

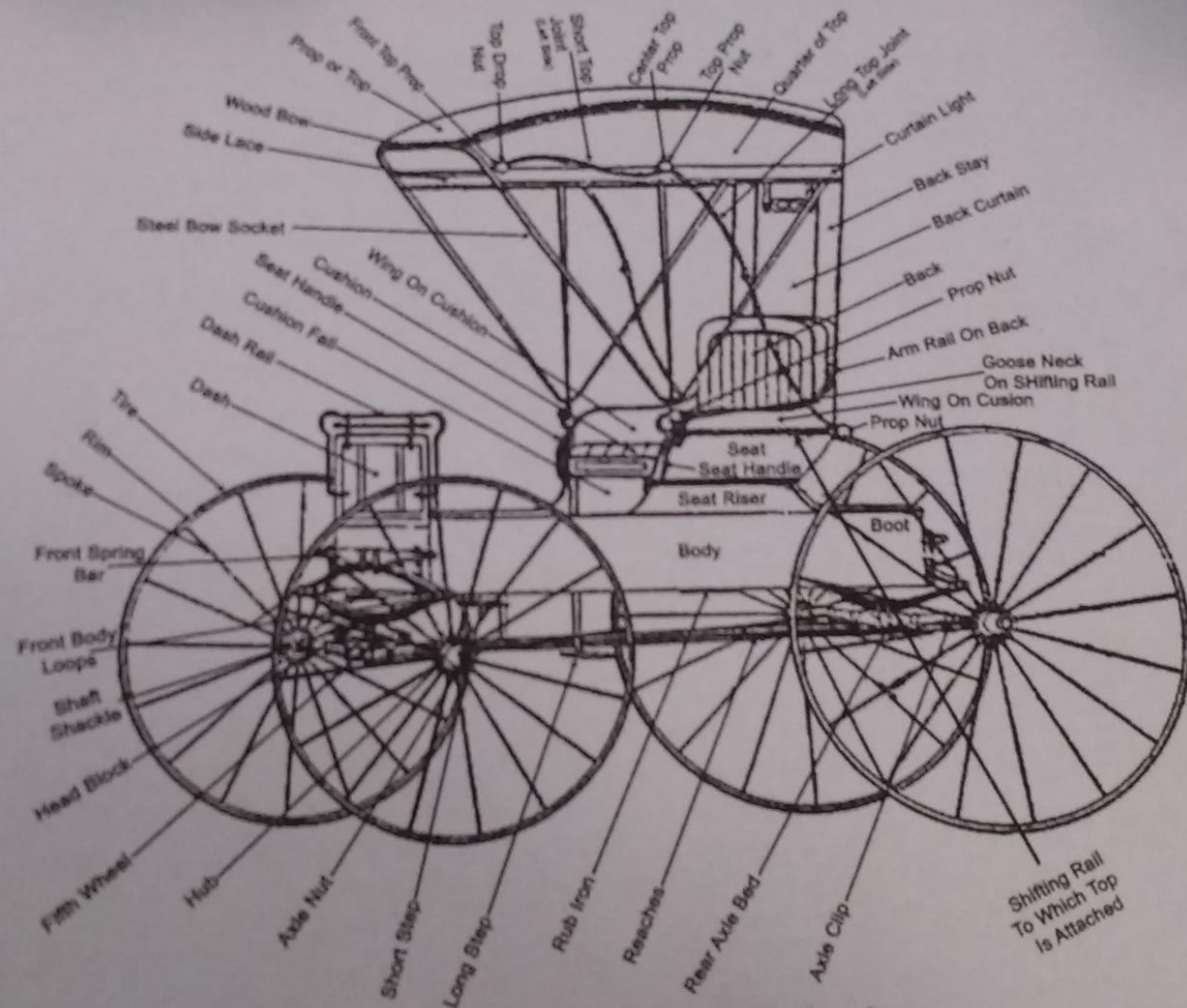


- **THE CARRIAGE BUSINESS**

- Source: Austin, Gloria, Linda Beaulieu, Jeffrey Batchelder. The Gloria Austin Carriage Collection. Weirsdale, FL: Equine Heritage Institute, 2015.
- For 6,000 years, horses have been helping humans transport their goods from place to place. Carriages, wheeled vehicles like wagons and carts have been around throughout the world for nearly as long, shortly after the invention of the wheel.
- The term “Buggy” was a phrase used in colonial America for a simple, wheeled, horse-drawn vehicle that was designed for short-distance personal transportation and was light and easy to build. “At the time, horseback riding in towns and rural areas was less common and required more specific skills than driving a buggy” according to Wikipedia. A buggy could be bought for between \$25 and \$50 in the 1800s, and numerous small companies produced them. The proliferation of buggies encouraged the development of better rural roads and paving of streets in towns and commercial districts (Wikipedia).
- Many buggies were initially open to the air, but soon designers added covers such as hoods and sunroofs (“Surrey with the Fringe on Top”) allowing all-weather transportation. The manufacture of buggies and their parts contributed to a thriving business in carriage manufacture that paralleled the rise of the Industrial Revolution in Europe and America.
- Today, buggies are still used in many parts of the world that can still sustain the care and feeding of horses. In the U.S., the Amish and Mennonite sects use horse and buggy transportation as part of their religious beliefs of avoiding the worldly ways of the “English” (modern-day American culture and capitalism). Tourism destinations frequently offer carriage rides or hay wagon rides; these are generally not in buggies, however, since buggies mostly seat two people.

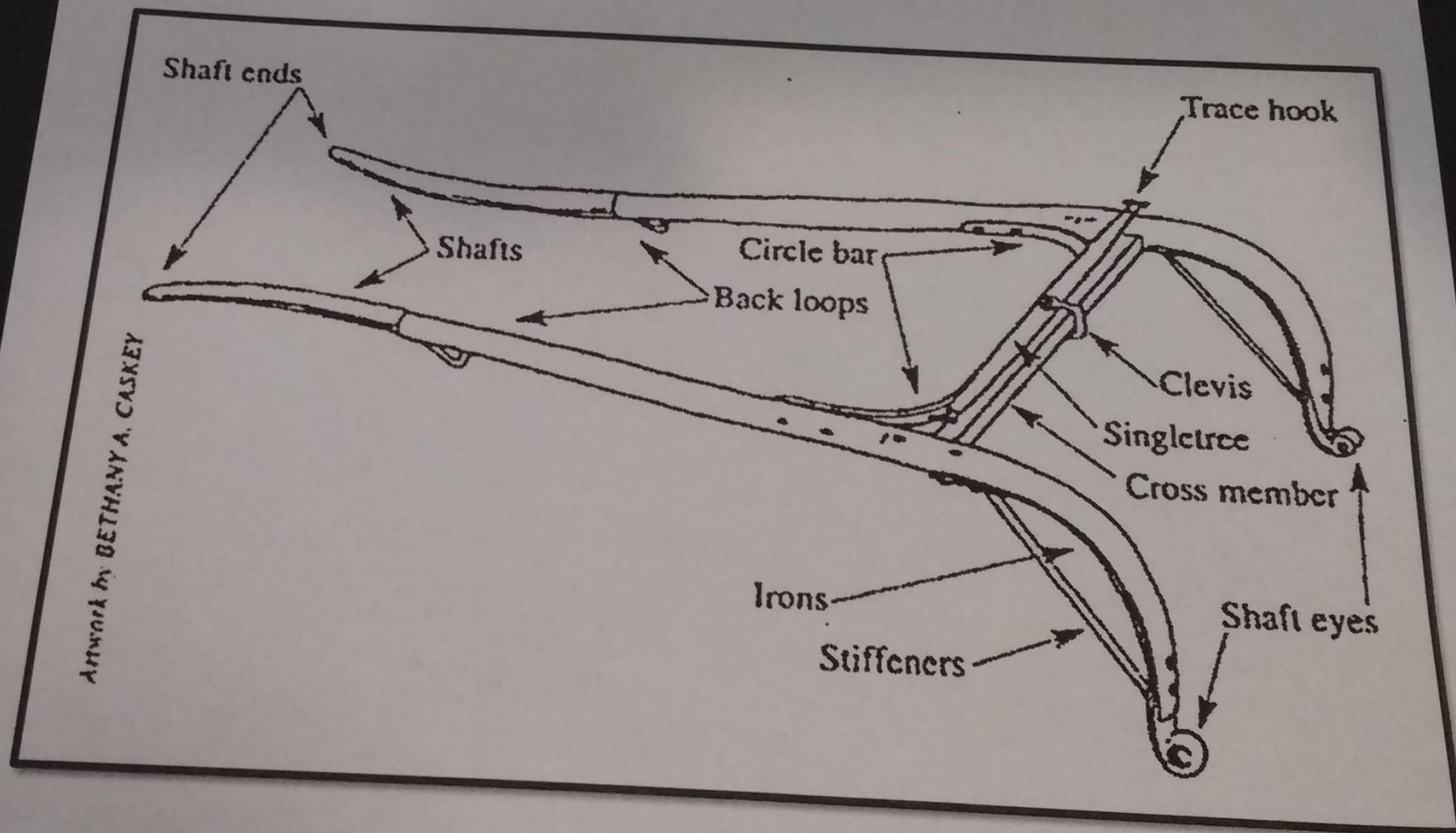
- **MANUFACTURE OF BUGGIES AND CARRIAGES**
- The Bodymaker, Carriage Smith, Painter and Trimmer represented the four main trades directly involved in carriage production. Originally a farmer would make all the buggy parts of his vehicle by hand of wood and leather, occasionally hiring a blacksmith to create metal parts for wheel hubs or even an axle. As the Industrial Revolution took hold, steam and water-powered factories created manufactured parts that made carriage-making cheaper and easier to assemble. Interchangeable parts became common, as mass production of parts was refined. The cost of making a buggy plummeted, making them affordable to all. Hundreds of thousands of buggies were manufactured in America alone by companies such as Brewster and Studebaker.
- Related support industries grew that supplied:
 - Wood to the bodymaker
 - Steel to the smiths
 - Rubber tiring to the wheelwright
 - Pigments to the painter
 - Broadlace to the trimmer
- Other industries included harness making, whip making, bell making, lamp making, driving clothing, blacksmithing and livery stables.
- Technical and trade journals were common that educated consumers about new wares. *The Hub* was published from 1871 to 1919 with color plates of horse-drawn vehicles. *The Carriage Monthly* printed in Philadelphia appeared from 1865 to 1916.
- In the late 1800s, Frederick Simmer, an English inventor, created a “horse-less carriage” by adding a small engine to a carriage body. At first, these early cars were scoffed at, but as we know, they took over as the dominant means of transportation as the horse and buggy inexorably disappeared from daily life.

Carriage Parts



The Principal Parts Of A Carriage

Shafts



Springs

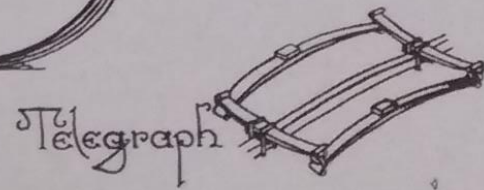
- Cee Spring
- Elliptic Spring
- Platform or Telegraph
- Side or Grasshopper
- Dennett Spring
- Whip Spring



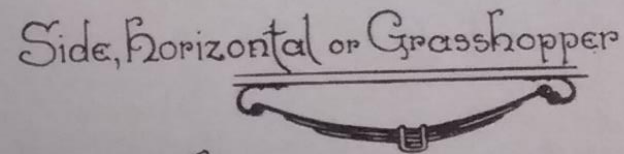
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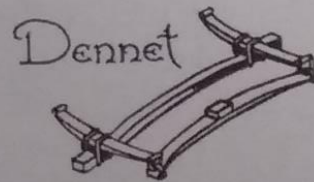
Elliptic



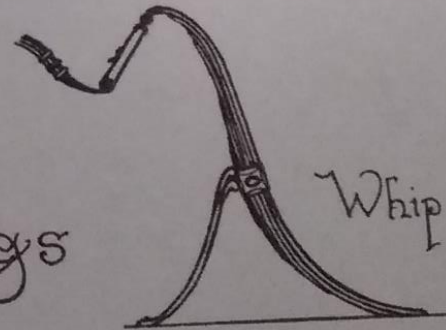
Telegraph



Side, Horizontal or Grasshopper



Dennett



Whip

Springs



- **BIOGRAPHY OF BILL NYGREN**

- William Nygren was born and raised in Nebraska where he lived on a farm and developed his love of carriages and buggies. He is currently 72 years old.
- He worked for many years for a subsidiary of Westinghouse as an engineer. Part of his career was spent in China, where for 12 years he was immersed in the Chinese way of life and collected many Chinese furnishings and domestic items.
- He is a lifelong collector of American buggies, a few Chinese carts and wheeled vehicles, historic cars, flywheel engines and other memorabilia. Bill's engineering knowledge was easily applied to tinkering and fixing these machines, and he has restored several of the buggies in his own collection.
- As a long-time Geneva, Florida resident, Bill is an avid historian, a board member of the Carriage Association of America and a member of the Geneva Historical Society. In 2014, Kim Nelson, then the Coordinator of the Museum of Seminole County History, toured Bill's collection and was so impressed with its scope and quality that she petitioned Seminole County Government for use of a building near the museum to house a portion of Nygren's collection. In 2018 the County granted the Museum use of Building 302 and Bill officially gifted 18 buggies from his collection to the Seminole County Historical Society for a permanent exhibit on the Museum's campus. The buggies join two that are already in our collection for a total of 20 and 1 small wagon.









