

This Concord Mail Stage was built in 1865 for the western Butterfield Overland Mail.

First used on Overland dispatch runs, it then saw service on the Atcheson to Denver route. This route, however, operated only a year because of Indian attacks and was forced out of business.

Eventually this Concord Mail Stage was sold to Wells Fargo and then was used out of Ft. Laramie, Wyo., later finding a peaceful retirement in the Yakima Frontier Museum.

This stage has a number stamped on it. This represents the name of the blacksmith who fashioned the iron work, and is comparable to a document.

This is a Sporting Road Coach.

This type of coach originated in England in the 18th Century.

American carriage manufacturers produced it for eastern use because it was unsuitable in the west.

Road coaching was revived in America in 1875 and the American Coaching Club is carrying on the old tradition.

This was a gentleman's coach, for gentlemen.

Note the holder for canes and umbrellas. The coachman used the long horn to signal the coach's arrival at a club or fashionable hotel.

This coach was drawn by a four-in-hand.

The splinter bar hitch for the horses was harder on them than the customary double tree or whiffle tree, but it added more class to the vehicle.

A coach of this kind was bid in for \$22,000 at an auction last summer.

The Concord Coach is a classic.

Nine passengers could ride inside and more than that number rode on top with the baggage.

The "boots," forerunners to luggage compartments on buses and planes, handled 800 pounds or more of express or mail.

Concord coaches were built at Concord, New Hampshire. Original Concords cost \$10,000 or more. Reconstructions are now being made at a cost of \$6,000 because some museums want them badly and can find no originals.

The "springs" are heavy leather straps, called thoroughbraces and are of the size they are ~~xxxxxxxxxxxxxxxx~~ because this is necessary to support the ~~weight~~ weight of the vehicle. The thoroughbraces also effectively absorbed the shock for the horses.

Upholstered seats and a touch of carriage finish on the outside added style.

The drop iron steps made entering or disembarking easier. There is a jump seat in front for an extra passenger. The curtains protected the occupants against the cold and snow of winter; rain, the sun of summer, and dust.

It was on these coaches that drivers, when hauling a treasure box of gold dust or gold coins, took along a guard who rode next to the driver.

This Concord Stage Wagon had the same type of rocker suspension as used on other Concord's to absorb the jolt of rough roads.

Aibbin panel construction is used on this coach.

This coach was used at Walla Walla. Since that was a link with Spokane Falls to the north, it is probable that this vehicle has made many trips between the two early-day settlements but no written records have been found to prove this.

The stage wagon was used in areas where the more sedate Concord Coach could not safely travel.

Stages of this type were sometimes called "Mud Wagons" and were dependable for use over all-weather roads--as roads existed in the early days.

The stage wagon carried gold seekers, gamblers and persons going into newly settled areas. They carried shipments of gold, express and mail and adhered to regular schedules, much as today's trains, planes and buses.

This is a Town Coach.

Vehicles of this designation were the type in which a doctor or professional man used in driving about his professional work in a larger city than the small isolated villages. And it was in keeping with the profession that the driver had a spirited horse and fine driving harness equipage.

This Town Coach, with several other fine vehicles, were acquired by Dr. W.L.Gannon for Gannon's Museum of Wagons from the Carriage House Suffolk Museum, Stony Brook, Long Island.

Long Island, New York, was the center of the carriage "trade."

Ward Melville, shoe manufacturer is interested in supporting the outstanding carriage display at Carriage House.

The Sporting Road Coach which originated in England was adapted by American carriage makers but was unsuitable for western use.

Now, with two centuries of tradition, ~~much~~ road coaching was revived in 1875 and the American Coaching Club is carrying on the tradition.

This was a gentleman's coach for gentlemen.

Note the rack for canes and umbrellas. The coachman used the long horn to signal his arrival at a club or fashionable hotel with his gentlemen passengers. The driver's attire was in keeping with the fine horses and equipment.

This coach was drawn by a four-in-hand team.

The splinter bar hitch for the horses was harder on the horses than double trees or whiffle trees, but added class in keeping with the vehicle.

A coach of this kind was bid in for \$22,000 at an auction last summer.

If Dr. W.L. Gannon had not possessed the foresight to acquire vehicles of the ~~maker~~ type he did for Gannon's Museum of Wagons, which has been acquired by the Yakima Frontier Museum, it is doubtful so many of them, in such good condition, could have been acquired.

This rubber tired Brougham is the first type in the coach class. The Brougham was made in England and named for Lord Brougham who owned the first one built.

American carriage makers patterned their fine product from the English. The Brougham was a stylish carriage and looked good with one or two horses. Low slung, it was easy to enter or disembark from.

The Brougham is constructed almost entirely of wood. Extra care was given in finishing it with many coats of paint, hand rubbed between each coat.

Plush upholstery was complimented by silver fittings. No imagination is required to visualize the many elegantly ladies and gentlemen who have ridden in this vehicle.

This Victoria, the most elegant vehicle in the collection was named for Queen Victoria of England.

It was designed by artists who carefully worked out harmonious lines and used steel, wood and leather of finest craftsmanship in its construction.

The many additional springs on the Victoria smoothed out the rough brick or cobblestone pavements for the occupants, riding behind a haughty coachman.

The Panel Foot Victoria, also in this collection, was more commonly seen in the cities of yester-year.

The Army Escort Wagon was drawn by four or six horses or mules, depending upon the wagoner or teamster outfit.

With a six team hitch, the wagoner rode on the high or left animal nearest to the wagon.

Until 1857 there was no standardization in army wagons. After that wheels and various parts became interchangeable.

These wagons were built with lots of iron and to withstand rough use.

The two Army Escort Wagons in this collection were used in this region, probably last at Fort Wright near Spokane. One wagon was procured at Walla Walla and the other at Spokane.

The Army wagon's equipment included 105 pounds of extra parts, brake blocks, a king bolt, tire rims, wagon bolts, axle nuts, an extra tongue, a double tree and a single tree, weighing all together 106 pounds.

The wagon weighed 2,000 pounds.

Other wagon accessories include an ax, nose bags, horse brush, galvanized iron bucket, globe lantern, curry comb, four pounds of axle grease, pickaxe, 150 feet of rope, spade, wrench, a wick lantern, and a ball of twine. Blanket lined covers were carried for each animal.

Extra harness equipment was also a part of the material carried, as were extra wheels.

The lightest loaded wagon carried grain.

This Top Buggy was the first vehicle Dr. W.L. Gannon acquired.

He went to Ritzville in Eastern Washington looking for a buggy that could be converted into a flower planter. The buggy he found was in such good condition he decided to keep it.

That was in 1952.

This Top Box Buggy was made by the Velie Carriage Co. of Moline Ill., around 1905.

Buggies cost from \$60 to \$80, before automobiles came into more common use by 1914 or 1918.

Everyone who lived outside of town had a buggy and drove into town for errands. The horses were tied to hitching racks or left standing with a weight, carried in the buggy, and

The weight was strapped to a leather strap, and placed in front of the horse if there was no hitching rack. Hitching posts were provided at homes for visitors.

Buggies were used by couples for Sunday drives. Because there were more of them than most other vehicles, and they were smaller, they are more common although their condition is seldom good, because of storage or lack of storage.

this Station wagon , of light weight construction and with roll curtains has a fixed top. It was used to meet passengers at the train.

You can imagine a family dressing up and going to the railway station to meet other relatives or visitors coming by train.

Persons coming from places that today would be only a short trip by automobile, travelled mostly by train.

Some families of ability maintained a carriage house in which various vehicles for various uses were sheltered.

Possession of a Station wagon, together with other vehicles, added prestige.

This surrey with a fringed, platform top and red seats, was found at Deer Park near Spokane.

The name, "surrey" originated in the County of Surrey, England. But surreys were built in this country for American families.

A buggy was built for two persons, but the surrey was a family vehicle. It was used to go to church on Sunday morning and night, and to picnics or to school programs.

Surreys, like buggies were kept by livery stables for rental to families. Druggists, or salesmen, travelling from town to town by train, could hire a buggy from a livery stable, and a driver too, and make their rounds to visit merchants.

Surreys were equipped with side curtains to protect against rain or cold. They were drawn by one horse, usually although a fine team added class and style.

This Rockaway was a typical American vehicle and represents an historic era.

The coachman was protected from the weather by an extended roof. The man of the house could drive, if there was no coachman and the boys could ride on the front seat with their father and learn to drive.

This type of vehicle was manufactured by Northern carriage makers for sale in the South. It was available through mail order catalogues.

But after the Civil War, that trade ended, because of economic conditions, and the Rockaway manufacturers passed out of existence.

Most persons visualize a Buckboard as some kind of farm wagon.

This fine specimen is a refined, light vehicle with spidery wheels. It is varnished or clear finished and was acquired from Ward Melville and the Carriage House at Long Island, New York.

However, all Buckboards were not as refined as this.

Some emigrants rode in Buckboards instead of covered wagons.

Men of some wagon trains bought Buckboards for their wives to ride in because they did not jolt as severely as a wagon. Buckboards could travel where big wagons mired down. Many "breakables", like China ware, were packed with quilts and blankets in Buckboards and brought safely across the plains and mountains.

This Phaeton class vehicle is the only English-made vehicle in the collection.

It was manufactured by Peters of London and that firm shipped many of them to this country.

In this Phaeton the coachman sat higher than the occupants.

This vehicle required a spirited horse equipped with a Phaeton harness which was crnamented. The blinders on the horse's bridle were ornamented and the bridle was equipped with fancy rosettes.

The fine harness received the same care as the vehicle required.

No one would think of owning a Phaeton who could not properly complete the outfit with a spirited horse and fine harness.

This Stanhope Phaeton is the only vehicle manufactured in France in the collection.

The Stanhope phaeton was a lady's vehicle, and was driven by a woman.

Designed in graceful lines the woman driver was always elegantly dressed.

Horses drawing the Stanhope Phaeton were required to be fine animals but suitable for a lady driver.

This is a 'ig.

Many people think road carts are Gigs.

This is a gentleman's gig, and was also acquired at Long Island, New York.

Some of the two_wheeled vehicles were the kind which a governess would take children for a ride through the park.

A spirited hackney type pony was required for the gentleman's gig.

This is a historic Stage Wagon widely used throughout the west, especially in California when that state was still overrun with gold miners and burning with gold fever.

Made by Henderson, the leading coach maker in California, this Stage Wagon was made at Stockton, Calif. a short distance west of the Mother Lode gold country.

This Stage Wagon operated between Redding and Weaverville in Northern California. It is a nine-passenger half ton vehicle, larger than the Concord mail or express. Drivers of the four and six teams that pulled the Stage Wagon had to be experts, because they drove furiously over mountain roads from one stage station to another where horses were changed and passengers changed or ate at meal times.

Wheat Wagons, like this, came into use with the development of agriculture.

This Wheat Wagon came from Ritzville where dryland farming produced millions of bushels of wheat.

The Wheat Wagon was also known as a California Rack Wagon. Sideboards were added, the bed was filled with loose grain and the top capped with sacked grain.

Wheat Wagons were pulled tandem from the Dickleton Hills wheat country to the railway when the Northern Pacific came into the Yakima Valley in 1885, or to river boats on the Columbia River to the south.

A long search was required to find this waterwagon, but Dr. W.L.Gannon knew one had to be around somewhere.

It was finally located on a stock ranch, where it was used to haul water to livestock.

When Gannon was a boy at Pullman where his late father, Louis O. Gannon lived, he used to see this water wagon going about town, watering down the dusty streets.

There were hills at Pullman and when water was poured into the tank it built up a pressure, created by an air cushion.

Then the waterwagon was taken to Uniontown and was loaded flat . The result, no pressure. So they put a gauge on it.

This is a rare Conestoga Wagon.

The Conestogas were made by Dutch settlers in the Conestoga Valley of Pennsylvania.

First made in 1750, they were used to haul freight, mostly farm produce, and were so heavily loaded six horses or three teams were required.

They were used in the first westward migration and some were taken southward over the Santa Fe trail. But they were too impractical and gave way to the covered wagon and no more were made after 1848.

Distinctive by the sway-like body, this caused some people to think they had been used like boats to cross rivers, but this was not so.

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Little iron was used in making the Conestogas and they couldn't stand up under the long, rugged journey west.

The wagon ~~axles~~ axles were "greased" with tar instead of axle grease. (Note the wooden tar buckets).

No one knows for sure but it is generally agreed that 300,000 persons migrated over the Oregon Trail and that 20,000 persons died during the Great Migration. The migration reached its peak in 1852. Deep ruts, worn by the wagon wheels, are still visible in sandstone outcroppings in Wyoming.

The Covered Wagons, seen outdoors are reconstructions, although much of the running gear and other parts are original. They were made for the filming of "The Hanging Tree" in the Nile, west of Yakima in 1960, and for the Ben Snipes Days parade at Sunnyside.

The original finish remains on this Hearse just the way it was when it was manufactured in Illinois (although of course, time has changed its appearance)

The Hearse was found at French town, near Missoula, Mont.

This lumber wagon is the only vehicle in the collection used at Mabton where the Gannon's Museum of Wagons was established on the location of ~~xx~~ the old Mabton Livery Stable and blacksmith shop and the stage station for the Dickleton-Mabton-Sunnyside stage run.

Manufactured by Streith Co., of Osh Kosh, Wisconsin, the wagon with 14-foot wheels was used as a model for a set of models at the University of Oregon.

The trademark of the manufacturing company was a black cat in a circle. This later became a lumber company's trademark.