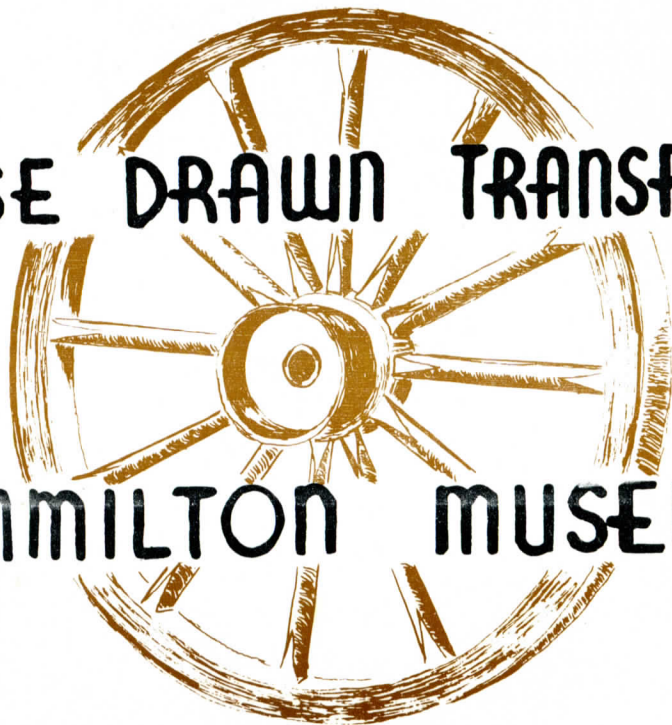
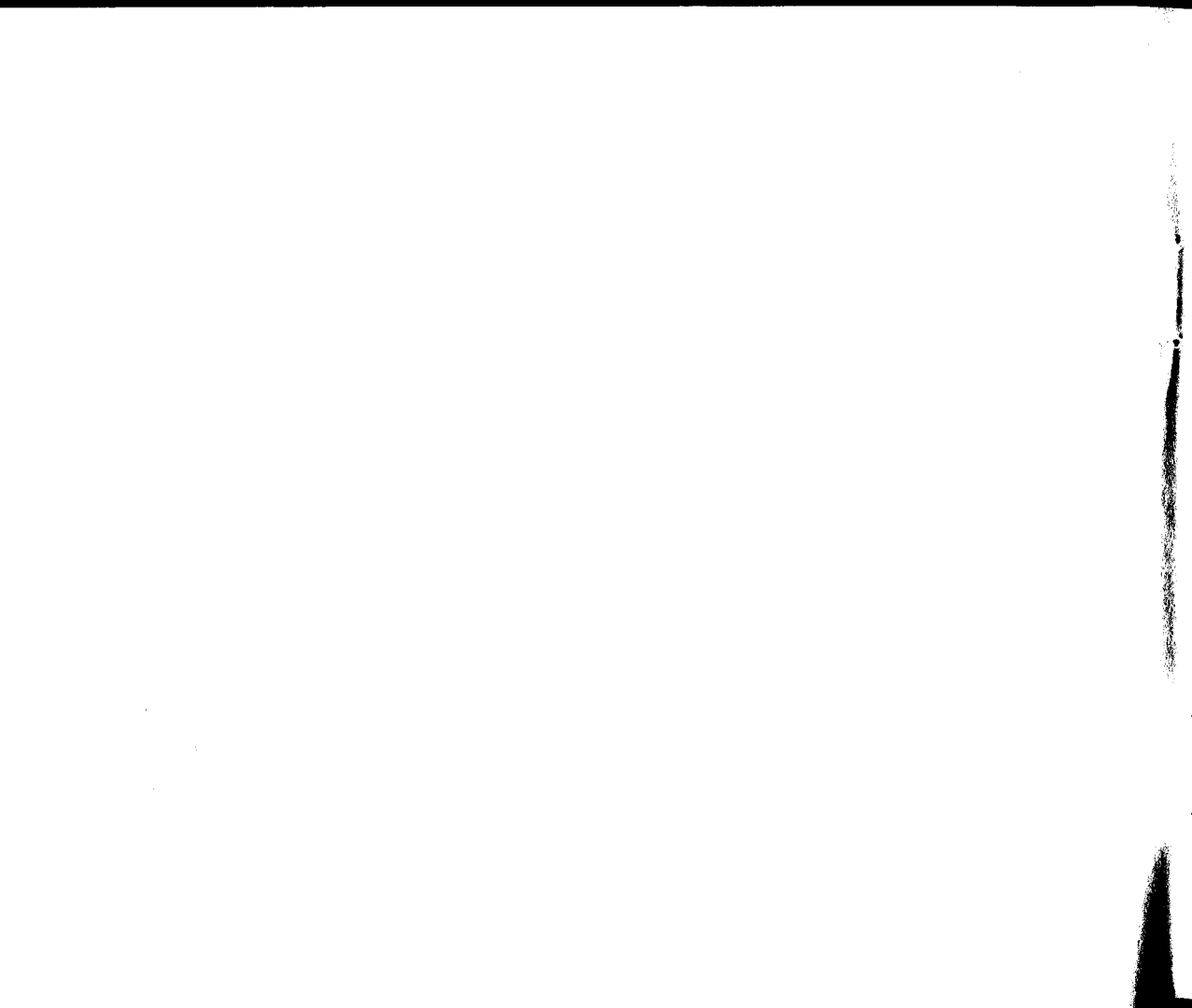


HORSE DRAWN TRANSPORT

IN HAMILTON MUSEUM





HOURS OF OPENING

Monday to Friday	10 a.m. – 12 noon and 1 – 5 p.m.
Saturdays	10 a.m. – 5 p.m.
Sundays	Closed

MUSEUM PUBLICATIONS

Hamilton Burgh Museum, out of print

Lace-Making in Hamilton by Jessie H. Lochhead, M.A.

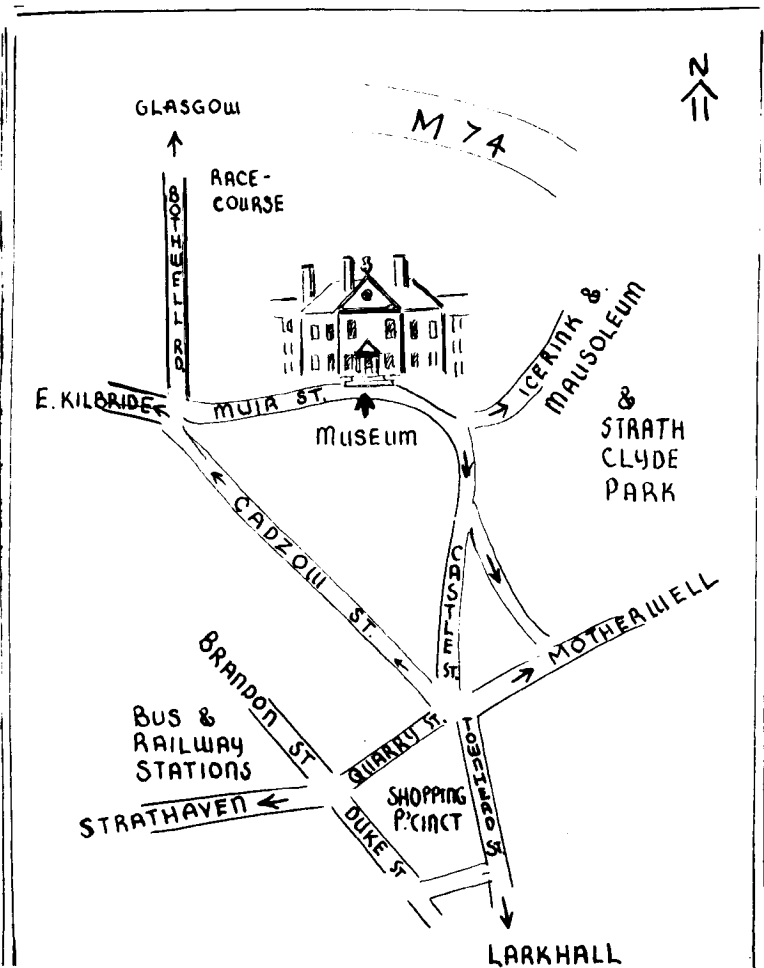
Horse Drawn Vehicles in Hamilton Museum by G. Walker

Hand Loom Weaving in Hamilton and District by G. Walker

Also on sale is the Hamilton Burgh Quincentenary publication Hamilton 1475 – 1975

Hamilton Museum
How to get there

Map
Illustration



Sketches and descriptions of

THE HORSE DRAWN TRANSPORT and FARM EQUIPMENT

in

HAMILTON DISTRICT MUSEUM

Written and illustrated by G. Walker

Published by Hamilton ~~1913~~ District Libraries and Museum

Chief Librarian — *C. Smith Esq. A.L.A.*

Foreword

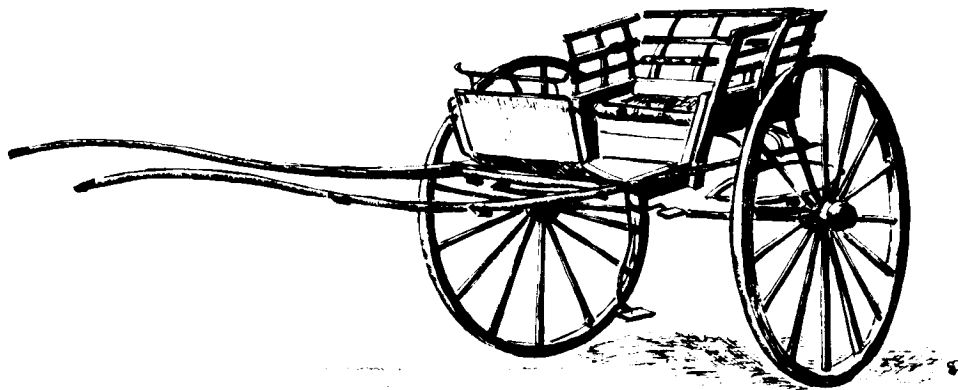
Thanks to the efforts of Macadam and Telford during the last quarter of the eighteenth and the beginning of the nineteenth century, the roads in Britain were so improved that the public could travel with comparative ease. Their safety and comfort were also ensured by improvements in the design and quality of steel used in the springs of the carriages.

Road transport then was literally "horse power" carts and carriages were all hand-made, there was no standardization and a gentleman could have a carriage built to his own or his coachbuilder's ideas.

Many types evolved, some of them freakish and of short-lived duration, and it would take a large volume to enumerate and describe them. We have not attempted to cover the the range here but have only included sketches and information where possible of all the vehicles presently in the Museum's care. Most of these vehicles will be on view and you will be able to see them at the Museum.

We are indebted to Wm. Robertson-Aikman of the Ross, Hamilton and to Peter Ralston, Esq. of Glasgow for the loan of most of the vehicles and also to Messrs John Stewart of Wishaw for restoration work.





The Gig

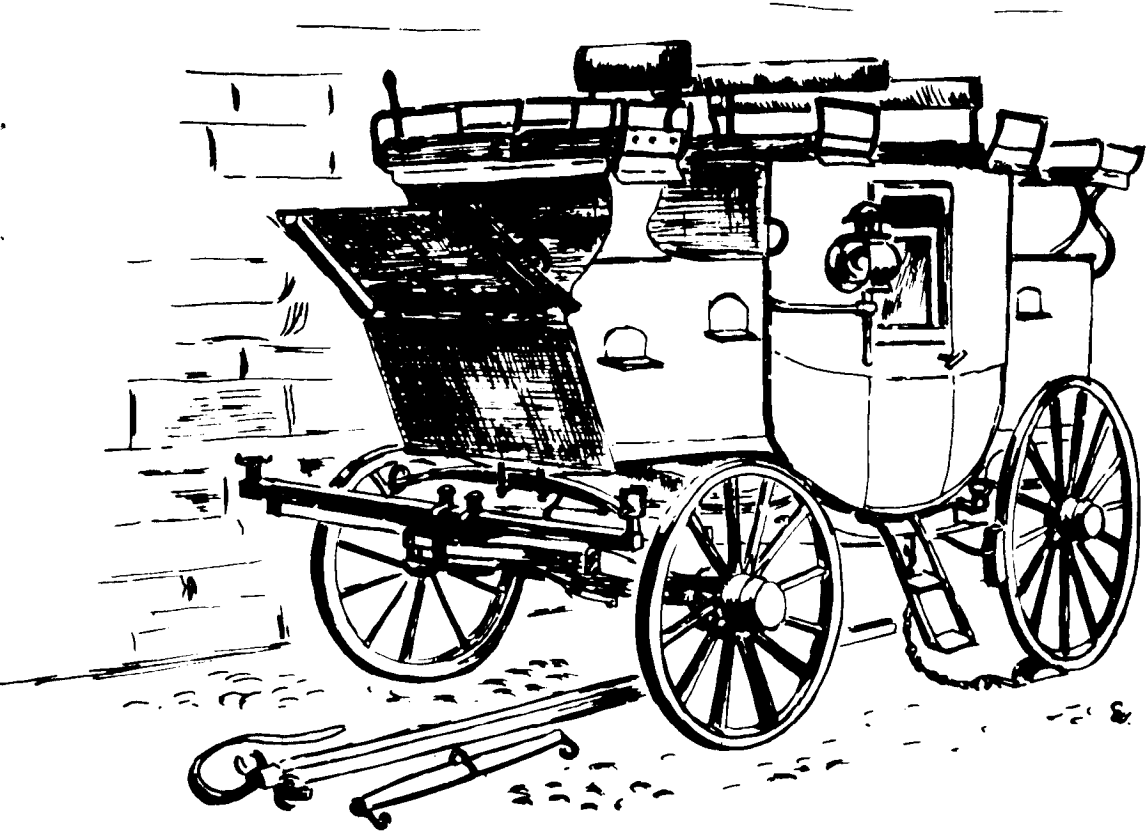
The common gig, which originated in France, was the lightest of all the two-wheeled carriages. As shown here, it was simply an open railed chair fixed on the shafts and supported on two side springs, the ends of which were connected to give more freedom to the motion.

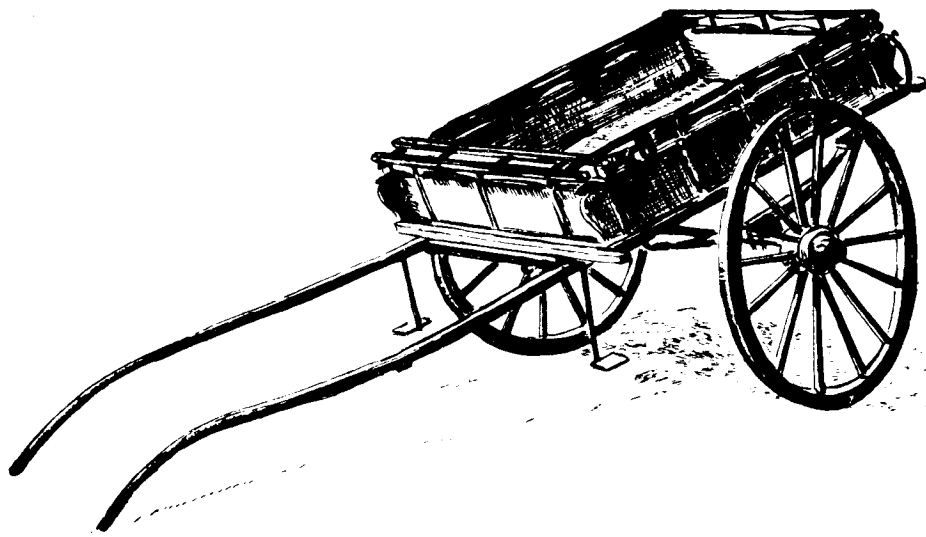
The Four - in - Hand Coach or Drag

The design of this carriage was copied from that of the mail coach, which had been brought as near perfection as human ingenuity and craftsmanship was capable of bringing it.

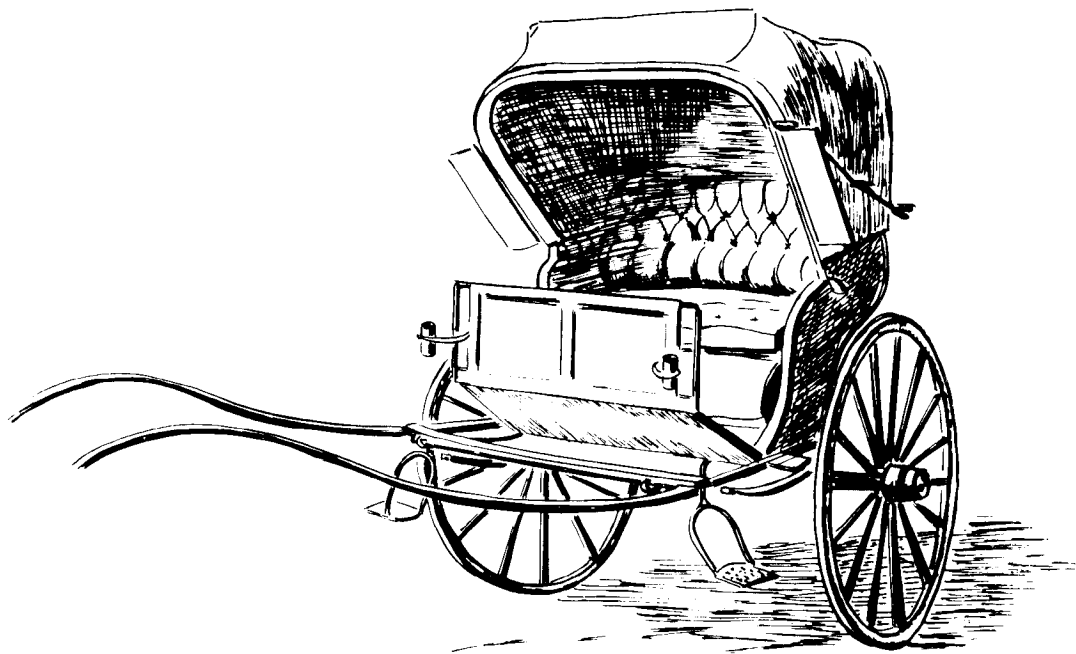
This vehicle was built by Holland and Holland of London in 1870 for the Robertson-Aikmans of the Ross House and was used as a family coach and on the excursions of the Hamilton and District Four - in - Hand Club. It can carry four passengers inside with twelve and the driver on top.

Restored by Messrs John Stewart of Wishaw, the coach has been loaned to the Museum by Wm. Robertson-Aikman of the Ross House, Hamilton.





Spring Van
A light sprung farm cart.



The Cabriolet

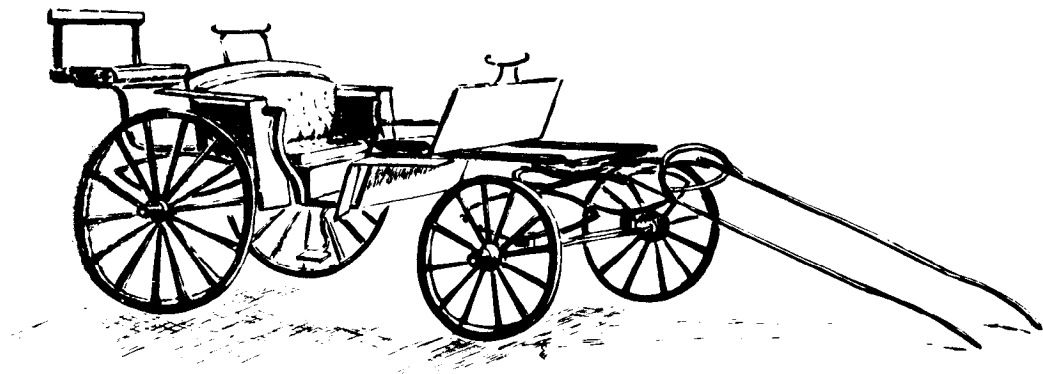
First produced in France c. 1760, the cabriolet was introduced to Britain in 1805. It became very popular for private use and as a vehicle plying for hire in which case the driver was either partitioned off or seated outside at the side of the vehicle.

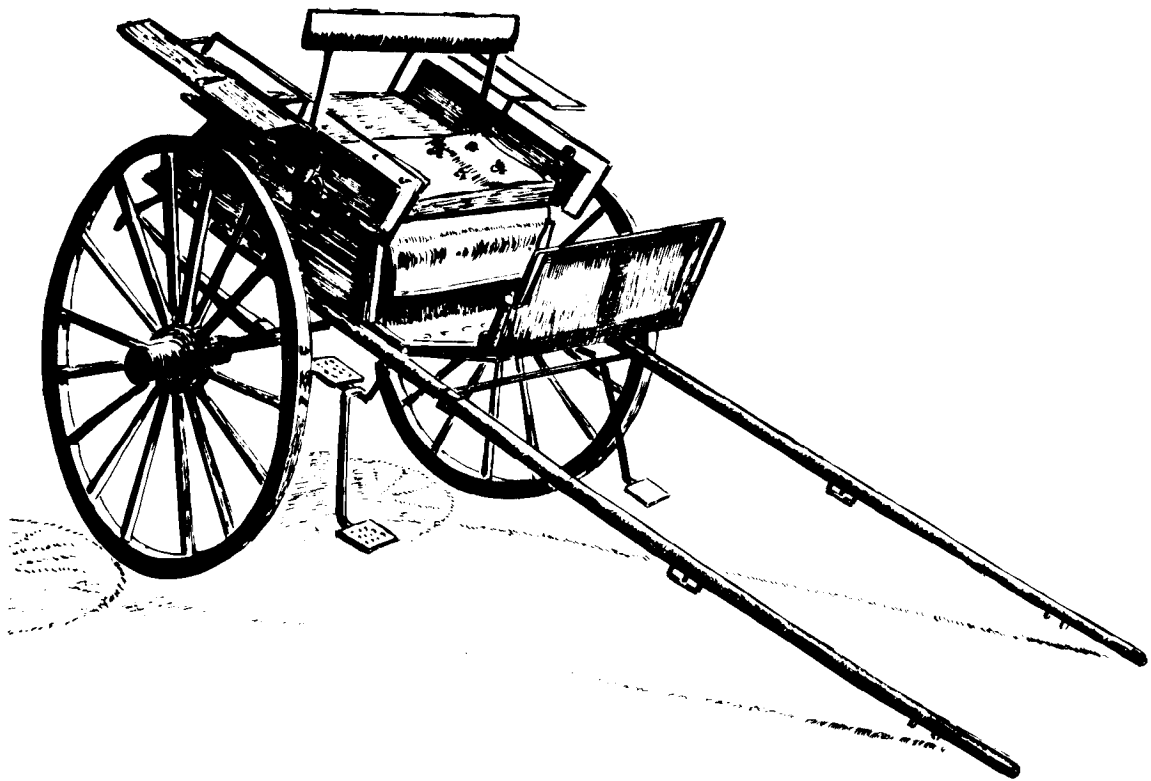
THE PHAETON

When first used c.1747 by the young sporting bloods, one of whom was the eighth Duke of Hamilton, the phaeton was a very high fast light open carriage pulled by four or six horses. However, after the invention of the elliptical spring by Obadiah Elliott in 1807, the body was lowered to a safer height.

In the 19th century many different styles of phaeton were built, e.g. the mail, the demi-mail, the spider, the Beaufort, the Stanhope etc. Some of them being named after their inventors or after the patron who made them popular.

The phaeton shown, which has been loaned by Peter Ralston Esq., is of the spider phaeton type.

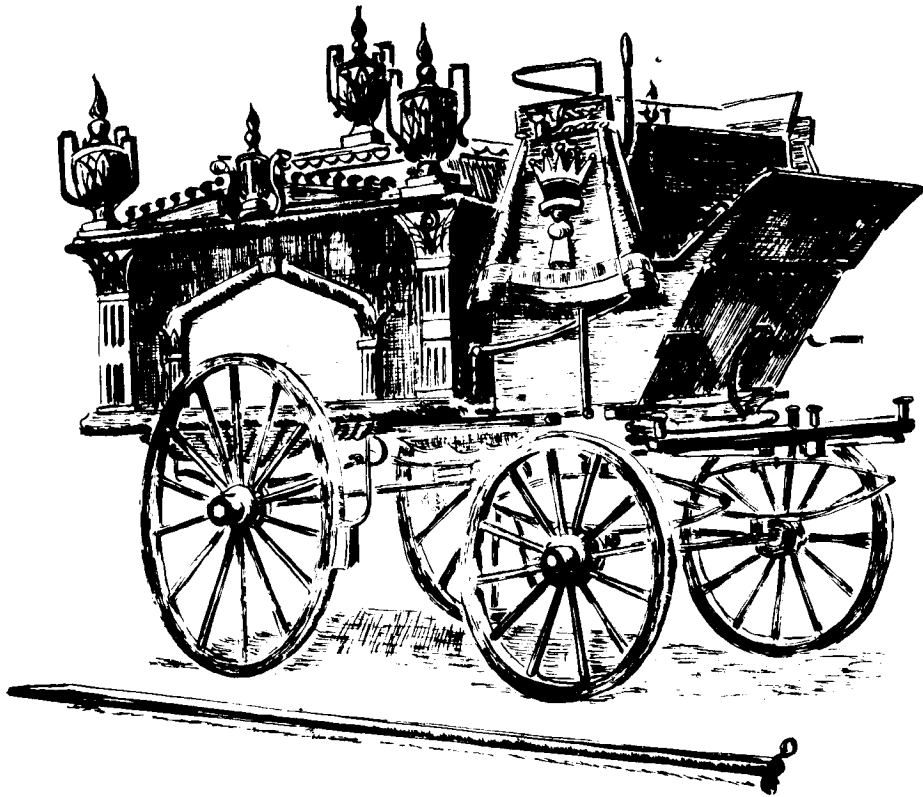




The Dog Cart

This was originally designed as a roomy trap with ample space under the seats to accommodate a brace of dogs and with venetian slats to provide ventilation. However it very soon became so useful as a country carriage that its original purpose was soon lost sight of.

It was made in both two-wheeled and four-wheeled version and the two-wheeled cart shown is on loan from Wm. Robertson-Aikman, Esq. of the Ross House.



The Hearse

This hearse was built in Wednesbury near Birmingham in 1894 and was used finally in Ecclefechan, Dumfriesshire.

With its ornate heavy carving it is a typical example of late Victorian funeral carriage. Horse-drawn hearses continued to be used until the 1920's but by then they were of a simple restrained design with only a single central urn, which could be interchanged with a cross.

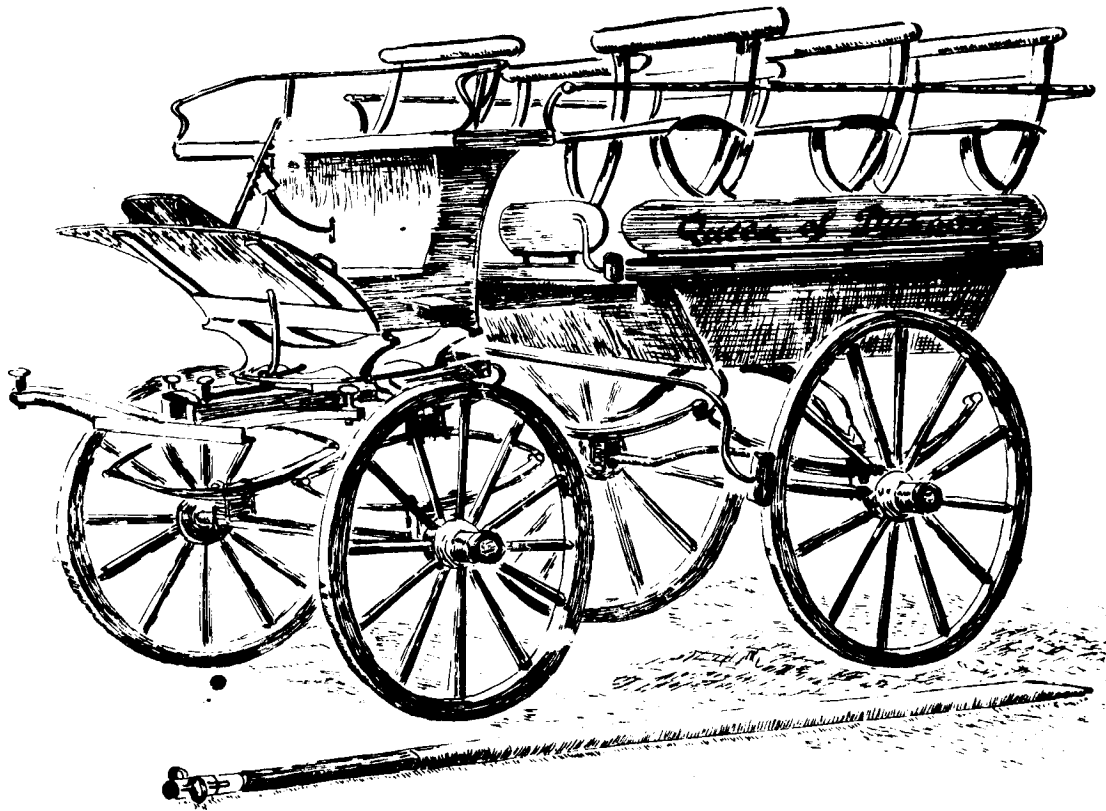
We are indebted to the Hoddam Community Council for the donation of this fine vehicle.

The Charabanc

This is a variation of the wagonette, a vehicle in which the passengers sat facing each other at right angles to the driver with the entry at the rear. In the charabanc, built for sightseeing the passengers all face forward but the entry is still at the rear.

This particular vehicle, built in 1895, plied for excursion hire at Dunoon and must have been a familiar sight along the Holy Loch around the turn of the century.

The 'chara' was restored by Messrs John Stewart of Wishaw and has been loaned by Peter Ralston, Esq. of Glasgow.

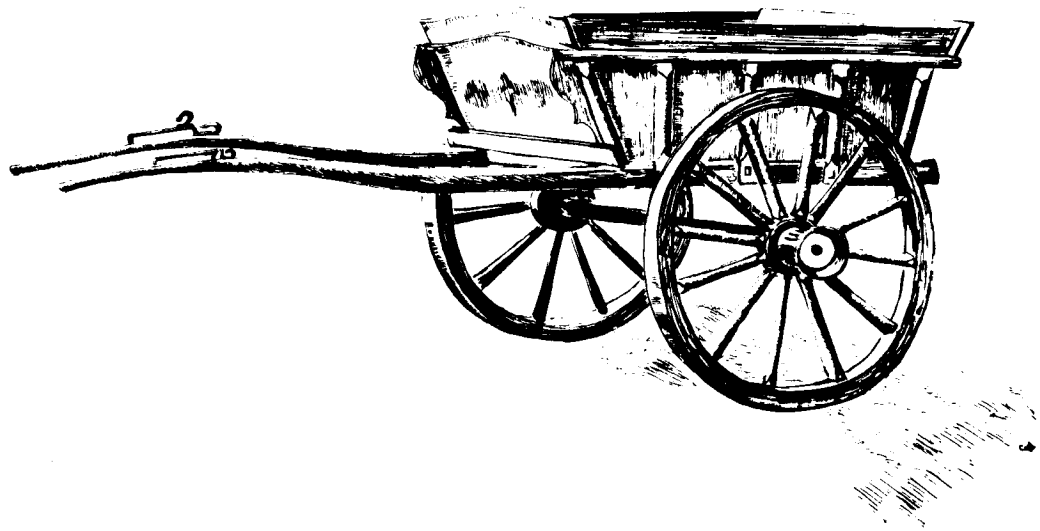


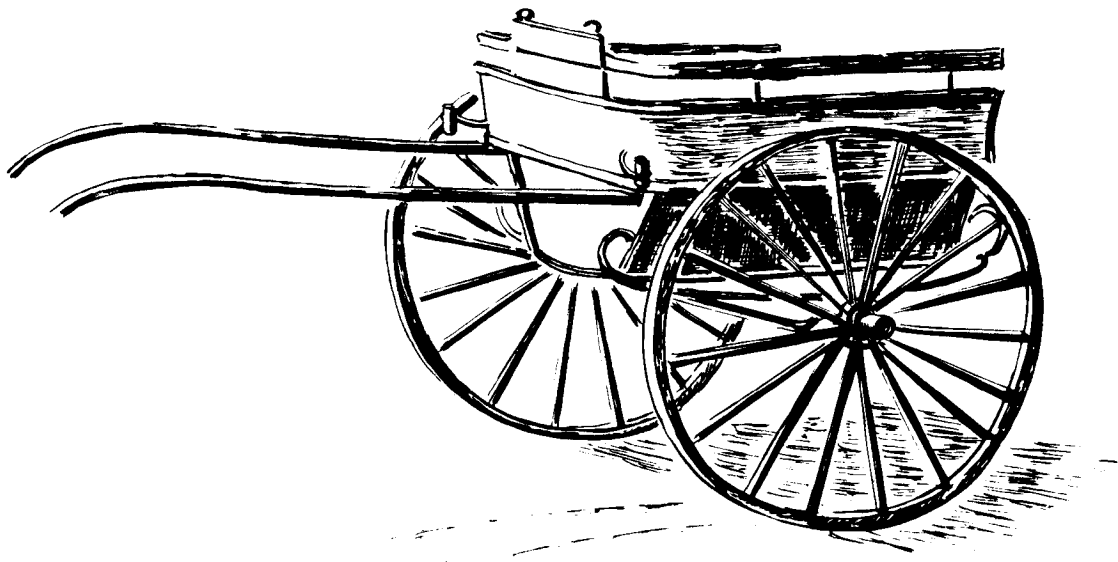
The Farm Cart, Box or Coup

Carts of this type were advertised for sale in six sizes, carrying from 22 cwts. to 35 cwts. by Jack of Maybole in 1835 and were probably in use a long time before this.

The cart shown has side capes fitted to give extra depth for root crops and wide harvest frames, which projected outwards for extra width were also available.

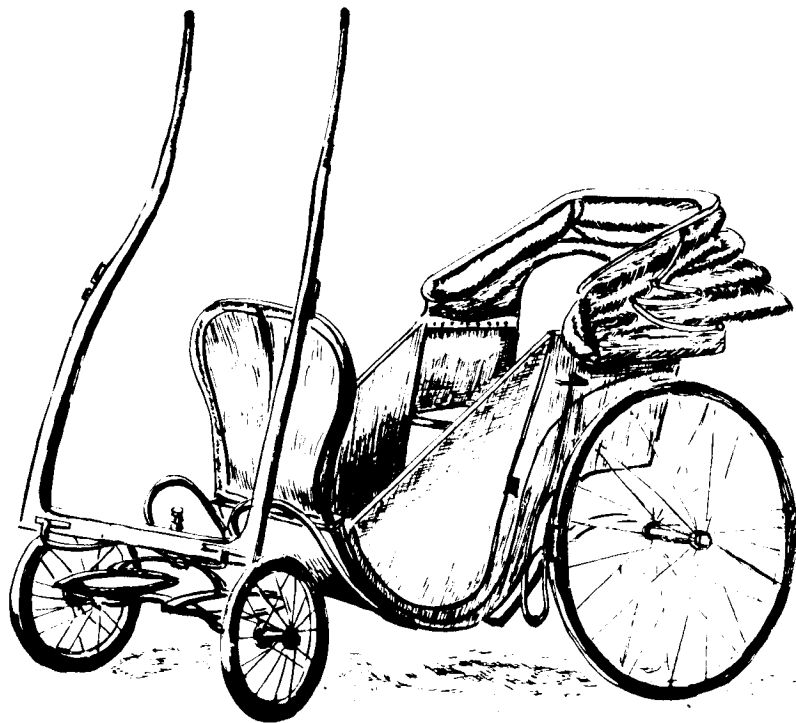
To unload root crops, coal etc. the tail board was taken off, the draw chains and harness unhooked and the cart tipped up or "couped."





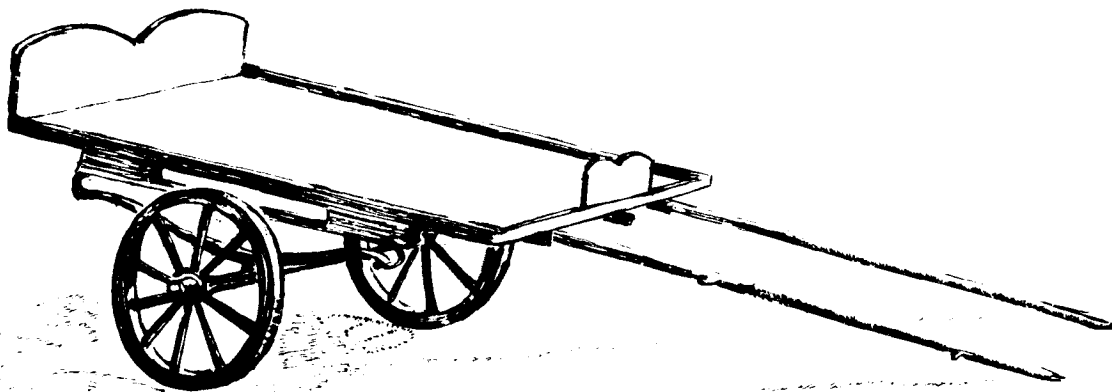
The Governess Car

A low and particularly safe carriage in which the seats are placed at the sides like the wagonette with the door at the back.



The Invalid Carriage or Pony Phaeton

Princess Victoria was sketched by Lowes Dickinson in 1835 riding in a similar carriage. The vehicle, loaned by Peter Ralston, Esq. is reputed to have been owned by Sir Harry Lauder.



The Hawker's Float

Drawn by a donkey or a pony the float was very useful for retailing fish or fruit, they can still be seen occasionally in city streets.

THE HARNESS

You will notice that the reins, head gear and collar, to which are attached the towing straps or chains, are basically similar but that the other parts vary.

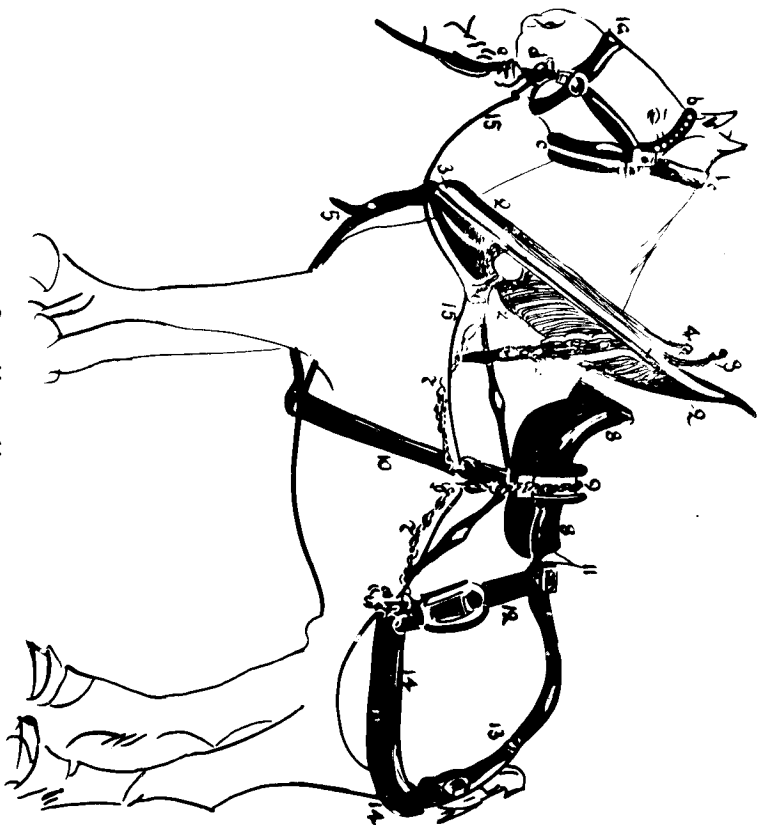
e.g. Heavy cart horses have a large saddle and chain to support heavy shafts and have strong breeching so that the cart can be backed into position for loading or unloading.

Ponies and light horses, for such vehicles as the cabriolet or gig, wear a light pad saddle and light breeching.

Farm horses, when ploughing, have a wide padded strap called a backband, this holds up the drawchains of the plough. When harrowing however, the chains are supported by crossed straps called theats.

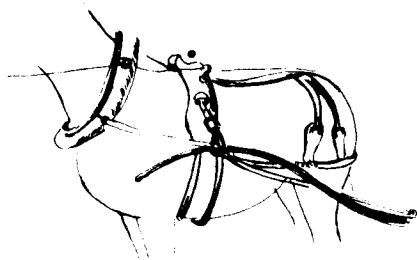
Theats are also worn by pit ponies, but in this case there is a square piece of leather at the intersection, this protects the animal's back from low roofs.

Lightness is a feature of double harness which is used for two and four horse teams. Apart from the head collar and reins, there can be a light collar, pad saddle, martingale, crupper and loin straps with leather traces. Sometimes however, only the head gear, reins, collar and traces are worn.

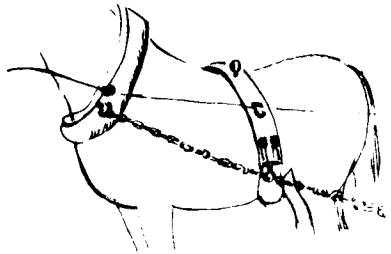


Cart Horse Harness

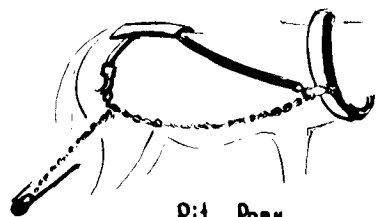
- | | |
|-------------------------------|------------------------------|
| 1. Open Bridle or Head Collar | 7. Draw Chains |
| a- nose band | 8. Saddle |
| c- throat lash | 9. Chains - Shaft supporting |
| e- halter | 10. Girth |
| 2. Breckam or Neck Collar | 11. Crupper Strap |
| 3. Hems | 12. Loins Strap |
| 4. Hems Strap | 13. Hip Strap |
| 5. Martingale | 14. Breeching |
| 6. Wither Strap | 15. Reins |



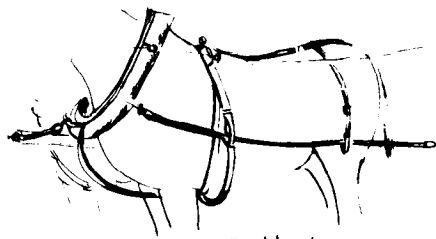
Single horse



Plough horse



Pit pony



Double harness

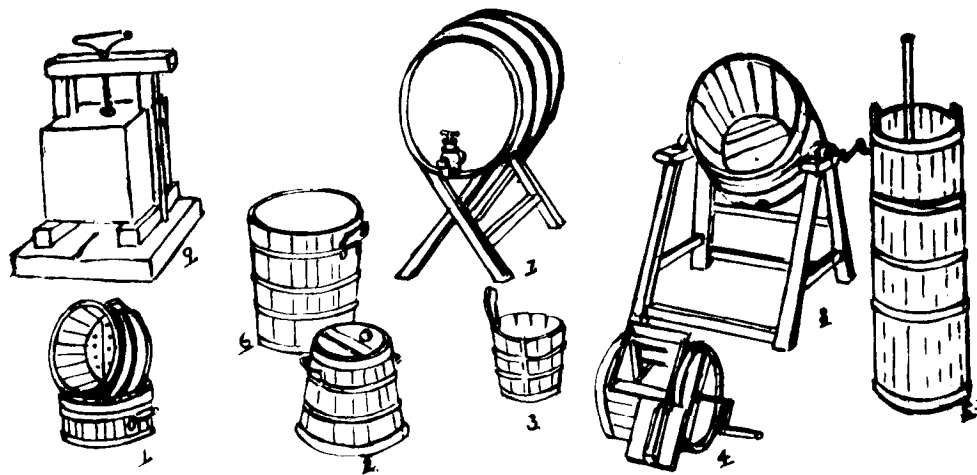
The cooper's trade was once a very important one and his products were as much in demand on the farm as anywhere. Some of these items which can be seen at the Museum, are sketched on the page opposite with brief explanations of their purpose appended below.

In the chissarts or cheese tubs, (1) the newly formed curd was pressed into shape while the whey drained through the bottom holes. These chissarts are in the shape of Scotch Dunlop Cheese, the traditional cheese for this area.

The milk butt, (2) was used to transport milk before the advent of galvanized milk cans.

This luggie, (3) was used as a milk pail but similar shaped shallower vessels were used as communal containers at table in the 17th and 18th centuries.

The making of butter is an ancient art and the use of plunge churns is the earliest known method, (5) is an early 19th century type in which a paddle with holes is twirled while being worked up and down. The table or box model, (4) has paddles which revolve and in the "end over end" churn, (8) the whole barrel revolves keeping the contents in constant motion.



Milk intended for butter-making was kept in the lapping tub, (6) until it soured and it was then transferred to a large churn. After churning the butter was removed and the buttermilk poured into the "sour milk" barrel, (7) for retailing from a cart.

No. 9 is an 18th century heavy stone cheese press under which the chissarts would be placed.

In addition, but not illustrated, are measuring tubs and a large meal barrel.

The Ploughs

Up to the last quarter of the 18th century, the plough in general use in Scotland was the heavy wooden Scots plough, which needed a team of six to twelve oxen and a gang of workers to operate it.

However the agricultural improvers of the 18th century required more efficient implements and several two horse ploughs were successfully introduced. The Berwickshire plough invented by James Small in the 1760's appears to have been the most widely adopted but there was also the Argyllshire plough by the 1790's. The sock and coulter of the new ploughs were of iron but the framing was still of wood with iron plating over the working parts.

Further improvements followed and in 1804 the first all iron plough in Scotland was made by an Uddingston blacksmith called Gray, and from 1810 only iron ploughs were made there. Uddingston became a centre for plough-making and the names of Wilkie and Gray were known world wide. The Wilkies, father and son, were notable inventors and they introduced horse hoes, drill harrows, cultivators and a turn wrest plough for which the gold medal of the Agricultural Society was awarded.

On display is a Gray swing plough of a type which was made from the 1840's and a George Gray drill plough which probably dates from the 1880's. The boat plough also shown is an earlier type of drill plough.

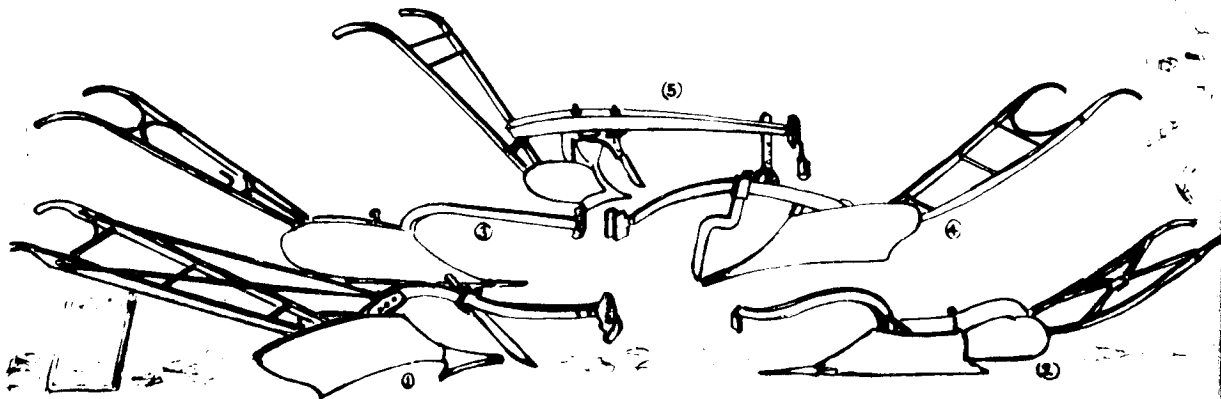
Replaceable parts to cut out blacksmith repairs was one of the features which made the other ploughs on show popular. They are the "Oliver" patented in U.S.A. in 1868 and the "Dux" made in Canada.



The Grgyllshire Plough



The James Small Plough



1. A Dux plough with spare parts (not shown) made by the Cockshutt Plow Co. of Ontario, Canada.
2. A boat plough, probably made by Jack of Maybole.
3. A "George" Drill plough, Gray of Uddingston.
4. A Gray Swing Plough, Gray of Uddingston.
5. A single horse chilled iron Oliver plough made by the Oliver Plow Co. South Bend, U.S.A.

In addition to the implements illustrated there is in the Museum a cultivator of an early type and a drill harrow reputed to have been used in the 1850's.

Generally stables were built with a hay loft above and that created a problem in a large stable of raising the bales of hay and heavy bags of feed. The large vertical windlass from Hamilton Cooperative stables was made to solve this difficulty.

Hand Tools

Among the tools are a flail, throwcrook, hay knife, breast peat spade from Strathaven, reaping hook and various types of forks, but the most interesting is a pair of wooden tongs called "weeder or thistle clips".

In the days of hand reaping, before mechanical reapers and binders, thistles in the corn were a prickly problem and so this tool was made so that the thistles could be removed before the reaper and his attendant binders got to them.

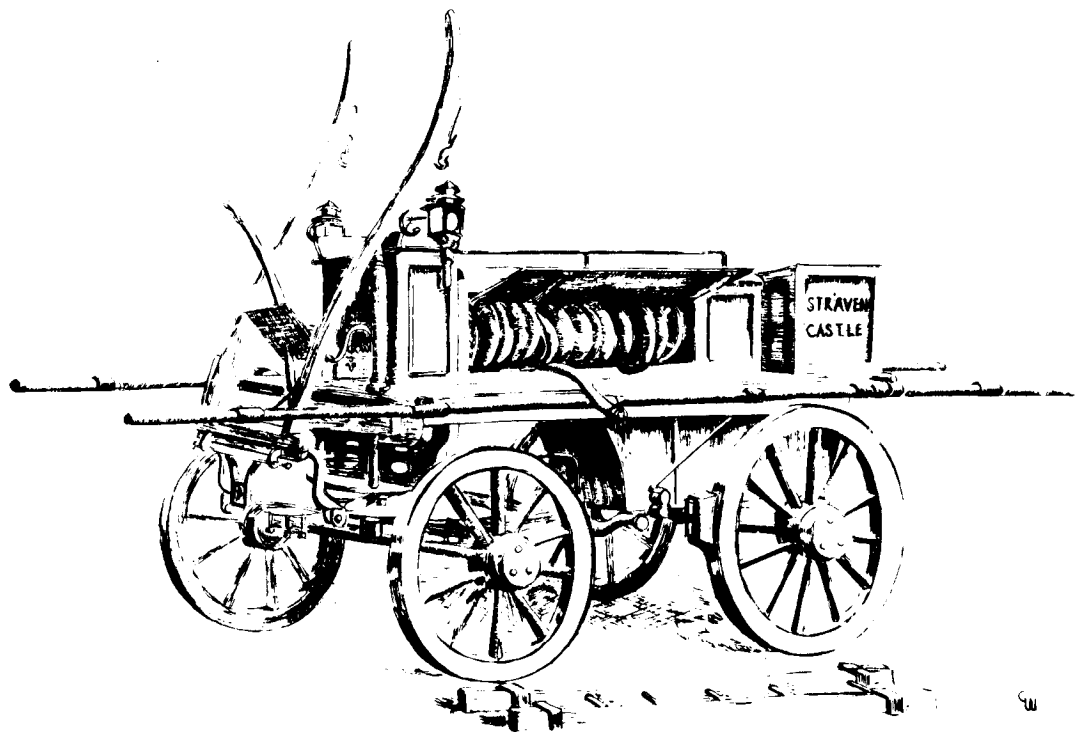
THE "STRAVEN CASTLE" FIRE ENGINE

This horse-drawn manually operated pump was made in 1875 by Herkless & Small of Shuttle St., Glasgow, though engines of this type were built as early as 1824.

The engine was operated by raising and lowering the pump handles at the sides of the carriage, this sucked water through a leather hose from a pond or stream and discharged it through another hose onto the fire. Volunteers were recruited from amongst the bystanders to work the pumps, for this they were given free beer and paid one shilling per hour.

There was a disastrous fire in Strathaven on Hogmanay night 1874/75 and the Hamilton fire engine, which had struggled through deep snow drifts, arrived too late to save the lives of two elderly ladies. After this tragedy, Mr. Thomas Tennant of Priestgill purchased this engine and presented it in 1876 to the Local Authority in Strathaven, where it was used for many years.

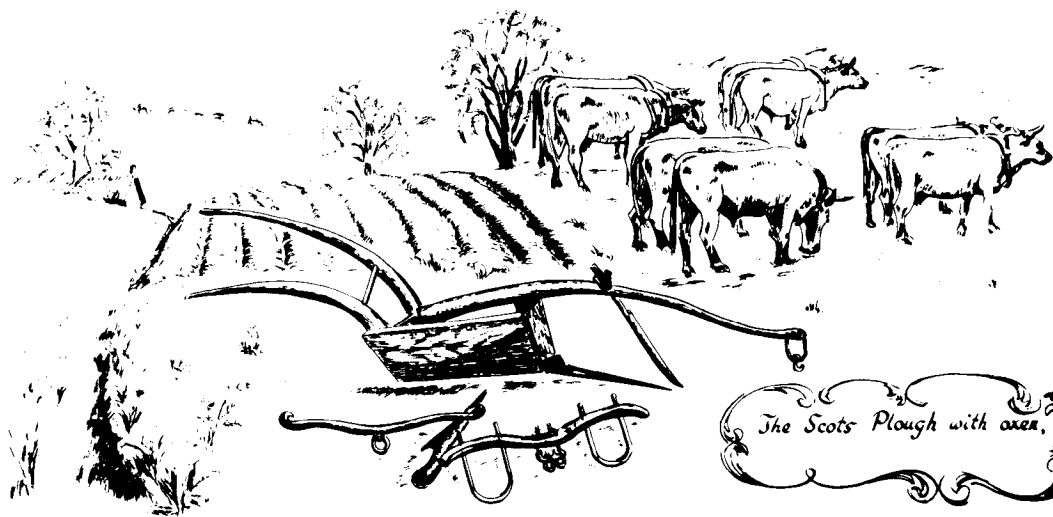
We are indebted to the Firemaster Mr. John Stewart, O.B.E., Q.F.S.M. and to the officers and men of Lanarkshire Fire Brigade for the donation of this fine vehicle.



The "Straven Castle" Fire Engine

NOTES

Printed by Hamilton District Council,



The Scots Plough with oxen.

