIGHTS:

Franklin, Andrew	
Hull, Amos	
- Shipley, Edwin	**
Utz, John G.	**
Zahn, Henry	

## CARROLL COUNTY - 1888

Source: Thompson and Breeds Directory of  
the Western Maryland RR. and  
Branches - 1888

## New Windsor:

Carbaugh, William	BS+WM	**
<u>Woods + Gaffney, J.A.</u>	<u>CM+BS</u>	<u>**</u>

## Union Bridge:

Green, Simon

## Westminster:

Bell, George A.	CM	**
Eckenrode		**
John E.	CM	
George E.	CM	
Herr Brothers	CM	**
Mourer, William	BS	+
Shipley, Edwin	CM	**
" Frank	BS	
Shreeve, J.	WM +BS	**
Simondson, Israel	WW	**
Van Fossen, Eldred	CM	**

K E Y

BS = Blacksmith  
 CM = Carriage maker  
 WM = Wagon maker  
 WW = Wheelwright

(\*\*) means data reveals that this person was still in business at a later date.

(+) means this listing is the latest mention of the person in the directory research obtained for this report ( if the person was mentioned in at least two directories)

## WESTMINSTER - 1892

Source: Directory of the Western Maryland Railroad- 1892,  
Williamsport to Baltimore

Arnold, Alfred R. - BS	house, 18 Pennsylvania Avenue	
Bell, George A. - CM	h., 8 Penn. Ave.	+
Bell, William H. - BS	h., Anchor Hotel	
Brown, Samuel - BS	h., Meadow Ave.	
Eckenrode, Frederick coach painter	h., George St.	+
Eckenrode, George E. - CM	h., George St.	+
Eckenrode, John E. - CM	business Geo. St, h.70 Liberty	+
Gardiner, Ellsworth I. - BS	Green corner of Washington	
Henry, William D. - BS	h., 42 Liberty St.	+
Herr Brothers - CM	bus. 58 West Main St.	+
Meyers, George - BS	h., Albion Hotel	
Shipley, Edwin - BS	bus. E. Main corner Wash. Rd.	+
Shipley, Frank A. - BS	East Main, h. 2 Wash. Rd.	+
Shreeve, Jesse F. - BS+WM	151 W. Main, h. 147 same	+
Simondson, Israel M. - WW	h., 317 E. Main St.	+
Stouch, Charles M.- coach painter	h., 69 Penn. Ave.	
Utz, John G. - WW	h., 145 E. Main St.	+
Van Fossen, Eldred - CM (coachmaker)	h., John St.	+
Weaver, James E. - harnessmaker	bus. 116 E. Main, h. same	
Wimert, Jacob - BS	h., 75 Penn. Ave.	
Zepp, Edward F. - ?	h., 117 W. Main St.	

Others in Carroll County in 1892 \* \* \* \* \*

New Windsor:	Carbaugh, William	BS+WM	+
	Woods, Charles W.	WM	
Middleburg:	Angel, John W.	WW	

Carroll Countians did not always buy their vehicles new; in fact, most probably could not afford to. Prices for new vehicles were as relatively expensive for local persons then as are automobile prices for people today. Many vehicles were passed on from father to son and on through the family for decades. Some older vehicles were converted and modernized. Other Countians obtained them from the numerous farm auctions that were continually occurring.

While farmers relied on their daytons and spring wagons, the more affluent townspeople often owned several different types of vehicles which they kept in their carriagehouses. Each was appropriate for a different occasion, and some boasted six or seven types. For example, the stanhope (Fig. 16) and phaeton were quite dressy carriages appropriate for attending church, and the trap was in vogue for hunting and attending races. Jagers, surreys, runabouts, sticks, and a host of other vehicles also had specific uses. Fringed top surreys (Fig. 26) were a common yet fashionable carriage. The barouche, a fancy coach, was quite rare locally, and the few around were apparently owned by the Reifsnider's.

For young men and sporty drivers, two wheel, durable, extremely lightweight racing carts were popular. (Fig. 27) Miss Shipley remembered hearing that Pennsylvania Avenue used to be roped off for sulky races. The Farm Museum has one of these carts, a trotting sulky (65.20.3). It is basically a spidery frame mounted on two thin, high wheels. The seat is slight and there is a removable, slatted footboard. The sulky or jogging cart, called a "dog cart" by Countians, was very popular for courting, and it was also employed locally by at least one doctor and one veterinarian.

By the turn of the century, the highpoint of the carriage industry, there were a few technical improvements that were important to vehicle construction. Two were metal hubs and rubber tires. The new rubber tires, which came into local prominence about 1899, were an improvement mainly because they lessened the clatter that the older metal tired wheels made upon the hard surfaced town roads. They did little to alleviate the bumpiness of the ride, however, because the tire consisted of hard rubber around a core of steel reinforcing bands. As for wagons and carriages in general, the use of metal in their construction greatly increased. Early in Mr. Crumbacker's career, which began in 1905, a few wagons still carried pine tar buckets for lubrication, but shortly thereafter, pine tar was replaced by the widespread use of axle grease.

Post Office: An important event in Carroll County and national history occurred in 1899 when Herr and Babylon built the first R.F.D. mail wagon. Previously each rural mailman collected his mail at the local post office and delivered it --- often by buggy. Edward Shriver, a clerk at the Westminster post office, suggested a postal wagon that would perform regular post office chores, such as stamping, while it was delivering the mail. Herr and Babylon, by government contract, built an eight foot long vehicle with built in drawers, counter boxes, and letter boxes. A postal clerk worked in the rear, while the driver up front drove the two horses. The reins passed through a hole in the enclosed glass front of the vehicle. After some practice, the wagon began its 30 mile experimental trek on December 20, 1899, meeting carriers at designated points along its route and giving them their mail. The new system succeeded, and it achieved post office approval



in February of 1900, at which time there were four of the wagons in operation.<sup>6</sup>

Commercial wagons of the age ranged from light delivery vehicles to massive drays, which were the tractor-trailers of their day. "Dead axle" drays had no springs, and were often large, very heavy duty wagons. Usually they had distinctive diagonal braces running from both sides of the rear axle to the underside of the body. The smaller front wheels of drays and other wagons allowed the front axle assembly sufficient turning radius for the sharp turns of town driving. (Fig. 29) Besides drays, the plain "gear" rigs without any body continued to be employed for a variety of purposes, such as hauling logs, lumber, and pipe. (Fig. 30) Intermediate sized wagons with rectangular bodies also performed a variety of chores --- much too many to describe in this report. Some of their major local uses involved the hauling of ice, coal, and freight and baggage.

Platform-spring wagons were perhaps some of the most familiar commercial vehicles, and they were popular for many retail trades. (Fig. 30) The front springs were attached to a kind of platform which gave the wagon good stability.<sup>7</sup> Both this type wagon and other non-platform types, however, were distinguished by their box-like enclosed rear compartments. In effect, they served the function of the modern van or panel truck. Usually two doors at the rear gave access to the main compartment, while at the front the driver usually sat in a compartment enclosed on three sides. Glass windows gave him a view to each side.

The florist wagon belonging to the Farm Museum is a standard commercial vehicle. (68.25.1) It was used in Baltimore City by the

Black Brothers during the 1880's. The rear has a canvas top over bowed slats, and the sides are (or were) red and tan with a large letter "B" in the center. Locally this type of vehicle was used by butchers, icemen, grocers, and milk men. (Fig. 31) Motive power usually involved one animal, but often two were employed.

The black, dignified hearse was a common vehicle throughout the horse and buggy era after the Civil War. Drawn by two horses, hearses bore plumes on top and the sides consisted of large oval or elliptical shaped glass windows. Undertaking was generally only a sideline specialty for carpenters or furniture dealers. (Figs. 32,33)

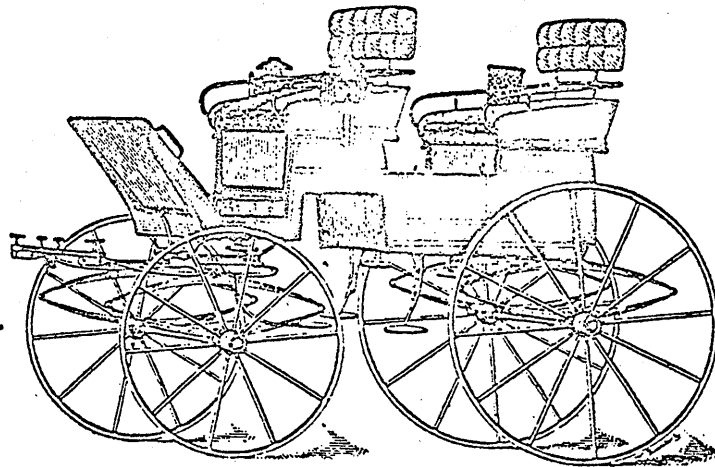
Of the various types of common work carts, one of the most familiar was the two wheel dump cart. A one horse vehicle, it hauled all manner of small loads both on the farm and in town. Coal delivery was a frequent town use. A bar across the shafts at the front could be removed to allow the body to tilt, dumping the load. (Figs. 34,35)

\* \* \* \* \*

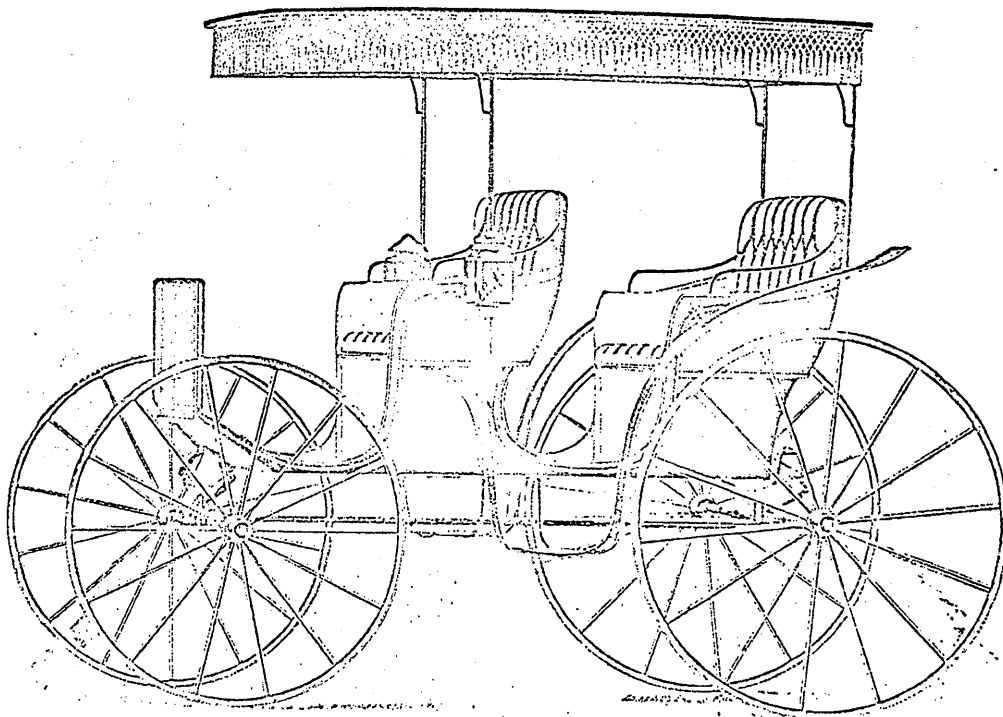
The Farm Museum has several fine examples of non-farm work wagons which were operated from the 1870's to the 1920's. The covered huckster wagon used by the Segafoose family (68.182.1) was built c.1870 and hauled produce between Baltimore and Uniontown. With two or four horses, the Segafoses carried sugar and fresh seasonal fruits from the City, returning with country produce --- butter, eggs, and poultry --- that had been gathered from farmers. Generally 1500 pounds of goods were carried. In 1925 the huckster wagon was retired from use. Its tires are of medium width, about one and one-half inches, and the track of the vehicle is approximately 63 inches.

The "dead stock wagon" (67.1.1) was built especially for the use of Frank Leidy's local rendering business. It was constructed in Pennsylvania about 1916, and was shipped into town via railroad. Its angular body shape and a windlass facilitated the loading of animal corpses. Generally four to seven dead horses could be hauled per load. The wagon travelled to the fields and town streets where animals had died while working --- most from heat exhaustion.

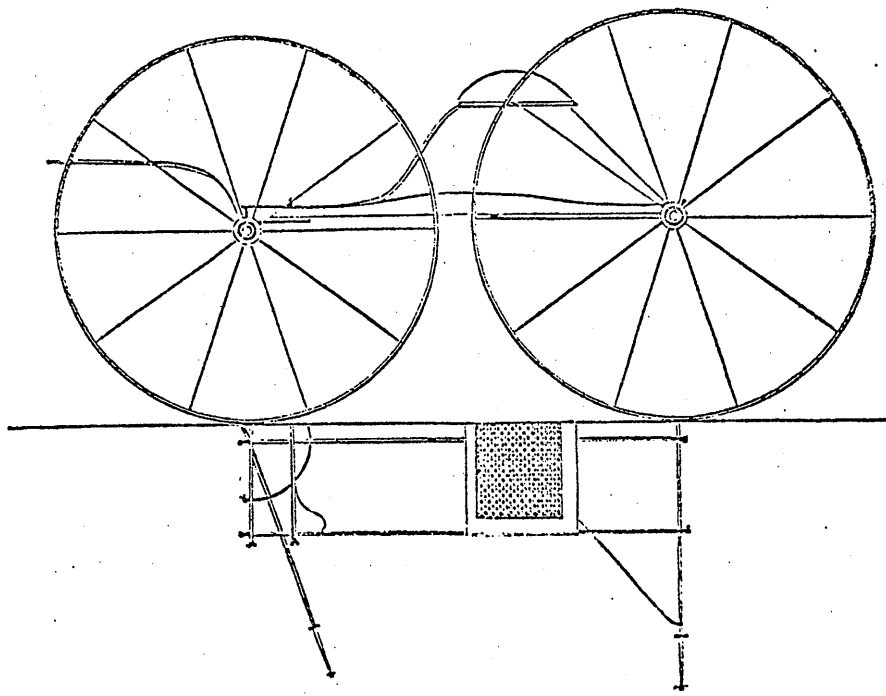
The dump wagon (67.11.1) is representative of vehicles used by the County and other contractors for construction projects. Its donor, Mr. Cookson, said that its major tasks were roadbuilding and the removal of dirt from cellar excavations. It is of very massive construction, with extensive use of metal fittings and plates. Two steel doors open to release dirt from the hopper, which is operated by a gear next to the front seat. The tires are very wide, 4 3/16ths inches. Wooden parts of the body are bright red, metal parts are shiny black, and the undercarriage is a typical bright yellow.



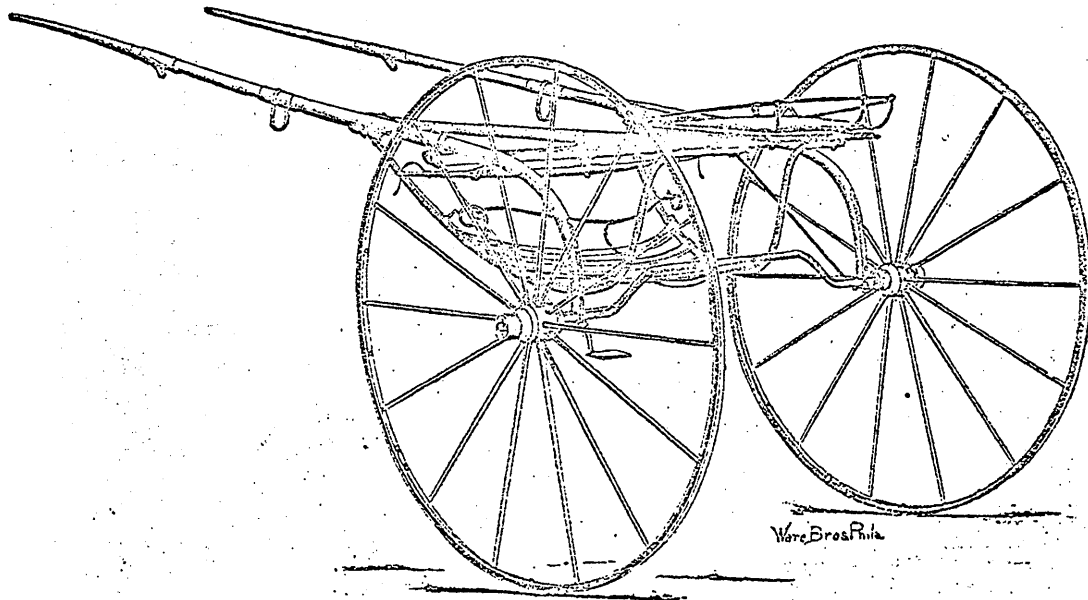
**GAME CART.** A light, sporting vehicle which could be used with four horses. Vehicles of this type are still seen on large, fashionable estates. It was the only type of four-wheeler which custom permitted to be used for a tandem.



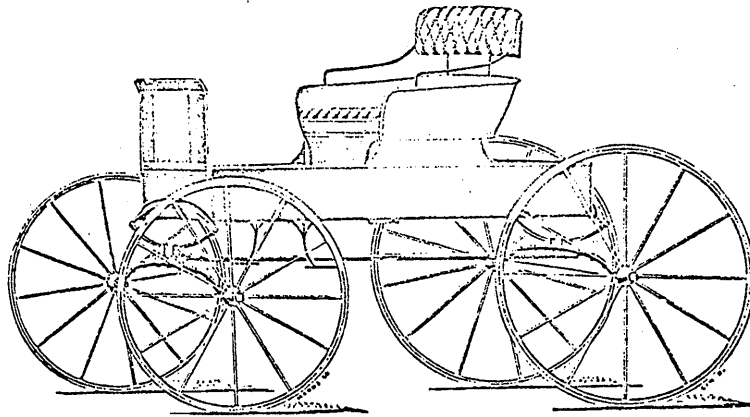
**FRINGED TOP SURREY.** Famed in song and story is this capacious family vehicle with its sweeping fenders and leather dash. Furnished with oil lamps, velvet carpet and blue cloth upholstery. Wheels 40 and 44 inches, with 56-inch track. Body was usually black, with gear in Brewster green.



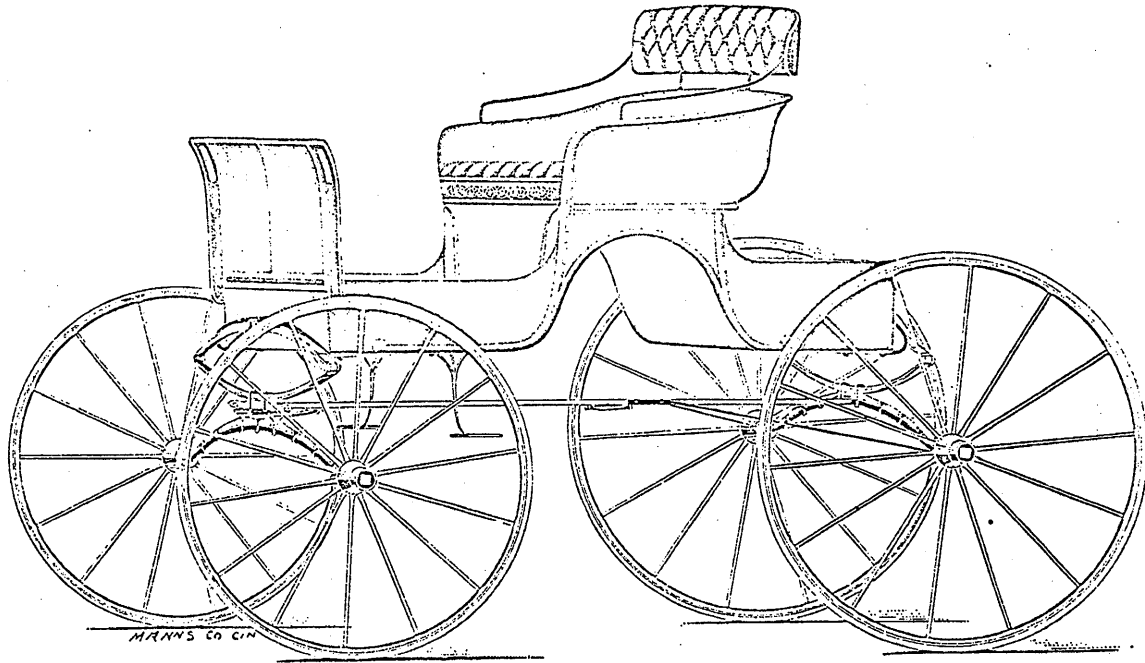
**SKELETON WAGON.** (Scale: half-inch.) An extremely light, one-man, racing vehicle with spokes not much thicker than a lead pencil. Seat was 13 by 20 inches, with silver rail on each side. Wheels 47 and 49 inches; 52-inch track.



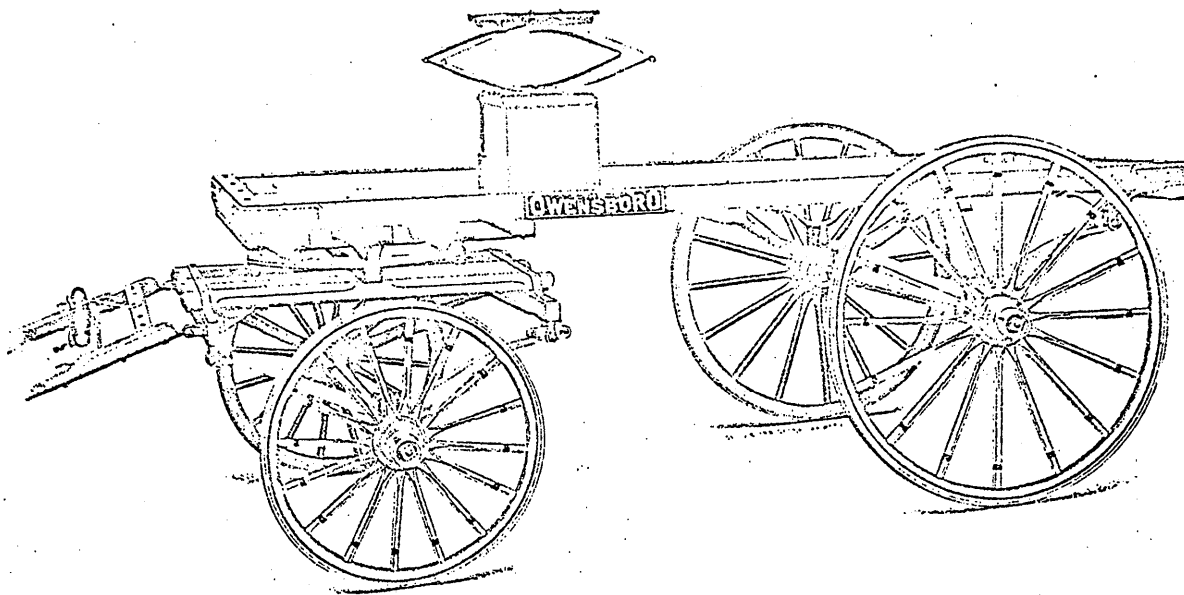
**ROAD CART.** (Period: 1910.) A light, fast cart used in exercising harness racing horses. From 1870 on, carts like this were often used for racing. Wheels 4 feet high; steel tires; weight 100 to 125 lbs. Painted in red and green.



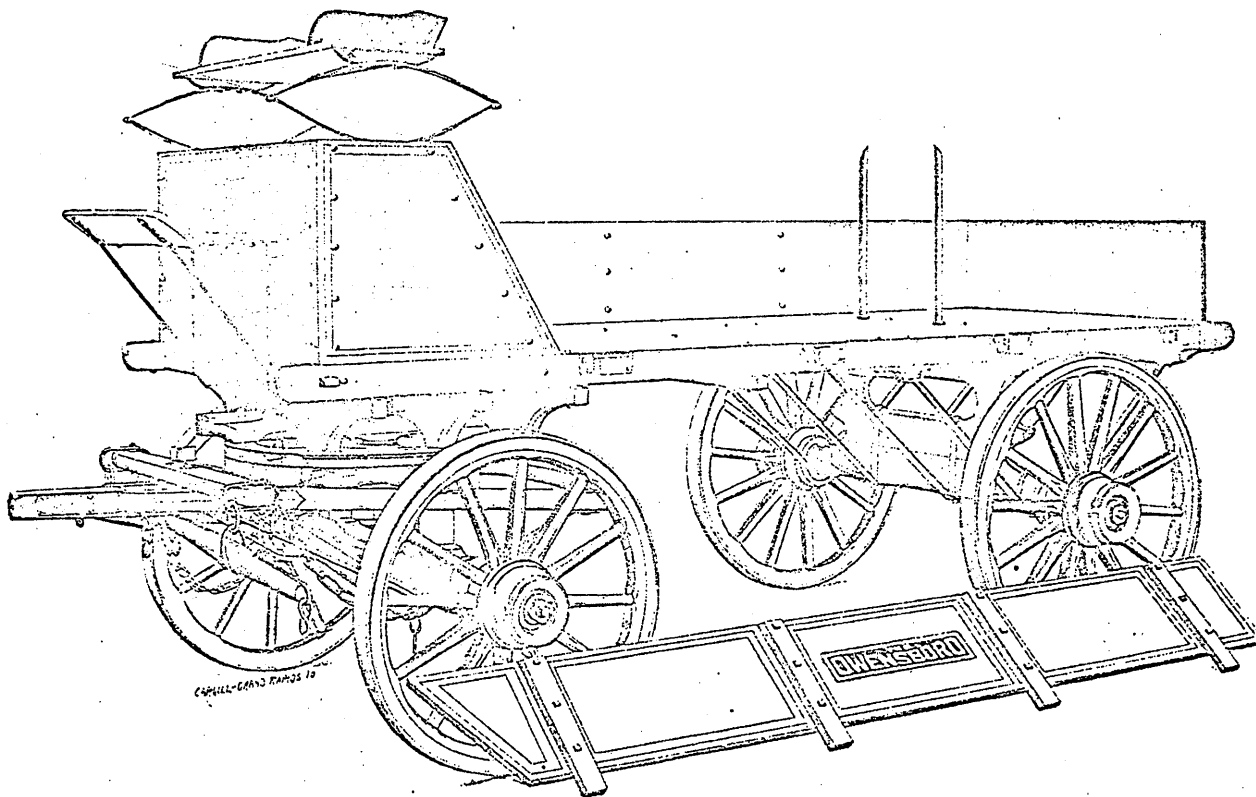
**LIGHT PONY WAGON.** This small, colorful vehicle had a black body with gear painted wine, yellow or carmine. Green upholstery. This body style was known as a "piano box." Body 19 by 45 inches; wheels 32 and 34 inches; 45-inch track. Shafts used on this wagon were 54 inches long.



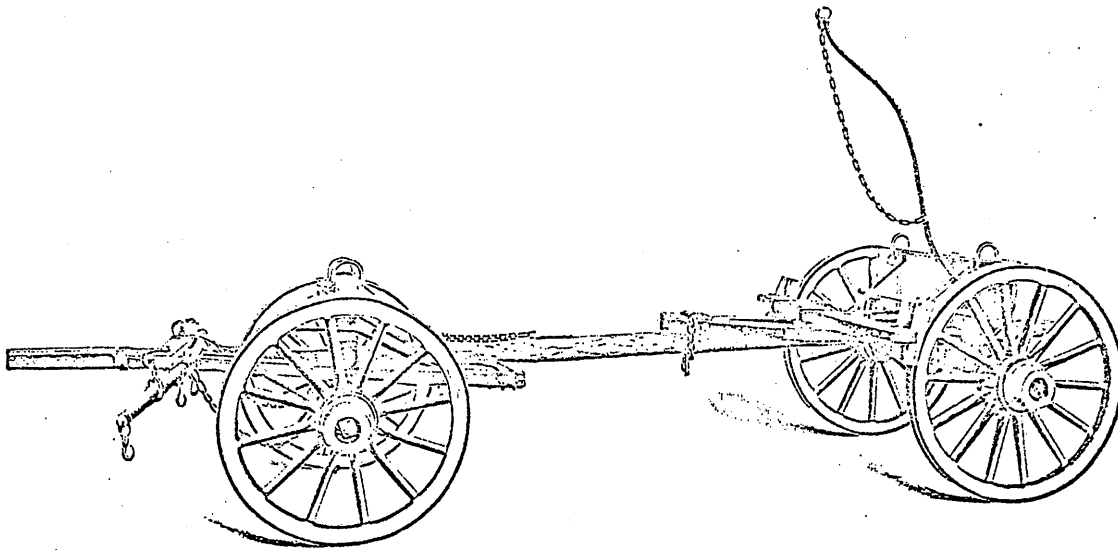
**CUT-UNDER RUNABOUT.** City driving required sharp turns into driveways and alleys, and this necessitated the "cut-under" construction which gave clearance to the front wheels when turning in a small radius. In the 1890's, rubber tires, either solid or semi-pneumatic, were often used.



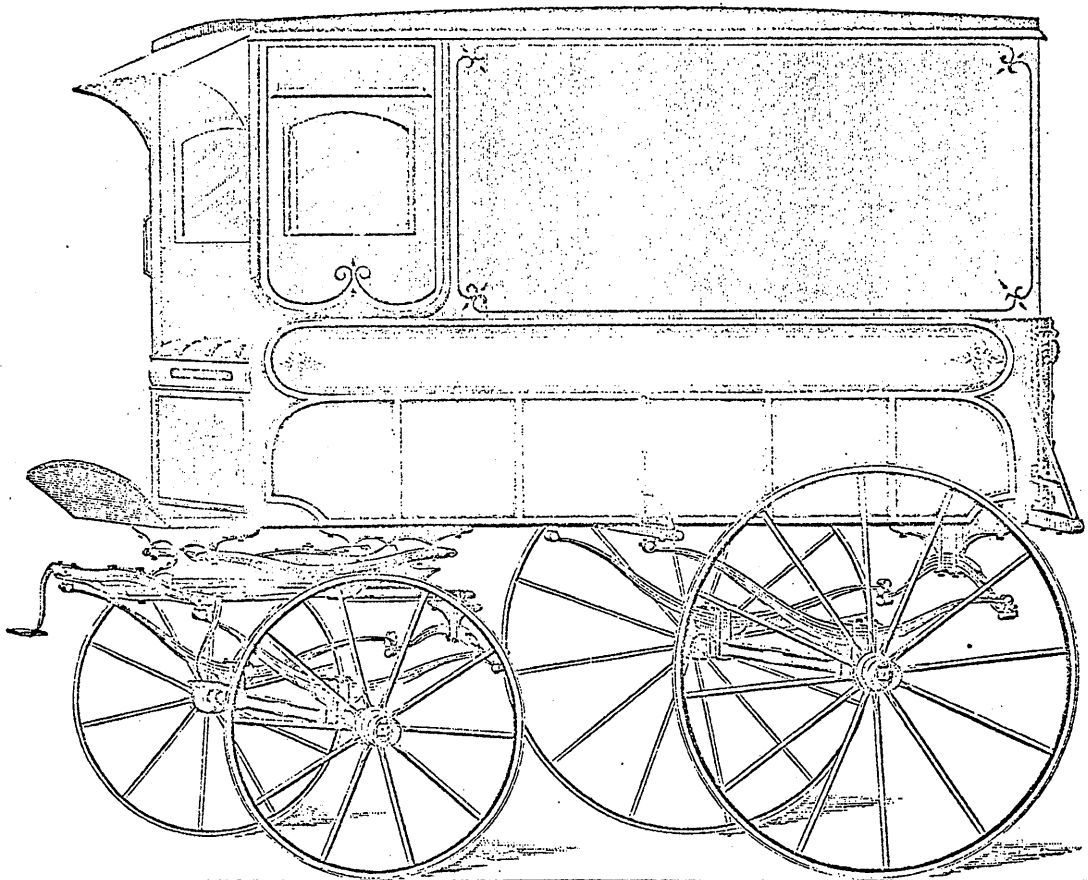
**LIGHT FOUR-SPRING DRAY.** A popular style used for light freight and delivery hauling. Body 108 by 46 inches, with seat not attached and readily movable to any desired position. Box under seat for tools. Wheels 30 and 42 inches. Platform body was plated with iron on top. Could be equipped with brake.



**DEAD-AXLE DRAY.** As the term indicates, dead axle drays had no springs, which could not be used when extremely heavy loads were hauled. These powerful drays were the mainstay of industry in the days before the truck.

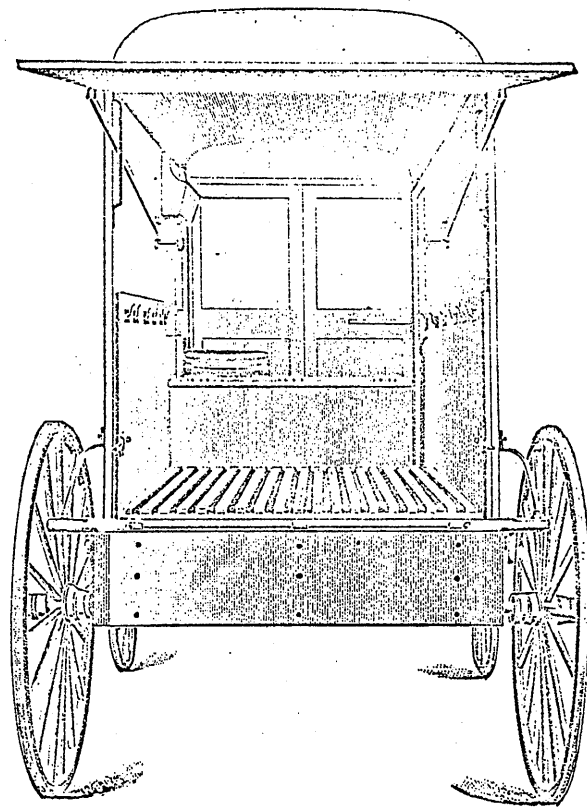


TIMBER WAGON. Lumbermen bought the front and rear gears and joined them with a "reach" (pole) cut in the forest. Average wagon of this type had wheels 42 and 47 inches high. Such a wagon weighed about 1500 lbs., and some heavier models could haul a six-ton load. Note long brake arm.

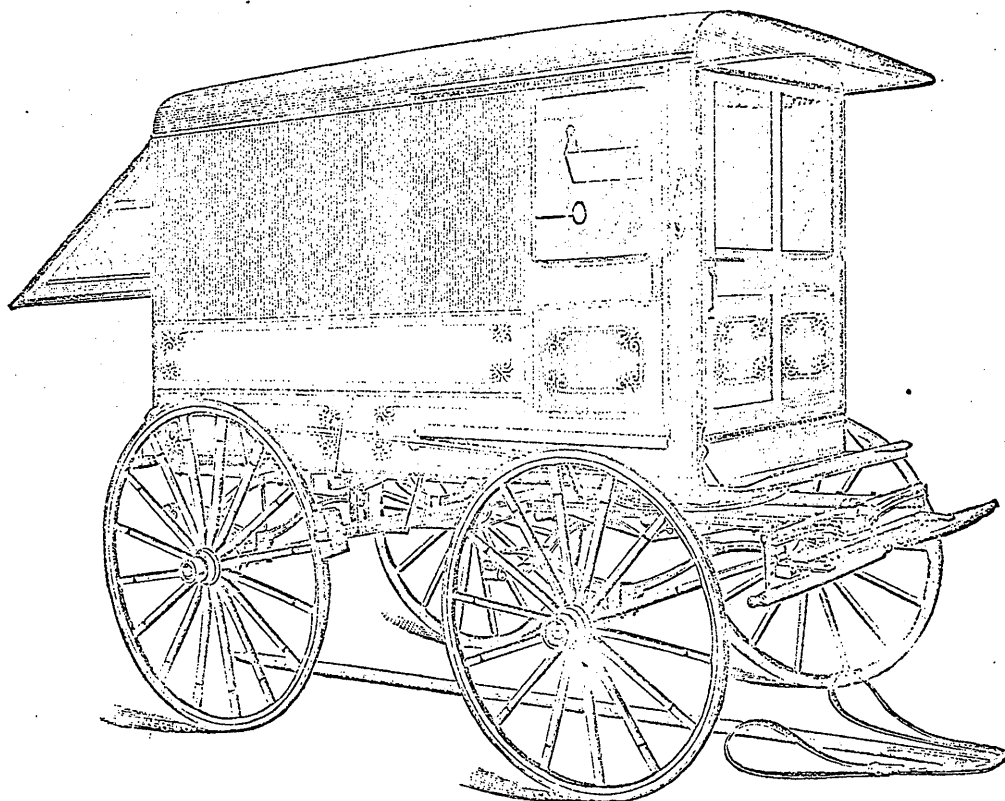


PLATFORM-SPRING GROCERY WAGON. (Period: 1885; scale: half-inch.) This wagon was not limited to use by grocers, but was used in many retail trades. The front springs were attached to a "platform" for stability, and such an arrangement was called "platform-spring." Body was 47 inches wide.





**BUTCHER WAGON.** Many housewives, now grandmothers, stood beneath the upraised rear hood of this wagon to inspect proffered meats. Rear view shown above, full view below. These wagons, with bodies 8 feet long, were fitted with steak boxes, cutting block, meat hooks and floor rack. Inside was boarded halfway up and lined with painted duck to the roof. Sliding front.



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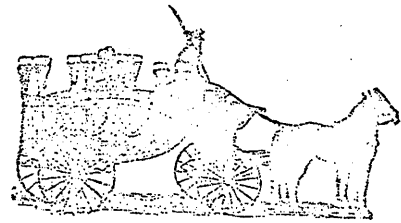
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- Grammer Henry B.  
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- Grammer William H. cl
- Greenholtz John A. h 13
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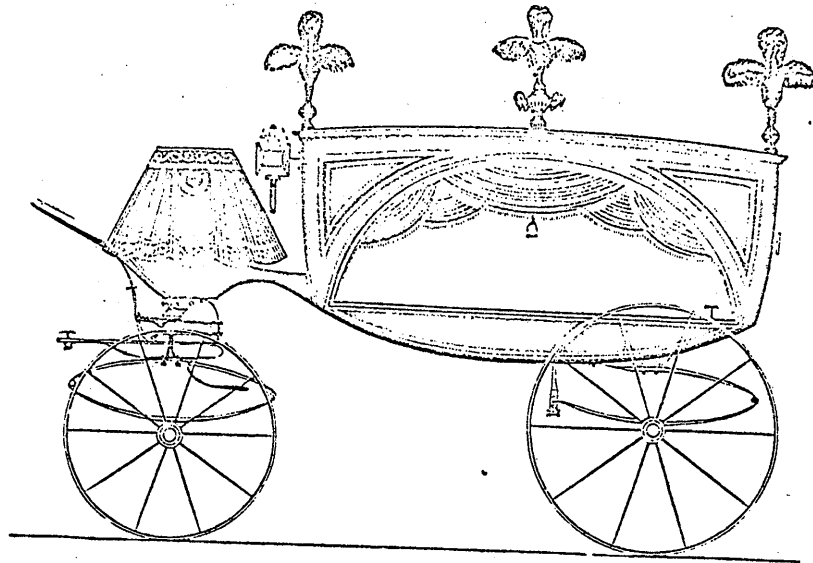
**Headqua**

No. 1 West Main

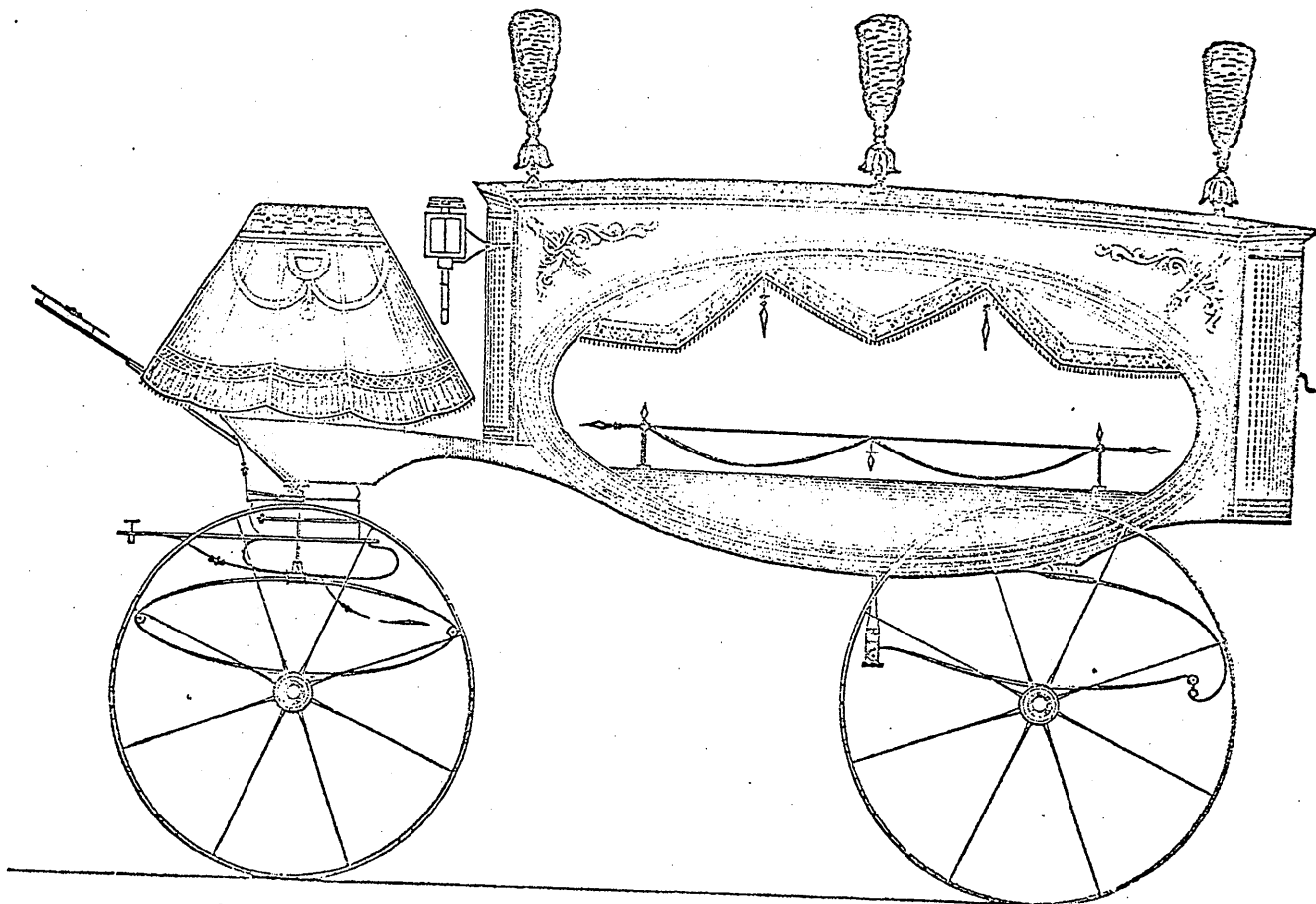
WE

- Grimes James, butch
- Groft Charles, brick
- Groft Charles, lab, h
- Groft James, lab, h

**J. C. DAYHOFF**  
of ball



**ELLIPTIC HEARSE.** (Period: 1865.) This dignified, sombre vehicle, all black, with black upholstery trimmed in silver, and with black plumes, was very deluxe in its day. The body was 42 inches wide; wheels 44 and 50 inches; track 5 feet. Glass side panels; double rear doors with glass.



**CIRCULAR HEARSE.** (Period: 1870; scale: half-inch.) Note curved glass at front and rear. Body 41 inches wide; seat 30 inches wide. Side glass 76 by 27 inches. Clipped feather plumes. Coffin slid into hearse on a track 18 inches wide with a rail on each side festooned with silver cord. "Hammer cloth" around seat was black and silver. Wheels 43 and 50 inches. All black.

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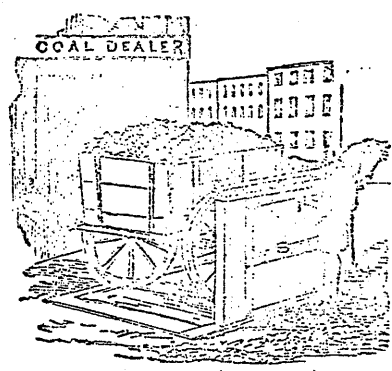
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- Spriggs Upton, lab, h Union
- Springer Harry A. cooper, h 40 Carroll
- Squirrell Elias, hod carrier, h 5 Union
- Squirrell Noah, hod carrier, h 5 Union
- Stansbury George, bartender, h John
- Stansbury Mrs. Matilda, h John
- Stansbury William, clerk, h Hotel Albion
- Stanton Miss Ella, h 20 George
- Stanton William, cooper, h 20 George

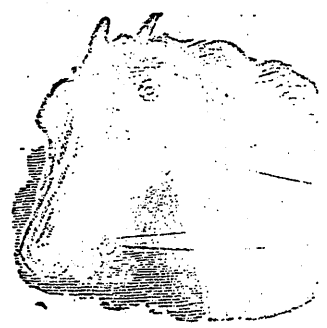
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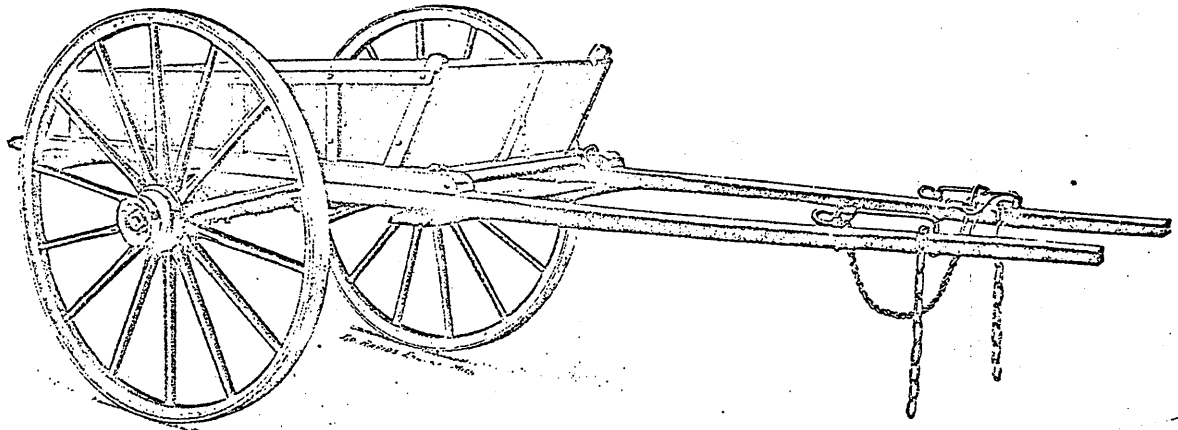
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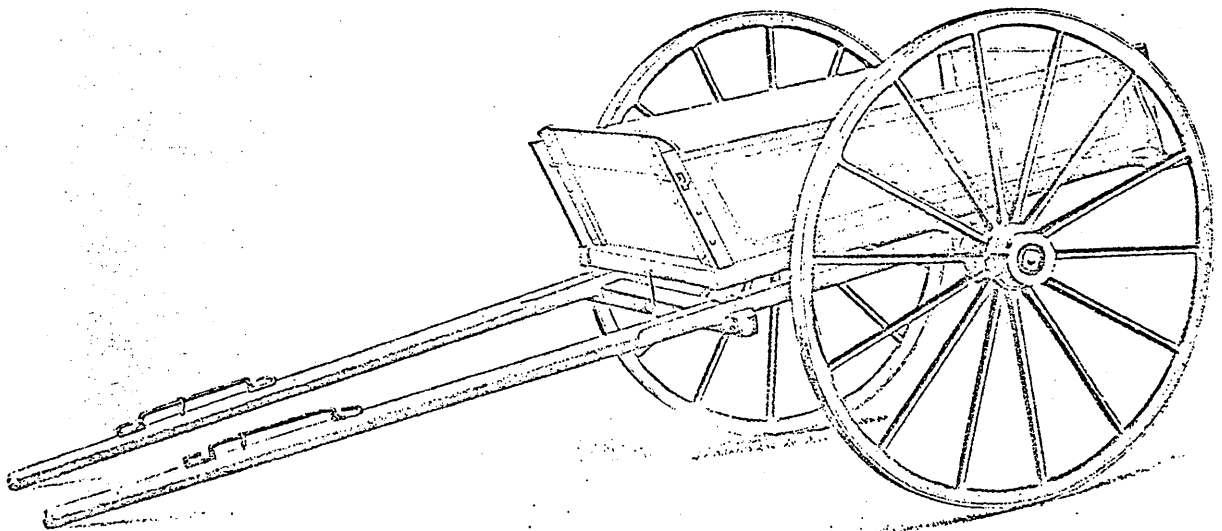
Stitely Luther C. clerk.  
 Stitely Oliver B. J

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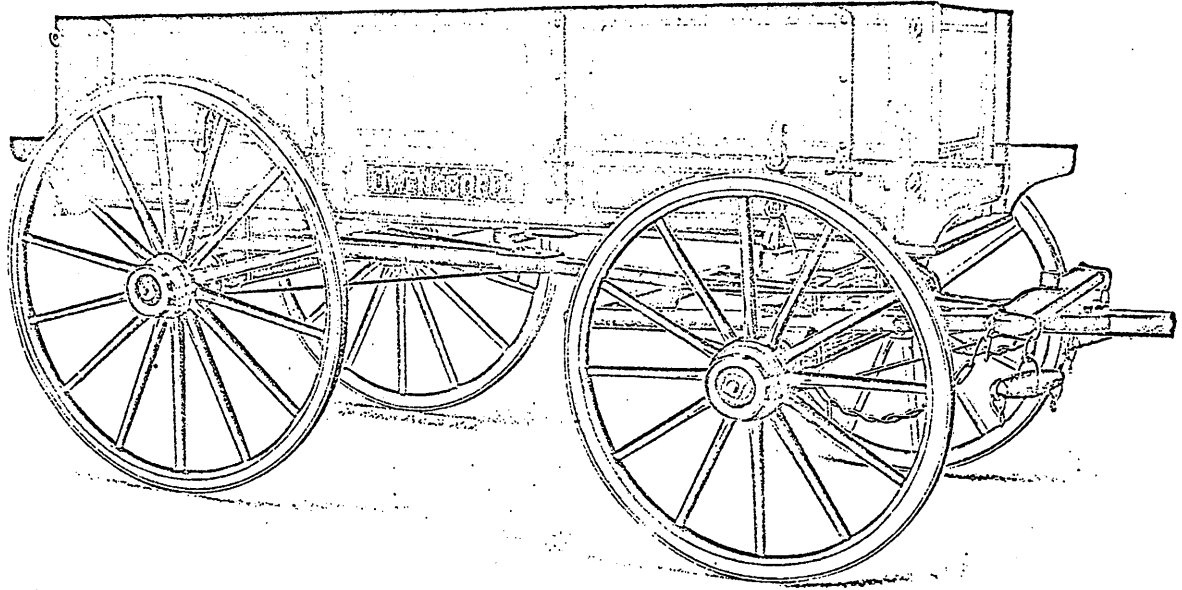
Coal cart depicted.



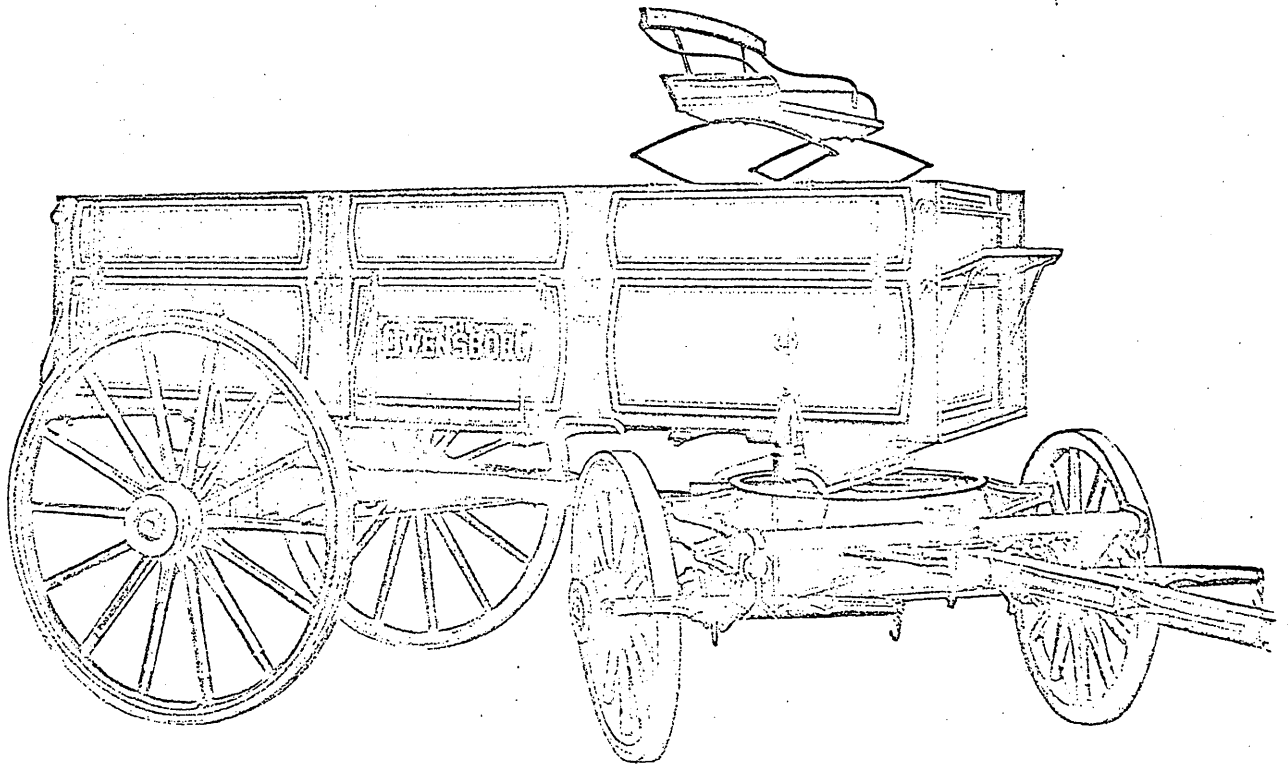
**FRAME-BED DUMP CART.** Used extensively by contractors. Bed was 62 inches long, 40 inches wide, with sides 13 inches high in front and 10 inches high in back. Wheels 54 inches high, with rims two inches wide.



**PLANTATION CART.** A box-bed dump cart widely used in the South. Body was 58 inches long. Body width: 43 inches in front, 44 inches in back. Sides 13 inches high in front, 10 inches high in back. Wheels 54 inches high. Around 1920, a cart like this sold new for about \$55.00.



**COTTON-FRAME AND SEED-BED WAGON.** Wheels and gear on this wagon were standard, but body (or bed) was specially designed. Sides of the lower section of the body were  $1\frac{1}{2}$  inches thick, plated on top with iron and having "spurs" every 15 inches to keep cotton bales in place. Usual bed was  $10\frac{1}{2}$  feet by  $3\frac{1}{2}$  feet, with two side sections of 9 and 17 inches in height.



**CUT-UNDER WAGON.** Both wagons shown on this page were drawn by two or more horses. Note substantial horizontal "fifth wheel" in front center, to give stability and avoid upsetting. Wheels 36 and 52 inches in height.

### IIII. THE DECLINE OF LOCAL HORSE-DRAWN VEHICLES

As it did over most of the nation, the automobile age came rather quickly to Carroll County, with the resulting demise of horse-drawn vehicles. The era of the horse and buggy in the County declined rapidly within the short ten year period 1906 - 1916. Most older citizens interviewed pinpointed the end of local carriage use to 1915. The use of wagons also declined steadily, but at a slower rate.

An important prerequisite for the success of the automobile was a decent road system. Horse-drawn vehicles had always been able to travel almost any road, and many roads were in miserable condition, especially when wet. Miss Shipley recounted the story of an automobile trip that her father made to Baltimore in 1906. It took him nine hours, and besides the many flats encountered, he had to stop for every horse-drawn vehicle and help the driver take his skittish team around the automobile.

Carroll County had some well kept toll roads, which were often constructed of crushed oyster shell or packed stone chips. Early in this century state and private contractors began an era of new road construction and improvement that made the use of automobiles much more feasible. According to reports of the State Roads Commission of Maryland, 2.75 miles of macadam were laid from 1908-1911 in Carroll County, and during the next four years, 9.22 miles were laid. Probably because of World War I, only 6.8 miles of new road were finished from 1916-1919, but between 1920 and 1923, 18.98 miles of concrete road were poured. In this latter period, the state highway system for the County aggregated 93.77 miles (51.84 macadam, 41.93 concrete).

The busy town streets, which used to be watered daily by waterwagons to hold the dust, were among the first roads paved. Apparently Main Street in Westminster was paved no later than 1915. Outside the towns, many of the better roads remained toll roads until the War. Toll roads were typically incorporated privately, as was the Westminster-Littlestown Pike. Tolls varied according to the potential wear by vehicles and teams to the road surface. A single rider may have paid two cents, and a horse and buggy three cents, but a heavy wagon with a large team was charged a good deal more. Tire width was a vital factor because narrow tires cut the roads more than wide tires, and they were charged for accordingly.

The earliest automobiles were constructed individually by carriagemakers, and often cost around \$800 to \$1000, but with mass production, prices fell to about \$500. In 1906 Herr and Babylon acquired the first local Ford dealership, and automobiles soon became their main line of business (until 1921, when Mr. Frank Herr died).

The situation was similiar for the Eckenrode firm, except that Mr. John Eckenrode continued in the automobile business for a much longer time. Mr. Swinderman recalled the first local automobiles coming into use about 1906-1907, and thereafter, more and more were purchased each year. Originally all the farmers stored their cars during the winter because of the poor road conditions, but as the roads were paved c. 1910-1915, automobiles were run more frequently, and the carriagemaking business definitely started declining. In 1919, after the War, Mr. Swinderman returned to work for Eckenrode, and at that time some horse-drawn vehicles were still being worked upon. The last carriages were retired during the 1920's, while the Eckenrode shop



continued to handle automobiles until the 1930's, when John Eckenrode died.

Thus the use and manufacture of carriages in Carroll County passed away almost completely by the end of the First World War. Some carriagemakers switched to selling and repairing automobiles, but many more closed shop permanently. About the only remnants now of the County's "horse and buggy era" are the few remaining hitching posts, hitching rings, and mounting blocks at the curbs.

The situation for wagons was a little different than that of carriages, but before describing their decline, it is worth mentioning one aspect of local wagon use during the early twentieth century. A common memory of many Countians interviewed for this report was the lines of wagons waiting to unload at canning factories. Canning was an extensive local business, with most of the factories being located by railroads. Miss Shipley recalled the great lines of four horse wagons that awaited unloading at various Westminster mills, such as the Gorsuch and the <sup>Englar and</sup> Sponseller mills. Often the traffic was so heavy that the drivers grew impatient waiting hours, even a whole day sometimes, to unload. Small scenes such as this one help reveal some of the volume and activity of late wagon use in the County.

Wagons generally disappeared from town and road use as they were replaced by trucks. In this manner their demise paralleled that of carriages. During the First World War and the early 1920's, most of the County businesses employing teams switched to truck fleets, such as the B.F. Shriver Company. The Museum's huckster and dump wagons were retired during this period, while the dead stock wagon continued in only

limited use until the 1940's. But the horse and wagon continued to be employed extensively on Carroll County farms until the early 1950's. By that time farmers were taking advantage of the widespread availability of the efficient gasoline tractor. Also, the post-World War II agricultural slump served to knock many older farmers out of business. However, a few tenacious oldtimers have continued driving horse-drawn vehicles into the 1960's, and others have converted a few old wagons for pulling by tractor.

FOOTNOTES

<sup>1</sup>Jack Rittenhouse, American Horse-Drawn Vehicles (Los Angeles: Floyd Clymer Publications, 1948), p. 1.

<sup>2</sup>Westminster Bicentennial Commission, Two Hundred Years Ago - Memories of Westminster 1764-1964, 1964.

<sup>3</sup>Ibid., p. 43.

<sup>4</sup>T.B. Searight, The Old Pike: A History of the National Road (Uniontown, Pa. : T.B. Searight, Publisher, 1894), p. 115.

<sup>5</sup>Thompson and Breed, Directory of the Western Maryland Railroad and Branches (Newbaugh, New York, 1888), p. 219.

<sup>6</sup>Wayne Fuller, RFD - The Changing Face of Rural America (Bloomington: Indiana University Press, 1964), pp. 48-52.

Details also provided by Miss Shipley.

<sup>7</sup>Rittenhouse, p. 79.

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The cooperation and the information provided by the following persons, as well as others unnamed, made this report possible:

SPECIAL ASSISTANCE:

Mrs. Elsie Baust - Director, Carroll County Farm Museum  
Mr. George Grier - Carroll County Planning Director  
Miss Jane Griffin and the Carroll County Historical Society  
Dr. L. Earl Griswold - Professor of Sociology, Western  
Maryland College  
Mr. Carl Jewell

PROVIDED INFORMATION either by personal interview, telephone,  
or letter:

Mr. Barnes, Sykesville  
Mr. Barnes, Taylorsville  
Mr. George Bollinger  
Mr. Cockey (Baltimore County)  
Mr. Joseph Cockson  
Mr. Marshall D. Crumbacker  
Mr. Richard Eckenrode - briefly by phone  
Mr. Elmer Frock  
Mrs. Ober Herr  
Mr. Frank R. Leidy  
Mr. Andrew B. McKinney  
Mr. McKinney and Mr. Walsh - interviewed briefly together  
Mr. Nugent, Eldersburg  
Mr. and Mrs. William Segafoose, Uniontown  
Miss Shipley  
Mr. Slifer, Rockville  
Mr. Edward Swinderman

(Hometown indicated if not Westminster)

November, 27, 1921, at his residence in this city, aged 75 years. Besides his widow, who was Miss Ellen Trump, of Manchester, this county, he is survived by one son (Ober S. Herr, a teller in the Westminster Savings Bank, this city) and by two daughters (Misses Eva and Larue Herr, at home). He is also survived by a grandson (T. W. Mather the Fourth, a son of Mrs. Bessie Herr Mather deceased and by two sisters (Mrs. Luther Trump, of Manchester, and Miss Elizabeth Herr, of this city). In the Summer of 1863, while the battle of Gettysburg was in progress, Frank K. Herr came to Westminster and apprenticed himself to the late Michael Baughman to learn the trade of blacksmithing, with whom he served, and in whose family he resided, for four years. At the end of his apprenticeship the firm of Baughman and Herr was formed and the business moved from the East end of Westminster to the site now occupied by Herr & Babylon. The partnership was a success, but lasted only two years. Mr. Baughman withdrew to accept a position with Western Maryland College.

The Civil War having ended, Samuel K. Herr, a brother of the deceased, who had entered the Union Army as a private and retired as a colonel, came to Westminster and the partnership of Herr Brothers was established. For a great number of years the firm built expensive carriages and other conveyances and its reputation for high class work was spread over a large territory. The big fire of 1882 destroyed the firm's plant but upon its ruins a larger and better one was erected. When Col. Herr retired from the business the present firm of Herr and Babylon was formed.

Besides devoting his talents to the building of a business Mr. Herr gave his services freely to the public. When the question of improving the streets and pavements of Westminster became a live issue and those in favor of making improvements were looking for a candidate for Mayor who possessed the necessary backbone and nerve to tackle the propositions, Frank K. Herr, whose fearlessness, honesty, fairness and strong character were known to everyone, was put forward by the progressive element of the city, and, after one of the most exciting elections ever held in Westminster, he was elected Mayor.

To the administrations of Mayor Herr credit for the inauguration of movements looking to the beautify-

ing improvements therein, must ungrudgingly be given. He met every objection and complaint in that cool and calm but determined manner for which he was noted, and, after his administrations had ended, those, who for selfish or other reason had opposed him, sang his praises.

From the organization of the Westminster Fire Department up to within about 20 years ago Mr. Herr filled the important office of Chief. During his administration the department was kept in excellent condition and every member took pleasure in obeying the orders of their chief, knowing full well that he, who was noted for his fearlessness and kindness, would not put them where he was afraid to venture.

Shortly after coming to Westminster from Manchester, Mr. Herr, in company with the late Michael Baughman, who was a devout member of the Methodist Protestant Church, this city, attended a revival at the church and was converted. From that day until his death he not only attended the services at the church but devoted his life to its work. Having a good voice, he joined the choir and sang in it until sickness forced him to quit.

The recent deaths of his son, Dr. Trump Herr, a young and promising dentist, of this city, and of his daughter, Mrs. T. W. Mather Jr., were afflictions which he bore with that Christian fortitude for which he was noted.

When one reaches the age 75 years most of the friends of youth and middle age have passed away and one becomes lonely. Not so with Frank K. Herr. While the majority of his friends of youth and middle age had passed out of his life, his work among the young people of the church, in whose interest he labored constantly, kept him in touch with them, and he shared their joys and sorrows. For them,

He is gone, but his memory liveth;  
 He is dead, his example is here;  
 The sweetness and fragrance it giveth  
 Will linger for many a year.

The funeral services were held Tuesday at 2 P. M., at his late residence, Revs. H. L. Elderdice, J. B. Rupley and C. E. Forlines officiating, and the interment was in the Westminster Cemetery.

The pallbearers were Prof. Wm. R. McDaniel, George Mather, Roger Anders, J. Pearre Wantz, George W. Babylon and H. Scott Roop. F. A. Sharrer and Son funeral directors.

*American Sentinel*  
 December 2, 1921  
 Vol. 89, no. 48

*Original copy the property of Mrs. Ober S. Herr, Westminster*

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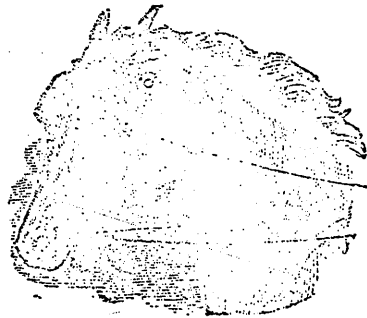
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