

# CENTRAL KANSAS FLYWHEELS YESTERYEAR MUSEUM

2018 2ND QUARTER NEWSLETTER

VOLUMN 32, ISSUE 2

## MEMORIES OF OUR HERITAGE

### *From the Office / Will Cooper*

Up until the start of the school year, attendance has held relatively steady. We always see a decrease at the beginning of the school year but then the visitation numbers will increase again until the cold weather sets in.

We have had visitors from Houston, TX, Hurley, NY, Reston, VA, Okanogan, WA, Winnipeg, ON, Seal Beach, CA and many other locations across the U.S. In many instances, we are the only local attraction many of these visitors will stop at in Salina before continuing their travels. It just proves we are not just an attraction for the immediate region.

Also we have been fortunate that local businesses and organizations like the Museum for use during meetings and activities. We have hosted groups including wood carvers, scrap booking, wheat weaving, quilting, along with luncheon meetings and seminars. Of course the Wells Church continues to be popular and we have several upcoming weddings in the fall.

The Museum of Scouting continues to host a variety of activities for both Girl and Boy Scouts. Anywhere from Pinewood Derby's to campouts are held on the Museum grounds. We are happy to have the activities hosted at the Museum while providing a location many people enjoy.

If you need a space for anything from a reunion to a meeting, please contact the office for more information about availability. We would love to have you at the Museum!

### *Events and Happenings / Will Cooper*

Look for the Central Kansas Flywheels to be a participant in the Smoky Hill Street Fair Parade. We will have tractors and wagons entered in the parade again this year. Thank you to those who take an interest and devote their time driving in the parade.

The last couple of months have seen various groups make use of the space available in the Heritage Building and the Museum grounds. Reunions, Boy Scouts District Twilight Camp and the Kansas Association of Straw Artists all made use of our facilities.

The BOD is looking into having monthly dances compliments of the Bill Burrows Band providing the live music. We are targeting the fall months so the large display building will be cooler and more enjoyable for the participating dancers.

Do to having less volunteers and the fact that we have been losing vendors, demonstrators and exhibitors, there will be no Fall Show this year (2018). We are looking into restructuring the show and how best to reach out to anyone interested in participating. Please don't hesitate to make suggestions or send in ideas you think would make the show more interesting and appealing to the public.

Should you wish to volunteer at the Museum, please refer to Page 2 for a list of projects that are needing done around the Museum grounds. Some are more physical than others, so there is a variety of projects for all ages and physical abilities.

### **Mission Statement**

For the collection, preservation and display of artifacts that pertain to our heritage and provide enjoyment and education for our members and the general public.

***Museum Opportunities / Monty Hole***

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
- Repair and paint Chuck Wagon
- Paint School House Bell Tower
- Landscaping
- 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 and power to Pole Shed
- Paint Heritage Building façade and build covered walk way 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

***Chairman's Letter / Monty Hole***

Greetings to all,

This year has been the year for change. Sometimes you need to look back at where you started and where you are going and decide if they make sense and match. We at the Flywheels are working hard to make things better and to keep things on track and moving forward. We have been busy adding new items and hope to get these on display soon. We have been repairing and restoring some of our current display items. Most recent that I helped with is the trailer from Richard and Karen Buhler in Assaria. We did some minor painting and cleaning and were able to put it to use in the last parade. I am also excited to start our 2019 membership drive this month and hope to have everyone sign up. Not only would I like to have new members but new ideas. I welcome thoughts and ideas on how to make us a better place. I would also like to add some children or young people programs in the future. Finally THANKS to all of the volunteers, especially the ones behind the scenes, that are currently helping keep everything running smooth. I am extremely grateful for everything they do to help make my job smoother. I hope to keep updating our website and we are adding an email events letter also. We are starting our newsletter back up and are looking at ways to get it to you quicker and more efficient. I welcome any feedback you may have and welcome your thoughts and ideas. We also have several Eagle Scout Projects happening at the Flywheels watch for pictures in the future.

Thanks to all,

*Monty Hole*

Chairman Officiate



## *Farm Collectors* / Richard E. Frantz

### General Interest: The Cletrac General GG

One might ask what a little Cletrac General is doing sitting in a building full of Oliver green tractors. I grew up on the seat of a 1946 Oliver 70 that my father purchased new after World War II, when tractors were hard to come by.

My blood runs green, dark green that is, with red and yellow trim. My stable sports a 1948 Oliver 60 row crop, three Oliver 70s (1937, 1938 and 1946), 1951 Oliver 66, two 77s (1949 and 1952), two Super 55s (1955 and 1958), a Super 77 and a Super 88. Three of the four Supers are diesels. And of course I have one three-number series: an Oliver 440.

### *Rare entry in the Cletrac line*

I knew that Oliver Corp. purchased Cletrac in 1944, but was unaware that Cletrac had built a wheeled tractor. One day, while checking on the progress of the restoration of my Super 88 diesel, I found the men working on a Cletrac General. It was an odd-looking little tractor with a single front wheel, little 9 x 24-inch rear tires and it was orange.

That encounter sparked my interest. After having my Oliver 44 restored and showing it at a tractor show or two, I got the urge to collect little tractors. I could find only one Cletrac General in my vicinity, but the owner was in failing health and would not show it to me. After his death, I purchased it at his estate sale.

The former owner's sons pulled it to start it, and it sounded good. Many things were wrong with it, though. The radiator leaked like a sieve. Someone had used a torch to cut off the yoke for the front wheel. A spindle with two front wheels had been welded into its place. An International Harvester carburetor and magneto had been installed. The whole air cleaner mechanism was missing. And oh, what a nasty color: It had been painted red with a brush.

### *Double-checking bloodlines*

The restoration process began. In researching, I learned that Montgomery Ward & Co. bought some of these, painted them red, changed the serial number plate to read Montgomery Ward and called them Twin-Rows. They sold these through their catalog. Since mine was painted red, I checked the serial number plate to be certain it was a General: It was.

Through Landis Zimmerman of Zimmerman's Oliver Cletrac, Ephrata, Pennsylvania, I purchased a whole new air cleaner system, carburetor and magneto. From his parts tractor field, I purchased a correct yoke and single front wheel. Since it is nearly impossible to find new 9 x 24-inch rear tires, I located two 9.5 x 24-inch matching used tires. When my mechanic was finished with the mechanical work, I sent it off to my tractor painter.

This tractor is a 1939 model. There was no battery or starter. There is not even a place to mount a starter. There is a crank. Someone did a field conversion, adding a Ford Model A truck transmission between the engine and the transmission. I believe that was to slow the tractor down so it could pull a transplanter for tobacco and/or vegetables. The General was developed from a Cletrac HG. The tracks were removed and wheels added. I read an article written by Chris Losey in the Hart-Parr Oliver Collector about the Cletrac HG. According to Losey, farmers complained that the HG moved too fast when they were trying to push dirt. Oliver Corp. did field conversions, adding a transmission.

### *Family Tree with Many Branches*

Cletrac General GG tractors had a way of popping up in unexpected places – or at least a way of wearing badges with unexpected names. The only rubber-tired model in the Cleveland Tractor Co. line, the General GG was paired with B.F. Avery implements in the late 1930s, and was tagged as the Ward's Twin-Row for Montgomery Ward & Co., as a Co-op tractor (in Indiana only) and as a Massey-Harris Co. tractor in Canada.

The Ward's Twin-Row and the Co-op were both painted red. According to Mike Ballash, author of *The Cletrac General GG and the B.F. Avery A: A Bit of History*, their serial numbers were intermingled with those of the General Model GG as they came off the production line.

Designed to pull one 14-inch plow, the tractor was capable of 19-belt hp. The GG used a 4-cylinder Hercules IXA3 flathead engine of 113 cubic inches and 3-inch-by-4-inch bore and stroke. Some sources say the GG was made from 1939-'41; others suggest production continued into 1942. After 1942, Cletrac never resumed production of the General.



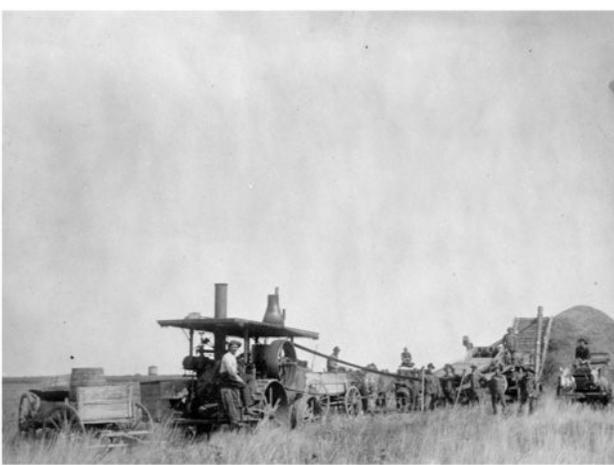
*Agricultural Photos / Will Cooper*



Avery Tractor during wheat harvest



Binding wheat with Horse-drawn Binder



Threshing Crew

*Contra Dance / CKF Yesteryear Museum*

# CONTRA DANCE

**For More Information Call (785) 825-8473**

Featuring Museum by Wires & Wood

When: September 22nd, 2018  
7pm till 9pm

Where: Central Kansas Flywheels  
Yesteryear Museum

Location: 1100 W. Diamond Dr.

Sponsored by Bill Burrows and The Central Kansas Flywheels Yesteryear Museum

Donations Accepted





*Open House / Monty Hole*

Join us September 13<sup>th</sup>, 2018 at the Central Kansas Flywheels 1100 W. Diamond Dr. Salina, Ks. for our:



Our September General Membership meeting will also be an open house. Please join us for snacks and tour the facility to see the newest additions.

NAME: \_\_\_\_\_

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

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

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

NAMES OF OTHER FAMILY MEMBERS ON MEMBERSHIP: \_\_\_\_\_

**BECOME A MEMBER OF THE MUSEUM**

Annual Membership is \$40 - single or family

**Membership Benefits:**

- Free admission to Museum events
- One free use of the Heritage Hall Newsletters
- Discounts at local businesses

**Please complete the back and return to:**

1100 W. Diamond Dr., Salina, KS 67401

Higher level sponsorships are available, for more information, contact the office at (785) 825-8473

**Central Kansas Flywheels - Yesteryear Museum**



*Historical Kansas / Will Cooper*

## Pony Express

The Pony Express began operation on April 3, 1860, and lasted just 18 months. The goal was to provide a mail route from St. Joseph to California. Averaging less than 10 days per run on the 2,000-mile route, traveling through the storms and heat of summer, and the snow and cold of winter, through American Indian lands, and rough terrain, the Pony Express became one of the West's most colorful stories.

In the hope of winning a million dollar government contract, the Central Overland California & Pike's Peak Express Company run by William Russell, Alexander Majors, and William Waddell, developed a mail delivery system that was faster than the overland stage. A pouch of letters dispatched from Washington and New York on March 31, 1860, was transported by train to St. Joseph, and to be carried by a succession of riders on the trek west to Sacramento, California.

Johnny Fry was one of nearly 200 young men selected to take part in an ambitious endeavor. Leaving from St. Joseph, Missouri, Fry would carry a mail pouch on the first leg of the Pony Express.

Fry was scheduled to leave the station at 5 p.m. April 3, 1860, with his parcel, but the train delivering his pouch was delayed and he did not depart until 7:15 p.m. A cannon boomed, the brass band played, and a crowd of people cheered as Fry's mount raced from the station. They headed west to Seneca, Kansas, a distance of 80 miles with the leather "mochila" that held 49 letters, five telegrams, and special edition newspapers.

Fry's horse galloped the short distance to the ferry, which transported them across the Missouri River. At Elwood, Kansas, they followed the trail through the wooded bottoms, across the Kickapoo reservation, and to Seneca, where another rider and horse were ready to continue the trek.

To ensure the fastest transport, Pony Express horses carried a maximum of 165 pounds, which included the 20-pound mochila and the rider whose weight could not exceed 125 pounds. Other items were a water sack, a horn to alert the station, a Bible, and two weapons: a revolver and optional rifle. Fresh horses were provided every 10 to 15 miles at stations along the trail. Two minutes was allowed to switch horses and transfer the mail pouch before heading off on the next leg. Riders were replaced every 60 to 80 miles. Though the company proved that rapid transcontinental communication was indeed possible, the contract went to the operators of the Butterfield Overland stage line.

The experiment was costly: approximately 500 horses, nearly 200 stations, a similar number of station employees, and 80 riders. Even with charges of \$5 per letter, the company could only recover about 10 percent of its costs. The transcontinental telegraph line, completed by the fall of 1861, sealed its doom. Fry went on to become a soldier in the Union army and was killed in 1863 in Baxter Springs in conflict with William Quantrill's raiders.

One of the original pony express stops, [Hollenberg Pony Express Station State Historic Site](#), is located near Hanover in Washington County and is administered by the Kansas Historical Society.





**STARTING NOW!!!**

**2018 MEMBERSHIP**

CENTRAL KANSAS FLYWHEELS  
YESTERYEAR MUSEUM

*We appreciate your support!*



**2019 MEMBERSHIP  
DRIVE**



Includes Remaining Months of 2018!

**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 museum events
- One free use of the Heritage Hall
- Newsletter
- Discounts at local businesses listed below

**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)

Look for additional discounts as the program expands

Clayton Anderson Family	Sara Bishop
Norm Boettcher Family	Sandy Boone Family
Richard Buhler	Phil Coleman
Will Cooper	Sarah Diehl
Karen Ebert	Larry Elsasser
Kenny Fuller Family	Dean Gipe Family
Evelyn Henricks	Monty Hole Family
Gene Hulstine Family	Adam Hummel
Eldon Hyle	Rodney Klepper
Richard Lehmann	Marilyn Marietta
Betsy Marietta	Jerry May
Mary Jo May	William Pierson
John Price	Leroy Quade
Nellie Quade	Ron Sondergard Family
LaVonne Sutton	Reginald Tittel
Ken Wasserman	Gene Wick
Jim Wick	

**NEED EVENT SPACE ?**

Keep us in mind when you have the need for additional space when hosting an event. With our fully functional kitchen, dining hall for seating up to 70 people and all the outdoor space you need, we are the perfect solution for those events requiring room for large groups.

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*



Phone: 785-825-8473  
Fax: 785-825-8473  
Email: [ckf@yesteryearmuseum.org](mailto:ckf@yesteryearmuseum.org)

*We're On The Web! Check Us Out!*

***[www.yesteryearmuseum.org](http://www.yesteryearmuseum.org)***

*And remember to "Like Us" on Facebook*



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