NATIONAL STAGECOACH & FREIGHTWAGON ASSOCIATION

"Sharing The Legacy of a Transportation Empire"



The Antler Ranch Fall Roundup Camp being setup. Both the Chuckwagon & Bed Wagon, in the background, have the Cowboy crew working to make a good camp. The cavvy of horses had just been put into a rope corral. Notice the man in the dust, who just brought the cavvy to the corral, is unsaddling his horse. Photo is located beside the Big Horn River, with the East slope of the Pryor Mountains in the skyline of this photo. (K Milliron photo)

2026 FALL NEWSLETTER

September 2026 - NSFWA News

"Sharing The Legacy of a Transportation Empire"

President's Message
Greetings NSFWA Members &Family!!

The NSFWA Board of Directors hope that your Spring & Summer months have been eventful and enjoyable.

With America's 250th Birthday Celebrations, I hope that you were able to participate in at least one event, or was a spectator, watching.

A section of this Newsletter is devoted to our 2026 Ft. Davis NSFWA Annul Conference, held this past May, and I would like to add, that this Conference was very informative and very enjoyable. The rest I'll leave for the story, found in this Newsletter. From the NSFWA Board of Directors, we wish to say, "Thank You" to, Glenn & Patty Moreland.

We would like to give you a heads up on next year's NSFWA Conference. Much work still needs to get done. We are working to get the Membership, an accurate "Event Schedule", although we can share with you some of the earliest planning, so far.

Where: Deadwood South Dakota

When: **{Tentatively}** Three Days during July 26-30, 2027

There are tons of activities at Deadwood, during this period of time. There is time to head away and have fun at the many activities and sites to see during "The Days of 76'. We are working with the local Businesses to obtain Sponsorship of one or more of our Coaches &/or Wagons. In doing Sponsorships, this will make it more affordable to attend. There's a Friday & Saturday Parade @ 1:30pm, offering us a nice viewing or involvement of approximately 35 teams pulling both Wagons or Stagecoaches. The 2026 parade, along with the many old-time entries, included 3 Stagecoaches, 2 big freight wagons pulled by a 4-abreast team of Percherons, 3 Chuckwagons, and various buggies, farm wagons, freight wagons and carriages. Historically, the parade

was only horses or horse drawn but over time some auto-vehicles were added, but we hear that they would like to get back to a horse drawn parade. Many wooden wheeled vehicles are rolled out of the Museum to be pulled by horses in the parade. We will offer a Membership Meeting, hopefully Chuck Wagon Dinners, along with Music & Dance. We are offering several wearing apparel selections - shirts, caps, scarves, vests, to name a few.

We along with the total Days of 76 event are planning a very "Old-West" experience and a fun time. Please watch for further information to get to you soon, and please start planning now to attend. It won't take us long to provide you with positive information, schedule and a registration paper, to sign up.

I would like to Thank, Troy Peterson, your Co-Host, of our next Conference in Deadwood, for his diligent work so far and for helping me add a few words of his experiences and encouragement to help explain the events during "The Days of 76" held at Deadwood South Dakota. Thank You Troy.

I'll close by saying Thank You for the past year and hope that your Fall & Winter are full of enjoyment. "Happy Trails !!

Thank You from your NSFWA Board of Directors.

Jeff McManus – NSFWA President



A Google View of the (left to right) the rodeo Arena, An old football field that we can use for a Wagon Show-(green rectangle), and the Museum, along with a Cafe across the street. Most all businesses are within walking distance, of our Event.

"Sharing The Legacy of a Transportation Empire"

Your Board of Directors

Jeff McManus	307-272-1838	President
Patrick Goodknight	417-529-5638	Vice President
Julie Williams	417-844-5224	Secretary
Jerry Palmer	816-582-1209	Treasurer
Cameron Bean	208-250-3761	Director
Todd Johnson	417-880-1869	Director
Troy Peterson	605-787-0154	Director

NSFWA Sponsors & Supporters of your Newsletter

If you wish to help Sponsor – Please see Sponsor form on last page. Thank you.



















If you wish to Advertise – Please see Sponsor Application on last page. Pg.4

"Sharing The Legacy of a Transportation Empire" **Part 1 of 2 Stories**

A Pioneer Story, by the Johnson Family

I wanted to share two accounts of a journey made by my grandparents, Elmer and Georgia "Dock" (Mitchell) Roach.

In 1917, they moved from Milan in Sullivan County, Missouri to an area near Mount Vernon in Lawrence County, Missouri. They traveled over 250 miles by horse and wagon with two young children: my father, Carol, who was 17 months old and my uncle Kenneth, who was 5 weeks old. Traveling with them in a separate wagon was Elmer's sister's family Ethel and Simon Glidewell, along with their four children. This first story was recorded in the late 1970's.

The second account describes the same trip from the perspective of a 7-year old child, Georgia Glidewell, who was named after my grandmother but went by Woneva, wrote this version in 1982, three years before she passed away.

Best Regards,
Mary Ann Roach Johnson

Georgia Roach, the story of Moving from Milan to Mount Vernon, MO.

October 1917, we left North Missouri. We had a covered wagon with high wheels and steel rims on the wheels. We had two babies, Carol Francis was 18 months old and Kenneth Edward was five weeks old. We had over jets on the wagon and the bed springs and mattress just fit in the back of the wagon. This over jet sat on top of the sideboards and the wagon was packed full of our belongings. Dishes, sewing machine, cook stove, tools and such as shovels, hammer and saw and other things.

The first night, we stayed near an old neighbor who had moved down near Cora in Sullivan County. We ate supper in the wagon. I had baked bread, made cookies, and fried chicken to last several meals. I had a three-gallon stone churn full of cookies that lasted a long time, along with home cured bacon, a 50-pound can of lard, cornmeal, flour, dried beans, and potatoes. We were well prepared to camp out.

We brought a high chair for Carol to use when we stopped to eat. However, after a few days of rocking in the wagon, Kenneth cried constantly unless he was being held. Gail, my 10 or 11-year-old niece, who was a huge help with the children. Elmer's sister, Ethel Glidewell, her husband Simon, and their four children traveled with us. We often struggled to buy feed for our horses because people didn't want to be bothered. Instead, we would camp near a spring or creek, cool over a campfire, and wash diapers. Overall, we enjoyed most of the trip.

While traveling in the Missouri River bottom, we encountered a train. The road ran right along the tracks, and knowing the horses would get frightened, I quickly climbed down with both babies and crawled under a fence. Sticky sandburs were everywhere, and I spent a long time picking them out of our clothes. Pg.5

The next day, we reached the Missouri River at Miami, Missouri. A small motor-powered flatboat took us across in three trips, carrying one team and wagon at a time plus an extra horse tied across the team's head. While Elmer was in the middle of the river, a large excursion boat

docked where the flatboat unloaded, forcing Elmer to wait until it left. The large waves washed the flatboat back, but it eventually unloaded and returned for Simon's team and wagon, and finally for Ethel, the kids, my two babies and me. There were no seats, so we sat flat on the floor of the boat.

We traveled for days over very poor, rocky roads. Along the way, a car struck our old dog. He ran off across a field, and because Elmer couldn't get him to return, we had to leave him behind.

We had another scare while passing through Sedalia when one of our horses was spooked by a streetcar and nearly overturned the wagon. Fortunately, her breast strap broke before she could turn completely around. On another occasion, a bicycle blew its horn behind us, almost causing the ram to run away. Carol was sitting on the seat with Elmer and fell backward off the seat onto a box of clothes.

When we reached Greenfield, Missouri, we camped in a wagon yard while looking for farms to buy, though we didn't find any we liked. On our second night there, an intoxicate man came into the yard and spoke with Elmer and the yard owner. I was only 20 years old at the time, and because the babies were asleep, he assumed I was Elmer's daughter and called me "sister," which made me uncomfortable. I told Elmer I wanted to leave immediately. We hooked up the horses, drove four or five miles south to South Greenfield, and camped along the road.

The next morning, we headed for Mount Vernon and stayed in a wagon yard that night. On Sunday morning, we went to visit a relative, Charlie Jones. That was the first house we had been inside in nearly three weeks. On Monday morning we went to Chesapeake and ended up staying for good after buying a farm from Orville Cameron, just southeast of town.

An Afterthought:

The road we traveled was called the Ozark Trail, and we frequently saw "O.T." marked on posts along the way. One freezing night in Hickory County, we couldn't find a place to camp before dark. We eventually pulled over, fed the horses, ate, and went to bed using a coal-oil lantern for light and warmth. The next morning, the men hooked up the horses to find a place to cook breakfast. Unbeknownst to us, Simon had accidentally kicked on of Ethel's shoes out of the wagon during the night. After we stopped, Ethel realized it was missing, so Simon rode a horse back two or three miles to our previous campsite and retrieved it. It was cold enough to freeze ice that night.

A Missouri Map – showing their distance traveled



This is the end of Part 1

Please look for Part 2 in your next Newsletter (2026 Winter)

"Sharing The Legacy of the Transportation Empire"

An Overview of our 2026 NSFWA Conference @ Ft. Davis Texas May 14-16
This year's NSFWA Conference was enjoyed by all who attended. The Board has received many comments of "it was very well organized, which made it run smoothly". Thank You Glenn & Patty Moreland for an excellent job of Hosting this Conference.

For something different, let's view a few photos of the Ft. Davis Conference, during the year of America's 250th Birthday.



Sunrise



Our USA



Skyline: The Davis Mountains Fort Davis Texas area



Texas Coach



Laura Johnson Attending to the NSFWA Info. table



Chuckwagon by Glenn Moreland viewed @ Overland Trail Art Gallery



Glenn Talking Wagons & Chuckwagons



Preparation for a Chuckwagon Dinner



Dinning on a delicious Chuckwagon Dinner

PG. 7

More Photos of our Fort Davis Conference





Glenn & Patty Moreland, Our Gracious Hosts

Both Photos below are on display at:
The Big Bend Museum – Big Bend Texas





An accurate copyof a Prarie Cart, and ,orrigional early maps
Cart made by Glenn Moreland



A very Nice Chuck Wagon in the Moreland collection



An "Award Winning" Chuck Wagon in the Moreland collection



A photo on a pamphlet at Fort Davis



An Army Escort Wagon On display at Fort Davis



Actual Freighted cases of unperishable goods







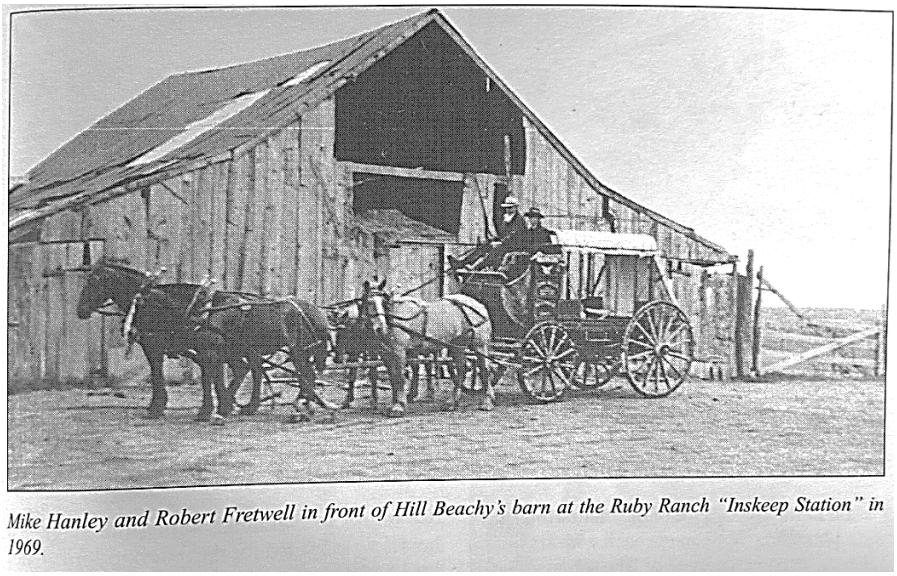
Todd Johnson & Guests with Todd's Spring Wagon also Casey Moreland & Rick Henderson in Jeep



Ricky Day with his Wagon & team of Paints, & Jeff McManus, riding Shotgun



Coming Soon- The Grand Opening of the Hanley Collection



Mike Hanley and Robert Fretwell in front of Hill Beachy's barn at the Ruby Ranch "Inskeep Station" in 1969.

Both the top image of a Michael Hanley pencil/ink &
The bottom photo is of one of Michael's Henderson Stages, appearing in his Book- "Sagebrush and Axle Grease

Michael & Linda Hanley have donated their entire collection of over 40 various wooded wheeled vehicles, from name brand Buggies to full sized Freight Wagons, plus a number of Stagecoaches, to the Owyhee County Museum. Each of the described are originals, either left as is or conservation work done, and used by Michael along with good care taken of each. This is a wonderful collection, that will be enjoyed by many.

The Hanleys have worked with the Owyhee County Historical Society. To accept the collection. Over the past two years the Owyhee County Museum has fundraised to construct a 9000 sq. ft. building to house this wonderful collection. The Museum is located in Murphy Idaho and Mike's Collection is now on display, but the Grand Opening of the new building is set for June 5th, during the Museum's Outpost Days Celebration. **Please mark your calendar for:**

The Grand Opening of the Hanley Collection: June 5, 2027
Located at The Owyhee Co. Museum - 17085 Basey St. - Murphy Idaho

Here's some" Quick Bits "of News & Reminders

1) **The National Stagecoach & Freight Wagon Association (NSFWA) will hold your next NSFWA Conference, for 3 days total, during July 26 – 30, 2027. A complete set of: Schedule, Hotel/Motels, and Registration, will come to you in November/December.**
2) "Ketchum, Idaho celebrates Labor Day weekend each year with "Wagon Days", featuring the largest non-motorized parade in the Pacific Northwest. This year showcased the six, historic Lewis Ore Wagons pulled by a 20 up, of Shire draft teams."
3) "News- Blast" Email. A reminder that our NSFWA Secretary, Julie Williams has sent a "News- Blast" to each member's Email address, on Sept 5 - 26'. If you received it; Thank you. If you didn't receive the email, then would you please contact Julie by:
   Call or Text 417-844- 5224 or Email firemanjulie@gmail.com Thanks !
4) Consider adding your Business Card to our NSFWA Newsletter. Details on the last page of this "2026 Fall Newsletter".
5) Here's the NSFWA Email followed by the NSFWA Web- Site address.
   Email: nsfwa.info@gmail.com **Please Visit the Web.**
   NSFWA Web-Site: stagecoachfreightwagon.org
6) On August. 14&15 there was a great Event held by The American Chuck Wagon Assoc. (AWCA), at Cranbury Texas, named "Preserving The Future of the Wooden Wheel Wagon". This was a very worthwhile event. Be watching for this complete report, in the Winter 2026 Issue, because you will enjoy reading about this fantastic event
7) The NSFWA is needing a Newsletter Editor. This would entail gathering stories and important information from any NSFWA Member wishing to share material or Information along with photos which go along with the information. This Newsletter is published 3 times a year, with Deadlines and Print dates already set. If interested in this idea then please call Jeff McManus (307) 272-1838 for details. It's not difficult. I can get it accomplished but I'm a bit slow. JMc .

More News Bits, next page starting at 1) again

1) The American Chuck Wagon Association is raffling off a nice Chuck Wagon. The Tickets may be purchased for $50 /each and are purchased online at the ACWA web-site **www.americanchuckwagons.com** , under the **Store** tab. There you can pay through their secure system, using a debit, credit, or EBT. Once your payment is received , a "physical ticket" with your assigned number will be mailed to the address listed on the payment.

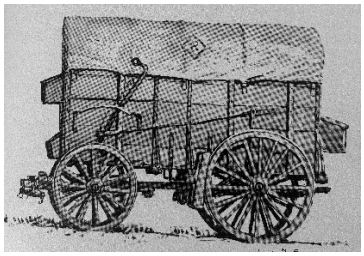


The Drawing will occur on November 7 at the ACWA Annual Meeting.
. Thank you ACWA for allowing the NSFWA Members this chance to win.

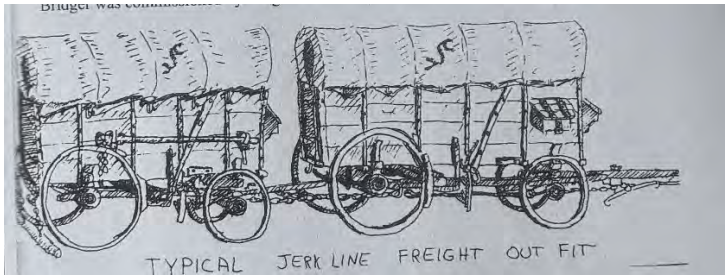
2) Notice in the Business Card section of this Newsletter, there is a Card named – Aritisan Wares Expo. , wishes to announce their doors will be open to the public on Saturday October 3. The store filled with interesting items, including a Museum Quality Mandt wagon and a restored Sheep Wagon
3) Trail Blazer Days was held this summer at Thermopolis Wyo. On June 12 – 14. This Event was very well planned and included a large wagon show, a nice Chuckwagon dinner by two well-known Chuckwagon cooks and crew. The highlight of this enjoyable event was a train of sixteen mules hooked to three loaded wagons, plus a sheep wagon, serving as a trail wagon.
4) **In Gering Nebraska, The Legacy of the Plains Farm & Ranch Museum will be holding their 30th Annual Harvest Festival on Saturday , October 17, 2026. This Harvest Fest. Is a "Must See" event, that's held in the fields behind the Museum, showing the old time ways of crop harvesting .**

"Sharing The Legacy of the Transportation Empire"

A story of early Freight Wagon Business and the naming of a well-Known Freight Co.



1



2

Early Freighters

From the Book: North to Montana

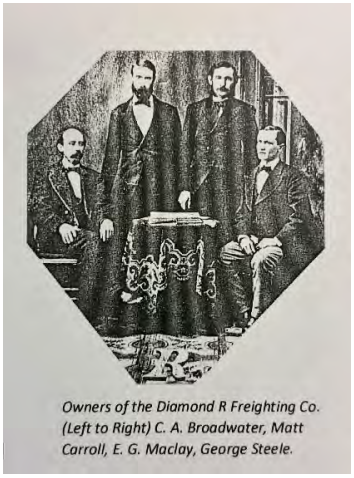
By B.M. & B. D. Madsen

When gold was discovered, many of the professional Freighters already in business, in the Rockies merely turned their trains toward Montana to dispose of their merchandise quickly and at a high profit. There was no doubt that the man with the largest trains, who could make the most trips between the thaws of Spring and the storms of Winter. would all probability garner the greatest percentages of the season's business, if he could finance such a venture in the first place. Few, if any of the large -scale operators relied entirely on their own resources for capitol. Those who tried it usually found themselves forced to borrow or quit business, in times of economic stress. Many of them turned to the network of financial enterprises built up in Montana by Saluel T. Hauser, who in turn was supported by firms in the eastern United States and Canada.

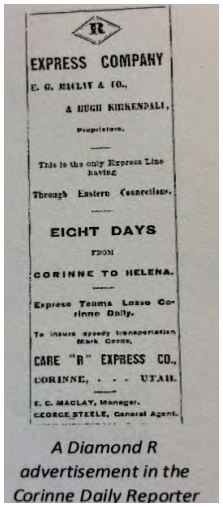
On the other hand, some Montana-Utah freighters were affiliated with eastern firms from the start. John J. Roe & Co. for example, was a subsidiary of a Missouri mercantile company of the same name. In the fall of 1863, Mr. Roe sent his son-in-law, Captain Nick Wall, and a nineteen-year-old bookkeeper, Edgar G. Maclay, to setup a branch office in Virginia City Montana. The young entrepreneurs tried their hands at anything that looked profitable and, in the process, sometimes accepted freight wagons or stock as payment for bills due them. Since there was no profit in idle freighting equipment. Maclay suggested that it be put to work. Their first venture was made in April 1864 when they hauled a load of hides from Virginia City to Helena. And from then on, they were primarily a freighting concern.

In 1865 they changed their name to "The Diamond R Transfer Co." and soon managed to corner a large share of the Utah-Montana freighting business.

In 1868, however, the Diamond R changed hands, and Maclay, the former bookkeeper, became one of the new owners. His partners were George Steell and Matthew Carroll, both Fort Benton men, who had been employees of the American Fur Company. Headquarters were moved to Helena, and in 1869. A fourth partner, Colonel C. A. Broadwater, who had been Wagon Master for The Diamond R for four years, entered the firm. They retained the Diamond R insignia, even though they assumed a new name for the company- - - "E.G. Maclay & Co".



Owners of the Diamond R Freighting Co. (Left to Right) C. A. Broadwater, Matt Carroll, E. G. Maclay, George Steele. 3



A Diamond R advertisement in the Corinne Daily Reporter 4



5

(More about the Montana Road In issues ahead)

A "Jerkline 12" Outfit on the Montana Road in 1883 *Montana HistoricalSociety*

Credits:

The Book Title & Author: North To Montana by B.M. & B.D. Madsen

Illustrations: 1.Wagons, Mules & Men-Nick Eggenhofer 2. Sagebrush and Axle Grease-Michael Hanley
3.&5. North To Montana- B.M. & B.D. Madsen /*Montana Historical Society*
4. Corrine "A unique Little Railroad Town In The West" 1869-2019 – Mrs. Danielson

"Sharing The Legacy of the Transportation Empire"

We hope that you have enjoyed this Newsletter. We would like to leave you with this Request.

1) You are always welcome to add your story to the future NSFWA Newsletters.
2) Let's say that you are attending an event, you took a few photos, and you don't mind helping, but you don't wish to write a story.
3) **Here is a way to make it easier for you:**
   Send me your photos by Email or Text or mail the Photos (I can mail the Photos back to you), along with your phone number. I'll call you and get the Story in your words, then type it up to make the story for our Newsletter.

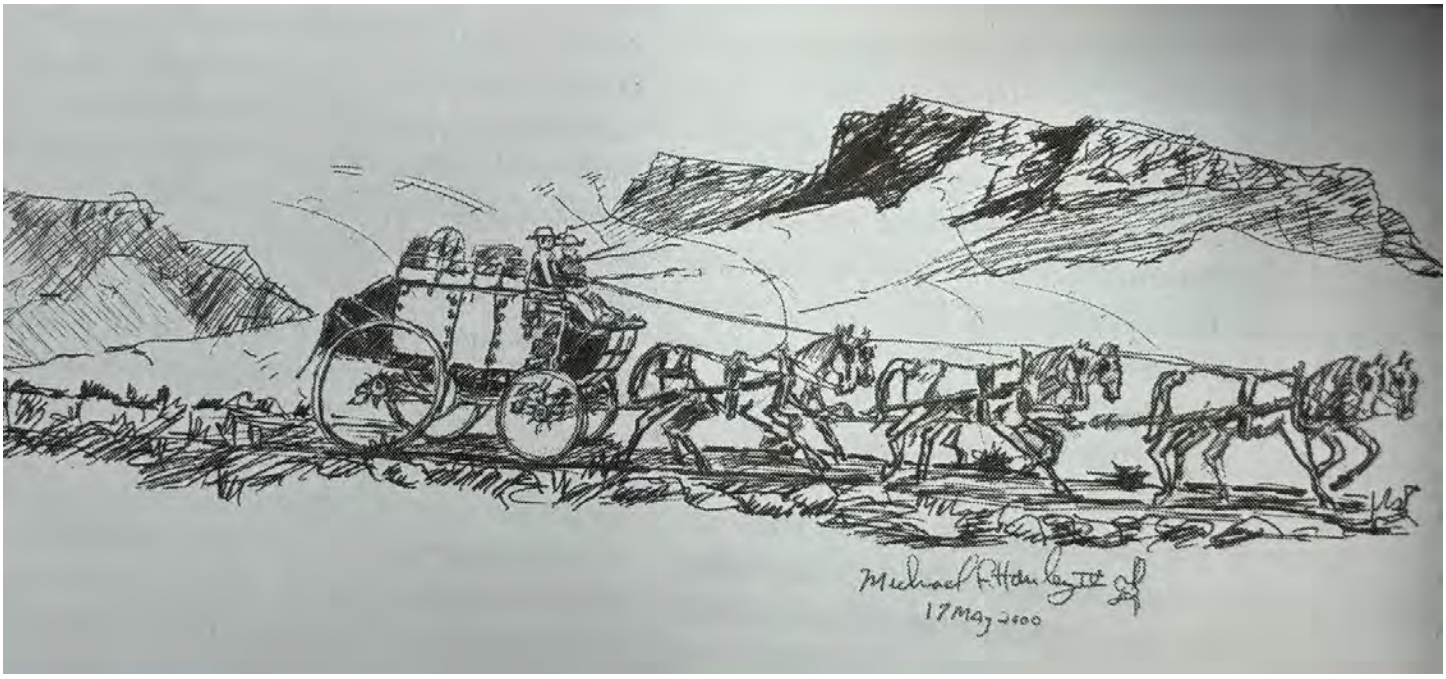
4) **OR**, Send me your finished story, with photos, if available and it can be added. Thank You, either way, you can make a better Newsletter !

5) Deadlines & Print Dates for the 3 Newsletters per year.
   Spring Issue: Story Submit by Date - Feb.15 Print Date – March 15
   Fall Issue: Story Submit by Date – Aug. 15 Print Date – Sept. 15
   Holliday Issue: Story Submit by Date – Oct.15 Print Date – Nov.15

Thank You, Jeff McManus 307-272-1838
Address: Drawer 45 Greybull WY 82426

As Bugs Bunny & Porky Pig ended their show "DaDa DaDat's All Folks" !!

Happy Trails !!



A Pencil / Ink Drawing by Michael Hanley IV Thank You Michael .