



The Traveller

Volume 32, Issue 2

Fall 2023

Western Canadian Wheelwright's Association



It is with sadness that we announce the passing of

Bruce Morrison, 1939-2023

Founding member of the WCWA and originator of The Traveller

See page 17 for the story of his remarkable life by Joyce Morrison



The Western Canadian Wheelwright's Association
Serving the interests of Wheelwrights since 1992
www.wcwa.ca



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PUBLISHING INFORMATION

The Traveller is published three times annually, in February, June and October by and for the Western Canadian Wheelwright's Association, Diana Matsuda, Editor. Submission deadlines are January 15, May 15 and September 15. Please submit **Traveller** correspondence or articles to:

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EDITOR'S COMMENTS

By Diana Matsuda, Editor

The wheelwright community has suffered a loss due to the recent passing of Bruce Morrison. I was privileged to be asked to say a few words on behalf of the WCWA at Bruce's Celebration of Life, and would like to share these with our members:

Bruce Morrison was a true Renaissance man. His interests were many and varied and his quest for learning was insatiable. Once he took on a task, he was relentless in his pursuit of knowledge, his passion for excellence and his commitment to sharing and mentorship.

Through good fortune and a serendipitous set of circumstances, the historic craft of wheelwrighting came to Bruce's attention, and a little-known trade gained new life.

Bruce was first bitten by the "wheelwright bug" back in 1990 when he was helping a friend restore a Democrat buggy. As his friend was dying from cancer, he told Bruce he would bequeath the Democrat to him, provided he would promise to finish it. Although Bruce had some woodworking experience, they never got to the wheels and when his friend passed away, Bruce then owned a buggy without wheels.

He searched high and low for someone to build the wheels for him but, with an 18-month waiting period, he realized that working wheelwrights were few and far between. So, never letting an obstacle get in his way, Bruce decided that he needed to learn how to do it himself.

Bruce threw himself into the task of learning how to build a wheel, starting with a 10-day course on wheelwrighting in Saskatoon. He came back, all excited because he learned that this was a dying art and that, although there were people practising the trade in barns and garages, they were working in isolation with little communication amongst their fellow craftsmen.

Bruce quickly discovered that while the course in Saskatoon provided a wonderful introduction, in the day-to-day work of building wheels, he would run into problems not encountered in the course. It occurred to him that in the old days of carriage and buggy use, wheelwrights learned their trade under the tutelage of a master.

He began to wonder if something similar wasn't needed nowadays and he formed the idea that the wheelwrights needed a way to continue learning once they had finished the basic course.

And so, in 1992, Bruce became a founding member of the Western Canadian Wheelwright's Association, a network to exchange technical wheelwrighting information, to identify sources of tools and parts, and to share ideas and solutions to wheel-building problems. Bruce was nothing if not persistent, and his influence in shaping the direction and value of the Association cannot be overstated.

*Once the Association had been formed, Bruce saw the need to get the word out to people who might be interested in joining, and so he and his wife, Joyce, began to prepare a newsletter – now called **The Traveller** – a labour of love that they continued for the next 12 years and which carries on to this day.*

Upon their retirement as newsletter editors, the Association stated that "their hard work was of untold benefit to the WCWA, as the excellent newsletter has been the unifying element for the Club."

Not content with a simple newsletter, Bruce soon accepted the WCWA challenge of writing a manual of wheelwrighting techniques, from the basics of simple wheel repair to the more complex tasks that would be confronted by the more accomplished wheelwright.

*Working with a team of experts and relying on Joyce's never-ending patience and skill, **Wheelwrighting: A Modern Introduction** was published in 2003, receiving positive reviews and sales not only in Canada but all over the world.*

With Bruce's trademark dry humour, he noted "it was a big challenge for all of us, and I think we all substantially expanded our vocabulary of expletives!"

In 2005, the WCWA again approached Bruce and Joyce to take their first book a step further, expanding into more complex wheel-related tasks that are regularly expected from contemporary wheelwrights. In Bruce's words, "To us, this task looked to be no less daunting than the first". And yet, it never occurred to him not to take on this challenge.

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[Editor's Comments continued from page 3]

*Once again, Bruce and Joyce sourced the expertise required to supplement their own, and in 2013, **Wheelwrighting a Modern Introduction: Vol II** was published. Like the first volume, it seemed to meet a need within the wheelwrighting community.*

*As the current editor of **The Traveller**, I can tell you that there is barely an issue that goes by without a reference to the two books produced by Bruce and Joyce Morrison, and they have become the gold standard for wheelwrighting expertise.*

On behalf of the WCWA - Thank you, Bruce, for all you have done for our craft, our Association, and the aspiring wheelwrights who have and will benefit in the future from your mentorship and guidance ... for taking on the wheelwright trade as one of your many and varied causes and for leaving a legacy that will continue to inspire and ensure the longevity of the ancient trade of the wheelwright.

As a tribute to Bruce, our cover photo and story have been dedicated to his memory. A lovely obituary written by Joyce appears in its entirety on page 17. Even those who knew Bruce may be surprised to learn of his many interests and accomplishments beyond the world of the wheelwright.

In other news, I would like to acknowledge changes to the WCWA Board as a result of the AGM in August. Many thanks to retiring members, Debra Johnson/Corbett (Treasurer and Webmaster) and Kris Burkholder (Secretary) who have served the Association well over the past number of years. It has been a pleasure working with you both. Check out page 26 to read about Deb's new passion which, not surprisingly, still involves wheels.

And congratulations to Bonnie McCauley who has relinquished her Vice President's role only to take on two very large responsibilities in the coming year – Secretary and Treasurer. Bonnie's involvement with the Association has always been enthusiastic and proactive, so the WCWA can look forward to an energetic year ahead.

Although all Directors were voted to remain in place, we have since learned of the resignation of Dwayne Danley as BC Director, Dr. Hub and

one of our Advisors. Your contributions to the WCWA and to the wheelwright trade have been many and varied, Dwayne, and you will be missed.



LETTER TO EDITOR

In response to Mr. Reynolds questions in the last issue of **The Traveller** (Volume 32, Issue 1, Summer 2023) on angled tyres (also referred to as bevelled tyres in the U.K. and coned tyres in Australia), the following list of references may be of interest.

The wheel in Mr. Reynold's article is very close to "Wheel Special Pattern" wood nave No.85 (Also called siege wheels). Listed weight - Cwt 4 = 448, Qtr Cwt 1 = 28, lb 14 = 14, Total 490 lb.

The reasons for use are explained in the following publications:

- a) *Treatise on Military Carriages*, Captain W. Kemmis RA, April 1874 pages 10-27
- b) *Secrets of Wheelwrighting Wooden Hub Wheels*, M.C. Hendrikson Pages 122-124
- c) *The Wheelwright's Shop*, George Sturt, Chapter XXVII
- d) *Early British Quick Firing Artillery*, Len Trawin. Note: This book also has a section on shrinking bevelled tyres by 2 inches in circumference without cutting. The method described is corroborated in:
- e) *Handbook for Military Artificers*, Ord Collage, Tenth Edition 1915, Pages 46-47
- f) *Textbook of Gun Carriages*, H.S.D. 1924, page 308

The RCA Museum in Shilo, Manitoba would probably have some of the books in their library. If not, I can be contacted through the Matross Detachment.

I invite you to view our Matross website at www.Matross.ca and look at the Project tab for some of our work.

The Matross Detachment is an incorporated charity staffed by volunteers dedicated to the protection, preservation and restoration of

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[Letter To Editor continued from page 4]

Canadian war memorials, primarily historic artillery, with a view to commemorate and educate the public to their importance.

Signed,

Tony Walsh, Blacksmith and Artificer,

Lanark, Ontario, 613-259-3146



PRESIDENT'S REPORT

By Carl Swartz, WCWA President

The WCWA Annual General Meeting was held at Pioneer Acres this past August, with mixed results. As wheelwrights, we became aware of a number of issues at the Wheelwright Shop, and we learned that the Pioneer Acres Executive had concerns as well.

Bonnie McCauley, John Lavoie and I attended the Pioneer Acres AGM on October 14, at which time the Executive provided a full report on the operation and financial position of their Annual Show. This did not leave time to address our specific concerns, but we came away with a future meeting date of November 16.

At that time, we will have a fulsome discussion - from both WCWA and Pioneer Acres perspectives - of the issues and concerns with respect to the Wheelwright Shop, including our presence on the grounds during the Annual Show and at other times during the year.

Stay tuned for a report on the results of this meeting in the next issue of **The Traveller**.



TREASURER'S REPORT

By Deb Johnson/Corbett, Outgoing WCWA Treasurer

Please welcome our new members – Elijah Lavoie-Pierzchala from Medicine Hat, Martin Snye from Ogdensburg, New York, Frank Leone from Methuen, Massachusetts, and Normand Roberge from Gatineau, Quebec.

We have received a few more 2023 memberships. Thank you to those who have sent in their membership fee. If anyone needs an Invoice for this amount, please let me know.

Paying your membership fees is so very important to our organization, helping to keep it operating in these difficult times. **Please support your MOST FAVORITE ASSOCIATION.**

Memberships received as of September 30, 2023: **2023 Memberships** – 23 + 5 Family (12 more memberships since last newsletter)

2024 Memberships – 1 + 2 Family (2 more Family Memberships since last newsletter)

REMINDER: You can now send your membership fee via e-transfer or through PayPal – just send it to Wheelwright.Assoc.Treas@gmail.com (e-transfer preferred – no fees attached).

Please see below the Financials, as of September 30, 2023. If you wish details on any of the accounts, please send me an email with your questions. Our bank balance as of September 30, 2023 = \$5110.06.

This will be my final report to you as I will be passing over my role of Treasurer to Bonnie McCauley. Please send your congratulations to Bonnie and welcome her into her new position. The new mailing address will be posted in **The Traveller** and on the membership forms.

WCWA INCOME STATEMENT 01/01/2023 to 09/30/2023

REVENUE

Sales Revenue

Newsletter Advertising	60.00
Membership Fees	1,290.00
Donations	265.83
Fundraising Revenue	410.00
AGM Income	246.06
Print - Newsletter	<u>210.00</u>
Net Sales	<u>2,481.89</u>
TOTAL REVENUE	2,481.89

EXPENSE

General & Administrative Expenses

Newsletter Expenses	1,145.35
Website	146.19
Interest & Bank Charges	57.60
Office Supplies	<u>13.98</u>
Total General & Admin. Expenses	<u>1,363.12</u>
TOTAL EXPENSE	<u>1,363.12</u>
NET INCOME	<u>1,118.77</u>

[Continued page 6]

[Treasurer's Report continued from page 5]

WCWA BALANCE SHEET
As at 09/30/2023

ASSET

Current Assets

CIBC Southcentre	<u>5,110.06</u>	
Total Cash		5,110.06
Total Current Assets		<u>5,110.06</u>

Capital Assets

Office Furniture/Equipment	<u>52.49</u>	
Net - Furniture/Equipment		<u>52.49</u>
Total Capital Assets		<u>52.49</u>

Other Non-Current Assets

Computer Software	<u>887.22</u>	
Total Other Non-Current Assets		<u>887.22</u>

TOTAL ASSET 6,049.77

LIABILITY

Current Liabilities

Accounts Payable	<u>-70.26</u>	
Total Current Liabilities		<u>-70.26</u>

TOTAL LIABILITY -70.26

EQUITY

Retained Earnings

Retained Earnings - Previous Year	5,001.26	
Current Earnings	<u>1,118.77</u>	
Total Retained Earnings		<u>6,120.03</u>

TOTAL EQUITY 6,120.03

LIABILITIES AND EQUITY 6,049.77



ALBERTA DIRECTOR'S REPORT

By Glenn Halvorson, Alberta Director

It was a great summer for my wife, Pam and me. We are now both retired and have added a holiday trailer to our lives. This makes it much easier to attend events throughout the summer.

I joined John and Jean Lavoie, Wayne Lenfesty and Kris Burkholder for a shift at the Calgary Stampede in early July. Always a good time with a bunch of good people. Wheelwrights add a touch of magic to the Stampede, I think. People see the chuckwagons and then can relate to the

fact that someone has to build and maintain these items from the past. The trade didn't die with our forefathers. That is a surprise to many who are so far removed from anything like this.

We took the trailer down to Pioneer Acres in Irricana for their Annual Show in August. Wheelwrights from all over came out for the demonstrations and to attend the Annual General Meeting. Several wheels were completed, with the highlight being installation of the metal tires each afternoon. Something about fire and smoke tends to attract a crowd. Pam enjoyed the garage sales all over town that accompany this weekend event.

We hope to see you at one or all of these events down the road.



SASKATCHEWAN DIRECTOR'S REPORT

By Jean Lavoie, Saskatchewan Director

The photo below shows one of eight wheels that were built in the wheelwright shop at Pioneer Acres and donated to the WCWA by Joe Havinga, to be sold as a fundraiser.



John and I took these wheels home and added the finishing touches to make them ready for sale. They could be used for decorative purposes, to make a garden or market cart, or perhaps a table or chandelier. By finishing touches, I mean that we added felloe plates and bolts; then sanded, stained and oiled them. Four of the eight are equipped with bearings in the hubs and are ready to be welded to axles, so any type of small four-wheeled cart could be built.

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[Saskatchewan Report continued from page 6]

All money raised will be donated to the WCWA. If anyone is interested in purchasing these wheels, we are asking \$250 per wheel but are willing to work out a deal and maybe delivery. Just contact me and we'll see what we can do.

We tried to set up a wheelwright course at Pioneer Acres this fall, but unfortunately, we left it too late to make it happen this year. If we can generate enough interest, we are hopeful we can offer one in the spring. We would like to limit the class to four people. Each would take home a finished wheel, a one-year membership in the WCWA, and the book, ***Wheelwrighting A Modern Introduction*** by Bruce and Joyce Morrison, our "go to" resource for all our work.

John and I will donate our time for the course, and any profits will be divided between the WCWA and Pioneer Acres. If you know of anyone wanting to learn our trade, please, let me know as I will need to contact Pioneer Acres about two months prior to the course. I can be reached at hippies2@telusplanet.net.

And speaking of our "go to" resource, John and I were saddened to hear of the passing of Bruce Morrison, a fondly remembered member of our wheelwright family who will be sorely missed for his knowledge and dedication to the craft. We send our condolences to Joyce and family.



MANITOBA DIRECTOR'S REPORT

By Brian Reynolds, Manitoba Director

Well, it's been another challenging summer. I am sure we have all been affected by the wildfires; even here in Manitoba we have experienced heavy smoke so I can only imagine what it must be like in Alberta and BC.

It affected us in several ways in that it influenced our decision whether to attend the AGM. Hotels in the area appeared to be heavily booked with evacuees. Then events dictated that we had to be here, so for the first time in many years, I was unable to attend.

I did miss being there as it is the one time of year when we can get together with like-minded people and talk about wheels! What could be better? Hopefully by next year the circumstances

will allow us to be there.

As for me, it has been steady in the shop, still working on the large canon wheels. Although I am "retired", the days seem to get filled up with a variety of tasks so I don't always have the time I would like in the wheelwright shop.

The first order of business with the canon wheels was to laminate hardwood into blocks to make the hubs, not such an easy task when the finished hubs are 18" diameter ... slightly smaller than the log arch hubs which were 19" but still a challenge.

The first problem arose in finding suitable wood to build the hubs. As we all know, the hub is the core of the wheel which dictates the quality of the finished wheel. If the hub isn't right, the wheel won't be either.

There is a certain amount of leeway with the smaller wheels, simply because they do not carry the weight that the heavy wheels encounter. In this case, the complete canon is over 5 tons so if the wheels are not right, they will very quickly loosen up. Although these are museum exhibits, they do occasionally rent them out as movie props, so they have to work!

I was having difficulty in finding good quality, dry hardwood suitable for laminating the hubs. What I did find was very expensive and, when combined with freight and taxes, became cost prohibitive. Also, some timber that was sent initially had more cracks and defects than the hubs I was replacing, so was rejected.

I then looked at what offcuts I had left from previous heavy wheel projects and realized that I had enough material to laminate a block for the hubs. The more I thought about it, the more sense it made. The timber we use is essentially the highest quality available, usually knot free and no splits which is essentially the essence of hardwood.

In this case, I was using white oak which is arguably a diminishing resource. It struck me that, due to the shape of the components of the wheels we build, there are invariably a large number of odd-shaped offcuts that are difficult to use in other applications. More often than not, they are used in the woodstove to heat the shop in winter.

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[Manitoba Report continued from page 7]

I have been collecting the offcuts for some time, hoping to find an alternative use. I looked at the pile and came to the conclusion that with careful machining, they could possibly be used to make hub blocks. Keep in mind that the blocks I am thinking of are generally much larger than the average buggy or wagon wheel hubs. The offcuts generally are odd shapes and sizes, so it may be a challenge to use them. I tried it and this is the result.

The first order of business was to match offcuts from sawn felloes as much as possible in order to glue them into relatively square timber.



With some reshaping, the offcuts were glued using marine grade waterproof epoxy glue.



The result was timber that could be machined into blocks that were the same thickness and length



... which could then be glued into larger blocks ...



... eventually resulting in this single block which is 20" x 20" x 38" long, weighing a hefty 330 lbs of solid white oak (top next page)!

If you look carefully, you can see how the glued offcuts intertwine to make a very strong block.

After working through this exercise, it struck me that there were several significant advantages to doing this.

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[Manitoba Report continued from page 8]



Advantages:

- * It utilized offcuts which would generally be used as firewood.
- * it completely used up a diminishing resource of quality hardwood. As we all know, as availability decreases, cost increases.
- * By using the various shapes and sizes of timber intertwined within this block, it made the block extremely strong with very few glue lines to possibly separate.
- * The actual cost to do this was minimal in that the wood was already in the "firewood" pile. The cost of the glue was negligible when compared to purchasing enough high-quality timber to build something like this.
- * As mentioned, this was already "in stock" so no waiting for delivery or freight costs.

Downsides:

The only real downside was the extra time it took to prepare the wood and glue it. This was done over several days, so it does take time. However, being a wheelwright who by the very nature of the business is very frugal, the cost savings outweigh this.

So, I now have 330 lbs of oak; the next part is to get it into a lathe and make it into a pair of hubs to replace these. Watch this space!



On the positive side, a couple of jobs arrived at the shop which were relatively light in comparison to the usual heavy wheels.

I actually got to rebuild a buggy wheel! It has been so long since I did one that I really had to stop and think it through, but I did manage, and it turned out well.

Yet again, the owner insisted that only one of the four wheels required rebuilding until he collected the new wheel and realized that perhaps the other three should be rebuilt as well.



[Continued page 10]

[Manitoba Report continued from page 9]

Another job that came in was rather thought provoking ... a light wagon wheel with a wooden hub, but with offset spokes. As you probably know, I advocate replacing hubs if there is any doubt relating to condition. In most cases, the hub is as old as the wheel so 100 plus years will take its toll on any wood. I therefore prefer to renew the hub, plus it makes life a lot easier when building a wheel with a new hub.

In this case, water had gotten into the hub and rotted it internally. The challenge was to accommodate the offset spokes. I realize that this type of hub is not unusual, but it really does require some careful thought to arrive at a situation where all the spoke ends are actually in alignment with the felloes.

Old and new. I like to reuse the original hub bands as they add authenticity to the wheel.



The trick is to get the opposing angles within the mortises exactly the same, so the spoke ends align.



The finished project, ready to roll for another 100 years or so!

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or

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[Continued page 11]

[Manitoba Report continued from page 10]

To demonstrate the range of hubs (and wheels) that can be in the shop at any given time ...



Yours truly trying to look like a wheelwright.



tourism destination. The foundation and pad for my brick forge have been poured. Materials are stacking up with more on the way.

Earlier in the summer, I took delivery of a Woodland Mills 26" sawmill and have been milling all the timber for our post and beam construction. This has also allowed me to mill extra goodies for the future, including some beautiful cherry and birch that is now air drying.



I have also secured some big pine trees that will be girdled this fall to be felled in the spring, awaiting their time on the mill. Another bonus to having the mill here on our property is the abundance of slabs that are left over. I now have a steady supply of wood for our fireplaces and for heating wagon tires in my tiring pit.

We have added a handful of critters and there are a few more on the way as well. We couldn't be a homestead without our loving animals. We have three pure bred Kunekune pigs, three Nigerian Dwarf goats, and 18 heritage breed chickens. We are also waiting to pick up two new sheep and two more goats to add to the "collection"!



[Continued page 12]

EAST COAST DIRECTOR'S REPORT:

By Verne Cook, East Coast Director

Since my last submission, we have made fairly good progress on my new shop here in Newfoundland. Much has been done to develop our property towards our goal of an old fashioned bed and breakfast / experiential



[East Coast Report continued from page 11]

As for actual wheelwright and carriage stuff, I have been given a fairly heavy set of wagon hubs and axles from my cousin. They were used by his father on the farm years ago. There is very little left in the way of wooden parts other than partial spokes and hub cores, but it is a starting point for a future build.

I also purchased a piano box buggy from a fellow here that is in need of a complete rebuild. I am hoping I can use it in conjunction with the preservation grant for "crafts at risk" offered by Heritage NL.

The last carriage I am considering acquiring, and have been in discussion with its owner, is an almost original buggy built by Carnell's Carriage Factory. The carriage is in great condition overall and still carries its maker's plate and pinstripes. The upholstery and leather fenders are gone but everything else is quite nice considering it is over 100 years old.



Carnell's Carriage Factory developed from one of the earliest wheelwright shops in St. John's. Gilbert Carnell, a millwright by trade, came to Newfoundland in 1804 to build waterwheels for water-powered mills.

He saw a great demand for repairing and constructing vehicles and soon began operating a wheelwright's shop in the downtown of St. John's. His two sons also became wheelwrights and worked in his shop.

In 1872, the business had expanded to such a degree that it was referred to as Carnell's Carriage Factory. This building burned down in the fire of 1892 and a new factory was constructed at 120 Duckworth St. Carnell's was in operation until 1966, when it finally closed down.

The maker's plate carries the name "Thos Carnell, St. John's N.F." Hopefully I can make arrangements to acquire this carriage and preserve it as a wonderful piece of history for our province.



U.S.A. DIRECTOR'S REPORT

By Gary Stephenson, U.S.A. Director

Wheelwrighting activities and the Annual General Meeting (AGM) at Pioneer Acres are still fresh in my mind. We had great interactions with attendees, and the public announcements from the grandstand certainly helped bring interest. As always, the twice daily tire setting demos were a great hit.

This year's AGM though could have been better attended by WCWA members. Having attended several years' worth of AGMs ourselves, I'd like to reflect on what I think the AGM is all about, and perhaps these musings will re-awaken folks' thoughts on attending future ones.

[Continued page 13]

[U.S.A Director's Report continued from page 12]

Of course, first and foremost, the AGM is where the business of the WCWA is conducted. It's really an obligation. This is your organization, and the AGM is your chance to discuss issues, to further the goals of the organization and to achieve consensus on upcoming action items.

But the formal meeting aside, it's a small part (and short time) of what the AGM is really all about. From our perspective, we particularly look forward to seeing and learning from the friends and colleagues we've made over the years.

There is nothing better than being there in person and getting your questions answered, especially when a solution can be demonstrated on the spot. For me, answers have included a rubber tiring demonstration and a back-of-the-napkin discussion on how to properly fit a wagon tongue to wonky hounds. And then there was a discussion on methods to ensure properly spaced spokes at the fellies. And on and on. Where else can you get these kinds of interactions?

Speaking of hands-on learning, our interaction with the public has been key to the AGM. First, there's the appreciation shown by the public that *someone* is doing this kind of work, so hopefully it won't become a lost art after all. Then there's the entertainment value of hot setting tires. It's a nice draw and often in my experience, it leads to further interest and questions. I love hearing questions and seeing how one question leads to another until you have someone truly intrigued, and maybe even a potential member!

Lately, as a group we've discovered how much thirst there is for the public, and especially the younger folks, to get "hands-on". You just can't stop some of them when they get busy draw shaving a spoke or boring holes with a bit and brace. Folks, this is our future! Of course, with public participation also comes opportunities to make business contacts. The number of people needing wheel repairs who don't know where to turn is staggering. As long as our individual business dealings are kept low key, we are truly providing a service to the public.

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[U.S.A Director's Report continued from page 13]

Of course, with public participation comes an opportunity for fundraising. Those decorative wheels donated by WCWA members always seem to be a hot item. The online auction of donated items also has great potential as we work to expand our audience. I'm continually amazed at the creativity our members show in making novel creations, whether out of repurposed materials or clever use of our trade stock.

And finally, I get to the most important part of the AGM and that is to have fun and enjoy new experiences. This, at least for us, has been the most novel part of being associated with the WCWA. Would we have otherwise played tourist in Saskatoon, taken the river tour, visited Wanuskewin Heritage Park, seen a real live Hudson Bay trading post, or toured the Métis community? I think not, and this was only one AGM.

Then there are the AGMs in the Calgary area, all the cool stuff at Pioneer Acres, the Calgary Heritage Park and Drumheller Royal Tyrrell Museum. And so many touring opportunities while we traveled - Banff, Radium Hot Springs, Fort Steele, The Remington Carriage Museum, Glacier National Park, Virginia City, a Montana "ghost town" ... would we have otherwise had these experiences? Not hardly if not for the AGM.

These are just my thoughts on the AGM and what the WCWA has offered us. I would love to see more participation in the AGM - certainly there are many reasons to attend and rewards to be gained.

At the risk of a cliché, "the more the merrier" and the better experience for all. Having had the AGM at Pioneer Acres for several years running, WCWA Executive has decided to change the venue for next year to Wyoming, USA.

So, I offer this challenge - make the effort to attend in 2024, especially as we have given you plenty of time to plan. As you can see from my musings above, there are many reasons to attend the next AGM. I guarantee that many rewards are in store for you, and you won't regret it!



AGM HIGHLIGHTS

Thank You Dr. Hub

By Wayne Lenfesty, Sundre, Alberta



Following a full day of public demonstrations at the AGM, making spokes and assembling decorative wheels, Dwayne Danley went one step further, offering to donate one of his expertly crafted wheels to the WCWA as a fundraiser.

Well, he didn't have to ask twice! I immediately made a sign on a piece of cardboard and placed a desk and bid sheet by the wheel in front of the Wheelwright Shop at Pioneer Acres, while my dog Tess looked on approvingly. Instant silent auction! We also posted it on the WCWA Facebook site.

When all was said and done, Doran Degenstein, a wheelwright from Lethbridge country and occasional contributor to **The Traveller**, ended up with the winning bid, raising \$155 for the Association.

[Continued page 15]

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[AGM Highlights continued from page 14]

Thank you, Dwayne for your donation to the WCWA and for the many contributions of your time and expertise. And our thanks to you, Doran. We appreciate your support of the Association.

MINUTES:

WCWA Annual General Meeting August 12, 2023, Irricana, Alberta

Present: Chris Jenson, Wayne Lenfesty, Bonnie McCauley, Glenn Halvorson, Dwayne Danley, Gary and Marilyn Stephenson, Kit Patterson, Jean and John Lavoie, Sharon and Carl Swartz, Kris Burkholder

Meeting called to order at 6:30pm

1. **Adoption of Agenda:** Moved/seconded/carried by John Lavoie and Dwayne Danley that the agenda be approved.
2. **Minutes of AGM 2022** were read. Moved/seconded/carried by Dwayne Danley and Glen Halvorson that the minutes be adopted as read.
3. **President's Report:** Carl Swartz reported that Kids Days at Pioneer Acres was a huge success with approximately 170 children participating. Aggie days was very busy as well, with a line up for spoke shavers.
4. **Treasurer's Report:** Moved/seconded/carried by Jean Lavoie and John Lavoie that the Treasurers Report be accepted as presented.
5. **Business Arising from 2022 AGM Minutes:**
 - a. **On-Line Auction Report**
Wayne Lenfesty was disappointed with the On-Line Auction participation this year. There were only nine items submitted and only five items were sold during the auction. Sharon and Carl Swartz sold their items for \$200, bringing the total received to \$455. In addition, Dwayne Danley donated a wagon wheel to be auctioned during the AGM weekend. Proceeds to be added to the auction total when finalized.

Moved/seconded/carried by John Lavoie and Dwayne Danley that Wayne Lenfesty continue with the online auction for one more year.

b. Promotions and Communications Report
Bonnie McCauley and Marilyn Stephenson had no new updates but several suggestions going forward in 2023.

c. Stampede Report

John and Jean Lavoie were very pleased with the crowds that turned out this year. Members are encouraged to help during the ten days. John and Jean will need to know when you are available to put together a schedule for 2024.

d. Bylaws Update

Moved/seconded/carried by Jean Lavoie and Dwayne Danley that Kris Burkholder compile and present an updated/edited version of the WCWA Bylaws at a "Special Meeting" to be held during the 2024 AGM gathering. Kris will send a copy of the current bylaws to every paid member. Members will be asked to submit changes to kburky32@gmail.com.

6. New Business

a. Memorial Wall

Dwayne Danley asked for clarification regarding the Memorial Wall at Pioneer Acres. John and Jean Lavoie volunteered to hang the pictures. Chris Jenson and Dwayne Danley will supply some photos. Jean Lavoie will look through the old WCWA Travellers/Minutes for any applicable pictures that could be used. A big thanks to Dwayne for building the frames.

b. Wheelwright Course

John and Jean Lavoie will work on setting up a 3-day Wheelwright Course at Pioneer Acres. Moved/seconded/carried by Glenn Halvorson and Bonnie McCauley that John and Jean be able to use the WCWA name in promoting the course.

c. Website Manager

The WCWA website manager has resigned. No alternative has been appointed; however, several members will approach potential replacements. Deb Johnson is willing to help with the transition.

[Continued page 16]

[AGM Highlights continued from page 15]

d. Pioneer Acres

A discussion took place on the arrangement/agreement between Pioneer Acres and the WCWA regarding the wheelwright shop. It was decided that a list of inventories be made up. John and Jean Lavoie and Dwayne Danley will begin this process. A Memorandum of Understanding between the two parties will have to be drawn up, including all assets.

7. Date and Location of 2023 AGM

Gary Stephenson will investigate the possibility of holding next year's gathering in Joliet, Montana or Wyoming.

8. Election of Officers

- President: Carl Swartz will remain
- Vice President: No one elected
- Secretary: Kris Burkholder has resigned
- Treasurer: Deb Johnson has resigned

Wayne Lenfesty nominated Bonnie McCauley to replace both Secretary and Treasurer positions. Bonnie accepted and is Secretary/Treasurer for 2023/24. Moved/seconded/carried by Chris Jenson and Wayne Lenfesty that all area Directors remain the same, as follows:

- BC Director:** Dwayne Danley
- Alberta Director:** Glenn Halvorson
- Saskatchewan Director:** Jean Lavoie
- Manitoba Director:** Brian Reynolds
- Ontario Director:** Bonnie McCauley
- East Coast Director:** Verne Cook
- U.S.A. Director:** Gary Stephenson
- European Director:** Open

Meeting adjourned at 8:50 pm.



ALL IN A DAY'S AGM

By Chris Jenson, Creston, BC

Photo shows Bill Reddaway lowering the wheel on an original farm wagon that had been donated to Pioneer Acres. The tyre was loose. Close to three-quarters of an inch of steel was removed, rewelded and fired back on the wheel. The process was completed in time for the noon parade.



The amount of steel removed - add in the width of two chop saw cuts.



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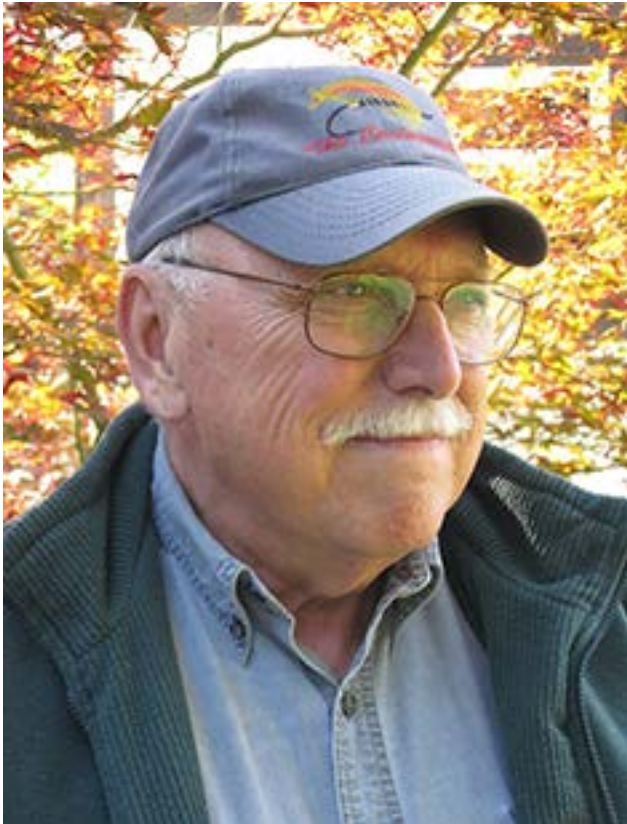
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REMEMBERING BRUCE MORRISON

By Joyce Morrison



Robert Bruce Morrison

November 10, 1939 – August 15, 2023

It is with great sadness that we announce the peaceful passing of Robert Bruce Morrison (Bruce) on August 15, 2023.

He is lovingly remembered by his wife of 37 years, Joyce Morrison; his son, Rob Morrison (Jackie) and grandchildren, Jordan (Olesia) and Abby; his daughter, Anne Richards (Maury) and grandchildren, Erik (Frances) and Sami; his sister-in-law, Candy Morrison in Florida; his nephew, Joshua Morrison (Amanda) in Oregon; his brother-in-law, John Maher (Gloria) from Alberta; and three cousins and their spouses living in the US.

Bruce was predeceased by his brother, Jon Morrison (2018) and his grandson, Iain Richards (2021).

Bruce was the definitive 'life-long learner' – he approached new opportunities with enthusiasm and his life took him down many paths. He also loved to share what he knew with others. He was a wonderful teacher and mentor.

Bruce was born in rural Ohio and loved horses and the out-of-doors. By 1952, his father had joined the US Military as a pastor, posted first to Germany and then to Japan where Bruce graduated from high school. While in Japan, he earned his black belt and was a martial arts instructor in judo and karate. He was also a competitive swimmer and lifeguard.

In 1962, Bruce was a member of an archaeological field crew which studied Pre-Dorset settlements near Lake Harbour on Baffin Island. Because he found evidence of Pre-Dorset cultures there, the site was named after him - the Morrison Site.

Following his bachelor's degree in 1962, Bruce was in the US Peace Corps from 1963-65, where he lived and worked in the hills of Nepal. Over the next two decades, he returned to Nepal several times on various grants, spending five-six years living and working there.

As a post graduate student in 1966-67, Bruce was a Research and Development Director with the Rural Reconstruction Program of the United States Agency for International Development (USAID) during the war in Vietnam.

In 1969, he obtained his M.A. in Anthropology at the University of Kansas and immigrated to Canada as a Graduate Assistant at the University of Alberta, together with his wife Margaret Ann (Peggy) Dodson. They had two wonderful children. Bruce subsequently obtained his PhD in Anthropology from the University of Alberta.

From 1967 to 1997, Bruce directed research studies and/or held consultant positions on a variety of anthropological topics in Jamaica, Alberta, Borneo, Nepal and Indonesia. Between his many consulting/research contracts, he would work as a big game guide, blacksmith, truck driver, farrier and gunsmith (muzzle loaders).

By 1982, Bruce had obtained a position as Associate Professor at Athabasca University in Edmonton, Alberta. When the university was moved to Athabasca in 1985, he met Joyce, and they were married in 1986.

Highlights of his professional life include being an Associate Professor of Anthropology at Athabasca University from 1982-1994 where he also co-edited "Native Peoples: The Canadian
[Continued page 18]

[Remembering Bruce continued from page 17]
 Experience", 1st edition (1986), 2nd Edition (1996) and 3rd Edition (2004). This was the first text published about Indigenous peoples In Canada and was the textbook used for many anthropological courses at several universities. He also co-edited "Ethnographic Essays in Cultural Anthropology: A Problem-Based Approach" in 2002.

Over the years, Bruce had become good friends with Andy Russell, an outfitter, author and conservationist, leading him to edit a book entitled "Wild Country: The Best of Andy Russell", published in 2004. There were many other publications and presentations.

While working at Athabasca University, Bruce also became a wheelwright after "inheriting" a buckboard that needed four wagon wheels. Bruce set about learning the trade of wheelwrighting and took a course in Saskatchewan.

He enjoyed this work as a hobby and soon came up with the idea of starting a newsletter to help wheelwrights connect with other wheelwrights.



Above photo shows Bruce's first wheels, completed in 1991. Below from 1992, Bruce built the wheels while Joyce did the painting and pin striping.



[Continued page 19]

Wheelwrighting: A Modern Introduction – Volumes I and II

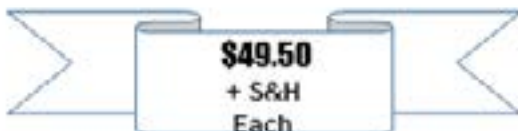
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[Remembering Bruce continued from pg 18]

In 1991, he became one of the founding members of the Western Canadian Wheelwright's Association, a non-profit society that still supports wheelwrights today. Together with Joyce, he wrote two books on wheelwrighting that continue to be in demand.



Above photo and cover shot were taken at Bill Twigg's wheelwrighting shop in Moscow, ID, where Bruce and Joyce did research for their second book. A passion for learning and sharing informed Bruce's lifework!

In 1994, Bruce and Joyce moved to Calgary, and then on to retirement in Parksville, BC in 2005 where Bruce enjoyed several interests including gunsmithing, painting, carving, woodworking and fly fishing.

Bruce was an active member of the Mid-Island Castaways Fly Fishing Club and became well known on the Island for creating a hands-on course for novice fly fishers and for leading a team of other great instructors to develop and maintain the annual 'Introduction to Fly Fishing' course. He was the lead in developing the first and second manuals for the course which continues to be supported by enthusiastic instructors who were mentored by Bruce.



IF THEY COULD ONLY TALK

By Wayne Lenfesty, Sundre, Alberta

Wheelwrighting is a hobby that I took up back in 2007, after taking the beginners wheelwright course at the Western Development Museum in Saskatoon. Since then, I have rebuilt several horse-drawn buggies and carriages and repaired many. Some have gone on to be hooked up and used, and some of them are heirlooms that are no longer used but are in places of prominence in family homes or yards.

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Like all the wheelwrights I know, I have collected a bone pile of bits and pieces of old wagons and horse-drawn conveyances. Every time I look at that pile, I wonder about the history of each item. The contents have been gathered over the years from auction sales, or given to me just for cleaning them up. A lot of the "stuff" is destined for the garbage dump but a lot of it I have - and will continue - to re-purpose in some way .

The old wagon wheel hub and tyre that I picked out of my bone pile for a demonstration at the 2022 AGM at Heritage Park in Calgary is one example.

The outside of the hub is weather beaten and rough, but the innards are as solid as the day it was made. It is probably over 100 years old and who knows what was experienced throughout its history. But it is now in a prominent place in my daughter's home and is still serving a purpose as a coffee table.

Several WCWA members contributed to the completion of this relic.

Continued page 20]

[If They Could Only Talk continued from page 19]
 Gary Stephenson took on the biggest task of putting the new spokes in and preparing and attaching the felloes. Thank you, Gary.

Other members helped and it was all done with hand tools, which makes it rare in this day and age. Its construction was observed by many people who were attending the Park. I completed the task of welding and then shrinking the original tire on it once I got it to my shop.

The tire was well worn and cupped which told me it had made many miles carrying some heavy loads. I assembled a base for the old wheel and ordered a piece of custom cut glass for the tabletop. A few coats of stain and oil and it was done. The old relic looked happy in its new role. But there will always be those questions that will never be answered. Who made it, and where was it built? Who owned it in the beginning and what kind of a wagon did it carry? What type of products did it haul and how many miles did it make in its lifetime? And many more questions ... its life story will never be known. If only they could talk!!!



After shrinking the tyre on.



Completed in my shop.



Sitting in my daughter Angela's home.



BROTHERS IN WHEELWRIGHTING

By Shirley Tollefson, Port Alberni, BC

Life is at its best when brothers can enjoy each other's company while working together on wheelwright projects under the vast Alberta sky.



Dennis (R) and Neil putting felloes on a spider.

Continued page 21

[Brothers in Wheelwrighting cont'd from page 20]

Dennis Tollefson has been wheelwrighting for several years now and is enjoying his time building oak wheels and buggies. He likes all aspects of the challenge: locating the materials, building his own hubs, spokes, felloes and buggy parts from scratch, and using the variety of tools and machines.

Dennis and brother Neil wanted to experience the way the craft was originally done in days of old, including soaking the wood to make their own felloes. The wood selected and readied for the felloes was immersed in the lake across the road from Neil's home and workshop in Central Alberta. Oops, a piece or two floated away and had to be retrieved, after which they were placed in the steam box.

Timing here is important. After the wood was sufficiently steamed, it was snatched out to be bent by furiously clamping the length of rapidly cooling wood around the homemade front or back wheel jig. They had to work quickly, watching and listening for shattering wood, while tightening several well positioned clamps. No doubt this is as hard work today as it was back in bygone days. Fortunately, Dennis and others have an option to purchase these parts ready-made, after having first enjoyed the experience of doing it themselves.



Photo above shows Dennis and Chris Jenson in front of Chris' newly restored wagon. Oh, the activity, conversation, reminiscing and laughter

around the shop ... whenever the brothers, siblings, family and friends get together, it is a 'good time.'

And here is Dennis' new build (Project #3), his oak Democrat ...



Dennis' career took him away from his family and Alberta home when he was only 19 years old, and though he has visited often, he has never returned to live there. He always looks forward to returning and spending time with his brother, Neil.

Dennis has completed four buggies and is presently working on a buckboard, with the vintage axles and ideas for his sixth project already selected and stowed.

Continued page 22




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[Brothers in Wheelwrighting cont'd from page 21]

The dust barely settles in his Port Alberni, BC workshop! Following are some of his projects:



Pianobox Buggy – first buggy built by Dennis, 2013.



Democrat, 2015



Doctor's Buggy (Project #4)

Dennis is frequently in touch with brother Neil in Camrose Alberta and his friend Chris Jenson in Creston BC. In fact, it was just this September that we were finally able to make our first road trip in four and a half years, a time of re-connection and happy reunions.

Covid came and still lingers. This year, wildfires in BC and Alberta meant poor air quality everywhere, thus foiling spring and summer plans. During our fall road trip, we were delighted to see family and friends ... especially meeting up with Neil and Peggy at Dried Meat Lake, Alberta and Chris Jenson at Creston.



Heading home from our summer trek with a truck full of wheels and many happy memories!



BERRIMAN'S CHIP VAN

By Alan Paulus, UK Correspondent

This year, my wife and I spent our holidays revisiting some of the great open-air museums we have missed over the last few years. As you may remember from my last article, we started at the Black Country Living Museum (www.bclm.com) in the spring. At the beginning of summer we went to Ironbridge Gorge (www.ironbridge.org.uk), the birthplace of cast iron, and for the autumn we journeyed to Beamish (www.beamish.org.uk), an open-air museum near Newcastle which brings the history of North East England to life.

Now this is not intended as a travelogue although should you find yourself in the UK, I would highly recommend each one. Each museum has a number of common links but for me it's chips. I don't mean potato chips in a packet, but thick-cut potato chips deep fried in oil.

Continued page 23

[Berriman's Chip Van continued from page 22]

Each museum now has several historic chip shops - one isn't enough - where they cook the chips in beef dripping heated by a coal fire. For one day a year, you can forget the diet or cholesterol and indulge (technically this year it's three days for me, but we won't argue). In my humble opinion, chips are England's greatest contribution to world cuisine, although the Belgian version with pepper sauce runs a close second.

The relevance of all of this to **The Traveller** is Berriman's Chip Van. I first came across the concept of a horse-drawn chip van a few years ago whilst looking at the Croford Coachbuilders' website (www.croford-coachbuilders.co.uk).

Among their projects was a beautifully restored two-wheeled chip cart which struck a chord with me. I really wanted to build one, so I set off to research the subject and in doing so came across a Berriman's Chip Van, a story which has fascinated me ever since.

As you can see from the pictures, this rather

humble vehicle was originally a four-wheeled farm cart which was converted by the addition of a roof into a mobile horse-drawn fish and chip shop, plying its trade around Spennymoor a mining village in the Northeast of England. It first appeared in 1923 and was purchased by local potato farmers, the Berriman brothers, in 1935. It operated until 1971 when it was purchased by the Beamish Museum and subsequently restored.



Continued page 24

What's Up Doc?



Chris "Doc" Jensen is a wheelwright with a wealth of experience in Alberta as a practitioner, teacher and mentor. After re-locating to Creston BC, Chris is again available to offer clinics and act as a resource for those interested in learning this historic trade.

For further information:

Chris Jensen

Doc's Buggy Shop

cjensen@xplonet.com

403-788-2474 or 403-506-2474



[Berriman's Chip Van continued from page 23]

There is a lower section in the centre of the cart, just wide enough to stand in, where the server stood. The range was to the rear and the coal bunkers to the front at the lower level, with a space for the newspapers above.



At this point in time, the concept of health and safety hadn't been considered yet, and the chips were served in rolled-up newspaper. If you were lucky, you might get a plain paper lining, but this was a pit village (a settlement built by colliery owners to house their workers) so I wouldn't count on it. It should also be noted that there was no refrigeration or materials storage.

The following picture shows the cooking range which consisted of a large steel box with four holes into which fitted the pots of bubbling beef fat, heated from below by a coke fire. In the cold light of day, it looks harmless but imagine it with fire bursting up the sides of the pots which were filled with bubbling steaming fat. When more coke was required, the server would lift the steaming vat of hot molten fat, shoot the coke through the hole, and replace the pan back into the hole.



Imagine how horrendous it must have been to be that server. In the winter, with the freezing wind blowing off the moors, your body would have been roasted and frozen at the same time.

The menu was very limited; they offered chips and fishcakes. Real pieces of fish wouldn't fit into the circular pans, just fish cakes. The inside of the cart would be lit by an oil lamp, and you can imagine that when in full steam on a dark winter's night, it would have looked truly spectacular and quite scary, with plumes of steam and smoke emitting from everywhere.

In Spennymoor, the Berriman's Chip Wagon became a cultural icon. Everyone knew it. I recently posted a picture on my Instagram page, and received several comments from people who remember it, despite the fact that nearly 50 years have passed since it was last there.

At the time the Berriman's Chip Van was operating, there was a movement called the Ashington Group which became known as "The Pitmen Painters". They were a group of miners who started an art class which became celebrated in England's Northeast and internationally for their artwork depicting gritty scenes of working life based in the Durham Coalfield.

One of their leading lights, Norman Cornish, featured the chip van in several of his paintings, which for copyright reasons we can't reproduce. However, if you go looking for Norman Cornish online, you will find it very quickly. The Berriman's Chip Van painting can be seen at [Large Reproductions: Berriman's Chip Van \(normancornish.com\)](http://Large Reproductions: Berriman's Chip Van (normancornish.com)). Turner or Rembrandt probably don't have to worry, but I still like it.

So, life for this humble chip van now exists at the Beamish Museum. It has undergone a complete restoration, including its original colour scheme. The cooking range has been replaced and very occasionally, it is fired up and once again serves chips, although I wouldn't want to do the risk assessment for it.

As the photos show, it was really cobbled together and what you are seeing in the pictures is the restored version. This really was a humble working vehicle. The two rear wheels are a different size although you can't tell from the pictures.

Continued page 25

[Berriman's Chip Van continued from page 24]

The axle was "adjusted" which was obviously cheaper than a new wheel, but it makes maintenance challenging.



Unfortunately, I have to report that on the days of my visit to the Museum, the chip van wasn't working so I had to make do with chips from a bricks and mortar shop, although still cooked in beef fat over a coal fire. I hope you all appreciate the sacrifices your intrepid correspondent makes on your behalf. I can report they were very good, but I can't help thinking that from the chip van, they would have been magnificent!



Shop Talk

WHEELBUILDING 101

By Glenn Halvorson, Alberta WCWA Director

When I began wheelwrighting I was fortunate to train under Harry Harrison and Chris Jenson. The first course I took was on buggy wheels and the second was for farm wagon wheels. That was in 2006.

Already at that time, it was becoming hard to find a hub in good enough condition to be able to build a decent wheel, and they haven't gotten any better since then.

I watched and learned from wheelwrights and relevant videos regarding hub making and have been working on lathes for years. I bought my first lathe 40 years ago.

This summer, a farm type wagon wheel came into my shop that had completely fallen apart at the hub. The rest of the wheel was there for reference only.



We all have slightly different processes and vastly different tools depending on our influences, so I thought I would document my progress over the next few issues to show you how I build a wheel and the basic tools I have developed over time (wheel building 101).

I glued up my hub blank with marine glue and white oak as it is one of only a few wood species least affected by weather. I was able to take measurements from the matching rear wheel on the original wagon.



Continued page 26

[Shop Talk continued from page 25]

Since both my wood lathe and my metal lathe will only allow a 10 inch diameter blank and the wheel has a 9 1/2 inch diameter hub, I had to rough my blank round to get it to fit into the lathe.



Side Note: I read somewhere that some original underground waterlines were constructed from elm trees as water did not break down the wood. No wonder a lot of original hubs were constructed from elm and lasted 100 years or more. Too bad we can't get our hands on elm blanks for hubs now!

My hub indexing jig was built exactly from Bruce and Joyce Morrison's book: *Wheelwrighting: A Modern Introduction*. The design was submitted by Bill Twigg and weighs in at a whopping 46 pounds when completed! I don't think I will wear it out - ever!



I built the indexing rings individually to avoid confusion. The ring in the previous picture has 14 positions to match the wagon wheel. I can install a different ring depending on the number of spokes on any given wheel.

In the next issue I will continue to document my progress in the rebuilding of this wheel.



NEW PASSION

By Debra Johnson/Corbett,
Past WCWA Treasurer

I have joined our local Spinner and Weavers Guild, and I am learning a ton. I was first inspired at one of our AGMs when I met Brian Reynold's wife, Eileen who was spinning away. I watched, totally intrigued but too busy working on wheels to look into it any further.

With moving to Salmon Arm, I finally reached out, took some lessons and well, I'm hooked and I just love it. The Guild I have joined is active and so supportive of the community. We just finished our second batch of "Friendship Blankets" which are donated to families in need.

Last spring, we donated six blankets to flood victims from Merritt and we've just finished another five blankets (hand-woven and I did one of them) to give to local community members who were not so fortunate in avoiding the huge wildfire in our area. It is still burning but not threatening any more homes.



In the following picture we are spinning the warp for our Salmon Arm Fall Fair "Sheep to Shawl" Competition. That's me on the left - still working with wheels!

Continued page 27

[New Passion continued from page 26]



And here is our final shawl on the day of the competition. We had four spinners, one plyer and one weaver and it is a timed event. Lots of work and tons of fun!



So, I keep a wheel spinning on a fairly regular basis - thanks Eileen for your inspiration.



SPRING TRAINING OPPORTUNITY



Interested in attending a WCWA Spring 2024 Beginning Wheelwright Course at Pioneer Acres?

Want to learn how to make a decorative wooden wagon wheel ... and take it home in a weekend?



Want more information?

Contact wheelwrights John and Jean Lavoie for details and to sign up: hippies2@telusplanet.net



JOKE'S ON US

With credit to the iconic Gary Larson ...



WCWA WHEELWRIGHT ADVISORS

At one time or another, most of us have come up against a problem that really has us stumped. At such times, we can benefit from talking with someone who has lots of experience; a problem solver. Some of our most experienced WCWA members have agreed to share their expertise and their names and contact information are listed below. **If you have a problem, don't hesitate to share it with one of these experts!**

Everette Burkholder (540) 879-9260
Burkholder Buggy Shop
 795 Mason Street,
 Dayton, VA 22821
Field Editor "The Buggy Builder's Bulletin"

Doug Hansen (605) 996-8754
Hansen Wheel & Wagon Shop
 40979 - 245 Street,
 Letcher, SD 57359 USA
 E-mail: dwhansen@hansenwheel.com
General Wheelwrighting

Randy Kirschner (250) 262-9547
Rafter K Wheelwright (www.rafterk.ca)
 Box 303, Charlie Lake, BC V0C 1H0
 E-mail: randy@rafterk.ca
General Wheelwrighting; Buggies & Sleighs

Brian Reynolds (204) 826-2120
Machining, Welding, Fabricating
 Box 338,
 Rapid City, Manitoba R0K 1W0
 E-mail: br@haventrading.com

Bill Twigg (208) 882-2445
Moscow Carriage Company
 3428 Lenvill Road,
 Moscow, Idaho 83843 USA
 E-mail: mcctwigg@turbonet.com
*General Wheelwrighting; Carriage Building;
 Hub Manufacture*



The WCWA is always looking for Advisors willing to share their knowledge and skills with fellow members. Please let us know if you would like to join the list and support the advancement of the trade. Contact the Editor at dianamatsuda@shaw.ca to request that your name be added.



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WCWA Advertising
 Box 64, Madden, Alberta TOM 1L0
Telephone: (403) 946-2398
Email: Wheelwright.Assoc.Treas@gmail.com

Western Canadian Wheelwright's Association Membership Renewal and New Membership Form

PLEASE PRINT CLEARLY

Date of Application: _____
MONTH DAY YEARNew Membership: Family Membership: Renewal: Name: _____
LAST NAME GIVEN NAMECompany Name: _____
IF APPLICABLEHome Address: _____ Business Address: SAME AS HOME OR:

STREET/AVENUE NUMBER & NAME OR P.O. BOX NO.

STREET/AVENUE NUMBER & NAME OR P.O. BOX NO.

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Business:

Email Address:

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Please notify the Treasurer if you do not wish your name to appear as part of the WCWA membership list in the Traveller newsletter.

Annual Membership is \$45; Family Membership is \$65. Please send your completed WCWA application, with cheque or money order to Bonnie McCauley, Treasurer at:

Box 64, Madden, Alberta T0M 1L0 CANADA

or e-tsf to: Wheelwright.Assoc.Treas@gmail.com