



HELP THE VEHICLES OF THE PAST DRIVE INTO THE FUTURE.

It is our mission in Old Town San Diego State Historic Park to provide our visitors with an opportunity to experience early San Diego.

We strive to bring the past alive through the preservation, restoration, reconstruction, and interpretation of the original landscape, buildings, objects, people, and customs of early San Diego as it evolved from a Mexican pueblo into an American frontier town.

Thanks to the generous donation from "Pappy" Hazard, Old Town San Diego State Historic Park has one of the largest wagon collections in California.

Be a part of history by helping us with the maintenance, conservation, and preservation of this very unique collection by volunteering your time or making a donation.

For more information on how you can help contact us at 619-220-5422.



English Drag (667-17-9)

Manufacturer: Peters & Sons, London, England

Date: 1874

The Park Drag is a highly-desired “sporting” style of coach that once plied the roads of Europe, the predecessor to what we know as the “stagecoach”.

“A distinction is made between a drag, built for private use, and a road-coach, or public-coach intended to carry a full load of passengers and utilized for public transportation. The drag and the road-coach were to be driven at a high speed over long routes. The drag is made lighter than the coach, but between the two extremes of weight and of finish there are many grades, depending upon the taste of the owner (Berkebile, 102).”

This is a lavish and elaborately constructed park drag, the style which was sought by the wealthy of the 19th century. It can accommodate multiple passengers inside as well as on top, and was a sophisticated vehicle in which to be seen during Sunday promenades in parks. This vehicle was made in 1874 by Peters & Sons of London for J.A. Harbinger of New York City. It has a very long history of notable gentlemen who have owned and used it. After Mr. Harbinger’s ownership it was acquired by James Gordon Bennett, Sr., founder of New York Telegraph. Mr. James Gordon Bennett, Jr., publisher of the New York Herald is also said to have owned it at one time. It was acquired by Mr. Harry Oelrich of New York for use on his Crow Creek Ranch near Cheyenne, Wyoming at one time, and subsequently owned by Henry Roger Woolcott, John M. Kuykendall, and Harvey E.



Witwer of the S.L.W. Ranch at Greeley, Colorado. Roscoe E. Hazard obtained it in 1947 and donated it to Old Town San Diego State Historic Park. It is a yellow and black coach with red and black trim and has plate glass windows, metal tires, and candle lamps of nickel-plated brass. It has four bench seats on the top that have cushions. The trunk in the rear is known as champagne storage.

“Incidentally, the SLW Ranch, formerly known as the Percheron-Norman Horse Ranch, is an historic ranch located approximately 8 miles (13 km) east of Greeley, Colorado, near the confluence of the Platte River and Crow Creek. In 1998 it was honored by the Colorado Historical Society as a Centennial Ranch, and it is listed in the National Register of Historic Places.

The SLW Ranch is named for the three initial partners - S for John Studebaker of wagon and automotive manufacturing fame, L for Lafayette Lamb, a lumber company executive and W for Harvey E Witwer, former manager of the Percheron-Norman Horse Ranch and nephew of Studebaker (wiki,1).”

Surrey (667-17-12)

The surrey is an American vehicle which was used as a family conveyance developed comparatively late in the carriage era. The vehicle that lent its body shape to the surrey was the English Whitechapel cart. The first Whitechapel is believed to have entered the United States about 1867. In 1872, James B. Brewster & Co., of New York City, introduced the surrey-wagon, after its progenitor, and it was, in fact, occasionally so-called by several builders. Surreys were originally built without a top. Occasionally, they were equipped with either a falling or standing top. The popularity of the surrey spread rapidly, and by the mid-1880s the sides of the four-passenger types were being cut down in the center to permit access to the rear without disturbing the front seat. Eventually the two-passenger surrey became almost unknown. A large variety of surrey styles developed; equipped with straight bodies or wheel-houses, panel or spindle seats, open or with canopy, umbrella, or extension tops, and body styles ranging from Stanhope types to the nearly straight lines of a spring wagon. Toward the end of the carriage era, some builders applied the term "cabriolet" to their finer surreys (Berkebile 266). This surrey was a gift from Roscoe Elwood Hazard. It has a red chassis and red wheels. The tires are metal and the spokes are wood. The seat is upholstered with gold corduroy upholstery. An adjustable, fringed, brown (at one time green) umbrella hangs over the seat that is removable. There are brackets on both sides for oil lamps, however only one lamp remains. Suspension is provided by two transverse full elliptic springs which join the central perch to the buck.



Express Wagon (667-34-1)

An Express Wagon is a freight-carrying wagon in the medium-weight class, intended for carrying larger parcels and boxes to homes or businesses. It was also employed for carrying trunks and baggage to and from the depot. Express wagons are usually hung on three elliptic springs, or on platform springs. This Express Wagon was manufactured by Studebaker Brothers Manufacturing Company of South Bend, Indiana. This particular wagon has been modified from its original form. It has a fixed oak wood box (or bed), oak top, bottom rails, side staves, sills and stringers. The sides are paneled, which is usually a feature of the delivery wagon or a baggage wagon (Berkebile 142). Its wheels are Warner wheels. There is linkage for four horses. The driver's leaf spring seat rests on the lid of locking seat box and is not fastened, but appears to have been used with this wagon.





Scripps Runabout (667-17-15)

This type of wagon is known as a bike wagon. It has a spindle back seat, a parasol top, and elliptical springs on arched metal axles. There are bicycle type spokes and wheels on the metal axles, as well as ball bearings within the hub. This runabout is one of only two bike wagons in the California State Parks collections. The vehicles

were prized for their lightweight construction that allowed for increased speed. Rubber tires gave the bike wagon a smoother ride as well.

This Scripps runabout belonged to Edward Willis Scripps (1854-1926), the diversified American media conglomerate who founded the E.W. Scripps Company. Miramar Ranch, where this bike wagon was utilized, is now Scripps Ranch and Marine Corps Air Station Miramar.



Brougham (1850-1855) (667-17-28)

A Brougham is a four-wheeled closed carriage for two or four people. Broughams are designed with the driver's perch outside in front with space for a footman and driver. Unlike a coach, the Brougham carriage had a front window, in order to see ahead.

The Brougham was first introduced to England in 1838, when it was built to a design by Lord Brougham (1778-1868) an English statesman. Broughams became a commercially utilized

vehicle; however, they were more typically the proud possession of wealthy single men in the late 19th century.

This Brougham retains its original upholstery, complete with coach lace and window sash. Per the original collector, Roscoe Hazard, this was once used as a "hack" in South Dakota and San Diego, similar to the way taxis are utilized today. It is spring mounted with wood spokes on the wheels. There is a compartment under the driver's seat that contains an electric buzzer.



Skeleton Boot Victoria (667-17-8)

This design was the most popular servant-driven lady's vehicle of the late 1800's. The Victoria has a low entry, plush and hooded seating, as well as curved splash boards which protected the passengers' clothes. These features made the Victoria a popular vehicle for ladies wishing to be taken on shopping trips or paying afternoon calls during the summer months (Walrond 210).

The coachman's seat is supported by ironwork on top of the dashboard. Victoria coaches can be driven by a single horse, or a pair of horses. This Skeleton Victoria has a black chassis and cover with a purple interior. Our Skeleton is part of the gift of collection from Roscoe E. Hazard Museum in 1972.



Hackney Gig (1825-1860) (667-17-25)

The Hackney Gig is a two seat, two wheeled carriage. The term "Hackney" has now been abbreviated to "Hack", and has come through the ages to mean a carriage for hire, or simply a cab. The word Gig may have come from the Middle English gyge (as in whyrlegye, or whirligig). Gig most likely implies a rapid and light motion that is possibly applied to a two-wheel vehicle because of the ease with which it could be turned around (Berkebile 154). As progress transpired, any

two-wheeled, one horse, chair style vehicle was categorized as a gig. Hackney Gigs can be utilized with two horses in tandem as well as a single horse. A high box seat could facilitate the driver's view of the lead horse. Wicker was utilized as a material to lighten the weight of this distinctive American Carriage and provided storage space with ample room for food and libations.

This wagon has been restored, and the color is described as "Ford Red." The wicker is painted black and the wood is yellow. This particular gig was used for showing hackney horses.

Horton's Surrey (667-17-3)

The surrey is a family-type vehicle that easily carries four people. American companies began building carriages like this around 1870. Earlier Surreys had straight top-lines and one of the front seats of the carriage may have lifted up to allow passengers access to the rear seat. The extension top folds and fits behind the rear seat.

This surrey was owned by American real estate developer, Alonzo Erastus Horton (1813-1909), thus it is referred to as "Horton's Surrey." It is a cut under, extension top surrey with two seats, so it would carry four people. The chassis and spoked wheels are yellow. The top is black and tan and the upholstery was originally light green. The front is adorned with two nickel-plated brass lamps that have been painted black.



It is known that this surrey was stored at Diamond Carriage Company's stable at Second and Broadway. This is the site of the current Spreckles Theater, a part of Horton Plaza.

"Bachelor" Brougham (667-17-27)



This Brougham is referred to as the "Bachelor Brougham." Please see the notes on the Brougham above regarding historical context. The body and chassis of this carriage are dark red and the top is black. It has black leather upholstery with burgundy carpet on the interior. There is a compartment under the seat that contains a brass bell as well as a bell pull on the front panel inside the coach. The manufacturer of this Brougham was Brewster & Co. of New York, N.Y.



Brewster Buggy

Manufacturer: Brewster & Company, New York, NY

Date: 1830-1890

This is known as a Stanhope Phaeton Brewster Buggy. Captain Hon. Henry Fitzroy Stanhope (ca. 1754 – 1828), was a style setter. The Stanhopes were noted models of taste and style for “the

smart set.” The Stanhope Phaeton, considered to be an essential vehicle for gentlemen, was highly favored for personal driving because of its maneuverability. This buggy is outfitted with a Victoria convertible top and traditional dodged offset spoked wheels. It is restored to a lovely forest green color with canary yellow pin-striping and dark green fabric upholstery.



Concord Mountain Wagon (667-70-1)

The Stage or Concord Mountain Wagon was popular in the 1850s through the 1880s and were used as stagecoaches. Concord Mountain Wagons were designed with springs called thorough braces that eased the strain on the horses, not passengers. During starting and stopping the carriage rocked gently forward and backward so

the horses were not jolted. Like a modern SUV, a second seat could be added or removed as needed.

This wagon has undergone some restoration. It has a black box and black leather seat. It is equipped with a foot brake and whip holder. The wheels are patented hubs on slightly arched iron axles with metal tires.

Ladies Basket Trap (667-17-26)

A "trap" is a light, often sporty, two-wheeled or occasionally four-wheeled, horse-drawn carriage. This type of basket trap was popular at summer resorts and in the country. It was designed for use by a woman. The wicker basket seat inclusive of wheel covers was to protect the lady's clothes from mud when she got in or out of the carriage.

This carriage is part of the Roscoe E. Hazard collection that was donated to Old Town San Diego State Historic Park.



Spring Board (667-17-13)

The spring board consists of four yellow wheels and a platform with a single leather seat on it. The wagon has a foot brake and a whip holder attached



to the upright section at the front. Around the back is a metal bar to hold luggage in place. The seat is unattached and the upholstery is in almost new shape. Not much else is known about this wagon.



Standing Top Trap (667-17-10)

The carriage terminology of “trap” is an informal term used in both England and America as early as the late eighteenth century, to designate any light pleasure vehicle. There was a vast array of “traps” that were manufactured, all with variable and interchangeable seating arrangements. This particular trap only seats one, with a rumble in the rear. It sports a fringed surrey which was very popular just before and during the turn of the century.

This “trap” has gone through an extensive restoration, in which the bright blue color of the undercarriage was implemented. The leather fenders, German silver “dash décor,” and fringed surrey, along with the black lacquer finish are quite dashing. This carriage would have been pulled by a smaller breed of horse.

Originally our Standing Top Trap was red and was said to have come from a Santa Barbara family's stable. Roscoe “Pappy” E. Hazard generously donated this carriage to Old Town San Diego State Historic Park.



Spider Phaeton (667-17-6)

This carriage is fully restored. Its paint scheme was changed by the restorer. It was originally a wine or maroon color and is now green with a yellow pinstripe. According to Kenneth Wheeling the details of the upholstery were poorly done. There isn't much known about this particular carriage.



Box Buggy (667-62-1)

Many carriage and wagon experts have discussed this particular buggy. Some believe it is a top buggy with a Corning body. However, if it has a back seat, folding or otherwise, then it is considered a trap. There has also been mention of this buggy as a boxboard (similar to a buckboard) as well. There are "Sarven" wheels and elliptical springs that act as shocks to create a more pleasurable and smooth

ride for the passenger. James Sarven invented and patented both new and smaller hubs that interlocked the spokes which changed the way that wheels were made forever.

This buggy has been fully restored with a natural wood undercarriage and wheels. It has black metal trim and a black dash with a whip holder, as well as bright burgundy leatherette upholstery on the seat. This is the only example of this style in the California State Parks Collection.



Stanhope Surrey (667-17-16)

This surrey has been fully restored to a wine color on the running gear and seat upholstery with black trim, fringe, and hard rubber tires.

A wagon like this one was also known as a park phaeton. It's a member of the chaise family and is named after its designer, Fitzroy Stanhope.

The Stanhope wagons were designed in about 1815 in an attempt to make the suspension of two-wheeled vehicles easy for both horse and passengers. At first, the attempt to provide a greater comfort for the horse and the passengers failed because the shafts vibrated too much. Later, improved shafts, known as lancewood fulcrum shafts, were applied, thus giving the horse its share of comfort.

This vehicle enjoyed a considerable popularity in both England and America until the end of the carriage era.

Phaeton

Manufacturer: Unknown

Date: c.1885

Phaeton is the early 19th century term for a sporty, open carriage that could be drawn by either one horse or a team of two. There are many types of phaeton carriages; this one is a “drop-front,” the most popular with ladies. The owners of these sporty, open-air and lightning fast carriages drove the vehicle. These light, airy, well-sprung vehicles were prone to tipping over when turning around corners too fast, thus a driver had to be skilled in order to move at high speed.

In 1893, Charles E. and J.

Frank Duryea used this type of carriage body on their invention: The Duryea Gasoline Phaeton, one of the earliest American automobiles.



This carriage was a gift to Old Town San Diego State Historic Park from Roscoe E. Hazard. Our phaeton has been beautifully restored with a black chassis and a black body.

Panel Boot Victoria (667-17-5)



A variation of the Victoria is the Panel Boot, also known as the Cabriolet. The distinguishing features of the panel boot are driver's side paneled doors framed to the body proper with a straight, conventional dashboard in front of the seat. Panel Boot Victoria carriages were considered to be essentially park carriages in England and the United States and were considered more dignified in form than the Cabriolet. In Europe the driver's seat was sometimes removed from the Victoria and the carriage was driven with postilions. The Victoria was highly prevalent in Europe and the United States. This panel boot is all black and the interior of the top is khaki colored. The seats are upholstered in black leather and it has two lamps which are electric converted to candle.

Paulson Landau (667-17-1)

A Landau is a four-wheel carriage with a top divided into two sections that can be folded away or removed, and there is a raised seat outside for the driver. Early Landaus were heavy vehicles, built on a substantial perch undercarriage and hung by leather braces on whip or cee-springs. The hoods only opened halfway, lying at an angle of about 45 degrees and were said to be extremely disagreeable and unpleasant due to the blacking and oil needed to keep the leather soft. In 1838 London coachbuilder, Luke Hopkinson, produced a vehicle he called a Britzka Landau. The seats were raised and the hoods made to lie nearly flat which gave the passengers more room and a more comfortable ride (Walrond 212-213).

This coach is part of the Roscoe E. Hazard collection that was given as a gift to Old Town San Diego State Historic Park in 1972. The cobalt blue paint on the chassis and wheels of this landau is atypical and unflattering to the style of this vehicle, as per the professional opinion of Kenneth Wheeling (a certified carriage/wagon



appraiser, carriage historian, construction, and preservation expert). The upholstery, mud guards, and leather top is black. There is a compartment under driver's seat that may have been used to transport a weapon or valuables. The nickel-plated copper lamps were manufactured by Jacob Lohner and Co. There are iron covers over the steps into coach, which are attached to the doors.

Sulky Cart (667-87-7)



This sulky cart consists of a red seat with no back and a wooden platform for the passenger's feet. The detailing on it is red and white. The front has two long prongs which were used to attach the cart to the horse. The tips of the prongs are covered in leather with metal on the tips. It was manufactured by The Houghton Sulky, Co. in Marion, Ohio.

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