



The Traveller

Volume 35, Issue 1

Spring 2025

Western Canadian Wheelwright's Association



Heritage Park Blacksmith, Micki Bennett - 2022



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



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EDITOR'S COMMENTS

By Patricia Dawson, Editor

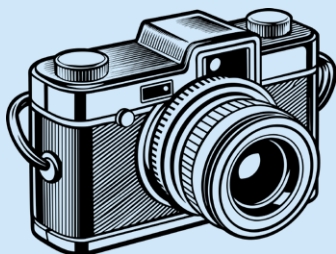
Plans are underway for the W.C.W.A. Annual Meeting and Conference August 14th -16th in Pendleton, Oregon, which is in the eastern section of the state. In addition to the camaraderie of working together to build much needed wheels for an early day animal hauler donated by a local museum, Bill and I are looking forward to sharing the historic sites of the Pendleton community. Participants will have the opportunity to enjoy tours of the local Pendleton Woolen Mills on Friday afternoon and will enjoy a guided tour of the historic Pendleton Round-Up Grounds and Hall of Fame on Saturday. Read more about the Pendleton site on pages 28-29 of this issue and be sure to send your registration form in as soon as possible so venue details can be confirmed. We look forward to a great event!

Your W.C.W.A. Directors have been extremely busy these past few months as you will note in their extensive reports found on pages 4-15. We appreciate Vice President Wayne Lenfesty's work in preparation for the Online Auction reported on page 5. Be sure to get your items for the event rounded up so we can all support the Association in a fun way. Please make note of the photos shared by Gary Stephenson and Glenn Halvorson in their reports and send a shout out if you can address their questions. The challenges of establishing a farm business are discussed on pages 8-9 as Director Verne Cook continues to construct his shop and further his business on the East Coast. I am sure you will all appreciate the work of Manitoba Director, Brian Reynolds, as he shares the process of rebuilding some very heavy canon wheels discussed on pages 10-13. Hat's off to Director, Jean Lavoie who took the time to share photos from her wheelwright collection on pages 14-15 despite undergoing chemo treatments.

This issue of The Traveller continues to address the challenge of what to do with those "extra parts from the wheelwright boneyard pile." Our thanks to Wayne Lenfesty for sharing creative use of spoke ends in the article "Wagon Wheel Clocks" located on pages 24-27. Without a doubt, a new shop clock is in order at our house! Oregon member Bill Dawson came home from the 2024 W.C.W.A. Conference with a variety of new ideas and techniques to apply to his wheelwright practice. In this issue he shares one of the new tips, "Construction of a Tire Evener" on pages 20-22.

As we prepare for our upcoming Summer and Fall 2026 issues of The Traveller, we would love to learn about wagon museums that are in your region as well as how you use those treasures from your "wagon boneyard." Feel free to send details my way to include in future issues of our publication at patricia.dawson2@gmail.com 

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

I sure hope that everyone was able to enjoy their Christmas and holiday season this year. We spent a quiet family Christmas with daughter Kallie and family in Medicine Hat. Our oldest grandson was married last September so our turn with them was Christmas Day afternoon.

We have not done any wheel-related work since last summer and have a couple of them that we need to finish so there is always something to be done if you want to do it.

We have been doing a lot of doctoring. Jean had surgery for lung cancer in October. They maneuvered her hip around causing a hematoma in there, which proved very painful for Jean.

We have been blessed with a very mild January this year, so we are hoping that February is mild as well, however you never know what Mother Nature has in store for us!

Yours truly *John Lavoie* 🌻



— — SAVE THE DATES! — — Annual Meeting will be in Pendleton, Oregon AUGUST 14-16, 2026!

Plans are now underway for the 2026 Annual Meeting which will be held in Pendleton, Oregon this August. While in Pendleton, we will be working together to build wheels for a historic animal hauler at the Bill Dawson Wagon Shop located directly across from the Pendleton Woolen Mills. Named the Top True Western Town by True West Magazine, the City of Pendleton should have plenty of interesting experiences for the WCWA Membership including tours of the Pendleton Woolen Mills, visiting the Pendleton Round-Up & Happy Canyon Hall of Fame Museum, visits to local maker's shops and more! Our hosts, the Dawsons, are planning plenty of time to tour local sites as well as time to enjoy western cuisine. Read more about the event in this issue and watch our Facebook/Webpage for details. The W.C.W.A. Executive Board is looking forward to seeing you in Oregon this August.



VICE PRESIDENT'S REPORT

By Wayne Lenfesty, WCWA Vice President

Support WCWA Online Auction Plans Announced

At the WCWA Directors meeting on February 12th, 2026, it was decided that the association should have an online auction to raise some much-needed funding. An online auction event will be created on the Western Canadian Wheelwright Facebook page to take place from July 1st to August 15th, 2026. Log onto the Facebook page and you should see where an event has been created. You can click on the event, and it will take you to the Western Canadian Wheelwright Online Auction 2026 page where you can view the information and items donated. Click on the discussion tab and it will take you to all the items.

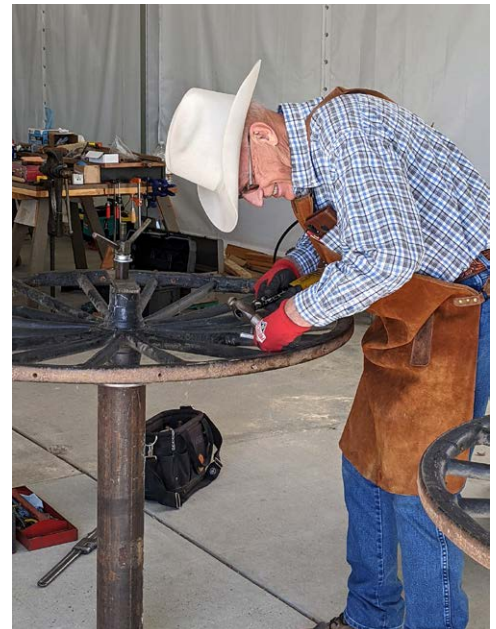
When the auction starts on July 1st you can make your bids in the comments section of each item. In order to have a successful event we need to have articles to sell, so I am asking all members as well as any interested people to please get donations submitted for this auction. It can be items of any kind except animals, firearms, or weapons. You can send all the information to me by email at lenfestywd@gmail.com or by private message on Messenger. Or you can phone me at 403 638-9310.

For each auction item I will need the following:

1. A picture or two of the item
2. A written description of the item.
3. The value of the item as well as a starting bid price (reserve bid)
4. The name of the person/business that is donating the item.
5. Delivery arrangements for the successful bidder. Indicate whether it is the buyer or seller that is responsible for shipping costs.
6. I suggest that you get items that are easily shipped as we may get bidders from many areas. You can invite friends and family to join the auction, and you can share the items that are listed to all your friends on Facebook.
7. I will also make it possible for anyone to personally add an item on the auction site. I will edit it as I see fit. I will indicate on the auction site that the minimal incremental bid will be \$5.00.

You can view the items for sale by clicking the discussion tab on the WCWA online auction Facebook site at any time. I will add items to the site as I receive them from everyone. Bidding will start at noon on July 1st and close at noon on August 15, 2026. No bids will be accepted after that time. I will monitor and notify the winning bidder. I will arrange for payment to be made to our treasurer, and I will confirm receipt of payment before releasing each item. If there are any questions or concerns, please get in touch with me and I will try and answer them. Let's make this work.

All the best to everyone, **Wayne** 



SECRETARY'S REPORT

By Kris Burkholder, Secretary-Membership Director

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 32 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 having print copies of ***The Traveller*** mailed to you. Contact Kris Burkholder, Secretary at kburky32@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.

Two Upcoming Wheelwright Clinics

Alberta Carriage Supply Wheelwright Clinic

Want your wheels to roll smoothly for years to come? Our Wheelwright Clinic is a hands-on workshop that dives into the age-old craft of building, repairing, and restoring wood-spoked wheels. Learn practical skills, traditional techniques, and the know-how that keeps wagons and carts working the way they should. A skill worth learning and keeping — for a lifetime.

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Wheelwright Course by Doran Degenstein

**Two intakes - March 6 to 14 and March 9 to 20, 2026
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This hands-on course in trouble shooting, repair and assembly of wagon and buggy wheels, follows the format used by the Western Development Museum in Saskatoon from 1975 to 2016, now presented by former instructor Doran

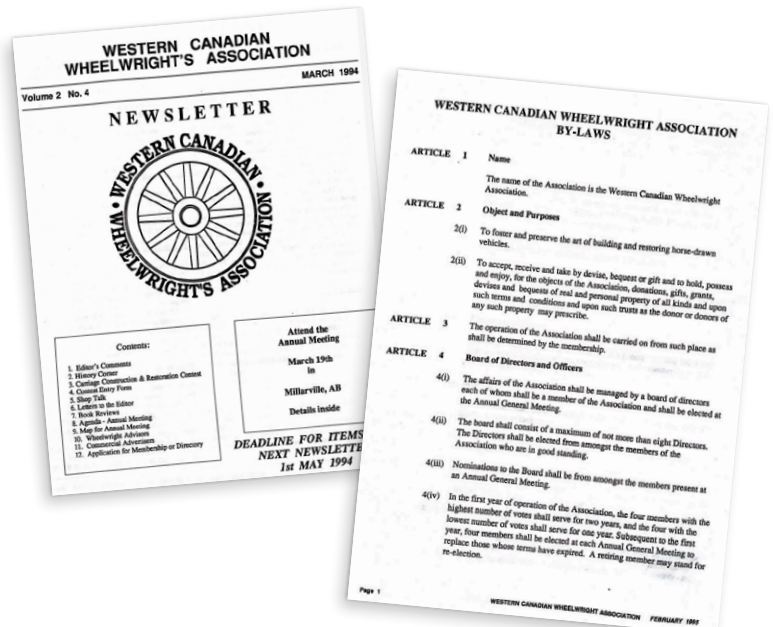


Degenstein at his shop in Raymond Alberta. For further information please message Doran using our Facebook post for this workshop dated January 22nd or email Doran at dordeg@fortwhoopup.com or via phone at 403-892-0105.



WESTERN CANADIAN WHEELWRIGHT'S ASSOCIATION

Part of the stock was Harvey's extensive library of Carriage related books. He had WCWA Newsletters from almost the very beginning, prior to it being called the Traveller. As well, he had a copy of the original Bylaws from February 1995. I also found letters referring to



I feel a certain sense of nostalgia to now have some of Harvey's tools to work with in my shop. I only wish that I could have met him 20 years ago.

Thank You, **Glenn** 

EAST COAST DIRECTOR'S REPORT

By Verne Cook, WCWA East Coast Director

Frustration

We've made it into 2026, and while I now have an enclosed building and several other projects slowly moving forward, it still feels like I'm far behind schedule. When I first began this journey, I laid out a rough timeline for completing our shop and home. Three years later, the shop still isn't finished, and the house hasn't even begun.



I know my original plans and expectations were ambitious—even by my own standards. But I've always set the bar higher than what might seem reasonable, believing that pushing myself harder would get me closer to where I want to be.

The real frustration, though, has come from this past year.

In February, we applied for additional financing to help move the project along more quickly. Up to that point, everything had been paid for in cash, and I was determined to avoid taking on a mortgage. Eventually, reality stepped in and said: if this is going to happen any faster, borrowing is the only option. So off to the bank we went, business plan and credit information in hand—and that's where things stalled.

Apparently, our business plan is unfathomable to both the banks and the CBDC. They've decided that there's no possible way one person could build and do all the things we've outlined. How could one person build these structures and then handle the electrical, plumbing, drywall, and finishing? How

could one person be a stone mason, timber framer, window and door installer, steel roofing installer, septic installer, road builder, barn builder, and livestock caretaker?

And that's just the beginning.

This reaction isn't new to me. I've faced it before—people doubting what I'm capable of. Maybe it's because, once the buildings are complete, the plan expands even further: cabinetmaking, carriage building and restoration, wheelwrighting, blacksmithing, welding and fabrication, painting and pinstriping, teaching and offering upholstery services. That doesn't even include blade and bandsaw sharpening, a future bed and breakfast, or our therapy goats and trail system as a tourism attraction.

What makes it all worse is being told that what I do "isn't a job."



It's 2026—you can't be a wheelwright anymore. Even cabinetmakers, they say, aren't really cabinetmakers. Hot melt glue and a staple gun don't make someone a craftsman. I've spoken with multiple associations and participated in both provincial and federal conferences focused on historical trades at risk. Everyone talks about the importance of preserving these intangible skills and investing in them—but nothing ever comes of it. Another conference. Another Zoom meeting. And then silence.

This spring, we're going to try again for financing. We have a few new ideas, some invaluable insight from a friend and accountant, and I've been in touch with another association about adding yet another service to our workshop and homestead. There's more to come on that as it develops, but it may help generate greater interest in the WCWA and what we do.

Despite everything, I'm hopeful. I believe this will be the year we finally complete the shop and officially open it to the public. Our trail system and therapy goat program should also be ready for the summer tourism season.



I'm submitting this report early because I'm also going back to school. Apparently, my résumé wasn't big enough yet. I'll be taking a course at Keyin College on AI for Tourism. This will be a steep learning curve—I don't enjoy computers or new technology—but I'm hoping it will help us streamline our programs and improve our online presence.

Let the real frustration begin.

Thank You, **Verne Cook** 



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MANITOBA'S DIRECTOR REPORT

By Brian Reynolds-Manitoba's Director

It appears that all of the heavy wheels I rebuild come with a new set of challenges, all different designs which no doubt emanate from that fiendishly clever group of people whose sole aim in life is to make the life of a humble wheelwright as difficult as possible. The pair of heavy canon wheels I have been rebuilding over the last few weeks are no exception.



Initially the wheels appeared to be just a straightforward rebuild, as they have a bronze hub, I did not have to make a wooden hub, a welcome change. Let the fun begin!

As you can see from the photo the spokes are set at alternating angles, not a real problem to set the tapers into the hub as the spoke tenons had been precisely machined. The first challenge came with cutting the felloe tenons. These are heavy spokes; the fellow ends are 3" x 3.5" and the felloe tenons



are 1.75" diameter. The first thing I found is that the standard tenon cutters do not accommodate this size, even the biggest spoke pointer was not enough to cope with these. As we all know, cutting spoke tenons is not an exact science, slight errors occur which can usually be accommodated with lighter spokes with some flexibility, these spokes do not flex at all ! So, accuracy was critical to get all of the spoke tenons at the correct size and angle to fit the felloes. To compound this the felloes were in sections of 2 spokes so again, accuracy is critical so that the felloe sections align with the hubs.

I thought of making a larger version of a spoke tenon cutter, but accuracy would still depend on how well the cutter is aligned to the spoke. Several cups of tea later I decided to use my lathe which meant making a jig to hold the spoke hub end in the chuck with the correct amount of offset to give the angle of the tenon to engage with the fellows.



This allowed me to turn the tenons on the lathe which resulted in an accurate diameter (1.75") and with an added bonus of a nice square shoulder which was repeatable on each spoke.



Cutting the spoke tenons by this method is accurate, but it does not leave any possibility of slight adjustments to the overall length of the spoke to shoulder length. Again, this was done in the lathe, using the readout to stop the shoulders at all the same length. Assembling the spokes into the hubs was relatively straightforward as the hub is a fixed size and sets the angles of the spokes.



Next came the felloe sections, again not easy working with 6" square ash. The rough timber was cut to length to allow the curved sections to be cut. I prefer to make a jig for the bandsaw so that all sections are identical.



The straight lengths are clamped into the jig so that the radius is consistent for the inside and outside diameters. These particular fellows are further complicated in that the outside diameter is tapered which involved cutting the inside diameter at right angle to the side, then the jig is tilted to allow the outside diameter to be cut at an angle to suit the steel tires. I used an offcut from the outside of one of the felloe sections to set up in the chop saw.



This allowed me to cut the ends of the felloe sections square and to the exact length. In this case it was 7 sections per wheel so 6 of the sections were cut to

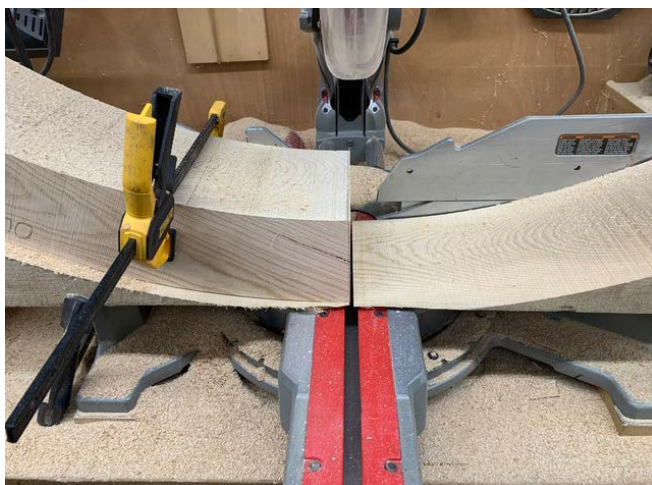
Continued on Page 12

Manitoba Director's Report *Continued from Page 11*

the exact calculated length and left the 7th slightly longer so that there was some means to adjust length for a good fit when assembled.



Another felloe offcut was used in a drill to set up and drill the holes for the spoke tenons. These are 1.75" diameter holes and should be accurate to be a tight fit on the tenons. I find that I get an accurate and clean hole using Forstner bits which are usually too short, so I machine extensions as required.



Now, the moment of truth, does it all fit together?



It did! Thankfully, there were only 2 spokes to each felloe section so relatively easy to install. The thought of trying to flex these spokes would have been a challenge.

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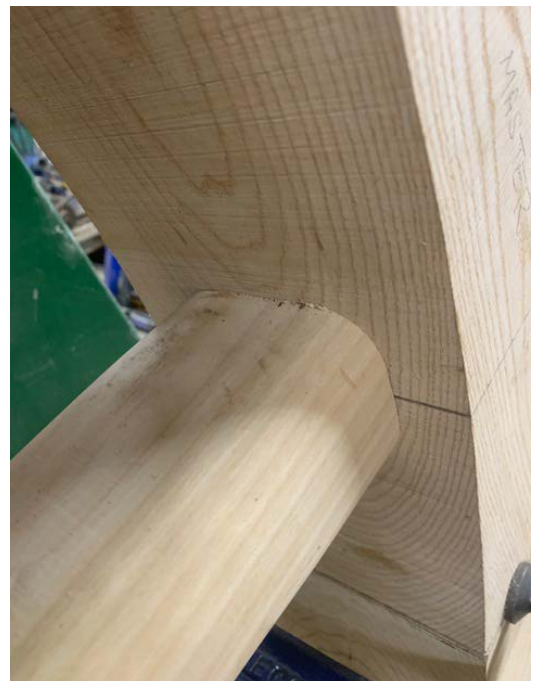
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Due to the size of the tire, 58" diameter, 6" wide and 5/8" thick, plus the tire was tapered so I tried to avoid having to cut and resize the tires I took great care to build the wheels to the correct size so that the tires would have a 1/2 - 3/4" shrink fit without having to size the tire. The first wheel worked well, still working on the second!

As I mentioned, every heavy wheel I have built has been of a different design, all with their particular challenges but these wheels did cause some head scratching. Other than that, a wagon wheel has recently appeared in the shop for a complete rebuild including a new hub but relatively straightforward compared to the canon wheels, along with a pair of small hand cart wheels. That should keep me busy until spring!

Thank You, **Brian** 🍁



SASKATCHEWAN DIRECTOR REPORT

By Jean Lavoie - Saskatchewan Director



I was happy to see the end of 2025, that year really took a toll on me health wise and mentally. First off in March I fell and really did a number on my hip, then I found out I have horrible bones and low bone density. Then in October our eldest daughter passed away, she had a heart attack due to poorly controlled diabetes. Then I learned that I had lung cancer and in October I had a lobe removed from my right lung. This didn't really solve the problem, and I have now started a course of chemotherapy. This should continue until the middle of March. It doesn't guarantee that the lung cancer won't come back just lessens to chances. It seems I'm a greedy person and I want to live.



I truly have thought very little about wheels and Wheelwrighting. But I have been an avid member of our WCWA Facebook page and shared any news that I thought might interest others.



I've also been doing a bit of research into the Pendleton area in preparation for our AGM in August. The good lord willing I plan to be there.

I've included some pictures of random wheels, some usable, some artsy.

Thank You, *Jean* 🌻



What's Up Doc?



Chris "Doc" Jensen 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 Jensen
Doc's Buggy Shop
403-506-2474
docsbuggyshop@gmail.com



USA DIRECTOR REPORT

By Gary Stephenson, USA Director

As I write this report I need to get my mind off the weather. We are currently on a trip to the West Coast experiencing near record high temperatures in California. Back in New York, there is extended cold weather with some of the season's lowest cold expected this weekend. I am sure looking forward to Spring!

For my report, I'd like to follow on the topic Traveller Editor, Patricia Dawson suggested about reporting on museums with wagon & carriage collections. I'm going to talk about my experience last fall when I volunteered at Kilts Farm, Fort Plain, NY, a historical homestead in the Mohawk Valley. Their goal is the teaching and preservation of traditional trades via building reconstructions. They have an extensive tool collection put together by the late historian Skip Barshied. I was asked by Kilts Farm member and former Williamsburg blacksmith, Steve Mankowski to catalogue the Kilts Farm's collection of wheelwright tools.

The cataloging turned out to be a varied experience since, among other things, the room housing the tools had been relegated to storage of many various & sundry items. Other than just modern junk and scrap, some of the items were out and out "what's-its" some of which folks here may be able to help identify through these pictures.

Some items were unrelated to wheelwrighting, like a pair of whale oil carriage lanterns. More on these later. So, outside the unquestionably wheelwright



tools, the most thought provoking items were those that used wheelwright technology for other purposes. Specifically, I'm thinking of some steam bending jigs that on first thought might have been for felloes, but instead were used for maybe sleigh or sled runners or a toboggan front. What other skills have we obtained through wheelwrighting that we might apply elsewhere? At any rate, the cataloguing was completed with items tagged. Here I am after the mostly daylong task.



Now back to Steve Mankowski. Steve wanted to make sure I left time to visit another historic Mohawk Valley site on my way back home: Old Fort Johnson, Ft. Johnson, NY, dating from 1749. This was the home of Sir William Johnson, the British Superintendent

of Indian Affairs for the Northern Department in the 18th century. The Fort had quite a history playing a role during the French & Indian Wars and was seized by patriots during the American Revolution. Anyhow, Steve wanted me to see an early carriage in Fort Johnson's collection. This turned out to be a "coachee" which seems to be a uniquely American creation. This coachee was reportedly used by Sir William Johnson and was donated to the Fort in 1919 by the local Fox family. Here is a picture of it when it was used for the last time in a pageant near the time it was donated.



The curious thing is that for some time the coachee has resided in the attic of the house. How it was even moved up there is a subject of much speculation. But Steve wanted me to look at it to possibly ascertain any clues as to its age and origin. In truth I'm not qualified to render any such judgement, but I did promise to at least bring it up with the folks here. A further hurdle we ran into other than the lack of lighting, was that with the ongoing building roof project, the coachee was tightly wrapped in

Continued on Page 12



USA Director's Report

Continued from Page 17



plastic. Nonetheless, I did get some snippets of photographs that maybe someone in this group could glean information from.

It is documented that a duty was paid on the vehicle in 1817. Is it, however, earlier than that? Possibly 18th century? Was it made locally or imported from an urban center? Is it truly an American vehicle? It would be great to have some insight into these questions.

Now, what was very interesting about our visit was that the discovered whale oil carriage lanterns I previously mentioned may have come from this very coachee. The lantern mountings that were designed to attach to a flat roof are consistent with the roof of this vehicle. Unfortunately, we couldn't access the roof to check for evidence of matching mounting holes. Further, the lanterns were found with a note attached signifying that they came from the same family that donated the coachee. Could they be original to this coachee?

Even more profound about the visit was that both the Director and Curator of Fort Johnson recognized that the coachee would present a much better learning experience if it was in the Kilts Farm collection rather than hanging out in a dark attic. Wow! I did not see it coming that a visit to Kilts Farm to catalog some wheelwrighting tools could end up



being such a fruitful experience. It just might help result in an important acquisition for Kilts Farm. So... I would say, don't turn down any work you can do with a local museum. You will certainly never regret learning new things, and you just might make a significant contribution to the organization..

Thank you. **Gary** 🌻



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CONSTRUCTION OF A TIRE EVENER

By Bill Dawson, WCWA Member ~ Pendleton, Oregon

In August 2024 I was fortunate to attend the Western Canadian Wheelwright Association annual conference in Pinedale Wyoming. This was the first time I had been able to meet and work with other wheelwrights. Many years ago, a professor teaching a class I attended at Oregon State University said a phrase that has stuck with me since then: 'There is Twenty Years Experience and There is One Years Experience Twenty times, and they are not the same.' Until I went to Pinedale I had been in the latter since I had no one to work on wheels with. There are not a lot of wheelwrights around you know. I thoroughly enjoyed my time in Wyoming and was able to work and learn from others. I enjoy making tools for the work I do, and this is what this article is about.

After we had set a tire or two, we had to even the tire edges to the felloe. Gary Stephenson had with him a simple but quite effective tire and felloe section bolted together for this job. This block worked better than any of the tire sections, curved flat plate pieces, & felloe sections I had used in the past. When I returned home, I was determined to make one for myself.



Fortunately, I had just finished a wheel repair requiring a replacement tire and a quarter felloe replacement, so I had most of a tire and a quarter felloe to use. I decided on pretty much an arbitrary length, what would be long enough to beat on and not pound my hand while holding it.



I cut the tire pieces to length and media blasted them. Next up was the felloe pieces cut to length.

I could only get two curved pieces out of the left-over new felloe so I had to use a piece of the old felloe for the third one.

The reason for three of everything is I made an extra two to be offered for sale at the 2026 conference here in Pendleton with the proceeds to go to the association (be generous, we can use the funds).



Before drilling I evened one side of the tire and felloe up, and clamped and drilled them together.



Gary explained to me that he evened up the tire and felloe to prevent marking or denting the wheel's felloe during striking his evener. After drilling I preheated

and treated the tire sections with beeswax instead of painting them to prevent paint getting smudged or smeared onto the new wheels while pounding on them. The felloe sections were treated with the old standby, Linseed oil and Turpentine.



Five 5/16" tire or 5th wheel bolts were used for each 'Tire/Felloe Evener' (I don't know what else to call this new tool).



Continued on Page 22

Construction of a Tire Evener *Continued from Page 21*

The finished product is shown mocked up on a wheel to a buggy I am restoring.

Come to Pendleton in 2026 and purchase one or build one yourself. Many thanks to Gary Stephenson for his idea, it was a fun build. 🌟



Wheelwright Package for Sale

- LP Gas Forge on stand
- 12-ton shop press (like new)
- Drill press for doing tenon
- Wagon and buggy spokes
- Wagon and buggy fellows
- Pipe bending machine
- Morticing machine
- Belt and disk sanding machine
- Sand blasting cabinet
- Large wheel stand
- Steel tire bending machine
- Older 'Oliver' bandsaw
- #3 Little Giant hub boring machine
- Axle gauge
- Rubber tire machine on stand
- Tire table
- Fellow spreader
- Couple wheel bands
- Spoke springer
- Fellow samson
- Jack Shepard designed wheel assembly jig and wheel table
- Metal wheel stand
- Assorted rivets and fellow plates
- Travellers and tenon cutters
- Tire carrier
- Spoke pointers
- Hub indexing jig for making mortises
- Manuals, books on wheelwrighting and carriage building
- Wagon, buggy carcasses, as well as heavy sled runner steel parts, axels, springs, buggy steps, and wagon reach

All items will not be sold separately

For serious inquiries - Please Call (780) 385-3797

RUBBER TIRE APPLICATOR

*By Glenn Halvorson,
Red Deer County, AB*

As part of the collection of old wheelwright tools that I purchased from Harvey Brink, was an antique Rubber Tire Applicator. I don't see a manufacturer's name on it anywhere, but that may show up as I am rebuilding it.

I have a reproduction rubber tire machine that was built by George Mackenzie. It looks to me like the antique model that I now have may be the model that George used when designing his machine. There are many similarities, and a couple of differences in the two machines. One difference is the use of cam levers to secure the wires on the antique machine where George used bolts, and that there is a huge, 85-pound wheel to tighten the wires on the antique machine where George used sprockets and a threaded rod. It appears that the weight of that wheel eventually tore the antique machine apart. It will need a bunch of rebuilding to get it back to working condition.

Is anyone familiar with this particular model?

Once I complete the restoration I will follow up with another photo in a future Traveller.

Thank You, **Glenn** 



WAGON WHEEL CLOCK

*By Wayne Lenfesty, WCWA Vice President
Sundre, Alberta*



Has anyone else wondered what to do with the spoke ends left over from wheels you are making? Being from the old school of not wasting anything, I collected them in a box in the corner of the shop. I thought – someday I will make use of them somehow. If not, I will use them in my fires when shrinking tyres on wheels.

After making several dozen buggy and carriage wheels, the box in the corner was getting full. A brain wave came over me one day and I thought – I will make some kind of miniature decorative wheel out of those nice spoke ends. Through trial and error, I made a hubless, 18-inch diameter wheel but it did not look very good like that, and I had to come up with something to make it useful and to look good. I found some clocks at a local hardware store with

a flat back surface that could be mounted on the center of the wheel. Hey, I thought; this looks okay. I now have a use for my box of scraps.





I donated a couple to a local fair as prizes for horse events. And since then, they have been selling like hotcakes at \$200 each. It has brought some good income into the shop and the costs are minimal. I have since used up all my spoke ends and have gone to hardwood dowelling to make the spokes.

How do I make them? I start by cutting the fellows ($1\frac{1}{2}'' \times 1\frac{1}{2}''$) out of some fir lumber salvaged from an old barn on the farm. I make them in four sections. Then I make a doughnut out of $\frac{1}{4}''$ hardwood to attach the spokes to in the center.



At first, I tenoned each spoke in a vice and drilled holes in the felloes to fit them together. To save time I now just attach each spoke to the felloe with a 2" wood screw through the felloe into the spoke ends. The doughnut is attached to the spokes with two 1" wood screws countersunk into the hardboard, so there is a flat surface to place against the wall for hanging. I cut and bend a $1\frac{1}{2}'' \times \frac{1}{8}''$ piece of flat iron for the tire and shrink it on by heating it in the kitchen stove.

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Wagon Wheel Clocks *Continued from Page 25*

I then sand and stain or paint the unit to suit the customer. I don't think I have made two the same, which makes them unique.



For more information contact: Wayne Lenfesty at his Heritage Wheel Shop - 403-638-9310

Editor's Note: This article was originally published by Wayne in Buggy Builder's Bulletin - Jan/February 2011

SAVE THE DATES: W.C.W.A. Conference & Annual General Meeting

August 14-16, 2026 • Pendleton, Oregon



Plans for the 2026 Western Canadian Wheelwright's Associations Annual Conference and General Meeting are now underway. The 2026 session will be held in Pendleton, Oregon at the Bill Dawson Wheelwright Shop located directly across the street from the Pendleton Woolen Mills, just minutes from Pendleton's Main Street. Registrations for the event may be found on page 30.



In addition to W.C.W.A.'s General Business Meeting scheduled for Saturday afternoon, participants will work on construction of Archibald and Sarvin wheels for a historic animal hauler and enjoy tours of the unique western community. Those who have attended in the past have indicated they always have fun and learn a great deal by collaborating with fellow wheelwrights and we are sure the same will be the case in 2026.

Continued on Page 28



Bill and Patricia Dawson's home and shop



Pendleton, Oregon - aerial view of the rodeo grounds and Indian Village during the Pendleton Round-Up

WCWA Conference *Continued from Page 27*



Pendleton Woolen Mills

Founded in 1851, Pendleton Oregon is known for its rich heritage and craftsmanship. From the beautiful woven fabrics of the Pendleton Woolen Mills to the stories beneath the streets at the Pendleton Underground Tours, we are sure W.C.W.A. Conference attendees will not be disappointed.

The morning hours will be dedicated to sharing techniques during wheelwright work followed by midafternoon tours of the local area. One stop for sure will be the Pendleton Woolen Mills which is located directly across the street from Dawson's



front yard. We will enjoy a guided tour of the Woolen Mills Blanket Making Factory and of course have plenty of time to shop on Friday afternoon! Group dining venues will be arranged for Friday and Saturday evening.

Additional tour plans during the weekend include a stop at the Pendleton Round-Up & Happy Canyon Hall of Fame Museum and the Pendleton Round-Up Grounds for a guided tour as well as time to shop at the nearby Gift Gallery on Saturday afternoon.



Pendleton Round-Up and Happy Canyon Hall of Fame

If you are looking for custom boots, a hat maker, or a new saddle you'll be able to find a shop to meet your needs in the historic district of Pendleton. While not scheduled for part of the official W.C.W.A. itinerary, you may want to consider booking a tour with the Pendleton Underground Tours, which is an extremely popular venue for tourists. Underground tours book quickly; thus, you may want to make those arrangements soon.... perhaps for Thursday afternoon. Read more about it at pendletonundergroundtours.org.



Hamley Western Store



Pendleton is in Eastern Oregon and is easily accessed along Interstate I-84. Closest airports are in Walla Walla, Washington or Pasco, Washington. A small commuter airline is also available from Portland, OR which offers daily flights into Pendleton.

Pendleton offers a variety of lodging options including B&Bs, chain-brand hotels and two RV camping facilities. A few of those options are listed here or few free to research the Chamber Tourism site at travelpendleton.com. Feel free to contact Patricia Dawson if you have questions regarding any of the sites.

Lodging Options in the Pendleton Area

Pendleton offers an array of accommodation options that cater to various preferences, ensuring that your stay is comfortable and fits your needs. Whether you prefer a cozy bed & breakfast, an Airbnb, Chain Hotel or local RV facility, there are many accommodations located near the town's main attractions and the site of the WCWA gathering. There is a large LPG Golf Tournament in the region during our event and rooms are filling quickly. Links to a few lodging options are noted at right.

We will include more information about the Annual Meeting/Gathering including the schedule in the next issue of The Traveller. You also can learn more about Pendleton at travelpendleton.com.

LOCAL AND CHAIN HOTELS:

America's Best Value Inn

www.sonesta.com/locations/us/oregon/pendleton

201 SW Court Avenue, Pendleton, OR | 541-276-1400

Oxford Suites

www.oxfordcollection.com/hotels/suites-pendleton

2400 SW Court Place, Pendleton, OR | 541-276-6000

Hotel Inn Pendleton

www.hotelinnpendleton.com

413 SW Dorion Ave., Pendleton, OR | 213-549-9681

Red Lion Hotel

www.sonesta.com/red-lion-hotels/or/pendleton/red-lion-hotel-pendleton

304 SE Nye Ave., Pendleton, OR | 541-276-6111

Hampton Inn

www.hilton.com/en/hotels/penorhx-hampton-pendleton/

101 SW Nye Ave., Pendleton, OR | 541-276-3500

Best Western Pendleton Inn

www.bestwestern.com/en_US/book/hotels-in-pendleton/best-western-pendleton-inn/propertyCode.38109.html

400 SE Nye Ave., Pendleton, OR | 541-276-2135

Holiday Inn Express

www.ihg.com/holidayinnexpress/hotels/us/en/pendleton/pdtdor/hoteldetail

600 SE Nye Ave Pendleton, OR | 541-966-6520

BED & BREAKFAST:

Pendleton House Historic Inn

www.pendletonhousebnb.com

311 North Main Street Pendleton, OR | 541-612-8311

RV PARKS AND CAMPING:

Pendleton KOA Campground

koa.com/campgrounds/pendleton/

1375 SE 3rd Street Pendleton, OR | 541-276-1041

Wildhorse RV Park * 7 miles from Pendleton

www.wildhorseresort.com/resort/rv-park-tipi-village/

46510 Wildhorse Blvd Pendleton, OR *approx. 7 miles from city
541-966-1891

AIRBNB

Many homes are listed within the city limits.

www.airbnb.com/s/Pendleton--OR/

2026 W.C.W.A CONFERENCE & AGM**August 14-16, 2026 Pendleton, Oregon, 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:****Kris Burkholder, WCWA Secretary
Box 2, Site 104, RR#3; Sundre, Alberta T0M 1X0 CANADA****Questions: kburky32@gmail.com 403-638-9319****E-Transfers: Wheelwright.Assoc.Treas@gmail.com**

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
 Email: dwhansen@hansenwheel.com
General Wheelwrighting

Chris Jenson (403) 506-2474
DOC'S BUGGY SHOP
 1617 - 1st Ave NW
 Creston, BC
 Email: docsbuggyshop@gmail.com
Practitioner, teacher, and mentor

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

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

Bill Twigg (208) 882-2445
MOSCOW CARRIAGE COMPANY
 3428 Lenvill Road
 Moscow, Idaho 83843 USA
 Email: mcctwigg@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:

FULL PAGE	HALF PAGE	QUARTER PAGE	EIGHTH PAGE	BUSINESS CARD
\$20 per issue	\$15 per issue	\$10 per issue	\$7 per issue	\$5 per issue
\$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 Kris Burkholder::

WCWA ADVERTISING
 Box 2 Site 104 RR3, Sundre, T0M 1X0
 Telephone: (403) 638-9319 (h) 780-945-6900 (c)
 Email: kburky32@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.

CITY/TOWN/VILLAGE

PROVINCE/STATE POSTAL/ZIP CODE COUNTRY

Telephone: (Please include access codes if applicable)

Home: _____ ACCESS AREA TELEPHONE CODE CODE NUMBER	Business: _____ ACCESS AREA TELEPHONE CODE CODE NUMBER	Cell Phone: _____ ACCESS AREA TELEPHONE CODE CODE NUMBER
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Fax: (Please include access codes if applicable)

Home: _____ ACCESS AREA TELEPHONE CODE CODE NUMBER	Business: _____ ACCESS AREA TELEPHONE CODE CODE NUMBER	Email Address: _____ Website Address: _____
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 Please notify the Secretary if you do not wish your name to appear as part of the
 WCWA membership list in The Traveller newsletter. ____ Yes ____ No

Annual Membership is \$45; Family Membership is \$65. Additional \$30 for print copy of The Traveller.

Please send your completed WCWA application, with cheque or money order to:
 Kris Burkholder, Secretary at Box 2, Site 104, RR #3; Sundre, Alberta TOM 1X0 Canada
 or e-tsrf to: Wheelwright.Assoc.Treas@gmail.com