With the school year ended and summer just around the corner, we are starting to see an increase in attendance at the Museum. Our latest international visitors were from Norway. In early June, two gentleman stopped by to visit and compare how agricultural technics differed between our country and theirs. I was very impressed with their skill of the English language and we had a wonderful conversation. Their plans were to continue to Colorado then head back through Oklahoma and finally return to St. Louis for their departing flight.

Parks and Recreation has begun bringing kids out to the Museum for tours. Every year after school ends, they have a program for kids to visit various places around Salina and we are one of their must sees. The program is a great opportunity for these kids to be exposed to different activities they normally wouldn't get to be a part of.

I got an education in square dancing as over 15 couples involved in the square dance event at the Bicentennial Center visited the Museum in between dance events. Let’s just say that I appreciate the skill and time required to master the moves as the announcer calls out the various dance steps. I don’t think I have the coordination necessary to keep up with the dancers!

As always, if you have an event or gathering for up to 70 people, please keep us in mind for hosting. Contact me at the office and discuss your needs and dates for any upcoming events!

**Events and Happenings / Will Cooper**

Work continues on several projects going on at the CKF. The Gas Station has been scraped and the paint has been bought and is ready for painting!

Also, the bell tower in front of the schoolhouse is ready for a coat of paint. This addition was an Eagle Scout project and we are very pleased with the way it turned out.

The back porch of the Church was repaired by Bryan Lorenson along with replacing boards on the front entry porch to the Church.

We have yet to start on the Oliver Haag Chuck Wagon as that will be a more involved project requiring work both inside and outside the wagon. Also repairs need to be made to the Dutch doors leading into the structure.

Also, the back porch of the schoolhouse needs to have boards replaced along with a second coat of paint on the schoolhouse itself.

If you find you have the time and energy to devote to an activity, we encourage you to contact the Museum and find out how you can help in not only maintaining but improving the overall appearance of the complex.

As always, volunteers are in short supply and we are appreciative of any and all help that is offered. If you know of a group or organization looking for community projects to work on, please mention us as a potential beneficiary of their efforts.
**Museum Opportunities / Joan Caldwell**

The following is a list of potential projects needed to be done around the Museum. If you have an interest or wish to fund one of this projects, please contact the Museum.

**PROJECTS**

- Paint Service Station (In progress)
- Repair and paint Chuck Wagon
- Paint School House Bell Tower
- Power wash small garage
- Repair or replace ceiling tiles in Heritage Building
- Repair back porch of the School House
- Repair back porch of the Church (In progress)
- Paint and hang new doors of the Church
- Repair and paint bleachers
- Repair and paint picnic tables
- Caulk and paint Church windows
- Reseal windows of the Heritage Building
- Catalog all exhibits and match up paperwork (In progress)
- Make new signage for exhibits
- Signage for outside of each building
- Sort and organize exhibits of south balcony (Display Bldg)
- Second coat of paint on School House

**WISH LIST ITEMS**

- Lights at gate and in parking lot
- Lights and power to Pole Shed
- Paint Heritage Building façade and build covered walkway over the main entry doors and overhangs over the other entry doors (Grant money of $2500 has been provided)
- Build pavilion in center square behind Heritage Building similar to one covering the Sawmill

**President’s Letter / Joan Caldwell**

Here we are 2/3 of the way through 2017, time seems to be flying by. It is only 2 months until the annual event that we put on; Central Kansas Heritage Days. The event will be on Saturday, October 14 and Sunday, October 15.

Volunteers are needed for those two days to help with the breakfast both mornings, working the gate both days, registration of exhibitors and vendors.

Also needed is items for the basket raffle and pastries for the cake walk.

Please consider contributing to the basket raffle, cake walk or volunteering to work at the event.

We also can always use volunteers and donations for the upkeep of the grounds and building. Help with painting is a big one as well as any of the items on the project list included in this newsletter.

We received a grant from Volunteer Kansas to be used for painting the gas station, the church and school steps and to repair and paint the Chuck Wagon so volunteers for those projects would be more than welcome.

Replacement of the Storm damaged pole shed will be done in September, looking forward to the new building being done for Heritage Days.
High Profile / Gene Lundgrin

As many of you may be aware, Gene Lundgrin, long-time member and Past President of the Central Kansas Flywheels, Inc., passed away April 24 of this year after a long battle with cancer. The following is an article from The Lowcountry Antique Tractor and Engine Association in South Carolina which Gene had been a founding member of.

Gene Lundgrin, as we all know, grew up in Kansas and lived there most of his life. His family had a farm but moved into town in 1943. His father, however, continued to work the farm, raising cattle and hogs.

In 4H, Gene showed cows and hogs he had raised, and saved all the money from their eventual sales. After high school he went to Kansas State University, majoring in industrial education.

“It was mostly hands-on. We learned carpentry, metal working, welding, all sorts of skills,” Gene says. After graduating, he taught shop at a junior high school in Topeka for four years, before moving up to high school shop teacher for another four years.

During the summers, he earned a master’s degree from Pittsburg State University, and later completed programs at Ft. Hays St. College, and did 48 hours of graduate study at both Kansas and Kansas State Universities.

In 1996 he was hired as Assistant Director of the Salina Area Vocational-Technical School, and eventually served as a director for 26 years. The tech school, which had 400 - 500 students and 27 instructors, was similar to our local Trident Tech.

“We taught a wide variety of trades, and took in autos, tractors, appliances, anything that the general public needed fixing and turned them into class projects, charging only for parts and materials, not for labor,” he says.

“We had a lot of support from local businesses and industry because we trained potential workers for them - from aircraft mechanics, to welders, to waste water management technicians,” he says.

Gene’s interest in tractors came from his father, an Allis-Chalmers dealer and later a Case dealer and owner of a 1936 Case L. Gene learned to drive a Ford tractor at age nine.

He eventually acquired eight stationary engines and was a founding member of the Central Kansas Flywheels, which eventually established a large museum. Gene served on the board for 25 years, holding a variety of offices.

“In the early years, the organization went through a lot of the same problems this club is experiencing, such as trying to find a place for shows and pulls,” he says.

In 2002, Gene and his wife moved to Charleston to be closer to the grandchildren. Not one to sit at home, Gene immediately volunteered to work for Habitat for Humanity and has helped build or repair many houses in the Charleston area.

A WWII buff, Gene has restored two jeeps from that era, and still owns a 1943 which he takes to local shows, along with all sorts of military items from the war.

After all his years in Kansas, and his long association with the Central Kansas Flywheels, Gene still starts a lot of his sentences with, “Well, the way we did it back in Kansas….”

As for his association with the LATAEA, Gene was elected secretary just a couple of years after the club’s formation in 2001.

A stickler for details, Gene took his position very seriously, compiling extensive minutes for each monthly meeting, and for most board meetings.

He also handled routine correspondence for the club and filled up boxes with records, letters and other documents establishing an entire history of the LATAEA activities.

In addition, Gene played a key role in many of the club’s complex legal dealings in obtaining the tax exempt status, in registering the association with the state of South Carolina, and achieving incorporation.

Gene also worked tirelessly on many of the club’s projects and work days. He used his construction experience on many projects including building the ticket booth and the pump house at Adams Run, and helping construct the pole barn.

For all his contributions to the organization, and for his wonderful personality, Gene will be sadly missed by all members of The Lowcountry Antique Tractor and Engine Association.
Rundell-Lightner Welding Truck / Will Cooper

Our latest acquisition is a 1940 D-35 IHC truck that was the first truck owned and operated by Rundell-Lightner Welding Supply here in Salina.

Mr. I.B. (Sonny) Rundell wanted the truck to be returned and displayed in Salina where his father began the business.

Mr. I. Boyd Rundell formed a partnership with Mr. Frank Lightner and bought the business from Mr. Felten and changed the name of Felten Welding Supplies to Rundell-Lightner Welding Supply.

This 1940 D-35 IHC was the company’s first truck. Sonny learned how to drive with this truck and made a number of trips to Wichita for oxygen and acetylene on Saturdays. The speed limit 35 mph, and with the company opening at 8am, it was an early start.

In 1948 they traded the D-35 for a new 1948 F-7 Ford Truck at a dealership in Garden City. A farmer bought the D-35 and put a farm truck bed and lift on it and used it to haul wheat. The truck was again sold and was made into a winch truck. Sonny kept track of the truck through the years and in 2003 bought it and brought it to his place in Syracuse, KS. He stripped it down to the frame and slowly began to rebuild it. His son-in-law painted the cab and fenders and a friend helped get the engine running. He had a picture of the original bed and built a new bed similar to the one that his dad had built in 1944. Lampton Welding Supply supplied him with old cylinders to make the truck more authentic.

When his mother passed away in 1998, he and his sisters formed Rundell Farms, LLC and placed his mother’s assets in it. Rundell Farms LLC is printed on the truck bed with each sibling’s name listed. They have enjoyed many memories of the “old truck” and have enjoyed driving it in some parades.

Rundell-Lightner Welding Supply began in Salina in 1944 and the children of Boyd and Helen Rundell are thankful that the “old truck” is back in Salina.

We are grateful to the Rundell family for their generous donation and are happy to help preserve a part of the history of Salina.

Work Day Pictorial / Joan Caldwell
While we are a non-profit business organization and do not charge an entry fee into the Museum, we do stress that donations are accepted and appreciated.

The donations do not always happen in the way we anticipate. Case in point, we received this wonderful note and a monetary contribution from a family in Oregon that had stopped to visit the Museum early summer. Just to give you some idea of the comments we receive, here is the note mailed to us by this family:

To the Keepers of a most memorable museum,

Here’s a contribution to thank you for time we spent at your museum. It was a hot day, so we didn’t take all the time we wanted to explore the tremendous collections of things from time past.

I know I will always remember my time there and I would like to give a small gift of money to encourage you to keep this gem of a museum open for a long time to come.

Thank you,

Bruce Gillespie and family - Milwaukie, Oregon

This is but one example of the positive and encouraging comments we receive from visiting travelers. I would say that almost all are complimentary and are amazed at the large and varied collection of items we have for viewing. As I’ve learned over the years, the church seems to be a factor in drawing in visitors. It is very noticeable and acts like a beacon for people who are curious about what the museum has to offer.

Just a comment on where visitors come from that tour our facility. This year, we have had visitation from Norway, France, the Netherlands, Germany, east and west coast travelers, Texas, Oklahoma, the Dakota’s, and of course from right here in our home State. I’d say that’s quite a variety!
**Historical Santa Fe Trail / Will Cooper**

**Facts about the Santa Fe Trail History**

- The route was pioneered in 1821 by a trader called William Becknell (1796-1865). Because the road began in Santa Fe, it was called the Santa Fe Trail.
- William Becknell was the first American trader to do business in Santa Fe following the departure of the Spanish.
- William Becknell traveled through the mountains of northeastern New Mexico that become known as the Santa Fe Trail - he is called the “Father of the Santa Fe Trail.”
- The trail stretched for 900 miles through a landscape of prairies, deserts and mountains.
- Apart from the inhospitable terrain it also carried many other dangers - it was located in a foreign country and Indian territory.
- The Trail had two main routes: the Mountain Fork, which went through Colorado, and the Cimarron Fork, which went through Kansas.
- The Mountain Fork, the northern route, went through the Colorado Rockies which was a difficult passage for wagons.
- The southern Cimarron fork shortened the journey by 100 miles but carried the danger of offering limited water. 75% of people chose this route.
- Most goods were hauled across the “prairie ocean” in wagons that were driven by either oxen, mules or horses.
- Wagons traveled in parallel columns - two abreast in eastern Kansas and four abreast in the dangerous Indian territory.
- At night, the wagons circled to make camp, usually after crossing a stream.
- Council Grove was the only trading post between Independence, Missouri and Santa Fe, New Mexico.
- The route got its start in 1821, when an advertisement in the Missouri Intelligencer by William Becknell, seeking “men willing to join and invest in a trading expedition to the West.”
- In 1825, a treaty was signed between the Osage Indians and the United States Government obtaining the right of way for a public highway known as the “Santa Fe Trial.”
- Bent's Fort (Fort William), fur trade post on the upper Arkansas was established in 1834.
- Trade goods into Mexico included cloth, hardware, glass and books. Trade goods from Mexico into the United States included Mexican blankets, beaver pelts, wool, mules, and Mexican silver coins.
- Westward expansion was encouraged further by the belief in the Manifest Destiny of the US. The number of wagon trains increased, usually leaving in the early summer to make the 40 - 60 day trip then returning after a months stay in Santa Fe.
- In 1848, the Treaty of Guadalupe Hidalgo confirmed the cession of New Mexico to the US.
- The U.S. Army built a series of forts along the trail to protect wagon trains. Traffic along the route expanded to include a mail and stagecoach service.
- The introduction of the Atchison, Topeka, and Santa Fe Railroad in 1880 made wagon travel a less attractive option, and the Santa Fe Trail fell into disuse.
How to Support the Museum

New Membership Program at the Central Kansas Flywheels and Yesteryear Museum

Annual dues are $40 for a single person or family

Donations above the membership fee are welcome and can be designated for a project, operations or in memorial of a loved one.

Membership benefits:
- Free admission to the museum events
- One free rental of the dining hall
- Discount at the listed participating members
- Newsletter (Quarterly)

Participating discount businesses:
- Allpak Battery Outlet: 10%
- BRC Bearing: 40%
- Carb Shop: 10%
- Del's Alternator: 40%
- NAPA Auto Parts: 10%
- Hoff's Machinery: 20% (Material Only)
- K4 Garage: TBA
- Miller Tractor & Equipment: TBA
- North 81 Tractor: TBA
- Orscheln: TBA

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Call the office at (785) 825-8473 and talk to Will about pricing and availability.

Don’t forget, all museum exhibits and building are available for your group to tour and enjoy!
A Living History Museum

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www.yesteryearmuseum.org

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