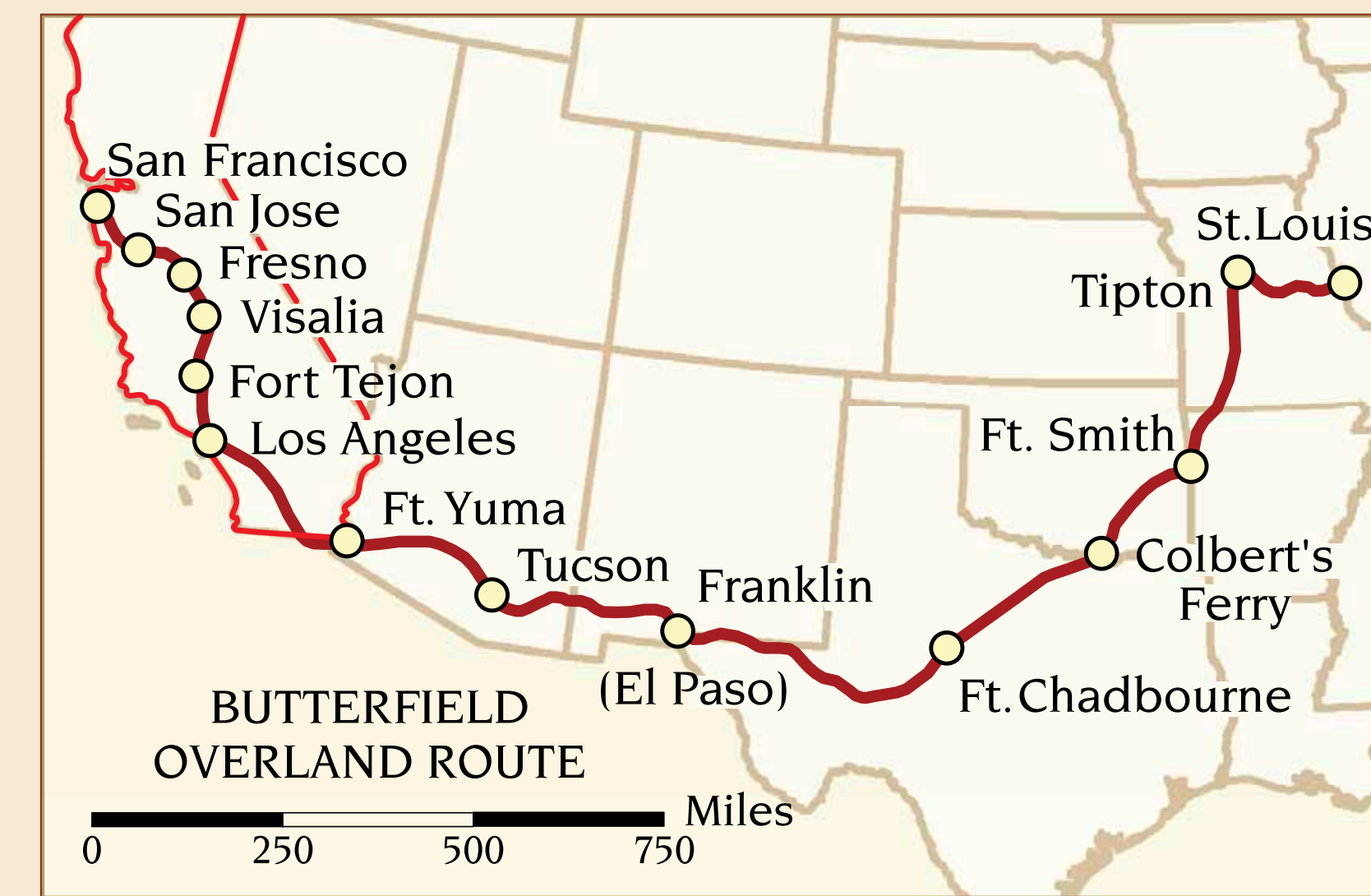


Carreta

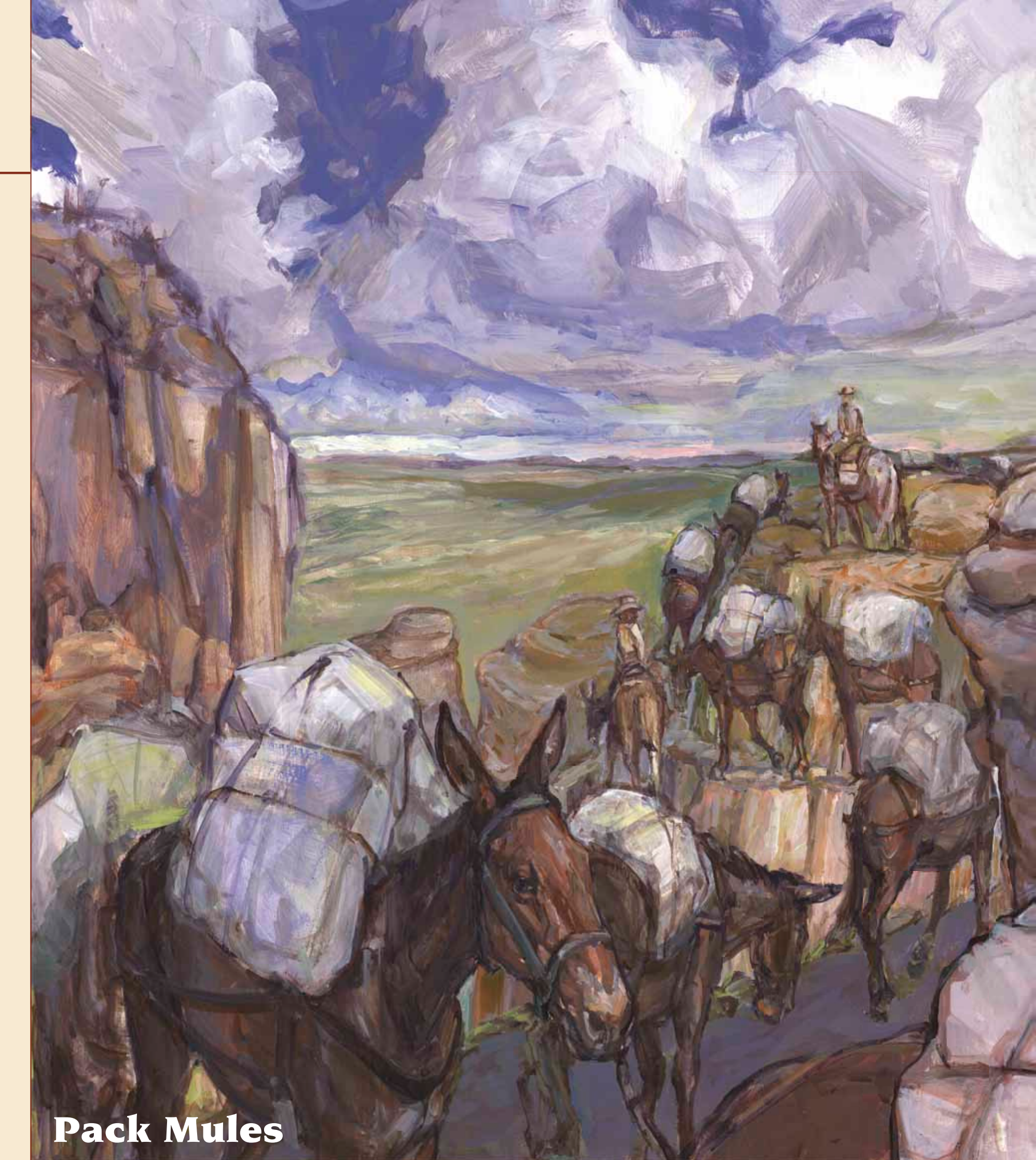
On roads no better than those used by today's off-road vehicles, the Spanish *carreta* or oxcart, was the first general carry all. No springs cushioned the ride, and its big, heavy wheels cut from tree trunks squealed loudly as they turned.

On the MOVE in Old California



Beginning in 1857, John Butterfield's Overland Mail traveled 2,800 miles in 25 days for twice-weekly service between St. Louis, Missouri and San Francisco.

Following the so-called "Oxbow Route," the Overland Mail skirted the Rocky Mountains to pass through Texas and the New Mexico and Arizona Territories before reaching California.



Pack Mules

Long before wagon roads, caravans of 50 to 200 pack mules transported heavy loads of supplies into California's interior.



Concord Stage

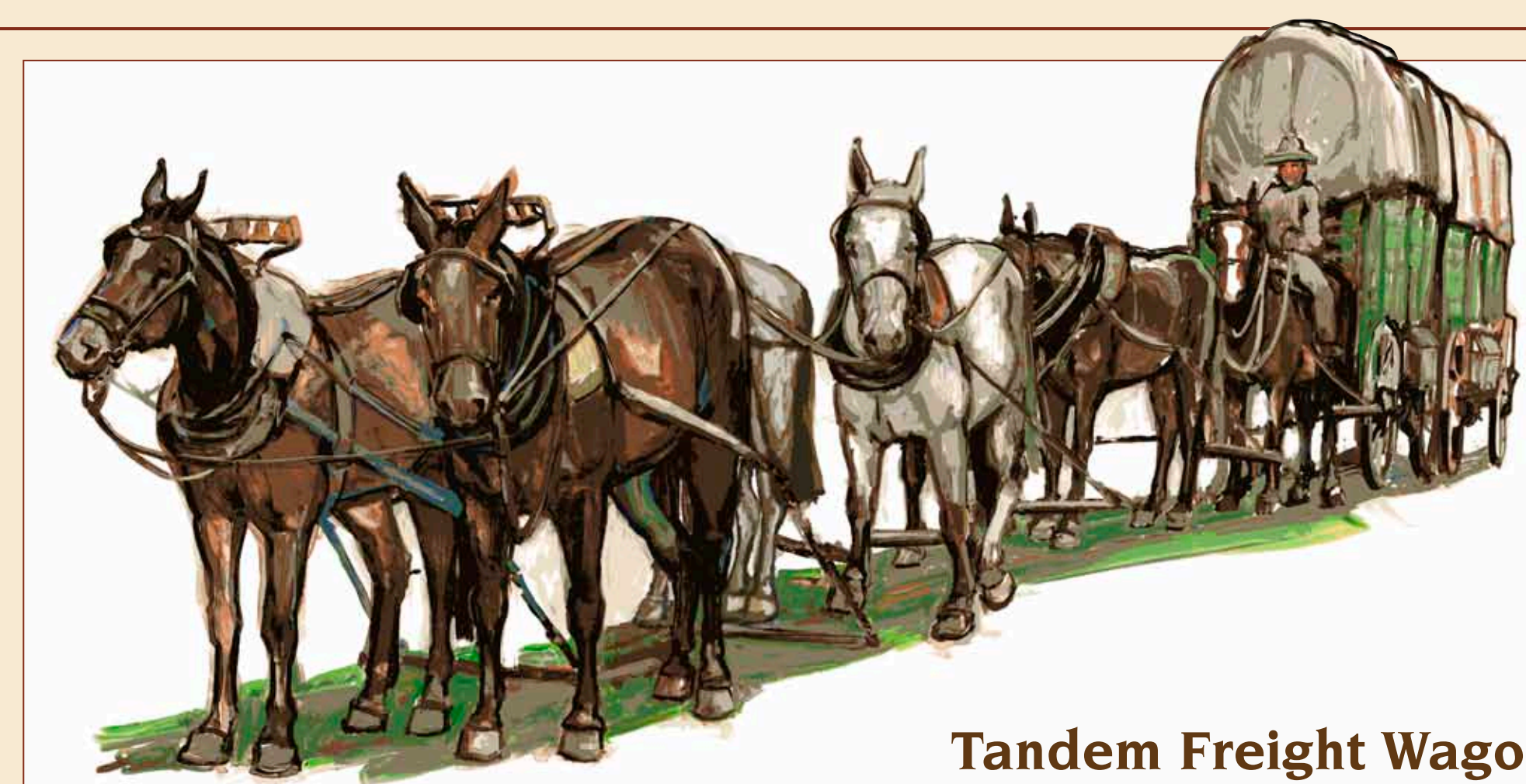
In the 19th century, vehicles that carried passengers and mail were called simply, "the stage." In Concord, New Hampshire, the firm of Abbot, Downing & Co. built the best stages—beautiful and made to last. They offered the first shock absorbers—an important feature for travelers and for the animals pulling the stage.

Through daylight and dark, choking dust and extreme weather, early Californians found travel an intense experience. Mishaps—runaway teams, injured animals, breakdowns, wheels mired in mud or sand, and hold-ups by bad weather and bad men—made transportation a risky business.



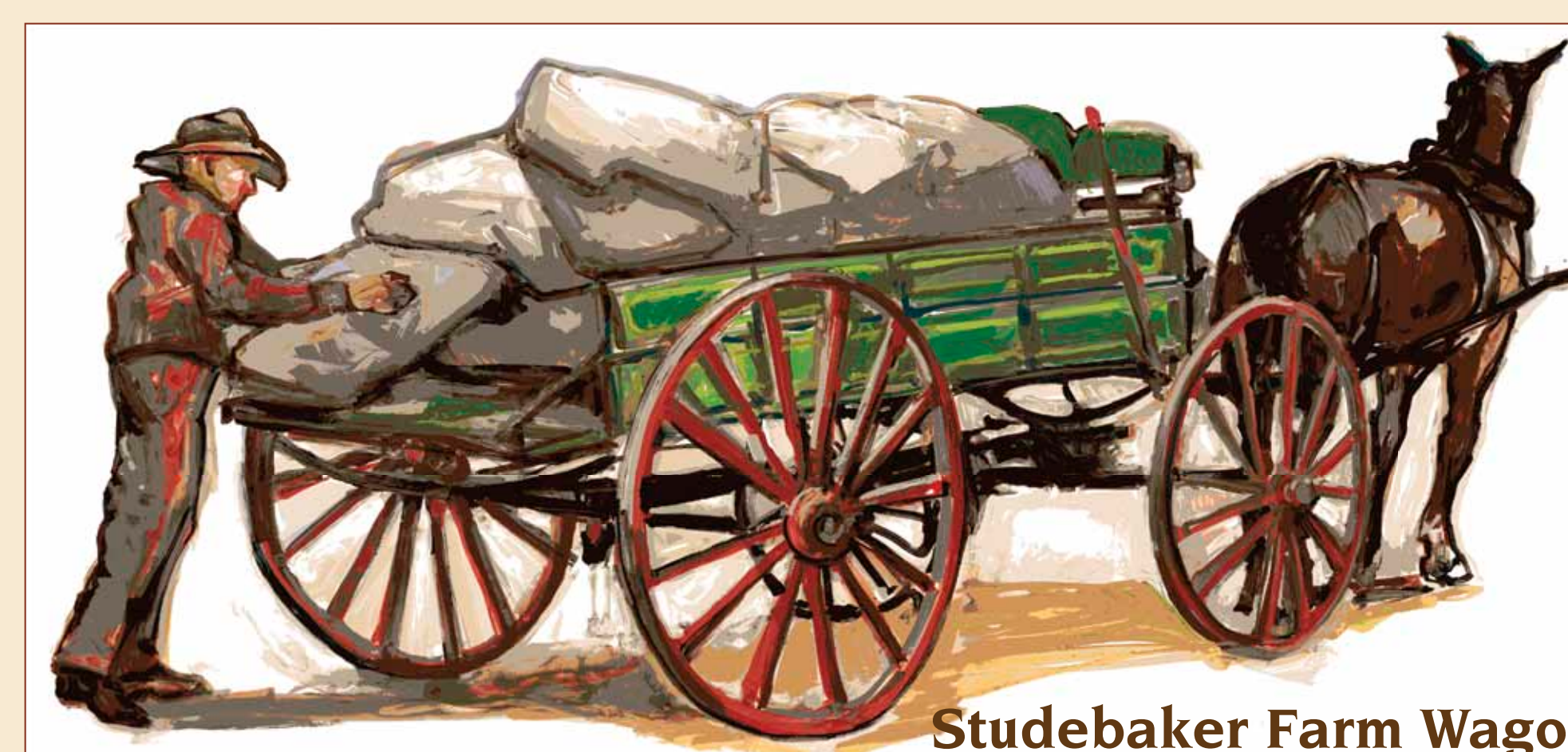
Mud Wagon

Mud wagons proved a practical choice for stageline operators. Their lightweight construction included canvas roofs and sides, making travel over mountain roads easier.



Tandem Freight Wagon

Like truck drivers today, muleskinners drove heavily-laden freight wagons filled with goods bound for growing communities. Their calls to "Stretch out!" or "Roll on!" could be heard often along California's roadways.



Studebaker Farm Wagon

Demand for the sturdy Studebaker farm wagon transformed the company into one of the largest wagon-manufacturing businesses in the nation.

