



# The Traveller

Volume 32, Issue 3

Winter 2024

Western Canadian Wheelwright's Association



## Western Development Museum Celebrates 75 Years!

Many WCWA members and practising wheelwrights  
of today got their start at the WDM Wheelwright Seminars

See page 15 for a journey through the past  
by WDM Content Specialist, Corinne Daelick



The Western Canadian Wheelwright's Association  
Serving the interests of Wheelwrights since 1992  
[www.wcwa.ca](http://www.wcwa.ca)



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## EDITOR'S COMMENTS

By Diana Matsuda, Editor

Congratulations to the Western Development Museum on 75 years of telling the stories of Saskatchewan's human history to audiences from around the world! Reading Corinne Daelick's retrospective was a real walk down memory lane for me as the WDM was formative in my life and career.

Highlights included the production of historic marionette performances, *Made In Saskatchewan: A Story of Invention*, an exhibit celebrating 75 years of invention in 1980, and in 1982 the *Colony Trek*, a wagon trek commemorating the 100th anniversary of the Temperance Colonists' trek from Moose Jaw, at that time the end of the rails, to the new townsite of Saskatoon.



WDM Photo, Terry Jabusch, 1982. I'm walking alongside the wagon.

The Colony Trek started as a fairly small idea which rapidly ballooned into an event that garnered national and international coverage. It was an amazing experience, but certainly only one among many during my years at the WDM.

Recreating the past through demonstrations and educational activities, along with the opportunity to work on diverse aspects of Saskatchewan's heritage through the four distinctly themed WDM branches, provided an ever-changing kaleidoscope of heritage activities that were brought to life through Museum programming.

I even had the opportunity to work with Leslee Newman in organizing some of the early wheelwright seminars. And here I am now, editing the WCWA newsletter. Talk about coming full circle!

Thanks to Corinne for putting this article together and for the vintage photos that appear on our cover (Pion-Era 1955) and throughout the article.

After a long absence, we have re-started the "Getting To Know You" column of **The Traveller**. In this issue, we get to know our incoming Secretary/Treasurer and Ontario Director, Bonnie McCauley. This column provides a great way to discover some interesting background stories on members whom we may only know in their capacity as wheelwrights. But there is always so much more to tell. If any members wish to give us some insight into their background and what brought them to the WCWA, please let me know.

And we have some exciting news to report – the WCWA Board has decided that our 2024 AGM will be held in Wyoming, USA from August 16 - 18! You'll find all the details in Gary Stephenson's USA Director's Report on page 14. Gary has already done a huge amount of investigating and planning, and it sounds as if this will be an AGM not to be missed!

And if you want to do some exploring while you're down in Wyoming, check out the Travel Wyoming tourism website: [travelwyoming.com](http://travelwyoming.com)

I'll be expecting lots of photos and stories for the Fall **Traveller** following this adventure!



## LETTER TO EDITOR

Dear Editor:

Matross Detachment (a charity dedicated to the preservation and restoration of historic artillery) has had a request from the New Westminster Regiment (NWR) to restore their 12-Pounder Howitzer carriages and wheels. As they are located in British Columbia, I would like to arrange an exchange with a BC or Alberta wheelwright to carry out the restoration and avoid transportation costs from BC to Ontario.

If anyone from the WCWA would like more information, I will send the project request and contact information for the NWR Museum.

Matross Detachment could assist in duplicating the spokes and Tony Walsh, blacksmith and artificer from Lanark, Ontario, could be a reference as he has done it in the past.

[Continued page 4]



[Letter to Editor continued from page 3]

Photos below show the current condition of this restoration project:



If there are any interested wheelwrights from the BC area, please get in touch with me at the contact information below.

**Normand Roberge**

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## PRESIDENT'S REPORT

*By Carl Swartz, WCWA President*

As reported in the Fall issue of **The Traveller**, there have been some issues and concerns with respect to the Wheelwright Shop at Pioneer Acres and our presence on the grounds, both during the Annual Show and at other times during the year.

I am pleased to report that a productive meeting was held between WCWA and Pioneer Acres Executive, and the basis of a Letter of Understanding was drawn up. While not yet finalized, this agreement will outline the expectations of both parties with respect to use of the Wheelwright Shop, including tools, equipment and other resources and supplies necessary to carry out the educational and promotional activities of the WCWA in a safe and professional manner.

While such negotiations can be uncomfortable at times, it has been good to clear the air, address grievances, and set the stage for a return to a positive and respectful working relationship.

With the loss of Dwayne Danley as our British Columbia Director, we are looking for a wheelwright to fill that position. We realize that Dwayne leaves some very large shoes to fill, but don't be intimidated.

[Continued page 5]

*[President's Report continued from page 4]*

The Director acts as a liaison amongst members in his or her area and is a member of the WCWA Board. The Director is a resource to members, sharing their own knowledge or providing direction to appropriate sources.

There is a lot of camaraderie in the wheelwright community, and taking the lead in your area is sure to bring many returns, both professionally and personally.

If anyone thinks they might be interested in taking on this WCWA position, please get in touch and we will discuss further.

And finally, keeping in mind that wheelwrights generally tend to be positive and upbeat people, I would like to present my take on life lessons that we all need to incorporate into our daily lives:

### **The Wheel Of Life Takes Another Turn, Another Lesson For Us To Learn**

- **Spoke #1:** Preserving and connecting with people before us – imagine a wagon train. It was a communal effort to keep things fixed. Even diverse opinions must be considered.
- **Spoke #2:** Retirement – do not curl, do not play pickleball, do not golf ... how about wheelwrighting? Wheelwrights seem to have a full deck.
- **Spoke #3:** Can you imagine doing all forge welds big and small? Myself, I would be long gone to Saskatchewan!
- **Spoke #4:** Friendship – you know all his or her faults, bad habits and you name it, but you still like them most of the time.
- **Spoke #5:** Kids in a sandbox, and the sandbox is shrinking. Our strength is weakening. We run too long in one spot. Our hearing has gone back to another time. We hear a younger voice, but in reality, we are talking about the weather for the third time, and it isn't even morning coffee yet! With wheelwrighting, we are trying to put new things in our mind and expand it, like forge welding – just use low heat only!
- **Spoke #6:** Experts among us – it's like being in a clubhouse or poker game. With golfing, you try to lower the score and with poker you try not to lose.

With wheelwrighting, you look around, copy and learn from those more experienced and more knowledgeable, and hope to lower your mistakes. But we are not losers as long as we keep trying.

The WCWA has been very fortunate with great mentors like Bruce & Joyce Morrison and Fred J. Finley and their two great reference books. Dwayne Danley as Dr. Hub has been a great advisor. You could phone him anytime, just remember, it's BC time.

More turns of the wheel in the next issue ...



## **TREASURER'S REPORT**

*By Bonnie McCauley, WCWA Treasurer*

Many thanks to Deb Johnson for preparing the financial statements. I appreciate Deb's help in preparing me for my new role.

We have received 4 memberships for 2024 – 2 Regular and 2 Family memberships. I hope many will follow their lead and submit their membership fees as soon as possible to keep our Association running.

You can send them via e-transfer or through PayPal to [Wheelwright.Assoc.Treas@gmail.com](mailto:Wheelwright.Assoc.Treas@gmail.com) (e-transfer preferred – no fees attached).

*[Continued page 6]*

[Treasurer's Report continued from page 5]

Our bank balance as of December 31, 2023, is \$5047.18. The only activity in January was a \$5 bank service charge, leaving us a balance of \$5042.18.

Financials as of December 31, 2023 are below. If you wish details on any of the accounts, please send me an email with your questions.

I would like to thank the WCWA for the vote of confidence and I look forward to serving you as the Treasurer for WCWA. Deb and I will be meeting up in Calgary in March when she will bring me the files and the computer for the final transition to the Treasurer's position.

### WCWA BALANCE SHEET As at 12/31/2023

#### ASSET

##### Current Assets

CIBC Southcentre	<u>5,047.18</u>	
Total Cash		5,047.18
<b>Total Current Assets</b>		<u>5,047.18</u>

##### Capital Assets

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

##### Other Non-Current Assets

Accum Amort -		
Computer Software	<u>887.22</u>	
Net - Computer Software		<u>887.22</u>
<b>Total Other Non-Current Assets</b>		<u>887.22</u>

**TOTAL ASSET** 5,986.89

#### LIABILITY

**TOTAL LIABILITY** 0.00

#### EQUITY

##### Retained Earnings

Retained Earnings - Previous Year	5,001.26	
Current Earnings	<u>985.63</u>	
<b>Total Retained Earnings</b>		<u>5,986.89</u>

**TOTAL EQUITY** 5,986.89

**LIABILITIES AND EQUITY** 5,986.89

### WCWA INCOME STATEMENT 01/01/2023 to 12/31/2023

#### REVENUE

##### Sales Revenue

Newsletter Advertising	60.00
Website Advertising	60.00
Membership Fees	1,380.00
Donations	265.83
Fundraising Revenue	410.00
AGM Income	246.06
Print - Newsletter	<u>210.00</u>
<b>Net Sales</b>	<u>2,631.89</u>

**TOTAL REVENUE** 2,631.89

#### EXPENSE

##### General & Administrative Expenses

Newsletter Expenses	1,215.61
Website	341.07
Interest & Bank Charges	75.60
Office Supplies	<u>13.98</u>
<b>Total General &amp; Admin. Expenses</b>	<u>1,646.26</u>

**TOTAL EXPENSE** 1,646.26

**NET INCOME** 985.63



### ALBERTA DIRECTOR'S REPORT

*By Glenn Halvorson, Alberta Director*

Happy New Year everyone from your Alberta "spokes-person". After a busy holiday season, I hope you are now all spending some valuable time in the shop during this cold weather.

With more time in the shop, I am able to work with some wheels between renovation jobs in our house. It's funny - I thought once I retired, I would have lots of time for these activities. But time has a habit of slipping away.

I believe that a publication such as **The Traveller** is a great place to inspire new and not-so-new members to tackle projects they didn't know they could accomplish. I know that I have been inspired by many projects submitted by others in previous issues.

[Continued page 7]



*[Alberta Report continued from page 6]*

Our newsletter can also be a platform for teaching about what we do and how we do it.

In the fall issue of **The Traveller**, I started a three-part article following my progress as I built a large wheel for a farm wagon. The hub took me to the limit of my tool capacity due its size.

With all our varying influences and experience, I recognize that there may be different ways to accomplish tasks such as these. Check out page 22 - Shop Talk - for the second part in this series.

I would like to encourage you to share how you go about building your wheels.

Speaking of challenges, I have one for you (this could be a question for Dr. Hub): when building wheels with Pennsylvania bolted hubs, the wheels tend to have very little, if any, dish - especially on the smaller diameter wheels. On the larger wheels, dish can be forced into them on the tire table, but I am not confident that this is the correct way to achieve appropriate dish.

I am wondering if anyone modifies the spokes at the hub to create the proper dish. Thoughts? I look forward to hearing your views.

Please send your replies to The Editor of our newsletter so they can be published for all to see.



## SASKATCHEWAN DIRECTOR'S REPORT

*By Jean Lavoie, Saskatchewan Director*

Time seems to fly by so much faster as we get older; after all wasn't the AGM just the other day?

Hasn't this been the warmest winter in a long time? This year we spent Christmas with our youngest daughter and her family. The boys are pretty much grown up, so much so that the oldest has a fiancée.

But we got them all for Christmas Eve, Christmas morning and noon lunch which we thought was a great compromise.

Our other daughter was able to join us for dinner. She is presently teaching me weaving on a small loom. The following photo shows my first sample.



Between Christmas and New Year's, WCWA Secretary-Treasurer Bonnie McCauley came out for a visit.

The plan was for us to build a couple of wheels but that didn't work out. Instead, we put the lady to work. She helped clear a spot for our newest shed and then taught Métis finger weaving to most of the women in the family. The photo below is the one I completed.



*[Continued page 8]*

*[Saskatchewan Report continued from page 7]*

One of our neighbours asked us to repair or reassemble a nail keg that was used in his grandfather's store 75-100 years ago. He was thrilled with the results.



We also have a decorative family wheel in for repairs for a friend and a functional wagon wheel to rebuild for another neighbour.

Here in our shop, we have eight wheels that have been donated to the WCWA. We have been trying to sell them for the Association but so far haven't been successful. We are therefore considering taking them to a local auction, even though there are no guarantees and there will be a commission.

We are thinking we might test the waters with one wheel and a reserve bid of \$100. Any profits will go to WCWA. I welcome your thoughts on this plan of action.

We're delighted that Gary Stephenson will be arranging and hosting our AGM in Wyoming this year. It sounds like a great little holiday and get-together.

It will really be a full summer of activities, with the AGM, the Pioneer Acres Annual Show and the Stampede all eager for our presence.

If anyone is interested in helping out at the Stampede this year, please let me know ASAP so we can get the right passes so you are protected. The dates are July 5-14.



## MANITOBA DIRECTOR'S REPORT

*By Brian Reynolds, Manitoba Director*

Well, the call to duty has arrived ... time for the next **Traveller!** On a positive note, it means that we can start to look forward to Spring. After the last week of frigid temperatures, it is a welcome thought.

One has to wonder why we choose to live in a place that gets colder than the North Pole or the Moon, but as they say here in Manitoba, I haven't seen a mosquito for a while.

It has been busy in the shop. I don't need much of an excuse to light up the log stove and hide in there when the other option is to clear snow. I've been busy building large hubs; no surprise there, but it has been interesting.

I've previously mentioned that I've been laminating blocks of oak for hubs which in itself can be very time consuming. Each piece has to be sized so it is a good fit to the next piece, as it is critical that we have a good glue joint. Not much point in building a hub only to have the components separate due to a failed glue joint.

The type of glue is also important. There are many options, but I have settled on a marine grade 2 pack epoxy type glue rated for water immersion. Not that many hubs get immersed these days, but I think it does prevent water ingress which of course slows down the decay process.

So far it has worked well; it is an immensely strong glue. I have tried to separate some offcuts that I glued together and failed. When I forced it, the wood separated before the glue joint.

Some of the blocks I build for large hubs can weigh over 300 lbs (makes 2 hubs), so great care has to be taken when handling them.

I cut them in half, but even so, I found myself having to lift around 150 lbs into the lathe for turning. This got harder as I got older (no surprise

*[Continued page 9]*



*[Manitoba Report continued from page 8]*

there), so this winter I made an overhead hoist above the lathe to lift the blocks into place.

That was another of those “why didn’t I do this years ago” moments, so if any of you find yourself thinking “I really should stop struggling and build a tool for this”, then take my advice, stop and do it; your back will thank you.

First cut on an 18” diameter hub. Note the overhead hoist in the background.



In short order I have the blank ready for morticing.



As I have mentioned previously, it is so much easier to rebuild any wheel when you start with

a solid, dimensionally accurate hub.

The next challenge was a pair of wheels that came in to be rebuilt. Originally this was a heavy delivery wagon but later found its way to being the show wagon for a provincial exhibition.

The wheels were original but loose due to some poor repairs along the way. Slivers of wood had been driven into the gaps between the felloe ends in an attempt to tighten them, but without success.

It was easy to understand why - the tires are a full 1” thick, x 3” wide, so it is a real challenge to remove and re-size them.

The felloes are 3” x 3” so they are very solid wheels. It’s going to be great fun to get these wrestled back into shape with new felloes.



Removing the tires revealed the next challenge. The spoke mortices are square rather than round.

I first encountered this phenomenon while rebuilding the 10 ft log arch wheels and never expected to see it again, but here it is, so perhaps it is not that unusual.

Has anyone else encountered this? At some point in the distant past, someone had installed round tenons into the square mortices, so to dispel the myth, you can fit a round peg into a square hole!!

*[Continued page 10]*

[Manitoba Report continued from page 9]



To top off the challenges with these wheels, the felloes are 39" in diameter which is unusual. Most standards are 38" or 40" so there are no replacements readily available. I'm still working on this, but it highlights the fact that the work of a wheelwright is always different ... challenging but ultimately satisfying.

Along with the wheelwrights I know, the Welsh are noted for their frugality, so I am doubly afflicted. Visit any wheelwright's shop and somewhere behind the shop, rotting away in tall grass, is an ever-growing stockpile of rusty steel tires, bits of wheels and usually a few wagon frames that will probably never get used but will "come in handy one day".

I am always mindful of this stockpile and thinking of possible uses for some of it. My long-lost artistic streak came to the forefront a few weeks ago when Supreme Command thought it might be a good idea to convert one of the stalls in our barn into a tack room (I couldn't see why. The harness has been quite happy hanging on various nails and hooks for the last 30 years, but when orders come down from on high one does not question it, one simply gets the tools out).

**The general PROBLEM WITH  
100-YEAR OLD vehicles is,  
they are 100 years old!**

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I am still not sure why, but when it came to the door some old felloes came to mind, so this happened.



[Continued page 11]



*[Manitoba Report continued from page 10]*



The door frame captured the imagination of Supreme Command who wanted to incorporate some of her stained-glass work in the door, so now we have one very fancy tack room door. Completely unnecessary, but great fun.

So, when the long forgotten artistic juices started flowing, what else could be done with redundant pieces of wheels? I had a rather interesting slice of wood lying in the shop that had been cut from a firewood tree some years ago (the hoarding instinct again), along with some old steel tires and hub rings. Put the two items together with some manual labour and this is the result.



When I flattened and sanded this tabletop, the age rings became very visible albeit a very odd shape. Just out of interest and some fun, I asked various grandchildren (and a few adults) to count the rings and age the tree at the time it was cut. There were more than 10 attempts, including many that failed halfway so they had to start again. The final consensus was that the tree was 245 years old. One has to wonder at the stories it could tell. At least this small part of it lives on.

Then I spied a discarded wagon tire and more rings:



So, my long-held belief that we should never throw anything away has finally been fully vindicated! The downside is that suddenly various family members have started looking at my firewood and junk piles in an entirely different way.

Building the log arch for the Creston museum has triggered many emails and some long-forgotten photos of these arches in use. It leads me to think the arches were used more extensively than first thought. Several photos that have surfaced are shown below.



*[Continued page 12]*



[Manitoba Report continued from page 11]  
 It is interesting to see the loads that were carried by these wheels.



Finally, I happened across this photo, an interesting wheel stand which appears to offer some advantages to wheel building. May well add this to the list of projects and try it.



**EAST COAST DIRECTOR'S REPORT:**

*By Verne Cook, East Coast Director*

I've been starting off this year slow and steady, still working on my new shop and barn. I have been busy hauling logs from one piece of property to our building site and preparing to spend a good amount of time on my mill as the weather improves.

Like many people, I find this time of year brings a new focus on the upcoming season. Plans for planting and building are at the forefront of a homesteader's mind. We have a few small fields to plant with pasture grass and alfalfa so we will have feed for our animals this fall.

The thought of turning, discing and planting our new fields with our two tractors is still a fair undertaking for us due to the size of our equipment; however, this leaves me to ponder just how long it would have taken previous

[Continued page 13]



[East Coast Report continued from page 12]

generations with horse drawn equipment. One day I may venture down that road and try my hand at ploughing a field with our horse, but for now I will enjoy the comfort of our tractor.



Without my new shop completed, and my equipment unpacked and resting in its new home, wheelwrighting and most of what I enjoy

building is at a standstill for me. If all goes as planned, hopefully I will be making sawdust fly in the shop by the year end. I would love to have Santa visit my new shop for a Christmas party! Until then I'm back to work.



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## U.S.A. DIRECTOR'S REPORT

By Gary Stephenson, U.S.A. Director

Now with the new year upon us, I wanted to continue my thoughts regarding the AGM this year. At the 2023 AGM in Irricana, I was asked to look into holding the 2024 meeting in Wyoming or possibly Montana. Subsequently, the Directors have decided to accept my proposal to hold the 2024 AGM in Pinedale, Wyoming.

Arrangements have been made to hold our meeting in partnership with the Museum of the Mountain Man in Pinedale, Wyoming the weekend of August 16-18. Not only will we receive VIP treatment at the Museum, but we are encouraged to do as much in terms of demonstrations as we would like, which the Museum will promote locally. Per any request from the Museum, we will also be performing repairs on buggy and/or wagon wheels from vehicles in their collection.

The meeting activities will be split between the Mountain Man Museum for touring, work and demonstrations, the Pinedale Library facility for our annual meeting, and local restaurants for socializing. For lodging there are several chain and local motels in town as well as Airbnbs. There is an RV park in town as well as two more within 12 miles. In addition, there are several National Forest campgrounds as well as space for boondockers nearby.

From my Fall Director's Report, you know I'm a big fan of combining a trip to the AGM with other touring and experience possibilities before and after the meeting proper.

For instance, on a trip down from Canada, you could visit the bucket list destinations of Glacier, Yellowstone and Grand Teton National Parks along the way.

Of course, Canada has their own amazing natural views, but do you have anything like this?



*Old Faithful*

Once in Pinedale, the vibe revolves around the fur trade that flourished here in the first half of the 19<sup>th</sup> century. Another main draw of Pinedale is as a jumping off point for exploration of the rugged Wind River Mountain range, which contains the highest point in Wyoming.

Wildlife viewing abounds in the area, with Pinedale situated in the center of a major migration corridor. This is all in addition to the world class trout fishing the area is known for.

Not too far from town is the Green River History Museum in Big Piney as well as the Sommers Homestead operated by the Sublette County Historical Society.

From a day-trip perspective, there are several opportunities. Some of these include Grand Teton National Park, South Pass State Historic Site, Fort Bridger State Historic Site, Fossil Bute National Monument, several crossings of the Oregon Trail, Indian petroglyphs and various rendezvous gatherings.

Now that we have a location and a date for our AGM, I encourage all our members to mark their calendars and start planning a trip to Wyoming.

*[Continued page 15]*

### Buggy Builder's Bulletin

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in the U.S.A & Canada

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[U.S.A Director's Report continued from page 14]

And if you need a little more encouragement to choose Wyoming as your 2024 vacation destination, here are a few words from the Travel Wyoming website:

*"Wyoming is the last bastion of the West, where bold, independent and curious spirits are encouraged to forge their own way to adventure both big and small. Discover museums, state parks, rodeos, breweries, national treasures and more as you make your way across the Cowboy State. Come to Wyoming and experience our majestic nature and abounding culture for yourself."*

Please feel free to contact me regarding any aspects of travel to Wyoming, details about Pinedale and environs, as well as our planned AGM activities at [gstephenson@nycap.rr.com](mailto:gstephenson@nycap.rr.com). Looking forward to seeing you all there!



## 75 YEARS FOR THE WDM!

*By: Corinne Daelick, WDM Content Specialist*

In 2024, the WDM marks 75 years as Saskatchewan's human history museum. The world has seen a lot of changes since 1949. For the WDM, we've grown from collecting early 20<sup>th</sup> century farm equipment to collecting and displaying a variety of modern items related to Saskatchewan life and innovation.

Where did it all begin? There have been differing stories about whose idea it was to create a museum. Whether it was one or many, what is certain is that many people supported the idea and worked hard to create the Museum we have today.

During the early 1940s, there was demand for metal to make airplanes and other supplies for the Second World War effort. Many abandoned steam engines and threshing machines, used to work land in the early 20<sup>th</sup> century, were being taken in as scrap metal. The disappearance of these old machines did not go unnoticed. In 1942-43, members of the Battlefords Historical Society began to discuss the need to preserve these machines.

Joe Phelps, Saskatchewan's Minister of Natural Resources and Industrial Development was able to secure a provincial government grant of \$10,000 to start a museum. A committee led by Phelps put out the word that they were collecting old farm machinery. The WDM arranged for the use of a stable at Fort Battleford as its first collection depot. As the word spread, more storage space was needed so the WDM made use of Second World War airport hangars located around Saskatchewan.

While artifacts were being collected, the wheels were in motion to create a museum through provincial legislation. The Western Development Museum Act was passed in the Saskatchewan Legislature on April 2, 1949. Originally, the WDM was set up to collect artifacts from western Canada, but this focus eventually shifted to Saskatchewan only.

While much of the early donated equipment was steam or gas-powered, horse-drawn equipment was also being collected. One of the earliest horse-drawn vehicles donated was a Waterous fire engine that was used in Estuary, Saskatchewan around 1917.



*Horse-drawn fire engine. WDM Photo*

*[Continued page 16]*

*[75 Years For The WDM continued from page 15]*

When the town reverted to village status in 1929, they sold the fire engine for \$750 to the town of Eston, Saskatchewan. It was used until 1949 when it was donated to the WDM. This fire engine is on display in the Fire Hall at the WDM North Battleford.

In 1949, WDM hangars in North Battleford and Saskatoon were opened to the public. In Yorkton in 1951, a hangar at the airport became the WDM's third location. In 1953, the WDM Saskatoon moved from the airport to a new building, another hangar, on 11<sup>th</sup> Street West.

By the mid-1950s, the WDMs were so successful that talks began with local city councils about expansion. The WDM North Battleford moved to a large plot of land on the edge of North Battleford in 1963 and besides indoor exhibits, an outdoor Heritage Village was built. New Museum buildings were opened in Saskatoon and Yorkton in 1972. In 1976, a new WDM location was opened in Moose Jaw – built around the theme of transportation.

The WDM opened a wheelwright shop at the WDM Saskatoon in 1960. The shop was managed by wheelwright and blacksmith, Tony Burlack. Tony was a skilled wheelwright and was often called upon by other organizations to share his knowledge.



*Tony Burlack in the wheelwright shop at the WDM Saskatoon, 1960, WDM Photo*

Due to demand, Tony along with Education-

Coordinator Leslee Newman, developed a WDM wheelwright course. The first Introduction to Wheelwrighting Course was offered in 1975 and included participants from Saskatchewan, the Museum of Science and Technology in Ottawa, and Barkerville Historic Park and Fort Steele in BC.

The course continued to be offered every second year until 1990 when demand grew so the course was offered annually. Unfortunately, interest started to wane in the early 2000s with the last WDM wheelwright course being offered in 2016. Well over 300 wheelwrights were trained through this course including future course instructors and assistants Jack Shepherd, Roy Musgrove, Ken Lorenz and Doran Degenstein.



*Jack Shepherd, 1981 Wheelwright Class, WDM Photo*

Besides wheelwrighting, the WDM has offered a variety of heritage skills courses ranging from wheat weaving and memoir writing to blacksmithing and buggy seat upholstery. Today, blacksmithing courses are offered annually while steam traction and locomotive engine operation courses are offered as needed.

Throughout the years, the WDM offered a variety of events and programs. Popular summer shows

*Continued page 17]*

[75 Years For The WDM continued from page 16]

like Pion-Era in Saskatoon and the Threshermen's Show in Yorkton, were opportunities to showcase equipment from the WDM's operating collection including horse-drawn equipment.



Still a crowd-pleaser today, the WDM calliope made its first appearance at Pion-Era at the WDM Saskatoon, 1959. WDM Photo.

A huge undertaking was the organization of Colony Trek in 1982, a wagon trek from the WDM Moose Jaw to the WDM Saskatoon. To mark the founding of Moose Jaw and Saskatoon in 1882, the Trek recreated the settler journey from the end of the rail line at Moose Jaw to the fledgling Temperance Colony that would become Saskatoon. The Trek gained national attention and was immortalized in a book and an award-winning documentary.



In the early 2000s, the WDM took on one of its most ambitious projects – a new exhibit to commemorate Saskatchewan's centenary. With new exhibits at all four WDM locations, this was the first major exhibit since the 1970s. The *100 Years of Saskatchewan History/A Saskatchewan Story* exhibits were part of a multi-year project with the first phase opening in 2005 and the final phase completed in 2012.

The WDM continues to share Saskatchewan's unique sense of place with all people for their understanding and enjoyment – recognizing that the legacy of the past is the foundation for a sustainable future. We hope you'll join us as we celebrate 75 years.



## THE "R" FILES

*By Jeremy Masterson, Head of Restoration Services, Remington Carriage Museum*

In October 2023, my employers finally relented and allowed me to hire a new assistant for the Restoration Shop. Andrew McCallan started his tenure here by tackling a cariole sleigh. The sleigh had been donated to the Remington Carriage Museum about four years ago and has been awaiting its turn to be revitalized.

The sleigh was purported to have been made in the late 1800s by a Quebec builder, Charles Desrochers. We know from research that M. Desrochers had been building sleighs and carriages in St. Charles, Quebec from the late 1800s until his death in 1929. So, the given provenance could be correct.

The type of sleigh is in the French-Canadian style referred to as a cariole. This style traces its roots to Russian and Finnish designs of the mid-19<sup>th</sup> century and earlier. Introduced to the North American market principally through carriage makers in Montreal and Quebec City, they became quite popular from the 1880s to the close of the horse drawn era.

[Continued page 18]

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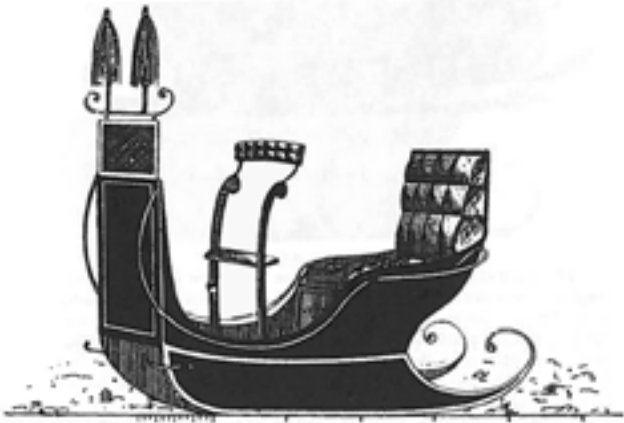
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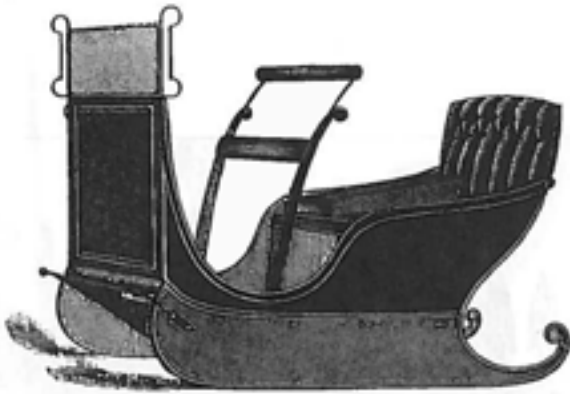
[The "R" Files continued from pg 17]



No. 53. RUSSIAN SLEIGH.—Scale, one-half inch.  
BUILT BY LAKVIERE, OF MONTREAL, CANADA.

The image of the Russian sleigh shown above appeared in *THE HUB* - a trade journal of the era - in the month of August 1882.

The following image of the Canadian Sleigh appeared in the July 1886 issue of *CARRIAGE MONTHLY*.



CANADIAN SLEIGH.

Our cariole came into the collection in rather difficult circumstances. The donors had purchased it in 1986 and had begun a refinishing process in the 1990s. They removed all the hardware, stripped off the original upholstery and had proceeded to remove all seven layers of paint down to bare wood. And then they stopped.

How long this process had taken and how long the vehicle remained in a bare wood condition is not known but apparently, they finally realized that the job would not get finished so they offered it to us, and it was accepted.

Normally, when a vehicle enters the collection by donation, it would first go to the provincial conservation department which is part of the

Royal Alberta Museum in Edmonton. There they would assess the vehicle and undertake any conservation procedures needed to preserve the artifact.

The goal of conservation is quite different from restoration. Conservation, through meticulous cleaning and carefully applied techniques, seeks to essentially halt the aging process, thus preserving the artifact and its history or story. Often this story is illustrated through the various dents, scratches, repairs and visible wear and tear that accumulate on a 100+ year old vehicle.

Restoration seeks to bring an artifact back to like-new condition and through this process, much if not all the story gets removed. This leaves a pristine example of what the vehicle looked like the day it rolled (or slid) out the showroom door, but often the story an antique comes with is as interesting or even more so than the vehicle itself.

When our Desrochers sleigh was assessed by Edmonton, they found that there was really nothing for them to preserve – the damage had been done.

It was then returned to the Remington where, following consultation between me as Head of Restoration, our curator, Ashley Hardwick and the Museum's manager, Darren Marty, we had to decide what to do with the sleigh.

It seemed unfair to the artifact to simply leave it as it was, primarily because the bare wood would continue to shrink and swell with seasonal humidity changes. Eventually, it would pull itself apart. It also didn't represent any kind of normal condition for a sleigh from this period to be displayed and interpreted in this fashion.

It was therefore decided to restore the sleigh to like-new condition since the story it once held in its many layers of paint and worn upholstery was already gone.

To undertake such a restoration faithfully to its original condition, research had to be done to try to determine what it may have looked like when new. There were a number of small cracks already in the body of the vehicle and a few larger ones that would need to be repaired. But there were only the barest of clues as to what colours may have graced its form.

[Continued page 19]

[The "R" Files continued from pg 18]



As can be seen in the before pictures, there was an overall patina of black in the grain of the pine body. There were also a few spots where red was visible more deeply imbedded in the grain or in areas where the donors had been unable to scrape and sand effectively.

This gave us some suggestion that the black may have been a primer and that red was part of the colour palette. Not much to go on.



Research finally gave us an answer. The donors had kept all the removed hardware which came with the sleigh. The builder's plate was included indicating Charles Desrochers of St. Charles, Quebec was the builder.



Thanks to an article that appeared in the Carriage Journal (a publication of the Carriage Association of America), we were led to a collection housed in the Musées de la Civilisation in Quebec City. There we found a number of sleighs and carioles made by Charles Desrochers. One was very similar and according to the curator, was wearing its original paint.



This gave us not only a colour palette (four colours ultimately) but also, we were able to get detailed images of the pin striping on the other vehicle, something we had even less information on than the original colour scheme. And so, we were off.



Andrew repaired the various cracks and other minor damages the sleigh had accumulated over the years. Most were repairable but ultimately it was decided to replace the curved wooden dash panel.

*Continued page 20]*

[The "R" Files continued from page 19]



Both the dash and the curved back panel presented a rather unusual appearance in that they were both made of solid wood (white pine) but showed a surface grain similar to a rotary cut veneer as used in making modern plywood. The dash panel is about 5/16 of an inch thick and the back panel is about 42" square and 1/2" thick.



During my research for this sleigh, I came across a reprint of a period (early 1920s) advertisement from a lumber company in Quebec. It showed an image of a log (presumably pine) being sawn in a spiral cut from end to end and the ad copy

*Continued page 21*

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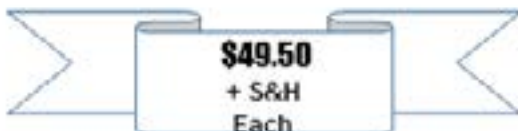
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*[The "R" Files continued from page 20]*

indicating that the resulting sheet of pine was very flexible. Today, we can acquire bending plywood (sometimes called rubber ply) specially fabricated with the orientation of the sheet's plies in such a way as to make it flexible, but this was the first I had ever seen making flexible wood from solid material.

The sleigh presented a few more challenges to return it to like-new condition. Only three of the four brackets holding on the curled handrails came with it and a few other pieces needed some repair. All the hardware had at one time been nickel plated, but much of the plating had worn off through the years.

In order to properly replace the missing pieces, we used one of the original brackets to act as the pattern to sand cast a new one in brass. The same process was used to create a missing end for one of the rails. Once all the new pieces were made, we then nickel plated them in-house using a Caswell Canada nickel plating kit. The results were quite impressive.



The sleigh will be upholstered in green velvet using period correct materials such as burlap and excelsior (wood shavings) padding. Welting strip was also made in-house using green leather. The rather elaborate two-colour pin striping is being applied as I write this article and then, with the upholstery in place and the hardware mounted once more, the sleigh will be ready to take its place in the Remington Collection.

One final note on the vehicle's provenance (history). While the vehicle was in the painting process, Andrew had it upside down to facilitate some of the painting. Being inside the upside-down vehicle, he was able to see a penciled inscription on the underside of the fixed seat bottom.



This identified Leon Desrochers, son of Charles, as the actual builder and gave a date of 1929 when it was built. Charles Desrochers passed away in 1929 but his two sons carried on the business of carriage and sleigh building for a number of years longer.

Updates on our next project – the restoration of a NADP (Northern Alberta Dairy Products) milk delivery wagon will be forthcoming in future articles.



If anyone has memories to share on these iconic horse-drawn vehicles, please feel free to share them. Here's one from Wetaskiwin, Alberta to get you started.



# Shop Talk

## WHEELBUILDING 101 - PART 2

By Glenn Halvorson, Alberta WCWA Director

In the fall issue of **The Traveller**, I began showing you the steps I have taken in building a hub for a farm type wagon wheel.

This wheel is big for me and I can now appreciate some of those monster-sized wheels that others are building for log arches and canons. With my current equipment, this is as big as I can build.

After rough-shaping the 26-pound glued-up block for the hub, I mounted it between centers on my wood lathe and trued it up, making it balanced.



I then turned a stub on one end to allow it to be mounted to a 3-jaw chuck on my metal lathe.



On both lathes, I used a floor mounted tool rest as there was no room between the hub and the lathe bed to mount the original tool rest. All I had from the original hub were rotted pieces, as well as the hub bands and boxing. The bands had been lap welded and I wanted to keep it authentic. I decided to turn the hub so I could install the bands without cutting and re-welding them.

I found that by making a larger traveller, it only had to rotate a little over one revolution. Thus, I could achieve better accuracy than with a smaller traveller.



Continued page 23



[Wheelbuilding 101 continued from page 22]



After turning the hub down to real tight tolerances, I end drilled 3/4-inch holes to mount the hub into the mortising jig, with the indexing ring attached to one end of the hub.



My mortising set-up is a floor mounted Delta drill press with a mortising attachment. I mounted the mortising jig against a rear fence and between stops to allow for the length of the mortises.



I ran a straight edge from the outside ends of the spokes of the matching wheel and determined that the spokes had a 2.5-degree taper. To achieve the matching taper on the front of the mortises, I shimmed up the end of the mortising jig 2.5 degrees before the final cuts.



Once the spoke mortises were complete, I mounted the hub back on the metal lathe, and set it up to bore the tapered hole for the boxing. Due to the limited size of my lathe, I had to bore it from both ends.

*Continued page 24*



*[Wheelbuilding 101 continued from page 23]*

The next step was heating up the hub bands with a torch and installing them on the hub, using compressed air to cool them down. I then pressed in the boxing using a hydraulic jack under the back axle of my tractor (the tractor is the heaviest thing around the farm). It pressed into place perfectly.



Perhaps the next tool I need to build will be a stand for setting boxings.

Interesting note: the rough hub block weighed in at 26 pounds. After it was turned, mortised and drilled, it weighed 13 pounds. With the bands and boxing installed, it was back up to 26 pounds.



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I tested the hub on the wagon to be sure of the fit, and found it is now ready for spokes. I will show you how I completed the wheel in the Summer issue of **The Traveller**.



## FOR WANT OF AN ELLIPTICAL SPRING

*By Alan Paulus, UK Correspondent*

Many years ago, I remember writing an article for **The Traveller** about the "Lord Mayor's Coach", the Lord Mayor being the Lord Mayor of London. His coach was built in 1757 and is still in use today. It is said that the King at the time, King George III, didn't want to be upstaged by the Lord Mayor and so commissioned the Gold State Coach for his coronation in 1762 which is also still in use today, most recently last summer at the coronation of King Charles III.

I am assured by those who know that the suspension arrangement which has the passenger compartment suspended on leather straps from large C springs results in a diabolical

*Continued page 25*

*[Elliptical Spring continued from page 24]*  
 ride, leaving the passengers quite seasick, but as I'm unlikely to ever get a ride it's not something I worry about.

For the first time in the fall, I was able to actually see the coach in action at the annual Lord Mayor's Show which marks the inauguration of a new Lord Mayor. If you look carefully at the picture, walking behind the coach is a very elegant young man with a bowler. It's lovely to see how well wheelwrights scrub up; quite made my day.



This brings up an interesting series of discussions about suspension that I have had with WCWA East Coast Director, Verne Cook from your side of the pond who tells me that spring and strap arrangements for suspension can also be found on some Concord coaches, and that they were never known for the quality of the ride.

I had been reading a book *"The History of the Art of Coach Building"* by George Thrup who comes up with the proposition that the greatest advancement in coach building was the invention of the elliptical spring in about 1800. Prior to this date, very few coaches in Europe would ever go very far or very fast for all the obvious reasons - poor roads, rural-based economy.

With the invention of the elliptical spring which then developed into leaf springs, transport was revolutionised. Vehicles moving away from C springs to elliptical springs gave a greatly improved ride, leading folk to move further and faster. This led to a demand for better roads, creating economic improvements far beyond the carriage trade.

*Continued page 26*

## What's Up Doc?



Chris "Doc" Jenson is a wheelwright with a wealth of experience as a practitioner, teacher and mentor. Chris offers clinics and acts as a resource for those interested in learning this historic trade:

Chris Jenson  
 Doc's Buggy Shop  
 cjenson@xplornet.com  
 403-788-2474 or  
 403-506-2474





[Elliptical Spring continued from page 25]

When I ran this hypothesis past Verne, he also reminded me that vehicles with C springs are very solidly built to counteract the force of these springs and the suspended compartment. Therefore, vehicles equipped with elliptical springs can be considerably lighter and faster, requiring less horsepower.

By changing the spring design, vehicles can become compact, the obvious example being a surrey which to my mind becomes the ultimate design. It is very light weight with painfully lightweight wheels, and I suspect it gives a comfortable ride. But without elliptical springs, it wouldn't work.

I leave this article with a mention of a past WCWA member. When I first became a member, I was put in touch with Bryan Sarsby, the other UK member who I had the pleasure of meeting on a number of occasions. He was very generous with his time and knowledge, and as the picture shows, not just with wheelwrighting.

We lost touch a few years ago but recently, I went to see a wagon and was delighted to see one of his maker's plates on it. On the off chance, I rang his number to discover he was still with us at the grand old age of 92.

The following picture shows Bryan driving my

Fordson Major pulling his Massey Harris Reaper Binder, harvesting some Maris Wigeon (a heritage variety of wheat that has traditionally been used for thatching in the UK). A great day was had by all, creating a lovely memory.



## ALL ABOUT THE WHEELS

In the July 16, 2023 issue of the Calgary Sun, an article by Michael Rodriguez appeared entitled *All About The Wheels ... Chuckwagon Craftsman An Unsung Stampede Hero*. The story featured Randy Wolfe who is responsible for approximately half the chuckwagons competing in the 100<sup>th</sup> annual Rangeland Derby last year.

Randy Wolfe originally started building pony chucks in his hometown of Saskatoon, later moving on to building the bigger wagons for some of the sport's biggest stars over the past 23 years.

The WCWA invited Randy to the Calgary Stampede last year, specifically because it was the "Year of the Chuckwagon". Jean Lavoie is quoted in the article: "He works in nanometers; we work in inches. He doesn't admit what an artist he is. He's got a rare talent and we're so proud of him."

Bonnie McCauley adds: "I keep telling everyone – it's 100 years of chuckwagon races and we make wheels. You can't go without the wheels." Bonnie's impressions continue as follows:

'We felt so honoured to have Randy visit us and to work on the wheel you see in the picture below. Randy picked up the tools and as his head went down, he began working on a wheel.

*Continued page 27*

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*[All About The Wheels continued from page 26]*

We stood back and watched quietly as the master worked his craft.

Randy leafed through his notes, showing photos, drawings, and processes to John Lavoie. They then engaged in a comprehensive technical exchange of ideas and concepts. I listened intently attempting to understand the details of their in-depth conversation.

Don't get me wrong, when I formulated a question, Randy would answer it. But given my powerless state of awe, I mostly listened! Good times."



Photo shows Bonnie with Randy Wolfe and his partner Joanne.



## A CART TO BE NOTICED

*By Alan Paulus, UK Correspondent*

Every year I make a new handcart to take to the various shows that I do. It's there to be an eye-catching demonstration of my skills and a countertop for my wares, which then hopefully get sold off at the end of the year.

For this year's shows, I have built a flatbed cart to maximise the sales area. Traditionally, carts like this would have been painted in plain colours - red wheels and undercarriage, dark green for the rest - very utilitarian.

To make this cart stand out and catch the eye, I have chosen to paint it in the style of a London trolley, usually a four-wheeled horse-drawn cart used by fruit and veg merchants before the days of vans. They would have carved cutouts along the side and were painted in bright contrasting colours.

These have now become a very popular style of wagon for those who show carts and as they are no longer used for commercial purposes, the level of decoration, particularly on the flat load bed, has greatly increased. There are a couple of highly sought out decorative painters who can do this type of work although I understand if you asked today, you would be looking at getting your cart painted in 2026.

There are a few traditional elements ... a central painted wood grain panel, scalloped cut-outs along the sides, lots of swirls and scrolls, bright colours and frequent use of gold leaf, all finished in high gloss varnish. And woe betide anyone who scratches the paint work; these carts are transported in padded covers. If you want to be inspired on Instagram have a look at [billyjoehall1996](#) or [metz1352](#).

So, this is my attempt at high-level coach painting. It's the only way I will ever get the practise, and as intended, it is eye catching. Provided it never gets put next to one of the big boy's creations, it will do until the next one.

Having completed the top, I still have the sides and legs to do, so hopefully there will be a picture for next time.



*Continued page 28*



[A Cart To Be Noticed continued from page 27]



## GETTING TO KNOW YOU

By Bonnie McCauley, WCWA Secretary/  
Treasurer

While called a wheelwright by some and not others, I must say that I absolutely love being part of the wheelwrighting community. The opportunity to get to know the people involved, to be shown how to make wheels and even to make my own carriage wheel has been an amazing gift.

I love volunteering to help make wheels and to assist in showing and promoting the process and value of making carriage and wagon wheels. Although a declining art, it has sparked an interest and challenge for me to get and stay involved in this ancient craft.

I am on the Wheelwrights Sub-committee of Draft Horse Town at the Calgary Stampede and have been volunteering officially for 3-4 years. I am also a member of the Downtown Attraction Square Dance Committee, also officially 3-4 years, but dancing downtown during the Stampede since the 80s.

I am President of the Dots & Dashers Square Dance Club in Calgary and am the Club's representative to the Calgary and District Square and Round Dance Association. Currently I am serving on the Executive as Promotion and Entertainment contact for the Canadian Square & Round Dance Festival which will be held July 17-20, 2024, here in Calgary. The Calgary and area square dance community is super excited to

host this event. We have capped the number at 600 participants with over 500 from Canada, 60-ish from the USA, and 20 International, including Malaysia, Germany and Australia to name a few.

During the Calgary Stampede, I square dance daily in downtown Calgary from 10 am-noon. Then I grab a bite and am onsite at the Stampede to assist with the fire and setting of the tire. I speak with the public or fill in where needed to set the tire on the wheel or apply water to cool the tire. The afternoon is spent talking to people who stop to ask questions about the process. So much fun!

My volunteer interests range from large to small. I am a member of the Ottawa Valley Button Club, a group of people with a passion for learning about, preserving and displaying clothing buttons. These tiny artifacts, often overlooked, hold fascinating stories and insights into history, art, fashion, socio-economics, craftsmanship, and button production.

I also help out at Aggie Days which is pre-Stampede and again, I talk to the kids and teachers about the process of making wheels. We don't make one there but show samples of wheels and let the kids try out some of the tools. The spoke boring machine is a real highlight! Later in the summer, I help out at Pioneer Acres for Kids' Days and of course at the main event in August.

I talk to people year-round about wheelwrighting, square dancing, Calgary Stampede and Pioneer Acres ... about the fun of being involved in these activities and the joy it brings me. For the most part, the people I meet are wonderful and I cherish our time together, especially gaining whatever knowledge I can from the pros!



Continued page 29

*[Getting To Know You continued from page 28]*

Oh, and I still work full time in the Registrar's Office at the Alberta University of the Arts (AUARTS) in Calgary. I've been there 36 years, and my anticipated retirement date is in 2026. Our school will be celebrating 100 years, and I am so proud to have been a large part of it.



## FACEBOOK PROVING ITS WORTH

*By Wayne Lenfesty, Sundre, Alberta*

The WCWA Facebook page, created 5 years ago to promote the Association, has been slowly growing its membership. It currently has 251 members and an average of 20 posts per month. The page has had 1102 views over the last month.

The majority of viewers are from all over Canada, but over the last month there have been people viewing it from several other countries including Australia, United States and the United Kingdom.

Our Facebook page is a great place to promote and share information on all aspects of the craft, including searches for and the sale of both the tools of the trade and the finished products. If you're not already on Facebook, do join us.



## MEET YOU IN WYOMING!



With the 2024 WCWA Annual General Meeting being held right at the Museum of the Mountain Man, you'll have the opportunity to be immersed in a visual and interpretive experience into the era of the mountain man, the Plains Indian, the Oregon Trail and the developments of this region.

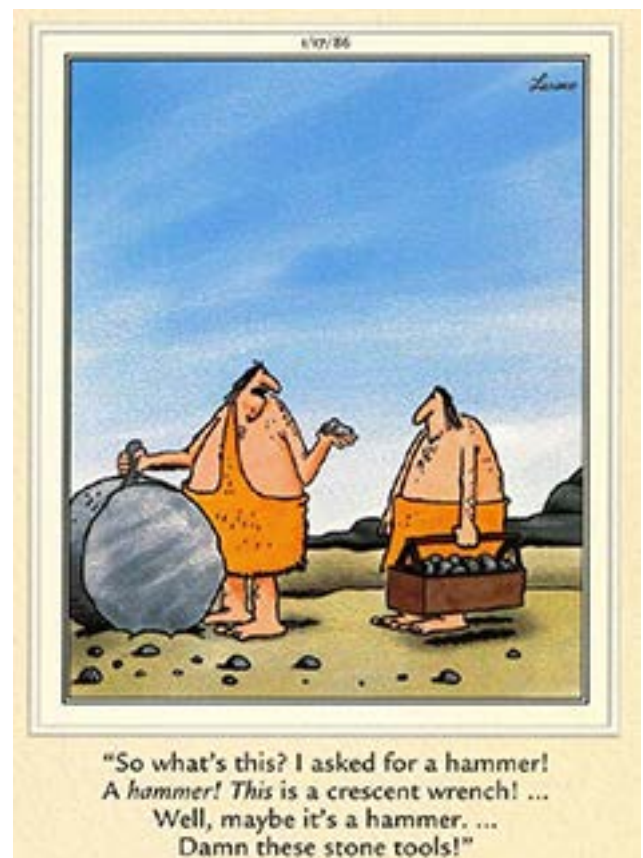


Check out the Museum of the Mountain Man website at [museumofthemountainman.com](http://museumofthemountainman.com).



## JOKE'S ON US

And Gary Larson strikes again ...





## 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](mailto:dwhansen@hansenwheel.com)  
*General Wheelwrighting*

**Randy Kirschner (250) 262-9547**  
**Rafter K Wheelwright ([www.rafterk.ca](http://www.rafterk.ca))**  
 Box 303, Charlie Lake, BC V0C 1H0  
 E-mail: [randy@rafterk.ca](mailto: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](mailto:br@haventrading.com)

**Bill Twigg (208) 882-2445**  
**Moscow Carriage Company**  
 3428 Lenvill Road,  
 Moscow, Idaho 83843 USA  
 E-mail: [mcctwigg@turbonet.com](mailto: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](mailto:dianamatsuda@shaw.ca) to request that your name be added.*



## The Traveller ADVERTISING RATES

What better way to get your message directly to the audience most likely to be in the market for your goods and services, and at a price that can't be beat. Check out **The Traveller** Advertising rates:

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\$40 per year	\$30 per year	\$20 per year	\$14 per year	\$10 per year

**To advertise or to renew your existing advertisement, please contact Bonnie McCauley:**

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

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

PLEASE PRINT CLEARLY

 Date of Application: \_\_\_\_\_  
MONTH DAY YEAR

 New Membership:  Family Membership:  Renewal: 

 Name: \_\_\_\_\_  
LAST NAME GIVEN NAME

 Company Name: \_\_\_\_\_  
IF APPLICABLE

 Home 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.

 \_\_\_\_\_  
CITY/TOWN/VILLAGE

 \_\_\_\_\_  
CITY/TOWN/VILLAGE

 \_\_\_\_\_  
PROVINCE/STATE POSTAL/ZIP CODE COUNTRY

 \_\_\_\_\_  
PROVINCE/STATE POSTAL/ZIP CODE COUNTRY
**Telephone:** (Please include access codes if applicable)

Home:

Business:

Cell Phone:

 \_\_\_\_\_  
ACCESS AREA TELEPHONE  
CODE CODE NUMBER

 \_\_\_\_\_  
ACCESS AREA TELEPHONE  
CODE CODE NUMBER

 \_\_\_\_\_  
ACCESS AREA TELEPHONE  
CODE CODE NUMBER
**Fax:** (Please include access codes if applicable)

Home:

Business:

Email Address:

 \_\_\_\_\_  
ACCESS AREA TELEPHONE  
CODE CODE NUMBER

 \_\_\_\_\_  
ACCESS AREA TELEPHONE  
CODE CODE NUMBER

 \_\_\_\_\_  
Website Address:

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-tsrf to: [Wheelwright.Assoc.Treas@gmail.com](mailto:Wheelwright.Assoc.Treas@gmail.com)



### 2024 W.C.W.A CONFERENCE & AGM August 16-18 , Pinedale, Wyoming, USA

Cost of registration: Participants: \$20; Spouses: \$10; Children: Free

*[Please fill this form out carefully, printing clearly or using a checkmark where appropriate]*

Please put me down for \_\_\_\_\_ Adults \_\_\_\_\_ Children

Number of Children in each age group: \_\_\_\_\_ 0-11 \_\_\_\_\_ 12-18

NAME: \_\_\_\_\_ SPOUSE: \_\_\_\_\_  
PLEASE PRINT

SIGNED: \_\_\_\_\_  
USUAL SIGNATURE

ADDRESS: \_\_\_\_\_  
STREET OR P.O. BOX # CITY/TOWN  
\_\_\_\_\_  
PROVINCE/STATE POSTAL/ZIP CODE

TELEPHONE: ( ) \_\_\_\_\_ FAX: ( ) \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

#### FOR REGISTRATION CREW'S INFORMATION ONLY:

REGISTERED: By Mail \_\_\_\_\_ Friday evening \_\_\_\_\_ Saturday morning \_\_\_\_\_ Later \_\_\_\_\_

PAID BY: Cheque [Chq.# \_\_\_\_\_ ] \_\_\_\_\_ Money order \_\_\_\_\_ Cash \_\_\_\_\_ E-Transfer \_\_\_\_\_

IN THE AMOUNT OF: \$ \_\_\_\_\_ Registration for \_\_\_\_\_ Participants

NUMBER IN PARTY: Spouse \_\_\_\_\_ Children (aged 12-18) \_\_\_\_\_ Children under 12 \_\_\_\_\_

WILL YOU BE BRINGING A CAMPER? \_\_\_\_\_

**PLEASE MAKE OUT YOUR CHEQUE OR MONEY ORDER TO THE  
WESTERN CANADIAN WHEELWRIGHT'S ASSOCIATION OR W.C.W.A AND MAIL TO:**

**Bonnie McCauley, WCWA Treasurer  
Box 64, Madden, Alberta  
TOM 1L0 CANADA**

**E-Transfers: Wheelwright.Assoc.Treas@gmail.com**