

FRANCESTOWN HERITAGE MUSEUM



VISITORS GUIDE

USE OF THE GUIDE

The descriptions in this guide are numbered to correspond to the number on the card of the item you are viewing. If you would like additional information on any item please contact one of the curators or volunteers. There are five broad categories of items:

100-200 Series	AGRICULTURE
600-800 Series	COMMERCE
300-500 Series	DOMESTIC LIFE
900 Series	FIRE FIGHTING
1000 Series	TRANSPORTATION

Thank you for visiting the museum.

**PLEASE DO NOT REMOVE THE
GUIDE FROM THE BUILDING.
Personal copies are available with a
donation suggested.**

Should you have any items that you would like to consider for donation, please contact one of the curators. We are a non-profit organization and any items donated are tax deductible. Cash donations are always welcome to help cover our operating, acquisition and maintenance expenses.

FRANCESTOWN HERITAGE MUSEUM

ITEM # 159

THE MUSEUM BUILDING



The building in which you are standing was formerly a dairy barn located in Weare, NH. The building is dedicated to O. Alan Thulander who purchased this barn which was slated for demolition. Members of the Francestown Volunteer Fire Department Disassembled the building and moved it to this current site where they re-erected the structure. New siding and roof boards were milled from trees located in the Town Forest.

THE TRANSPORTATION COLLECTION

FRANCESTOWN HERITAGE MUSEUM

ITEM # 401

THE SUMMER HEARSE



This hearse is one of the few surviving carriage hearses. Built ~1867 it has original glass lights in the sides. The coffin floor has rollers to facilitate placement and removal of the coffin. An early coffin is also inside. The hearse was used to carry the dearly departed to their final resting place in the Turnpike Cemetery. This vehicle was restored with funds provided by the Francetown Improvement and Historical Society.

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ITEM # 402

THE WINTER HEARSE



This winter hearse was built ~1870 and was restored with funds provided by the Francestown Improvement and Historical Society. The four wooden skids have metal strips along the bottom to prolong the life of the skid and prevent wear. The coffin slides in and out on rollers and the hearse floor elevates the coffin off the rollers to prevent the coffin sliding during travel.

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ITEM # 401 & 402

SHAFTS

While not a separate exhibit, it is interesting to note the shafts on these two hearses which are typical of all horse drawn vehicles. The distinction lies in the difference between a “Carriage Shaft” and a “Sleigh Shaft”. You will note on the summer hearse that the shafts are arranged so that the horse is in the center of the carriage. On the winter hearse, the shafts are slightly offset to one side of the sleigh. This is to allow the horse better footing in the snow by allow the animal to walk in the ruts of previous sleights rather than in the deep snow.

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ITEM # 403

THE CONCORD COACH



One of the few remaining famous Concord Coaches – this was an early coach built in 1849. It still retains the original interior. The Concord Coach was a break through in comfort due to the use of leather springs (k/a thorough braces). Made famous in western movies and as the coach of choice for Wells Fargo. This coach made daily trips between Francetown (which had the Turnpike) and Greenfield (which had the railroad station).

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ITEM # 404

THE ONE HORSE BUGGY



This buggy has spent the past decades in a private barn in Francetown where it was kept dry and covered which no doubt accounts for its good condition.

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ITEM # 405

THE ONE HORSE SLEIGH



This is a recent addition to our collection from the Place Family. A distinguishing feature of this sleigh is the moveable side shaft which can be rotated independently up and out of the way. This greatly facilitated the hitching up of the horse.

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ITEM # 415

THE WAGON SIGN



Origin unknown – great craftsmanship and detail in the wheel.

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ITEM # 421

THE HORSE TETHER STONE



This would be carried in the back of the horse drawn vehicle. When reaching your destination you would set it on the ground and tether the horse to it.

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ITEM # 423

THE ONE HORSE SLEIGH



~1870 The iconic New England sleigh so often pictured being drawn through the snow with the riders under a bear skin blanket.

“Over the river and through the woods to grandmother’s house we go. . . .”

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ITEM # 433

THE ENGLISH HUNT SADDLE



This design was specifically developed to allow the horse freedom of movement, whether jumping, running, or moving quickly across rugged, broken country with fences. There is no horn or other design elements that stick out above the main tree of the saddle

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ITEM # 434

THE McCLELLAN CAVALRY SADDLE



The McClellan saddle was adopted by the US War Department in 1859. The design was based on the Spanish tree saddles. The saddle was simple and less expensive than existing saddles, light enough not to burden the horse, but sturdy enough to give good support to the rider and his gear. It had a rawhide-covered open seat, a thick leather skirt, wooden stirrups, and a girth strap of woolen yarn.

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ITEM # 435

THE CHILD'S WESTERN PONY SADDLE



This is a perfect first saddle that is proportioned for young riders. It is correctly balanced and sized for kids.

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ITEM # 436

THE 1918 McCLELLAN CAVALRY SADDLE



The McClellan saddle was adopted by the US War Department in 1859. The design was based on the Spanish tree saddles. The saddle was simple and less expensive than existing saddles, light enough not to burden the horse, but sturdy enough to give good support to the rider and his gear. It had a rawhide-covered open seat, a thick leather skirt, wooden stirrups, and a girth strap of woolen yarn.

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ITEM # 456

THE ENGLISH BRIDLE



The bridle is a piece of equipment used to direct a horse. The bridle includes both the headstall that holds a bit that goes in the mouth of a horse, and the reins that are attached to the bit.

Headgear without a bit that uses a noseband to control a horse is called a hackamore, or, in some areas, a bitless bridle.

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ITEM # 457

THE CALVARY BRIDLE



This bridle usually does not have a noseband. Many western bridles also lack brow bands, sometimes replaced by a "one ear" design where a small strap encircles one or both ears to provide extra security to keep the bridle on.

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ITEM # 458

THE HORSE HARNESS COLLAR

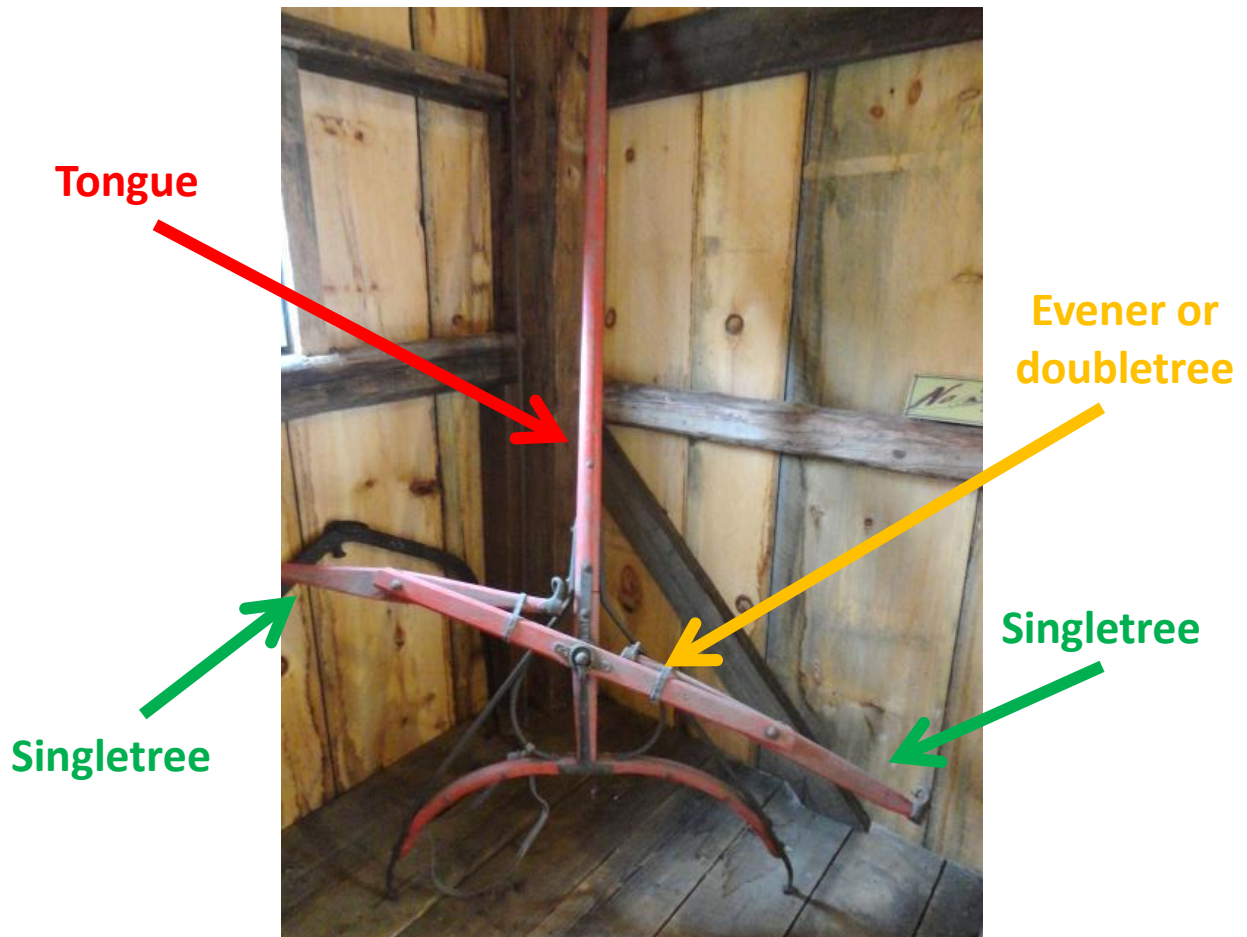


The horse harness allows a horse to pull various horse-drawn vehicles such as a carriage, wagon or sleigh or to hitch animals to other loads such as a plow. This collar is for normal farm work.

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ITEM # 462

A SINGLE POLE SCHAVE



This whiffletree has two **singletrees** attached to an **evenner or double tree** for harnessing two animals abreast. The harness traces on the animals would be attached to the two singletrees.

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ITEM # 463

THE WHIFFLE TREE



This is the pivoted swinging bar to which the traces of a harness are fastened and by which a vehicle or implement is drawn.

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ITEM # 480

THE MILEAGE ROAD SIGN



These metal signs with raised letters showing the name of a town and the distance to it on that road were common in older times. It is believed this sign was located on the Second New Hampshire Turnpike South in Lyndeborough.

FRANCESTOWN HERITAGE MUSEUM

ITEM #481

THE MILEAGE ROAD SIGN



These metal signs with raised letters showing the name of a town and the distance to it on that road were common in older times. We do not know on which road this sign was located.

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ITEM #482

THE FRANCESTOWN DPEED LIMIT SIGN



This sign dates back to the days when the village speed limit was only 25 MPH. Which was a pretty good clip for a horse and wagon.

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ITEM # 443

FRANCESTOWN SIGN



The origin of this sign or where it was located is unknown.

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ITEM # 443

SLEIGH



While the exact provenance of this sleigh is unknown it is believed to have been made in Keene, NH by the French Carriage Co. or Tottingham Carriage Factory. These companies manufactured the popular “Keene Sleigh” and were producing some 400 annually in the 1860’s. They continued doing so until ~1910 when a dramatic development in the transportation industry, the automobile, brought an end to the French Carriage Co.

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ITEM # 443

SLEIGH



These sleighs were often referred to as delivery or run-about type sleighs. They were versatile and had many uses around the farm. The size of the runners was an indication of whether it was light, medium or heavy duty. They were also useful for lengthier trips as hay could be piled in the back providing additional seating (the modern day hay ride) and if the trip was to be an extended one, some of the hay could be used to feed the horses.

FRANCESTOWN HERITAGE MUSEUM

ITEM # 443

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