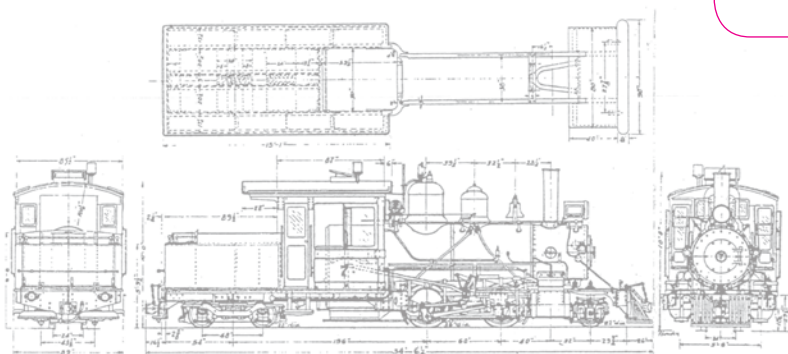




The Cranberry Flywheelers
C/O Mark Whitaker
175 Bay View Avenue
Berkley, MA 02779

RETURN SERVICE REQUESTED

JACK FERRY M20
219 WINTER ST.
HANSON, MA 02341



CRANBERRY FLYWHEELERS INC.

CLUB NEWS

Spring 2018

2018 CALENDAR

- ✂ **Icebreaker** **Sunday, Feb. 25, 2018**
- ✂ **Spring Antique Machinery Show** **Saturday, June 2, 2018**
- ✂ **Old Mill Lot** **Saturday, July 21, 2018**
- ✂ **Fall Antique Machinery Show** **Saturday, Sept. 15, 2018**
- ✂ **Annual Meeting** **Sunday, Nov. 11, 2018**

CLUB MEMBERSHIP

Name _____

Street _____

City _____ State _____ Zip _____

E-mail _____

New ☐ Renew ☐

Dues are \$20.00 per annum, per person, payable with application to:

Dave Moore, 54 Flagg St., Bridgewater, MA 02324

Membership renewable in September of each year

THANK YOU



Mail: C/O Mark Whitaker, 175 Bay View Ave., Berkley, MA 02779

President/Editor: Jack Ferry 781-974-2531 ferryjr@comcast.net

Treasurer: Dave Moore 508-697-5445 moore.davidr@verizon.net

Vice President: Jim Shurtleff 774-678-9104

Secretary: Mark Whitaker 508-496-0475 mrmoose2@comcast.net

GREETINGS FROM THE PRESIDENT

As I start to write this letter, I am sitting by the fire, the Patriots just beat the Jets to secure home-field advantage, and it is 11 degrees outside. I sure hope it's warmer in February.

The 2017 season started with the Ice Breaker held at the Sunoco Station on February 26. We had a good crowd, some good displays, hot coffee, donuts and steamed hot dogs. Everyone enjoyed themselves as in the middle of winter it's good to get out and get together. The Ice Breaker show for 2018 will be held on the 25th of February. I hope to see you there.

The spring show was held June 3rd with good weather, and looking back at my pictures a normal turnout was had. The Mill Lot show was up next on July 15th. Another nice day with lots of things for sale. I fall show was on September 16th and another show with no rain! The show had a larger turnout than the spring show maybe because it's graduation time in June. Next up, we held the annual meeting on Sunday morning, the 12th of November. All of the current officers were reelected. I believe the club balance to be \$1956.65.

EDAVILLE RAILROAD CRAFTS VILLAGE & FAMILY FUN PARK



Rte. 58 · South Carver, MA

I recently got together with a person who is upgrading the Sunoco website, and for a modest fee, he has helped me upgrade our club website. If you Google CranberryFlywheelers.com the site should now come up. I have not had a lot of time to work on it, but it's coming along. I hope to put the newsletter on at some point.

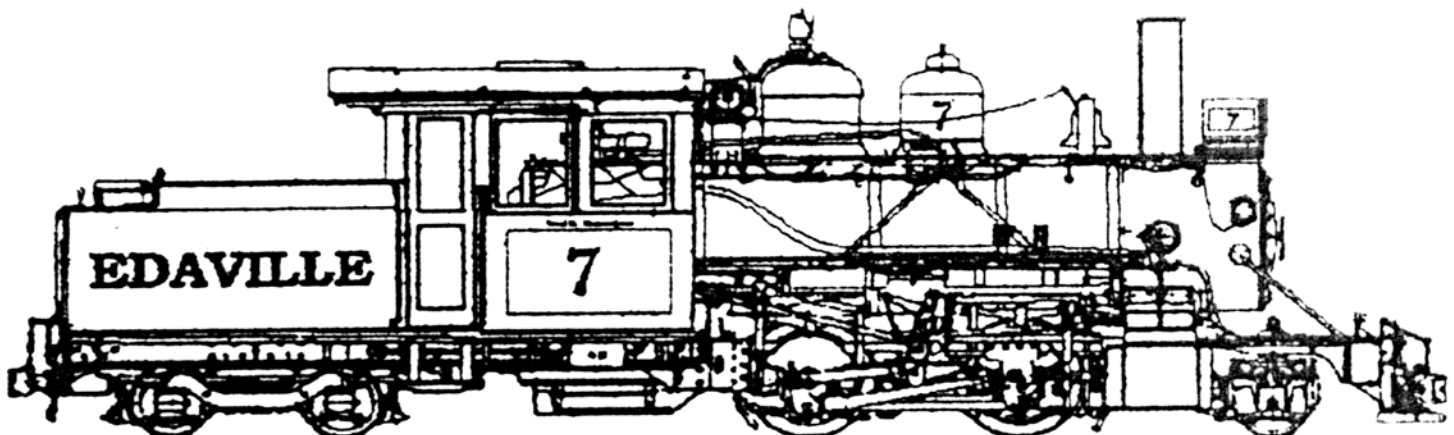
A short time ago, I was able to acquire a 1914 3HP International Famous Upright. The engine had been in the corner of the late club members Charlie Leverone's barn for 30 years or so. After some negotiations with Antonia Leverone and some muscle power it's now sitting at the Sunoco station. You will be able to see it at the Ice Breaker.

Again, I want to thank Jim Shurtleff for all the time and effort he puts into the contents of the newsletter. Also, for setting up the fields at the shows. Thanks Jim!

On a sad note, club member Steve Paige recently lost his wife, and the club wants to extend our deepest sympathies to him and his family.

That is all I have for now and hope to see you in February at the Ice Breaker.

— **Jack**



VICE PRESIDENT'S MESSAGE

2017 was a good year of Flywheeler events. We are taking a good look at our history and future.

Many thanks to Jack for the Ice Breaker. It's a great chance to hang out and talk. Dave Dunbar had an interesting item in back of his van, and Duesenberg Rochester Revere Walking Beam Engine. It's four blind cylinders bored to 4.040 are in a block cast in one piece with the combustion chamber. The build date was January 29, 1920.

We learned that Model TT truck rear brake shoes are different. When looking at an axle set, the left and right shoes are not the same. The ton truck rear ends are used in many doodlebugs. There were Model T's visiting our spring show as well as a couple of new vendors. Old tools, parts and engines are just our meat. Row one under the pitch pine trees was well filled and also the open row two. Row three held to high prairie people.

At the Mill Lot in July, I operated my 1949 Indian Arrow under Clinton power. The two-foot railroad made some runs until the locomotive's Wisconsin float pin stuck. We see a future for the Flywheelers as young people attended enjoying bicycles, minibikes, trikes and garden tractors. The model men were missing,

Ken and Warren had health difficulties. Also missing was Don Kuhn, the moonshine man, who passed away in October, 2016. The shine-powered engine did not run without his 135 proof "fuel".

The fall show was great, definitely larger than usual and perhaps as large as the spring show.

At the yearly meeting, club history and future we discussed. We need to rally together young garden tractor owners. A great idea given is to put a bunch of show fliers in public libraries which may attract even younger people.

I warned about the fuel stabilizer cap gasket problem. The thick paper gasket sticks to the bottle. You don't notice it going in the tank as you pour in a splash at fuel up. It moves around like a submarine until periodically blocking the fuel outlet. Stick it with a long pointed rod and carefully lift it out. The answer, get rid of that paper thing and just crank that plastic cap back on the bottle.

S.S.A.A.C.'s Mansfield show is done. Time will tell if it will be replaced. We'll all miss it.

After the meeting, videotapes of Edaville Flywheeler events were shown. Some of us went to the hangar next door to check out the C-45 Twin Beech with Pratt

Cranberry Flywheelers Annual Meeting November 12, 2017 Plymouth Airport

Meeting started at 9:00 AM with 9 members present + the Board.

Old Business:

Current balance is \$1956.95

Steve Page's wife passed away. Jack sent a card of condolence.

New Business:

Dates for the yearly meetings for 2018 have been set.

Ice Breakers February 25 @ Jacks Sunoco station

Spring Show June 2 @ Plymouth Airport

The Old Mill Lot July 21 @ East St Middleboro

Fall Show September 15 @ Plymouth Airport

Annual Meeting November 11 @ Plymouth Airport

The members liked the buttons made for the show so we will make them again for the 2018 shows.

General discussion about the years shows was very positive.

Suggestions were made to put show flyers in Libraries, and Voc-Tec schools.

Jimmy to look into making a pamphlet to leave as well.

Big suprise, during the election of officers, it was decided to keep the Board as is.

Attendance at the Freetown Historical Society's Fall show in September was encouraged.

It was noted that the Mansfield Show has been permanently canceled.

There was general discussion about why attendance is so low with the conclusion that we are all just getting older with busy lives.

Possible ways to increase revenue were discussed with a 50/50 raffle being mentioned.

Wanted or For Sale items should be sent to Jack or Jimmy to be put in the news letter.

A web site was talked about but found to be not affordable right now.

A suggestion was made to put an add for the Spring and Fall shows on Craig's List

The meeting ended at 10:22 AM

Ask Ross

Dear Ross, Please tell me the difference between an engine and a motor. I have been told a motor is electric. It doesn't make sense when car builders call them sells motor companies. Thanks Signed, Moe

Dear Moe,

Let's see what Webster has to say about this. Engine: any mechanical tool, any machine by which physical power is applied to produce a physical effect as for converting heat into a more directly usable form like torque on a crankshaft, a railroad locomotive. Motor: that which imparts motion, a prime mover as a steam engine or windmill, short for motor car, any automotive vehicle, a rotating machine like in dynamo which transforms electrical energy into mechanical energy, any internal combustion engine like in an automotive vehicle, motor boat, etc. To ride in, travel by, or drive, a motor propelled vehicle, as an automobile.

Here's what I think, let's start the engine and motor over to a Flywheeler show!

Now you know Moe, or do you?

— **Ross**



Cranberry Flywheelers History

The exact starting date of antique engine displays are hard to pin down. One day at one of our shows at Plymouth airport I had a chance to speak to Don Hanson. He was an antique car enthusiast that was friends with George Bartholomew. Edaville always had a number of antique engines on display around the grounds but had none that were running. One day in the early 1970s, George asked Don to see if he could get one running for a display. He did and one lead to two and other collectors came forward and soon they would get together at Edaville for a meet.

Web Reynolds, one of the conductors of Edaville Railroad, spoke with his friend Scott Lamontange and Paul Lavassuer about organizing an antique engine display on the grounds at Edaville. The first displays we held around the gazebo in front of the screen house. In the late 1970s, George decided to relocate the engine display and include a small tractor pull out at the "ball field" on Meadow Street, across the street from the original location of the Edaville station. The idea was to encourage ticket sales on the train to the remote location to see the display.

In the late 1970s, I happened to come across one of those meets at the "ball field" on Meadow Street. Being a small tractor bug, I stopped at the field to watch the mini tractor pull and the engine displays. I had seen one of these engines when I was in college and I had found them very interesting. I noticed that there were a few tents and campers on site for some of the engine collectors. The Edaville train would stop by the field and pick up any of the engine exhibitors and bring them over to the main park for free. They were also a lot of people getting off the train to see the engines and tractors. I asked a few questions and decided to come back next with my engine and tent trailer. It was pretty crazy in away, because I lived less than 2 miles from the site.

Eventually, the exhibit moved over to the front end of the main park. My guess was that this happened in the early 1980s. At this time, the engine show was being organized by Paul Lavasseur and Scott Lamontange. Around this time, they started handing out show plaques and developing a mailing list for Edaville. Scott says that it was two shows a year, almost from the beginning. Paul and Scott really took on the job and got "sport" on the ground in South Eastern Mass. The staff at Edaville, Brenda Johnson and Jack Bryden, helped when they could, but funds were not always there and they had to pay for flyers themselves to keep things going. The show grew in size with exhibitors and their families who were given free train passes and admission to the park. The exhibit area had been moved to the front of the park, just behind the main entrance, as the number of engine folks grew. The new location was technically outside of the park so engine enthusiasts could come to see the engines and not go into the park. We always felt that we were a draw for the park and most of the folks coming to see our engines paid admission into the park after walking past our display.

We believe that we had 75 or more exhibitors at the time. The displays ranged from small model airplane engines, model steam engines, boat motors, a midget Matag racer and Matag gas engine washing machines and "one lugger's" of all sizes up to George Church's huge engine. He brought it in on a flatbed trailer towed by an antique truck tractor. The engine has an 8' flywheels and a small Ford "pony motor" to get it running. As I remember, it had an 18" bore, was rated at 40HP and it ran.

In the fall of 1990, Bartholomew announced that he was closing the park and he was going to sell off the exhibits including the steam engines. We were all very concerned about our future but it was Dave Robie that pushed us into organizing our own club, independent of you Edaville. Paul and Scott were more than happy to pass the work over to us after running it promise 25 years. We gathered at the site for our show and organized a meeting to decide what the future of the group was going to be.

Edaville had a big tent set up near our display and so we, about 20 of us, got together. It just so happened we had a tremendous down pour during the meeting that left puddles 2" - 3" deep in the display field. We got a lot done just the same, elected officers, came up with a name for the club and planned a future to carry-on the "sport". We stayed one more year, 1991, but eventually the park closed. In 1992, the Flywheelers met in Bridgewater, in an open field at the corner of Whitman and Plymouth Streets. We met there again in 1993 and we call it our 14th annual show. This would date the official club back to about 1980. Scott and Paul have been running it for almost 5 years prior to that date.

We received word that Edaville was going to re-open in 1994 under new management and we could go back in. At first, we could meet under roughly the same arrangement but things

begin to change. We were put "inside of the park" so that folks wishing to see our engines had to pay admission and under the new management it was not cheap. Then there was an attempt to charge our families for admission but we managed to find a way to sneak past the ticket booths and set up. The last year or two we were there, our display area was moved deep inside the park, up on the hill near the museum. There were no more free train rides and many of the members were getting discouraged.

Charlie Hatch, club president of the time, said that he could get us a spot in the field at Plymouth airport. In 2003 we had our first two shows there, one in June and another in September. Over the next 10 years the club experimented with 2 two day shows, our own tent, food sales, raffles, clothing sales, web sites, "slow mo" contests. Members selling items that are "exhibit" shows had been an issue to some of the members. Some objected to it because some folks brought in a trailer load of "stuff", which was gold to some of us and junk to others. It was decided to have a third show in July at Dick and Jim Shurtleff's place in Middleboro, as an annual swap meet. We eventually cut all of our shows down to one day.

Over time, our membership numbers remained about the same but our ages did not. Hauling around those huge iron engines, tents, hotdog grills and other stuff just did not seem like fun anymore to many of us. Attendance began to shrink so we reduced the show dates to one day for each event and we ended club food sales. Jim continued the food at his place on an individual basis.

The future of the club is in the hands of the members. As time goes on, there is less and less interest in our hobby. Sure, folks love to look at them but few have found enough interest to actually acquire an engine, get it running and display it.

Club Presidents

1. Paul Levassuer/Scott Lamontange 2. Ernie Darrow 3. Charlie Hatch 4. Butch Bell 5. Jack Ferry

— **Dave Moore**

Cranberry Flywheelers: Born of Edaville

The exact starting date of antique engine displays Pinning down the birth of the Cranberry Flywheelers, shows held, shows canceled, the last Edaville show and the first Plymouth Airport show are difficult but not impossible. Clues are in newsletters and flyers, and plaques and buttons. Sometimes films, tapes and photos were dated.

Edaville had spring, summer and fall engine shows. Summer shows were held from 1977 to 1984. Their 1991 Spring show matches a date mentioned in the minutes of the newly minted Cranberry Flywheelers meeting report of November 17, 1990, a pencil written paper found by luck.

It happens that our years of existence as listed on our flyers matches up perfectly with the number of Edaville's fall show dates beginning in 1980. Fall shows were mostly a part of the Cranberry Festival. It's a good bet that club members were getting together a few years before this.

The May 1992 Edaville show was canceled due to closing. Fall 1992 and 1993 were tried at Bridgewater. In fall 1995 - 1996, we were back at Edaville, perhaps as guests of Dave Eldridge, EDA. — Entertainment, or the Cranberry Festival, in 1997-1998 with South Carver Rail, 1999-2002 with Edaville USA.

Things went wrong in 2002. Our fall newsletter stated that May 18+19, 2002 may have been our last show at Edaville. It was! I offered to do a show to fill in, June 16, 2002, was the first Mill-Lot. I was then asked to do the clubs fall show because Edaville was done. It was the first two-day Mill-Lot and my only fall show, September 14 - 15, 2002.

2003 is confusing. A flyer for June 7+8 at Edaville USA is marked canceled. Talks didn't work out. Charlie Hatch, who had learned to fly at Plymouth Airport, got us in there where we did the 2003 fall show. The show plaques for spring and fall 2003 read Edaville as they were made unknowingly in advance. The spring plaque was given out at Mill-Lot and the fall plaque at Plymouth. Charlie Hatch died on January 22, 2004. We did all spring and fall shows at Plymouth in 2004 and 2005 show on yearly buttons marked Plymouth, MA. — **Jim**



The Life and Times of Edaville's Engine No. 7

Engine No. 7 began life in November 1913 as Baldwin locomotive 40864 at Philadelphia, PA. She was made for a two foot gauge road up north. Builders Hinkley, Portland, Porter and Baldwin went to town with popular design known as the "Forney" type perfected by Mathias Forney. This joined the engine and water tank on one frame.

We call No. 7 a 2-4-4 tank engine, 2 pony wheels, 4 drive wheels beneath the boiler and 4 supporting the water tank/tender. Pony and tender truck wheels were 22" single plate Griffins. The drive wheels had a 35" diameter. Cylinders – 12 x 16, boiler pressure – 180#, lightweight 33.3 tons and her full weight was 35 tons. Original cost was \$8500.

"7" was ordered for the Bridgton and Saco River Railroad which had been operating since January 1883. Specifications were made by Philip M. Hammett of Maine Central and Millard "Uncle Mel" Caswell, master mechanic of the B&SR. Maine Central had taken control in June 1912 having 2045 shares of

B&SR stock. Engine 7 was the first sign of new progress at Bridgton, Maine along with a new shed, machine shop, combination car and three 34 ft. box cars. No. 7 was patterned somewhat like engine No. 6, B&SR's first Baldwin of 1907.

They had gone to Baldwin for No. 6 as Portland was no longer producing locomotives. B&SR No. 5 was the last Portland loco built. It appears the order for "7" goes back to May 1912 as Bridgton was corresponding with Baldwin regarding No. 6's specification cards. A new improved engine was needed but shared some parts with "6".

No. 7 arrived brand spanking new and Bridgton on December 23, 1913. MM Caswell notes to requisition parts that had not been equipped. On December 25th he states: "So far I see no reason why No. 7 locomotive isn't working out all right, has hauled 9 cars of coal and the buggy from the junction, reverse lever in the third notch from the center, hauled the train easily, I think will be able to haul about two more cars". Years later, Engineer Roland Woodbury coaxed her to haul a record 14 cars of coal.

Maintenance was a constant job. Spare parts were ordered immediately, wheels, axles, springs, brake shoes, fire grates, arch bricks, side curtains, etc. Here are examples, 2/6/14 - Bolt through front crank pin holding left side collar that secures front parallel rod came loose, delayed train 30 minutes. 7/2/14 - Acetylene generator received,

installing it on No. 7 locomotive. 7/7/14 - 8 driver brake shoes ordered. 10/27/14 - 4 more fire grates plus 2 with pattern change (Patterns shipped by F. H. Ramsdell Waterville). 12/1/14 - 2 pair driver wheels to be returned.

Things didn't always go smoothly as occasional wrecks happened from time to time. An expensive accident in the 1920s occurred when No. 7 came around a curve from Harrison crashing into No. 25 combo car. 7's front end had to be rebuilt with a new number plate, catcher and a cut down hand rail. Frost heaves put her over on the right side near Rankin's Mill on another occasion.

Later in the 20s, No. 7 was shipped on a wide gauge flatcar to Maine Central's Waterville shops for heavy repair and modernization including an electric headlamp and generator replacing the old Acetylene set up.

February 17, 1914

RAILWAY AGE

3

A DEPENDABLE GEAR



TRUNK TYPE (Type "T") GEAR

with hollow extended piston rod. Jaw at end of piston rod is removable by loosening one bolt with a socket wrench provided with the gear.

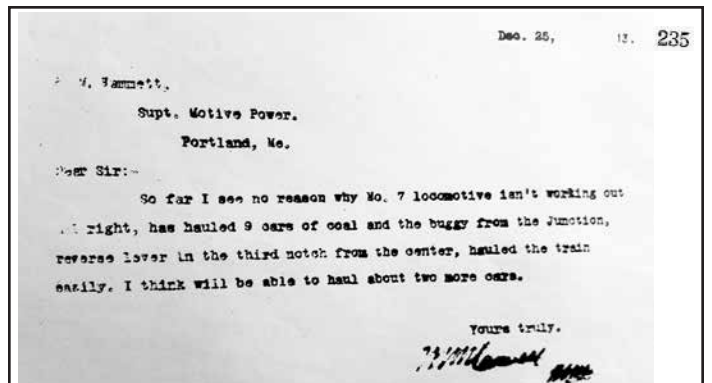
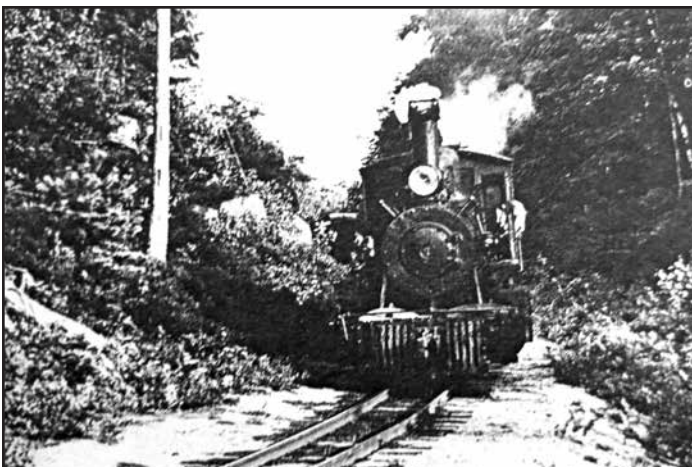
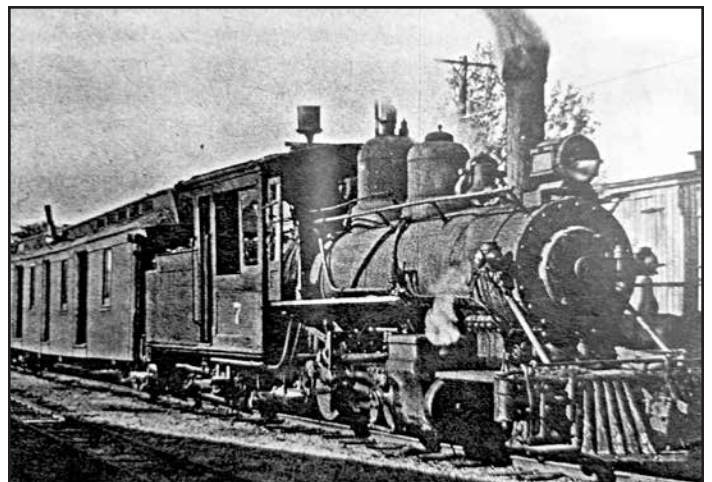
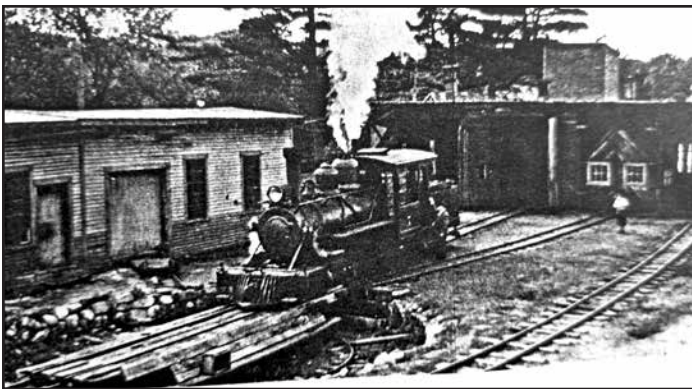
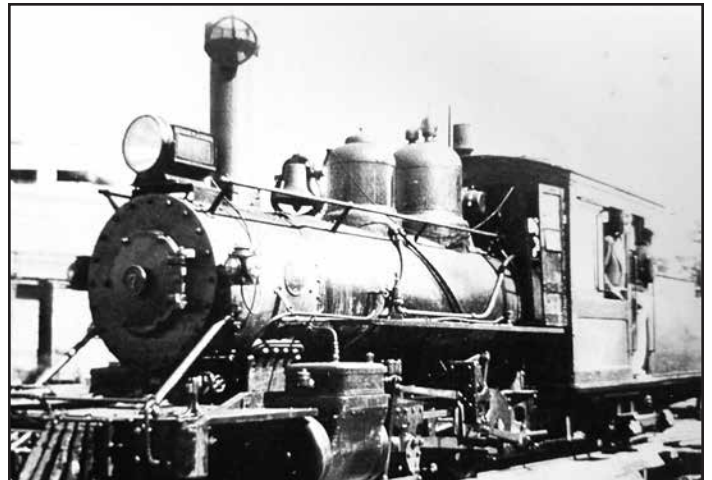
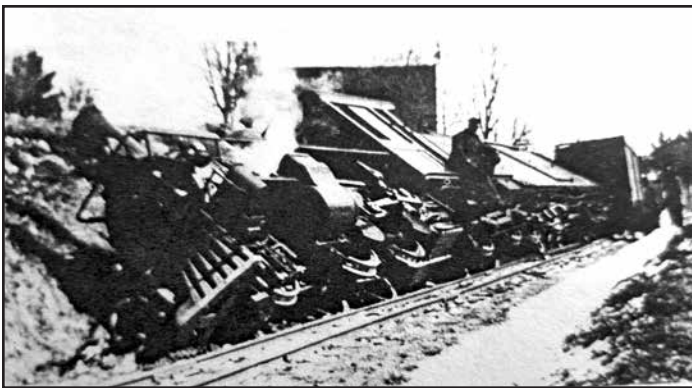
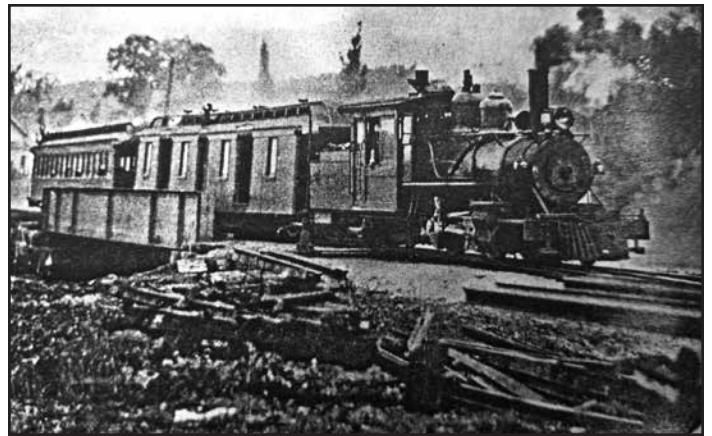
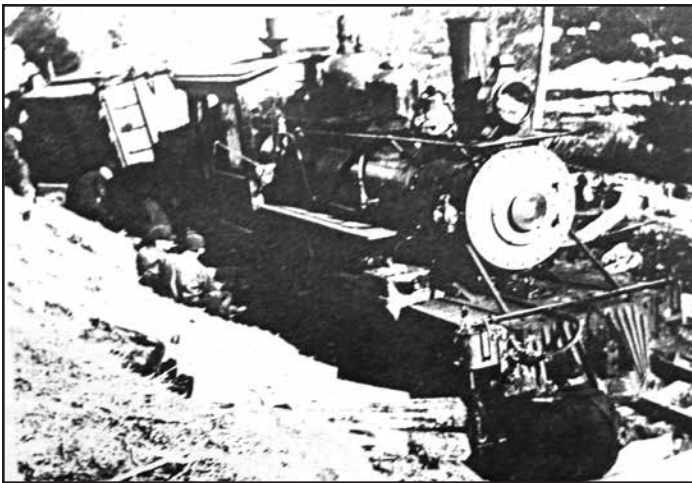
BALDWIN POWER REVERSE GEAR (patents pending) is an adaptation, with very desirable improvements, of the Ragonet principle originally developed by Baldwin.

Some advantages of the new gear are—

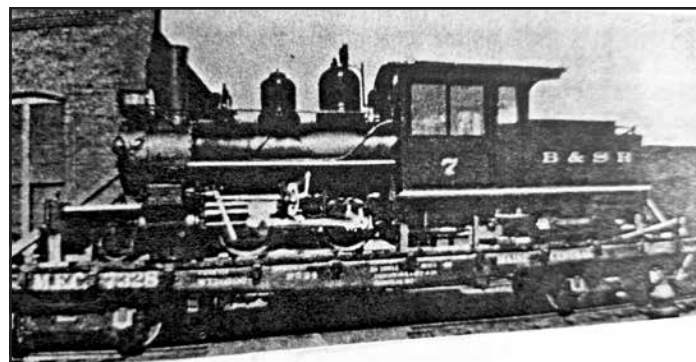
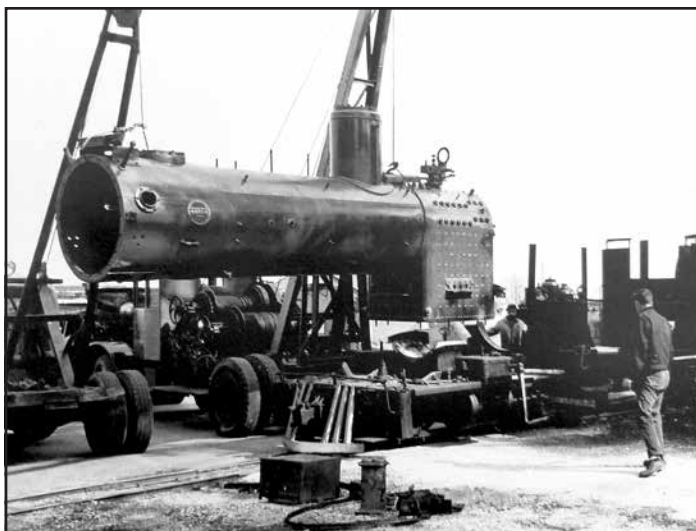
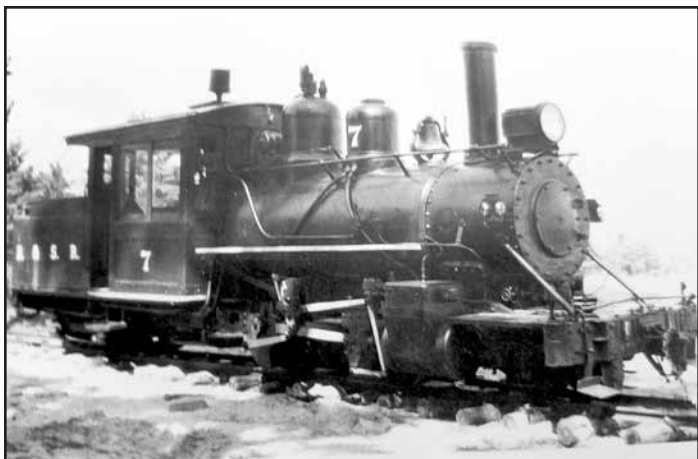
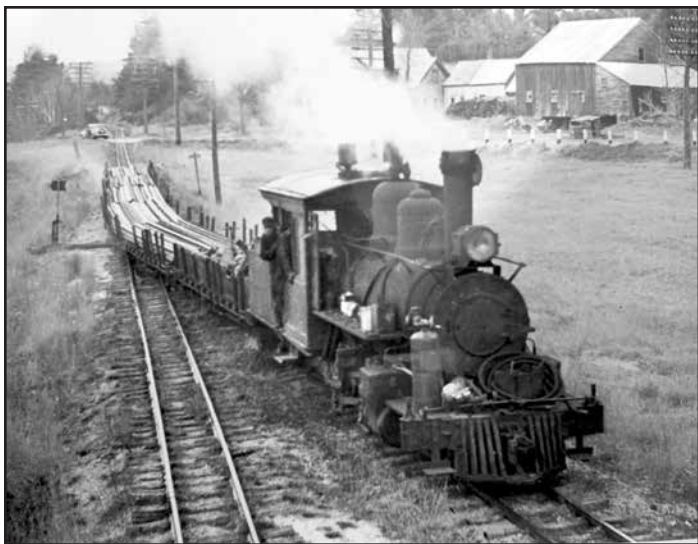
- (1) Rotating flat-seat valve of a new design, made from a non-corrosive alloy.
- (2) Double seal for the exhaust reduces the possibility of leakage.
- (3) Separate valve and seat can be removed for regrinding. Spare valve and seat can be quickly applied.
- (4) Centering device moves valve to neutral position and holds it there until new adjustment is desired.
- (5) Air and steam connections separated by non-corrosive ball check valves to prevent leakage.
- (6) Bronze guide bars, clearly shown in the illustration, prevent vibration of the floating lever.
- (7) Similar parts are interchangeable and can be assembled in a number of ways to suit conditions.

Against the universal difficulty of creeping, Baldwin gears provide greater protection in design, a great simplification in maintenance, and easy and quick application of a spare valve and seat—all resulting in lower maintenance cost, higher percentage of satisfactory operation, and less detention in shops.

THE BALDWIN LOCOMOTIVE WORKS
PHILADELPHIA



Left Column: Top: Derailment; 2nd: Frost Heaves put her over near Rankin's Mill; 3rd: Bridgton Engine Terminal; Bottom: Engineer Everett Brown with Fireman George Sargent squealing around "The Notch" in 1940 or 41
Right Column: Top: B&SR No. 7 coasting into Harrison in the late 20s with few riders; 2nd: B&H No. 7 July 7, 1938; 3rd: Fan trip with 6 coaches; Bottom: Dec. 25, 1913 Letter from MM Caswell on brand new No. 7.



Left Column: Top: No. 7 pulls work train in 1941 hauling rail; Middle: Working the end of the road; Bottom: Friday, April 19, 1946 at Edaville about a week before cold water tests

Right Column: Top: Major repairs at Edaville in 1950s; Middle: All apart at Edaville; Bottom: Heading to Waterville Shops in early 20s for modernization and major repairs. She got electric lights on this trip

In March 1927, a new corporation, Bridgton and Harrison Railway took over B&SR. It officially assumed jurisdiction of the 21 miles of track on June 12, 1930 but abandoned the road to Harrison later that year. The track was in poor condition and highway trucking was taking over the territory. Things were dwindling and maintenance was avoided.

On June 25, 1931, the U.S. Inspector of Locomotives reported No. 7 having fire cracks in flue and leaking. Defects not reported! Somehow she survived the 30's and increasing rail fan excursions into July 1940 gave new purpose.

In the summer of 1940, No. 7 was retubed (125 firetubes) and drive wheels machined. Despite these efforts and the love of the rail fans, a sad end came to Bridgton with abandonment. This was decided in December 1940 through February 1941. The last train headed by No. 7 was on September 7, 1941, "all done". She still had duty pulling the work train to disassemble the rail, most went to the Navy. The last slow train was in October 1941.

Then came a quiet, tall gentleman from South Carver, Mass. Ellis D. Atwood purchased virtually everything. The scrap man got very little.

December 7, 1941 brought war. Even though the engines and cars were sold, they were set aside in storage until the war ended in 1945. Requests to use them on military railroads overseas were avoided.

On November 17, 1945, No. 7 arrived at Edaville. Cold water test was in April 1946. She operated there more or less for 50 years, residing for nearly 57 years. She'd been at Bridgton some 32 years and operated 28 years. Spared the sale in 1992 by being offered on a separate list with a complete train of cars, she remained at Edaville while the bulk of equipment went to Portland in 1993.

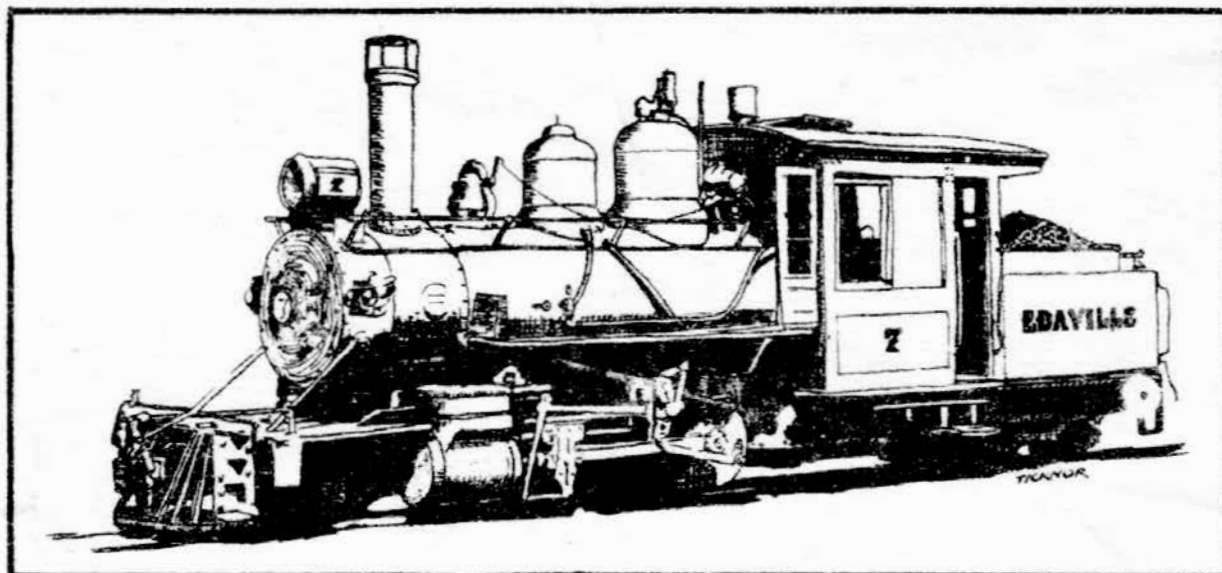
She briefly operated on special occasions in the late 1990s. At the 1997 Cranberry Festival, South Carver Rail hauled many train loads of happy people. This was the last blast. Paul Hallet of S.C.R. joined the Cranberry Flywheelers. I asked him if he had an engine. "Yeah, there it is, right there," he said. He had moved No. 7 up the Edaville tracks near our Flywheeler displays.

On March 23, 2002, loaded on a low bed trailer, she disappeared up Rt. 495 traveling the fastest she'd ever moved and heading to Portland. A restoration there began in 2008 after a shed fire had damaged her. It was expected to be finished in 2013, 100 years old.

The sounds and sights of No. 7 are not lost, the tenor of the injectors, safety valves popping, drummings, rumblings and other noises, bell and whistle will still be heard in the future. The flickering glow of the ash pan at night as well.

No. 7 can be seen at the Maine Narrow Gauge Railroad Co. and museum, 58 Fore St., Portland, ME.

— *Jim*



• N^o 7 - PRIDE O' THE LINE •

SPRING



ANTIQUE MOTORCYCLES

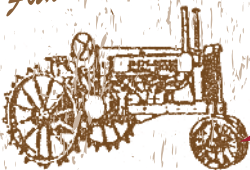


STEAM AND GAS ENGINES



ANTIQUE CARS
AND TRUCKS

Fun - Educational



HEY DAD,
WHAT'S THAT?

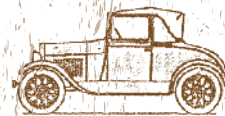
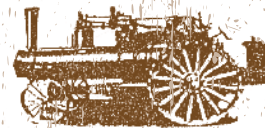


MARINE ENGINES

*Low technology
at its best*



FARM TRACTORS
AND EQUIPMENT



FREE
ADMISSION



JUNE 2018 ANTIQUE MACHINERY SHOW

SAT. 2ND

PLYMOUTH AIRPORT

RAIN OR SHINE

ICEBREAKER



SUN. FEB. 25, 2018

FERRY SUNOCO
Rt. 58 and Winter St.
HANSON, MA

Across From Town Hall
At Traffic Lights
Next To Fire Station

CRANBERRY FLYWHEELERS

CRANBERRY FLYWHEELERS

THE

OLD MILL LOT

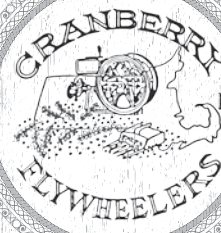
EAST ST. MIDDLEBORO

SAT. 21 - ONE DAY

JULY 2018



SPRING



ANTIQUE MOTORCYCLES

STEAM AND GAS ENGINES

ANTIQUE CARS AND TRUCKS

Fun - Educational

HEY DAD, WHAT'S THAT?

"Finally I've found a MAN SIZE tractor"

MARINE ENGINES

Low technology at its best

FARM TRACTORS AND EQUIPMENT

FREE ADMISSION

JUNE 2018

ANTIQUE MACHINERY SHOW

SAT. 2ND

PLYMOUTH AIRPORT

RAIN OR SHINE

FALL ANTIQUE MACHINERY SHOW

SAT. September 15TH 2018

ANTIQUE MOTORCYCLES

STEAM AND GAS ENGINES

ANTIQUE CARS AND TRUCKS

Fun - Educational

HEY DAD, WHAT'S THAT?

MARINE ENGINES

Low technology at its best

FARM TRACTORS AND EQUIPMENT



PLYMOUTH AIRPORT

RAIN OR SHINE

FREE ADMISSION

Cranberry Flywheelers
Annual Meeting
PLYMOUTH AIRPORT MEETING HALL

SUNDAY
NOV. 11, 2018
9 AM

