

## EDWARD EDGERLEY, Lancaster, Pennsylvania.



*Hub* April 1888.

CAPTAIN EDWARD EDGERLEY.

MAYOR-ELECT OF LANCASTER, PA.

### **EDWARD EDGERLEY, Lancaster, Pennsylvania.**

*Hub* April 1888, page 51.

Capt. Edward Edgerley, Mayor-elect of Lancaster, Pennsylvania, is one of the leading carriage manufacturers of Pennsylvania, who has gained a wide reputation for the manufacture of fine work of all styles. He was born in Lancaster on Sept. 13th, 1837, and received his education in the public schools of his native city. At the age of seventeen he entered the carriage works of Cox & Suydam, where He spent four years at body-making; and, after serving two years more under instructions in Philadelphia, he started to manufacture bodies for the trade, under the firm name of Edgerley & Parvin. When the war broke out he enlisted as a private in Co. K. 79th Regt. Pennsylvania Volunteers, and was promoted from sergeant to full command of the company in 1864. He continued in active service until the close of the war. We next find him in the service of Uncle Sam, a position which he accepted on account of ill-health. One year later he returned to his trade and established the carriage business at the present stand, Nos. 40-45 Market-st., under the firm name of Edgerley & Co., now Edward Edgerley, where he has gained a reputation for first-class work that extends widely through the surrounding

country.

*Carriage Monthly* January 1885 page 279.

Edgerly & Co., Lancaster, Pennsylvania, employ some 35 mechanics the entire season, manufacturing about 400 vehicles a year--all custom work, their reputation being more than local, as they receive quite a number of orders from Colorado, Indiana and Ohio, and are now filling one for London, England.

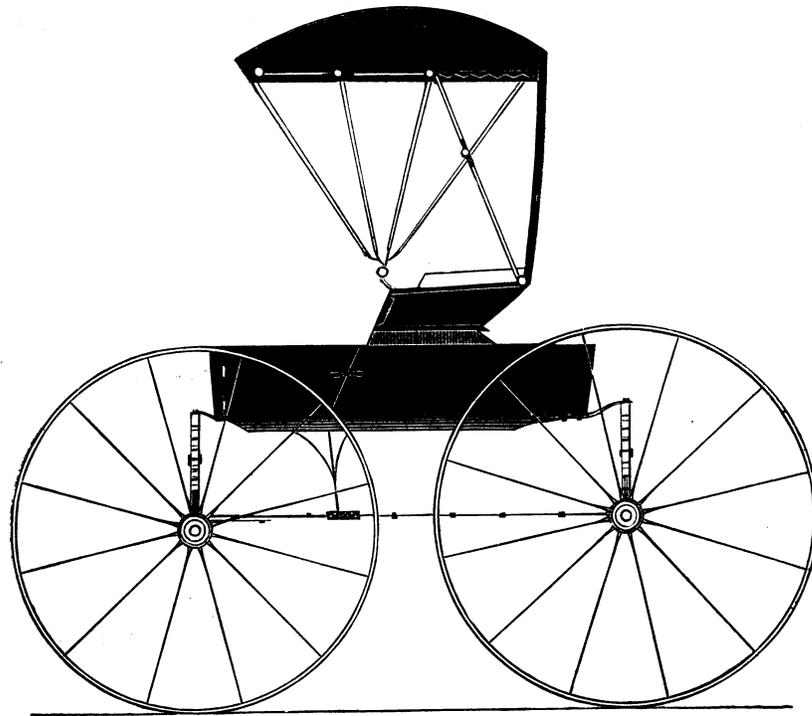
References:

*Carriage Monthly* January 1885 page 279.

*Hub* April 1888, page 51.

Franklin Ellis and Samuel Evans. History of Lancaster County, Pennsylvania. Published by Everts & Peck. 1883.

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EDGERLY TOP BUGGY.

PLATE NO. 3.—HALF INCH SCALE.—Explanation on Page 1.

Engraved expressly for the Coach-Makers' International Journal.

**Plate No. 3. EDGERLY TOP BUGGY.**

*Coach-makers' International Journal* October  
1871.

A very desirable style of deep side Buggy, having the luxury of doors in the sides, and furnished by Edgerly & Co., Lancaster, Pennsylvania. The body we believe is the workmanship of Conrad Cann, a noted body maker formerly of Philadelphia. The deep sided buggy body is deservedly popular, but with many persons-especially ladies-objections are urged to the difficulty experienced in entering and retiring from the body with solid sides. The doors remove the objections at once, and when closed do not mar the beauty of the body.

Dimensions.—Hubs:  $3 \frac{7}{8}$  by  $6 \frac{1}{2}$ . Point band:  $2 \frac{5}{8}$ . Back band:  $3 \frac{1}{4}$ . Spokes: 1 inch: Tire:  $\frac{7}{8}$  by 3-16, steel. Axles steel. Wheels: 3 feet 11 and 4 feet 2 inches. Springs:  $1 \frac{3}{4}$ , 4 plates. Width of body on top: 29 inches, on bottom 28 inches. Width of Bows: 39 inches. Body and Seat -Square Corners.

Painting: Body: Black. Carriage part: Dark Carmine, Striped, Black and Gold.



#### FUNERAL CAR.

*Carriage Monthly* September 1896 page 162.

With this plate we give a half-tone of a funeral car which has been recently built by Edward Edgerley, carriage builder of Lancaster, Pennsylvania. The original of the design dates back about three years, but changes from the original have been made, which are new and very pleasing. It is particularly well adapted to its intended use, according to the views of experienced undertakers. As to style and finish, this car surpasses former efforts in that direction. The curve of the lower frieze is an artistic device, and is much better fitted to appropriately adorn such a car than the straight line so familiar to every designer and builder. The carving is exceedingly well designed and executed, and the entire job can be considered a work of art.

The style of columns is a combination of the Ionic and Corinthian orders. History says that the Ionians were once dissatisfied with the simplicity of this order, and they invented another of a more delicate character, and called it the Ionic order after the name of their country. They made the height of the column in this order greater in proportion to its diameter than in the Doric order. The forms of the columns were totally different, having larger volutes, flutes or scrolls, two of each on opposite faces. The entablature was changed in its part and proportions, and a base was added to the bottom of the column in harmony with its capital.

In the Corinthian order the columns are more elegant, its size longer and more ornamental than in the Ionic, spreading in its form from top to bottom with the richest and lightest vegetation in connection with the decoration of the preceding orders. The friezes and cornices are ornamented with scrolls and foliage to correspond with the columns, and when the work is considered as a whole it is decidedly artistic. The top part above the cornice is also original, and has a very pleasing effect.

The front of body has doors. The sliding glass frames have been done away with, and the construction is the same as with the rear doors, except that the doors are hinged-on the center pillar and lock and door handle are on the sides. It is evident, with the hammercloth spreading towards the doors, that they can only be opened partly, and sliding glass frames would answer the purpose of ventilation far better. The hinges are 2 inches wide by 2¼ inches long, and are silver plated. The lock is a box lock with straight corrugated door handle. The rear doors are longer and are constructed heavier. Each door has two curved

¾-inch-wide hinges, and are designed to throw the doors toward each side, clear of the hinge pillars. These hinges are 4 inches long, and are silver plated and made of brass. On these doors the combination door lock is used. This lock locks top and bottom by one turn of the handle, and is invisible from the outside, except the door handle, which is ornamented and silver plated.

It also has a patent door stop for each door, which prevents the door from opening further than desired.

The truck has four concave boxwood rollers running on a half-round iron track. The movement of the truck is controlled by a strap which passes under the roller and is fastened by a screw-clamp near the door and

underneath the platform. The hammercloth and dickey seat-rails have square finish, same as the inside rods, and are silver plated. The lamps harmonize with the body and are the most expensive lamps ever put on a funeral car, and are of American design, make and finish. The dimensions of the carriage-part are a great deal lighter than those built by other builders, and the reduction of weight is preferred by undertakers because its weight is considerable without the reduction of weight for body and gears. The rear springs have the required opening, and axle is cranked to allow the body to be suspended lower than usual; also the rear wheels are carried further towards the front, and the wheels are centered between the two rear columns.

Dimensions - Wheels exterior diameter of wheels 37 x 48 inches, exterior diameter of hubs 6 7/8 inches, length of hubs 8½ inches, diameter of bands of hubs 4 7/8 x 5½ inches, width of spokes at square end 1¾ inches, thickness of spokes at square end 1¼ inches, number of spokes, front and back 1¾ x 1¾ inches, stagger 3/8 inches, tire, steel 1 5/8 x ½ inches. Front Springs, length from center to center of bolts 39½ inches, open from out to out 12 inches, width of steel 2 inches, number of leaves 6, thickness of main plate no. 2, thickness of other plates nos. 2, 2, 3, 3, 4, distance of holes apart, and size clipped, length of arms of axle for 8½ inch hub, thickness of axle, at square end 1¼ inch collinge. Back Springs, length of side springs 41 inches, length of cross springs 41 inches, open from out to out of side springs 9 inches, open from out to out of cross springs 4½ inches, width of steel 2 inches, number of plates on side springs 6, number of plates on cross springs 6, thickness of main plate no. 2, thickness of other plates nos. 2, 2, 3, 3, 4, distance of holes apart, and size 4 x 3/8 inches, length of arms of axle for 8½ inch hub, thickness of axle, at square end 1¼ inch collinge. Body across boot, front 31½ inches, across boot, front 43 inches on plate glass rabbet.

Painting.--Body and gear, black, and no striping.

Trimming.--Heavy black cloth, and style as illustrated.

Finish.--Elaborate silver plated lamps, perforated steps front, corrugated handles on foot-board. Size of hammercloth handles, 5½ by 8 inches. Inside rails, square, with ornamented ends; hexagon bouquet holders and hexagon standard, including hexagon bier pins, all silver plated. The ferrules of the rollers and sockets are silver plated also. Also printed in the book *Horse-drawn Funeral Vehicles 19<sup>th</sup> Century Funerals* published by Carriage Museum of America.