



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

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

- 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 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.

Out of this assignment, the following 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.

The decisions made by the Historical Committee are based upon many books read by the various 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.

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

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



Background Information – How We Got Where We Are?

First and foremost, the Historical Committee has said from the beginning that we would not be able to find all of the information contained in many various books, magazines, and pictures. From our research, there were not a lot of pictures, especially at the beginning of the trail drive, but some were taken along the way with most being 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 maintained an ongoing dialogue using various methods of communications with ACWA members and the general 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.

For 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 they were 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 to preserve the history of the chuck wagon; educate the wagon owner on how to set up their camp/wagon for judging or assist anyone wanting to learn 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 of what is commonly referred to as the Cattle Trail Drive Era 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 below are historical markers found in Moorcroft, Wyoming showing the cattle drives coming through as late as 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 were required to have gone "up the trail with cattle or horses during the years from 1865 to 1896" to be a member. These dates were established by the people actually on the drives.

This means 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.

MOORCROFT TEXAS TRAIL

After the Civil War the rise of large cities in the industrial North created a demand for beef, giving an impetus to Texas cattle drives. Herds of Texas cattle were driven north to marketing points in eastern Nebraska, but settlement by homesteaders, barbed wire and the scourge of Texas fever forced the trail further west each year. The first herds were driven over pathless ground, but as herd followed herd, trails were made, named and nameless. The identity of many trails merged with others as numerous herds in search of feed made new trails or crossed the old until they were embraced in the all-inclusive title of "The Texas Trail." In some places the trail was over 20 miles wide with various branches. It entered Wyoming from the southeast corner near Pine Bluffs and continued north along the eastern border of the state, ending near Miles City, Montana. Thousands of cattle followed this road between 1866 and 1897. It was the last of the great cattle trails.

Outfits of between 9 to 11 men worked the Texas Trail. Water was a concern. The day's drive was planned so an evening's layover meant a water hole or a river. Each drive was approximately 10 to 15 miles long, depending on where water was located. For about 30 years, the trail saw about half a million head of cattle pour out of Texas sweeping into the northern states and territories.

Moorcroft, where the Texas Trail crosses the Belle Fourche River, was the nation's largest shipping point for cattle and sheep from 1880 to 1890. In 1894, 32 trail herds hoofed it through Moorcroft's streets. They totaled more than 4,000 head and were strung out two miles long and half a mile wide. Recognizing the advantages of the trail as a business location, Jake Kaufman opened a saloon in Moorcroft. For a long time it was a stopping point for all who passed along the Texas Trail.



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 18 men, they

brought 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, he also 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 relocated 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 two 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 – an important 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. At its peak, 300 people lived in the town of Doan, Oklahoma.

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. Each herd usually

was composed of 2,500 steers driven by eight cowboys, a trail boss, a horse wrangler and a cook with the drive taking about three-five months.

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 about June of 1866, it is thought that the chuck box/chuck wagon was “invented” in 1866 by Charles Goodnight as a way to feed the thirteen – 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.

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”, that 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 numerous 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.

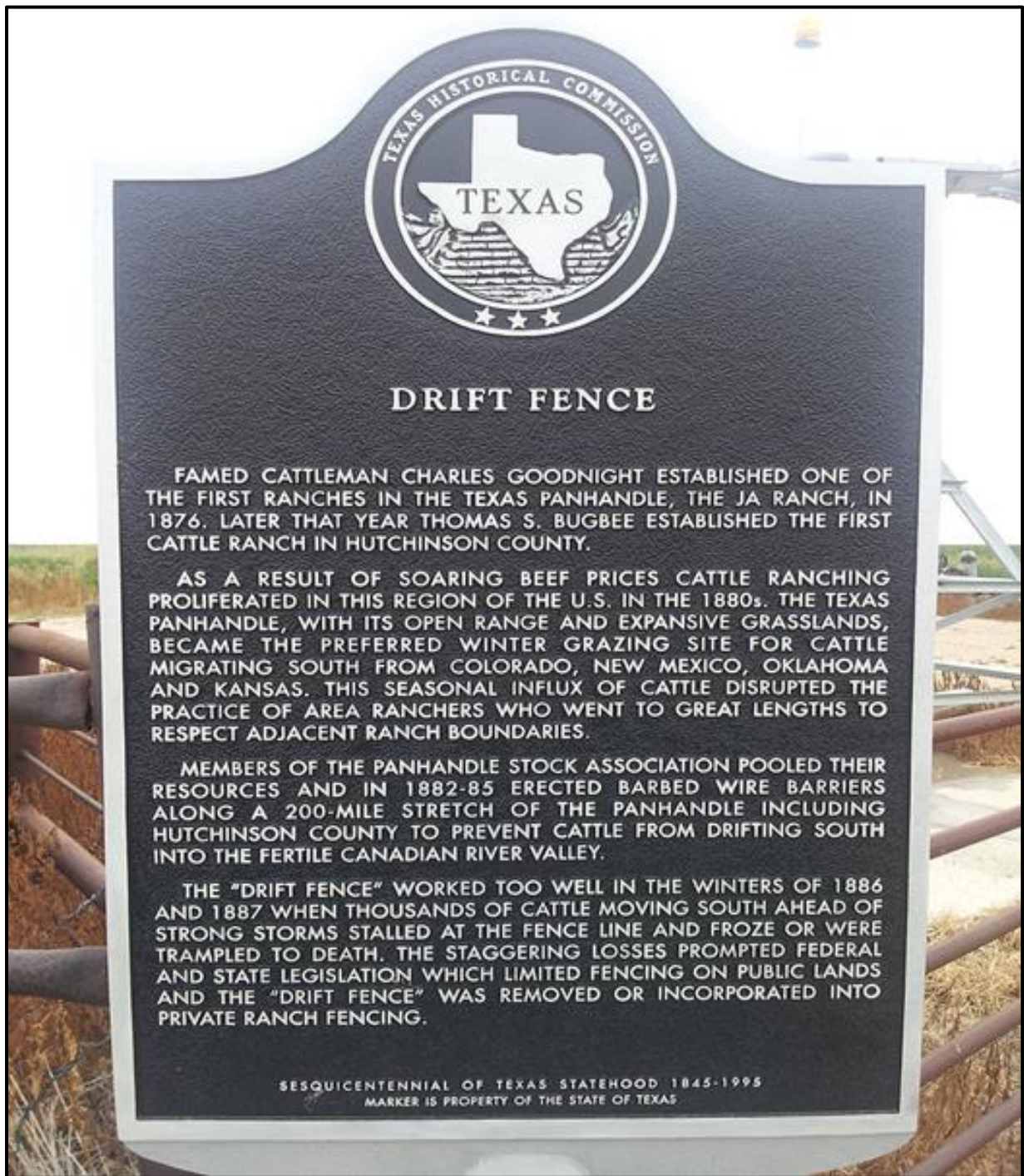
The few remaining cattle were in poor health, emaciated and suffering from frostbite. This resulted in the cattle being sold for much less, in some cases leading to bankruptcy.

Secondly, the invention of barbed wire fences meant that cattle could be contained on enclosed ranches, which helped eliminate 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 eliminating 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 utilized 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.



Wagon and Camp Judging

As stated earlier, the ACWA Historical Committee has spent approximately five years researching and producing the *ACWA Wagon & Camp Score Sheet* along with this document, *Suggestions and Tips for Wagon Judges and Wagon Owners*. In addition to their research, the Committee has looked at wagon judging sheets from many different events. The goal was to develop a good and detailed score sheet representing what the Committee has found that would or would not represent a historical trail wagon and camp. To assist an event and wagon owners, our Committee is making recommendations based on that research by the members as well as their work in the restoration of chuck wagons and 'real life' experiences of driving a wagon cross country. Hopefully these documents will encourage more consistency in judging a chuck wagon or camp.

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.

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.

One of the issues that plagues events 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 very close on a lot of 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 required 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 as many 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.

To further assist events and present/future wagon judges we hope to develop a wagon and camp judging video based on the information contained in this document as well as the possibility of several regional wagon and camp judging clinics to dive further into descriptive conditions of items found on a chuck wagon and/or in a camp.

Tips on What to Look for When Judging the Wagon and Camp

As stated 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. Based upon these numbers you can see there was a possibility of 6,000 –13,000 different trail drives.

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 time period. So, you can see how many variations of chuck wagon designs there could have gone up the trail and why you see many variations at chuck wagon gatherings or competitions. There was not a 'one size fits all' design, so keep this in mind when judging the wagons and camps.

Wagons should be original or an accurate reproduction using period materials (no plywood or composite materials). The wagon should be sound, roadworthy, drivable, and have no dry rot or major cracks that would affect the integrity of the wagon. What you need to determine is if you hooked up a team to the wagon with it loaded with all the equipment/gear in the camp, would it get very far cross country before breaking down?

Hardware should be original or hand forged reproductions, slot head screws, square nuts, and rivets. Arc welds, stainless steel, chrome plated fasteners or Philips screws were not period. It would be impossible to cover all of the individual preferences in one discussion. The chuck wagon was, 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 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 camp could be over

one hundred miles from the nearest town, road, or railway so the outfit had to be self-sufficient, reliable 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, 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. Also, you must 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. If 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.

Also, one 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 and 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.

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. Our 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 general public about the history of the chuck wagon and cattle drive era.

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 be an event 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, or it would greatly increase the size of this document.

Also, sometimes, you will find you can read hundreds of pages on the subject of 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.

Tips and Recommendations for Judging

Before committing to being a judge, do your homework! Familiarize yourself with the components of a chuck wagon and camp. On the day of judging, get with the event coordinator to identify any “restrictions” or “requirements” set forth by the health department or fire marshal that might impact your judging of the camp.

There are some supplies you might want to bring along if you are judging: 1) a clip board 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.

To make sure your score sheet is complete and correct, add up the numbers as many times as needed to get the same consistent totals. It is guaranteed 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 have to retract the winnings.

As you start judging the wagons and camps, see if you can set a ‘baseline score’ for each wagon and camp so you can get an idea of how they are going to compare. Don’t set your baseline 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 the 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 the knowledge of the crew as well as evaluating their hospitality. Do not mark off if the crew is talking to the public when you first walk up and does not meet you immediately. They should end their conversation as soon as they realize you are there and come to greet you. *Remember 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 over looked it. Before leaving the camp, ask any questions of the crew that come to mind and ask also about items that you did not see. 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 sure to thank them for their hospitality and proceed.

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.

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. Just a short brief explanation will be significant. 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 why a wagon judge may not make comments is because they are not given enough time to adequately judge the wagon or camp. If the judge is rushed it may not allow time to do a fair job of judging the wagon nor make comments why points were deducted. No comments may leave the wagon owner(s) confused along with being frustrated as to why points were deducted.

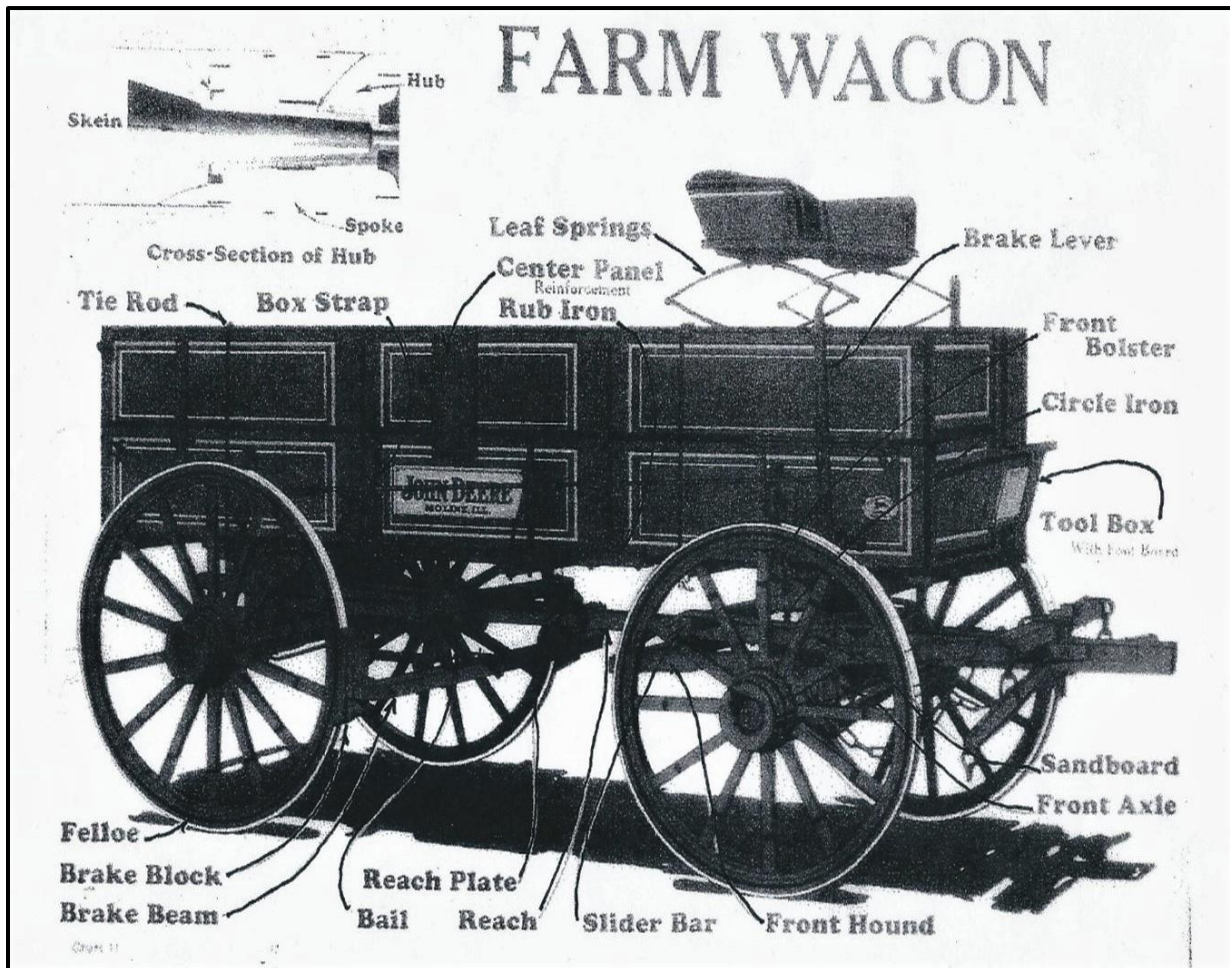
Also to help out the wagon owners, it would be nice if the event provided the owners with a copy of their wagon's judging score sheet. Again to allow the wagon owners to see what/why deductions were made so they will have the chance to make corrections or changes for future events. Of course, would only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

ACWA Wagon and Camp Score Sheet

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

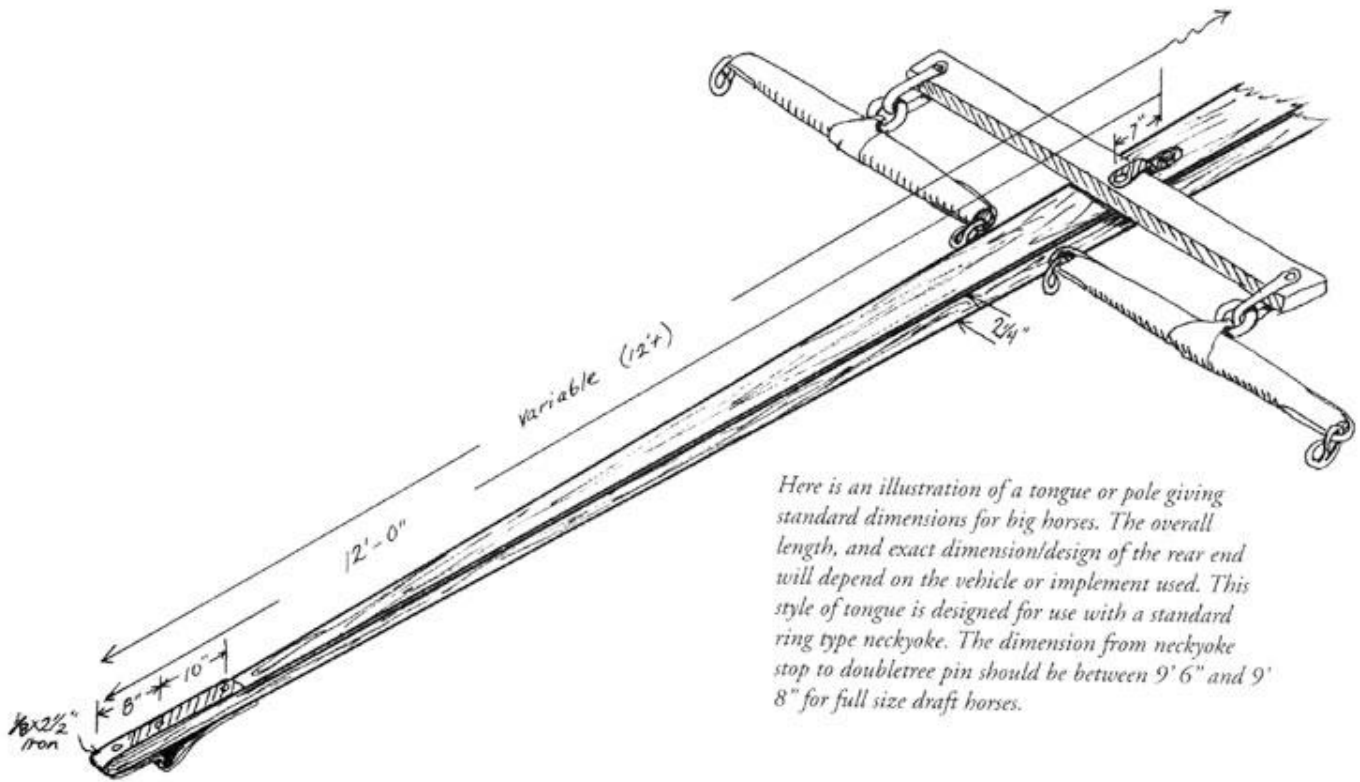
- a) Wagon box (80 pts) - minimum of 2 sideboards with sound floor *No non-forged hexnuts, no Phillips screws, no dry rot, or loose fittings.* Wagon box may be painted or unpainted, must be made from lumber (no plywood or composite materials). Side of the wagon box to be a minimum of two boards high. The floor should be tongue and grove 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) - no more than 3/8"-1/2" slack in hubs, condition of felloes, spokes, hubs, are the wheels clean, greased and do they have a wheel wrench that fits. Things to look for felloes, spokes, hubs, nuts, tires, wheel wrench, wheel side play, and hub greased.



Note: If the wheels have a heavy coat of paint. As one of our Committee members who restores wagons pointed out, heavy paint is used many times to try and cover up problems with the wheels. It is suggested if questioning the wheel, use a pocket knife 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 not very 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, 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, hounds, and tie rods.



Here is an illustration of a tongue or pole giving standard dimensions for big horses. The overall length, and exact dimension/design of the rear end will depend on the vehicle or implement used. This style of tongue is designed for use with a standard ring type neckyoke. The dimension from neckyoke stop to doubletree pin should be between 9' 6" and 9' 8" for full size draft horses.

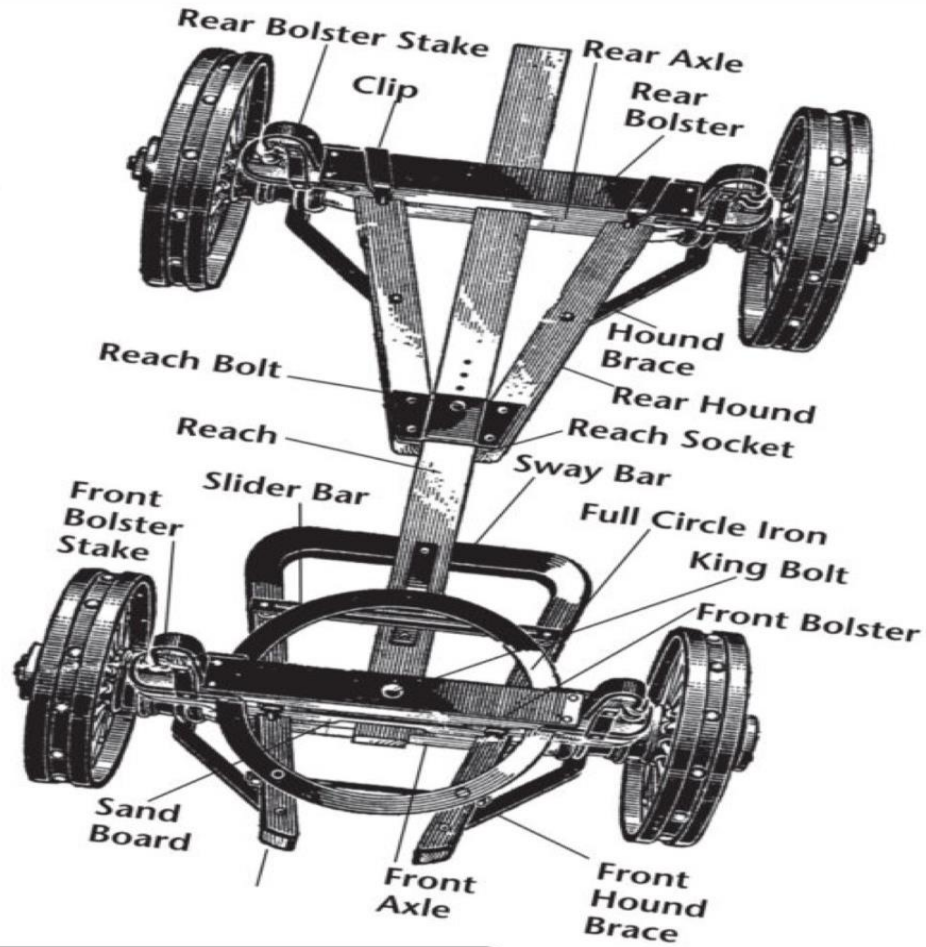
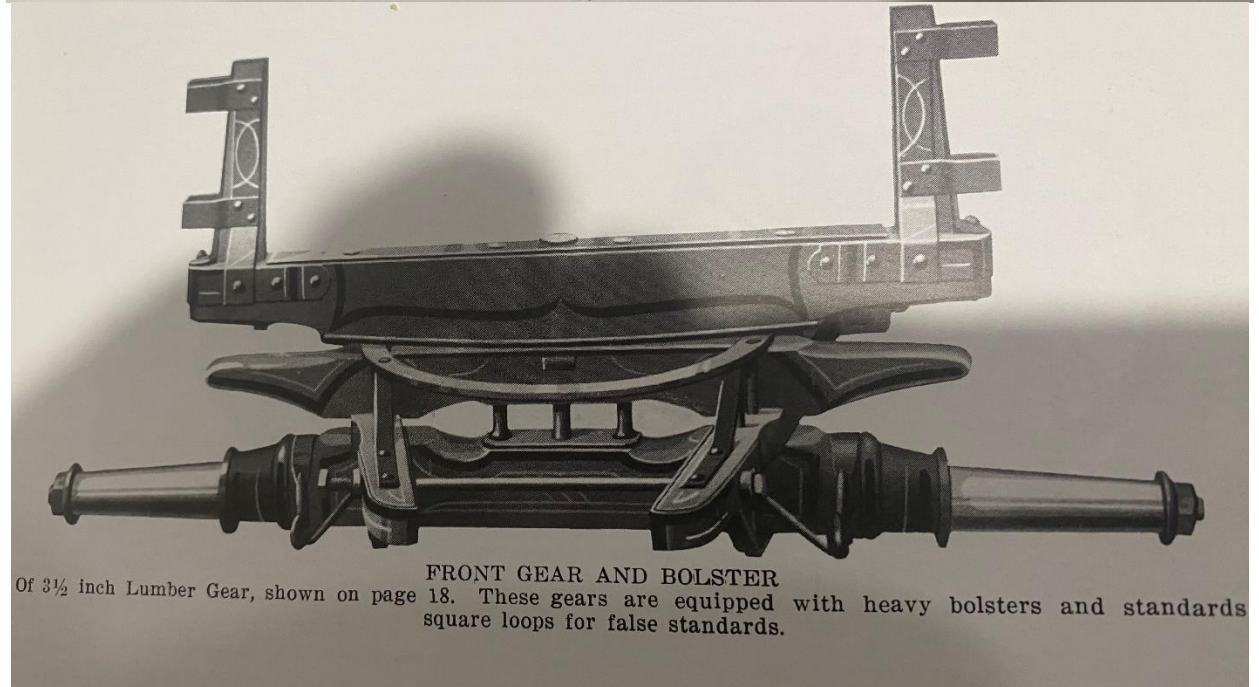
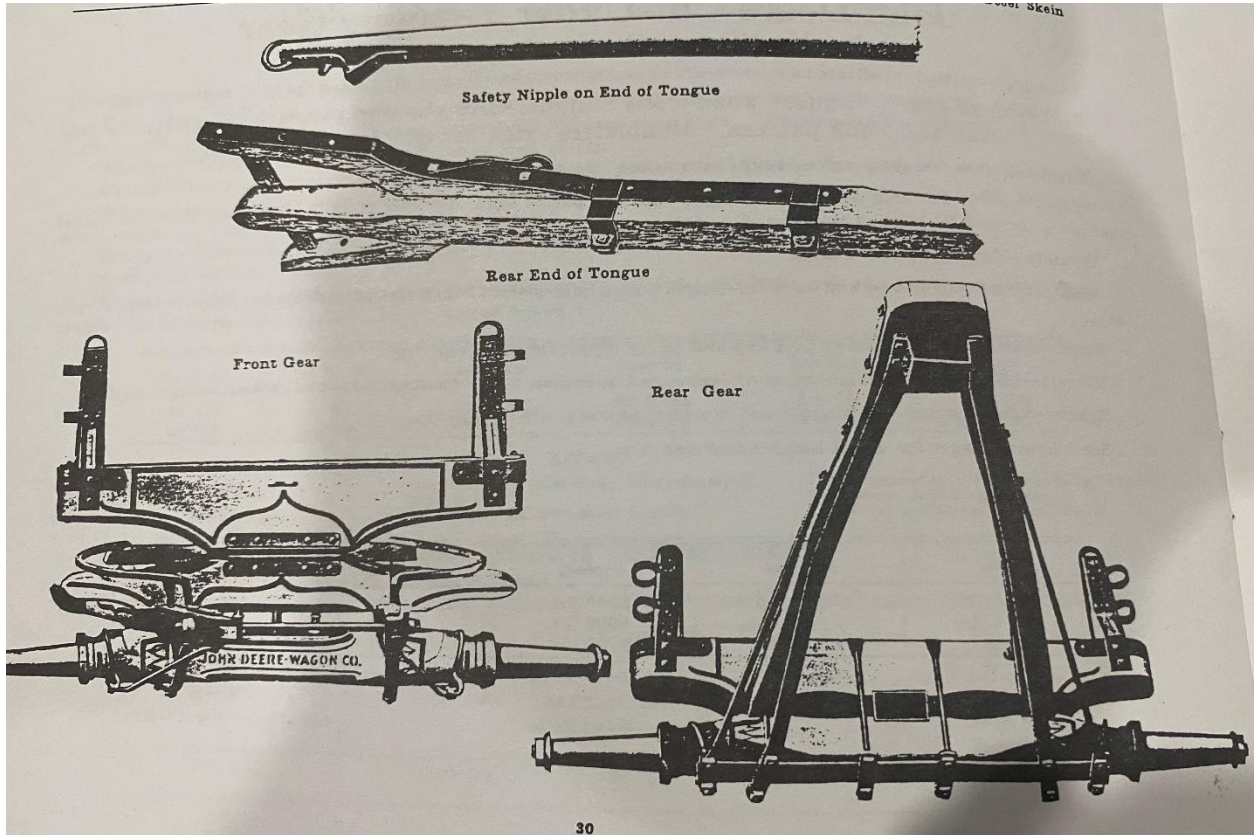
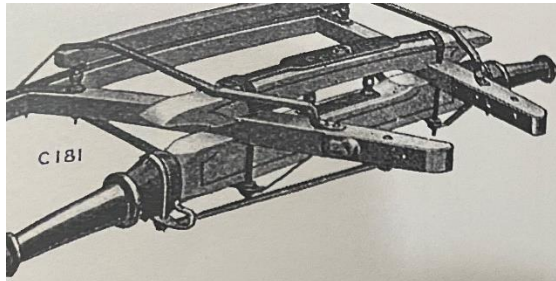


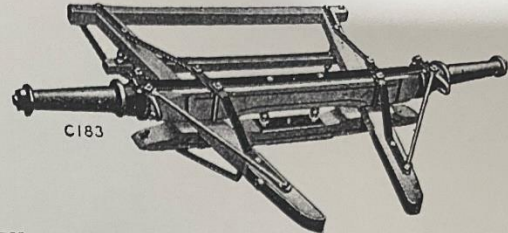
Image courtesy of Sam Moore

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

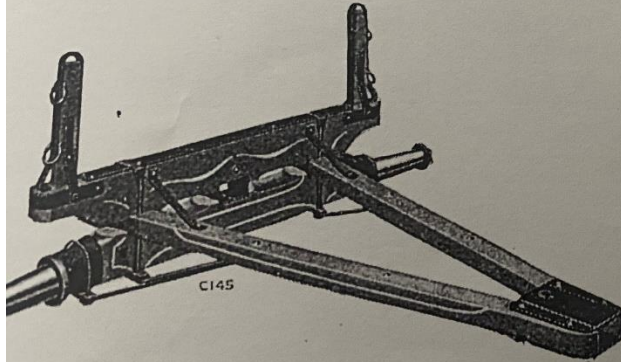




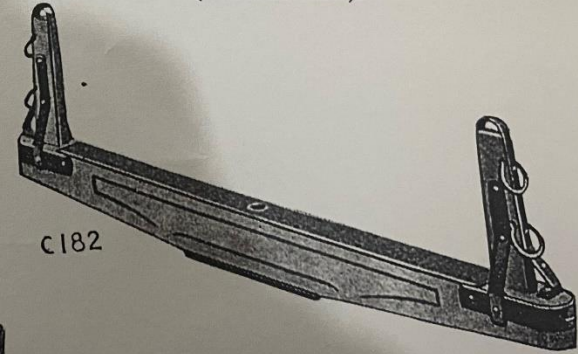
Illust. 158—Columbus drop tongue front gear (top view).



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

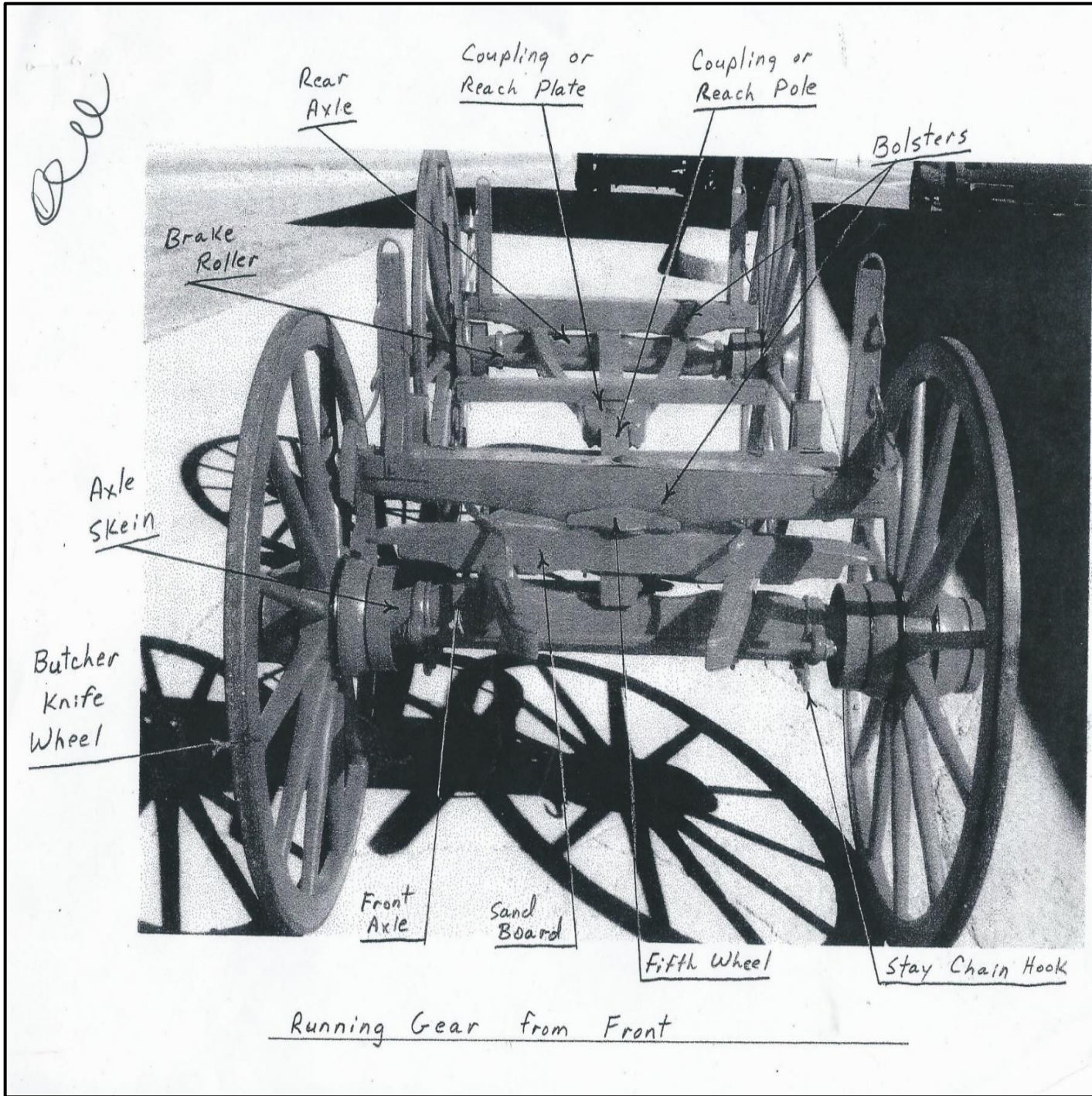


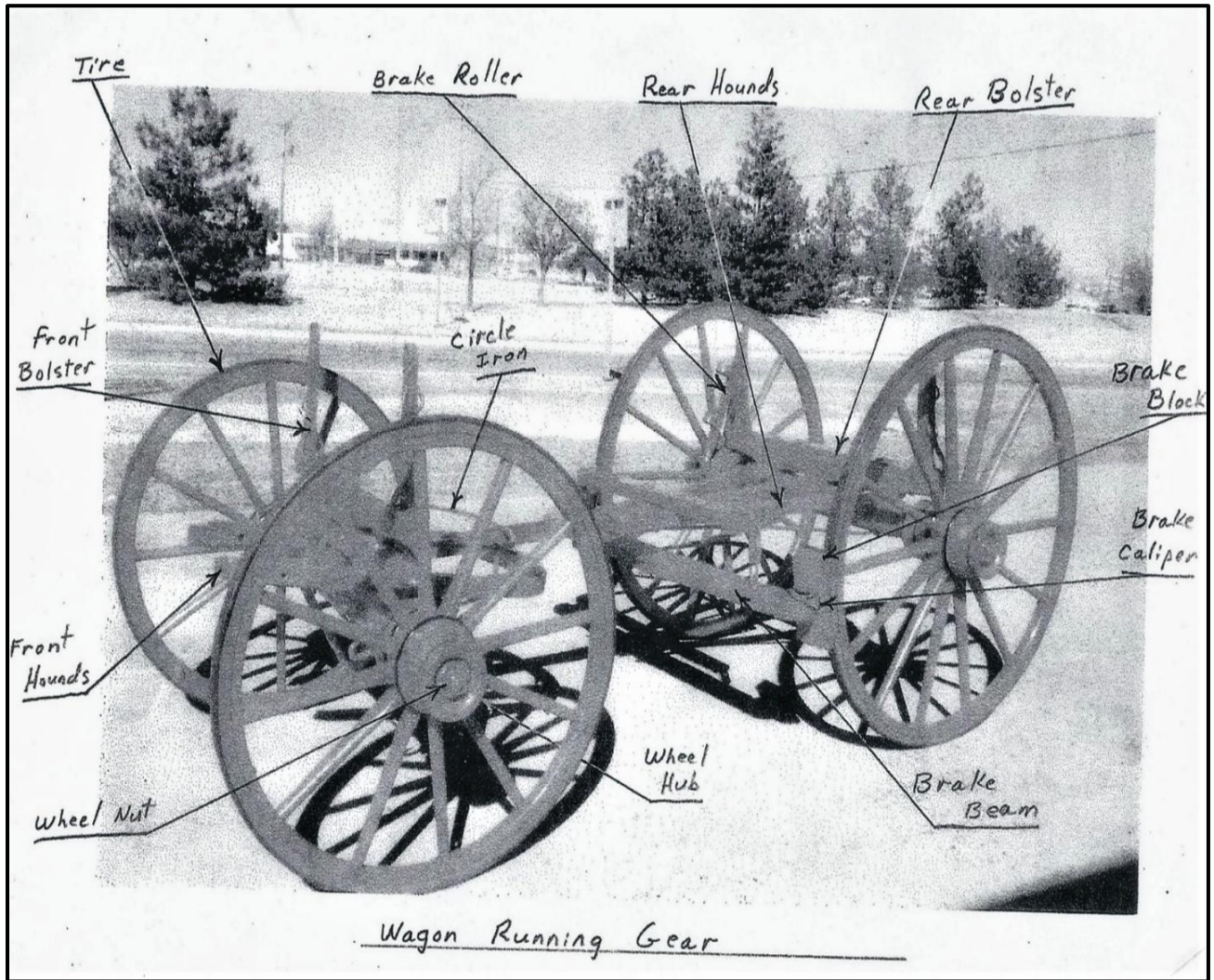
Illust 160—Columbus rear gear.



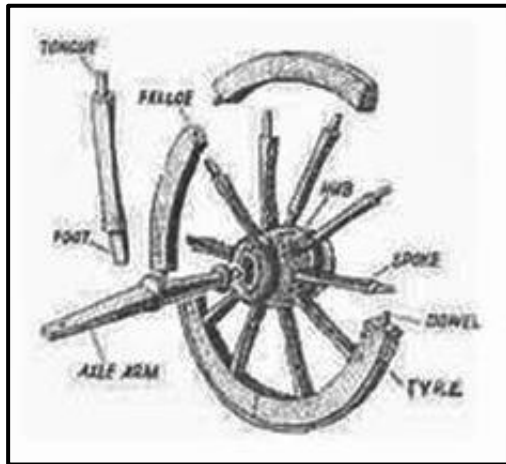
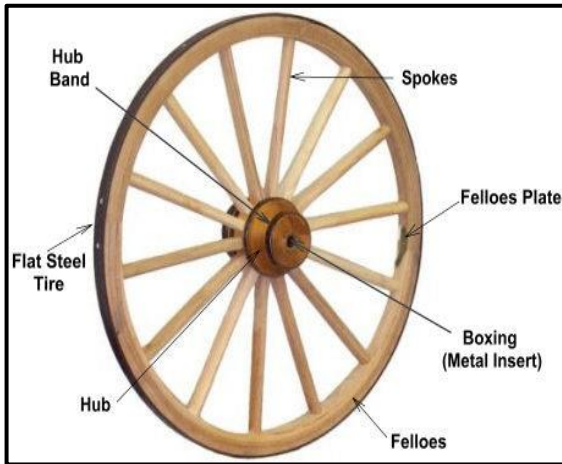
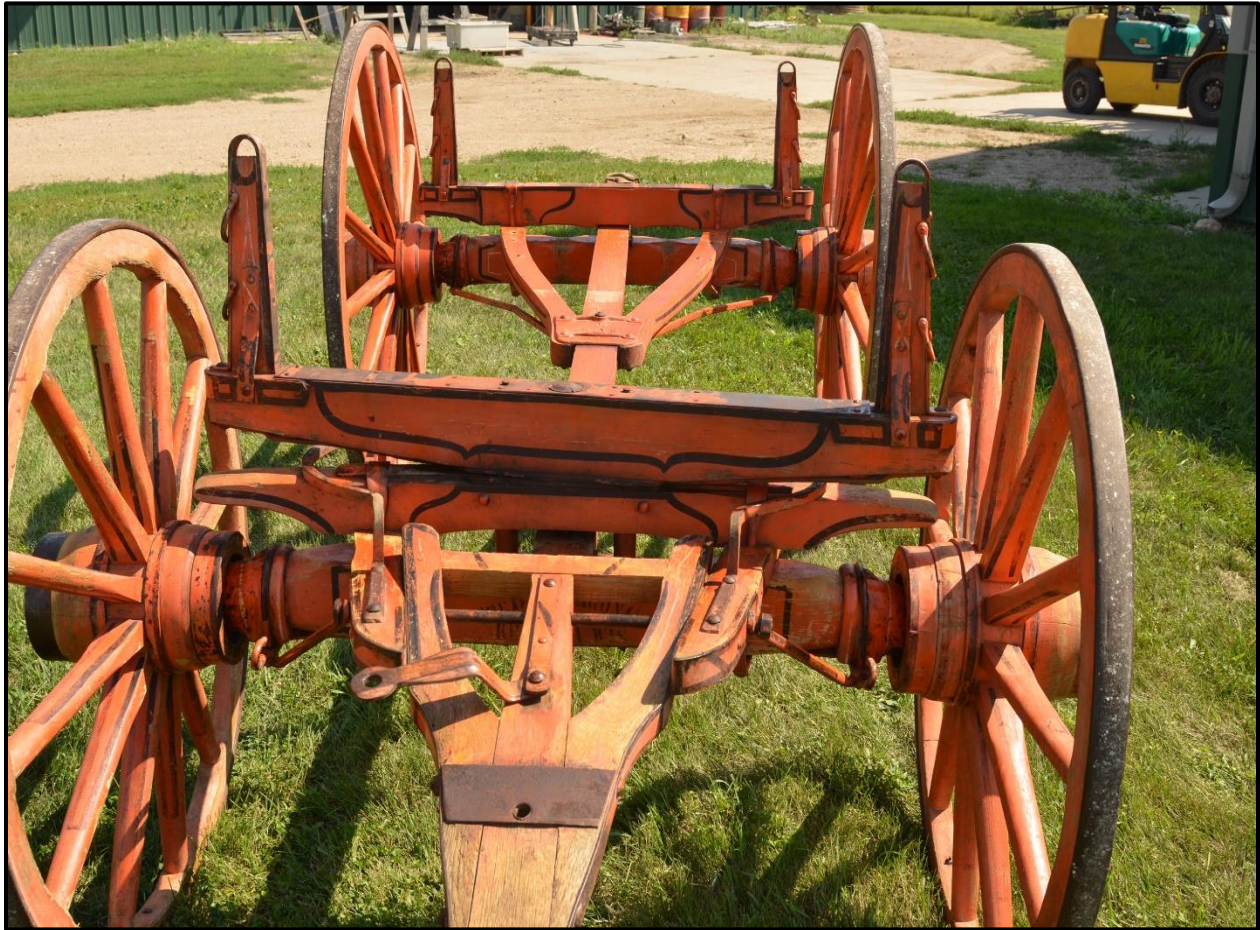
Illust 161—Columbus front bolster.

451









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. We recommend you check to see that brakes are operational, brake adjustment and blocks. Ask the owner if they feel comfortable safely releasing the brakes (you don't want the wagon to roll) so you can see if the brakes are functional. This is a good time to check the rear wheels for side play and to see if they have grease. Then have the owner reset the brakes. Next check the brake handle, ratchet, brake rod, brake beam and brake blocks (no rubber pads).

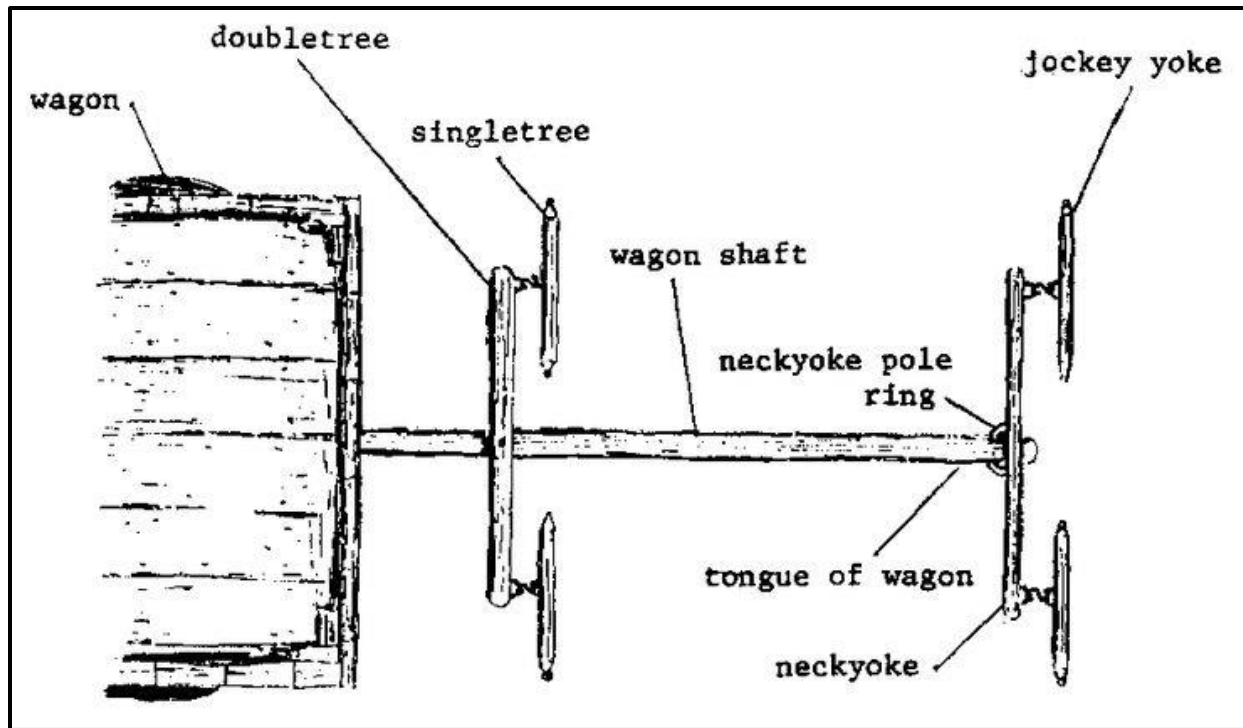
d) Spring seat (20 pts) Pictured below are two types you might see on a chuck wagon.



e) Covering (40 pts) – wooden bows (4-5), 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 four to five wooden wagon bows.



f) Hitch Equipment (60 pts) – Look to see if the tongue is complete with no dry rot, breaks, or rolled steel patches, 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. 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.



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. The harness should contain a set of breeching harness and also 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.

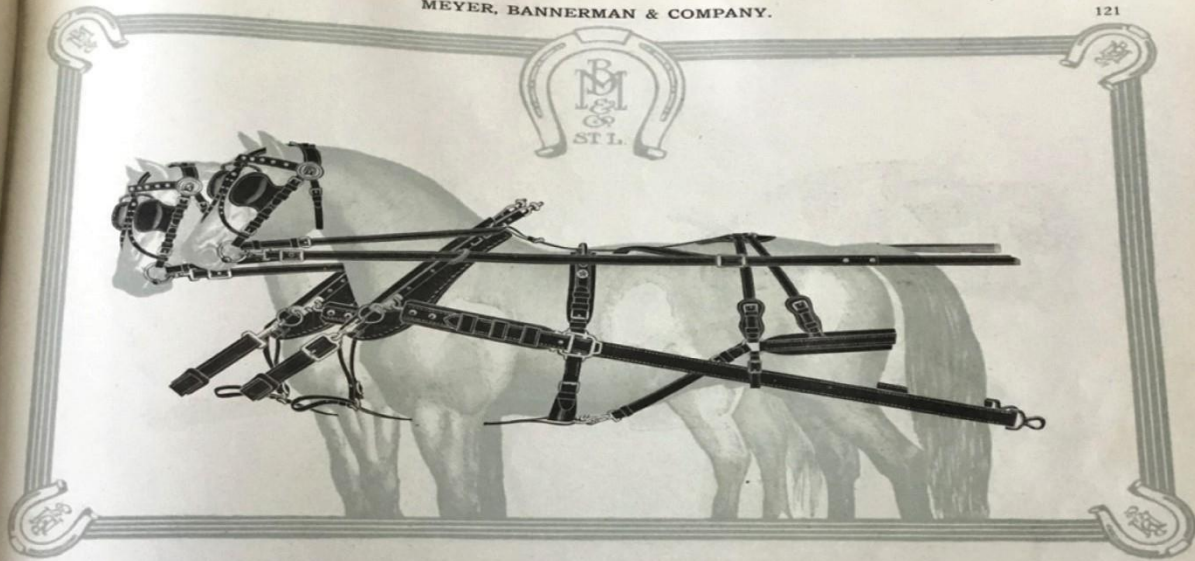
Most modern types of heal or trace chains are mechanically welded and also not appropriately compliant. The most accurate style harness for the period preceding 1900 used for pulling a wagon would have a pole strap with a loop that slides onto the neck yoke. This is the reason why there is a section 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 on the end of the neck yoke and buckled to a ring on the hame. 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". Harness at that time 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.

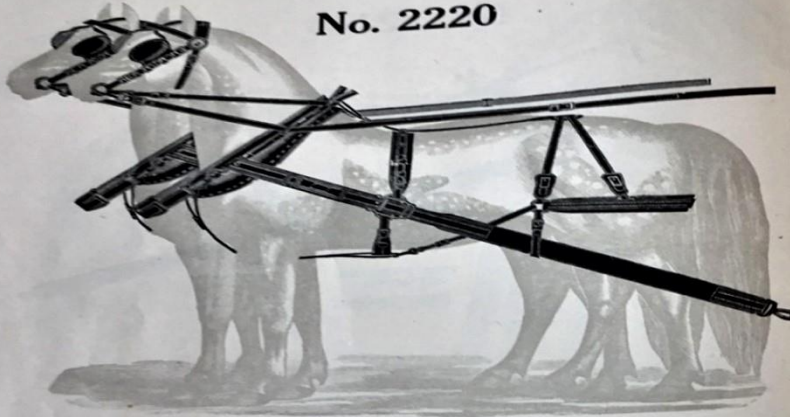
The following pages show images taken from period catalogs that depict the style of harness commonly used. All but one is breeching harness with the other being a lead team harness to help show the difference when comparing a wheel team harness and a lead team harness.



No. 359. DOUBLE LONG TUG TEAM HARNESS.

BRIDLES No. 213	7/8-inch, Cheeks Double with 4 Loops Sewed in, Solid Crown, Throat Latch 3/8-inch with Buckle and Loop Sewed in each End, Large Harness Leather Blinds No. 36 with Round Winker Stays across, Face Piece Spotted, Front 7/8-inch with 1 3/4-inch Plated Rosettes, 7/8-inch Reins, 1 Side with Buckle and Billet, other with Reverse Buckle and 2 Slide Loops.	TRACES No. 03	1 1/2-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, 1 1/4-inch Buckle.
HAMES No. 166	Red, XC Ball Top.	COLLARS No. 81	Imitation Scotch, Kip Leather, Whang Sewed, Wool Face.
HAME STRAPS No. 1	7/8-inch.	PADS No. 8	Folded, 1 1/4-inch Lay, Round Center Loop with Ring, 2 outside Ornaments 1-inch, 1 1/4-inch return Billets, 1 Loop in Front, 2 in Back of Buckle Sewed in.
SPREAD STRAPS No. 3X	3/4-inch, with Iron Ring.	BRECHING No. 2	Folded, 1 1/4-inch Lay, Tugs with Safes, 2 Loops and Buckle, Turnback 1 1/4-inch Sewed to Ring and Safe, Hip Straps 1-inch, Lazy Strap 7/8-inch with Bar Buckle.
HAME TUGS No. B540	1 1/2-inch, 2 Ply Leather with 2 1/2-inch Safes and 2 Loops, Champion Trace Buckles, 3 Loop, Belly Band Billets 1 1/4-inch.	SIDE STRAPS No. 23	1-inch, to Buckle at one End and Snap at other End.
		YOKE STRAPS No. 01	1 1/4-inch, with Ring.
		BREAST STRAPS No. 14	1 1/2-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 1 1/4-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; ¾ inch cheeks, narrow loops, Concord harness leather blinds, short flat reins, heavy ring bits, fancy fronts and rosettes.
- LINES**—Per set, \$5.70; ¾ inch by 18 feet, with buckles, billets and snaps.
- HAME TUGS**—Per set, \$17.70; 1¼ 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; 2½ inch, single ply, 1¼ inch doubled and stitched points, cockeyes sewed in.
- PADS**—Per set, \$7.90; Concord team, 1¼ inch.
- BELLY BANDS**—Per set, \$1.70; folded, one row of straight stitching, 1¼ inch buckles.
- BRECHING**—Per set, \$12.20; folded, 1¼ inch full length lays, 1¼ inch single turn-backs, 1¼ inch side straps, ¾ inch lazy straps, ¾ inch double hip-straps.
- BREAST STRAPS**—Per pair, \$3.20; 1¼ inch, with snaps and slides.
- MARTINGALES**—Per pair, \$2.00; 1¼ inch.
- COLLARS**—Per dozen, \$53.70; No. 702—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.....\$22.50

Per dozen, \$51.60; 3/4 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.

GG5—Per set, \$14.70; No. 6—X. C. Concord bolt hames, spread straps and rings, 1 3/4 inch long same tugs, box loops, Champion three loop trace buckles.

Per set, \$16.80; 2 3/4 inch, single ply, 1 3/4 inch doubled and stitched points, cockeye toggles.

Per set, \$9.70; 1 3/4 inch, Concord team, harness leather housings looped on.

INDS—Per set, \$2.50; folded, one row of straight stitching, 1 1/2 inch buckles.

NG—Per set, \$16.60; folded 1 3/4 inch full length lays, 3/4 inch split turn-backs to buckle into same, 1 inch hip-straps, wear leathers on breeching tugs, 3/4 inch lazy straps, 3/4 inch side straps with snaps.

WHEELS—Per pair, \$3.50; 1 3/4 inch, safes and rings.

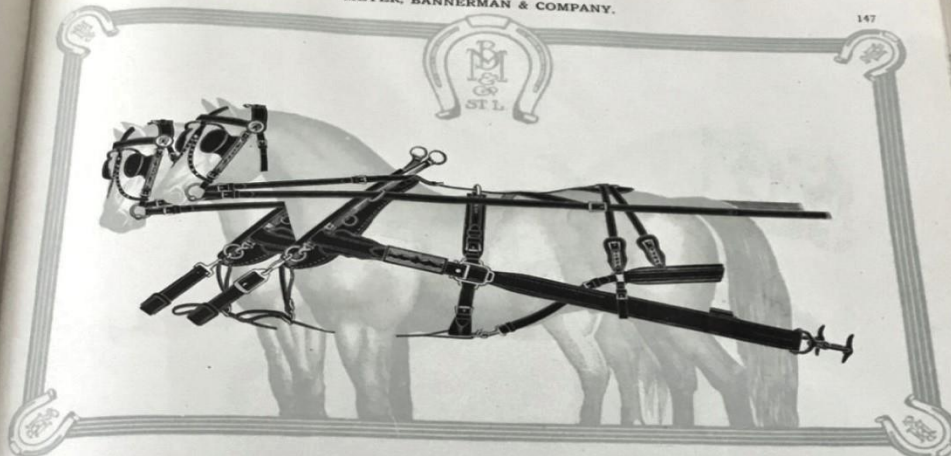
TRAPS—Per pair, 64c; 3/4 inch.

TRAPS—Per pair, \$3.70; 1 3/4 inch, with snaps and slides.

Per dozen, \$50.00; No. 510—Imitation case.

STRAPS.

READ PAGE 4—IMPORTANT



No. 407. DOUBLE CONCORD TEAM HARNESS.

BRIDLES No. 218.....	3/8-inch, Box Loop Cheeks, Solid Crown, Large Harness Leather Blinds No. 36 with Round Winker Stays across, Face Piece Spotted, Fronts Double and Stitched, 1 1/4-inch Plated Rosettes, Reins 3/8-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 King, return Billet 1 1/4-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, 1 1/2-inch Buckle.
HAMES No. 91.....	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.....	3/4-inch.
SPREAD STRAPS No. 3X.....	3/4-inch, with Ring.	BRECHING No. 0961.....	Folded, 1 1/4-inch Lay, 1-inch Box Loop Tugs with Safes, Turnback 1 1/4-inch, Sewed to Saie and Ring, Safes Padded, Hip Straps 1-inch, Lazy Straps 3/8-inch with Buckle and small Loop.
HAME TUGS No. 572.....	1 3/4-inch, Double, Lapping around Bolt and Sewed, Scolloped Safes inserted, Box Loops, Champion Trace Buckles, 3 Loops, Belly Band Billets 1 1/2-inch.	SIDE STRAPS No. 23.....	1-inch, to Buckle at one End and Snap at other End.
TRACES No. 4.....	2 1/2-inch, Single Strap, Points 1 1/4-inch, Toggle Ends.	YOKE STRAPS No. 01.....	1 1/4-inch, with Ring.
		BREAST STRAPS No. 14.....	1 1/2-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



No. 2234

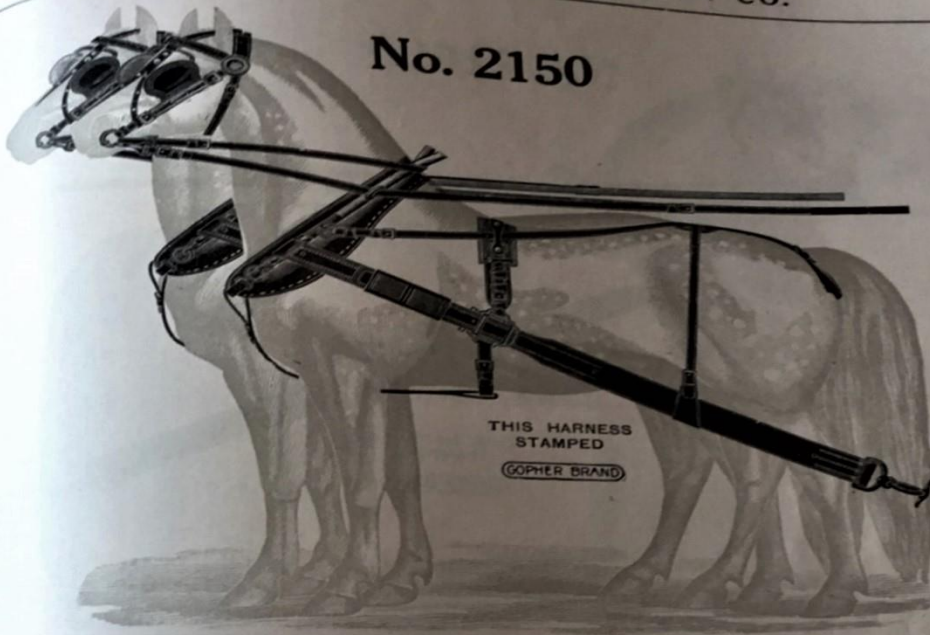
CONCORD TEAM HARNESS

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; ¾ 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 rosettes.
- LINES**—Per set, \$7.90; 1¼ 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; 1¼ inch, Concord, harness leather housings.
- BELLY BANDS**—Per set, \$1.80; folded, one row of stitching, 1½ inch buckles.
- BREECHING**—Per set, \$18.80; 2½ inch, folded, 1¼ inch full length lays, 1½ inch turn-backs to buckle, rump safe, Stickney hooks, 1¼ inch double hip-straps, 1¼ inch side straps, 1¼ 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 1¼ inch forks extending to breeching.
- COLLARS**—Per dozen, \$80.00; No. 510—Imitation case.

No. 2150



No. 2150

CONCORD LEAD HARNESS

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

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

BRIDLES—Per dozen, \$51.60; 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; 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 1/4 inch long hame tugs with box loops, Champion three-loop trace buckles.

TRACES—Per set, \$16.80; 2 1/4 inch, single ply, 1 1/4 inch doubled and stiched points, cockeye toggles.

PADS—Per set, \$9.70; 1 1/2 inch, Concord team, harness leather housings looped on.

BELLY BANDS—Per set, \$2.50; folded, one row of straight stitching, 1 1/2 inch buckles.

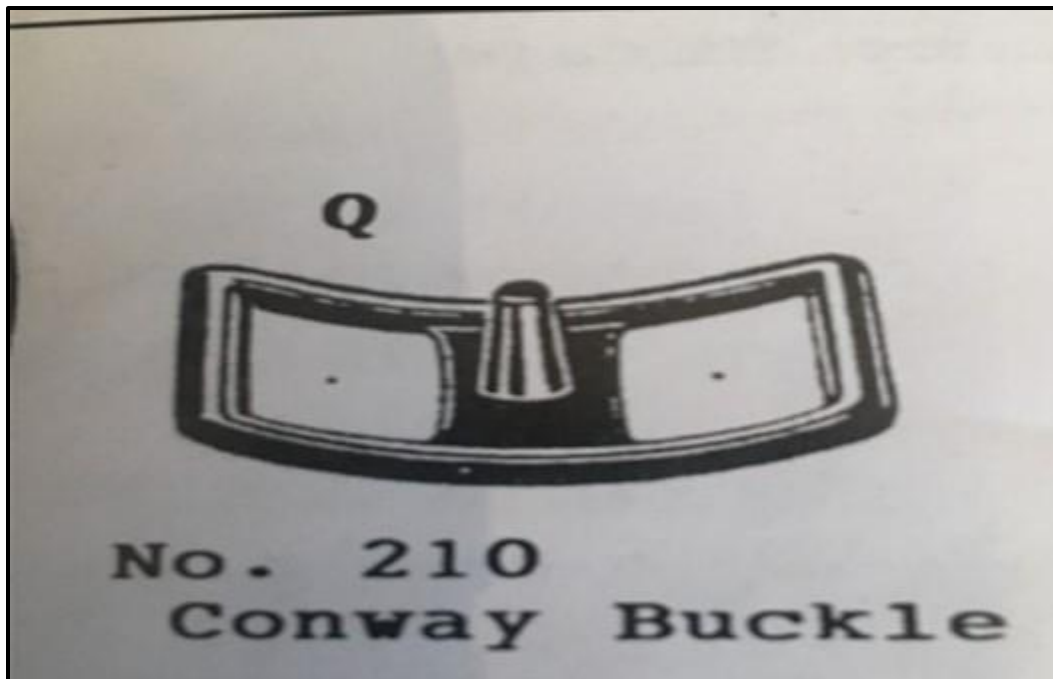
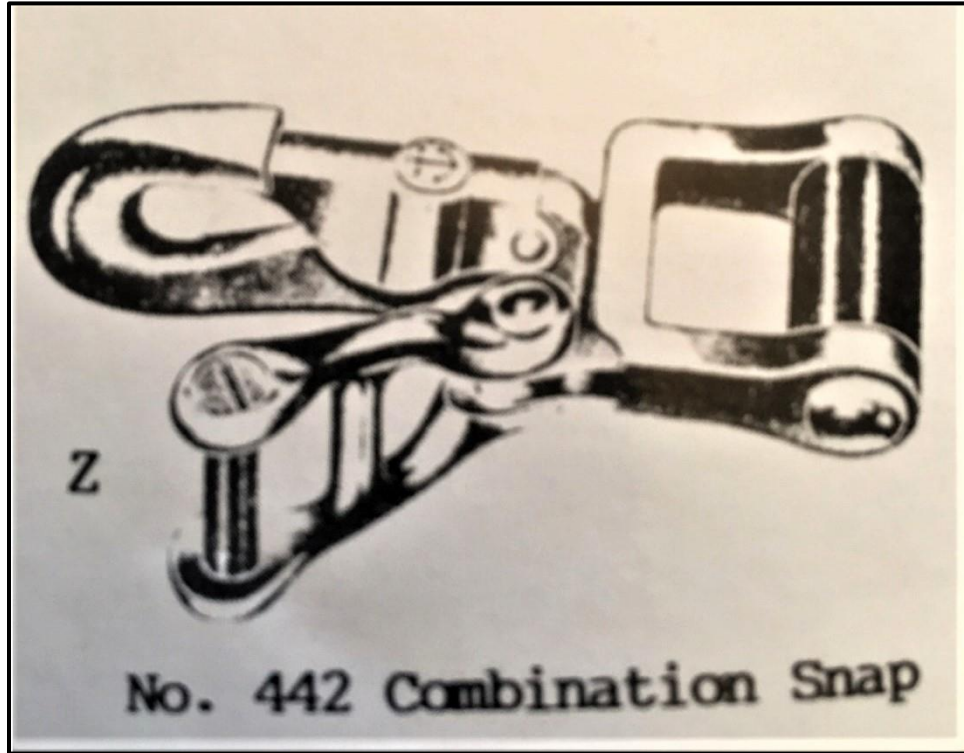
TURN-BACKS AND HIP-STRAPS—Per set, \$7.40; 7/8 inch split turn-backs, to buckle into hames, folded crupper docks buckled on, 1 inch hip-straps with wear leathers for traces.

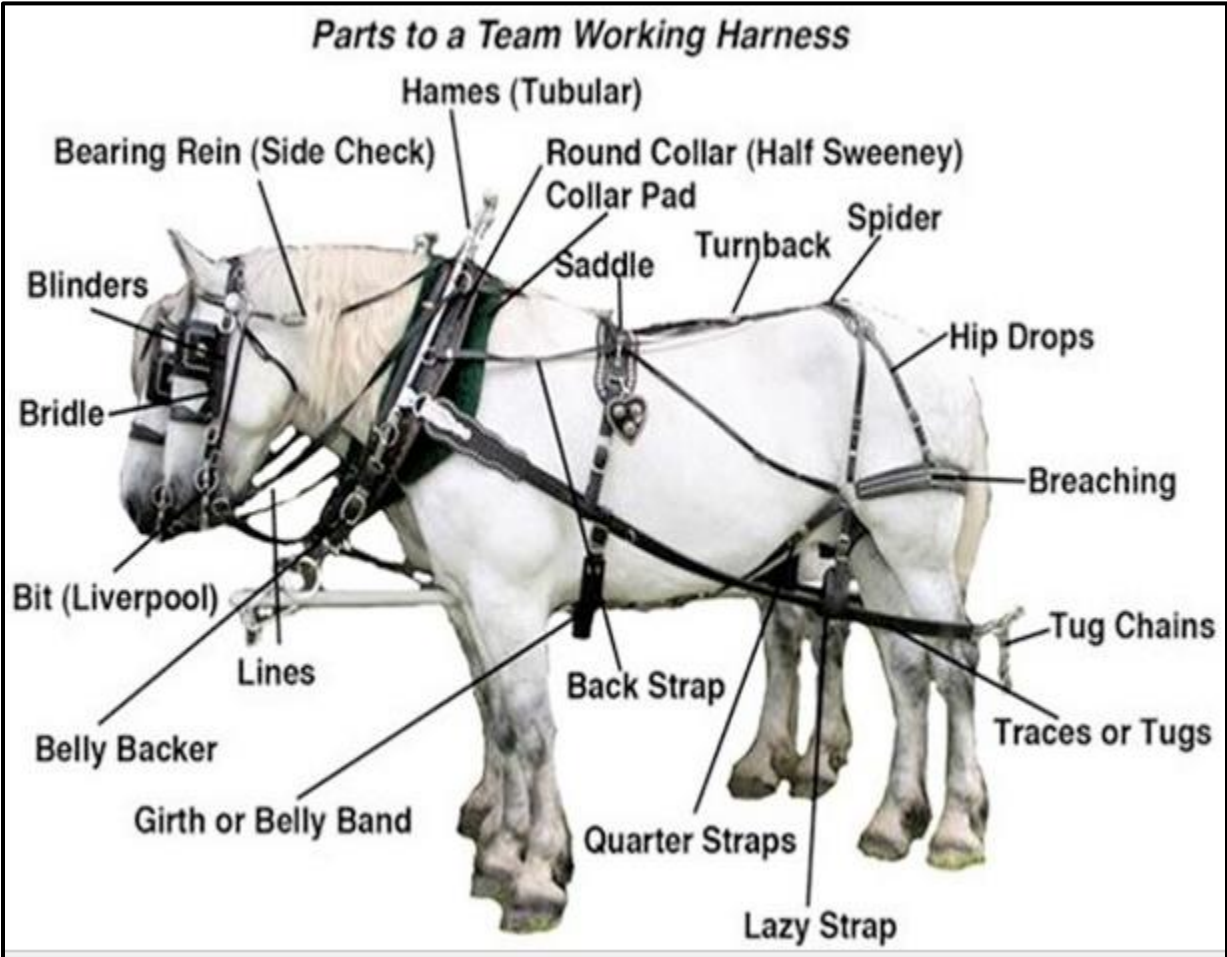
MARTINGALES—Per pair, \$3.50; 1 1/4 inch.

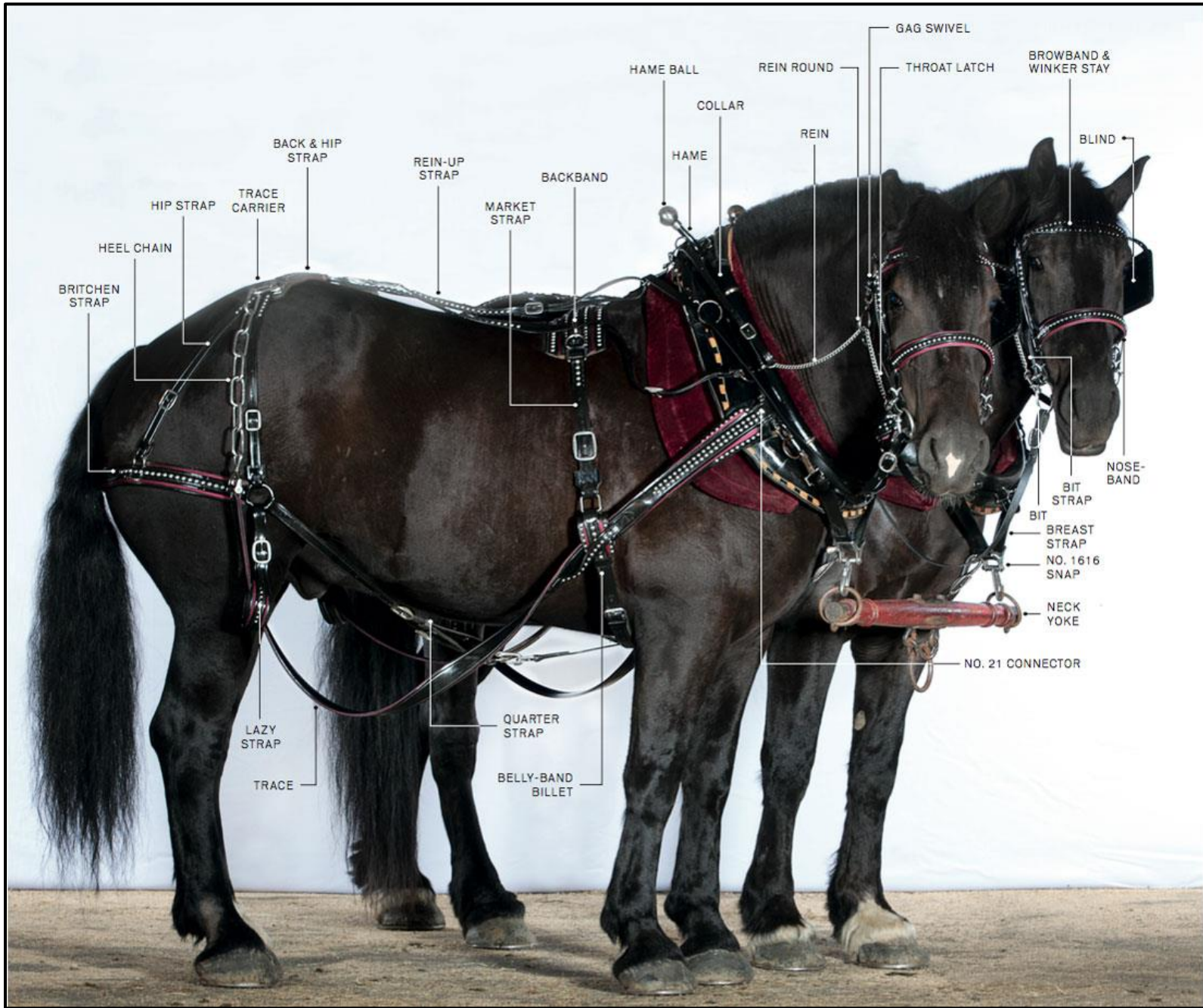
COLLARS—Per dozen, \$80.00; No. 510—Imitation case.

NO HITCH STRAPS, COLLAR STRAPS OR BREAST STRAPS.

READ PAGE 4—IMPORTANT







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, 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 of 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 most, if not all, photos in existence are from ranch round-up settings and not photos of the actual long-distance cattle drives. Substitutions for rawhide for the purposes of creating a "possum belly" could be argued but are highly unlikely for multiple reasons.

In the historical documentation there are many references to hides being placed under the wagon for fire fuel. These references do not refer to use of these hides until the cattle drives had gotten beyond the mesquite country and into the grass lands. At this point there was no longer an abundance of wood and the cook had to rely on any pieces of wood or cow chips they could find. Remember that everything the cattle drive crews ate and most of what they drank came off a fire.

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.

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, using this material for anything wooden and pertaining to the wagon or its contents would be considered inappropriate. 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 screw driver.



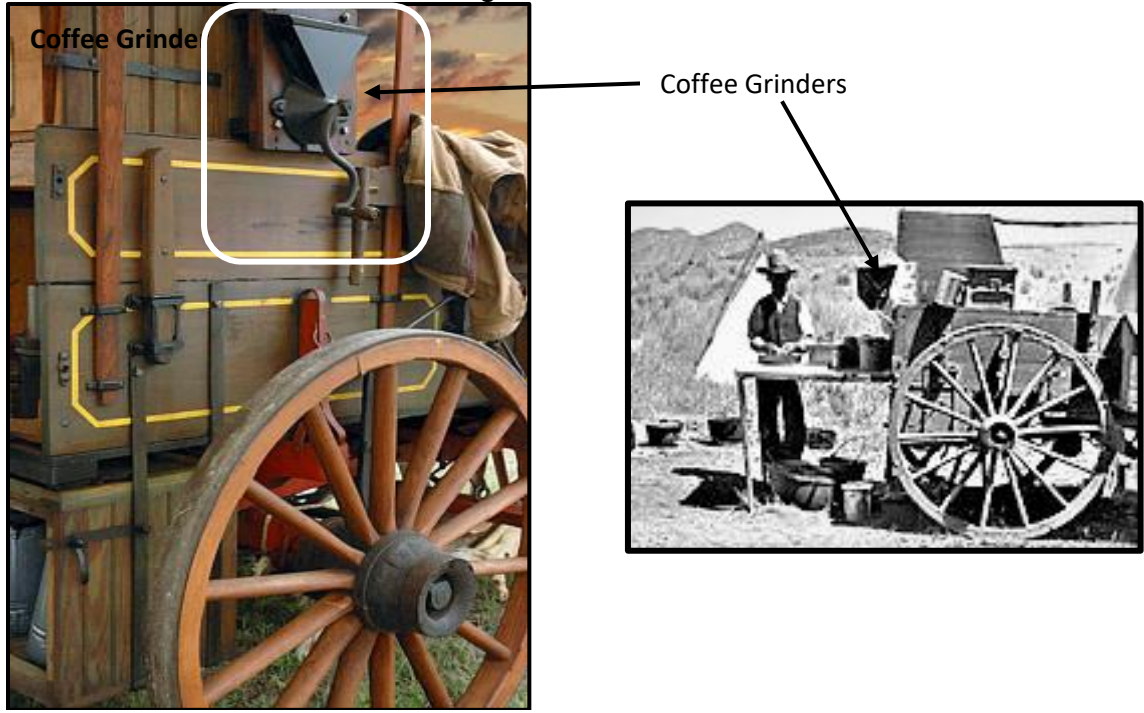
b) Wood drawers and internal racks (20 pts) - must be made from lumber (no plywood or composite materials), square head nails should get more points than roundhead, and screws should be slot head screws, but no Philips head screws. Basically, it needs to be useable, practical and functional.



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.



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 few but have access to more.



Cups - Should be tin or granite ware and have several for display but access to more.



Forks - Should have 3 tines with wooden or bone handle (pewter inlay is acceptable).



g) Cast Dutch Ovens (30 pts) - Should be cast iron, should have legs and you only need to show only a two – three ovens as they would not have carry many more for most of the crew sizes. May also have a Bean Pot, one type shown on the right



h) Black Iron Frying Pan (20 pts) - Can be cast iron or tin. Should have a handle long enough to stay away from the fire. K Pots and pans should be graniteware or metal but could be copper and should show a wreck pan for washing dishes. Some may be a spider as shown below.



i) Coffee Pot (30 pts) – should be a least a 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



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





k) Knives (30 pts) – chopping, boning, paring w/steel or whetstone - should have skinning knife, butcher knife, boning knife, paring knife, and a meat cleaver. Should have wooden handles and either a whetstone or butcher steel for sharpening. Most 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) -Could be graniteware or wooden. Should be deep with 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.



Section 3 Camp Maximum 400 Points

- a) Layout (80 pts) Neat and functional, 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 of the items on the score sheet, it was felt that this category could be used to **differentiate** between wagons. This is the category where you could subtract points.

Remember the wagons are being judged as trail wagons. On a cattle drive the herd and chuck wagon would have been moving almost every day and Cookie would not have gotten any more out of the wagon each night than what he absolutely needed. This is borne out by the photos of the late chuck wagon camps and by inferences from first person accounts from documentation such as the book *The Trail Drivers of Texas* edited by J. Marvin Hunter. As you score the layout of the camp, keep this in mind.



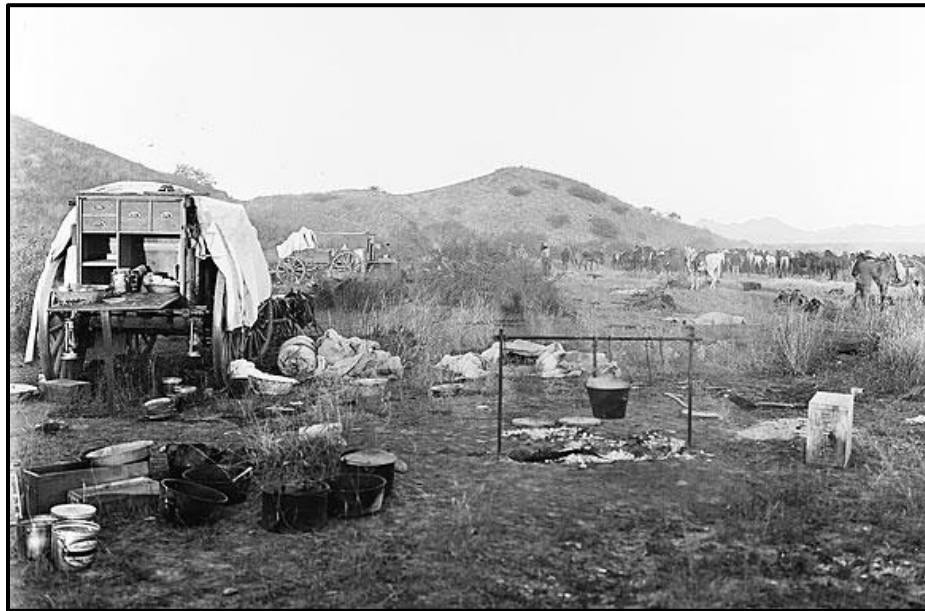
Some other things to keep in mind as you look at the layout of the camp. Most camps will have all of their equipment and supplies for the cooking competition in camp. Because of this there will be a lot of extra gear in camp that is not meant as part of the authenticity judging. The extra gear should be grouped out of the way and covered with tarps or canvas. There may also be a second tepee or tent set up to store some of the extra gear. 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 be minimal with only equipment needed for a night on the trail and cooking a meal. The required items that would be spread out around the camp are a fly, fire pit, fire irons and/or grill, tepee, 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, or can be reasonably hung on the side of the wagon.



When judging the layout of the camp, stop and look around the camp. Get an overall idea of the camp to see if everything is neat and items laid out in a safe manner.

- A white canvas fly is required and should at least cover the chuck wagon table. 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 a trail drive camp, Cookie would not have dug a fire pit any larger or deeper than he needed. In most of the photos, the fire was built in not much more than a scratched-out area with the fire on the surface of the ground. For judging, the fire pit will generally be to the rear side of the wagon and should be within 25 ft. of the chuck box. Ideally the fire pit would be on the small side but could be larger because the wagon will be cooking for upwards of 50 people the next morning and at many events the fire pits are dug with backhoes and will generally be larger to accommodate the cooking competition. Some wagons may dig a small fire pit for the wagon judging and then after that is over, they enlarge it for cooking the next day. Few if any points should be deducted if there is a second fire pit to hold the coal fire or if larger than what would have been on the trail.
- Although fire wood is not a required item, the wagon will most likely have a stack of fire wood near the fire some being larger than a trail camp would have had. No points should be deducted for this, the wagon may have brought their own wood and had to unload it at the same time as their wagon or if the event provided the wood, the camp gets the wood when they can. If the wagon has a fire box set up during judging, it may be required by the local Fire Marshal. Check with the event's coordinator before judging to see if this is the case.



- Fire Irons are required. In our research, almost every photo of a chuck wagon camp shows the campfire with fire irons over the fire. The fire irons were small, and most were no more than about four feet long. They were just big enough to hang just a couple of things over the fire, like a coffee pot, kettle or a Dutch oven. There might be some pieces of round stock laid across the one end of the fire pit to place a stock pot for beans, a Dutch oven, or a coffee pot over the fire. For judging the camp, fire iron and/or grill should fit the fire pit. They should be made of round stock. On the fire irons there should be a couple of S-hooks and/or trammels. The grill can be supported by legs with support bars holding the cross pieces or can be a couple of bars across the fire pit with the ends on the ground. This is because of the extra effort some wagons will put into having a small fire pit and fire irons and dig bigger ones for cooking over later. If a camp has a grill made of rods with the ends on the ground, they should receive more points than a camp with a grill that has the larger/fancier one.
- A tepee made of white canvas is required for judging. The tepee should be of period design with no floor, windows or zippers. It should be set up with enough distance to safely move between the wagon and tepee. As stated earlier, some events only give the wagon a limited amount of space so if it is a small space, items could get a little crowded. The wagon may set up a second tepee or even a tent to sleep in or store items for the cooking competition, as some health departments require food and cooking items to not be stored in the open. The second structure should not be judged but should be made of white canvas, but may not be period by having a floor, zipper and/or window.
- The tongue of the wagon may be held up and the front end by the neck yoke stood on end. This would have been most likely to have been used on a trail drive to hold the wagon tongue up if they even lifted it off the ground. 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 cross pieces 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.
- The saddle is generally placed on the tongue of the wagon and should be neatly displayed. Some wagon owners may display the saddle in a different location in camp 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 a maximum of 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 different locations around the camp, mounted to the wagon or leaning against the wagon. The axe could be located on or near the wagon, with the head buried in a piece of wood near the stack of fire wood or leaning against the stack of fire wood. The maul should be located on or near the

wagon. All of the tools should be safely displayed, out of the way where 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.
- The wrecking pan should be located somewhere out of the way near the chuck wagon table.
- A chuck wagon camp on a trail drive would not have had tables set up or chairs.

b) Canvas Fly (30 pts) - 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 work table and beyond, but most of these photos can be dated to after the trail drive period. We have found a couple of photos where a small fly coming out to the side of the wagon. Also, there was a few references about flies in the literature. 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.

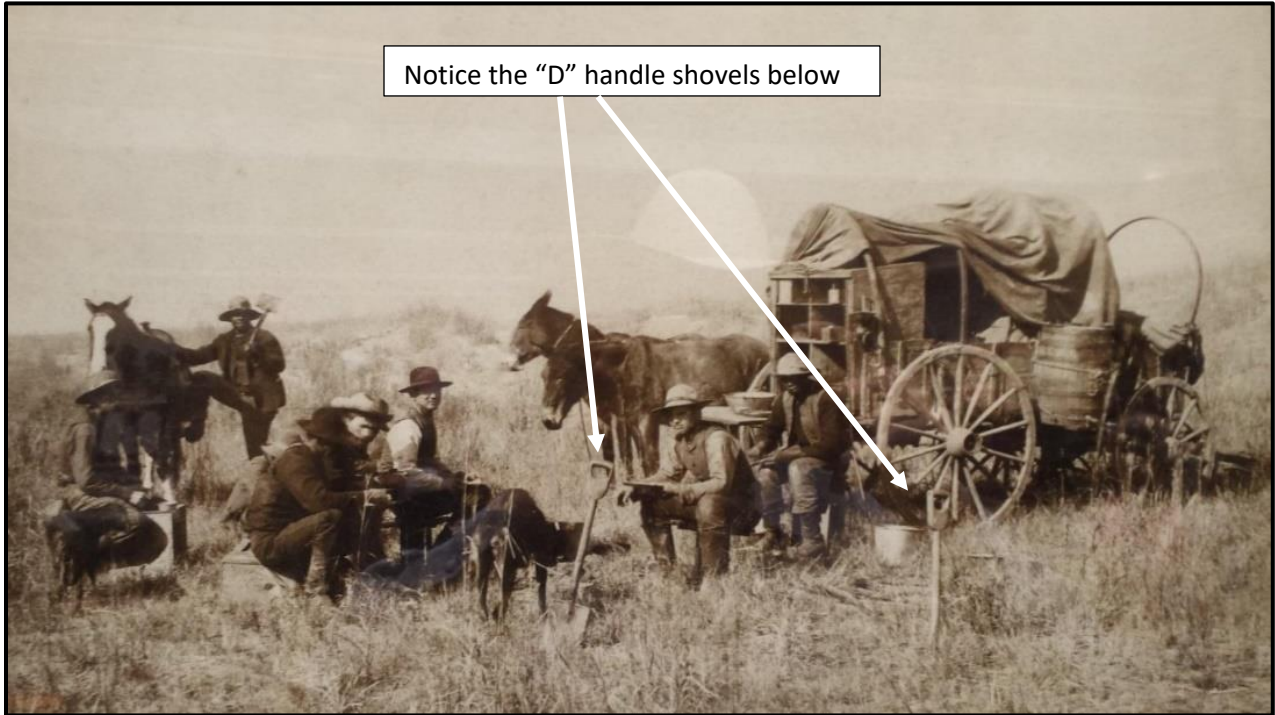


c) Wood poles (20 pts) may use w/o iron pins on top - the poles holding up the fly should be wood. They should be round and may or may not have a steel pin on the upper end.

d) Iron Stakes (20 pts) without hexnut end - the stakes for the fly should be made of iron round stock. They can be straight or have a hook at one end. 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. If it is not a D-handle shovel deduct points. 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. If otherwise, deduct points. The axe should be located on or near the wagon or near the firewood.





Notice the ax stuck into the fire wood

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 w/S-hooks, grill, or both. (20 pts)- - Pot rack and/or Grill were normally close to the chuck wagon since Cookie was trying to prepare the meals for the cowboys as quick 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. The 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 Hots 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.

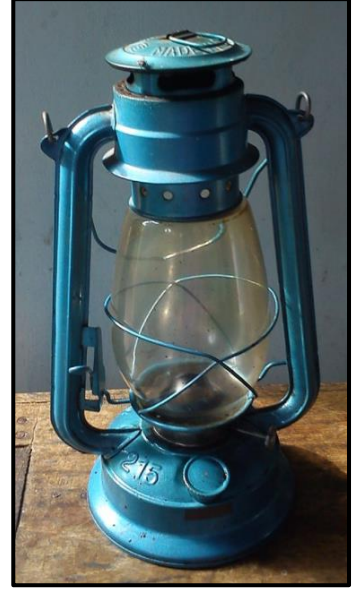
DEAD FLAME 1850's-60's



HOT-BLAST PATENT 1869



COLD-BLAST PATENT 1873



There 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, should have 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 but of more modern day setups at chuck wagon competitions. We did not find a single picture showing a wheel table.



j) Clock or time piece (operational) (30 pts) – no luminous paint on number or hands. Check to make sure 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 tobacco plug or twist in a tin container. No package tobacco like Red Man/Beechnut etc. A few Judges would say the following picture of the 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 product have been around since the Civil War.



- 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.



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 the trail drives.



Section 4 Maximum 350 Points

- a) Cowboy Teepee (10 pts) – should be made of canvas and closed up with ties, No zippers or floor.



- b) Water Barrel (40 pts) – Water barrel with metal bands that are not galvanized. Should be 30 gallons which 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 but would prefer it is turned so not sticking out where it could be broken off. It should be securely mounted to 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.



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 it would be given some deduction. 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?

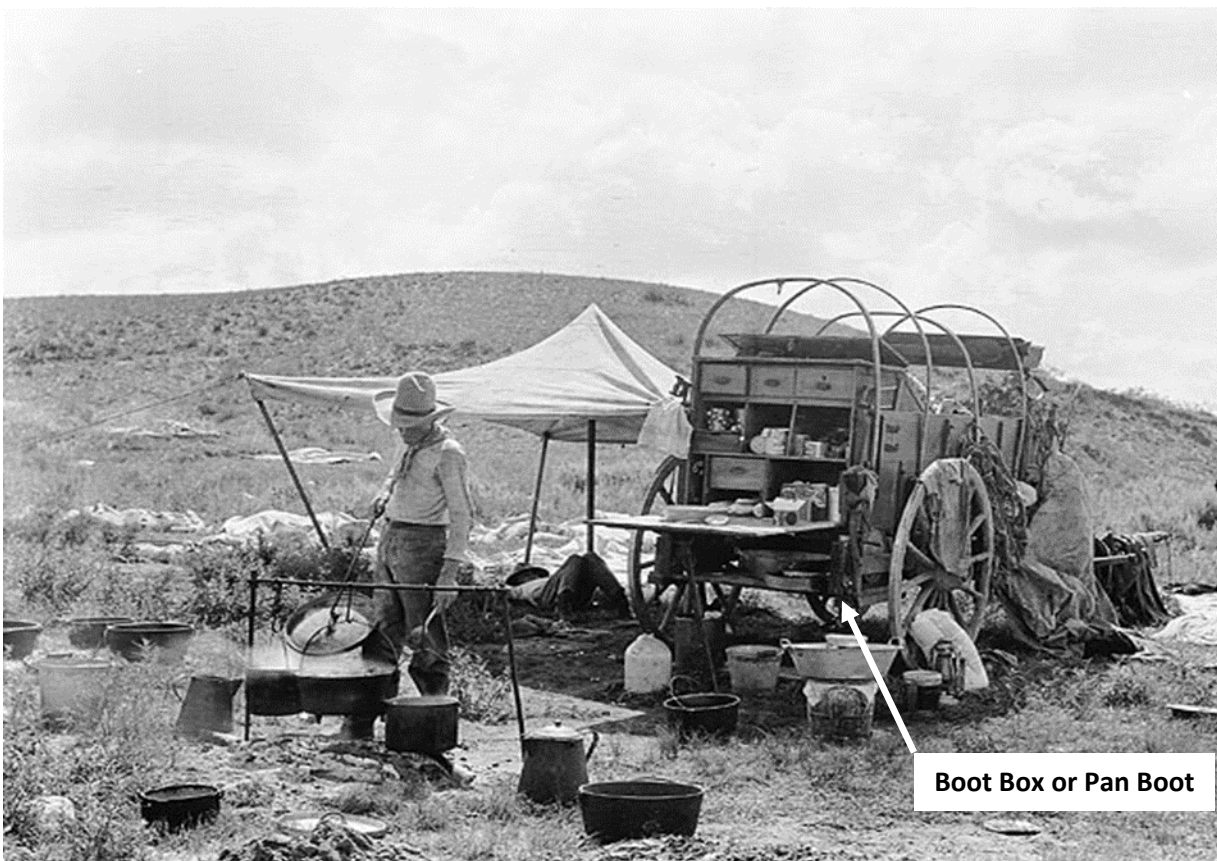


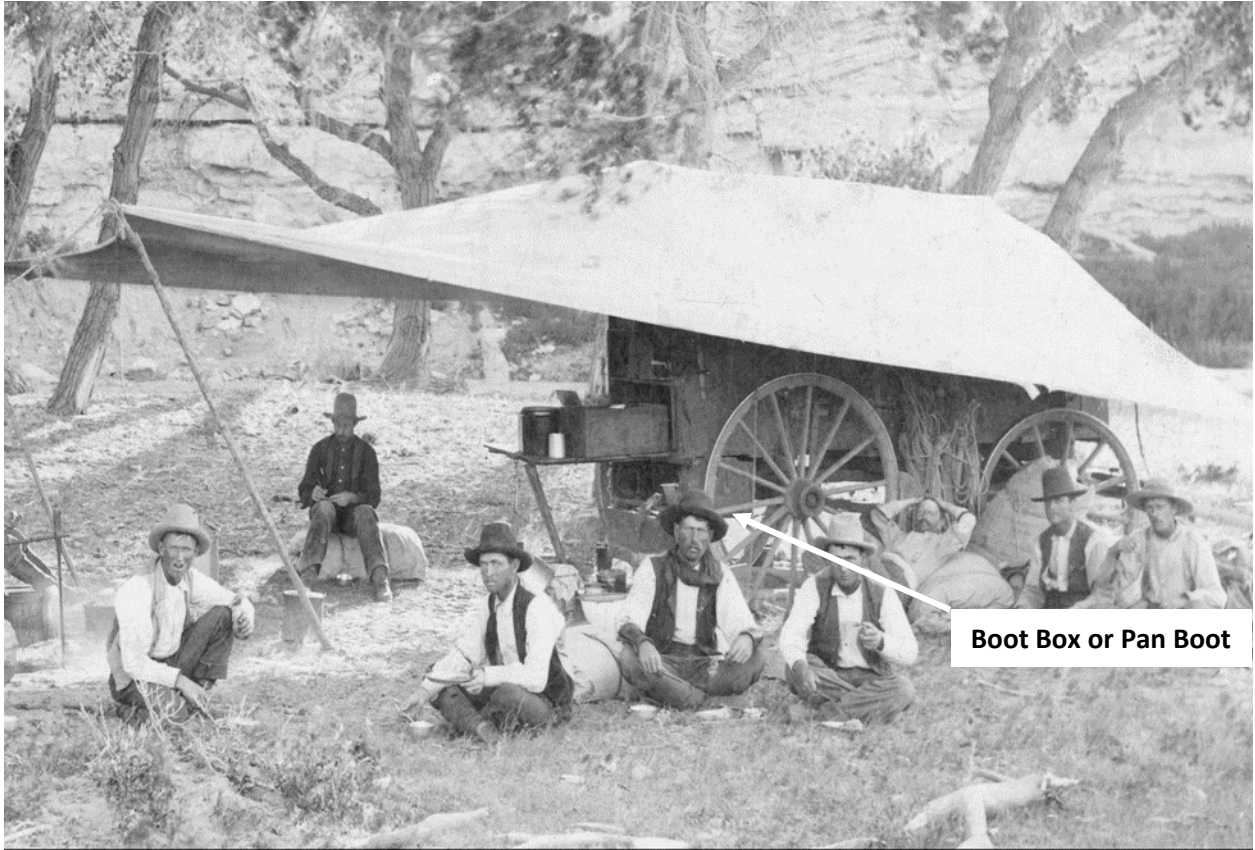
d) Water bucket (20 pts) - Points are based upon condition/ usability along with size of the water bucket, not type.

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 barrel.

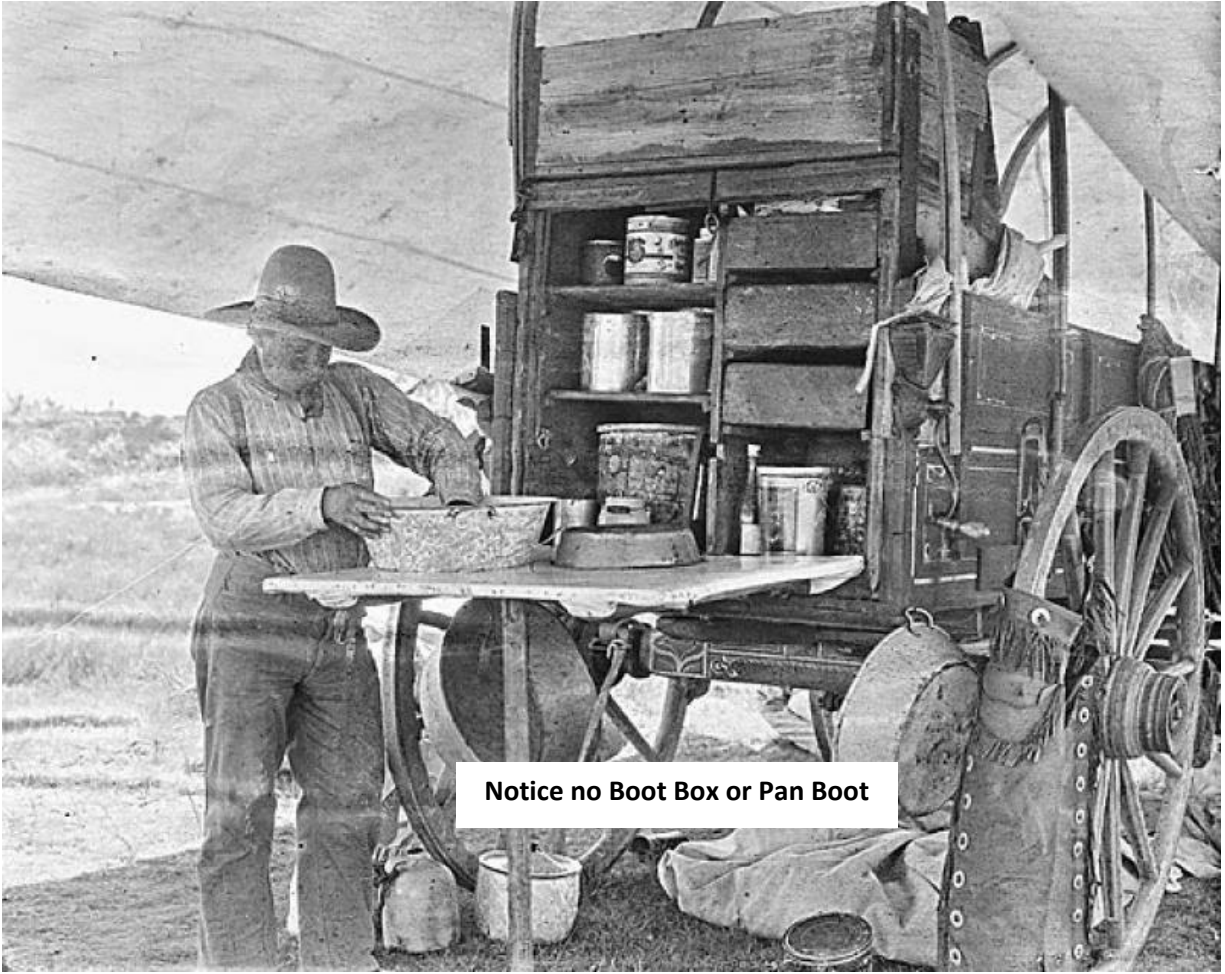


e) Boot Box or Pan Boot (10 pts) - Suggest you look at the following pictures of some wagons with a boot box/pan boot and ground clearance. Also, look at the construction, condition and attachment to the wagon. In the following pictures, notice the ground clearance of the boot box/pan boots. If it hangs 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. Also, the attachment straps should go up to the top board and preferably wrap over the top board to reduce the chance of splitting the side boards of the wagon box. The boot box/pan boot was primarily used for storage of the dish pans and frying pans. 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.





Boot Box or 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 foot rest on the front of the wagon box.



**Tool Box in this location
Is commonly called a "jockey box"**

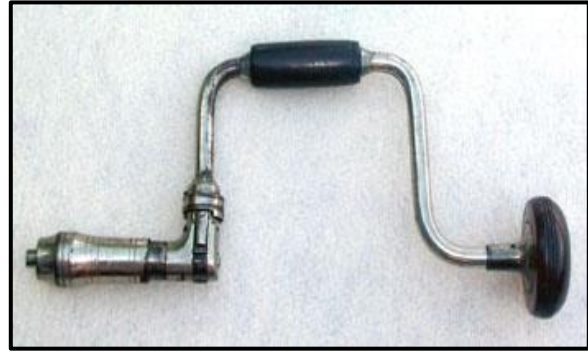
Or the tool box maybe be mounted to the side of the wagon as shown below.



You will want to look at the construction of the tool box (type of materials) 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 tool box setting inside the wagon box. The combined storage area for the tool boxes 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, horse shoes, nails. 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 ratche collar type similar to what we have today. Do not believe you are going to see the coating on the right as shiney 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. Horse shoes should not be shiney 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 the 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 at right, manufactured about 1880, features a chuck shell stamped with the Dolan's patent date. The only thing we can say is it was kept clean and polished.

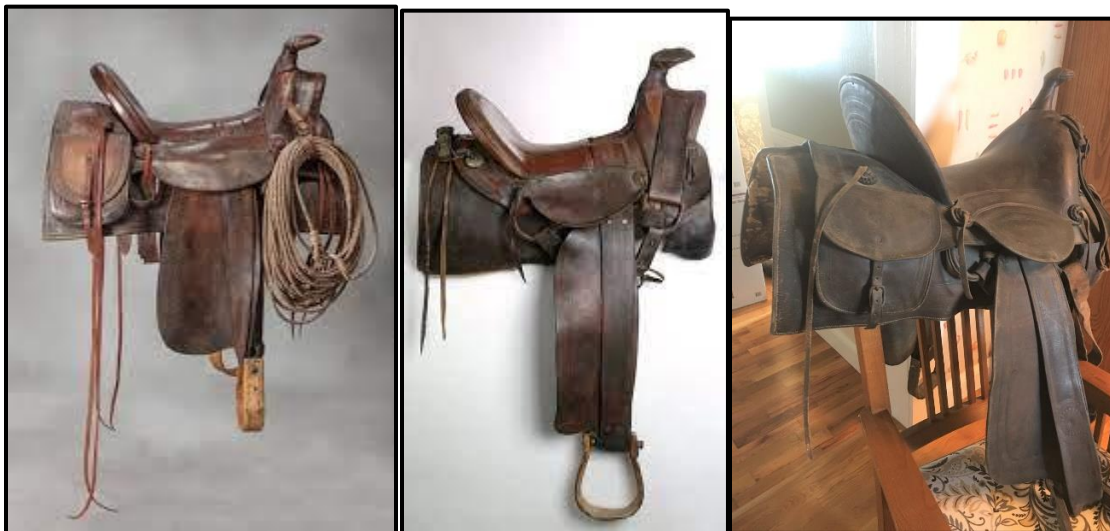


h) Meat Saw 20 points - The meat saw should be large enough to use when butchering an animal such as a deer, antelope, bear, or an injured steer. Look at the blade to see if it is sharp. Is it tensioned enough to hold in place and what is the condition of the handle?



i) Saddle, saddle blanket, bridle, and a lariat/riata (50 pts) - Would suggest you give 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 of 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, 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 too 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 storm or the possibility of 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 cowboys' bedroll which could have been 14-18 depending upon the size of the crew.

If you based it upon TV and the 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 of 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, mirror along with other small personal items.



2574 Night Hawk in her nest
Copyright by Kaufman and Miller's 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 and 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 a horse 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 horse hair 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 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 to the next generation!

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- *6000 Miles of Fence: Life on the XIT Ranch of Texas* by Cordia Sloan Duke and Joe B. Frantz
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- *A Texas Cowboy's Journal: Up the Trail to Kansas in 1868* by Jack Bailey, edited by David Dary
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- *Charles Goodnight: Cowman and Plainsman* by J. Evetts Haley
- *Chuck Wagon Cookin'* by Stella Hughes
- *Come an' Get It: The Story of the Old Cowboy Cook* by Ramon F. Adams
- *Cowboys* by John E. Eggen
- *Cowboy Life: The Letters of George Philip* edited and with introduction by Cathie Draine
- *Dakota: An Autobiography of a Cowman* by W.H. Hamilton
- *Dakota Cowboy: My Life in the Old Days* by Ike Blasingame
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- *From Ranch to Railhead with Charles Goodnight* by Deborah Hedstrom, Illustrations by Sergio Martinez
- *I See by Your Outfit: Historic Cowboy Gear of the Northern Plains* by Tom Lindmier and Steve Mount
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- *The Cowman's Southwest, Being the Reminiscences of Oliver Nelson* Edited by Angie Debo
- *The Day of the Cattleman* by Ernest Staples Osgood
- *The Great Blue Army Wagon* by Thomas Lindmier
- *The Great Western Cattle Trail 1874 – 1897, It's Rise, Collapse, and Revival* by Gary and Margaret Kraisinger
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- *The Longhorns* by Frank Dobie
- *The Log of the Cowboy: A Narrative of the Old Trail Days* by Andy Adams
- *The Old Chisholm Trail from Cow Path to Tourist Stop* by Wayne Ludwig
- *The Old Time Cowhand* by Raymond F. Adams
- *The Prairie Traveler* by Randolph B. Marcy
- *The Rampaging Herd* by John T. Zubal
- *The Trail Drivers of Texas* by J. Marvin Hunter
- *The West That Was* by John E. Eggen
- *The XIT Ranch of Texas and the early days of the Llano Estacado* by J. Evetts Haley
- *This is the West* edited by Robert West Howard
- *Trails Plowed Under: Stories of the Old West* by Charles M. Russell
- *Up the Trail from Texas* by J. Frank
- *We Pointed Them North: Recollections of a Cowpuncher* by E.C. Abbott and Helena Huntington Smith.

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

Dodson, Fisher, Brockmann Co
 John Deere Wagons, John Deere Wagon Co. Moline, Illinois
 Meyer, Bannerman, & Company
 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, USA
 The Weber Wagon – Farm Wagons, Farm Trucks and Gears

Following onsite visits were made to the following businesses, historical state archives, and museums to view articles, 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
 Chisholm Trail Museum, Kingfisher, Oklahoma
 Charles and Mary Ann Goodnight Ranch State Historic Site, Claude, Texas

Cheyenne Frontier Days Old West Museum, Cheyenne, Wyoming
Chisholm Trail Outdoor Museum, Cleburne, Texas
Chisholm Trail Heritage Museum, Cuero, Texas
Chisholm Trail Heritage Center, Duncan, Oklahoma
Days of '76 Museum, Deadwood, South Dakota
Dave Engles' Coach Stop, Joliet, Montana
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
Saints Roost Museum, Clarendon, Texas
University of Wyoming's American Heritage Center, Laramie, Wyoming
Wyoming State Archives, Cheyenne, Wyoming

Online References:

Denver Public Library
National Library of Congress

Along with various articles from the following magazines:

Guns of the Old West
Wild West
True West
Cowboy Legends
Western Horseman