

## Appendix PD-C. Turnout and Appointments

### SECTION A. ATTIRE

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#### 1. FORMAL OR PARK

(Park Drag, Road Coach, Breaks, Mail Stanhope, Demi-Mail, Spider Phaeton, Stanhope or Park Gate Gig, George IV, Basket Phaeton, etc.)

- a. Gentlemen to wear gloves, a top hat or bowler, suit jacket and tie. If the class is in the evening, gentlemen may choose to wear white or black tie.
- b. Ladies to wear gloves, a stylish hat that may have a veil, long sleeved dress or blouse suitable for a formal affair. If the class is in the evening, ladies may opt not to wear a hat and may wear a formal gown.
- c. Brown gloves are always appropriate for the driver unless rain gloves are needed.
- d. Apron or lap robe should be of a solid color material and harmonize with the upholstery (in warmer weather tattersall or checked aprons are appropriate for day classes).
- e. Period costumes are not to be used, and conservative dress appropriate to the style of the vehicle is encouraged.

#### 2. SPORTING VEHICLES

Breaks, Four-Wheeled Dog Carts, Traps, Tandem Gig, Saylor Wagon, etc.)

- a. Gentlemen to wear gloves, a bowler, boater, fedora, straw hat or cap, a suit or sport jacket and tie.
- b. Ladies to wear gloves, a felt or straw hat (no veil), long-sleeved dress or blouse suitable for a country outing.
- c. Brown gloves are always appropriate for the driver.
- d. Attendants to wear stable livery defined as:
  - (i) Conservative suit, dark tie, derby, dark shoes and leather gloves.
  - (ii) Conservative jacket, jodhpurs or drill trousers, jodhpur boots or paddock boots, white shirt, stock or four-in-hand tie, derby or conservative cap and leather gloves.
  - (iii) Hunting attire with a hunting derby or bowler and leather gloves.
- e. Aprons may be of solid, checked or plaid material.
- f. There are occasions when it may be appropriate for the driver to turn out more formally.

#### 3. INFORMAL OR COUNTRY

(Village Cart, Two-Wheeled Dog Cart, Road or Jogging Cart, Four-Wheeled Buggy, Runabout, American Stanhope, Bronson Wagon, Surrey, Rockaway, etc.)

Attire and livery are the same as with a sporting vehicle.

#### 4. COMMERCIAL

Attire should be traditionally correct for the type of commercial turnout.

### SECTION B. VEHICLES

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#### 1. PARK DRAG OR PRIVATE COACH

*Definition:* A Park Drag should be of less heavy build than a Road Coach. The axles may be Mail or Collinges. The hind seat should be mounted on curved iron braces and be of the proper width for two grooms. The lazy-backs on the roof seats should be hinged and turned down when not in use. The door of the hind boot is often hinged at the bottom so that it may be used as a serving table when open. There should be no luggage rails or straps between the seats.

The driver may choose to have passengers on the Drag or Coach during coaching classes.

*Paint and bodywork:* The paintwork should be well finished in traditional style. The sides of the front and rear boots, the upper quarters of the body, the steps and seat rails should be painted black. The under-carriage, the pole, the bars, the underside of the footboard and the seat-risers

or cheeks should be painted the same color; the lower panels of the body and the door of the rear boot may be painted the same or a different color. An heraldic badge or monogram may be neatly painted on the crest panel of the door, on the rear boot door or on the underside of the footboard. The outside seats may be trimmed in pigskin or wool broadcloth of a suitable color with the underside of the cushions covered in waterproof material. The inside of the coach may be trimmed in Morocco leather or cloth or a combination of these materials. The inside floor may be covered with a Wilton carpet of solid color. It is not usual to have seat-falls to the outside seats, but they may be fitted inside. The seat valances or borders of the outside seats may be made of patent leather fastened with a horizontal strip of bright metal beading of the same metal as the door handles and lock covers. The metal edging to the doors and hind boot should not be polished, but there should be bright metal on the seat-edge beading, door handles, and outer face of the hub caps. The glasses of the door windows should be plain and not quartered.

*Appointments:* There may be wine coolers and a glass case carried in the rear boot. A lunch chest or imperial may be carried on the roof but only when it is to be used as at a race meeting or similar occasion. Two spare lead bars, one side and one main, should be carried, and fastened to the back of the hind seat, with the main bar above. A folding iron ladder should be carried on brackets beneath the hind seat. The stick and umbrella basket is hung on the near-side, at the corner of the rear roof-seat, the drag shoe and safety hook should be hung under the coach on the off-side except in countries where they drive on the left of the road, in which case the drag is hung on the near-side. A spare jointed whip mounted on a board may be hung under the box-seat or inside the coach. The lamps should not be in their brackets in daylight hours, but carried in special fittings inside the coach. The window or stable shutters should be down and the windows in place when the owner or his representative is driving.

The coachman's apron when not in use should be folded outside out and laid on the driving cushion. Passengers' knee rugs or lap-ropes should be folded and laid on the front inside seat when not in use.

*Spare:* Spares may be carried in the rear boot or inside the coach. The usual includes a small case of tools comprised of wrench, hammer, leather punch screw driver, hoof pick, spare shoe and nails or "easy boot," spare lead and wheel trace, spare lead and wheel rein or rein splicer, spare hame strap, length of strong cord or wire. Loin or quarter rugs for the horses and halters should be carried in a convenient place.

*Harness:* The harness should be of black leather with patent leather where appropriate. The hames should have solid draft eyes and kidney links with kidney link rings on the wheelers only. Bearing reins are permitted but should be on all the horses or none. A neat monogram or badge is permitted on the winkers, drops, pads, breast-plate drops, and rosettes. The breastplates should be fastened round the collar as well as the kidney links for preference. Collars are not to be tied together. It is suggested that reins should be held in one hand, the other hand being able to assist as required.

The wheel traces should have metal loop ends or quick-release. The lead traces should be put on with screw heads of the cock-eyes uppermost, as also should be the lead-bar screws. Buxton bits are preferred, and if bearing reins are used they should be on all horses and be attached to separate bearing rein bits, not to the driving bit. Cruppers may be sewn or buckled on. The reins should be made of single brown leather. Appropriate straps should be lined and stitched. The bridles may have metal browbands on fronts, or they may be of other material to match the color of the coach. Hame straps should be put on with the points inside. The metal furniture of the harness should be of the same metal as the buttons of the grooms' coats and the door handles and beading of the coach. West End buckles are preferred.

The pole chains, the pole-head and the lead-bar hooks and mountings should be made of bright steel color. The pole chains may have spring hooks at each end or may have open hooks with rubber securing rings at one end. Preferably the chains should be of a length that admits the snapping of both hooks into the pole-head ring. If too short, one end should be hooked into the pole-head ring and the other into a link with the snap down. If too long, one end should

be snapped in the pole-head ring, snap down, and the other brought through that ring and snapped in a link at the appropriate length.

*Attendants:* Two grooms in Livery should sit on the rear seat when the coach is moving, the senior groom on the right. When the coach is stopped, the senior groom stands by the right wheeler, able to take instructions from the driver, while the other groom stands at the leaders' heads.

*Horses:* Park Drag horses should be perfectly matched as to color, size, style, action and temperament. They should be horses of quality but with sufficient substance to handle a loaded coach. Flashy coloring is not appropriate. They should have good manners, and should be capable of moving at a stylish trot with action but not excessively fast. They should stand quietly and move off together at a walk when asked to do so.

## 2. ROAD COACH

*Definition:* A Road Coach is of stronger build than a Park Drag. The Coach may be finished as a Public or Private Road Coach, the latter carries no place names. The axles may be Mail or Collinges. The hind seat holds three persons besides the guard whose seat is on the near-side with an extra cushion. The lazy backs of the seats are usually not hinged. He should have a hand strap to take hold of when standing to sound the horn. There is a rail and luggage straps between the seats. The door of the rear boot is usually hinged on the off-side.

*Paint and bodywork:* The distribution of black and color in the paintwork follows the same pattern as a Park Drag, but the colors may be brighter. A Road Coach may have an appropriate name painted on the panel below the hind seat; a figure or some device associated with the coach name may be painted on side and hind boot door panels. The names of places on the coach's route may be painted on the sides. If the wheels and other parts of the undercarriage are striped, it should be with a single broad stripe. The windows are usually quartered and the coach is driven with the stable shutters down. The outside seats may be trimmed in strong material such as coach carpet or Bedford cord, not leather. The inside of the coach is usually paneled in hardwood with seat cushions of drab cloth. The seat valances may be similar to the Park Drag or may be made of wood. The metal trim is similar to the Park Drag, except that the pole-head, lead bar hooks and pole-chains may be painted black and not of bright steel.

*Appointments:* Two spare lead-bars, one side and one main, should be carried, fastened to the back of the hind seat with the main bar above. The folding ladder which may be made of wood is hung on brackets below the rear boot. The side lamps should be in their brackets, ready for use, and a red rear light may be placed on a bracket below the rear seat on the near-side. It is usual for this lamp to have a clear lens on the right side so that it can illuminate inside the boot when the door is open. The stick and umbrella basket is hung on the near side at the corner of the rear roof-seat. The drag-shoe and safety hook should be hung under the coach on the off side. A spare jointed whip mounted on a board may be hung under the box seat or inside the coach. The coachman's driving apron and the passenger's rugs are carried also. Inside the coach there are leather pockets on the doors and leather hat straps on the roof.

*Spares:* These are the same as for the Park Drag and Private Coach, but the Road Coach may also carry a canvas bucket. Halters and loin or quarter rugs for the horses should be carried in a convenient place.

*Harness:* The hardware of the harness should be of the same metal as the fittings of the coach. The harness is of black leather with most straps of single (unlined) leather. Collars may be of plain black or brown leather. Collars are not to be tied together. It is suggested that reins should be held in one hand, the other hand being able to assist as required. The hames should be of ring-draft type with short kidney links, chain and hook. Bearing reins are not usual but may be used on one or more horses if really necessary. The harness may be embellished with some symbolic device or the initial of the coach's name on the winkers, rosettes and pads. The wheel traces may have quick-release or French loop ends, and more rarely chain trace ends are used.

*Attendants:* A Road Coach carries a guard who is usually dressed in a frock coat of appropriate color, usually with strappings across the front and on the pocket flaps, breeches which may be white or of sponge-bag check, leather or canvas leggings, brown boots and a beaver hat. He carries a way-bill pouch slung over the shoulder with a pocket for a watch and a loop for the hind-boot key. He sits on the near side of the hind seat and his seat carries an extra cushion. He should have a hand strap to take hold of when standing to sound the horn. A groom in stable livery must also be carried.

*Horses:* Road Coach horses should be matched for size, weight, action and temperament, and way of going. They need not be matched perfectly for color and flashy markings are not objectionable. They should be of sufficient weight to be able to pull the coach without appearing to labor at all. Although the wheelers may be the stronger horses, all the horses should be capable of working in the wheel. The horses should work evenly together all the time and be capable of moving at a good pace. They should stand quietly and move off together at the walk. It is acceptable for a Road Coach team to have a grey near leader. Tradition holds that the color would be more easily seen by oncoming traffic in the dark.

### 3. FOUR-IN-HAND BREAKS

*Definition:* The Body or Wagonette Break, the Roof-Seat Break and an Omnibus with a roof-seat are vehicles in this category. All are classed as sporting vehicles.

*Paint and bodywork:* The underside of the footboard, the rear boot door and the front seat risers may be painted in the same color. The remainder of the body is usually painted black but the undercarriage may be painted in some bright color. The seat cushions can be trimmed in Bedford cord, corduroy, leather or broadcloth. Seat falls are not usual. A stick basket, ladder if needed, spare bars and a spare jointed whip are carried. The side lamps are usually left in place ready for use.

*Spares:* Spares and other equipment are carried as for a coach, and these are usually stowed in the rear boot.

*Harness:* The harness is of a fairly simple kind without unnecessary embellishments. Breechings may be used on the wheelers if they are likely to be required. The wheel traces may have metal loops, French loops or quick-release ends. The hames may be solid draft with kidney links or ring-draft with short kidney links, chains and hooks. Liverpool or elbow bits are appropriate, except in formal occasions, with grooms in livery, when Buxton bits could be used.

*Appointments:* Sporting breaks are usually turned out informally with the driver wearing country clothes and a bowler hat, the grooms in stable livery of trousers, jacket, shirt and tie with a bowler hat. However there are occasions when it may be appropriate for the driver to turn out more formally with a top hat and driving coat. The grooms could then wear livery. In such a case Buxton bits could be used.

*Horses:* The horses for a sporting break should be matched as to type and action. If they are matched as to color, or “cross-matched,” that is diagonally matched as to color, so much the better. They should move well together, be capable of a sustained active walk and a smart trot. They can be expected to rein back readily and to stand quietly. They should move off quietly and together, starting at a walk until asked to trot.

### 4. MAIL, STANHOPE, DEMI-MAIL, SPIDER, GEORGE IV PHAETONS

*Definition:* These vehicles are intended to be driven by the owner or a friend and are usually turned out in the more formal “park” style rather than in country style.

*Paint and bodywork:* In all cases the body is painted black, except for the seat panel which may be finished in imitation cane or in a color to match or blend with the color of the undercarriage. The undercarriage may be painted in an appropriate bright color and striped. The cushions may be covered in dark-colored broadcloth with the seat back upholstered in black leather or, in the case of a Spider Phaeton without a top, in black patent leather. There may be a loose floor mat of heavy punched rubber over a floor covered with linoleum, or ribbed rubber may be laid on the floor boards. If there is a folding top, the valance may be of patent leather

pinned in place with polished metal beading. The dash may have a folded waterproof apron attached or have leather loops for securing such an apron. A whip socket is usual. Lamps are of round dial pattern in most cases but show Spider Phaetons usually have square pattern lamps.

*Spare:* A small kit of tools, a wheel wrench and spare harness parts should be carried.

*Appointments:* A dashboard clock and waterproof coats are necessary.

*Harness:* When it is possible to use a single horse with phaetons of this class, the harness has a bridle of square or D-shaped winkers; browband and rosettes of metal; Buxton bit; side-check bearing rein if any; Kay collar and hames with chain and ring coupling at the bottom; back-strap lined and stitched with crupper stitched on; breastplate; saddle of English pattern, 4 or 4-1/2 inches wide with French or Tilbury tugs, reins of brown leather. Pair harness is similar in character with solid-draft hames with kidney links, short hame-tugs, straight panel pads, breastplates, trace bearers or loin straps optional, brown reins, bright steel pole chains. The hardware of the harness should be of the same metal as the polished metal parts of the vehicle. A standing martingale is required for a George IV Phaeton unless prohibited by individual class rules.

*Attire:* The driver usually wears a top hat, grey in summer, black in winter and in the evening indoors. A groom in livery occupies the rumble seat, but two grooms are considered proper with a Mail Phaeton.

A Mail Phaeton may be turned out in country style with the wheel harness of a Road Coach and grooms in stable livery with derby hats. The driver would then wear clothes of country style.

*Horses:* The horses used with these phaetons are upstanding horses of appropriate size for the vehicle, with high, stylish action, yet showing a good length of stride. They should be horses of quality with adequate substance. It is not usual to have the manes braided.

## 5. FOUR-WHEELED DOG CART, TRAP, OUTING WAGON

*Definition:* These are informal vehicles of general utility. As such they may be painted to suit individual taste within the bounds of tradition and general practicality.

*Harness:* The harness may have a bridle with D-shaped winkers, with or without side-check bearing rein; Liverpool or elbow bit; Kay or rim collar and hames; hames may have connecting chain at bottom of hame straps both top and bottom, saddle of English pattern with French or Tilbury tugs for four-spring carriages, or as a saddle similar to Surrey harness for three- or end-spring carriages; breeching.

Pair harness is similar, used with either trace bearers or breechings. Leather pole-straps are usual.

*Attire:* The driver wears country-style clothes with a derby, felt or straw hat according to season and weather. The groom wears stable livery with a derby hat.

*Horses:* The horse, or horses, usually stands 15.2 to 15.3 hands, has good all-round straight action, good head carriage and possesses adequate substance for the weight of the vehicle. Good manners are important and the horse should be capable of trotting at a smart pace.

## 6. STANHOPE OR PARK GATE GIG

*Definition:* In North America these gigs were mostly used for show or park driving and were usually turned out in formal style.

*Paint and bodywork:* They are painted to a high finish with black body, patent leather dash and fenders, with the dummy louvers on the Park Gate type or the seat back painted in color. The undercarriage is painted in some quiet color, tastefully striped. These gigs are never finished in natural wood.

*Harness:* The harness has a bridle with square winkers, a gig or Buxton bit, sidecheck bearing rein, bridle fronts and rosettes of metal, Kay collar and well-fitted hames connected at the bottom with a chain and a ring. A breastplate or standing martingale is usual; the backstrap lined and stitched with the crupper sewn on; the saddle of English pattern with French or

Tilbury tugs; a kicking strap is usually worn; brown driving reins. If the gig has a whiffletree, a breast collar of adequate size may be used.

*Spares and appointments:* Small lamps of square pattern are usual and a small kit of tools and a wheel wrench should be carried. A dashboard clock and a whip socket are desirable.

*Horses:* A gig horse should be an attractive horse standing 15.1 to 15.2 hands, of good conformation and bold head carriage. He should be sharp moving with high stylish action with a good length of stride that allows him to cover the ground at a good pace.

*Attire:* The driver wears a grey top hat in summer during daylight and a black top hat at other times. He wears an apron or knee rug. The groom wears dress livery.

## 7. VILLAGE CART, TWO-WHEELED DOG CART

*Definition:* These carts are usually made to seat four people, back to back. There is an adjustable seat to achieve the proper balance and the driver should have an adjustable foot-rest. The balance should be adjusted to bring a small amount of weight on the horse's back when the cart is loaded but not moving. The balance should NEVER be to the rear so that only the belly band prevents the cart from tipping up.

*Paint and bodywork:* The body is usually painted black and the shafts, springs and wheels in color and neatly striped.

*Harness:* The harness has a bridle with D-shaped winkers, a noseband and a Liverpool or similar bit. A four-ringed or Wilson snaffle may also be used, but a Buxton bit is too dressy for such carts. The collar may be of Kay or rim design with hames connected at the bottom by a chain for preference. A false martingale or breastplate is usual. The saddle should be made on a tree with an inside channel through which the backband can slide freely. Open tugs are usual. The saddle should be well padded and 4-1/2 or 5 inches wide. The back-strap may have the crupper buckled or sewn on. A breeching or kicking strap is usual.

*Horses:* The horse should be well muscled, have good clean bone and be of the right size for the cart. He should have good manners with free striding, straight action.

*Attire:* The driver and passengers may dress informally and the groom, if one is carried, wearing stable livery.

## 8. ROAD OR JOGGING CART

*Definition:* Light road carts are used for exercise and formerly they were sometimes used as personal conveyances like plain buggies. They may be painted to suit the individual's taste.

*Harness:* The harness is similar to buggy harness and usually has a bridle with an overdraw check and a snaffle bit. A bridle with a normal noseband and a double-ring or Wilson snaffle or a Liverpool bit is acceptable and may be preferred by some judges. Although the saddle has little weight to carry, it should be well enough stuffed so that no weight bears directly on the horse's spine. *Horses:* The usual road cart horse is of a fast trotting type.

## 9. FOUR-WHEELED BUGGY

*Definition:* This is a vehicle of general utility.

*Paint and bodywork:* The general style of painting was the body black and the running gear in some dark color with or without striping.

*Harness:* The harness should be of a simple kind with a bridle with square winkers, snaffle bit and overdraw check. A bridle with a noseband and a Wilson snaffle or a Liverpool bit is also quite appropriate. A breeching may or may not be used. Except for the heavier Goddard buggy, breast collars are usual.

*Horses:* The horse may be of trotting type, capable of moving at a good working trot. A pair may be driven to a buggy.

## 10. RUNABOUT, AMERICAN STANHOPE

*Definition:* These small vehicles were popular at the turn of the century and may be considered as light phaetons.

*Paint and bodywork:* Some were finished in natural wood, others were painted with a black body and undercarriage in sporting colors.

*Harness:* The harness has a bridle with D-shaped winkers, noseband and a Liverpool or elbow bit, preferably no bearing rein. A breast collar is usual and a breastplate is optional. A breeching is also optional. The harness should be of good quality with most straps lined and stitched. Brown reins.

*Horses:* The horse should be a stylishly moving horse of great quality, able to trot at a smart pace. High action is not essential.

## 11. ROCKAWAY, CARRYALL, DEPOT WAGON, SURREY, CABRIOLET

*Definition:* These are some of the types of family vehicles that were very popular throughout North America.

*Paint and bodywork:* They were usually painted in sober style with the body black, the undercarriage in some fairly dark color, tastefully striped. The cushions are usually covered in broadcloth of a color matching the undercarriage, or in black leather. The dash and fenders, if any, are usually covered with patent leather. A Surrey may have a standing top with a fringe. Most are fitted with shafts or a drop pole that attaches to couplings on the front axle.

*Harness:* The harness has a bridle with D-shaped winkers, bridle front of metal; side-check bearing rein or none at all; Liverpool or similar bit; collar of rim pattern with hames with chain connection at the bottom or with hamestraps at top and bottom; anchor or finger drafts; traces with slotted ends connected directly to the hames or to short hame tugs; saddle with straight or swell panels about 4 or 4-1/4 inches wide. Open or Tilbury tugs may be used and a breeching is normal. The harness straps may be lined and stitched or of single leather, the former preferred. A false martingale or breastplate is not essential.

Pair harness is similar in style with short hame tugs and trace loops on the pads. Trace bearers are usual. A neck-yoke is used with a drop-pole, but if the pole is supported by a chain or strong spring, a crab pole-head and leather pole pieces may be used.

*Horses:* The horse (or horses) for a family vehicle should be 15.2 to 16 hands, with ample bone and weight for the work. High action is not wanted but a straight moving trot with a good length of stride and a regular active walk are what is needed. Good manners are essential.

## 12. COMMERCIAL VEHICLES

*Definition:* There is a wide variety of commercial vehicles used in the business of various trades. Each trade will have particular types and styles of vehicles, harness and horses suitable for that type of business.

*Paint and bodywork:* Vehicles are usually painted with signage indicating the proprietor, his location and the type of business and perhaps a business slogan.

*Harness:* The harness is well suited for the type of work and may also be decorated by the harness maker in order to attract attention and to be particularly memorable to the customers.

*Horses:* The horse (or horses) for a commercial vehicle should be especially suited for the type of business. Commercial turnouts should be asked only for walk, slow and working trot and are expected to be able to back and stand quietly. Good manners are essential.