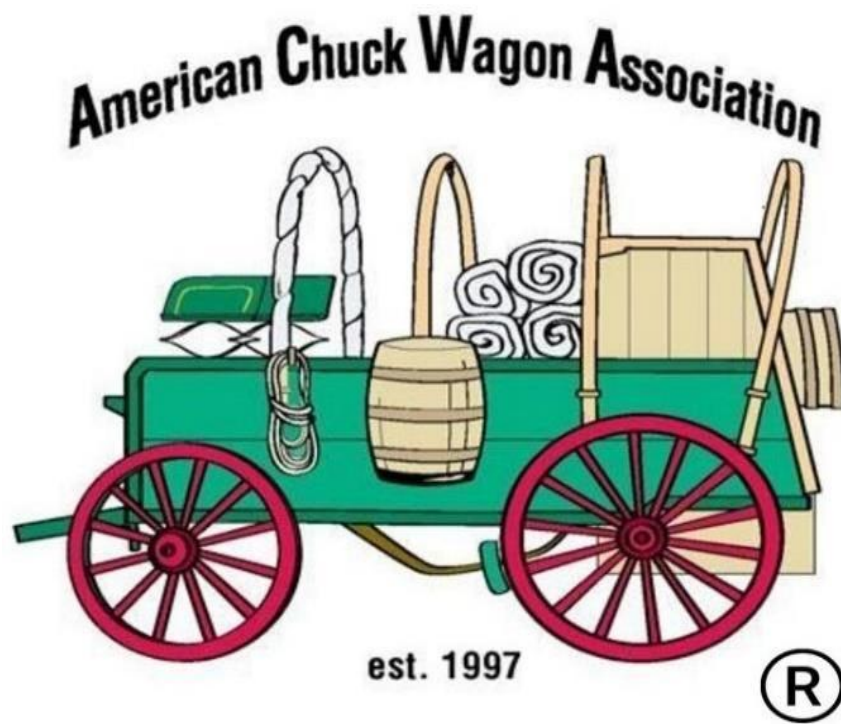




American Chuck Wagon Association's Suggestions and Tips For Wagon Judging & Wagon Owners

April 2025 Revision

In January 2019, the ACWA Board of Directors (BOD) asked the Historical Committee Chairperson Ronnie Sexton to oversee:

- *Developing a historically correct chuck wagon judging score sheet and accurate information, judges' training, and videos.*
- *When the product(s) are completed the Historical Committee members will conduct chuck wagon judging clinics to enhance the consistency of chuck wagon judging and to assist chuck wagon owners who are wanting to compete or restore a chuck wagon.*

The BOD empowered the Historical Committee to research, make recommendations and produce product(s) to meet what is needed to support the historical perspective of the chuck wagon.

The Committee set out researching to the best of their ability what a chuck wagon during the trail drive time period would have looked like. The Committee could not find any other time the American Chuck Wagon Association, nor any of the association's members spent the time and effort as the Committee has in trying to get it as close to right as they could.

The following document has been produced to assist any person who is going to be judging chuck wagons using the new **ACWA Wagon & Camp Score Sheet** at a chuck wagon competition along with educating wagon owners on how to make their wagon and camp more authentic. The Committee understands this is a living document and as any new information is uncovered this document will be updated twice a year, in January and July.

Special thanks to the following members of the ACWA Historical Committee who have or are still serving on the Committee:

Ronnie Sexton, Chairperson 2019 - Present
Glenn Moreland, Vice Chairperson 2019 - Present
Brian Frankum, Secretary 2019 - Present
Jim Patrick, Member 2019 - Present
Jack Ramey, Member 2019 – Present
Lynn Shackelford, Member 2019 - 2020
Darryl Jacobs, Member 2020 – Present
Russ Richins, Member 2021 – Present
Bart Saucier, Member 2024 - Present
David Sneed, Ex Officio Member 2019 – Present
Doug Hansen, Ex Officio Member 2019 - Present

A Little History of the American Chuck Wagon Association

In 1996 at a chuck wagon competition in Amarillo, Texas, a small group of Old West enthusiasts and chuck wagon owners talked about an association. The mission would be to preserve the heritage of the chuck wagon and its use in the short, but significant, era of the cattle drives. In 1997, in Bryson, Texas, by-laws and articles of incorporation were adopted and the American Chuck Wagon Association was off and running. Today membership has spread across the 31 States plus internationally into Germany and France.

Official Vehicle of the State of Texas

Most people know that the bluebonnet is the state flower of Texas, but how many know that the official vehicle is the chuck wagon! The Texas members of the American Chuck Wagon Association decided to work to get the chuck wagon designated the official vehicle of Texas. This seemed appropriate since it was definitely one of the first wheeled modes of transportation. Also, the role it served in feeding the cowboys on the roundups and on the cattle drives, which made the beef industry what it is in Texas. Many hours over a two-year period were spent talking to Legislators, especially David Holt, in an effort to convince them. Car manufacturers even got in the act wanting their brands, Ford, Dodge, Chevrolet, to be the official vehicle.

The effort to get the chuck wagon named the official vehicle was spearheaded by Jerry Baird. Finally, in an effort to sway the Texas Senators several members of the ACWA descended on the capital of Texas in the waning days of the session. A meal of rib-eye steaks, pinto beans, sourdough biscuits, potatoes and dessert were prepared by members including Jerry and Mickey Baird, Eddie Sandoval, Don and Shirley Creacy, Wayne Calk, Bob and Nancy Sparks, Gerry Self, Wilbur and Annette Wilson and Steve Wood. That day, May 26, 2005, at the 79th State Legislature, the proclamation was signed by Governor Rick Perry officially making the chuck wagon the official vehicle of Texas.

Mission statement (Revised 2020) of the American Chuck Wagon Association is:

To preserve the heritage of the Chuck Wagon.

This will be accomplished by the following Core Values:

- *Integrity.*
- *Education on historically correct aspects of Chuck Wagons and its importance to the beef cattle industry.*
- *Fair competitive events and the promotion of youth cook-offs.*
- *Fun for people passionate about chuck wagons.*
- *A desire to support our communities through various outreaches and educational scholarships.*
- *Inspiring future generations to embrace the chuck wagon and western heritage.*

To help meet the first two Core Values of the ACWA Mission Statement the Historic Committee would like to include this statement from Doug Hansen of Hansen Wheel & Wagon Shop who has served as an Ex Officio member of the Historical Committee since the beginning of this research. Doug said in one of his videos about his business, Hansen Wheel and Wagon Shop:

It should matter to us to have a Responsibility and Respect for the craft we're representing because if we do it wrong, we pollute it, if we pollute it then in 100 years from now they will say that's how they did it back then. But it's not how they did it, but how someone else did it, the responsibility we have is to replicate how they did it back then.

There was an erosion of the design and craftsmanship as the world become more mechanized, from hand crafted to more mass production using standard size broads, cut strips of metal and then just bolt it together. In fact, this is what you look at to help you show a date range of a wagon.

So as wagon judges, event coordinators, wagon owners, we challenge you to become more knowledgeable of the trail drive period along with what a trail drive period chuck wagon and camp would have looked like.

To aid you there are many pictures that were found during the research which have been shown on The ACWA Facebook page under Wagon Wednesday showing trail drive chuck wagons and camps, along with some of the early ranch wagons. These pictures show the wagons and camps were very bare with no extra frills.

Also, there is a Reference List having many of the reference books read by the Committee members, a list of museums, State Historical Commissions, State Libraries and Archives, University of Wyoming American Heritage Center, along with several sites to find videos to further your knowledge. The Committee will continue to grow this reference list, and it will be updated twice a year, in July and in December.

Are we going to be guilty of eroding or polluting what represents a period trail drive chuck wagon and camp?

Remember we are the future history of the Trail Drive Chuck Wagon,

Preserve it or Pollute it, it's your choice.

David Sneed with “*Wheels that Won the West*” and has served as an Ex Officio Committee Member since 2019 wrote the following in his “*Wheels that Won the West*” 11/5/2024 blog.

At the American Chuck Wagon Association (ACWA) 2024 annual meeting in Fort Smith, Arkansas the two-day conference included a wagon judging clinic held at the covered arena in Kay Rogers Park. The historic setting served as an ideal backdrop to the discussions of western history. While I couldn't attend the business portion of the meeting on Saturday, I feel fortunate to have participated in the wagon and camp judging clinic. More than two dozen attendees traveled to the event from Texas, Missouri, Arkansas, Tennessee, and Oklahoma.

Two wagons and a camp were set up for the mock judging exercises. Some things were displayed inaccurately to help point out the level of attentiveness that good judging requires.

Each of the class members spent the better part of eight hours reviewing an eighty-seven-page handout with a detailed judging sheet. With almost fifty areas to review on the wagons, camps, and accessories, the guidelines seemed well thought out. In truth, it's an overwhelming amount of information to digest and judge in a very limited amount of time at a competition. I'm not sure I would have attempted what they've done as it was a tremendous amount of work. Their efforts should be commended.

Judging anything is tough. I know. I've mediated a number of events including horse shows and wagon competitions. I've done it enough that I purposely avoid doing it anymore; not because I don't know what I'm looking at but precisely the opposite. Typically, what happens in a judging competition is that a few folks are happy with the outcome while the majority are not. Sometimes, it may even cause someone to discontinue participation. So, do I think competitions are bad? No, I don't. However, we might ask ourselves why we're taking part in a competition. If our reasons are focused solely on building a stack of honors and accolades, we're likely going to feel some disappointment along the way. Why? Because, by its very nature, competition can be tough and not everyone will always agree with our own assessments. Ultimately, many wagon evaluations will probably be seasoned with at least some degree of preference and opinion. And guess what? We all have personal preferences and opinions, even if there are guidelines to assist in judging.

So, what's the purpose of judging a chuck wagon and camp? I would say that it's to help showcase honest examples of period chuck wagons and camps while helping educate the general public on what exemplifies that original experience. With that said, there may be exceptions to what might or might not have been done in the different categories of chuck wagon judging. In fact, it's even possible that the number of exceptions might actually outnumber any so-called list of rules. From my perspective, it's a tall order to come up with a suggested inventory of things to consider. These were custom machines put together by independent folks. Gathering a complete and firm

record of totalitarian do's and don'ts seems wildly impossible and any list will likely need to be a living document, open to updates. I believe that's why ACWA has referred to this list as 'Suggestions and Tips.' After all, to have a competition, there must be some type of standards to follow or anything would be fair game.

I've spent over 30 years studying period chuck wagons, farm wagons, freighters, stagecoaches, military vehicles, and business wagons, as well as the individual American makers, themselves. I can pick a wagon apart faster than most but I'm human and can still miss some things. Therein lies another risk of being a judge. Personally, I'd rather have someone help educate me on areas where I can improve my own sharpness and understandings. We all have room to grow. It's why, every time I come across a different wagon (typically daily in different photos), I'm mentally scanning and assessing all of its parts. Why? Because, it's speaking to me and sharing things that, if I'm paying attention, will help me to learn – even if parts of the wagon have been reworked or restored. That learning process, not the competition itself, is what makes me better. It also helps give me a greater awareness of and appreciation for my own wagons – no matter what someone else's opinion is.

While the ACWA stressed that the list of elements to be judged were not to be taken as a hard-and-fast rule book, below are a handful of 'Rules for Competition' that I would encourage...

1) HAVE FUN. Life is short and if all we want to do is dominate, that can take the enjoyment out of relationships and the opportunity out of growing.

2) BE A SPONGE. Be open to knowledge. Learn as much as you can as often as you can. I've been intensely studying this part of our past for decades and have mountains of original photos, sales literature, industry publications, and business correspondence from the wagon era. I've learned a tremendous amount from the daily research. Even so, I've barely scratched the surface of what once was commonly known. We must keep digging and insisting that the anchor of primary sources is what we lean on. Clearly, no one is alive from the cattle drive era, so the most reliable details we can pass along will be rooted in surviving primary source materials.

3) HELP GROW INTEREST. Promote your passion. Share the knowledge you have and make sure to separate supportable facts from passionate opinions. They are not always the same.

4) LOOK IN THE MIRROR. Ask yourself and others to share some positive yet constructive criticism from time to time. We can make the mistake of overlooking our own weaknesses but friendly evaluations can sometimes move us out of neutral. I had a boss challenge me once by saying, "We can always do better." Whew! That's a hard but valuable truth for a lot of things.

5) A GOOD PLACE TO START... Ask yourself –Can I name all parts of a wagon? Are the ways I describe the different parts consistent with period terminology? The reason this is important is that we're learning a language from another time and place. Without knowing that language, it's hard to effectively communicate with others. Likewise, the proper names often help us understand the purpose of the various elements. Ask yourself... What's a futchell? How about a slider? Where would you look for the proppet? Why would you want to change the bottom clout? How many box straps are on your wagon? What purpose does the reach box have? What is the 'gather' of a wheel? How about the pitch? The list can go on and on. There's so much opportunity to grow and all of it helps us share more intriguing stories while growing greater appreciation of these wheels with the next generation.

Thanks again to the ACWA for their continued efforts. It's a tough job to put on these events and everyone benefits from encouragement. With that said, one of my goals is to learn something new every day. I carried away enough info from the judging clinic to take care of those goals for some time! Education is a lifelong endeavor, and the opportunities created through learning help bring us even closer to the things we enjoy.



Background Information – How We Got Where We Are?

First the Historical Committee has said from the beginning we would not be able to find all the information contained in the various books, magazines, and pictures. From our research, there were not many pictures, especially at the beginning of the trail drive, some taken along the way, but most being taken at the end of the trail drive. Granted, many of the pictures we looked at were from the late 1880's and later, may have been "ranch/roundup wagons"; however, in the pictures you see the camps and wagons were very basic in what was on the wagon or in the campsite even if they are pictures of a "ranch/roundup wagon. Also, another possible perspective is there is not a lot of documentation/pictures because they merely looked at the chuck wagon as just another tool and didn't take a lot of pictures of the tools they used.

Since 2019, the Historical Committee has kept an ongoing dialogue using various methods of communications with ACWA members and the public to provide information that could be documented by references. Some examples included weekly postings on the ACWA Facebook page entitled “**Wagon Wednesdays**”; articles in many of the **ACWA Monthly Updates** and ACWA quarterly newsletter, “**Under the Fly**”. All comments and information received were reviewed and validated by the Committee members from books the members have read, pictures, or their work/life experiences before being included in this document.

Four years, specifically for the ACWA membership, the Historical Committee has presented a panel discussion to kick off each year’s ACWA Annual Meeting showing what information along with pictures of what has been found through their research to ensure the Historical Committee was presenting an accurate representation of what the **majority** of the trail wagons and camps would have looked like. Each year, the members in attendance have given their approval and support of the direction and findings the Committee presented.

The Committee hopes the first part of this document will give you a better understanding of the life of the cowboys on the trail; some of the hardships they faced; how they were very creative in overcoming many of the problems they encountered and some of the events that lead to the end of the trail drives. In addition to this historic perspective, we hope to provide a basis on how the Committee compiled the information learned into the **ACWA Wagon and Camp Score Sheet**. Our goals are to assist someone wanting to judge at a chuck wagon event; educate the event coordinators and to preserve the history of the chuck wagon. Also to educate the wagon owner on how to set up their camp/wagon for judging or assist anyone wanting to talk about the historical perspective of the chuck wagon and trail drive era.

A Little History of the Trail Drives

If you look at most information you will find the trail drives commonly referred to as the Cattle Trail Drive Era that began after the Civil War in June 1866.

Most will say the trail drives lasted only 20 years from 1866-1886 or 1887; however, a couple of historical markers found on a research tour changes some things about the time period of the trail drives showing it lasted until 1897. Pictured are historical markers found in Moorcroft, Wyoming showing cattle drives coming through up to 1897.

Another reference about the cattle drives ending in the mid-1890’s is in the book *The Trail Drivers of Texas*, by J. Marvin Hunter. This is a compilation of essays written **by members of the Old Trail Drivers’ Association who had gone “up the trail with cattle or horses during the years from 1865 to 1896”** to be a member. These dates were set by the people who made cattle drive(s).

This means possibly some of the pictures dated in the 1890’s found during the research

could be from some of the trail drives rather than, as most people would say, were from ranch wagons/roundups.

Another interesting comment has been on some of the *Wagon Wednesday* pictures saying “all” of the pictures showing more than one wagon had to of been on a roundup.

In *The Trail Drivers of Texas*, by J. Marvin Hunter, there is a story written by Hiram G. Craig of Brenham telling of one roundup by C. C. Slaughter there was an estimated herd of 10,000 cattle. In the Slaughter roundup there were ten “chuck wagons” in this case representing ninety men, or stock owners. Who says they didn’t cook for large crews at a roundup.

Since there were ‘round ups’ in Texas to gather the herds before the cattle drive started. Could this mean some of the pictures which some people want to write off as not being from the trail drive era have been wrong? We will may never know the answer.





Goodnight – Loving Trail, Chisholm Trail, Great Western Trail, Texas Trail

In 1866, cattle in Texas were worth \$4 per head, compared to over \$40 - \$80 per head in Chicago and New York. Lack of market access during the Civil War had produced an overstock of cattle in Texas. In 1867, Joseph G. McCoy built stockyards in Abilene, Kansas. He encouraged Texas cattlemen to drive their herds to his stockyards. O. W. Wheeler answered McCoy's call, and he along with partners used the Chisholm Trail to bring a herd of 2,400 head from Texas to Abilene. This herd was the first of an estimated 5 million head of Texas cattle to reach Kansas over the Chisholm Trail. McCoy's stockyards shipped 35,000 head in 1867 and became the largest stockyards west of Kansas City, Kansas.

In June 1866, Charles Goodnight and Oliver Loving decided to partner to drive cattle to growing western markets. They hoped the demand for beef from settlers, soldiers stationed at military outposts across New Mexico, and the Navajos recently placed on reservations near Fort Sumner would make the drive profitable. With a crew of 18 men,

they drove 2,000 head of cattle to Fort Sumner, New Mexico. Over 8,000 Navajo had been interned at the Bosque Redondo reservation under the control of the fort, but due to the poor conditions on the reservation for agriculture and inadequate planning by the US authorities for provisions, the demand for new food supplies became urgent. Goodnight and Loving received \$0.08/pound for the steers in the herd, although they were unable to interest the government agent in the eight hundred stocker cattle. Goodnight returned to Texas with about \$12,000 in gold to buy more cattle. Loving continued north towards the railhead in Denver, with the remaining cattle and calves. He was stopped by a tollgate chain in the Raton Pass, operated by Richens Lacey Wootton. Loving paid Wootton 10 cents per head of cattle to pass through. Loving sold the herd in Denver.

In February 1868, Goodnight scouted a new route via the Trincheras Pass, to sell cattle in Cheyenne, Wyoming to be butchered and marketed locally and shipped by the main hub of the Union Pacific railroad to markets in Chicago. Cheyenne became a leading commercial cattle supplier to people along the Platte River. Beef was sold to mining camps, railroad workers, and government agents working on Indian reservations. Over the next decade, cattle ranches stocked with the Texas longhorn brought up along the trail were established across Wyoming. Several Texas companies moved or started subsidiaries in Wyoming and Montana

In 1874, Captain John T. Lytle and several cowboys left South Texas with 3,500 head of longhorn cattle and a herd of saddle horses. Five years later, the route Lytle cut out of the prairie to Fort Robinson, Nebraska, had become the most significant and traveled cattle trail in history – The Great Western Cattle Trail.

Though less well known than the Chisholm Trail, the Great Western Cattle Trail was longer in length and carried cattle for years longer than the Chisholm. The Great Western Cattle Trail saw over seven million cattle and horses pass through Texas and Oklahoma to railheads in Kansas and Nebraska – a principal factor in developing the cattle industry as far north as Wyoming and Montana.

Established in 1878, Doan's Crossing was known on the trail as "the jumping off place." The last place to get mail and supplies before entering Indian Territory, the Doan's store did a brisk business in Stetson hats, guns, ammo, tobacco, and provisions.

Traffic on the Great Western Cattle Trail began to decline in 1885 with the introduction of barbed wire and legislation that was passed calling for a quarantine of Texas cattle because of the "Texas Fever," a disease caused by a parasitic tick. In 1893 the last large cattle drive up the Great Western Trail crossed the Red River heading to Deadwood, South Dakota. By this time an estimated seven million cattle and one million horses had crossed the river at Doan's Crossing and moved up the trail.

From 1890 through 1896, the XIT drove from 10,000 to 20,000 steers annually to Montana. Normally, the XIT sent five herds on the 850-mile journey from the Texas

Panhandle to Montana along what was known as the Texas Trail.

The XIT drove its final herds north from Texas in 1897. After that date settlers and their fences closed the Montana Trail to Miles City, making it necessary to pay railroad rates, thus the end of the Trail Drive Era.

Invention of the Chuck Box/Chuck Wagon

Since the large trail drive herds out of Texas did not start until June of 1866, it is believed the chuck box/chuck wagon was "invented" in 1866 by Charles Goodnight to feed the thirteen to eighteen cowboys necessary to drive a herd of 1,500– 2,500 head of cattle up the trail for a three-to-five-month time period. Granted, some herds were larger while some were smaller but for the purposes of this document, we will use the average range of the herd size based upon the best information we could find. Same about crew sizes. The Committee found in the reference books written by individuals who went up the trail of crew sizes of 8-10 riders plus a cook, one talked of a cook and 25 riders with six horses each, and another talked of a crew of 36 as they were expecting trouble with a couple of Indian tribes in Texas.

Mr. Goodnight's first task was to figure out how to redesign the wagon so it could carry enough supplies for the crew. On the trail, the bed of the wagon was used to store the cowboys' bed rolls, the weapons of the cowboys, ammunition, lanterns, kerosene, axle grease, rain slickers, corral rope and a hefty supply of bacon or salt pork. Bulk food items were also stored in the wagon bed, including coffee beans, flour or corn meal, beans, sugar or molasses, salt, dried apples, can tomatoes, pickles, onions, potatoes or rice, and possibly some grain for the wagon team.

At the rear of the wagon, Goodnight added the invention that made his design famous-- a "chuck box" with drawers and shelves for storage space and a hinged fold down lid to provide a flat working surface for the cook. A water barrel large enough to carry a two-three-day supply of water was also attached to the wagon and sometimes an untanned animal skin was hung underneath to carry firewood.

In the chuck box, the Cookie stored utensils and food needed to prepare the day's meals, which generally included flour, sugar, dried fruit, coffee, beans, plates, cups, and cutlery. He also kept items that might be needed for emergencies, such as castor oil, calomel (a white powder used as a fungicide), bandages, needle and thread, and a razor and leather strap which was used to sharpen the razor. Other drawers and cubbyholes might hold salt, lard, baking soda, vinegar, chewing tobacco, rolling tobacco and papers, matches, and molasses. Larger cubbyholes held the skillets, Dutch ovens, pot hooks to hold the pots over the fire, and the very important coffee pot. There was also whiskey on board for serious injuries, which the cook guarded very carefully, and often took a sip or two to make sure it was still good. The chuck wagon was born, and the rest is history, but sadly not a real well-documented history.

The End of the Cattle Drives

One of the major factors contributing to the end of the large trail drives were the winters of 1886–1887, also known as the “Big Die-Up”, were extremely harsh for much of continental North America, especially the United States. Although it affected other regions in the country, it is most known for the effects on the Western United States and the cattle industry.

The summer of 1886 had been unusually hot and dry, with prairie fires, and water sources often dried up. In the fall, signs of a harsh winter ahead began to appear. Birds began flying south earlier than usual, beavers were seen collecting more wood than normal for the winter ahead, and some cattle grew thicker and shaggier coats.

The first snow fell in November which was earlier than usual and was reported as some of the worst in memory. The loss of livestock was not discovered until spring, when cattle carcasses were spread across the fields and washed down streams.

The few remaining cattle were in poor health, emaciated and suffering from frostbite. This resulted in the cattle being sold for much less, in some cases leading to bankruptcy.

Secondly, the invention of barbed wire fences meant that cattle could be contained on enclosed ranches, which helped end the open range and the long cattle drives associated with it. Barbed wire also kept new ranchers out, and reduced labor costs, as fewer cowboys were needed to supervise or herd the cattle.

More controlled livestock breeding was made possible by the enclosure of herds, thus virtually ending the demand for the longhorn cattle, which were most suited to the open range.

Thirdly, with barbed wire fencing, the effects of the long trail drives upon the cattle and not needing as many cowboys, ranchers abandoned the cattle drive for transporting cattle on the railroads. Barbed wire provided the ranchers with economic benefits where they could pasture the cattle, holding them off the market until fattened and only ship parts of the herd. Also, it provided a barrier to reduce the loss of cattle from straying or theft.

Lastly, barbed wire allowed the introduction of blended stock, whose value greatly superseded that of the longhorn. In the past, the longhorn, solely, had been used due to its hardy and resistant nature and the breeds’ ability to endure the hardship of the Plains. But with improved breeding, the longhorn basically vanished from the Plains.



DRIFT FENCE

FAMED CATTLEMAN CHARLES GOODNIGHT ESTABLISHED ONE OF THE FIRST RANCHES IN THE TEXAS PANHANDLE, THE JA RANCH, IN 1876. LATER THAT YEAR THOMAS S. BUGBEE ESTABLISHED THE FIRST CATTLE RANCH IN HUTCHINSON COUNTY.

AS A RESULT OF SOARING BEEF PRICES CATTLE RANCHING PROLIFERATED IN THIS REGION OF THE U.S. IN THE 1880s. THE TEXAS PANHANDLE, WITH ITS OPEN RANGE AND EXPANSIVE GRASSLANDS, BECAME THE PREFERRED WINTER GRAZING SITE FOR CATTLE MIGRATING SOUTH FROM COLORADO, NEW MEXICO, OKLAHOMA AND KANSAS. THIS SEASONAL INFLUX OF CATTLE DISRUPTED THE PRACTICE OF AREA RANCHERS WHO WENT TO GREAT LENGTHS TO RESPECT ADJACENT RANCH BOUNDARIES.

MEMBERS OF THE PANHANDLE STOCK ASSOCIATION POOLED THEIR RESOURCES AND IN 1882-85 ERECTED BARBED WIRE BARRIERS ALONG A 200-MILE STRETCH OF THE PANHANDLE INCLUDING HUTCHINSON COUNTY TO PREVENT CATTLE FROM DRIFTING SOUTH INTO THE FERTILE CANADIAN RIVER VALLEY.

THE "DRIFT FENCE" WORKED TOO WELL IN THE WINTERS OF 1886 AND 1887 WHEN THOUSANDS OF CATTLE MOVING SOUTH AHEAD OF STRONG STORMS STALLED AT THE FENCE LINE AND FROZE OR WERE TRAMPLED TO DEATH. THE STAGGERING LOSSES PROMPTED FEDERAL AND STATE LEGISLATION WHICH LIMITED FENCING ON PUBLIC LANDS AND THE "DRIFT FENCE" WAS REMOVED OR INCORPORATED INTO PRIVATE RANCH FENCING.

SESQUICENTENNIAL OF TEXAS STATEHOOD 1845-1995
MARKER IS PROPERTY OF THE STATE OF TEXAS

Wagon and Camp Judging

In March of 2014 in Abilene Texas a meeting was held with about 40-45 chuck wagon owners, cooks, helpers, and others interested in chuck wagon cooking. The ACWA President at that time Wayne Calk along with Past ACWA President Bill Thompson presided over the meeting where the group named several problem areas with chuck wagon cook offs.

One of the key issues was a lack of consistency in wagon judging from one event to another. The problem areas named were lack of uniformity in judging criteria/score sheets, lack of knowledge of many of the wagon judges. Another issue named was with not being able to get a copy of the wagon judging score sheets to see what a judge had counted off on plus most times the judge gave no explanation on why points were deducted. It is hard to correct something if you do not know what to correct. To be fair to the wagon owners these problems needed to be addressed.

ACWA conducted a Wagon Judging Clinic by Bill Thompson at Tom Perini's Ranch and Steak House which was videoed. Bill Thompson, along with Bob and Nancy Sparks conducted Wagon Judging Clinics in several other States.

The late Elmer Richardson who was known for his reputation of restoring wagons along with his knowledge of wagons, warned that going to one Wagon Judging Clinic does not make one a competent wagon judge. It takes time, even years of research, reading books, reading articles published by those who have spent a lifetime researching and working on wagons to become a competent wagon judge.

So going back to the tasks given to the Historical Committee by the ACWA Board in January of 2019:

- *Developing a historically correct chuck wagon judging score sheet and accurate information, judges' training, and videos.*
- *Once the product(s) were completed, to conduct chuck wagon judging clinics to enhance the consistency of chuck wagon judging and to assist chuck wagon owners who are wanting to compete or restore a chuck wagon.*

The decisions made by the Historical Committee are based upon many books read by the various Committee members, an 18-day, 10-State research tour of State archives, State Historical Commissions and several museums. Some of the pictures within this document were purchased to be exclusively for educational purposes only and are to assist in developing what could/would have been on a chuck wagon going up the trail during the trail drive era.

The Committee spent over six years researching and producing the **ACWA Wagon & Camp Score Sheet** along with this document, **Suggestions and Tips for Wagon Judging and Wagon Owners**. We do not know of any other group that has spent the

time and effort to develop the two documents this Committee has put forth.

In addition to their research, the Committee has looked at wagon judging sheets from multiple events. The goal was to develop a good and detailed score sheet representing what the Committee has found that would represent a historical trail wagon and camp. To assist an event and wagon owners, the Committee is making suggestions based on the research of the members as well as their work in the restoration of chuck wagons and 'real life' experiences of driving a wagon on cross country trail drives.

Much of this is based upon what was seen in the hundreds of photos the Committee members reviewed, read in the many reference books, of what would have been on the majority of the trail wagons. It is true there are examples of a wagon or wagons that had something different, but to simplify things the Committee tried to go with what they felt was on the majority of the wagons. But as Doug Hansen said, "don't say always, or never." Hopefully, these documents will encourage more consistency in judging a chuck wagon or camp.

One of the issues many events have dealt with has been mathematical errors based on decimal and 'rounding' of points. To minimize this, the Committee decided on a grand total of 1500 points rather than 150 total points as seen on various scoring sheets. Having the total points of 1500 is shocking at first glance; however, so many competitive wagons are remarkably close on many of the items, bringing the grand total to 1500 allows the judge to take away a 'whole number' rather than a fraction of a point. Thus, reducing mathematical errors when the judges and/or event volunteers are adding up the final scores.

If an event chooses to use the ACWA score sheet, it will benefit the chuck wagon owners by knowing wherever they compete, they will be judged the same. Also, if someone is restoring a historical period chuck wagon, they can use the scoring sheet to build or repair their wagon to represent what the Committee's research has validated to be historically correct. We hope the events will not lose sight of why the chuck wagon owners do what they do. It is not only about the cooking, but also about presenting to the public an authentic chuck wagon and camp.

The Committee fully understands the difference in setting up a wagon/camp for wagon judging and what is needed the next day for cooking. On the trail, there were no local, city or county health departments' or Fire Marshal's requirements, or the necessity to have the wagon cook for three to four times the number of meals as a wagon would have cooked out on the trail.

The Committee hopes each event will recognize the importance of supporting chuck wagon owners by allowing the judges adequate time to judge the wagon and camp along with time to make any comments concerning point deductions. This support tells the wagon owners you are thankful for the time, effort and monetary investment they

have made to have the most authentic wagon and camp to present to the public and preserve the history of the chuck wagon.

This will be a “living & breathing” that will be reviewed an update as new information becomes available.

Tips on preparing to become a Wagon and Camp Judge.

First if you want to work towards becoming a wagon and camp judge, start doing your homework. Reading this document is a good place to start. Reading the reference books listed at the back, but you will see several of the books the Committee believes to be key in helping you by reading stories by people who went up the trail.

Another area where you can start furthering your knowledge of wagons and their construction is by watching many of the videos from Dave Engels with Engels Coach Shop, Doug Hansen with Hansen Wheel and Wagon Shop, along with David Sneed with Wagons That Won the West. With these three there are over 120 years of knowledge and research.

Dave Engels with Engels Coach Shop in Joliet Montana has many videos of him rebuilding or building from scratch different types of wagons. Watching him do his best to replicate the construction methods by using tools the wagon builders would have used is amazing. Dave’s explanation of the type of wood used in different parts of the wagon is very helpful along with what hardware would have been used will assist in determining how close to accurate a wagon is by the material and hardware used.

Doug Hansen with Hansen Wheel and Wagon Shop in Letcher South Dakota has many videos of the many different wagons and coaches they have restored or built. Once again Doug discusses many of the things that will assist you in determining the accuracy of how close a wagon is to based upon the items used in its construction.

David Sneed with Wheels That Won the West has great articles describing what he has found in his years of research. David is knowledgeable in his patent research, which helps establish when many different things were patented and became available.

As said earlier in this document, various estimates say there were approximately 20 million head of cattle driven up the various cattle trails. Most trail drives consisted of 1,500 – 3,500 head. In the *Trail Drivers of Texas* one of the stories talks of them gathering 3,000 head, splitting them into four groups of 750 head and driving them to Kansas. Another wrote about taking a herd of 1,000 head from Williamson County Texas to Baxter Springs Kansas. Another tells of rounding up 10,000 head, splitting them into two herds of 5,000 and going north. In several of the reference books you will see crew sizes from 8-10 men up to 35, one with a cook, 25 men, six head of horses per man and two wagons, the

extra wagon to carry water, wood and bed rolls. Based upon these numbers you can see there was a possibility of 6,000 –13,000 different trail drives with each being a little different. So, it makes it hard to say this is the way it was, so the Historical Committee decided they would base the **ACWA Wagon & Camp Score Sheet** on what they felt would have represented the majority of what was seen in pictures and the research. Again, this Committee has said from the beginning that we would not be able to find everything.

Some of the chuck wagons did make a return trip back to Texas to make another trail drive. In *The Trail Drivers of Texas*, cook Link Norwood returned with his chuck wagon with four mules from Deadwood South Dakota to Eagle Pass Texas in fifty-nine days.

The chuck wagon would have been individually designed to suit the cook and would have been built/equipped with resources and items available to them during the trail drive era. So, you can see how this resulted in variations of chuck wagon designs which could have gone up the trail and why you see many variations at chuck wagon gatherings or competitions. There was not a 'one size that fits all' design, so keep this in mind when judging the wagons and camps.

In addition, the Committee hopes to provide anyone wanting to judge at a competitive chuck wagon event, the documentation and research to learn about the era, the construction materials available as well as other items that would have been available or how camps were set up before they commit to being an event's judge. Again, to further your knowledge look at some of the resources listed at the back of this document.

Wagons should be original or a correct reproduction using period materials (no plywood or composite materials). The wagon should be sound, trail worthy, drivable, and have no dry rot or major cracks affecting the integrity of the wagon. You need to determine if you hooked up a team to the wagon, loaded all the equipment/gear in the camp, along with provisions do you think it would make it up the trail.

Hardware should be original or hand forged reproductions, Understand the difference between carriage bolts during the trail drive era versus the ones made today. Slot head screws, square nuts, and rivets would have been used for fasteners.

Arc welds, stainless steel, chrome plated fasteners or Philips screws were not period. It would be impossible to cover all the individual preferences in one discussion. The chuck wagons were, almost without exception, an individual's vehicle.

Basically, each cook built their wagon and chuck box from what was available and to suit the cook's and cowboys' needs.

While judging wagons, keep in mind virtually any feature that could have been found on a chuck wagon 100+ years ago. The determining factors should be durability, workmanship, usefulness, and the ability to perform as intended. A trail drive camp could be over one hundred miles from the nearest town, road, or railway so the outfit had to be self-sufficient, dependable and mobile.

A good understanding of the following basics will assist you in judging more effectively when using the **ACWA Wagon and Camp Score Sheet**. To become better as a wagon judge, you should continue to read, study, and research and ask questions as you can never gain too much information or knowledge.

Things to ponder when judging. Does it look like all items will fit into the wagon box and/or pan boot? If not, they have too much equipment. The most overlooked thing which is not considered when someone says it will all fit into the wagon, but where are you going to put your provisions? Remember they had to haul supplies, bulk food items and bedrolls. You're looking for trail authenticity not an antique store. Cooks could not or would not tolerate useless and ineffective objects in camp. When a wagon has way too much stuff displayed it gets to the point where the camp is getting away from an accurate representation of an authentic trail wagon camp, or simply put, they are polluting history.

Another area in question is whether there were women in some of the camps. In the book "A Texas Cowboy's Journal, Up the Trail to Kansas in 1868" by Jack Bailey, his daily journal of life on the trail contained references to the women fixing meals, washing and other activities many times throughout his journal.

The book Texas Women on the Cattle Trails, by Sara R. Massey, tells the stories of sixteen women who drove cattle up the trail from Texas during the last half of the nineteenth century. Some were young; some were old (over thirty). Some took to the trails by choice, others, out of necessity. Some went along to look at the stars; others to work the cattle. Some made money and built ranching empires while others went broke and lived hard, even desperate lives. Like the cowboys on the cattle drive, the women faced dust, heat, thirst and exhaustion, rustlers, Indians, stampedes and prairie fires. Drawing heavily on the accounts of the women themselves, the authors vividly illustrate the complexity and diversity of the women's experiences on the cattle trails. Their stories of cattle drives and moving cattle to distant pastures add an important chapter to the story of life in the real Old West.

In The Trail Drivers of Texas Mrs. Amanda Burks talks about accompanying her husband Mr. W.F. Burks by driving a buggy drawn by two good brown ponies on a trail drive in April 1871 beginning in Nueces County Texas to Kansas.

It has been said there was a tradition of tying a white dish rag to the wagon fly so the cowboys would 'mind their manners' by knowing there was a woman in camp. The

Committee has not found any documentation to support this, but it does make for an interesting item to get a conversation started between the wagon crew and the public about the history of the chuck wagon and cattle drive era.

Also going to one Wagon Judging Clinic does not make one a competent wagon judge. It takes time, even years of research, reading books, reading articles published by those who have spent a lifetime researching and working on wagons to become a competent wagon judge. That would be like a person watching an NFL Football game and saying they are now qualified to be an NFL Referee!

At the end of this document, you will find a list of some of the references used by the Historical Committee in defining, developing, and writing this document and the **ACWA Wagon & Camp Score Sheet**.

The best way for any one whether it is an event coordinator, wagon judge coordinator, or a wagon judge, to expand their knowledge is by diving into the many books we have listed. Of course, we could not list every book or site the Committee members have reviewed as it would greatly increase the size of this document.

Also, sometimes, you will find you can read hundreds of pages about the trail drive and may/may not see a single reference to the chuck wagon because we feel they looked at the chuck wagon as just another tool used on the cattle drive.

Suggestions and Tips for Judging

Once again before committing to being a judge, do your homework! Familiarize yourself with the components of a chuck wagon and camp. As David Sneed said, can you name the parts of a wagon using the proper name for each part/component? Doug Hansen with Hansen Wheel and Wagon Shop, who has 45 years' experience of researching, rebuilding, restoring, and building wagons, freight wagons, and stagecoaches stated he "has learned don't say they never would have done that, or they always did that." Remember each chuck wagon was designed/built by the chuck wagon cook for their use with the materials they had available for the trail they were fixing to go on during that time of the year.

There are some judges in the past that will ask what year you are representing. It was discussed that to pick a year that would apply to all wagons, then you would have to pick a trail, how far up the trail are they and how far they are going. There are already enough issues without creating this problem.

Before the event obtain a copy of the **ACWA Wagon & Camp Score Sheet** that will be used so you will understand what you will be looking for at each wagon/camp. The layout of the score sheet is intended to help the judge to be competent and

efficient in performing their task. The score sheet is not and should not be used as an inventory check list. The specific items listed on a score sheet are to lead the judges in performing their duties. The judging process relies heavily on the knowledge of the judges. *A judge must be able to make decisions about the items they are judging concerning its durability, soundness, useability, along with being time period correct.*

Chuck wagon judges should be more than ‘inventory takers’ and should be equipped to provide each chuck wagon the best “judging” efforts to recognize the hard work each owner has put into their wagon to have it be as authentic as possible as well as reward them for the monetary investment they have in their chuck wagon.

Here are some supplies you might want to bring along if you are judging: 1) a clipboard to hold your papers and to write on; 2) a couple of pens or pencils (with a sharpener); 3) some way to add up your scores, either using a calculator (preferably with a tape) or a cell phone application.

There should be a meeting with the wagon judge coordinator and the judges before starting judging wagons and camps. The judging coordinator can discuss any special things that might apply. For example, Fire Marshals requirement for fire boxes, possibly having to check propane tanks, lines and fittings if using propane for heating dish washing water. These items may be set up in the camp so they can be inspected by the Fire Marshal. Another good idea is to discuss scoring, so all judges are on the same page concerning a starting point for scoring. Helps with more uniformity in scoring.

The biggest problem an event can cause is rushing the judges. First, if rushed they do not have time to accurately judge the wagons and camps. Another area is not giving the judges time to go through the score sheet to make sure all numbers are readable. So when the judges finish there needs to be a “quite place” for the judges to sit down and go over their score sheets to ensure they haven’t missed anything. They will need a calculator with a tape printout to add up their scores. Each judge is responsible for making sure their score sheet is complete and correct. Add the numbers as many times as needed to get the same consistent totals. This will help make sure nothing has been missed, and the scores are readable so when they are turned into the event for tabulated the chance of mistakes from the judges has been greatly reduced, if not eliminated. The Wagon judging coordinator should have decided what would be used to break any ties. A good tie breaker example would be to use the score of whichever wagon had the highest score on coffee grinder, or highest score on harness. If still tied the coordinator will flip a coin.

You can guarantee the wagon owners will ask for a copy of the scores and will check your addition. Also, it is important that the event has someone to check and double check the addition as well because there is nothing worse than awarding a plaque, belt

buckle(s) and a check to a wagon owner to find out there was a mathematical error made and having to retract the winnings. There are numerous events who can testify it is not fun! Slow down, do it right!

As you start judging the wagons and camps, do not set your score too high or too low, as you may get to a worse/better wagon/camp and get trapped, so leave yourself some 'wiggle room'.

When you are ready to enter the camp, ask the cook for permission to enter the camp (remember you are a guest in their camp). Introduce yourself, exchange information about yourself with the crew you are judging. If you have a little time, ask any questions about the wagon and camp that come to mind. You are testing their knowledge well as evaluating their hospitality. Do not mark off if the crew is talking to the public when you first walk up and do not meet you immediately. They should end their conversation as soon as they realize you are there and come to greet you. *The wagons' interaction with the public is an important part of any event.*

Before you count off on any item(s) you do not see, ask the cook because you may have overlooked it. Before leaving the camp, ask any questions of the crew that come to mind. As you step out from under the fly, make one final observation of the necessities, any excess, and complete the scoring of the wagon and camp. Make notes for the wagon so they will understand why you deducted points. Check the score sheet for any items you may have missed giving a score. Make sure to thank them for their hospitality.

Important information for Events, Wagon Judging Coordinators, and Wagon Judges

Below are some things that wagon owners have brought up during the past ACWA Annual Meetings where we have discussed the findings and the recommendations of the Historical Committee concerning Wagon Judging.

*First as the organizer of the event, or the Wagon Judge Coordinator, you need to get good qualified wagon judges who have spent time ahead of the event going over the **ACWA Wagon & Camp Score Sheet** so they will have an idea before the event what they will be looking for. If the event is using the **ACWA Wagon & Camp Score Sheet** then they should review it when serving as a Wagon Judge if you deduct a significant portion of the points allowed for a particular item/category, to be fair to the wagon owner you need to explain under comments why the points were deducted.*

Wagon Judges should write a brief explanation stating why they made the deduction. Otherwise, the wagon owner has no idea what changes or corrections they need to make to improve the quality or the authenticity of their wagon.

The main reason a wagon judge(s) may not make comments is because they were not

given enough time to adequately judge the wagon or camp. If the judges are rushed it may not allow time to do a fair job of judging the wagon nor to make comments on why points were deducted. No comments may leave the wagon owner(s) confused along with being frustrated as to why points were deducted.

Also to help the wagon owners, the event should provide the owners with a copy of their wagon's judging score sheet. Again, to allow the wagon owners to see what/why deductions were made so they will have the chance to make corrections or changes for future events. Of course, this would only be helpful if the Wagon Judge made comments to support the point deductions.

When judging wagons and camps, you will meet some of the nicest people in the world that are very passionate about what they are doing and remember we are all in this to preserve this valuable part of history.

We all need to do our part to preserve this part of history, we need to ensure we don't pollute it.

Closing comments

The **ACWA Wagon & Camp Score Sheet** is divided into four sections:

Section 1. Vintage wagon or accurate reproduction that is sound and drivable. Maximum 400 points

Section 2. Period-style Chuck Box Maximum. 350 points

Section 3 Camp. Maximum 400 Points

Section 4 Required Accessories. Maximum 350 Points

If you look at the points for each line item, the number of points reflects what the Committee felt would be the importance of that line item.

Section 1, with a doubt, is the most important Section as it deals with the wagon construction along with the harness. Without a good solid wagon, running gear, wheels, along with a good solid harness for the team, the other three sections are immaterial. You must have a good solid wagon and harness to be able to get everything else up the trail.

To be a competent wagon judge it is a must that you know your wagon, how to look at it and determine its structural solidness. Can YOU name all the parts of a wagon along with the harness. What is YOUR knowledge concerning time period correctness of the items on the wagon and in the camp? Hard to judge something if YOU'RE not knowledgeable!

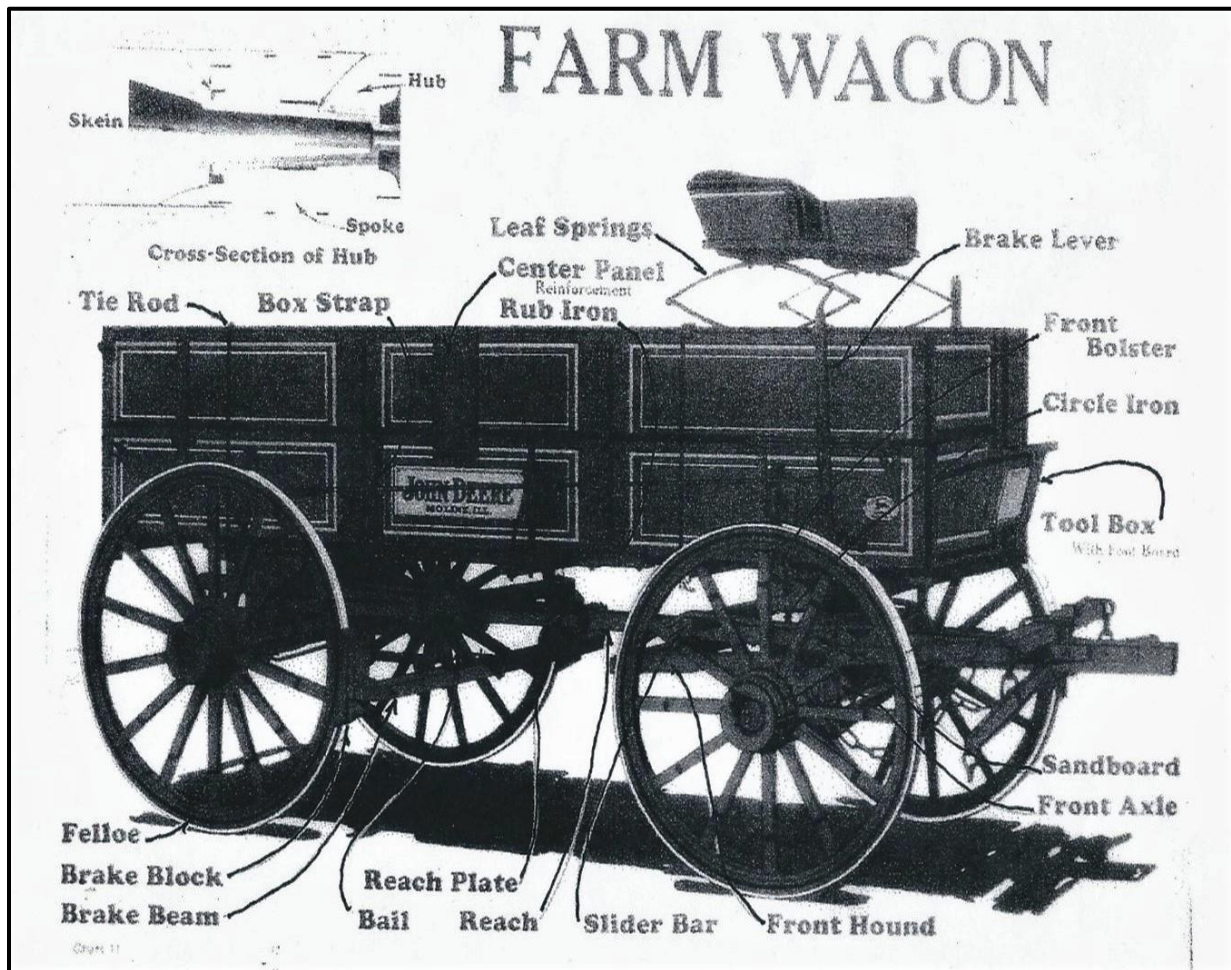
ACWA Wagon and Camp Score Sheet

Section 1. Vintage wagon or accurate reproduction that is sound and drivable Maximum 400 points.

a) Wagon box (80 pts)

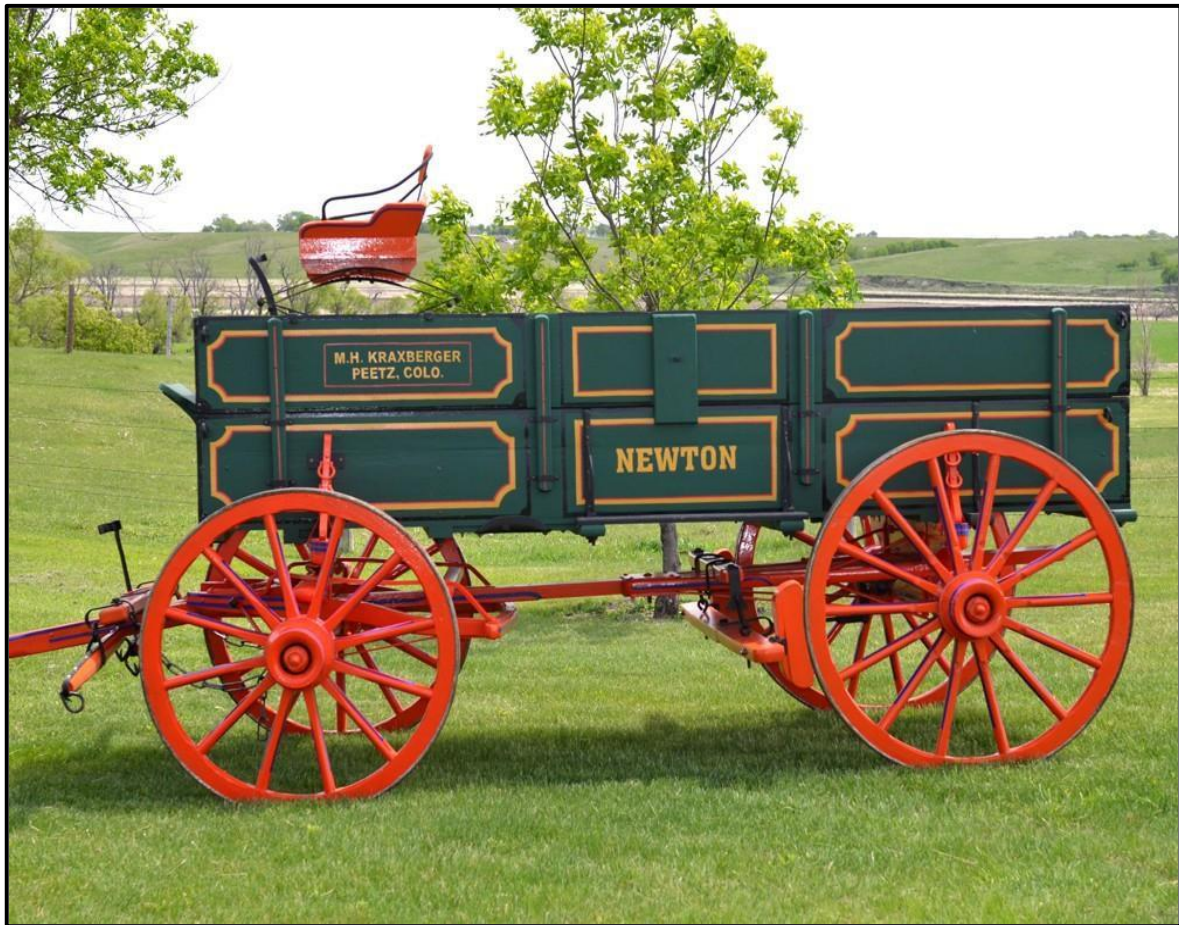
Minimum of 2 sideboards with sound floor *No non-forged hexnuts, no Phillips screws, no dry rot, or loose fittings.*

Wagon box may be painted or unpainted, must be made from lumber (no plywood or composite materials). Side of the wagon box to be a minimum of two boards high. The floor should be tongue and groove 4" or 6" boards. Rivets, carriage head bolts with square nuts, square head nails should get more points than roundhead nails, and screws should be slot head screws. There should be no plated bolts, hex head bolts, hex nuts, or Philips head screws.



b) Wheels, running gear, axles, bolsters, reach (100 pts)

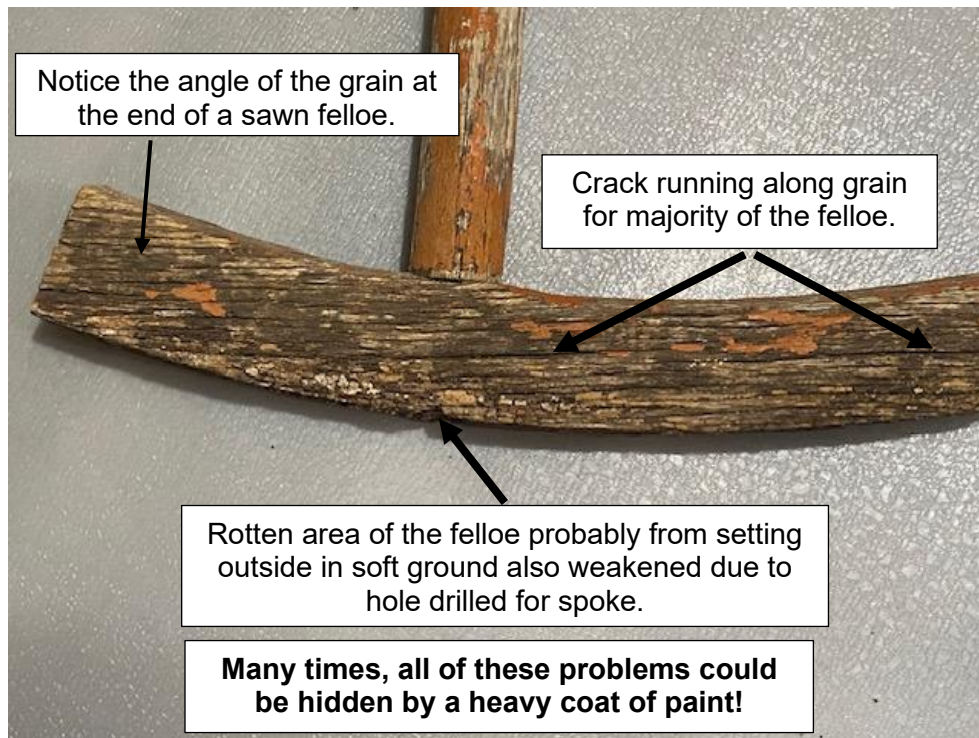
Should be no more than 3/8"-1/2" slack in hubs, fit of the metal tire, condition of felloes, spokes, hubs, are the wheels clean, greased and do they have a wheel wrench that fits. Things to look at are the felloes, spokes, hubs, nuts, tires, wheel wrench, wheel side play, and hub greased.



There are some who say every wagon that went up the trail had narrow or what is referred to as "butcher knife" tires/wheels. To help you read the reproduction wagon manufactures catalogs and look at tire size versus carrying capacity. You need to consider is does the metal tire fit tightly onto the felloes, no "air gaps" between felloes and the metal tire.

If the wheels have a heavy coat of paint, you may want to look a little closer at the condition of the felloes and spokes. As one of our Committee members who restores wagons pointed out, heavy paint is used many times to try and cover problems with the wheels.

When looking to see if the metal tire fits tightly, look close at the felloe especially if they are the sawn type, look at the ends may have a part loose or missing due to the grain of the wood. It is suggested if questioning the wheel, use a pocketknife or heavy ring to tap on the spokes and felloes to “listen” for solidness. Check to see all parts of the wheel fit well and tight as loose wheels keep the wagon from being in a drivable condition.



Check the wheel wrench to see if it fits the wheel nuts, it is no good if it doesn't fit! You might ask if they know which way the wheel nuts turn, remember they tighten when going forward so the right and left side differ.

Test wheels for side play, there should be a little ($\frac{3}{8}$ " - $\frac{1}{2}$ "), and you should hear if there is grease in the hub. Check to see all the parts are good and solid, with no rot in the axles, axle-clips, bolsters, reach, fifth wheel, tie rods and fit of tongue into the fifth wheel hounds. Judges need to understand the importance of the tongue fitting tightly into the fifth wheel hounds.

The condition of the running gear is key to the wagon being trail worthy. A loose fit or rotten wood and something is going to break.

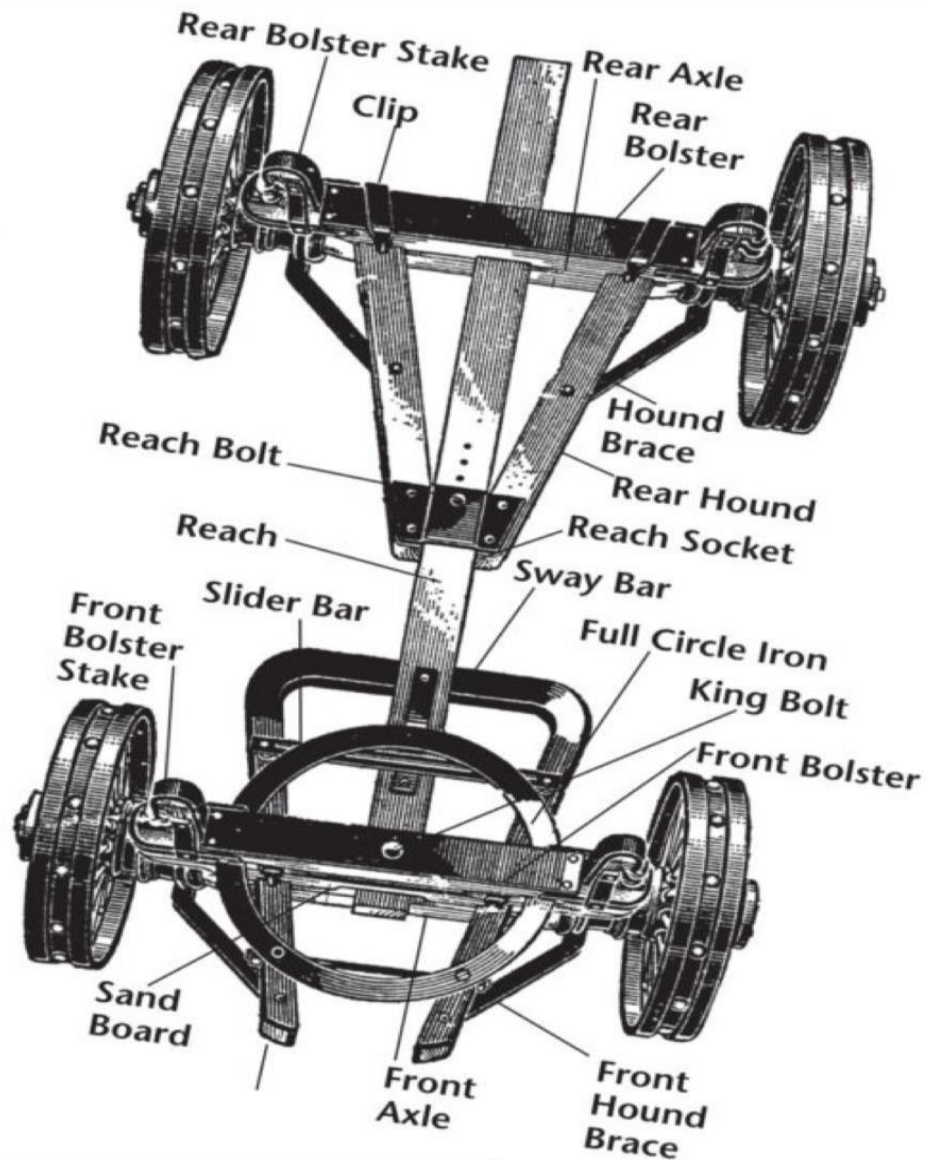
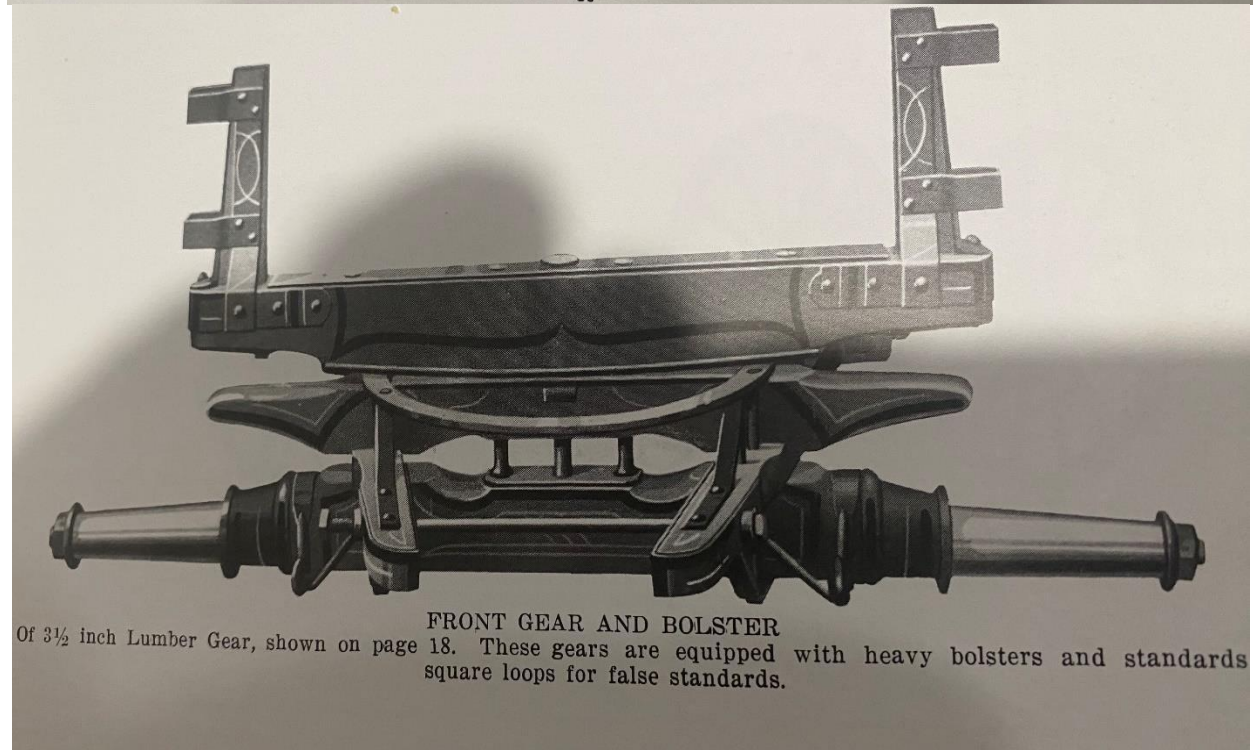
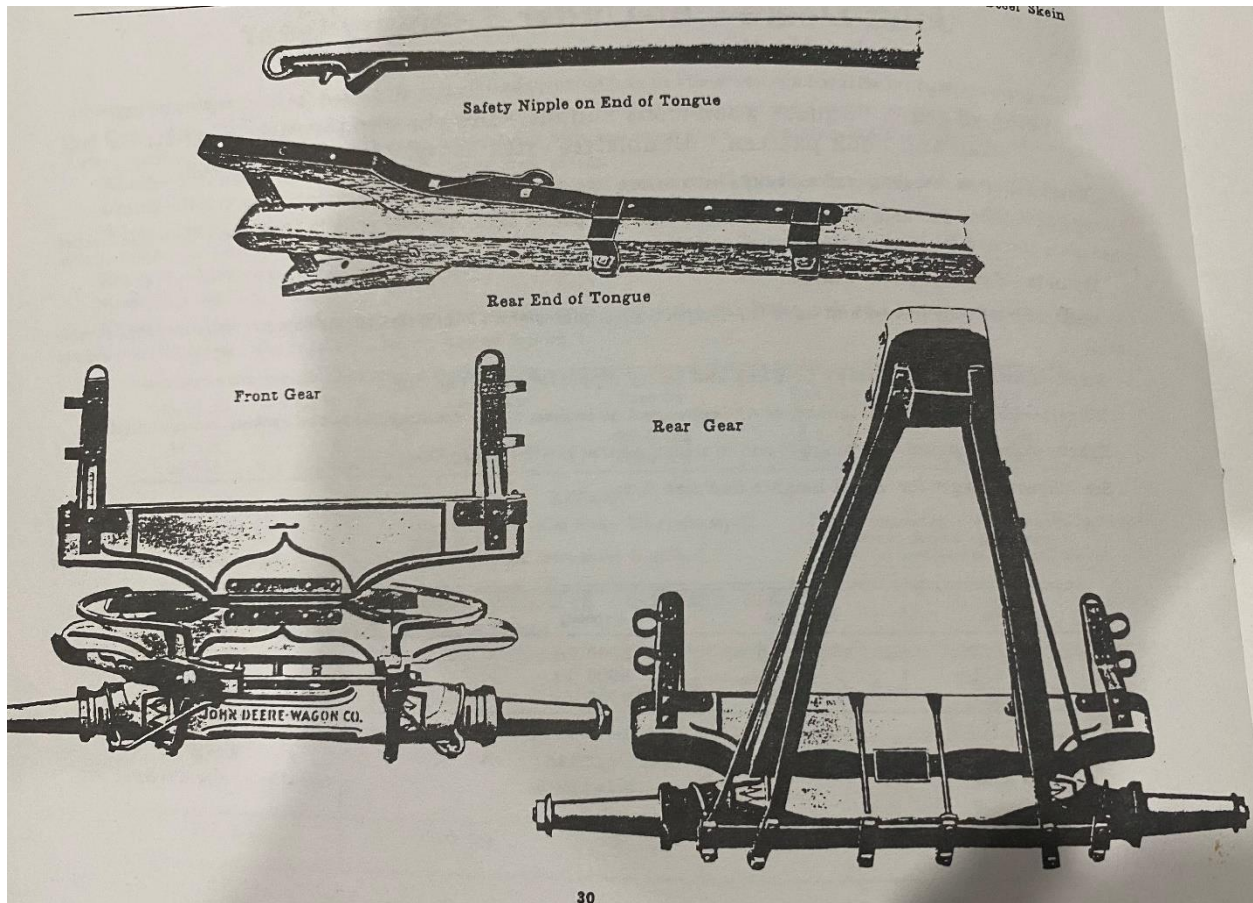
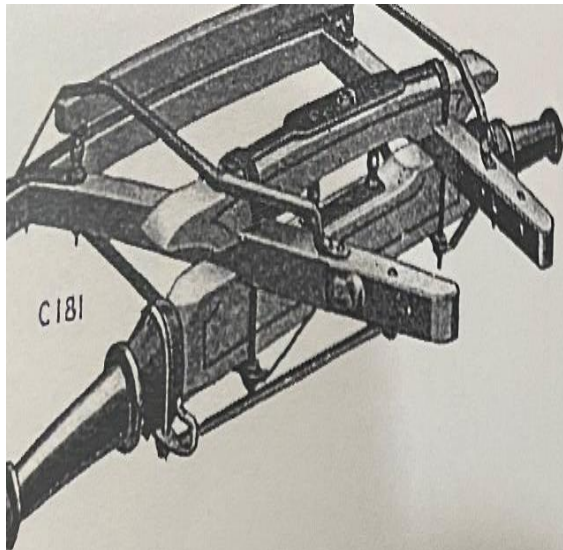


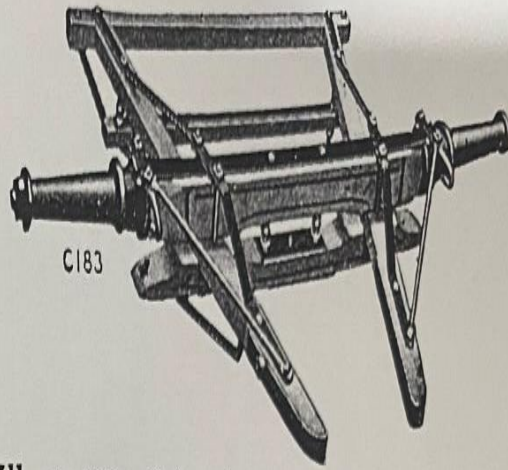
Image courtesy of Sam Moore

Top view of a steel-wheel wagon gear showing how the front and rear gears are joined by the reach.

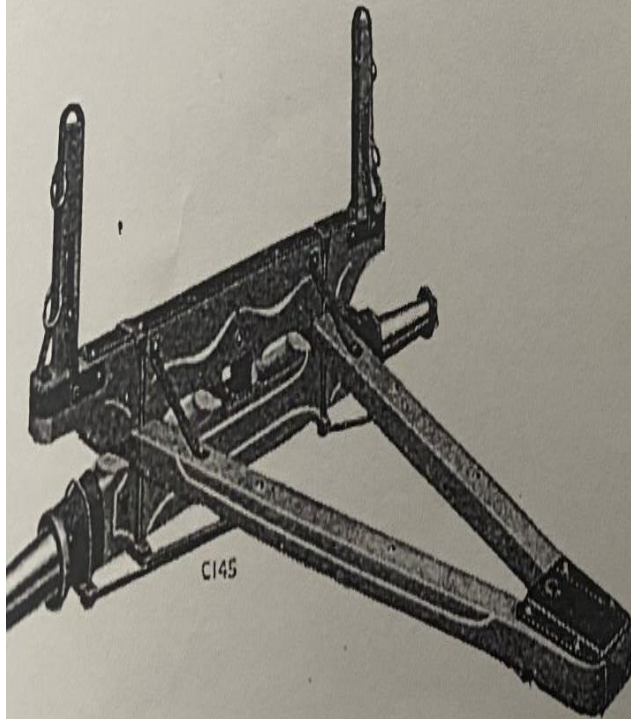




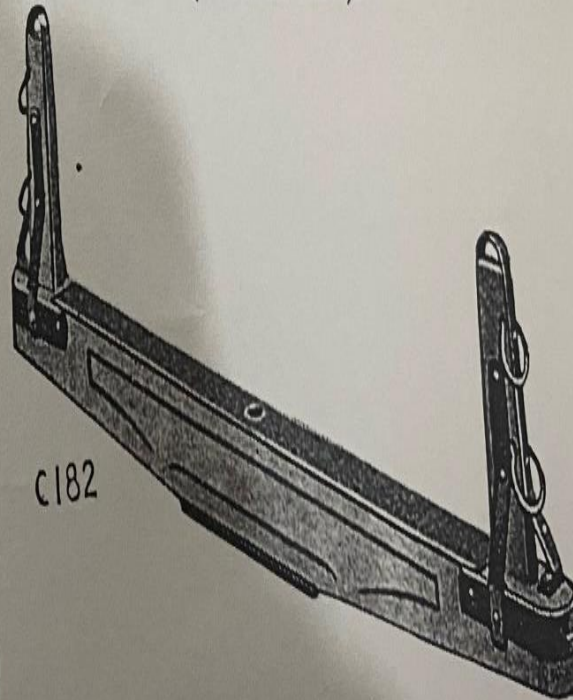
Illust. 158—Columbus drop tongue front gear (top view).



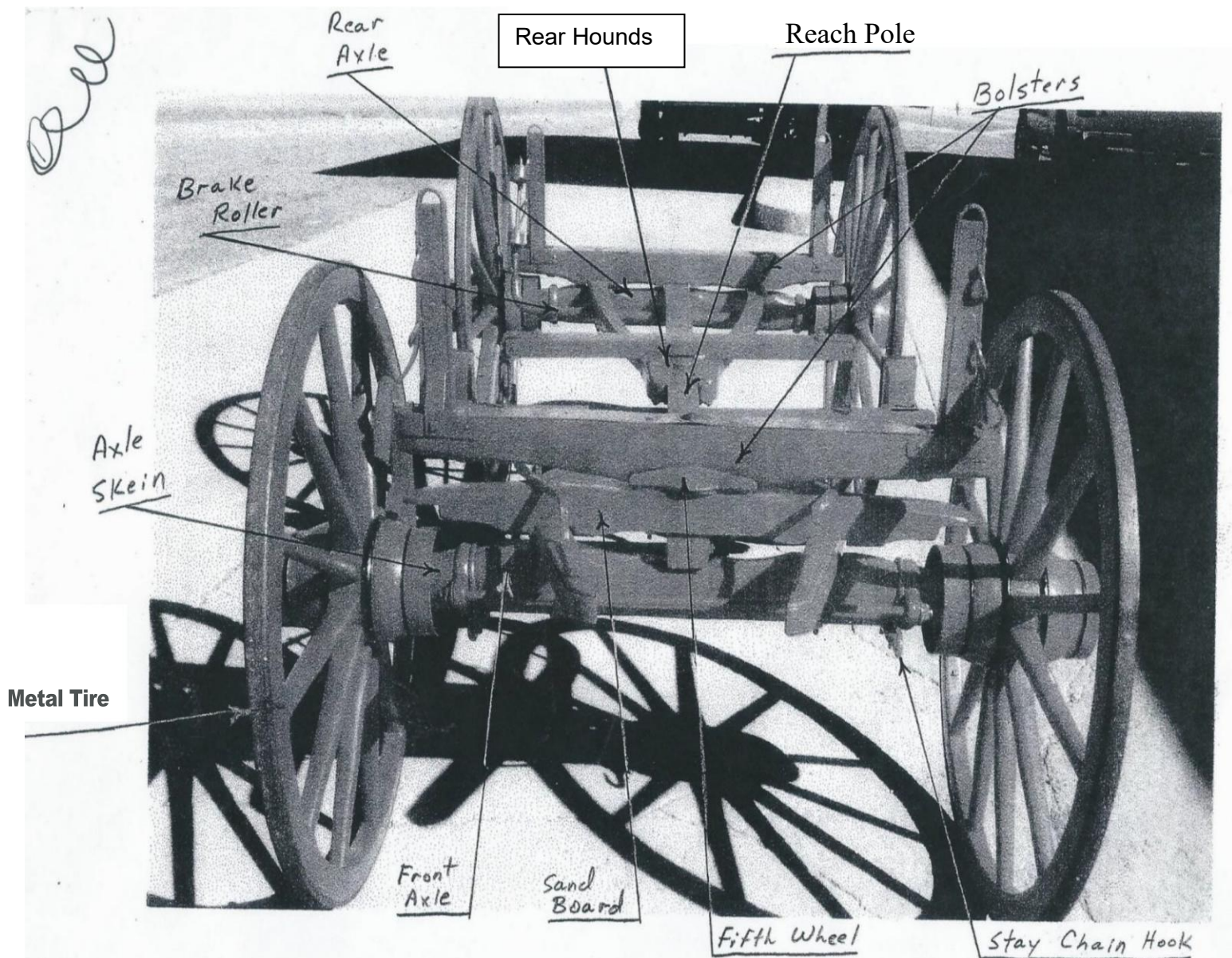
Illust. 159—Columbus drop tongue front gear (bottom view).



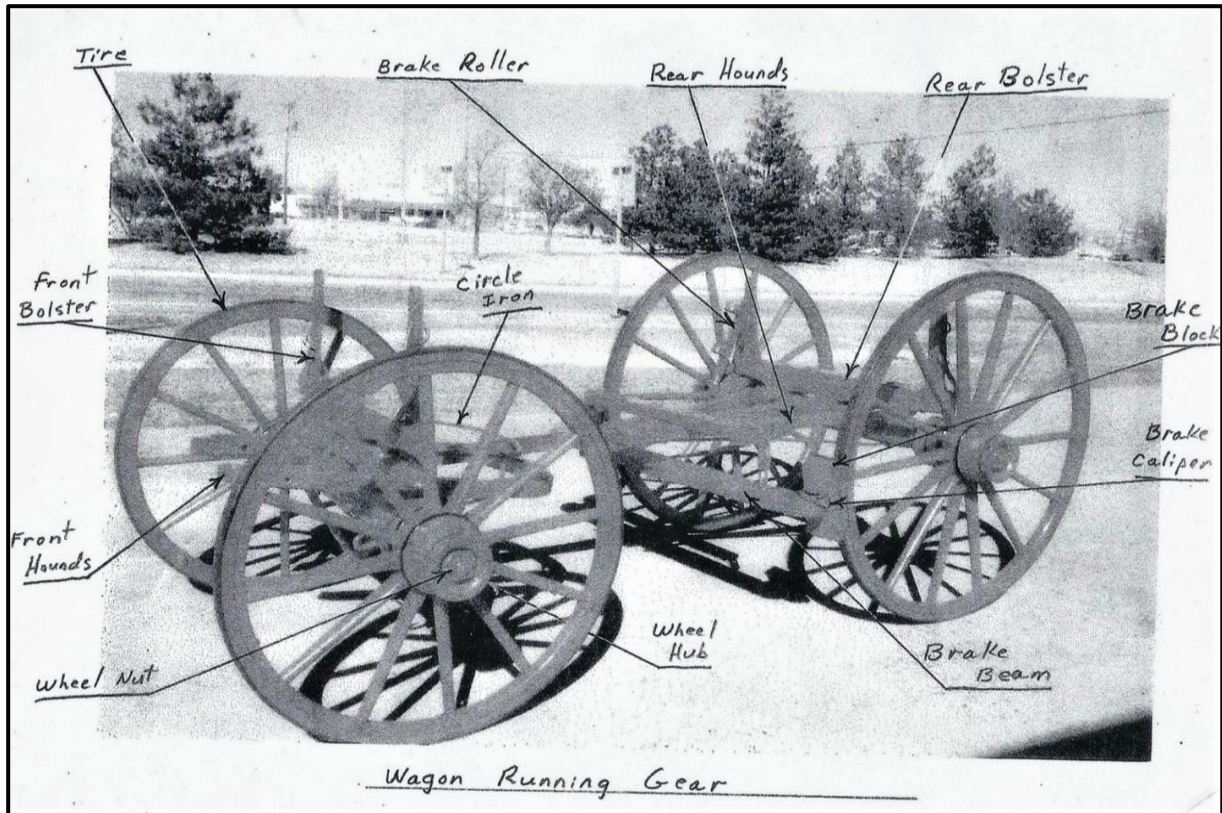
Illust 160—Columbus rear gear.

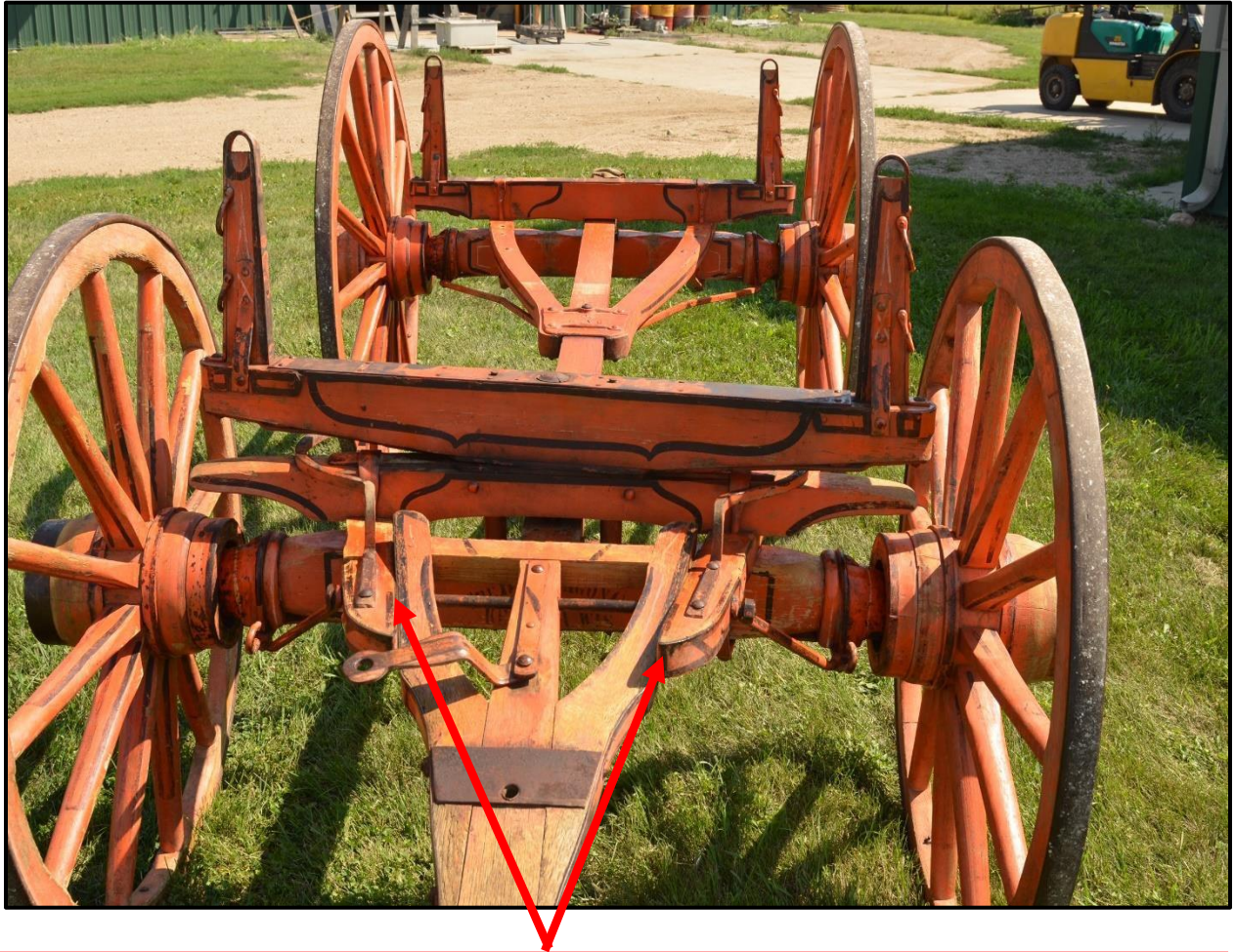


Illust 161—Columbus front bolster.

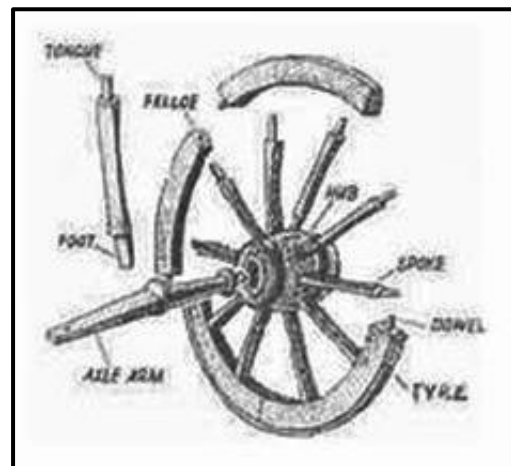
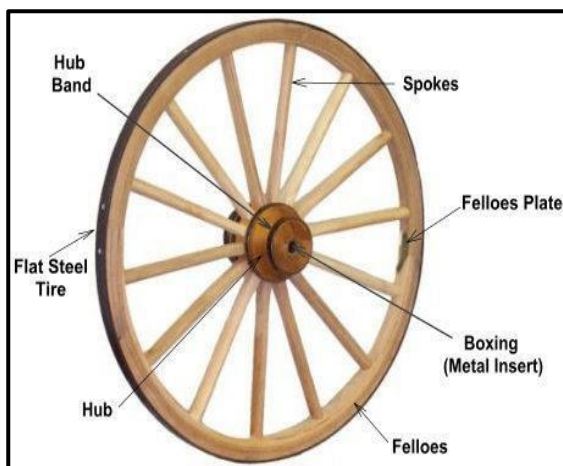


Running Gear from Front





Notice the tight fit of the sides of the tongue into the hounds in the picture above.



c) Brakes (40 pts)

Brake handle reachable by driver, release/lock test, Brake Blocks that fit (no rubber/synthetic pads), Brake Beam, Hangers, Tumbling Rods.

How can you ensure the brakes are operational unless you ask the wagon owner if they feel comfortable releasing the brakes. Do this only after ensuring the wagon will not move. Now you can check to see if the brakes are operational, proper adjustment and the brake blocks fit. This is a good time to check the rear wheels for side play and to see if they have grease. Have the owner reset the brakes. Next check the brake handle, ratchet, brake rod, brake beam and brake blocks (no rubber or synthetic pads).

Notice in the picture below how the brake block fits the radius of the wheel giving the most contact area between wheel and brake block. Some may have a piece of leather on the brake block. Common sense says once it got wet the friction between wheel and brake block would have been reduced, affecting how well the brakes worked. Would have stayed on going up the trail.



d) Spring seat (20 pts)

Pictured below are two types you might see on a chuck wagon. Does it look in good enough condition to support a person riding in it?



e) Covering (40 pts)

Wooden bows (3-4)

Bow clips riveted, canvas wagon sheet that fits entire wagon, ropes & ties of natural fiber - a canvas wagon sheet (that fits the wagon), at least three to four wooden wagon bows.

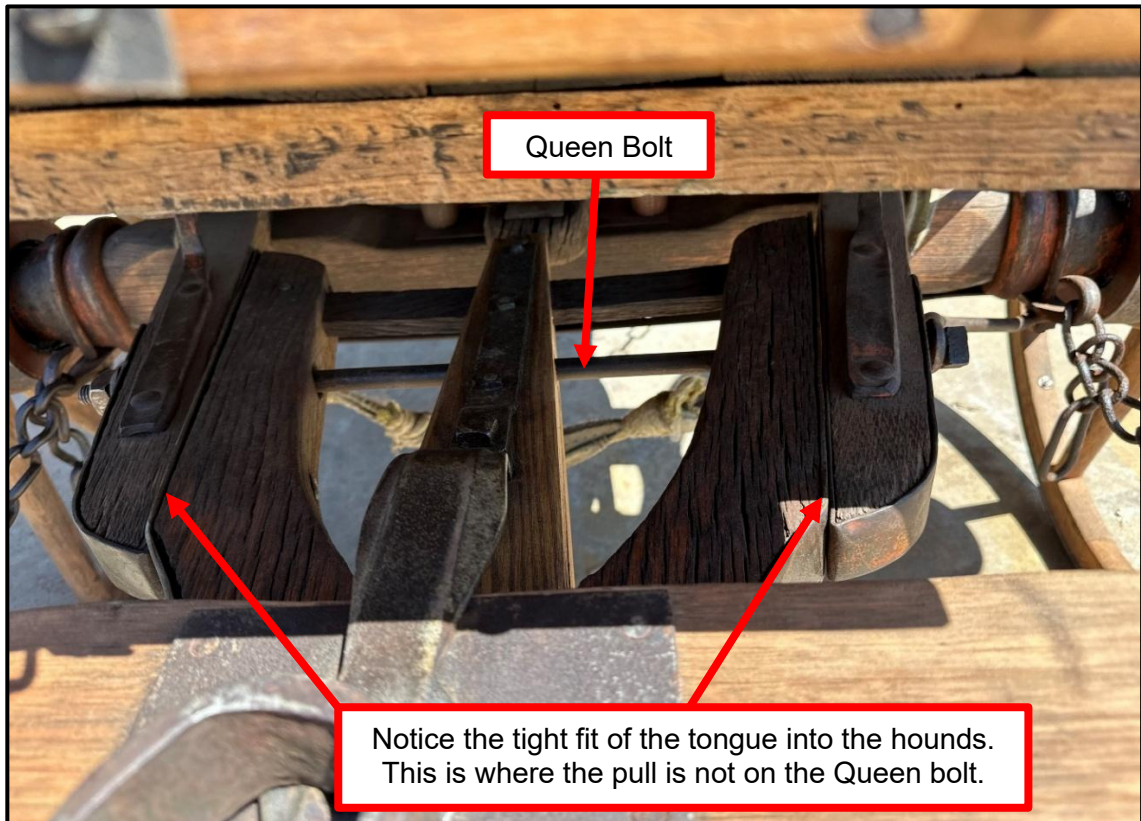


If the wagon sheet is wrapped around one of the bows as in the picture it will make it will be hard to determine if it is large enough to cover the wagon along with the condition it is in. There has been some discussion about the accessibility of a wagon sheet that is wrapped around a wagon bow in case of a sudden thunderstorm. That could become an interesting discussion between a wagon judge and the wagon owner.

Some may have their wagon sheet folded and laying on the wagon seat or at another location within the wagon box. As a judge, if you don't see something, ask the wagon owner before deducting points.

f) Hitch Equipment (60 pts)

Look to see if the tongue is complete with no dry rot, breaks, or rolled steel patches. Importantly if a drop tongue, does the tongue fit the hounds tightly as shown in the picture below as this is where the pull is, not on the Queen bolt.

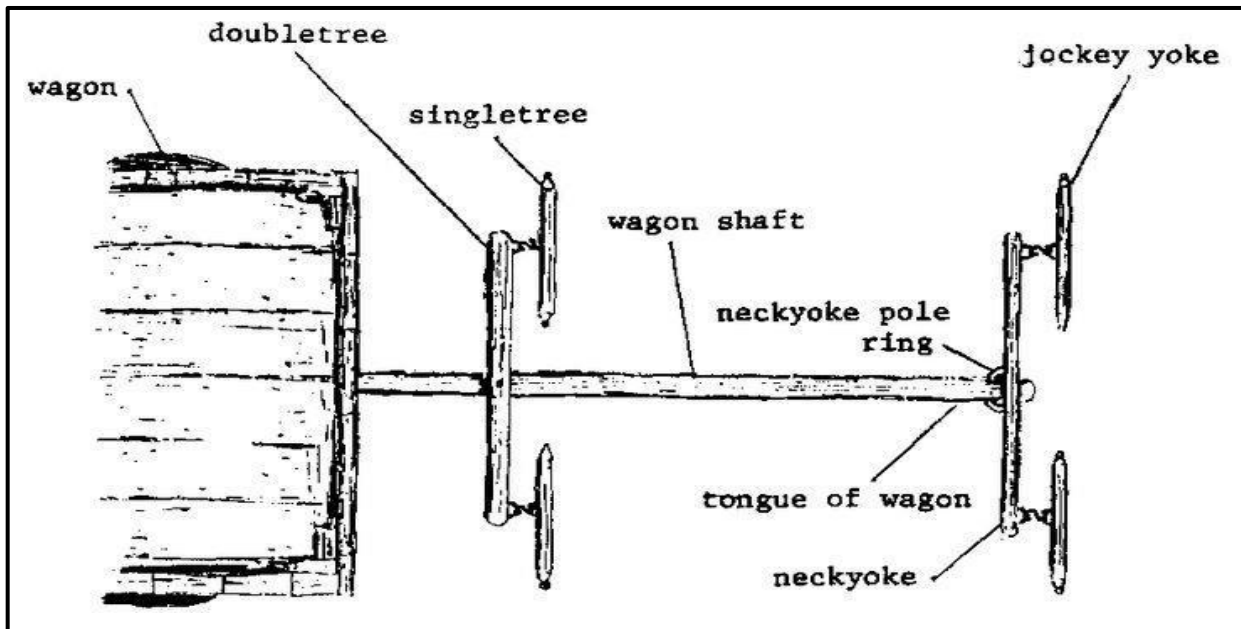


Drop Tongue



Slip or Stiff Tongue

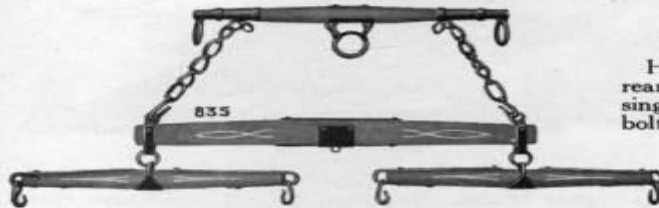
Tongue Cap w/neck yoke or tongue chains w/wooden spreader bar, wood double & single tree (no steel), hitch pin or wagon wheel wrench, stay chains of proper length and non-welded. Complete wooden tongue assembly (preferably "drop type"), with tongue cap, neck yoke, or tongue chains, double tree and single trees, wheel wrench that fits the wagons wheels nuts and stay chains.



Pictures of some different Doubletrees and Singletrees



Weber Wagon Parts



Illust. 105—Weber trees, yoke and stay chains which are supplied regularly. Well ironed and constructed to stand up under the heaviest farm use.

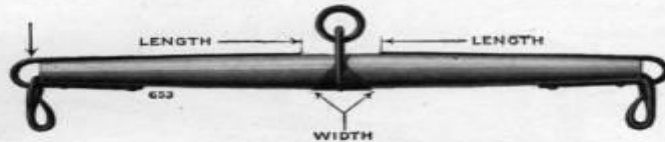


Illust. 108—Weber doubletree.

High grade hickory with steel plates in front, rear, on top and bottom to protect against wear of singletrees, hammer strap and pole iron. Draw bolt in front to utilize full strength of wood.



Illust. 106—Weber Jersey trees can be supplied in place of the regular type shown above without additional charge or can be purchased extra if desired.

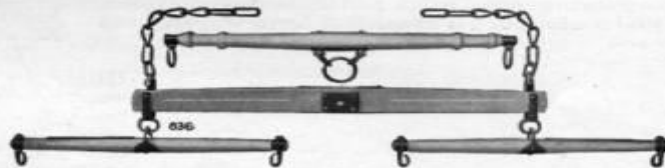


Illust. 109—Weber Singletrees

Singletrees are of "A" grade hickory of ample size, and heavily ironed. Heavy strap ends to prevent catching on obstructions. Rear strap near center to give protection against wear of tire. Reversible when worn.



Illust. 107—Weber teaming trees as furnished for teaming, hauling and oil field gears.



Illust. 110—Columbus trees, yoke and stay chains as furnished regularly on Columbus farm wagons.



Illust. 111—Weber four-burro hitch for use with regular wagon tongue.

g) Harness (50 pts)

Wagon should display a complete set that is soft/supple with no broken stitching, no cracks or splits, Bridles, traces & lines, collars & hames, breast strap, hip & back straps.

To understand how important the harness is with all its parts along with the condition the parts are in, you have to remember, without the harness the wagon goes nowhere.

The harness should contain a set of breeching harnesses and include the following: collars, bridles and lines, hames & traces, breast strap, hip & back straps and belly band. It may show signs of usage such as sweat stains and common wear or rub areas. It might be new but should be constructed of material that was available during the trail drive era along with looking like what was available during the trail drive era. Hames should fit collars.

A four-up team would have been standard for pulling a wagon as heavy as a chuck wagon. However, a team harness (2 horses or 2 mules) is the maximum requirement for judging.

This being the case, it would be most appropriate if the harness on display is the harness of the "wheel team" meaning the set of horses or mules closest to the front of the wagon. Harness, like all other items necessary to accurately portray the era of the great cattle drives, has historical specifications as to when certain improvements or changes may have come into play. Parts of a harness such as hollow steel hames or combination breast strap snaps have specific patent dates succeeding that of the trail drive era.

The harness is one item that many times you may find it all bunched up, so it makes it hard to see if the necessary items/parts are there. One person said if the harness is bunched up they are probably missing something and hoping you will not dig through the harness to see if it is all there.

Most of the time the harness is spread out on the wagon tongue. There are a few judges that say they would never have spread it out on the wagon tongue and let it touch the ground. But if you look at most of the pictures of wagons and camps you will find the harness spread out on the tongue, even many pictures show it covered with a canvas tarp to protect it from the possibility of rain.

One part of the harness you will find missing many times are the lines from the animals to the driver. We don't think they used wireless to communicate between the driver and the team during the trail drives.

Most modern types of heal or trace chains are mechanically welded and not appropriately compliant. The most accurate style harness for the period preceding 1900

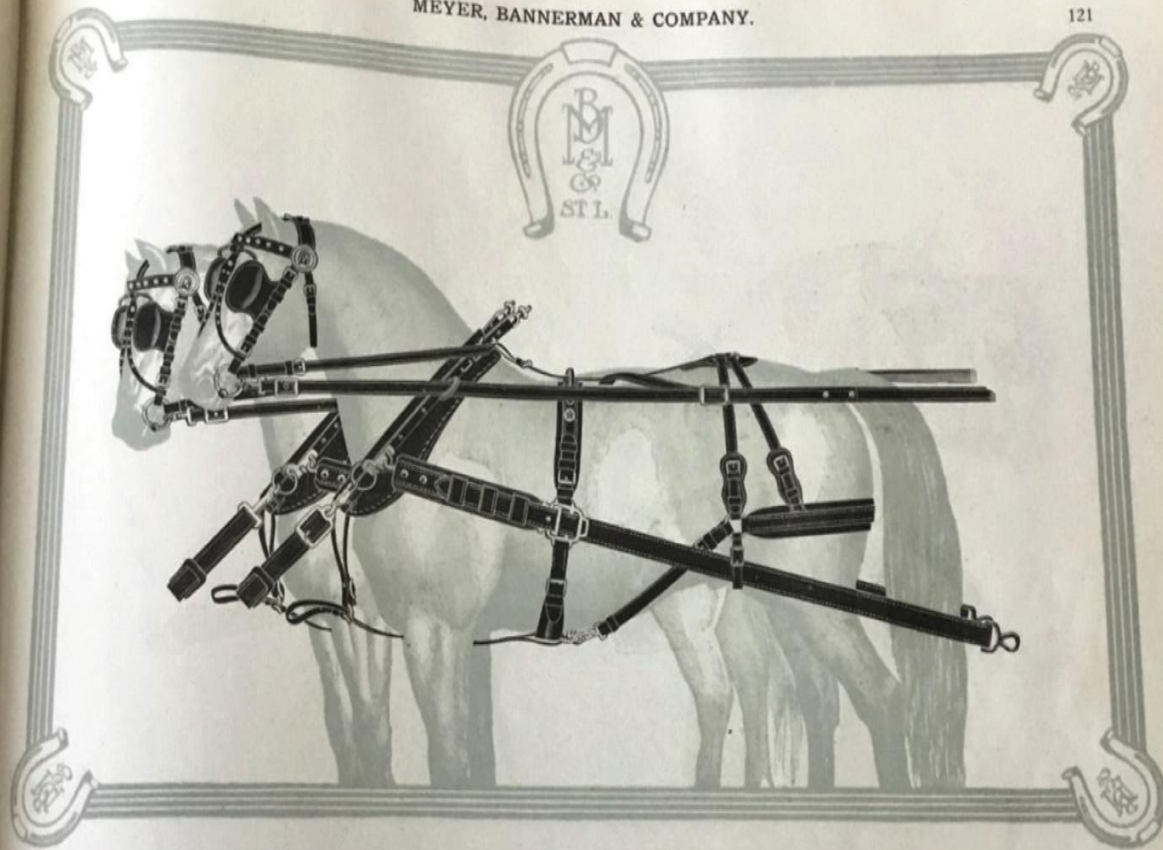
used for pulling a wagon would have a pole strap with a loop that slides onto the neck yoke. This is the reason why there is a section close to the end of basically every neck yoke with ribs on either side. Those ribs are there to help contain the pole strap loop and help keep the loop from sliding side to side or becoming out of position. The breast strap is then fed through the ring at the end of the neck yoke and buckled to a ring on the hames. Rather than adjusting the length of the trace with heal chains, trace length was adjusted using a buckle near the horse's shoulder referred to as an adjustable hame tug.

The connection between the trace and the single tree was done using a particular type of hardware known as a "cockeye". At that time, harness could be ordered with toggles rather than cockeyes as some vehicles such as stagecoaches were made to accept a toggle connection. It should also be noted that all early harnesses have hip straps running from a metal ring on the top of the animal's rump to the breeching band. The hip straps are adjusted using an up-tug buckle.

There is much debate about when the Conway buckle became widely used. Nevertheless, there are no Conway buckles appearing in catalogs and no modern trace carriers on the side of the hip. The harness of this period should not have any stainless-steel hardware as stainless steel succeeds the year 1900.

The use of military harness or Express wagon harness is certainly acceptable as a period appropriate harness as it predates the cattle drive era. However, military harness was continuously being made all the way into the 1930's and later military harness also was "modernized" in methods of production such as non-forge-welded heal chains and the use of more modern buckles.

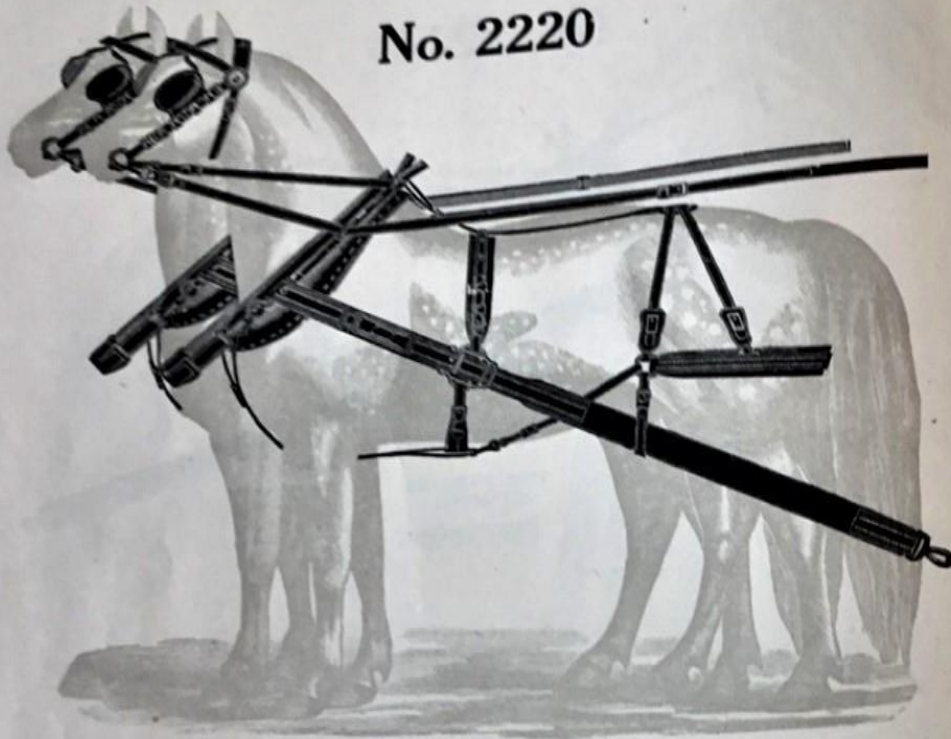
The following pages show images taken from period catalogs that depict the style of harness commonly used. All but one is breeching harness with the other being a lead team harness to help show the difference when comparing a wheel team harness and a lead team harness.



No. 359. DOUBLE LONG TUG TEAM HARNESS.

BRIDLES No. 213.....	¾-inch, Cheeks Double with 4 Loops Sewed in, Solid Crown, Throat Latch ¾-inch with Buckle and Loop Sewed in each End, Large Harness Leather Blinds No. 36 with Round Winker Stays across, Face Piece Spotted, Front ¾-inch with 1¾-inch Plated Rosettes, ¾-inch Reins, 1 Side with Buckle and Billet, other with Reverse Buckle and 2 Slide Loops.	TRACES No. 03.....	1½-inch, Double and Stitched, Cock Eye Ends.
LINES No. 10C.....	1-inch, 18 feet Long, Sewed and Riveted, Bit End with Buckles and Snaps.	BELLY BANDS No. 478.....	Folded, 1¼-inch Buckle.
HAMES No. 166.....	Red, XC Ball Top.	COLLARS No. 81.....	Imitation Scotch, Kip Leather, Whang Sewed, Wool Face.
HAME STRAPS No. 1.....	¾-inch.	PADS No. 8.....	Folded, 1¼-inch Lay, Round Center Loop with Ring, 2 outside Ornaments 1-inch, 1¼-inch return Billets, 1 Loop in Front, 2 in Back of Buckle Sewed in.
SPREAD STRAPS No. 3X.....	¾-inch, with Iron Ring.	BREECHING No. 2.....	Folded, 1¼-inch Lay, Tugs with Safes, 2 Loops and Buckle, Turnback 1¼-inch Sewed to Ring and Safe, Hip Straps 1-inch, Lazy Strap ¾-inch with Bar Buckle.
HAME TUGS No. B540.....	1½-inch, 2 Ply Leather with 2½-inch Safes and 3 Loops, Champion Trace Buckles, 3 Loop, Belly Band Billets 1¼-inch.	SIDE STRAPS No. 23.....	1-inch, to Buckle at one End and Snap at other End.
		YOKE STRAPS No. 01.....	1½-inch, with Ring.
		BREAST STRAPS No. 14.....	1½-inch, Double with B. S. Slides, one End Bolt Snaps at the other, B. S. Snaps, Japanned.
No. 359	Japanned Trimmed, Complete.....		Per Set, \$52.00
No. 359-L	Japanned Trimmed, Less Collars.....		Per Set, 44.50
No. 359-B	Japanned Trimmed, Less Collars, Lines and Bridles.....		Per Set, 36.00
	If with 1¼-inch Traces, add.....		Per Set, 2.00

No. 2220



No. 2220

CONCORD TEAM HARNESS

FULL JAPANNED TRIMMED. IMITATION HAND SEWED SIX TO THE INCH

Full Japanned, without Collars.....\$65.90

BRIDLES—Per dozen, \$38.70; $\frac{3}{4}$ inch cheeks, narrow loops, Concord harness leather blinds, short flat reins, heavy ring bits, fancy fronts and rosettes.

LINES—Per set, \$5.70; $\frac{1}{2}$ inch by 18 feet, with buckles, billets and snaps.

HAME TUGS—Per set, \$17.70; $1\frac{1}{4}$ inch, long hame tugs, box loops, Champion three loop trace buckles, No. 5—Concord bolt hames, spread straps and rings.

TRACES—Per set, \$16.60; $2\frac{1}{2}$ inch, single ply, $1\frac{1}{4}$ inch doubled and stitched points, cockeyes sewed in.

PADS—Per set, \$7.90; Concord team, $1\frac{1}{4}$ inch.

BELLY BANDS—Per set, \$1.70; folded, one row of straight stitching, $1\frac{1}{4}$ inch buckles.

BREECHING—Per set, \$12.20; folded, $1\frac{1}{4}$ inch full length lays, $1\frac{1}{4}$ inch single turn-backs, $1\frac{1}{4}$ inch side straps, $\frac{3}{4}$ inch lazy straps, $\frac{1}{2}$ inch double hip-straps.

BREAST STRAPS—Per pair, \$3.20; $1\frac{1}{4}$ inch, with snaps and slides.

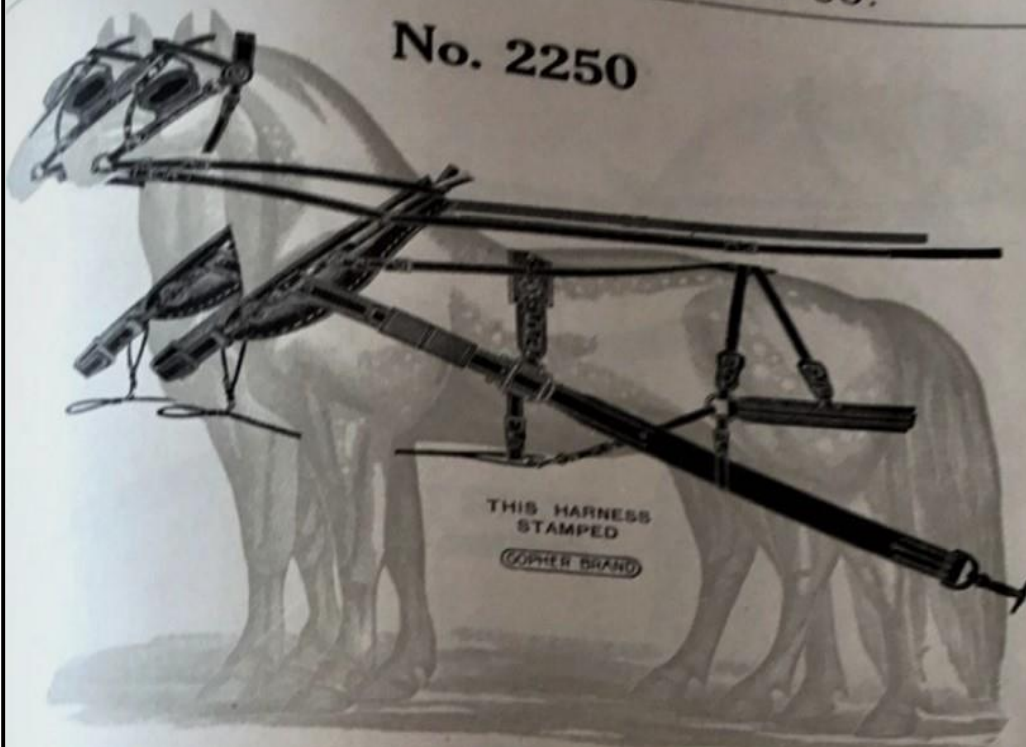
MARTINGALES—Per pair, \$2.00; $1\frac{1}{2}$ inch.

COLLARS—Per dozen, \$53.70; No. 703—Imitation case.

NO HITCH STRAPS.

READ PAGE 4—IMPORTANT

No. 2250



No. 2250

CONCORD TEAM HARNESS

JAPANNED TRIMMED. CAMPBELL LOCK STITCHED SIX TO THE INCH. BLACKED ON THE FLESH

Full Japanned, without Collars.....\$82.50

—Per dozen, \$51.60; ¾ inch cheeks, box loops, Concord harness leather blinds, round winker braces, flat face pieces with silver spots, short flat reins, heavy ring bits, doubled and stitched harness leather fronts, and fancy rosettes.

Per set, \$7.40; 1 inch by 18 feet, with buckles, billets and snaps.

JGS—Per set, \$14.70; No. 6—X. C. Concord bolt hames, spread straps and rings, 1¾ inch long hame tugs, box loops, Champion three loop trace buckles.

Per set, \$16.80; 2¼ inch, single ply, 1¾ inch doubled and stitched points, cockeye toggles.

Per set, \$9.70; 1¾ inch, Concord team, harness leather housings looped on.

ANDS—Per set, \$2.50; folded, one row of straight stitching, 1½ inch buckles.

NG—Per set, \$16.60; folded 1¾ inch full length lays, ¾ inch split turn-backs to buckle into hames, 1 inch hip-straps, wear leathers on breeching tugs, ¾ inch lazy straps, ¾ inch side straps with snaps.

ALS—Per pair, \$3.50; 1¾ inch. safes and rings.

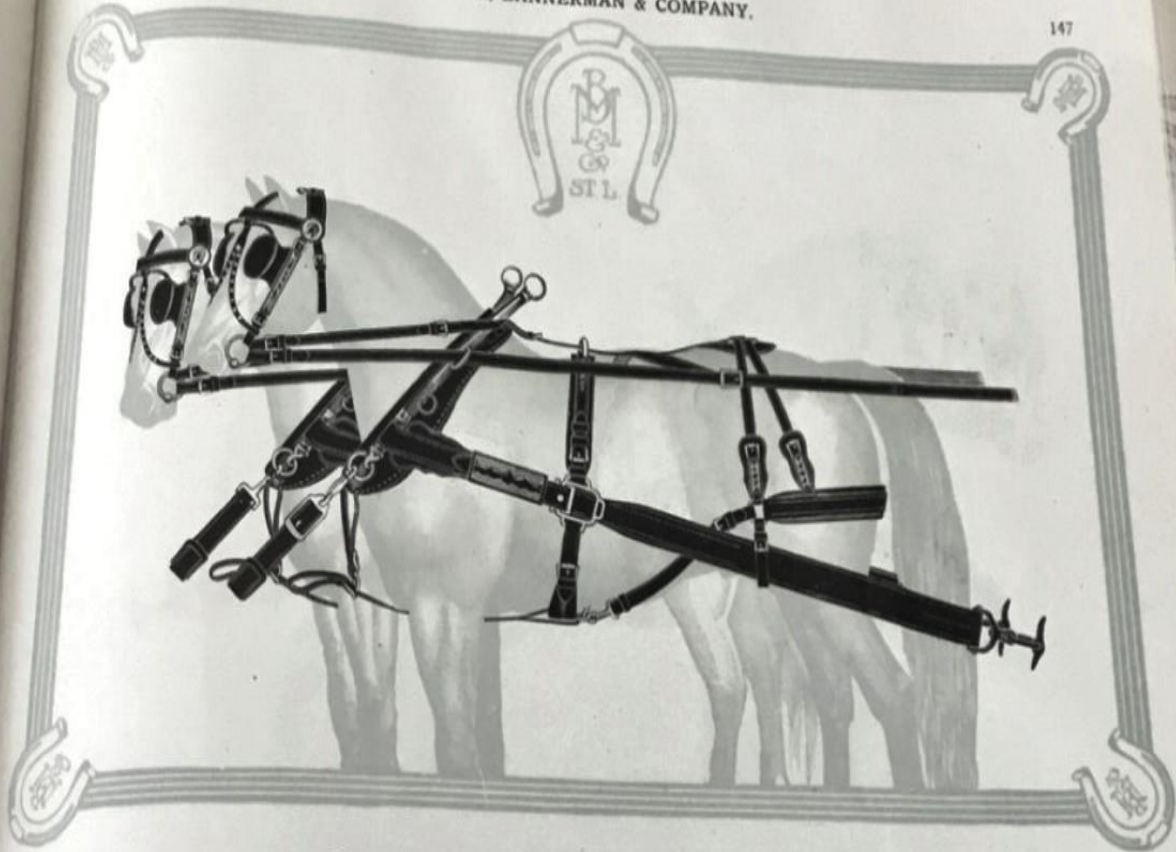
TRAPS—Per pair, 64c; ¾ inch.

TRAPS—Per pair, \$3.70; 1¾ inch, with snaps and slides.

—Per dozen, \$80.00; No. 510—Imitation case.

STRAPS.

READ PAGE 4—IMPORTANT



No. 407. DOUBLE CONCORD TEAM HARNESS.

BRIDLES No. 215.....	¾-inch, Box Loop Cheeks, Solid Crown, Large Harness Leather Blinds No. 36 with Round Winker Stays across, Face Piece Spotted, Fronts Double and Stitched, 1¼-inch Plated Rosettes, Reins ¾-inch with Buckle and Billet.	CONCORD PADS No. 1.....	2-inch Top, Lay with four outside Spots and made to form Round Center Loop with Ring, return Billet 1¼-inch, extra Lined, with one Loop in Front and two Loops in Back of Buckle, Pad Wool Stuffed.
LINES No. 02.....	1-inch, 18 feet Long, with Buckle and Billet.	BELLY BANDS No. 478A.....	Folded, 1½-inch Buckle.
HAMES No. 81.....	Black, Concord Bolt, XC Trimmed, Ball Tops.	COLLARS No. 81.....	Imitation Scotch, Kip Leather, Whang Sewed, Wool Face.
HAME STRAPS No. 1.....	1-inch.	COLLAR STRAPS No. 2.....	¾-inch.
SPREAD STRAPS No. 3X.....	¾-inch, with Ring.	BREECHING No. 0361.....	Folded, 1¼-inch Lay, 1-inch Box Loop Tugs with Safes, Turnback 1¼-inch, Sewed to Safe and Ring. Safes Padded, Hip Straps 1-inch, Lazy Straps ¾-inch with Buckle and small Loop.
HAME TUGS No. 572.....	1¼-inch, Double, Lapping around Bolt and Sewed, Scolloped Safes inserted, Box Loops, Champion Trace Buckles, 3 Loops, Belly Band Billets 1½-inch.	SIDE STRAPS No. 23.....	1-inch, to Buckle at one End and Snap at other End.
TRACES No. 4.....	2½-inch, Single Strap, Points 1¼-inch, Toggle Ends.	YOKE STRAPS No. 01.....	1½-inch, with Ring.
		BREAST STRAPS No. 14.....	1½-inch, Double, with B. S. Slides, one End with Bolt Snap, at other End B. S. Snaps.

No. 407 —Japanned Trimmed, Complete..... Per Set, \$67.00
 No. 407-L—Japanned Trimmed, Less Collars..... Per Set, 60.00
 No. 407-B—Japanned Trimmed, Less Collars, Lines and Bridles..... Per Set, 48.00
 Furnished X C Trimmed at same price.



No. 2234

CONCORD TEAM HARNESS

FULL JAPANNED TRIMMED. IMITATION HAND SEWED SIX TO THE INCH. BLACKED ON THE FLESH

Full Japanned, without Collars.....\$90.30

BRIDLES—Per dozen, \$60.40; $\frac{3}{4}$ inch cheeks, narrow loops, No. 488—harness leather Western blinds, round winker braces, spotted face pieces, long flat reins, ring bits, harness leather fronts, fancy rosette.

LINES—Per set, \$7.90; $1\frac{1}{2}$ inch by 18 feet, buckles, billets and snaps.

HAME TUGS—Per set, \$16.10; 2 inch, long hame tugs, box loops, Pacific Champion three loop trace buckle No.—5 X. C. high top Concord bolt hames, spread straps and rings.

TRACES—Per set, \$20.50; 3 inch, single ply, 2 inch, doubled and stitched points, cockeyes sewed in.

PADS—Per set, \$8.50; $1\frac{3}{4}$ inch, Concord, harness leather housings.

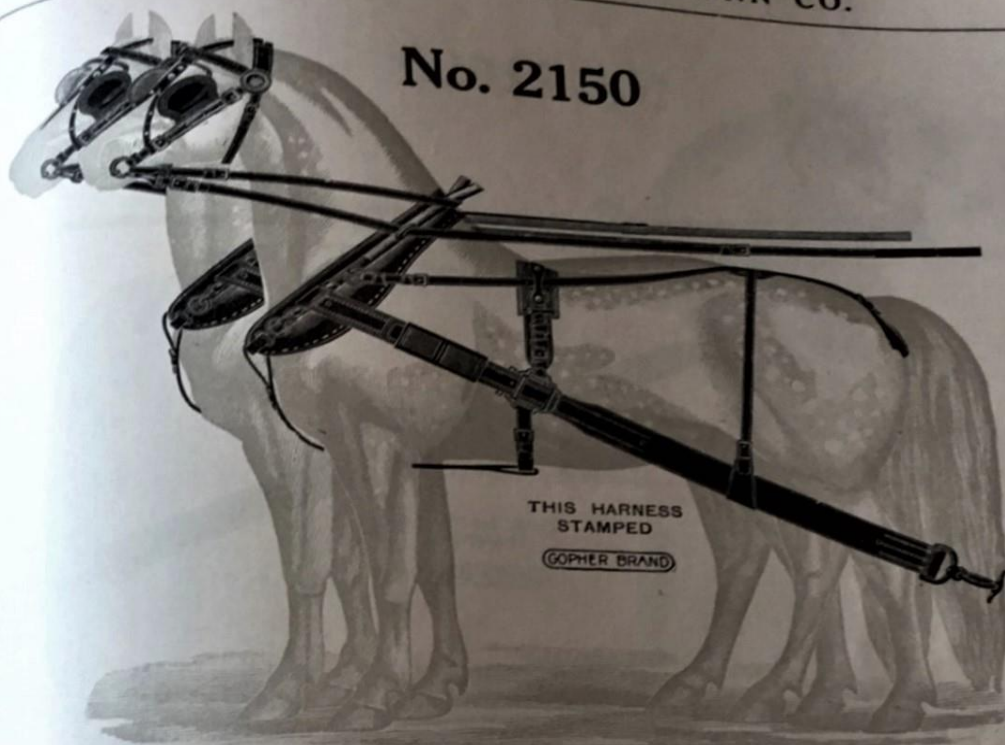
BELLY BANDS—Per set, \$1.80; folded, one row of stitching, $1\frac{1}{2}$ inch buckles.

BREECHING—Per set, \$18.80; $2\frac{1}{2}$ inch, folded, $1\frac{1}{4}$ inch full length lays, $1\frac{1}{2}$ inch turn-backs to buckle 1 rump safe, Stickney hooks, $1\frac{1}{2}$ inch double hip-straps, $1\frac{1}{4}$ inch side straps, $1\frac{1}{2}$ inch lazy straps.

BREAST STRAPS—Per pair, \$4.40; 2 inch, 5 feet long, with snaps and slides.

MARTINGALES—Per pair, \$6.90; 2 inch, with safes, and $1\frac{1}{4}$ inch forks extending to breeching.

COLLARS—Per dozen, \$80.00; No. 510—Imitation case.



No. 2150

No. 2150

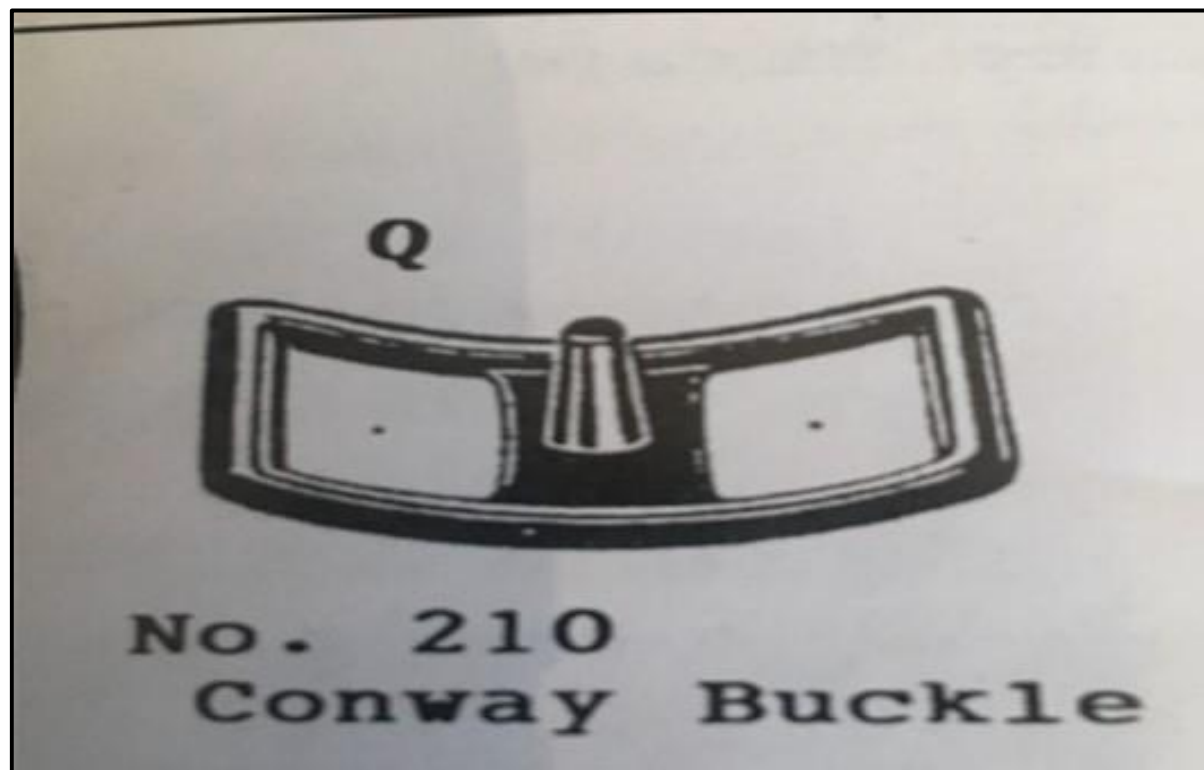
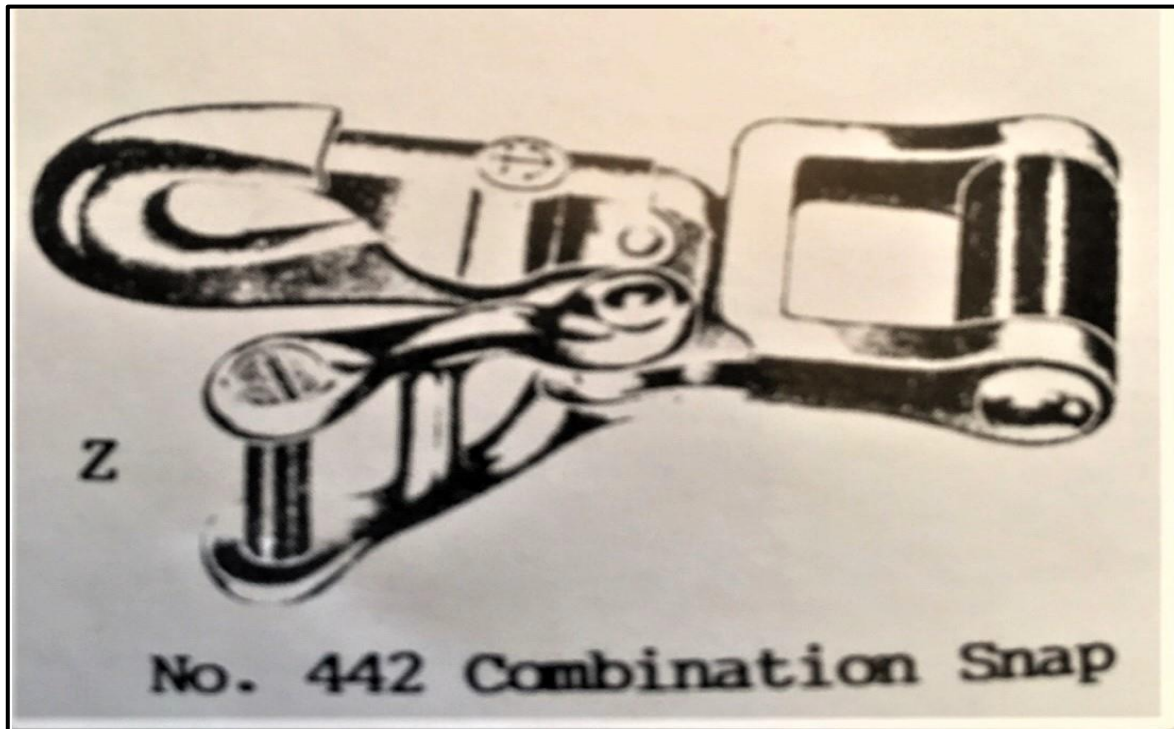
CONCORD LEAD HARNESS

FULL JAPANNED TRIMMED. CAMPBELL LOCK STITCHED SIX TO THE INCH
BLACKED ON THE FLESH.

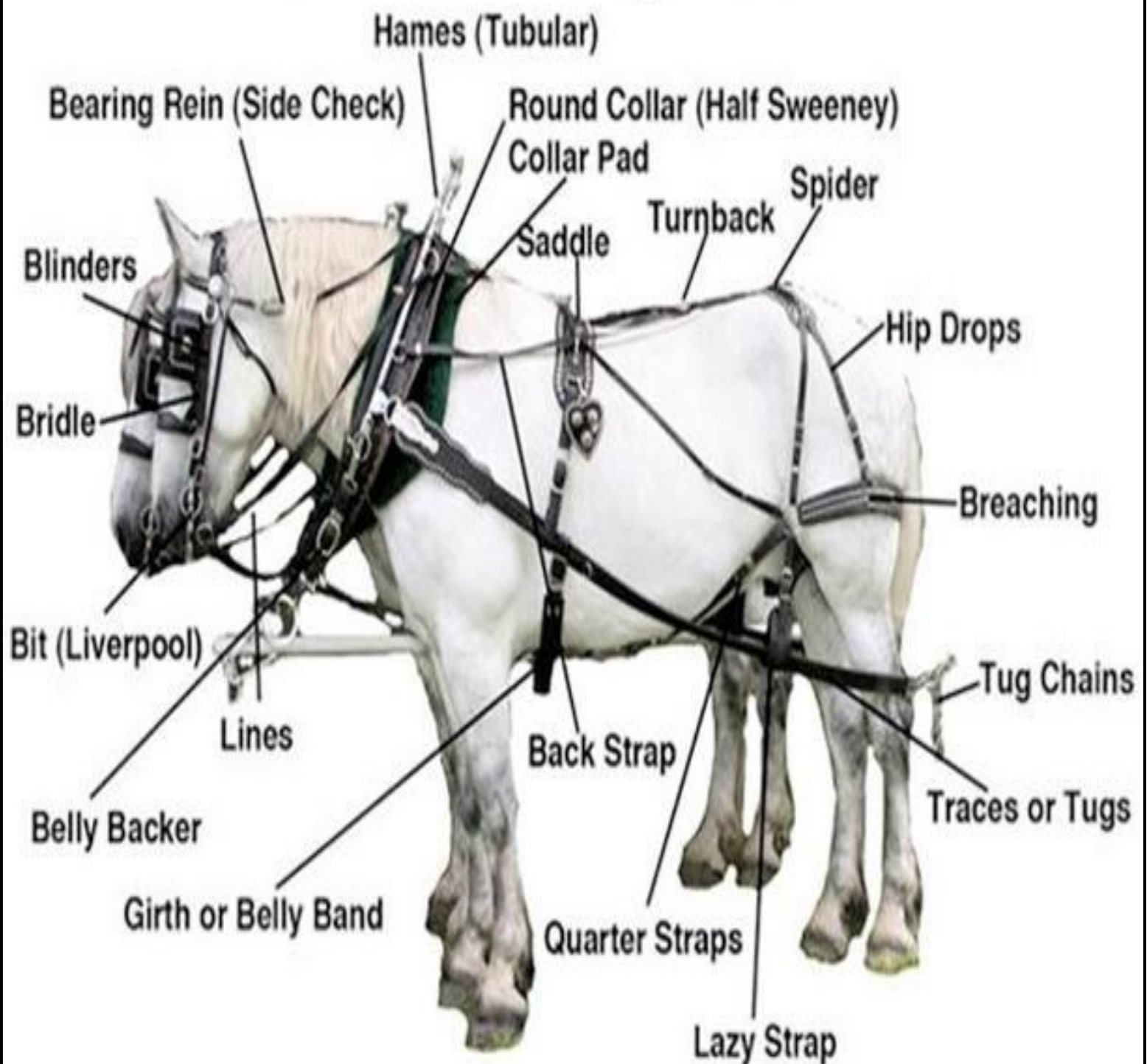
Full Japanned, without Collars.....\$67.00

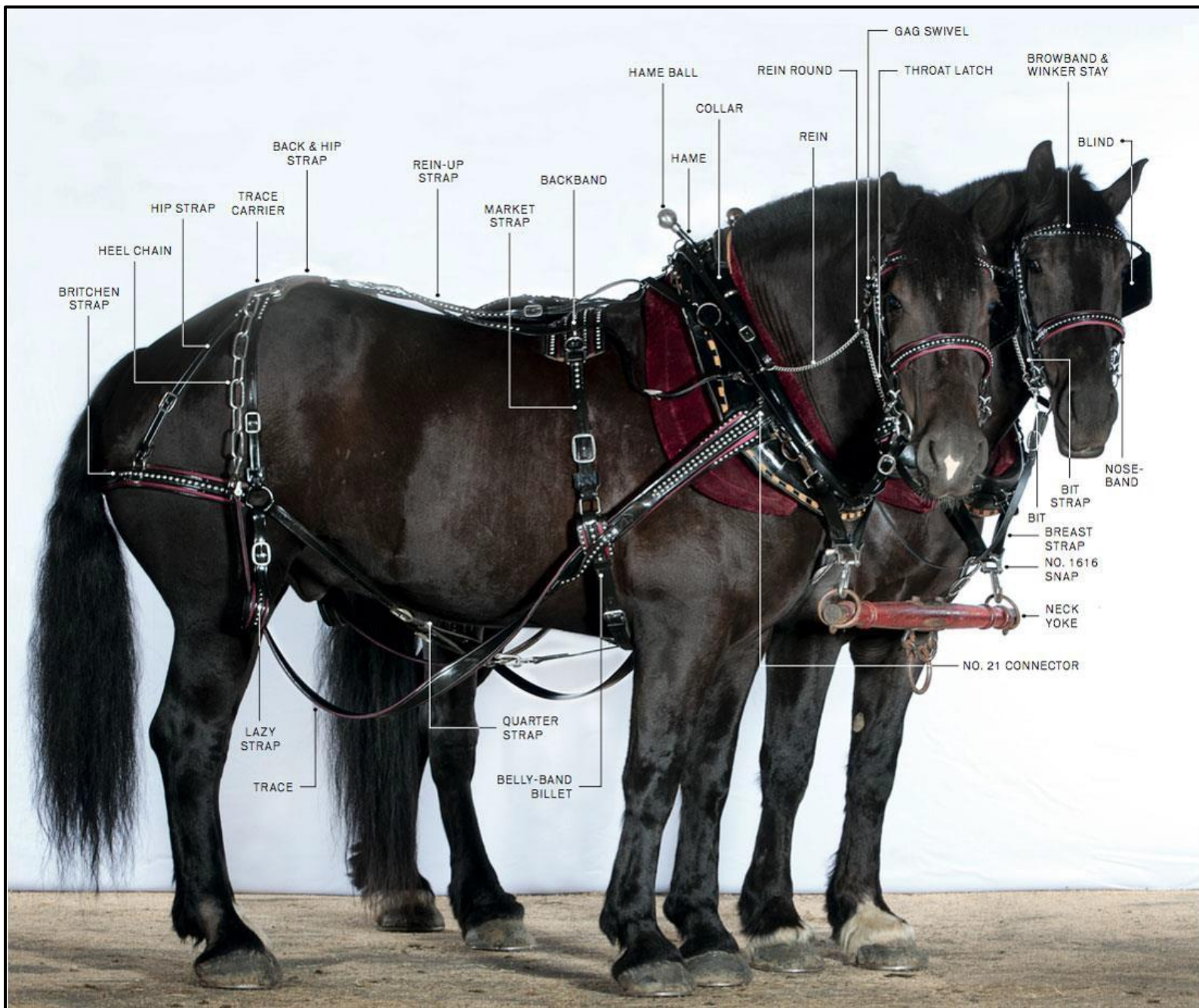
- BRIDLES**—Per dozen, \$51.60; $\frac{7}{8}$ inch cheeks, box loops, Concord harness leather blinds, round winker braces, flat face pieces with silver spots, short flat reins, heavy ring bits, doubled and stitched harness leather fronts and fancy rosettes.
- LINES**—Per set, \$7.70; $\frac{7}{8}$ inch by 24 feet, with buckles, billets and snaps.
- HAME TUGS**—Per set, \$14.70; No. 6—X. C., Concord bolt hames, spread straps and rings, $1\frac{1}{4}$ inch long hame tugs with box loops, Champion three-loop trace buckles.
- TRACES**—Per set, \$16.80; $2\frac{1}{4}$ inch, single ply, $1\frac{1}{4}$ inch doubled and stiched points, cockeye toggles.
- PADS**—Per set, \$9.70; $1\frac{1}{2}$ inch, Concord team, harness leather housings looped on.
- BELLY BANDS**—Per set, \$2.50; folded, one row of straight stitching, $1\frac{1}{2}$ inch buckles.
- TURN-BACKS AND HIP-STRAPS**—Per set, \$7.40; $\frac{7}{8}$ inch split turn-backs, to buckle into hames, folded crupper docks buckled on, 1 inch hip-straps with wear leathers for traces.
- MARTINGALES**—Per pair, \$3.50; $1\frac{1}{4}$ inch.
- COLLARS**—Per dozen, \$80.00; No. 510—Imitation case.
- NO HITCH STRAPS, COLLAR STRAPS OR BREAST STRAPS.**

READ PAGE 4—IMPORTANT



Parts to a Team Working Harness





We realize the above picture shows harnesses made of material that is not trail drive period correct.

However, this was the best picture we could find that shows the different parts of the harness and where everything goes.

h) Possum belly (10 pts)

Historic photos have indicated that the use of a raw cow hide suspended under the chuck wagon to provide a place to haul things such as firewood, buffalo-chips or cow chips, or even a Dutch oven or two, were rare. However, the benefits of having a "possum belly" greatly outweigh the abhorrent task of suspending it to the underside of a wagon. Rawhide is simply the material of untanned skins of cattle, very hard and tough when twisted in strips for ropes or the like, and dried. Because of the access to beef, acquiring a hide would not have been a problem. However, through the use of historic photos, not many chuck wagons had a "possum belly". Perhaps one reason for this could be that many photos in existence are from ranch round-up settings and not photos of the actual long-distance cattle drives.

In the historical documentation the Committee members found some references to hides being placed under the wagon for fire fuel. These references do not refer to the use of these hides until the cattle drives had gotten beyond the mesquite country and into the grasslands. At this point there was no longer an abundance of wood, and the cook had to rely on any pieces of wood, buffalo chips or cow chips they could find.

In the book *A Texas Cowboy or, Fifteen Years on the Hurricane Deck of a Spanish Pony* by Charles A. Siringo, he talks about being on the Plains during severe snowstorms when the only fuel, "buffalo-chips", would be covered up with deep snow. "Even after the snow melted off, for several days afterwards, we couldn't get much warmth out of the buffalo-chips, on account of them being wet."

Remember that everything the cattle drive crews ate along with what they drank came off a fire. No fire, no coffee or food.

The firsthand accounts generally do not give a name to these hides placed under the wagons, just stating that a hide was placed under the wagon. There are a few that name these hides as "coonies" which is the Anglicization of the Spanish word for cradle, *coña*.

The one place that does refer to these as a possum belly is in the book *Come an' Get It: The Story of the Old Cowboy Cook*, by Ramon F. Adams, which was not written until 1952, not a firsthand account.

*It does make an interesting conversation starter with the public.
When they ask, "what is that".*

Section 2. Period-style Chuck Box Maximum 350 points

a) Wood (40 pts)

The use of plywood, Masonite, or particle board was non-existent before 1900.

Therefore, only lumber would be appropriate. This would also pertain to Phillips screws, square drive screws, hex drive screws, or any other style besides basic slot type screws that would require a flat screwdriver.

The Committee felt the top of the chuck box was an area from the pictures reviewed it could not be determine what was most commonly used. So, it was determined that the top could be wood, or other common material available to the chuck box builders to place on the top.



b) Wood drawers and internal racks (20 pts)

Must be made from lumber (no plywood or composite materials), square head nails should get more points than roundhead, and screws should be slot head screws, but no Philips head screws. No stainless hardware.

Some may use wooden boxes for drawers. Basically, it needs to be useable, practical and functional.



c) Cook lid (30 pts)

With drop leg(s), wood, painted wood, zinc, tin, galvanized or copper are acceptable but no stainless steel - made from lumber (no plywood or composite materials), square head nails should get more points than roundhead, and screws should be slot head screws, but no Philips head screws. Basically, it needs to be useable, practical and functional.



d) Mounted coffee grinder (30 pts)

According to historic photos, it seems quite evident a large, mounted coffee grinder was overwhelmingly most popular. Large coffee grinders such as the Parker 90 held more coffee beans and would grind faster than the smaller models and certainly, one could assume efficiency must have been a priority when it came to grinding coffee beans. The research photos show that grinders with glass bins were not desirable probably due to the vulnerability of breakage. Test grind some coffee beans to make sure grinder is functional. There were some photos showing coffee mills, but the majority of the photos showed a coffee grinder mounted on the side of the chuck box or wagon box.



Coffee Grinder



e) Supply Containers (30 pts)

For lard, sugar, coffee, salt, spices - Could be metal tins with tight fitting lids, flour sack or burlap bags, could be old wooden boxes that were repurposed, or hand made to fit the chuck box.



f) Plates, Cups, & Eating Utensils (30 pts) -

Plates should be tin or white or gray graniteware or pewter. Should show a minimum of 6 but have access to more, possibly up to 12.



Cups - Should be tin or granite ware and should display a minimum of 6 but have access to more, possibly up to 12.



Forks -Should have 3 tines with wooden or bone handles (pewter inlay is acceptable). Should display minimum of 6 sets but have access to more, possibly up to 12.



g) Cast Dutch Ovens (30 pts)

Should be cast iron, should have legs and you only need to show only two – three ovens as they would not have carried many more for most of the crew sizes. May also have a Bean Pot, one type shown on the right. Ovens which are more time period correct should receive more points for being more authentic.



h) Black Iron Frying Pan (20 pts) - Can be cast iron or press metal. You should have a handle long enough to stay away from the fire. Some may be a spider as shown below with a lid for coals so it could be used as a Dutch oven also.



i) Coffee Pot (30 pts)

Should be at least 2 gallons maybe hung from fire irons on an 'S' hook, set on grill bars over the fire pit or set at the edge of coals.

There would not have been a "coffee monkey, java monkey" or a coffee tipper as many coffee pots in the pictures didn't have the bottom handle to fasten too.



j) Dish Pan/Wreck Pan (20 pts)

Tin galvanized or granite ware – pan large enough for holding the dirty dishes for washing – may be old lard bucket, wash tub. At one cook-off it was told one judge asked where the soap in the "wreck pan" was. With water not being readily available at times on the trail using soap (probably lye soap) to wash the cookware would mean having to use additional water to rinse. There are stories of the cookware being washed using sand from a creek or river to clean the cookware. Using soap to clean cast iron basically goes against everything we've heard about keeping your cast iron seasoned.





k) Knives (30 pts)

Chopping, boning, paring w/steel or whetstone - should have skinning knife, butcher knife, boning knife, paring knife, and meat cleaver.

Should have wooden handles and either a whetstone or butcher steel for sharpening. Many of the period correct will have an odd number of pins holding the handle on.



l) Mixing Bowls, cooking & serving spoons and serving forks (20 pts)

It could be graniteware or wooden. It should be deep with possibly a rounded bottom. Should be large enough to mix dough for a 16-inch oven.



m) Sourdough Crock or Keg (20 pts)

Should be a non-metallic container such as a wooden keg or earthen crock. It should have some sourdough in it.



Section 3 Camp Maximum 400 Points

a) Layout (80 pts)

Neat, functional and practical, fire at rear or side and within 25' of chuck wagon

This category was considered by the ACWA Historical Committee to be very important, giving it the second highest points of any category. Because so many of the wagons have all the items on the score sheet, it was felt that this category could be used to differentiate between wagons. What you are looking at is how neat, functional and practical the wagon/camp setup is based upon the space they must set up in. In looking at many of the pictures the Committee found neat was not high on their list as many wagon/camps looked like an explosion had taken place when unloading.

As a judge you need to know what trail drive period is correct and this is an area where many wagon judges fall short. Many wagons fall short in this area because they don't research what would have been on a wagon or even available, but for those who have done the research it will really stand out and should be rewarded by the points given.

To have an incredibly good trail drive period wagon and camp takes a lot of time and research by a wagon owner. Many judges are really nothing more than inventory takers, simply put, if it is on the score sheet and they have it then the judge will give the points. It doesn't matter if the item is period correct or not. That is the sign of a poorly educated judge which is not fair to the wagon owners who have put forth the effort, time and money to have the most period correct wagon and camp.



Remember the wagons are judged as trail wagons. On cattle drives the herd and chuck wagon would have been moving almost every day and Cookie would not have gotten any more items out of the wagon each night than he absolutely needed. This is borne out by the photos of the late chuck wagon and camps and by stories from first person accounts documented in many of the reference books listed at the end of this document. As you score the layout of the camp, keep this in mind.

Here are a few other things to keep in mind as you look at the layout of the camp.

Many camps will have all of their equipment and supplies for the cooking competition in camp since they unloaded everything before having to move the trailer to a parking area some distance away.

Because of this there will be a lot of extra gear in camp that is not meant to be part of the authenticity judging. The extra gear should be grouped out of the way, and it may be stored in the teepee or covered with tarps or canvas. You should not subtract points for this extra gear unless there is no attempt to group it away from the authentic camp and/or cover it. You should understand at some competitions the camps are only given a certain amount of space so the gear may be crowded close to the authentic camp.

The camp should have only equipment needed for cooking an evening meal and breakfast. The required items that would be spread out around the camp are a fly, fire, fire irons and/or grill, teepee, harness, saddle, Dutch ovens, tools, shaving area, and a wrecking pan as well as the prep or cooking items on the chuck box table.

Everything displayed in the camp must be able to fit into the wagon box, chuck box, boot box (if equipped), or can be reasonably hung on the side of the wagon. You also need to remember that there should be room in the wagon to carry provisions for a period of thirty days or possibly longer for crews of 10 - 18 men, even up to one that had 35 riders due to Indian problems along the way (crew size varied based upon various first hand stories in *The Trail Divers of Texas, A Texas Cowboy or, Fifteen Years on the Hurricane Deck of a Spanish Pony*). Some may have carried some grain for the four horses or mules pulling the wagon along with all the bedrolls.



When judging, before entering the camp look at the layout of the camp to see how it is set up. Get an overall idea of the camp to see if everything is set up in a good useable manner along with being laid out in a safe manner.

- A white canvas fly is required and should at least cover the chuck wagon table. Many local/county health departments require food to be prepped under cover and so far most are allowing the canvas fly to meet the guidelines.
- Some wagons will use their wagon sheet for their fly and may not extend much past the table. This could have been the most common fly used on the trail. Most wagons will have a larger fly. During inclement weather the event may authorize the use of larger fly during the authenticity judging, so check with the event if they have authorized them. There should not in any case be side walls up.
- In most of the photos of trail drive camps the fire was on the surface of the ground. Some competitions may require a fire pit be dug or in some cases the local Fire Marshal/Fire Department may require fire boxes to be used. The event coordinator should inform you of this before you start judging. For judging, the fire will generally be to the downwind rear side of the wagon and should be within 25 ft. of the chuck box. Also, many local Fire Marshals may require you to have at least one 5 lb. fire extinguisher, possibly two. This should be in the announcement for the event, but as weather conditions change and the possibility of fire hazards increase, so may the Fire Department requirements.



- There should be some firewood in the camp and a fire going with a pot of coffee.
- Fire Irons are required. In our research, almost every photo of a chuck wagon camp shows the campfire with fire irons over the fire with S-hooks and/or trammels. The fire irons were small, and most were no more than about four feet long. They were just big enough to use “S” hooks (without twists) to hang just a couple of things over the fire, like a coffee pot, kettle or a Dutch oven. If a fire pit is dug there might be some pieces of round stock laid across the one end of the fire pit to make a grill to place a stock pot for beans, a Dutch oven, or a coffee pot over the fire. The grill would have been a few pieces of round stock set across a fire pit to set a Dutch oven or a coffee pot on. Simple not fancy.
- A teepee made of white canvas is required for judging. The teepee should be of period design with no floor, windows or zippers, **but herein is a problem**. Many local/county health departments may require a food storage area not be open and have a floor, so if a teepee has a floor and a reasonable attempt has been made to hide the floor from view it shouldn't be counted against, but there should be no windows or a visible zipper closure.
- The tongue of the wagon most likely would have been held up at the front end by the neck yoke standing on end. Many wagons during the chuck wagon event will use a more secure method to hold the tongue up like two pieces of wood lashed together where the tongue rests in the top of the crosspieces as this is safer.
- The harness is generally displayed on the tongue of the wagon. It should be neatly spread out so that all the pieces can be easily seen.
- Sometimes the saddle is placed on the tongue of the wagon and should be neatly displayed. Some wagon owners may display the saddle in a different location in the camp sitting on the ground. In this case again it should be neatly displayed and located where people will not easily trip over it.
- There should be two to three Dutch ovens out along with a cast iron or steel skillet. There might be a bean pot also. They should be period correct and look like they have been used.
- The tools may be displayed at various locations around the camp, mounted to the wagon or leaning against the wagon. The axe could be found on or near the wagon, maybe with the head buried in a piece of wood near the stack of firewood or leaning against the stack of firewood. The maul should be found on or near the wagon. All the tools should be safely displayed, but out of the way so people will not trip over them.
- Even though a shaving/washing station would most likely not have been set up in a typical trail drive camp, they are required for competition. The shaving/washing area should be set up near the water barrel. ***As a note: of all the pictures the Committee members reviewed we never saw a single wheel table nor tripod in any camp.***

- The wreck pan should be found somewhere out of the way near the chuck wagon table or possibly close to the fire for warming wash water.
- A chuck wagon camp on a trail drive would not have had tables set up or chairs.

b) Canvas Fly (30 pts)

Some wagons may use the wagon sheet or equivalent size canvas fly that fits the wagon. It would have been very infrequent a fly would have been put up when Cookie made camp. There are some photos with a fly over the worktable and beyond. We found a couple of photos where a small fly came out to the side of the wagon. Also, there were a few references about flies in some of the reference books. One was in the book *Come an' Get It - The Story of the Old Cowboy Cook* by Roman F. Adams that stated *"In the later days a "fly" was also included in the cook's equipment. This was a canvas sheet which could be stretched at the end of the chuck wagon to make shade for the cook."* For judging, the fly should be made of white canvas and should cover the table but be no larger than 10 ft. x 14 ft. with no side curtains. Most likely the more authentic fly would have been to use the wagon sheet. During inclement weather, the event may authorize the use of a larger fly during the authenticity judging, so before judging check with the event coordinator to see if this is being allowed. They should not have side curtains up in any case and should have points deducted. Brass grommets were available during the trail drive era.



c) Wood poles (20 pts) may use w/o iron pins on top.

The poles should be wood and may still have the bark on them, or the bark stripped off. They may or may not have a steel pin on the upper end to fit into fly grommets or canvas loops.

d) Metal or wooden Stakes (20 pts)

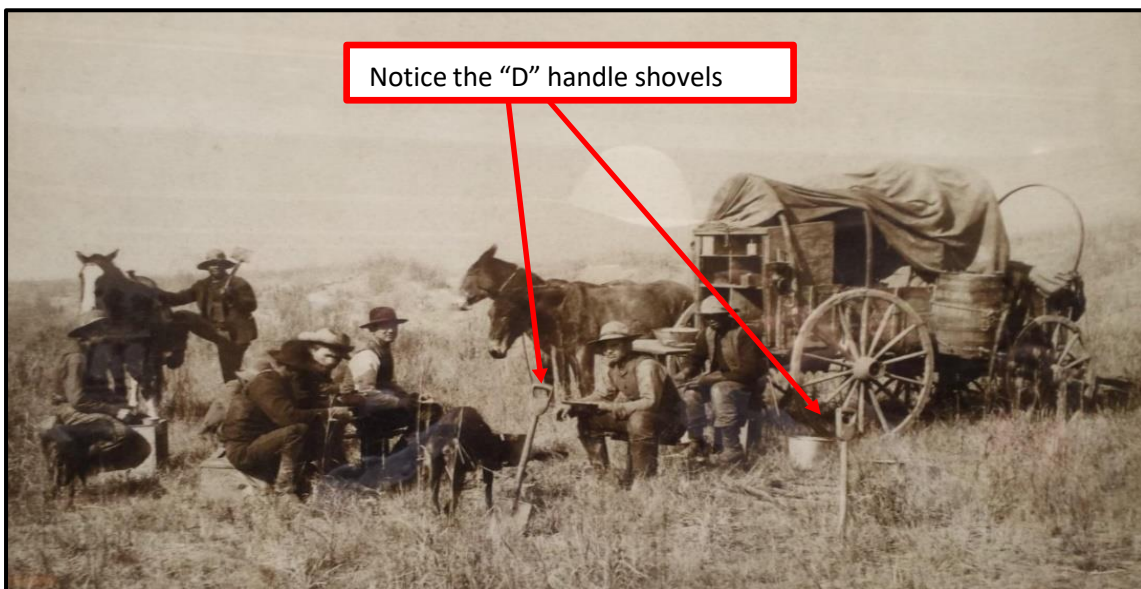
Stakes for the fly should be made of iron round or square stock. They can be straight or have a hook at one end. If metal, they *should not* be made of rebar, have hexnuts, washers attached, or welds points.

e) Sledge or maul for driving stakes, period-style shovel and a single bit axe (30 pts)

A sledge or maul is required to be displayed in the camp. They can have either or both.



A period shovel should be displayed. This should be a D-handle shovel. The shovel could be in the pile of dirt near the fire pit or by the wagon. During the trail drive era, coal shovels with holes or any type other than a solid blade were not in use, so if one is displayed deduct points.



A single bit axe is required. A single bit axe has a sharp blade on one side and the other side was flat and could be used as a hammer. Generally, the axe would come from the manufacturer with a long unpainted curved handle. If it is straight, it has probably had the handle replaced. The axe should be found on or near the wagon or near the firewood.



Notice the ax stuck into the firewood

f) Tie down Rope (20 pts) of Natural Fiber

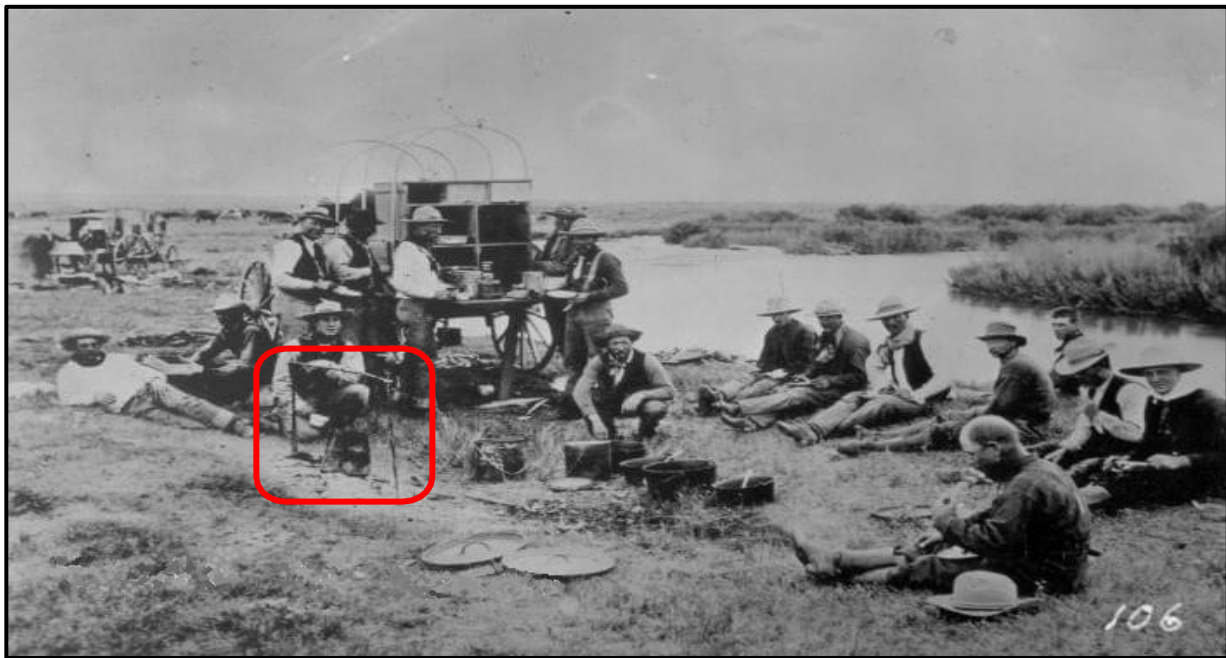
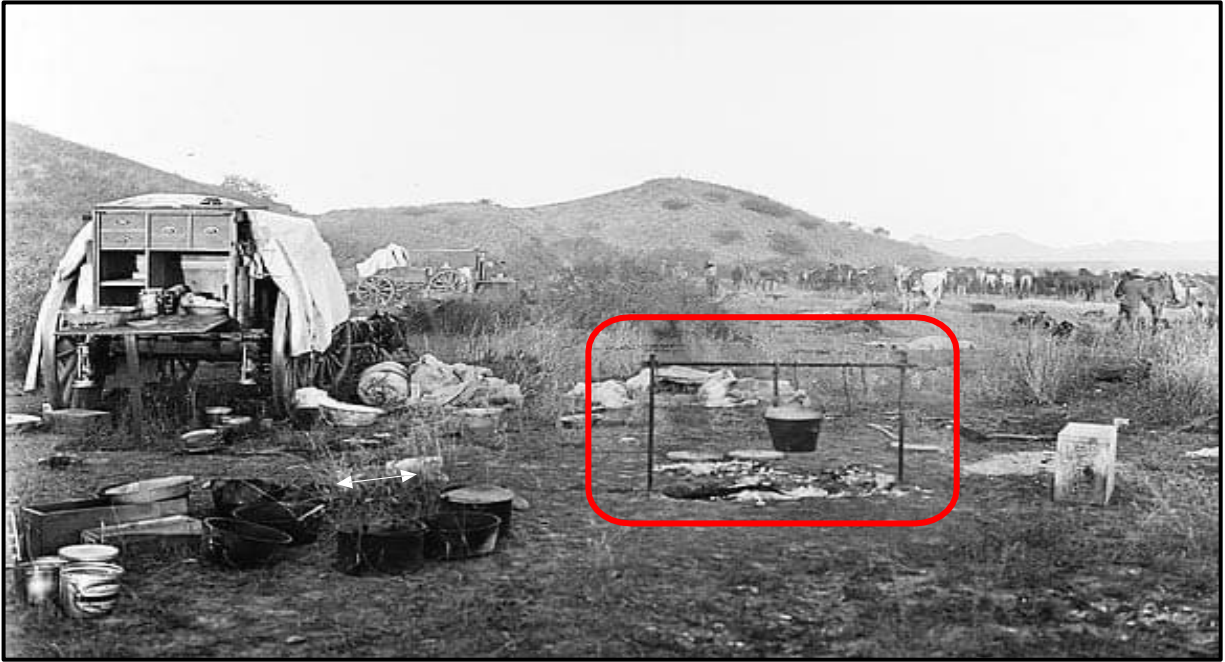
The ropes securing the fly should be of natural material. The rope should be tightened by knots, but wood tighteners were available during the Civil War (as shown in picture below) so they would have been available during the trail drive period.



g) Pot rack, commonly called fire irons w/S-hooks, grill, or both. (20 pts)

Pot rack or commonly called fire irons) should be made of at least 5/8" to 1" diameter round or square bar. Should be sturdy enough to support a coffee pot, possibly a bean pot along with maybe a Dutch oven. The fire/fire pit were normally close to the chuck wagon since Cookie was trying to prepare the meals for the cowboys as quickly as possible. So, look at the fire pit and pot rack and think about how far the Cookie would have to move around the camp to do his job. Also think about the wind. Will the smoke be blowing toward or away from the wagon? The Cookie wouldn't like standing at the table in the smoke while preparing his meals.

Sometimes a pit was dug, but most of what we see in historical pictures there were no pits, just the irons set up. If a pit was dug, they sometimes had a few rods laid across the pit to sit a pot or coffee pot on. The fire irons were not extravagant, just two uprights and a cross bar. They had s-hooks to hold the coffee pot and maybe a couple more pots.



h) Lanterns (40 pts) minimum of 2 operational w/ fuel oil container

There are three types of lanterns that could have been used on the chuck wagon during the trail drive era. These are all flat wick lanterns that produced more light than a round wick. The Dead Flame lanterns (1850's-60's) are the oldest and do not produce as much light as the Hot-Blast or the Cold Blast. The Hot- Blast lanterns, patent 1869, were brighter than the Dead Flame due to the tubular frame which channeled the air to be supplied for combustion at the wick while at the same time pre-heating the air for combustion. The later Cold-Blast lanterns, patent 1873, were designed to maximize the amount of oxygen available for combustion by ensuring only fresh air is supplied to the burner, thereby increasing the brightness and stability of the flame.

Hot Blast and Cold Blast lanterns are still produced overseas, so don't be fooled. Remember we are looking for period era lanterns not modern lanterns. The older Hot Blast have square tubes, the newer ones produced today have a more rounded tube.

There are some good articles on W.T. Kirkman Lanterns website:
<https://lanternnet.com> on how to determine how old lanterns are.

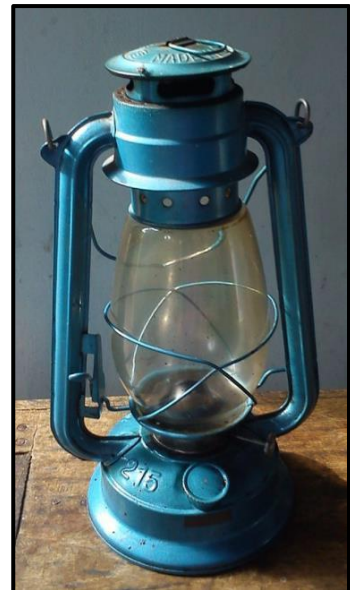
DEAD FLAME 1850's-60's



HOT-BLAST PATENT 1869



COLD-BLAST PATENT 1873



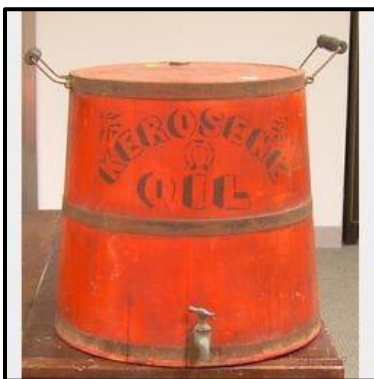
There is an interesting little story in the book *A Texas Cowboy or, Fifteen Years on the Hurricane Deck of a Spanish Pony* by Charles A. Siringo published in 1885. He tells a story of Mr. Stephens who thought he would try a new scheme on a trip up the trail, so he bought a lot of new bulls-eye lanterns to be used around the herd on dark stormy nights, so that each man could tell where the other was stationed by the reflection of his light.

That night in question was very dark and stormy, Stephens thought he would christen his new lamps. He gave Charlie one although Charlie protested against such nonsense. About ten o'clock someone suddenly flashed his bullseye towards the herd and off they went, as if shot out of a gun. Maybe not the best of ideas.

Two photos of different types of Bullseye Lanterns



There are many different types of kerosene containers: metal, wooden, wood, and some are metal & glass. If a galvanized container should not be 'new' looking.



i) Wash Basin w/soap, mirror, razor & strop (30pts)

The wash basin is a small pan made of wood, tin or granite ware for the Cookie or cowboy to wash his hands, face and for shaving. For judging it should have water in it and no leaks. There should be an old bar of lye soap near the basin. There should be a mirror there to use while shaving along with a period correct leather strop for sharpening the straight razor. Also, there should be a cup or container to use with the shaving soap and brush.

The pictures below are not historical. We were unable to find a historical picture of a wash basin set up. Some believe that during the trial drive era wheel tables were used; but none of the historical pictures we reviewed show a camp setup with a wheel table.

You have to consider the amount of room along with the weight of anything extra. Cookie didn't carry anything that wasn't necessary. If the Cookie or cowboys carried shaving items, they could have been wrapped up in their bed rolls. Again, think about where they would have set up these items if there were no tables.

Note: These are not historically correct pictures of wash basin or set up based upon the historical pictures we reviewed. These pictures show what is commonly seen and displayed at modern day setups at chuck wagon competitions. We did not find a single picture showing a wheel table.



j) Operational Clock or time piece (pocket watch) (30 pts)

No luminous paint on number or hands. Check to make sure the clock is working.

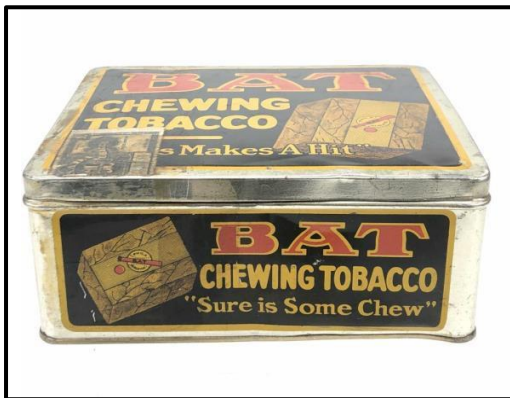
There is some discussion concerning alarm clocks as they might have spooked the herd when the alarm went off. We couldn't find any defining information concerning this so you shouldn't count off points for having an alarm clock.

There also is some discussion concerning whether the clocks had numbers or roman numerals, we found pictures of both, clocks with numbers and clocks with roman numerals.



k) Tobacco, smoking, chew or twist (20 pts)

Look for smoking tobacco for cigarette and/or pipe which may be in a small sack or pouch, plug or twist in a tin container, snuff, or possibly cigars. No package chewing tobacco like Red Man/Beechnut etc. A few Judges would say the following picture of smoking tobacco is not period correct due to the tax stamp. On **July 1, 1862**, the United States Congress passed excise taxes on many items including tobacco. This occurred as a result of the Union's increasing debt during the American Civil War and the federal government's need for additional revenue. After the war, many of these excise taxes were repealed but the tax on tobacco remained. In fact, by 1868 the federal government's main source of income came from these lingering tobacco taxes. So, tax stamps on tobacco products have been around since the Civil War. You may see some cigars that are not real cleanly wrapped/rolled.



l) Whiskey bottle or jug (20 pts)

Old style whiskey bottle/jug with a cork in the top. No screw caps. Whiskey would have been used for medicinal purposes. There are some that say there wasn't any alcohol on any of the trail drives. Remember to not ever say all or never. The bottle/jug will be sealed with a wooden cork.



m) Personnel in Period Style Clothing (40 pts)

Period Boots, Pants with buttons and suspenders, shirts and possibly a vest, and a period style Cowboy hat, most probably felt but not necessarily, could be straw.

No blue jeans (Wranglers, Levis, etc.), no logo shirts or vests and no ball caps. Belt loops were not on pants until Levi added them in 1922, little late for most of the trail drives.

A very good reference book we found to help you with period clothing, saddles, boots, hats and other items is *I See by Your Outfit: Historic Cowboy Gear of the Northern Plains* by Tom Lindmier & Steve Mount. Which is listed in the reference section at the end of this document.

A suggestion on scoring is to give 1 – 10 points for a hat that is period correct, 1 – 10 points for a shirt that is period correct, 1 – 10 points for pants that are period correct, and 1 – 10 points for boots or brogans that are period correct.



Section 4 Required Accessories. Maximum 350 Points

a) Cowboy Teepee (10 pts)

It should be made of canvas and closed up with ties. No zippers or floor.

As already mentioned, herein lies a problem with the teepee, many events require you to store food products in an enclosed area that has a floor.

Also many events have you unload everything then move your vehicle and trailer to an area a good ways away from you wagon camp setup, so it has been an unwritten rule that the teepee is off limits as long as the outside does not have any windows nor a visible zipper closure. If you leave the flap open you may be asking for a judge to look inside and count off if they see non-period items, such as a cooler you are storing the items that need to be keep cool.

Hopefully the judges will use common sense and understand what the teepee is being used for. There has been discussion that the teepee probably wasn't used but it was found in some of the pictures that were found during the research. Most common "Cowboy Teepee" is square some with a center pole on the inside or some two poles on the outside holding it up.

In the picture below is a Civil War Sibley tent which may have been available during the first part of the trail drive time period as the were phased out of service in the field in 1862 as they were expensive and due to their size, were difficult to transport.



In the book *We Pointed Them North* by E.C. "Teddy Blue" Abbott he tells of a Sibley Tent being used on a round up in 1885 by the DHS outfit.

b) Water Barrel (40 pts) – 30 gal. or larger

Water barrel with metal bands that are not galvanized. A minimum of 30 gallons would have been a two-to-three-day water supply. Should have some water in the barrel, visually inspect for water and drips.

Water barrel may have a spigot and if so, it should be turned so it does not stick out where it could be broken off.

It should be securely mounted to the wagon, most commonly on the left side of the wagon, preferably with ropes. Some wagons may have it inside the box with spigot to the outside of the wagon box, if so, is it securely mounted.

There is documentation a few wagons which were equipped with two 40-gallon water barrels, one on each side of the wagon but it would not have been used in very many instances.



In the book *A Texas Cowboy or, Fifteen Years of the Hurricane Deck of a Spanish Pony* by Charles A. Siringo, on one trail drive he talks of taking two wagons, a chuck wagon along with and extra one for hauling water and wood.

c) Water dipper (10 pts)

There needs to be a period type water dipper made of graniteware, tin, galvanized, copper, or a gourd with some way to hang on or near the water barrel. There is some information indicating the water barrel was located on the side of the wagon to allow a cowboy to ride up, get the water dipper and get themselves a drink without the wagon having to stop or the cowboy having to get off their horse. Points should be based upon the condition of the dipper, not type.

Have seen dippers rusted through, if it's just a small hole that would still work but not as well as one without a hole in it so should not score as well. Also, if it is tin, which most probably would have been galvanized, does it look used, not all shiny and new, along with not having a price tag still on it? ***Yes, wagon owners, you have forgotten to remove price tags on items not just in this category.***



d) Water bucket (20 pts)

Points are based upon condition/ usability along with size of the water bucket, not type.

A water bucket made of wood or metal of a size that would allow easy filling of the water barrel when crossing a creek or river. You would want it to be in good condition. It shouldn't be too small since it would take longer to fill the barrel, or it shouldn't be so large that it would possibly be too heavy to get it to the top of the barrel.

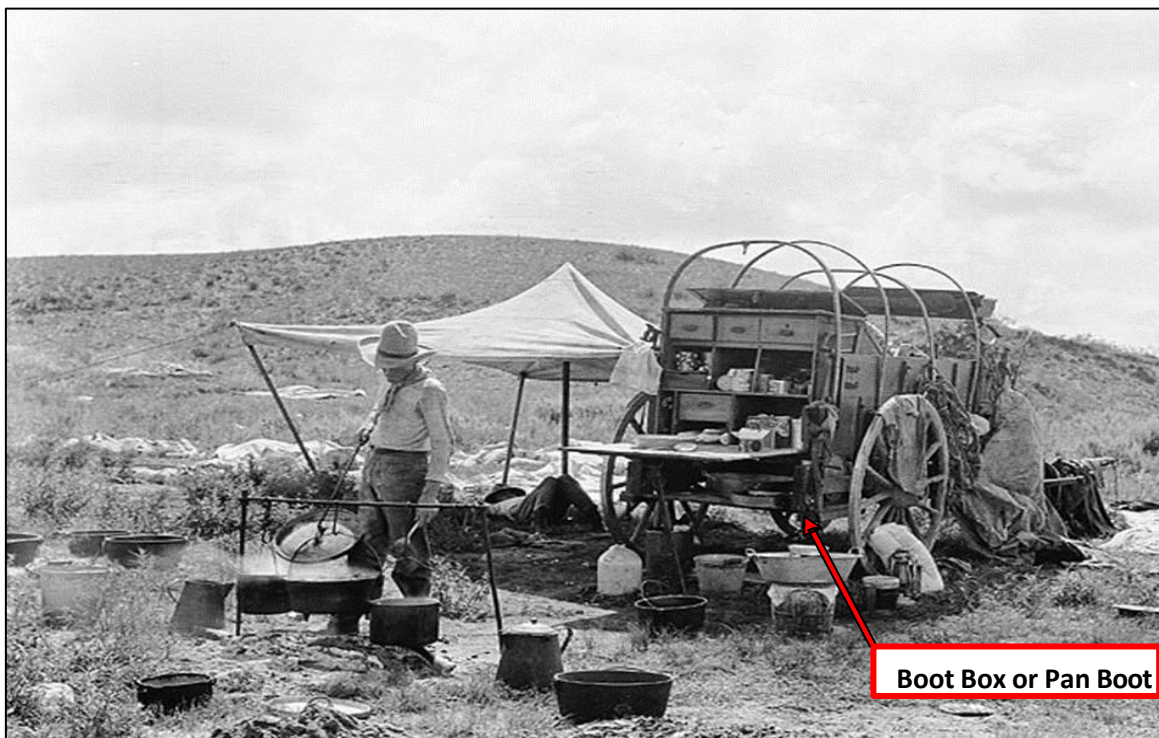


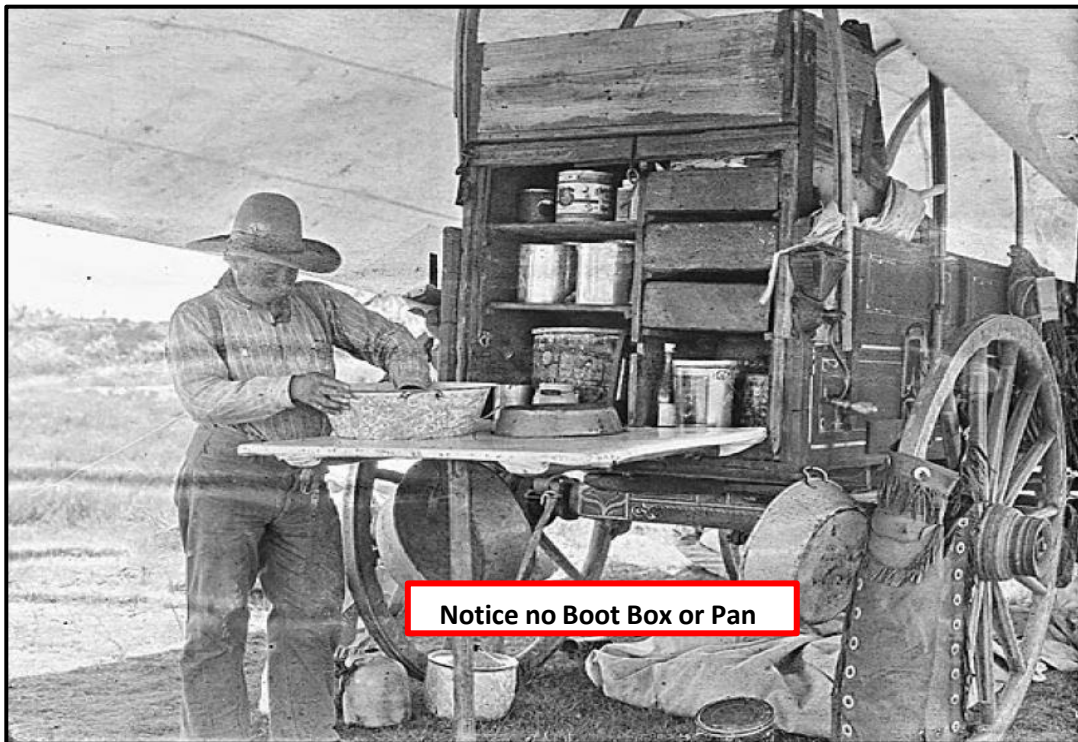
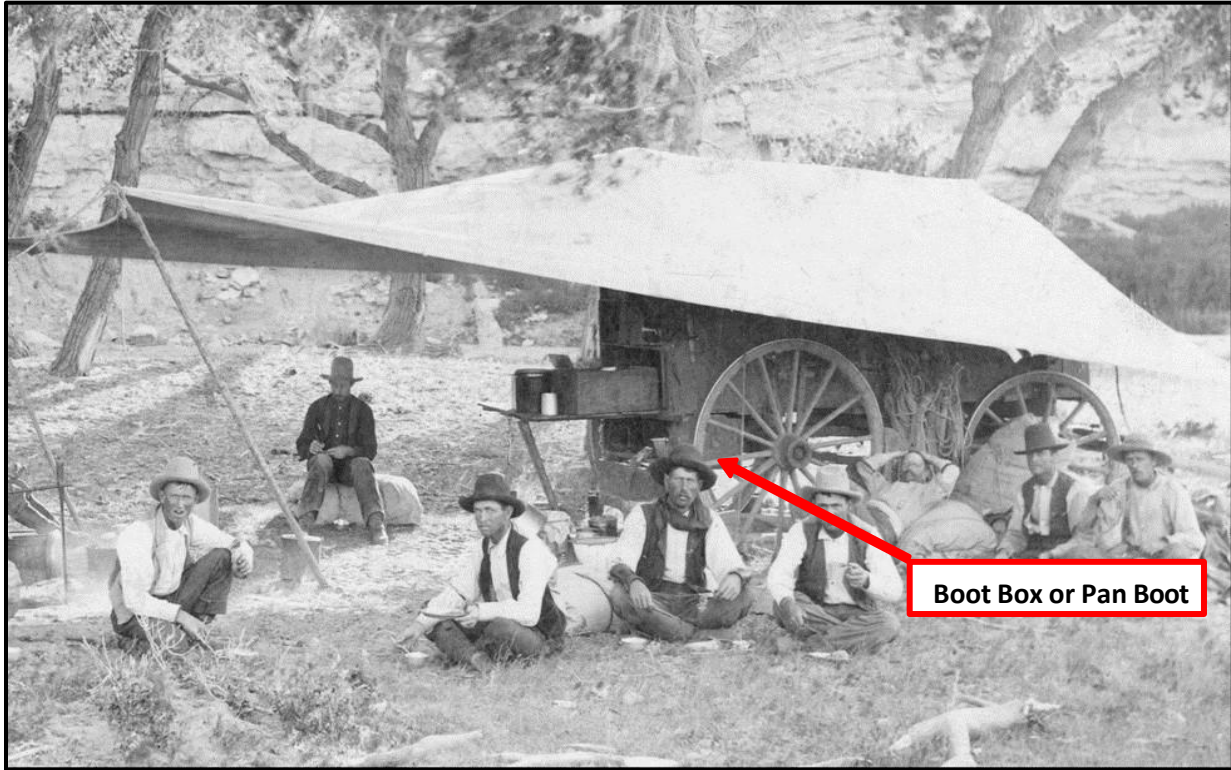
e) Boot Box or Pan Boot (10 pts)

Suggest you look at the following pictures of some wagons with a boot box/pan boot and ground clearance. Also, look at the construction, condition and attachment to the wagon.

In the following pictures, notice the ground clearance of the boot box/pan boots. If it hangs below the axle, or especially if it hangs below the brake beam, it is probably too low to the ground for going cross-country or for getting into and out of a creek or river crossing.

Probably one of the bigger issues is hitting a submerged rock when crossing a creek or river if it hung too low. You will see many different variations of how a pan box/pan boot are attached from being bolted up through the wagon bed or using straps on the side of the pan box/pan boot up onto the sides of the wagon bed and some may even wrap over the top board. The boot box/pan boot was primarily used for storage of the dish pans and frying pans, not the heavy Dutch ovens due to their size and weight. Many were carried in the front of the wagon under the seat to better distribute the weight. It was decided to only give 10 points for this as during the research approximately half of the wagons in the pictures did not show a boot box/pan boot.





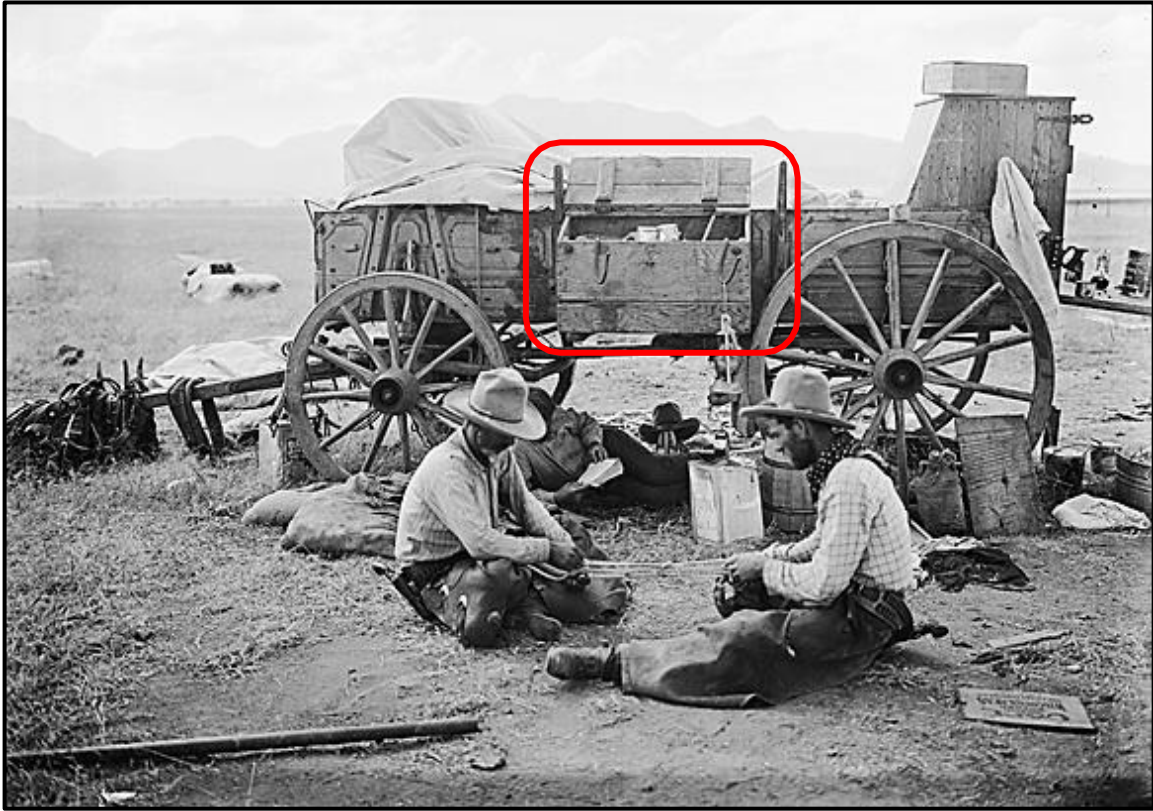
f) Tool Box 30 points.

Maybe attached to the front of the wagon box and commonly referred to as a “jockey box” shown below the footrest on the front of the wagon box.



Toolbox in this location
is commonly called a “jockey box”

Or the toolbox maybe be mounted to the side of the wagon as shown below.



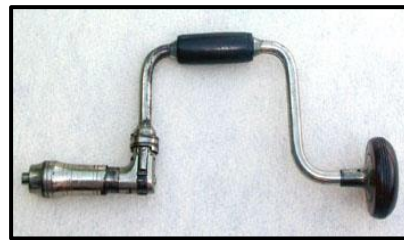
You will want to look at the construction of the toolbox (type of materials, must be lumber, no plywood) along with how it is mounted which will be determined by how large it is and the tools in it.

You could possibly have a toolbox setting inside the wagon box. The combined storage area for the toolboxes should hold all the items listed below in section (g) Tools except for the branding iron. With this being a 30-point item, this should be enough to allow some wiggle room on awarding points based upon the construction and mounting.

g) Tools (40 pts) - Brace & bit, draw knife, branding iron, farrier's knife, hammer, hoof nippers, rasp, horseshoes, nails.

In *The Trail Drivers of Texas*, E.L. Brounson talks about shoeing horses. The U.S. Army Cavalry had a position for Farriers and Blacksmiths as far back as 1851.

You may find a couple of types of braces & bits that are of the period. In the pictures below you will see the two major types, the one on the right has a thumb screw that tightens the jaws onto the bit and the other is a ratchet collar type like what we have today. Do not believe you are going to see the coating on the right as shiny as the picture but there could be some. The Draw Knife can be of several widths but should probably be at least 10 inches. Think everyone should have an idea what a branding iron looks like. There is a picture of one type of Farrier's Knife along with what hammer heads looked like during the trail drive period. Horseshoes should not be shiny and show some wear.



The picture of the Brace and Bit on the right has raised some questions as to it being so shiny when stainless (patented 1913) or chrome plating (patented 1894) had not become available.

On January 17, 1871, William P. Dolan (also spelled Dolin) of Charlottesville, Virginia, patented a ratcheting brace that allowed the user to bore a hole without completing a full rotation of the handle. His ratchet braces made it possible to make holes in numerous situations where an obstruction prevents the use of a standard brace. Although Dolan's was not the first ratchet brace, his use of two opposing, spring-loaded pawls to control the direction of a bit brace's rotation was a breakthrough. Millers Falls made substantial changes to his design—substituting one ratchet wheel for Dolan's two and adding a ring shifter to engage and disengage the pawls.

The Millers Falls adaptation of Dolan's idea, with its two-pin ring shifter, may well have been the most significant development in the history of the American ratchet brace. The design, which leaves the front part of the ratchet wheel exposed, came to be used on more braces than any other and remains in production today.

The brace shown on the right, manufactured about 1880, features a chuck shell stamped with the Dolan's patent date. You can see it was kept clean and polished.

Pictures of other tools that may have been carried.



h) Meat Saw 20 points

The meat saw should be large enough to use when butchering an animal such as a deer, antelope, bear, or an injured steer. Look at the blade to see if it is sharp. Is it tensioned enough to hold it in place and what is the condition of the handle?

i) Saddle, saddle blanket, bridle, and a lariat/riata (50 pts)

A suggested split of the points of up to 30 points for the saddle, up to 5 points for the blanket, up to 5 points for the bridle and 10 points for the lariat/riata.

The saddle is generally placed on the tongue of the wagon and should be neatly displayed. It can be argued with this placement. If as some suggest, the cook may have been an older cowboy who was no longer able to sit the saddle and work all day, and kept his saddle because a saddle is the last item that a cowboy would give up; why then would he pull it out of the wagon every night and place it on the tongue? Or why would he have put his prized possession in the wagon bed to have 2,000 pounds of foodstuffs and bedrolls stacked on top of it or kept it on top of the load to be sunbaked and dust covered? If a wagon driver puts four sets of harness on the tongue, how much room is left for a saddle? More appropriately, some believe the saddle and tack should go in and be displayed in the head flap of the cowboy bedroll. By the saddle being on the bedroll, one is inviting the judge and public to view the bedroll as well as a discussion on saying "used the saddle as the pillow".

Look at the pictures below showing the kinds of saddles which were available during the trail drive era. Many times, you may see newer saddles, some with fancy leather tooling, maybe even an award saddle from a rodeo or roping. If so, they should not receive any points for the saddle as it is not a period correct. Does the condition of the saddle, leather, and stitching, etc. look good enough to ride using it? Look at the saddle blanket to see if it looks like it has been used. Do you see sweat stains? Is it probably to fancy in style and color? Look at the bridle to see if it shows signs of use, once again sweat stains or wear.





Picture of a natural fiber Lariat

Period Lariats were made of natural fibers not the man-made fibers used today.



Pictures of a braided leather Riata



j) Rope 5/8 inch to 3/4 inch (30 pts)

Made of natural fiber and large coil - Contrary to popular belief that Cookie would not let a horse anywhere near the wagon, there are pictures contradicting this. There are pictures showing horses tied to the wagon wheels, or "ground tied" close to the wagon while cowboys ate.

These two pictures depict a rope corral set up to hold the remuda close. Not sure why, maybe rustlers nearby, Indians, or maybe due to the possibility of a storm which could cause a stampede?

So, you will need to judge the amount of rope and determine if they have a fair amount generally 150 feet or so. We are not expecting anyone to purchase 200-300 feet of rope just to carry for the purpose of judging.





k) Bedrolls (at least one) (40 pts)

Must have at least one bedroll, even though the chuck wagon carried every cowboy's bedroll which could have been 14-18 depending upon the size of the crew.

If you based it upon TV and movies, a cowboy's bedroll was a blanket rolled up and carried behind the saddle. Some books talk of the early trail drive cowboy's bedding being just a couple of blankets, a heavy quilt, or comforters called soogans.

Later on, the canvas outer "shell" began being used and is what most people associate as being the bed roll the cowboys would have carried. These would not have had the foam pads that you see with many of the bedrolls being sold and displayed on some of the wagons. If that is the type of bedroll displayed, you need to deduct points. Also, if it has a zipper there needs to be points deducted.

The bedroll is where the cowboy carried extra clothing, unless it was cold, then he might have been wearing everything he had. You might find the cowboys "war bag" which many times was an old pants leg sewed on one end and a drawstring on the other end or possibly an old cotton feed sack. The "war bag" contained their personal items such as underwear, socks, razor, a cake of soap, a small towel, and mirror along with other small personal items.



257. "Night Hawk" in Desert
Copyright by Knapp & Co. Photo Mount.

l) Wagon Jack - serviceable (10 pts)

Does the wagon jack look to be in a condition to pick up one wheel of a loaded wagon? Some types will be hard to use on the rear wheels of a wagon with a boot box/pan boot. Below are pictures of several different types of wagon jacks.



m) Horse hobbles (30 pts) - Two sets

There should be two sets, they may be a combination of either metal, rope or leather. There were several ways to “hobble” a horse, the most common was to hobble the front legs, but there were some hobbles that were one front leg and one back leg. These were used to allow horses to graze around but the hobbles prevented most horses from running away. Pictured below are horse hobbles made of metal, rope and leather. You may see some braided horsehair hobbles.



n) Wood Saw (10 pts) - Two man or bow saw

There are a couple of types of two-man saws in the first two pictures below and the 3rd picture is of a bow saw. The saws should be sharp and useable. The two-man saw will probably be attached to the wagon box or possibly not assembled and inside the wagon box, so before deducting points ask to see the saw. Most of the time, the bow saw will be by the wood pile.



Conclusion

These documents will continue to be reviewed and modified as the ACWA Historical Committee continues to learn!

The Committee hopes this project reflects a portion of the many miles driven, many hours spent conducting research, many hours reading, many hours in meetings and many hours compiling information on the history of the chuck wagon and trail drive era!

We hope you can use these documents to become a better judge or wagon owner but most of all to promote and present the most authentic chuck wagon and its history to the next generation!

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Author's Note

Onsite visits were made to the following businesses, historical state archives, and museums to view articles, reviewing over 2500 pictures and actual displays depicting the chuck wagon or trail drive era:

Hansen Wheel & Wagon Shop owned by Doug Hansen, Letcher, South Dakota
Texas Cowboy Outfitters owned by Glenn Moreland, Fort Davis, Texas
Wheels that Won the West owned by David Sneed, Flippin, Arkansas
1880 Town, Midland, South Dakota
Arabia Steamboat Museum, Kansas City Missouri
Armstrong County Museum, Claude, Texas
Bell County Museum, Belton, Texas
Boot Hill Museum, Dodge City, Kansas
Bullock Texas State History Museum, Austin, Texas
Charles and Mary Ann Goodnight Ranch State Historic Site, Goodnight, Texas
Cheyenne Frontier Days Old West Museum, Cheyenne, Wyoming
Chisholm Trail Heritage Center, Duncan, Oklahoma
Chisholm Trail Heritage Museum, Cuero, Texas
Chisholm Trail Museum, Kingfisher, Oklahoma
Chisholm Trail Outdoor Museum, Cleburne, Texas
Days of '76 Museum, Deadwood, South Dakota
Dave Engels' Coach Shop, Joliet, Montana
Denver Public Library, Denver Colorado
Erwin E. Smith Collection at the Amon Carter Museum of American Art, Fort Worth, Texas
Fort Worth Stockyards & Stockyards Museum, Fort Worth, Texas
Frontier Texas History Museum, Abilene, Texas
Goodnight Barn Restoration, Pueblo, Colorado
Kansas State Archives, Topeka, Kansas
National Cowboy & Western Heritage Museum, Oklahoma City, Oklahoma
Nebraska State Library & Archives, Lincoln, Nebraska
Panhandle Plains Historical Museum, Canyon, Texas
Pueblo Heritage Museum, Pueblo, Colorado
Saints Roost Museum, Clarendon, Texas
The Buckhorn Saloon and Museum, San Antonio, Texas
University of Wyoming's American Heritage Center, Laramie, Wyoming
Whitehead Memorial Museum, Del Rio, Texas
Wyoming State Archives, Cheyenne, Wyoming

Videos on YouTube and Online References:

Denver Public Library

Engels' Coach Shop, Joliet, Montana

Hansen Wheel and Wagon Shop, Letcher, South Dakota National Library of Congress

Reproduction copies of the following wagon manufacturers' books, catalogs and/or manuals:

Dodson, Fisher, Brockmann Co, Minneapolis, MN

John Deere Wagons, John Deere Wagon Co. Moline, Illinois Meyer, Bannerman, & Company, St. Louis, Missouri

Springfield Wagons, Catalog Number 14 Manufactured by Springfield Wagon Company, Springfield, Missouri

Studebaker Bros. Mfg. Co. – South Bend, Ind. USA

Studebaker Trade Catalog 1911, Studebaker Bros. Mfg. Co. South Bend, Indiana

The Weber Wagon – Farm Wagons, Farm Trucks and Gears, Chicago, IL