

The usual route was to Minot's Corner, then Powers Road to the Great Road in Littleton by Nagog Pond into Concord and with a feed and rest time usually in Lexington, the half-way mark. It was a few miles shorter to go through Carlisle but the hills were hard on the animals.

It was always a sight to remember the loaded wagons pulling away from the loading platforms, with lanterns swinging in the rear. Unless the team was new the horses soon learned every turn in the route.

Sometimes when there was an overflow of produce, a smaller wagon pulled by one horse was brought into service. Allister MacDougall, now 86, remembers as a boy following the other teams at the rear of the procession proudly driving the single horse.

The drivers were good horsemen and took cautious care of their animals. Names well remembered by old-timers are Bill Wright, Buzz Miller and Johnnie Greig. Horse-swapping or performance seemed to be their main topic of conversation.

The driver's seat had a canopy against sun and rain. Wagons used were heavy farm wagons with open box bodies. Racks were placed over the sides, extending the width of the body over the wheels. The most perishable fruits, like raspberries, always rode on top. A heavy tarpaulin was flung over the entire load and roped to hooks along the sides. Then they were off.

It was not until World War I time that trucks began to replace the wagons. Perley Wright brought into fore his Reo Speed Wagon while it could not haul as big a load as the wagons, it carried the fruits with more speed and less bounce. His was the forerunner of Wright Trucking Company, long located at the Center.

The teamsters soon acquired their own rigs or drove for others and the mechanized age displaced the colorful plodding wagons.