

County
Se, Seed Store &c.



Special Trains
City
and 11 A.M. and 2 P.M.
and 11 A.M. and 2 P.M.
and 11 A.M. and 2 P.M.

ARRANGEMENTS
Wednesday, Dec 11
and 4 P.M.
and 6 P.M.
and 2 P.M.

NEW YORK
leaving Boston at
not stop at
Springfield and
at Hartford and
by 7 P.M.
New York at 6 A.M.

ALBANY AND
A.M., Worcester 10
at leave Boston at
Springfield, leave
at 11 P.M.

WORCESTER
Arrangements

TRAINS
at 6 and 10
with 6 A.M. 12
the Train

500.00
Bangor, which
in Boston or Bangor

West
2000
to the subscribers having
their Grinders for Grinding
to business, to F. H. Holmes, after that time
dwt
HOYDEN & BAKER.

PATENTS
and Agency of the
Worcester, 2 Patent Office, Washington,
State Street, Boston.

1848
REGULAR LINE OF PACKETS
Between Norwich and Philadelphia.
Sail on WEDNESDAY
The Line is composed of the following
New Schrs. James L. Day, Capt. Nash,
Capt. Groffm,
Capt. Avery,
Capt. H. Chomell,

Propeller
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State Street, Boston.

Three Times each way
Particular attention given to paying, collecting
merchandise, produce, etc.
The subscriber is alone responsible
ed to his care, and no risk is assumed by
Worcester and Boston Company.
Packages by this line forwarded from
Boston, Newburyport, Taunton, Fall River,
ford, also to Portland, and all parts of
orders free for goods to be returned by
HARDEN & CO'S OFFICE,
NIGHT'S HAT STORE,

Propeller
Norwich
Worcester

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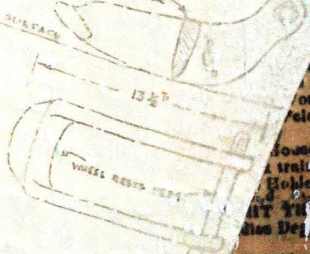
PATENTS
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Worcester, 2 Patent Office, Washington,
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FIGURE 62. On long step inclines a heavily-laden wagon could not be held back with the brake mechanism. Then the rear wheels were chained to the wagon box and the wagon was skidded down the hill. To prevent wear on the tires various drag shoes were used, and for extra retardation short chains, known as rough shoes, were fastened around each tire and feily at the point of contact with the road. A special ice cutter prevented side slipping.

ICE CUTTER

SECTION OF CUTTER



Worcester Rail Road,
the American House
from Princeton
and Worcester Stage.
PAGE will leave the Post
Office in Princeton every day
days excepted) will arrive in
Rustland at 6; will arrive in
Worcester in season for the rise
clock train of cars for Boston
RETURNING: Leaves the
Boston at 10 o'clock P.M., after the
train from Boston.
Hobbs, Rutland, or Princeton, w
with the conductor, and p
AT THE IN. City Pass, and have their
Green St.
SPECIAL TAYLOR.

Worcester, Southbridge,
STAGE
in connection with the Norwich and
Nash,
Groffm,
Hillard,
A. Rogers,
A. Wilber

December 4, 1976

My Autobiography

Writ 'Specially for Ben J. Byrer,

me own new owner, for better or wurst!

Hiya, Big Be-yun,

Wal now, it's mighty nice makin' your acquaintance! Guess this is a bit of a surprise, gettin' a Conestoga wagon for Christmas. Leastways, that's what most folks'll call me, always have. So it might be an even bigger surprise to know I'm REALLY a Kramer and proud of it, Big Be-yun, proud of it.

Now there's nothin' wrong with the Conestoga, y'understand. Not so's you'd notice, if you get my meanin', friend. Understand some expert says there's only about 150 of the old Conestoagas left ... "about 35 are preserved in museums, another 35 are in the possession of appreciative owners, and fifty or more probably exist hidden away in the barns of Pennsylvania and nearby states, yet to be discovered. Thus it behooves us to cherish the few that remain, and to repair and restore those that need it."

That's what the guy said, yep. And Mr. Schultz, he knows everything about wagons today, and he said the Kramers are even rarer, there was just a lot less of us Kramers built to begin with. He can tell you where to find some Conestogas but yessir, off-hand like, he didn't know NOTHING 'bout where to find a Kramer. Just sort of put me under that "appreciative owners" column, Big Be-yun, 'cause something tells my creakin' old wheels they've found a happy huntin' ground with lots of tender lovin' care.

It all began back in Newtown, Pa. Now that's this here little town -- well, guess it's pretty big now, but it was little when I first left there -- anyways, it's in southeastern Pennsylvania, where most of the Conestoga wagons were made, in Bucks Co., north of Philadelphia a piece, north of the Neshaminy Creek. As a matter of fact, there were houses in that little town as early as 1692!

My birth place was by far the most important town in the whole area. Supposed to been named by William Penn when he selected "this site for my new town." Newtown's also the name of the township, robably the only one regular laid out and entirely disposed of by 1684. That William Penn was right fond of settin' up these "townsteads".

But we were pretty famous for other things, and me and my cousins were one of those things. Did you know, Big Be-yun, the Conestoga cousins got their name from the Conestoga River Valley of Lancaster Co and the Kramers, well, we got our name for the family that invented and built us, right near the same area. The Conestogas traveled the Lancaster Turnpike, we Kramers were all freight wagons and we swept back and forth between Baltimore and Philadelphia. Man, the trade competition between them cities was somethin' fierce, and everyone wanted a Kramer to beat out the other guy. Kramers wuz also used real heavy on the National Road to Wheeling.

Some of my father's older Conestoga cousins were in General Braddock's wagon trains. Boy, that Lancaster Pike was somethin' swift, I'll tell you! Took a few loads across it, gosh up and down those five mountain ridges I thought I was a mountain goat instead of a Kramer. Some night when you got some time to sit by my campfire, I'll tell you some tales, Big Be-yun, about going up and down, over and acrost.

Yes, remember it well, I do. Was born right in the "baby boom" so to speak, y'understand. 1820-1840's it was when the Conestoga wagonin' was peakin' 'n here's where I'll tell you a secret, Big Be-Yun. Them Connies were mighty — what you say, picturesque — with their white canvas tops all billowing out against the rolling green hills. But us Kramers — we looked every bit as good, couldn't tell the difference to look at — and we performed a DARN sight better! We were all freight wagons, I'm in the 8000 wt. capacity m'self, about average. And we were much more in demand, once the Kramers built us, than the Conestogas — more efficient, smother runnin', faster. We sprang up just as the big Conestoga era was decline, sort of overlapping their demise, as you might say, just afore the Civil War. Then of course, the trains sort comin' and sorta took over everything. But that's gettin' ahead of my story.

There never were as many 'Kramers' as there were Conestogas — everyone was buildin' the Connies from the time people started

movin' westward. But the Kramers — they lived down in the corner of Pennsylvania along the border below Philadelphia, did I tell you that? — they knew a thing or two about wagons. - I mean, little things no one's noticin' today. My wheel's held on with a square thing, but the Conestoga's got this big flat somethin-or-other and pine with cap. And there's a difference in our axle, with the Conestoga's only tapered from the topside which caused a real toe-in problem. Ain't got that and ride better for it. Other little things, too — the Conestogas had 4' front wheels and 5' back wheels, mine are closer the same size. The wheelheights are slightly different and the Conestogas ain't got no sand bolster to keep the mud outta the inside bearing.

As y'can see, Big Be-yun, just a little touch ehre and a little touch there, and y'got the Kramer out-racin' the Connies any day. Course as I said, no one but the real expert gonna know the difference, but just so's you and me knows that I'm the speedy little devil, then it won't hurt me feelings none if you and your friends sort o' slip the tongue, as y'might say, and call me a Conestoga wagon now 'n then. I'm used to it, my friend.

And my master? Well, somewhere's around about 1830's young Thomas McGowen got himself aboard ship and sailed for America. A real go-getter, sprightly young Irishman, 'pprenticed around the area, might even a'worked for old Kramer himself, they was close enough in that part of the country. Leastways, by the 1850 census, he done himself up proud and was listed as a full-fledged "wheelwright" — and got a pretty fine reputation as a good one, too. Pretty wife Catharine and daughter Annie, just a mite of one year at the time.

I don't know nothin' about that Werner who's got his name on there. Maybe he was Tom's pappy, then again it mighta been old Col. Werner up north a ways in Makefield Township, that's right next to Newtown an' the Colonel had his finger in alot of pies round there.

Yep, I hauled the old National Road for yars, then on into Pittsburgh some. Outfitted for treks out west, too — always freight, Big Be-yun, all us Kramers wuz FREIGHT wagons. But them railroads come along and what aan an old ironwheeler say but — ouch! There I was sittin' wastin' away out in

Missouri when some dealer up in Butler husles me onto a railroad and brings me back east. ME!! A proud, sail-wavin Kramer ridin' piggy-back on a train! Aaacchhh, it's enough to make yeh sick@ 'Bout the only thing good came of that whole folderol was Jim Hopper buyin' me up — and me landing' right in your lap and mighty glade I am to be here. Why, it feels almost like I've been here before — say, Big Be-yun, did ya ever hear of a guy named George Hays comin' this way? Why once.....

P.S. Oh yes, Big Be-yun, did I tell you I was cheaper on the pikes than those Conestogas? My wheels were an 1/8" narrower than the others, so the turnpike chaged me less. Just thought I'd mention it. This is sort of sketchy right now, Big Be-yun, because Aunt Jo hasn't finished up me family tree (haha, Be-yun, that's a joke! I shore DO come from a family TREE, yuk yuk, if ya get what I mean) but we'll be gettin' our canvas covers together one of these days and addin' a chapter here and there. I hear tell they don't come any nicer'n you, Be-yun, and these old wheels have seen alot of gents and alot who aren't, 'n this just sort of feels right, bein' yours, if y'understand, Be-yun?

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"The Conestoga Six-Horse Bell Teams of
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Pennsylvania Censuses 1800, 1810, 1820, 1830, 1840, 1850

And "Fertile Imagination" by J. O. Lee, 1976.

Interview, A. R. Schultz, fifth generation blacksmith and part-time mechanical engineer. Tel. no. 339-9996.
Address: 2115 Swank Dr., New Kensington, Pa.
On Bicentennial Wagon Train, active in Appalachian wagon train group, descended from Michael and Peter Schultz who were 'sold' to the Crown as soldiers, later given land grant near New Centerville in Somerset Co. Schultz used to do blacksmithing as an avocation, his career being that of mechanical engineering. For a five-year period through 1975 he did nothing but blacksmithing, has now gone back to m.e. Now does primarily "corrective blacksmithing". Employed Woodings-Verona Tool Works, interested in meeting and talking with us. Has delightful 78-year-old father who knows "even more" about the wagons than Schultz does.