



The Traveller

Volume 34, Issue 1

Summer 2025

Western Canadian Wheelwright's Association



Learn more about this C-Cab Delivery Wagon's Construction ~ Page 16



The Western Canadian Wheelwright's Association
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EDITOR'S COMMENTS

By Patricia Dawson, Editor

Plans are underway for an exciting WCWA Annual Meeting and Tours August 22nd -24th in the Cardston, Alberta region of Canada. A highlight of the event will be an extensive, guided tour of the Remington Carriage Museum on Saturday including a visit to the Rolling Stock Restoration Division of the Museum under the expert guidance of Jeremy Masterson. Be sure to check out the Museum's website at: Remington Carriage Museum | Remington Carriage Museum. Those able to join us on Friday will enjoy the historic Kootenai Brown Pioneer Village and Sunday's events include a visit to the Watertown National Park. The official annual meeting will be held Saturday afternoon, August 23rd in the Remington Carriage Museum meeting room. Efforts are underway to have a Zoom link for those unable to attend in person. Read more about the Annual Meeting and Tours on pages 30-31 of this issue and start packing your bags!

This issue of The Traveller includes a few challenges from our directors. Alberta Director, Glenn Halvorson, shares creative uses of "extra parts from the wheelwright boneyard pile" in his report and challenges each of you to send in photos of how you have utilized those "extra" parts in your pile in non-traditional projects. I'm already giving our stash a hard look - hmm, maybe a new birdfeeder or table for the patio!!!!!!

I remember as a child coming home from more than one farm auction with my father towing home a wagon full of "parts, buckets of goodies, etc." that had been sold at a bargain rate. Every farm had a stash, and you had to buy the entire wagon load even if you only wanted one part! Such is the case for those of us still in the wheelwright business as we inherit treasures from our neighbors and retiring friends in the trade. In his report, our U.S.A. Director, Gary Stephenson discusses the challenge of storage he is facing and is requesting ideas for how you store your parts and treasures. Please send your suggestions and photos to patricia.dawson2@gmail.com and I will be sure to share in the next issue of The Traveller.

If you are looking for a fun place to visit, consider The Buggy Barn in Blanco, Texas. Our thanks to Wayne Lenfesty for taking the time to share this delightful stop which we review on pages 12-13. We would love to learn about other wagon museums that are in your region. Feel free to send details my way to include in future issues of our publication.

While I am always happy to see the local UPS truck or FedEx truck stop at the house with a package, it just doesn't seem to match the look of the "C" Cab Delivery Wagon completed by Bill Dawson - Pendleton, Oregon and shared on pages 16-21. Imagine, the streets filled with the variety of colorful C-Cabs owned by local shop keepers making their deliveries over 100 years ago!

And lastly, we are so grateful to our fellow members from England who took the time to share their thoughts and recent events in this issue of The Traveller. Enjoy learning more about the Worshipful Company of Wheelwright's journey to the United States on pages 22-28. And enjoy the humor of Robert Hurford in his article, *Today we have Naming of Parts* featured on pages 14-15. 

Project Photos & Articles Needed



We would like to hear from our members. Please consider sending in photos of projects you have been working on and consider submitting an article or two for The Traveller. This is your publication, and it proves most helpful when we all contribute. Feel free to Email your Shop Tips, Project Photos and "How - To Project" submissions to the Editor at: patricia.dawson2@gmail.com

PRESIDENT'S REPORT

By John Lavoie, WCWA President

Hello fellow WCWA members. This is my attempt at a productive article for The Traveller. After attending the Annual Meeting in Pinedale, Wyoming we came home to some chores we had to finish. There were two wagon wheels we had to put tires on. We enlisted the help of Henry, one of our neighbor boys, for the task of putting the steel on the tires. I must say, Henry was extremely impressed with the process and great help. I am including with this article a picture of Henry and I with one of the wheels after the job was finished.

Jean and I had a quiet, but nice Christmas at our youngest daughter's house in Medicine Hat. Both our girls were there along with our grandsons and one granddaughter to be next September. I sure hope everyone had a good Christmas with family.

On January 31st and February 1st, we attended the Bunkhouse Bonanza at Cochrane, Alberta along with a few other WCWA members. This was a new venue for us to promote WCWA. We had a display with our banner with the logo on it and included several activities such as the demo wheel and a shaving horse for kids and adults to try. Wayne and Kris, Bonnie, Jean, and I had a great weekend, and they even gave us a bit of money to put in our bank account. We sure hope to be invited back next year. Pioneer Acres members were also there busy making miles of rope for folks to take home. We talked with some of the Pioneer Acres folks and are hopeful to run a weekend "An Introduction to Wheelwrighting" workshop. At this point we are considering a couple of dates in June for the workshop; we will keep you posted.

I hope to see and hear from all members, *John Lavoie*



It's Time to Renew Your Membership!

Don't forget, your W.C.W.A. Annual Membership expires December 31st of each year. You may renew by sending in a cheque or money order using the form on page - of this issue of The Traveller or you may pay via PayPal by visiting our website for details. Annual Membership remains \$45 with Family Membership at \$65. An additional fee of \$35 applies to have print copies of The Traveller mailed to you. Contact Bonnie McCauley, Treasurer at wheelwright.Association.Treas@gmail.com if you require assistance.



Membership benefits include copies of The Traveller newsletter, voting privileges at the W.C.W.A. annual meeting, archival use of past issues of The Traveller and opportunities to gather for annual conferences.

VICE PRESIDENT'S REPORT

By Wayne Lenfesty, WCWA Vice President

This Western Canadian Wheelwright's Association was established in 1992 by some master wheelwrights of the time. That makes it 33 years old this year and it should be celebrated. The majority of the founders are not with us anymore, so it is up to those of us that are now members to keep this club alive. And the majority of us left are long in the tooth, so to speak. I joined the group in 2006, so it has been a fun 19 years of learning the craft. One never quits learning things and just when you think you know lots you realize that there is so much more to learn. Sadly, we are losing our master wheelwright craftsmen to age and time.

The goal and mission of the association was/is to promote, encourage, and foster the craft of wheelwrighting all over the world. It is hard to get the younger generations of today interested in these old wooden wheels as they have not experienced using or riding in these nostalgic wheels. When I was young and growing up on the farm, we used many wagons, buggies, and horse drawn equipment to complete the tasks required to operate a farm, and I was mesmerized with all the wood spoked wheels. That is why I wanted to learn the craft of the wheelwright when I semi-retired.

The wheels of today are nowhere near as romantic as those of yester years. So, it is a challenge for those of us remaining to make sure the craft is kept alive and thriving. Showing people how the wheels are made and teaching them how to do it is a goal that needs to be done to preserve the craft. Attending events to demonstrate the craft to the public is a practice that members have been doing for many years. On January 31st and Feb 1st of this year, several WCWA members set up a booth to display the craft at the Bunkhouse Bonanza, an event put on by the Stockman's Memorial Foundation. It was held at the Cochrane RancheHouse in Cochrane, Alberta. It is an event to celebrate Western Canadian Art, culture, and cowboy culture, with interactive booths, local craftsmen, artists, music, poetry, and dance. The WCWA booth fit right in, and members interacted with the public as well as several busloads of school children. Attendance was affected by some bad weather but overall, it was a successful event.

I look forward to seeing you at an upcoming WCWA event, Wayne Lenfesty



John and Jean Lavoie and Wayne Lenfesty staffing the WCWA booth at the Bunkhouse Bonanza at the RancheHouse in Cochrane, Alberta on February 1, 2025



The demonstration wheel and spokeshave bench at Bunkhouse Bonanza. The bench was popular with school children with many of them taking turns.

EAST COAST DIRECTOR'S REPORT

Delays and Complications

By Verne Cook, WCWA East Coast Director

In the spring I had lots to do but nothing really to talk about pertaining to wheelwrighting or my new shop. We have come to a grinding halt with our new build as we are seeking financing and looking into other funding options to help with our overall goals. Building my new shop is only a small piece of a much bigger dream. Our end goal is to have an old fashioned bed and breakfast hosted on our homestead with the ability to share with visitors through experiential tourism.

We have been busy with our small farming ideas and all our animals. In April, our girls blessed us with eight more beautiful baby goats to add to the herd. This has also transformed our mission from just some animals on our homestead to working towards our animals getting "therapy" or "emotional support animal" certification. My daughter has been a big part of this process this year as well as being the midwife to our goats! She is only fourteen but that's what she would like to study after high school.

We had a very wet and miserable few months to start the year and my tractor was in the shop for some repairs and warranty work. One of the big downfalls to living on an island is not having access to service or parts. My machine was at the dealer for almost thirteen weeks before I could bring it home, good thing it wasn't hay making season! This was a fairly big setback to winching and hauling more logs from my woodlot for the mill as well.

With my machine back in service and the weather slowly getting better I have been working on building up our road and making access better for ourselves and our guests as we are expecting to open part of our homestead to the public this summer. I have also had a few issues with our vehicles. Over the last three weeks all three trucks have had brake lines give out! I can attest to the value of having a nice shop to work in and being stuck working in the driveway in the wind and cold on a chunk of cardboard, I don't prefer the latter. I really will appreciate my new shop when I can finally set up

all my tools and be able to do repairs indoors.

Despite some setbacks we are still moving forward slowly. This week I will have the last truck repaired and be ready to pick up more materials for my shop. Over the next few weeks I will hopefully have things finally closed in and watertight.

As for actual wheelwrighting related items, I have been in discussion with the Royal Canadian Legion in Morrisburg, Ontario regarding some cannon wheels they would like to have rebuilt. After sourcing appropriate materials and pricing the restoration, I have submitted a few different options for them to review and see if I can help them with the restoration. One of the biggest challenges with the restoration of wheels or carriages is the shipping costs. It is very costly no matter how you sort it out, unless someone volunteers to deliver and pick up. This has been a determining factor in whether some jobs move forward. The other concern is the cost of appropriate materials. Like many other trades, I have heard of people quoting jobs for what the materials cost me alone? This has to be a situation of some people using inappropriate or inadequate materials?



With respect to this concern, how do some of you go about pricing jobs? I do not and will not build anything using inappropriate materials, this goes

Continued on Page 6

East Coast Director's Report *Continued from Page 6*

for anything I build, be it wheels, cabinetry, or any other items. Can you imagine paying someone to repair your brake lines and they use poor quality parts or techniques, pretty sure I wouldn't want my family in that car! So how do we validate costs to a client? What determines your abilities or the guarantee of a quality job?

In Newfoundland, a group here recognized by the government has identified that many "old fashioned" crafts are disappearing and the need to be preserved but also indicates that costs to do these things are the prohibitive reason for their decline.

To close, what can we do to ensure these things are done correctly and preserve the trade/craft for the future? I look forward to sharing how the shop is coming along in the next issue and how our summer has progressed.

I will leave you with a picture of some baby goats.



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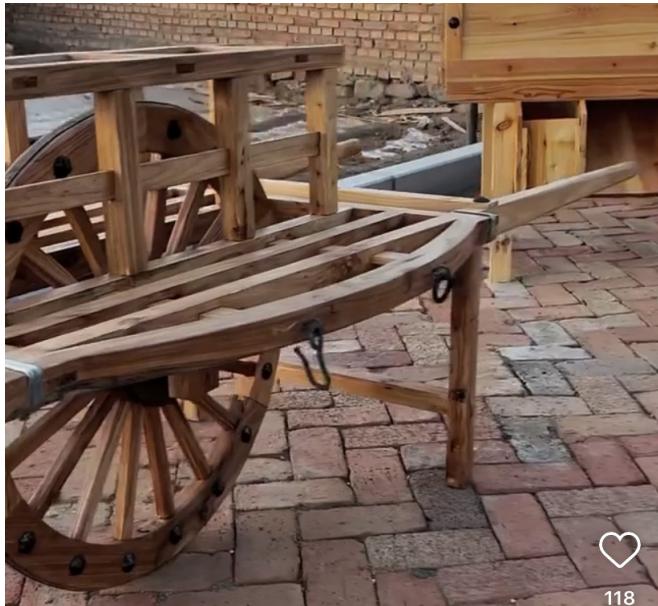
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ALBERTA DIRECTOR'S REPORT

By Glenn Halvorson, WCWA Alberta Director

Hello from sunny Alberta, it feels like spring is in the air. We vacationed for a couple of months in Hawaii this winter and I spent some time recovering from surgery, so I haven't been able to work in the shop. I have a wheel from a democrat waiting for me that will require a custom hub.

Many of us, as wheelwrights, build wheels for projects other than horse drawn vehicles such as decorative wheels, clocks, coffee and end tables, hand carts and numerous other projects. I ran across an interesting video on Instagram of a handcart built in China. The single wheel was built in the same manner, but with a few differences. I have included a couple of screen shots.



And we all have boneyards where we store the remnants of various wheels and vehicles that we have high hopes of getting to someday! My boneyard is pretty small when comparing it to some that I have seen, but I came up with an idea a while back to build a sundial from 3 wagon tires, a big old gear for a base and a flat belt pulley on the angled arrow that runs through it all. It sat on our front patio for a while unpainted, but one day my wife decided to make it look a bit more refined and painted it black. I have an idea that many of you could provide pictures of similar, non-typical projects for future Traveller publications. Please submit them to Patricia along with an explanation for all to see.



For many years there has been talk of hanging pictures of select wheelwrights on a wall in the wheelwright shop in Irricana. After much conversation, it has been decided to begin the project with pictures of the six founding members of the WCWA and the two individuals after whom our wheelwright awards are named. I am looking for pictures of the following people: Terry Francis, Harry Harrison, George McKenzie, Dick Baker, Bruce Morrison, Jack Shepherd, Charlie Fisher and Homer Schmidt. I hope I have the spelling of all names correct. If anyone out there has pictures of any of these fellows, please forward them to me so that we can proceed.

We will be driving East across Canada this summer and are hoping to drop in on some of you as we go.

See you down the road.

Glenn Halvorson, Alberta Director

SASKATCHEWAN DIRECTOR'S REPORT

By Jean Lavoie, WCWA Saskatchewan Director

After leaving Pinedale, Wyoming, John and I returned to Alberta and delivered two repaired wagon wheels we had rebuilt for a friend of my sister's. The wheels turned out beautifully! My sister's friend was very pleased with the results and paid us promptly for the work, which was even better! We met my sister, Trudy, in Spruce Grove, Alberta, to deliver the wheels and she kindly treated us to lunch. Trudy lives in Drayton Valley, and we live in Wardlow, so we don't get to see each other as often as we'd like.

Sadly, John's brother, Leo, passed away suddenly from cancer in March. The family held a celebration of life and interment at the end of August, in Girouxville, in the Peace River Country. While we were in the area, we purchased a significant amount of old wheelwright stock from the widow of a WCWA member who had passed away a couple of years ago.

Then we celebrated our 55th wedding anniversary by heading to Nova Scotia for my ladies' club conference. I had been to the east coast before, but John hadn't, so we stayed a couple of extra days to tour a bit. It was a nice trip.

In November I had a shoulder replacement and I'm still on the mend from that and I have been doctoring for a messed up old back injury. Before we know it, I'll be a new person. With much less back pain. I hope.

Enjoy the beautiful summer weather,
Jean Lavoie,
WCWA Saskatchewan Director



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USA DIRECTOR'S REPORT

By Gary Stephenson, WCWA USA Director

Well, on a cold day it seems like time for mid-winter musings. Winter for me has been a break from a busy summer of wheelwrighting demos at both the WCWA AGM and at a local history museum. I do enjoy our temperate climate where it's time to do different things at different times of the year. Right now, it's taking stock, making wooden toys and working on much neglected home projects.

As I survey the shop and take stock, things seem to fall into two categories, tools and supplies. Now I can get to that faulty motor starter switch that failed over the Summer and refurbish the belt sander with the worn-out drive wheel. But really my biggest problem is supplies. Probably like most of you, wheelwright supplies are not exactly easily obtainable, especially NOS (New Old Stock) ones. I find myself compelled to pick up whatever I can, whenever the opportunity arises. This philosophy has led me to disorganization, particularly after a pair of 100+ year old local, large hardware stores went out of business in liquidation auctions. I ended up with NOS fellies, shafts, and hardware for buggies and wagons. It seems these items had been relegated to the top floor at the old-time hardware store as they went out of style and remained in inventory until the liquidation auction. However, what has impacted me the most is the literally ton of carriage and machine bolts from the other store liquidation. Most of these being the square nut, plain finish variety that I just couldn't resist buying at a bargain price. Unfortunately, half of these are in a disorganized pile, and I don't even know what



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I have in order to put them to use or to pass them on. Maybe when it gets warmer, I can get into the shed to attack the pile. Something to look forward to but then again, that will be another time of year with a whole different set of projects to be undertaken. And so, the pile will most likely sit for who knows how much longer.

Where am I going with all this? Well, as I said, these are only musings but more than likely are problems the rest of the group has experienced as well. Many of you (or maybe a few) I'm sure have successfully dealt with these same issues. I really think we all would like to hear your ideas and how you might have tackled these problems.

Take care. Gary



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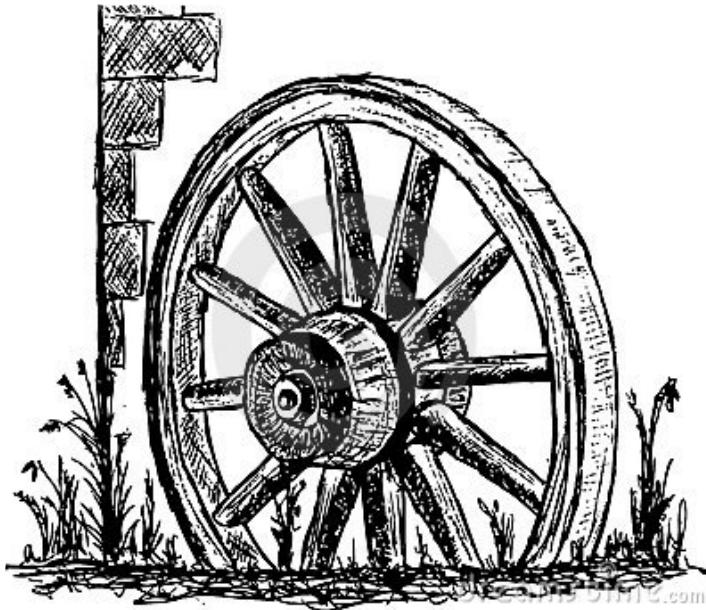
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The Buggy Barn in Blanco, Texas

By Wayne Lenfesty- Sundie, Alberta

On our travels around north America, Kris and I always take the back roads in search of hidden gems. During our travels around central Texas last winter, we came across this gem. It is a wheelwright's and horseman history buffs' paradise. We were fortunate to be there on a quiet day and got a personal tour. "Pistol Packin Paula" was our truly knowledgeable host, and she gave us a highly informative and entertaining tour. She was a world champion pistol twirler which she was very proud of. There were many Canadian made buggies and carriages, and they were all in emaculate condition. If you happen to make a trip to Central Texas it is worth a day trip to the neat little town of Blanco.

Nestled in the charming town of Blanco, Texas, lies a hidden gem that not only highlights the ingenuity of past eras but also offers a unique glimpse into the history of transportation in America - "The Buggy Barn Museum." This establishment beckons history enthusiasts, families, and curious travelers alike to explore a remarkable collection of historical buggies, carriages, and wagons, each with its own story to tell.



The Birth of the Buggy Barn

The Buggy Barn Museum was founded by Dennis and Bonnie Moore, whose passion for antique vehicles and historical preservation inspired them to create a space where history could come alive.



Their dream was to provide a venue where people could appreciate and understand the evolution of transportation, as well as the craftsmanship and artistry that went into creating these unique modes of travel.

A Diverse Collection

The museum's collection is an awe-inspiring display of over 250 buggies, carriages, and wagons, spanning from the 1860s to the early 1900s. Each vehicle has been meticulously restored to its original condition, preserving the authenticity and charm of a bygone era. Visitors can marvel at the variety, from elegant Victorian carriages to rugged stagecoaches that once traversed the rough trails of the American frontier.



The Buggy Barn *Continued from Page 12*



The Stories Behind the Buggies

What sets the Buggy Barn Museum apart is the fascinating stories behind each exhibit. Each buggy has a tale that reflects the societal and technological changes of its time. For instance, the museum features a doctor's buggy, once used by a traveling physician to make house calls in rural areas. There is also a hearse carriage, a somber reminder of how communities honored their departed loved ones in the late 19th century.



Educational Programs and Workshops

The Buggy Barn Museum is not just a static display; it is a dynamic educational resource. The museum offers a variety of programs and workshops designed to engage visitors of all ages. Educational tours for school groups provide enlightening experiences about the history of transportation and the importance of preservation. Hands-on workshops

offer insights into the restoration process and the craftsmanship involved in maintaining these historical vehicles.



Events and Community Involvement

The Buggy Barn Museum is a vibrant part of the Blanco community, hosting numerous events throughout the year. Annual festivals, such as the Buggy Barn Roundup, bring together enthusiasts and experts from across the country to celebrate and share knowledge about antique vehicles. The museum also participates in local parades and events, showcasing their beautifully restored buggies and carriages to a wider audience.

A Venue for Special Occasions

In addition to its role as a museum, the Buggy Barn offers a unique venue for special occasions. The picturesque setting, combined with the historical ambiance, makes it a popular choice for weddings, corporate events, and family gatherings. Guests can enjoy a truly memorable experience surrounded by the elegance and charm of historical buggies.

VISIT THE MUSEUM

The **Buggy Barn Museum** is located at
1915 Main Street in Blanco, Texas.

Hours of operation:
Monday – Friday 9:00 a.m. – 5:00 p.m.
Saturdays 9:00 a.m. – 4:00 p.m.
Closed on holidays.

Admission: \$12 Adults
\$10 Seniors and Veterans • \$8 for you

Today We Have Naming of Parts

Robert Hurford

England - Worshipful Company of Wheelwrights

The spark for this note came from seeing a piece about spoke tenons in **The Traveller**. I didn't start in the trade full-time until 1975, but in the years before that I sought out a number of wheelwrights up and down the whole of Britain, and by looking, found that most in the lists were dead, or in other trades...often undertakers, sometimes they ran garages, and one was a fencing contractor. My eventual 'masterman' was in Hampshire, luckily near my home, so the names we use in the shop are Hampshire, though I am now in Somerset. To confuse it a bit more, his father had moved from West Sussex, so, maybe what I think of as Hampshire is strongly tinged with something further east. He [Ken Potter] along with several of the others, was a veteran of World War 1, and had the scars of machine gun bullets to prove it...as well as many stories.

Perhaps I should say a word on the geography of England. I have referred to counties which are the centre of the south, from the middle of West Sussex to the middle of Devon is around 140 miles, my most familiar country [as opposed to county], that which I refer to, is the middle of that, about 70 or 80 miles across.

To take the first example of these names, the tenons which I mentioned were called 'tongues' in my shop. That is handy as it distinguishes them from the 'tenons', which was the name for the tenons of the spokes on the end which entered the stock...and the stock is the hub. However, tongues were sometimes 'tangs' in other shops [I mean workshops] or was that a geographical difference as well, I suspect it is northern English. Northern chaps use 'nave' for the stock, or even 'naf'. But it gets worse. I once met a farmer in a rustic situation on the edge of the Somerset Levels...he, walking towards the wagon I was to work on said, among other things, 'the nut's garn'. I might have a spare one under the bench' I replied, assuming for the moment that I might be about to see a wagon mounted, unusually, on Yorkshire Drabbles axles, which as you know have a nut to keep the wheel from slipping off. It soon

became evident that 'nut' equated to 'nave', 'naf', or 'stock'. He probably wrote me off as a townie, and to be fair, he had more cows...and cats... than I did. We only called the stock a hub if the box is in it and it is fitted with all its stock hoops [i.e. nave bands].

Mention of rural folk in the West Country brings me to felloes. Like two rams, Dorset and Devon but against one another. I heard a Dorset countryman call felloes 'villers', he actually said 'the villers is all wurmit' .. work that out for yourselves..., the wagon was over by 'thickee arsh tree'. If you strayed into Devon, at least a few decades ago, you could hear them referred to as 'vollers'.

Now, still on the Levels, it happens that the Glastonbury Lake Village is on my mind because of the wheelwright and chariot maker who worked there 2000 years ago. I am puzzled about how he bent the wooden rims, and I volunteered to give a talk about the problem to the Glastonbury Antiquarians. Now, archaeologists keep referring to the felloe of a wheel, however often I tell them, that the felloe is only a segment of a rim. The iron age chariot wheels used rims bent in a circle, presumably because it was easier in those days than cutting felloes with the saws they had available.



A wheel of the type being assembled.

Those of you who have worked on old wheels with bent half rims may, as we in Britain do, notice that the rims bulge round the spoke tongues, where

Naming of Parts *Continued from Page 14*

One of the spokes and a fragment of a stock from the Lake Village.

they have burst due to the timber plimming up or the tyre rusting, which compresses the timber in its length. Some rims were reinforced either side of the tongue with a screw in an attempt to prevent this. I was impressed by the iron age wheelwright's precaution against this problem, evident to me the first moment I saw spokes from the Lake Village. The tongues are trapezoidal in shape, and only half as long as the rim is deep, so they need less plying round to slot into the mortices prepared in the rim and have less chance of bursting it. My photos are of one of the spokes and a fragment of a stock from the Lake Village, and a wheel of the type being assembled.

Reading up for my talk on the Lake Village I see that the excavators call the stocks [naves or nafs, or even nuts] of wheels that were found 'boxes' [there were three, pieces of two finished ones and one partly made]. We, of course, use the word 'box' for the bearing, usually cast iron, in the wheel. But this book was published in 1911, it is inconceivable that the authors were not familiar with the anatomy of horse drawn vehicles, so does that introduce another name for the stock? And what did the ancient Brythonic wheelwright call them?

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
403-506-2474
docsbuggyshop@gmail.com



The Making of a C-Cab Delivery Wagon



Constructed by Bill Dawson, Pendleton, Oregon, USA

Today's streets and highways are crowded with a variety of local and long-distance delivery vehicles bringing every type of product to our doorstep. In the early days much was the same, with freight wagons making the long hauls across the region while many communities and even local stores had their own delivery source, often in a "C-Cab" style.

The "C-Cab" gets its name for the outline of a "C" shape in the cab area. The partially enclosed delivery wagons had a permanent roof to protect supplies and the driver from the elements and a cut-under design to aid in ease of city deliveries. C-Cab Delivery Wagons were a common sight in early day communities delivering everything from groceries to garden supplies. Few in-town residents owned their own horse and buggy, thus many businesses delivered purchases directly to the customers' homes. Delivery wagons often served the dual purpose of utility and traveling advertisements with colorful side panes promoting local businesses.

This article features a C-Cab wagon built several years ago by WCWA member, Bill Dawson ~ Pendleton, Oregon. Bill constructed the C-Cab Delivery Wagon to honor a longtime community volunteer and historic city business owner, Lawrence Frazier, who was instrumental in the restructuring of the Pendleton Round-Up Association when it was struggling financially in the 1930's.

Bill was unable to find plans for the construction of a C-Cab thus, drafted his own plans using a drawing of a Studebaker image from a reprint of a Studebaker Wagon Catalog (circa 1900) as his inspiration. He began the C-Cab project with the bare light wagon gear and parts for the wheels shown.



C-Cab Delivery Wagon *Continued from Page 16*

Phase one of the project was the wheel construction which included turning new hubs and new $\frac{1}{4}$ inch thick tires.



Continued on Page 17

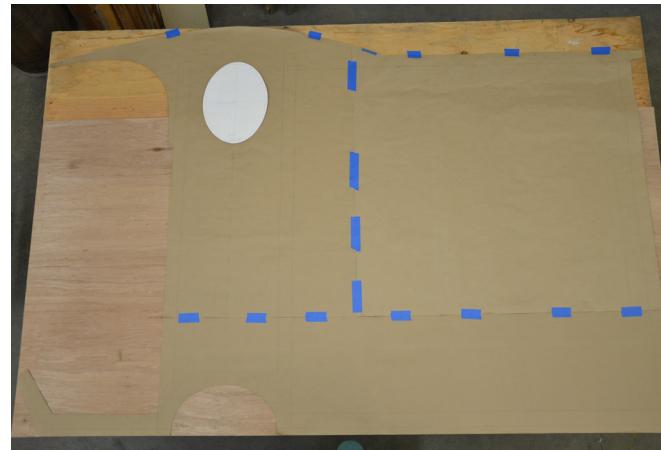


C-Cab Delivery Wagon *Continued from Page 17*

Phase two of the project addressed much needed gear work. As you will note in the photos, numerous pieces were repaired or replaced, and all metal was media blasted and treated.



After the completion of the gear, Bill was able to move on to the construction of the C-Cab box. A full-size pattern was a necessity for the project.

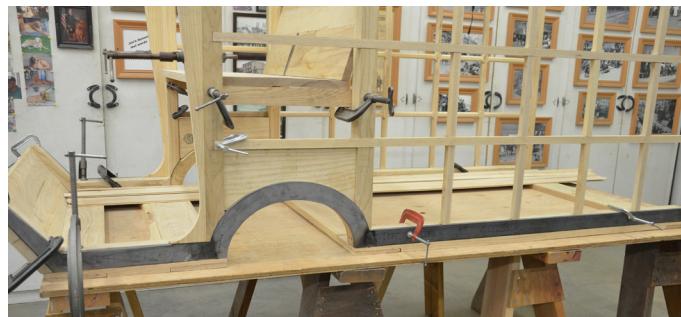


C-Cab Delivery Wagon *Continued from Page 18*

This project also required detailed layout for the cut-under arch, which was Bill's first cut-under construction. Bill first drafted his arch from card stock to test before moving on to the final construction.



The arch and frame rails are shown under construction.



Continued on Page 20

C-Cab Delivery Wagon *Continued from Page 19*

The C-Cab box required all pieces cut to size prior to assembly. Popular was used throughout. As you can see, numerous clamps were required during construction.



The set of original light wagon doors was procured for the project and completely rebuilt. Note the beveled glass window installation which was an upgrade. The same window opening was also used for the cab side windows.

The roof lattice was constructed of ash lathes which were ripped to $\frac{1}{4}$ inch x $1\frac{1}{2}$ inch. A layer of canvas was then applied and topped with buggy roofing.



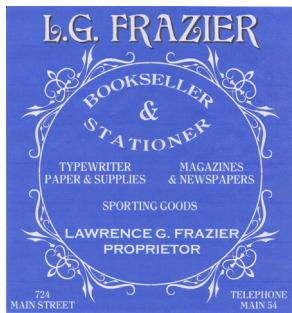
C-Cab Delivery Wagon *Continued from Page 20*

A new dash frame was test installed for inspection prior to final installation.



The seat was upholstered in a traditional diamond-tuck with a matching leather dash.

After installation of the top and dash the wagon was primed and then ready to head to the paint booth. The period correct graphics were taken from actual historic letterhead from the L.G. Frazier Bookstore established 1901 for whom the C-Cab Delivery Wagon honors.



The C-Cab made its debut in the world-famous Westward Ho! Parade and currently is on exhibit in the Pendleton Round-Up and Happy Canyon Hall of Fame Museum.

NEWS FROM ENGLAND

“The Worshipful Company of Wheelwrights”

Submitted by Graham Westwell, Assistant Archivist

London, England | www.wheelwrights.org

(From The HUB & SPOKE - The Newsletter of the Worshipful Company of Wheelwrights)

WOWED IN WILLIAMSBURG

In October 2024 the Company had their first ever formal visit to the Colonial Williamsburg Foundation (CWF), Virginia, USA, the world's largest American history museum, where the Crafts are practised in the same way as in the 18th Century (by hand). If you missed it there is a possibility of a further visit in 2026, when it is the 100th anniversary of the Colonial Williamsburg Foundation as well as 250th anniversary of the start of the American War of Independence. Please let David Mortlock know (davidmortlock76@gmail.com or 07730 686863) if this is of interest to you.

The fabulous 4-day trip was brilliantly organised by Past Master Graham Westwell in conjunction with our contacts in Williamsburg and was over a year in the planning. Special thanks to Graham for pulling the trip together, liaising with the Williamsburg team of Ted Boscana (Director of Trades and Skills), Season Gallagher (Exec. Assistant CWF), Ken Schwarz (Master Blacksmith), Lynn Zelesnikar (Master Engraver & Head of Metal Trades) and Paul Zelesnikar (Master Wheelwright).



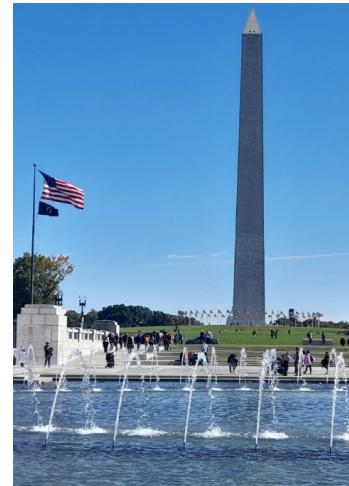
Photo by Georgia Collins

Our group of 20 Liverymen and guests who embarked upon the trip are pictured above. Attendees were Chris Ball (now Master), Stuart & Christine Castledine, Richard & Georgia Collins, Andrew Gillespie, Andrew & Tina Lambert, Kevin McGuinness, David & Marianne Mortlock, Greg &

Sam Rowland, Hilary Spencer & Geoff Dawson (a Glover), Tom Tate and Graham Westwell. It was also lovely to be joined by guests Lindsay Millington, Past Master of the Tin Plate Workers (Alias Wireworkers) and Steve Emmins, past Master of the Security Professionals and his wife Alison.

Our Itinerary in Williamsburg

The fixed part of the programme covered the period from 20th to 23rd October arriving at our hotel in the afternoon of Sunday 20th and departing in the morning of Thursday 24th. Some of the party had arrived a few days beforehand to go sightseeing in Washington DC, others stayed on afterwards to sightsee and or visit family / friends.



Day 1 - Sunday 20th October Getting there and Settling In

Most people took advantage of using the coach arranged by Graham Westwell to take us from Washington Dulles Airport or Downtown DC to our hotels in Williamsburg, the Woodlands Hotel or the Williamsburg Inn, while others found their own way. After a 3 hour plus coach journey, through the Virginian autumn-leaved countryside, we arrived at our destination, checked in and orientated ourselves about the layout of the 300-acre historic site. During the coach trip Sam Phillips

News from England *Continued from Page 22*

had set up a Williamsburg WhatsApp group to enhance communication between group members, especially on the itinerary. That evening was spent renewing friendships, making new ones and enjoying Italian cuisine, provided by Sal's by Victor, before having an early night in readiness for the full programme the following day.

Day 2 - Monday 21st October

Exploring the Craft Workshops

On the Monday morning after breakfast the group made their way to the front gate of the Governor's Palace where we were met by Ted Boscana (Director of Historic Trades and Skills) and Paul Zelesnikar (Master Wheelwright) to lead us on a tour of the trade workshops. We visited a wide variety of craft workshops, where the crafts people were dressed in 18th Century costume and while exhibiting their craft skills would describe their historical context.

Our tour included the cooks preparing authentic colonial dishes such as Pound cake, Paul Zelesnikar and his Journeyman Murphy making wheels in the Wheelwright's shop, Milliners displaying long-tailed coats.



Milliner's Shop



Wheel Making



Cooks preparing Pound Cake

Joiners showing off recently crafted chairs and windows, the Master engraver and her apprentice producing elaborate designs, the Master Weaver creating cloth from his treadle-operated loom.



In the Joiner's Shop making furniture



The Master Engraver



Master Weaver and his loom

Between workshop visits we were treated to a demonstration of loading and firing cannons before continuing to the Cabinet and Harpsichord Makers, the Master Tin-plate worker, Steve de Lisle's, workshop, the Blacksmiths forge and the Coopers.



Cannon Firing

Continued on Page 24

News from England *Continued from Page 23*

Cabinet and Harpsichord Maker



Blacksmith's Forge



The Master Tin-Plate Worker and Apprentices



Coopers Workshop

After having a leisurely lunch at a local hostelry the afternoon was set aside for a self-guided tour of the art gallery or further exploration of other craft workshops.

In the evening we enjoyed a Gala Dinner hosted by Ted Boscana at the Kings Arms. The candlelit dinner comprising salad, Cornish Game Hens or Onion Pie followed by dessert was all washed down with rum based punch or cocktails such as Apple Jack Old Fashioned or Classic Mint Julep.

The waiting staff were all in period costume as were the entertainers. The guests were



The Kings Arms

News from England *Continued from Page 24*

Richard Collins & Chris Ball wearing the napkins

well protected from any spillage of food by wearing large napkins that were more akin to those worn in a barber's shop.

During the meal Graham made a speech to thank Ted Boscana and his team for their warm welcome and for putting together such a great itinerary. He went on to say that Season Gallagher had separately been thanked for her help by way of a framed certificate, signed by the Master and a gift of a Dartington glass vase.

He gave special thanks to Ted for the two handmade pewter teaspoons that Ted had presented as gifts to all members of the group and to Lynn Zelesnikar for being the guiding force that organised such a wonderful gift. Graham, on behalf of the Company made presentations of Company ties, books and badges. Graham went on to give some background about the previous steps that had led to the current visit and this as set out at the end of this article.

After a busy and interesting day and having been fully refreshed by our hosts we were transported back to our hotels in readiness for the next day's adventure.



Period entertainment

Day 3 - Tuesday 22nd October Conservation and Restoration

After breakfast the group joined Ted Boscana, to be taken on a tour of the Bruton Heights Wallace Collection building by Senior Conservator of Furniture, Chris Swan, Director of the John D Rockefeller Junior Library, Emily Guthrie and Associate Librarian Doug Mayo. During our visit we were able to examine (with gloves) some of the collection of tools that were on display, including a large router plane used to produce a shaped moulding that required 3 people to operate it.



Historic Tools



Furniture restoration

We then moved on to one of the workshops where various items of furniture were being restored/conserved, along with a wheel measuring over 5 feet in diameter.

Continued on Page 26

News from England *Continued from Page 25*

Ted Boscana and Graham Westwell at the Archives



Having seen the more practical side of their research, we viewed some of the many historical documents kept in the library. These included drawings upon which the designs of carriages had been based and articles about 18th and 19th Century wheelwrights.

After another leisurely lunch at one of the hostellries in the Market Square area we were free to explore those parts of the Historic area that we had yet



to discover or revisit those we enjoyed the most. Most of the group, visited the Capitol building to learn about development of Williamsburg's judicial and political systems - in 18th Century Williamsburg was the capital city of the Virginia Colony. Others went to the pewterers to see how our presentational spoons had been made or revisited the Wheelwright's shop.



Pewter Mould and Spoons



Williamsburg Inn

In the evening, we made our way, using the shuttle bus, to the very elegant Williamsburg Inn, where we dined in the Terrace Room. There was a wide selection of meals to choose from, but many opted for the prawn cocktail starter and the steak for the main course.

Day 4 - Wednesday 23rd October Jamestown and Yorktown

Shortly after breakfast we were picked up by the Williamsburg Chauffeur Shuttle service and taken to the Jamestown Historic Site. Ken Schwarz, Master Blacksmith who had organised the private visit accompanied us.

At the Historic Site we were met by Jim Horn, President and CO of the Jamestown Rediscovery Foundation who took us through the history of the

News from England *Continued from Page 26*

site from when English settlers from the Virginia Company set up the first fort and established the colony in 1607. We were given a guided tour of the Church, viewed the blacksmith's forge, as well as a model of the original fort and the excavations that had been made.

Our visit continued at the award-winning archaeological museum, the Archaearium where we explored artefacts that tell the story of 17th-century Jamestown as it moved from the small wooden fortification to a bustling and thriving port.



We were able to view personal items that belonged to the first individuals who risked their lives to travel to Jamestown; artefacts that illustrate interactions between settlers and Virginia Indians; and munitions used during Bacon's Rebellion to burn the Statehouse.

We had a pre-booked packed lunch at Dale's Café while relaxing on the riverbank, close to where the original settlers would have come ashore - a very moving experience. Being fully refreshed, we continued our journey to the Yorktown Revolutionary Museum where we had a guided tour.

In the outdoor areas of the Museum, we visited a re-created Continental Army encampment to learn about the life of a soldier and take in daily

demonstrations on medical treatment, camp life and cooking, and see a display of firing a cannon.



Inside the Museum we looked at exhibits that told the story of America's founding, from the twilight of the colonial period to the dawn of the Constitution and

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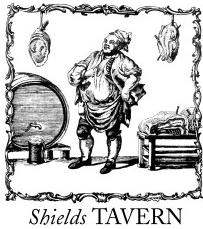
News from England

Continued from Page 27

beyond. The galleries featured period artefacts, immersive environments and films, including "The Siege of Yorktown," with a 180-degree surround screen and dramatic special effects.

After another action -packed day we had pre-dinner drinks at our hotel and dined at the Shield's Tavern on the Groaning Board menu that included salad, fried chicken, strawberry cream and donuts. We were shuttled back to our hotel, courtesy of Lynn Zelesnikar

and had time for a night cap before sloping off to bed.



Day 5 -Thursday 24th October Going our Separate Ways

After breakfast, we said our goodbyes to those that were travelling independently and not taking the shuttle bus back to Washington. For those on the shuttle bus we enjoyed our return trip through the Virginian countryside, partaking of the on-board snacks provided, before being dropped off Downtown or one of the Airports, Dulles or Ronald Reagan.



BACKGROUND TO THE VISIT

In 2007 the Masters of various trades in Williamsburg were encouraged by the then Director of Historic Trades to write to the Livery Company most relevant with their work and seek an association. A few responded but the only one to take the relationship forward, at that time, with real intent was the Wheelwrights.

In May 2012 when Graham Westwell was Master, John Boag the Wheelwright in Williamsburg and his then Journeyman Paul Zelesnikar and Andrew de Lisle visited UK. One of their mornings was spent at the Royal Mews where the Royal family have a huge collection of carriages ranging from the Gold State Coach to a single seater carriage.

In 2014 Master Wheelwright Phillip Gregson based in Southport visited John as part of his one-month long visit to USA to study alternative woods to elm and oak as they were/are under threat of disease in the UK. We were helpful in his obtaining a bursary under the Winston Churchill Fellowship Scheme and funded his flight expenses.

In 2015 the Wheelwrights funded the travel costs of George Richards, Apprentice to Greg Rowland and for Joe Fredericks, Apprentice to Phillip Gregson, to visit CWF. But most importantly, John Boag and his wife hosted the two young men for almost a month at their home and in the workshop.

Subsequently Journeymen Paul Zelesnikar and Andrew de Lisle visited us and were granted Yeoman status at our Michaelmas Dinner in 2015. In October 2023 Paul, now Williamsburg's Master Wheelwright and his Journeyman Murphy Griffin, came over to the UK and joined us at our Michaelmas Dinner as well as visiting and renewing friendships with several of our working wheelwrights. Paul formally presented a framed hand painted print of a stage coach from a hand engraving by his wife Lynn, Master Engraver.

David Mortlock, Past Master

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
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Field Editor "The Buggy Builder's Bulletin"

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General Wheelwrighting

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Practitioner, teacher, and mentor

Randy Kirschner (250) 262-9547
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Bill Twigg (208) 882-2445
MOSCOW CARRIAGE COMPANY
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Moscow, Idaho 83843 USA
Email: mctwigg@turbonet.com
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 patricia.dawson2@gmail.com to request your name be added to the list.

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

WCWA Advertising
Module 4, Compartment 13, Madden, Alberta T0M 1L0
Telephone: (403) 370-3904
Email: wheelwright.assoc.treas@gmail.com

W.C.W.A. Conference & Annual General Meeting



Aug 22-24, 2025 | Cardston, Alberta, Canada

The W.C.W.A. Executive Board has planned a variety of informative experiences that you won't want to miss as part of this year's Conference and Annual General Meeting August 22-24th which will be in the Cardston, Alberta region of Canada. Plan to join us for the entire three days or one day pending your schedule. Please return the registration form on the following page if you plan to attend. Registrations will also be accepted each day at the Conference.

The Tentative Schedule is listed below but be sure to look at our website and Facebook page for additional updates.



FRIDAY - AUGUST 22 - 9:00 A.M. - CARDSTON, ALBERTA

Participants will meet in the Remington Carriage Museum Parking Lot to carpool to our destination. We will travel to the Kootenai Brown Pioneer Village in Pincher Creek Alberta, a 55 min drive from Cardston. Admission price is Adult \$15; Seniors \$12; Youth 7 - 17 \$8; children six and under free. The museum is open from 10 - 6 and there is a cafe on sight. Learn more about the museum at [Kootenai Brown Pioneer Village | Pincher Creek, AB, Canada](#). The group will return to Cardston for an evening meal.

SATURDAY - AUGUST 23 - 9:00 A.M. - CARDSTON, ALBERTA

Participants will meet at the Remington Carriage Museum for a guided tour of the Remington Carriage Wagon Shop and Museum. The tour will possibly include a demonstration using their shop equipment pending the shop's schedule. The Remington Carriage Museum is the largest museum of its kind in the world. The museum features interactive displays, a working restoration shop, numerous carriages, wagons, interactive displays and more! Lunch will be ordered in as there is no restaurant on site. Admission fees for the museum: Adults \$15; Seniors 65+ \$11; Youth 7-17 \$9; children (0-6) Free, Families \$40. Learn more about the museum at [Remington Carriage Museum | Remington Carriage Museum](#)

Annual Meeting- 1:00 - On-Site and Tentative Plans to also offer via Zoom.

SUNDAY - AUGUST 24 - 9:00 A.M. CARDSTON, ALBERTA

Meet at Remington Carriage Museum parking lot and head to Waterton National Park for a picnic lunch and tour of the town site. Waterton boasts hiking trails and amazing wild flowers and nature views. Admission to the park for the day is \$15.50 for adults; \$9 for seniors; Youth under 17 is free. There is also a 2-hour cruise available on the lake, but the cost is \$65 per person plus GST.

CARDSTON MOTELS: There are two main motels with additional smaller units posted on the web.

SOUTH COUNTRY INN
CARDSTON INN

404 Main St. 403 653-8000
848 Main St. 403 653 3952

MOTELS IN THE REGION: Feel free to check out area motels on the website. There are many hotels located in the area which are posted on the website. Several motels are in the Pincher Creek area, a 50-minute drive northwest of our meeting site. Several motels are closer to Waterton Park.

2025 W.C.W.A CONFERENCE & AGM
August 22-24, 2025 Cardston, Alberta Canada
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: _____
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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
 Module 4 Compartment 13
 Madden, Alberta T0M 1L0 CANADA

E-Transfers: 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 PO. 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
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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:

Module 4, Compartment 13, Madden, Alberta T0M 1L0 CANADA
or e-tsf to: Wheelwright.Assoc.Treas@gmail.com