



Post Office Box 4077
Concord, NH 03302

June 3 , 2014

Annual Meeting

The annual meeting was held on May 18, 2014 at 1:00 PM. The major item of business was the election of officers. The following were elected for the coming year:

President - Brian Erickson
Vice President - Patrick Maimone
Secretary - Robin Briscoe
Treasurer - C. Peter James

Directors for Three Years
Marsha Evans
Thomas Prescott
Merwyn Bagan

Director for One Year
Alice Pickett-Hale

June Meeting

The June meeting will be held on June 10th starting at **6:00** at the barn/museum on the Hopkinton Fair grounds. Items to be discussed include upcoming activities. Coming up soon are the open house at Tom Prescott's and the 4th of July. We have several "outings" scheduled for this summer. Others include Old Home Day in Andover and Hillsborough Living History Days.

Tom Prescott's Open House

The open house at Prescott Oil in Concord is scheduled for Saturday, June 28th, starting at 10:00. We plan to take both coaches and the gift shop tent. This is a really good event which generates a lot of interest in Concord area people. We will be setting up about 8:30. With Tom's 12 passenger coach and our two, there will be three really great coaches there to check out. Tell all your friends and relatives. (There is a free lunch and other give- aways, too!!)

Information Sessions

At the last couple of meetings, it has been brought up that the members would like more information on Abbot & Downing and the Concord Coaches. Peter James has agreed to do a short program at the next several meetings on our two coaches, Abbot and Downing, and coaching in general. There will be handouts and a chance to ask questions. This will allow the members to be better informed when interacting with the public. The back page of this month's newsletter has some information about the brown "Dartmouth Coach".

The Dartmouth Coach

This coach was a gift from Dartmouth College in 2012. It is a hotel coach. It was built by Lewis Downing & Sons. The exact date is unknown and a serial number has not yet been found. There is a number "8" and "Geo. S. Robinson April 1852" under the rear seat. There is speculation as to the meaning of the number "8". It could have been the 8th coach that Mr. Robinson worked on or it could have been the 8th hotel style coach that Downings built or who knows. In view of the fact that Downings were known to use Roman numerals and this is Arabic, it probably is not the serial number. This tag on the jump seat is a reproduction of the original one on the other side of the seat. It makes it very clear who made the coach and the time frame of its manufacture, 1847-1865.



In its last service, it was used to carry passengers from the train depot in Norwich, Vermont to Hanover. It came out of service in 1912. It was repainted in 1929 and placed on display in Dartmouth's museum in Wilson Hall for several years and then placed in storage until 1979 when it was loaned to the Hanover Inn at the time of the Inn's bicentennial. After a few years, it went back into storage until it was gifted to the Abbot-Downing Historical Society.



It is a nine passenger hotel style coach. It seats 9 inside, one beside the driver, 3 behind the driver, and 3 more on the seat hanging on the rear of the coach body for a total of 16. One of the major differences between the mail or road coach and a hotel coach is the glass windows in the body. Because they were not subject to harsh road conditions, they could use the glass windows instead of the roll down curtains used on the mail coaches. The seat on the back is removable and there is significant bracing

added inside the body under the cloth lining to help support the added structural load.

The interiors of the two coaches are quite different in the quality of the materials used. The mail coach was designed for general transportation and had rugged leather upholstery while the hotel coach was fitted out in plush velvet. There was a third model manufactured, the "western style". Several modifications were made to the mail coach to deal with the extremely bad road conditions in the west. The frame and axels were strengthened and the wheels made heavier and wider and the thoroughbraces were made wider and longer. The most easily noticed difference between the "eastern" and "western" styles is the addition on the "western" style of two side light windows beside the doors. These were needed to allow some light in as the windows in the doors had been replaced with roll down curtains.