

**NATIONAL  
HISTORIC REGISTER**

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Site 32 SL-O (Salt Lake - Omaha) Intermediate Field Historic District

other names/site number Medicine Bow Airport

### 2. Location

street & number .9 miles southeast of Medicine Bow off of County Road 1  not for publication

city or town Medicine Bow  vicinity

state Wyoming code WY county Carbon code 007 zip code 82329

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national          statewide        X   local

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency/bureau or Tribal Government \_\_\_\_\_

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

    entered in the National Register          determined eligible for the National Register

    determined not eligible for the National Register          removed from the National Register

    other (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

**Category of Property**  
 (Check only one box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**  
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	2	buildings
		district
		site
1		structure
5	2	object
54	37	<b>Total</b>

**Name of related multiple property listing**  
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

Transportation: Air-related

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**Current Functions**  
 (Enter categories from instructions.)

Transportation: Air-related

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**7. Description**

**Architectural Classification**  
 (Enter categories from instructions.)

Other: Airfield

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**Materials**  
 (Enter categories from instructions.)

foundation: Concrete

walls: Other

roof: Shake

other: Metal

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Medicine Bow intermediate field, situated on a nearly level plain at an elevation of 6,500 feet above sea level, is located nine-tenths of a mile southeast of the Town of Medicine Bow, Wyoming and can be accessed via route U.S. 30-287. The Union Pacific railroad is located a short distance to the north and Carbon County Road 1 is located one quarter mile to the southwest. The field is under dual ownership, 17 acres are owned by the Town of Medicine Bow and 130 acres are owned by the State of Wyoming all of which are incorporated into the Medicine Bow airport.

The Medicine Bow intermediate field, an emergency landing field located between major terminal points, was an integral part of Route "T", the New York to San Francisco transcontinental airway. Terrain was selected if possible to be level or devoid of sharp breaks in grade and to be well drained naturally, or by artificial means. Selected areas, if at all possible were to be improved as little as possible in keeping with the fluctuating design of the airway. In keeping with the general design of intermediate fields, the Medicine Bow plan form was laid out to afford pilots the opportunity to land in any direction. As such, this intermediate field does not have a formal runway. Officially referred to as Site 32 on the Salt Lake to Omaha airway it originally comprised 140 acres.<sup>1</sup> An additional seven acres were added at a later date<sup>2</sup> for construction of the low frequency radio range. The historic district went through several use classifications until 1958 when it was turned over to the Town of Medicine Bow by the Department of Commerce.

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### Narrative Description

#### Buildings:

##### Teletype Office (first powerhouse), Contributing

A wood frame building with the exterior dimensions of 22 by 14 feet sits on a raised concrete foundation and is located in the extreme north-west corner of the district. Horizontal siding is painted white with a 20 inch red band surrounding the exterior three feet above ground level. The roof is of medium pitch and covered with shake shingles. The building has been subdivided into two rooms. The larger room has the dimensions of 13 feet four inches by 14 feet. The smaller room has the dimensions of 13 feet four inches by seven feet and is furnished with various sizes of cabinetry. The walls and ceiling of both rooms are finished with Celotex fiberboard sheathing. The north side has one wood door at the north-west end of the building measuring 81 inches high by 31 inches wide. The east end of the building has one door (frame only) centered in the structure and measures 81 inches high by 31 inches wide. Two double hung windows are located on the south side of the building, each measuring 34 inches wide by 53 inches high. One window of the same construction and dimensions is located on the north side east of the door way. The building initially served as the powerhouse and at a later date was converted to the teletype office. The exterior has suffered from extreme effects of weather, particularly on the northwest exposures, causing paint peeling and warping of exterior siding. The interior has been heavily vandalized with ceiling and wall covering torn down and glass broken from windows. The building is also infested with birds and rodents.

##### T Hangers, Noncontributing

Two 'T' hangers one located in the northwest corner of the district and the other located approximately midfield along the north fence line comprise the noncontributing buildings. Both are of wood construction and are of the plan form of a 'T' for the purpose of storing small light aircraft. The aircraft are stored tail first so that the fuselage is parallel to the vertical axis of the letter 'T' and the horizontal component of the 'T' providing the space for the wings. Both are presently used to store various miscellaneous and valueless items.

The 'T' hanger nearest the entrance is of plywood construction open to the southwest. The opening is 39 feet wide and 12 feet high. The roof slopes to the north giving the rear wall a dimension of 39 feet wide by nine feet six inches high. The length is 28 feet. The rear wall parallels the drive that gave access to the Airway Keeper's residences (no longer extant).

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<sup>1</sup> *Airway Bulletin No. 786*, (Washington, D.C.: GPO, October 15, 1929), 1.

<sup>2</sup> Based on labor time sheets, *Form 46, Department of Commerce*, August-December, 1930, Private Collection, Steve Wolff, Laramie, Wyoming.



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The second 'T' hanger is approximately 1200 feet from the entrance along the north boundary of the district and partially occupies the former site of the radio range. Of plywood construction, it opens to the east. The opening has the dimensions of 43 feet in width and a height of 12 feet. The rear wall has a height of eight feet. The overall length from opening to rear wall is 28 feet.

**Structure:**

Tower, Contributing

A 51 foot skeletal galvanized steel tower is located in the northwest corner of the district. Atop the tower is a six foot square maintenance platform which provided space for technicians performing beacon maintenance. The platform also provided mounting attachments for the two 18 inch diameter green course lights and a 36 inch diameter Crouse-Hinds airway beacon. A 36 inch high safety railing surrounds the platform. The platform is accessible via a ladder and trap door in the platform floor on the north side of the tower. The tower, manufactured by the International Crane and Derrick Company, is constructed of two and half inch by two and half inch angle iron bolted together in 12 foot sections and is painted in alternate bands of white and International Orange. The legs of the tower are set in concrete on nine foot four inch centers. Horizontal and vertical cross bracing provides additional rigidity. Although the tower has not been vandalized, extreme weathering of the painted surfaces has exposed the galvanized metallic surfaces. Cracking of the tower foundation is evident due to vegetation encroachment.

**Objects:**

Boundary Marker, Contributing

One Federal property boundary marker of cast concrete 72 inches high and six inches square is located in the northwest corner of the historic district. Corners are chamfered one and one-quarter inch. The upper ten inches are not chamfered and have three inch high letters **U S** cast in relief on one side. The upper portion of the marker has been broken off.

Light Standards, Contributing

Thirty-five light standards, 45 inches tall, were topped by prismatic globes which outlined the field for night operations. Below each globe socket is a galvanized sheet metal cone painted in International Orange and white. The colored cones aided in delineating the boundaries of the field for day operations. Spacing varies from 390 feet along the southwest fence line, to 310 feet along the east fence line and 350 feet along the northeast fence line east of the Airway Keeper's quarters. The boundary cone is an integral part of the light standard. All of the light standards have been vandalized, with globes broken out, and cones showing the effect of gunfire. Paint has weathered over most of the surface to the point of exposing the sheet metal.

Ground Directional Arrow, Contributing

One ground directional arrow is positioned below the base of the tower. It consists of a poured concrete slab in the shape of an arrow pointing in a southeasterly direction. The apex of the arrowhead expands to a width of 11 feet. The base of the arrowhead is connected to the shaft, a four foot wide strip of concrete extending to the tower slab and beyond to the teletype building. The length, discounting the teletype building and tower slab, is 24 feet. The concrete arrow shows the effects of weathering and vegetation encroachment.

Fence Markers, Contributing

Seven fence markers delineate the boundaries of the field. These are constructed of one by six inch western or Idaho white pine with sides and edges painted in alternate bands of International Orange and white fastened horizontally on galvanized steel stanchions. The cross-section is triangular and each marker has an overall length of 62 feet. These are placed at the interior angles of the field and at 600 foot intervals along straight sides. Three sets of markers are missing. Existing markers exhibit the effects of heavy weathering. Wood is weather checked and warped and the paint is faded.

Obstruction Light Pole, Contributing

One 20 foot obstruction pole to warn of the proximity of power lines for night approaches is located at the northeast boundary of the northeast-southwest landing area. Of standard wood pole construction with six climbing stanchions, it is one of four that supported red obstruction lights. Two are on the ground and one lies outside the district. The poles are heavily weathered and globes have been vandalized.

Wind Sock Pole, Contributing

One steel pole six inches in diameter and 20 feet high is located at the intersection of the northeast-southwest and northwest-southeast landing strips. This pole originally supported a wind sock, now missing.

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**Airway Beacon, Contributing**

One Crouse-Hinds 36 inch double ended airway beacon sits atop of the tower. The beacon is primarily cast aluminum and glass. The glass lenses, one green and one clear, disposed at opposite ends, are designed in three pieces. The center circular lens had a diameter of 20 inches. Two semi-circular lenses surround the center section, which give the lens a total diameter of 36 inches. Additional framing elements bring the total exterior dimensions of the aluminum housing to 40 inches. Two 36 inch parabolic mirrors behind each lens projected the beam outward. Between the mirror and the lens was a 1000 watt bipost mogul bulb which provided the illumination. The interior is accessed by two exterior doors located midway between the ends of the beacon. All glass has been vandalized and the aluminum casing shows the effects of gunfire. The drive gearbox is missing.

**Polyethylene Runway Cones, Noncontributing**

The objects consist of 34 portable polyethylene cones, yellow in color with the dimensions of 38 inches at the base tapering to four and half inches at the top. The height is 23 inches. The cones are presently used to delineate the boundaries of the east-west runway.

**Electric Power Pole, Noncontributing**

One electric power pole is located several feet west of the ground directional arrow tip. Wires lead to the "T" hanger located nearest the entrance.

**Sites:**

**Assistant Airway Keepers quarters foundations, Contributing**

Two concrete foundations, which are located along the east-west fence line just east of the beacon tower, outline the cellars and mark the former location of Assistant Airway Keeper's quarters. Dimensions of each are 22 by 28 feet and conform to the standard size of the "K" quarters provided for Airway Keepers. Depth of cellars is indeterminate at this time due to filling. The foundations are heavily obscured with sage with visible portions showing the effects of frost heaving.

**Garage Pad, Contributing**

One concrete pad with the dimensions of 12 by 18 feet is located along the east-west fence line east of the Assistant Airway Keeper's quarters marks the location of the two car garage. The pad shows the effects of frost heave and encroachment of vegetation.

**Powerhouse Site, Contributing**

One concrete pad with the dimensions of 10 by 14 feet is located along the east-west fence line, east of the garage and marks the remains of the powerhouse. Two concrete footings approximately three feet apart with the dimensions of one foot wide by six foot long immediately north of the pad mark the position of the cradle that held a fuel tank. The concrete pad is heavily fractured and encroached upon by vegetation.

**Flag Pole Site, Contributing**

This area is outlined by an oval concrete footing. The footing has a width of six inches and is located across the driveway from the former site of the Airway Keeper's quarters. The oval is 70 feet long by 30 feet wide. A 12 by three foot wide walkway, centered, projects to the south and terminates in five foot square concrete pad that formerly supported a five and one-half inch flagpole.

**Supervisors Quarter's Site, Contributing**

One rectangle delineated by six inch wide concrete footings with the dimensions of 37 by 36 feet with rounded corners is located approximately 1200 feet east of the teletype office. The enclosed area marked out the grounds for the supervisor's quarters. The longest axis, 37 feet is oriented east-west. All other references to the dwelling have been eradicated by individuals converting the site for parking of small aircraft.

**Integrity:**

The Medicine Bow intermediate field was one of 15 constructed in Wyoming to supplement the transcontinental airway. It is the most intact remaining facility of its type in Wyoming and possibly the U. S. Despite neglect and vandalism, it retains integrity of most aspects. Integrity of location, setting, feeling, and association are strongest because the intermediate airfield remains in its original location and within its original boundaries. The relative isolation of the Town of Medicine Bow and the lack of funding for modernization, are the likely reasons much of the historic district remains. The historic district retains a rural setting that has changed little since the late 1920's. The largest modern intrusion, located outside the district, is the water storage tank for the Town of Medicine Bow. Open rangeland covered with sagebrush encompasses

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The airfield instilling a sense of timelessness to an observer. The area is still enclosed by its original fenced boundaries and retains its original function as an airfield which instills a strong sense of feeling and association. The integrity of the ground directional arrow, fence markers and unaltered airfield plan form, is such that former users of the transcontinental airway from its historic era would find themselves in familiar surroundings. Many of the noncontributing resources postdate the period of significance, but still relate to the airfield. Overall, the integrity of feeling and association are very good.

The district's unaltered landscape retains the integrity of design and materials that is in keeping with the original engineering specifications and many of the original resources remain *in situ* conveying the purpose of the airfield. As was common government practice after decommissioning, equipment was relocated and buildings were auctioned. All but one building has been removed from the district; however, the concrete foundations and driveways remain in place. The exterior and interior materials of the sole remaining building are relatively unaltered and exemplify construction practices for Federal Airway facilities during this period. The completeness of the ground directional arrow provides a stark physical example of a bygone era of air navigation and can only leave an observer in awe of the Federal Airways primitive beginnings.

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**3. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions.)

Transportation

**Period of Significance**

1929-1958

**Significant Dates**

1929, 1931, 1941, 1958

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

**Architect/Builder**

Department of Commerce, Bureau of Lighthouses

**Period of Significance (justification)**

The present configuration of the historic district extends from 1929 to 1958. The original 140 acres of the historic district are representative of early Federal Airway system design and construction methods for intermediate fields until their abandonment in 1965. The construction of the low frequency radio range on an additional seven acres beginning August 1930 signified the beginning of a new era in air transportation in which aircraft could transverse the entire continent from New York to San Francisco navigating by radio independent of weather conditions. With the advent of faster and reliable aircraft, the radio range and weather reporting facility was decommissioned circa 1938. The historic district was returned

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to the Town of Medicine Bow in 1941 as a municipal airport; however, the Bureau of Commerce continued to operate and maintain its intermediate field status until 1958 when it was deemed surplus and all Federal interest was relinquished.

**Criteria Considerations (explanation, if necessary)**

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Medicine Bow intermediate field is being nominated at the local level under Criterion A for its association with and representation of aviation history of the United States Federal Airway development during its formative years. It is one of 15 intermediate fields in Wyoming built during the 1920's by the Bureau of Commerce, Lighthouse Division and one of 90 along Route "T" or the Columbia route as it was sometimes referred to. Fourteen additional intermediate fields supplementing the Columbia route in Wyoming were located at: Pine Bluffs, Burns, Federal, Laramie, Rock River, Dana, Parco, Cherokee, Red Desert, Bitter Creek, Granger, Lyman, Leroy, and Knight. All except Medicine Bow have been upgraded to modern municipal airports or razed as per agreement with the Bureau of Land Management. The property, developed by the Bureau of Commerce during the 1920's, represents an era of technical uncertainties when air transportation was experiencing a period of rapid advancement. The period of significance extended until 1958 when the field was deemed surplus by the Department of Commerce.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

The airplane which invokes the ultimate image of freedom is inexorably tied to the ground over which it flies. This seemingly incongruity was best exemplified by Colonel Paul Henderson, Second Assistant Postmaster General under the Harding administration and recognized as the father of the night mail. Colonel Henderson put the idea of an airway in the form of a paradox. 'An airway exists on the ground, not in the air.'<sup>3</sup> A paradox that characterized one of the greatest unheralded technological achievements of the 20<sup>th</sup> Century. From its rudimentary beginnings as ground directional arrows to the present day use of Global Positioning Systems, the Federal Airways emerged as, although not without trials and tribulations, the world's safest and most expeditious means of transportation. The research, development, and construction of the Federal Airways had no Ames Brother's or Big Four, only penurious funds awarded by a reluctant Congress. None the less, the ingenuity, dedication and perseverance of salaried Federal employees, equaled or surpassed those of private enterprise. It was America's seminal technology at its best.

Only an occasional contrail seven miles high, gives evidence to the airways existence; however, its imperceptible nature does not diminish its distinction as an integral part of the American transportation system. Just as the burgeoning Federal and state highway system of the mid 1920's facilitated the growth of the automobile industry, a synergy also developed between airplane and airway. The aircraft's speed, coupled with the airways inherent characteristic of connecting points in a straight line, altered forever our concept of distance and time. The national network of airways stitched together America and opened up the abundant commercial possibilities of aviation to the nation's business community, and filled a technological void as the emphasis of railroads on passenger traffic began to wane.

Site 32 SL-O, significant in the area of transportation, represents air transportation technology inclusive of the periods between ground embracing daytime only contact flying, the superlative night airway and the all weather low frequency radio range. The significance of Site 32 is that, with the exception of the missing radio range, it encompasses the complete transitional periods of air navigation methods from the Wright Brothers to jets and remains possibly the only representative example of early and mid-twentieth century air navigational facilities.

**Developmental history/additional historic context information** (if appropriate)

The exigencies of WW 1 brought about rapid advances in aircraft design and engine reliability: advances which did not go unnoticed by two visionaries within the Wilson administration. In the fiscal year 1917-1918, Postmaster General Albert Sidney Burleson and Second Assistant Postmaster General Otto Praeger along with a congressional appropriation of

<sup>3</sup> Colonel Paul Henderson in Nick A. Kommons, *Bonfires to Beacons*, (Washington, D.C.: Smithsonian Institution Press 1989), 125.

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\$100,000, embarked on a *bold experiment* to sponsor the growth of commercial aviation through federal benefice. As a prelude to a national network of national airways, a short 218 mile section between Washington D.C and New York City with a stop at Philadelphia was selected for trial flights. The beginning was less than auspicious.

On May 15<sup>th</sup>, young 2<sup>nd</sup> Lieutenant George L. Boyle took off from the Polo Grounds, Washington, DC for Bustleton airfield, Philadelphia, amid much fanfare and hope. Dignified onlookers included President Woodrow Wilson and his wife Edith, Postmaster General Albert S. Bursleson and Second Assistant Postmaster General Otto Praeger. Swooping low over the field with confidence, Boyle and the Curtiss JN-4, carrying several thousand letters, turned north, then inexplicably south, where Boyle - now hopelessly lost - touched down near Waldorf, Maryland, some 25 miles from his starting point, breaking the propeller in the process.<sup>4</sup>

Two days later, given a chance to redeem himself, Lt. Boyle departed again, this time with an escort and having been briefed to keep the Chesapeake Bay shoreline on his right. Shortly into the flight, engine trouble forced the escort to drop out. Undeterred, Boyle pressed on, discovering that the Delaware River, which he was supposed to follow to Philadelphia, was now on his left. Believing he was still following the Chesapeake Bay, did a 180° turn and continued to follow the shoreline to Cape Charles, Virginia, where he ran out of gas, land and airspeed simultaneously.<sup>5</sup> All of which served to dramatically underscore the difficulties facing pilots trying to fly cross-country with unreliable compasses and without adequate maps or ground-based navigational aids.

For the next five years, without manmade navigational aids, radios and maps, airmail pilots resorted to “contact” flying by which visual contact was maintained with geographic features such as rivers, shorelines and the “Iron Compass” as railroads were referred to by airmail pilots. By 1921 the U.S. Airmail Service had firmly established itself as a day-time only operation between New York and San Francisco. Sometimes referred to as the “Columbia” or transcontinental route, mail planes were flown to selected points along the railroad where the airplane would land in the evening and transfer the mail to a waiting train, which would move the postal cargo further down the line to be picked up in the morning by another aircraft. This ‘leapfrogging’ of the mail across the continent drew the ire of Congressional appropriation committees and the scorn of rail officials, as it yielded only a minute commercial advantage.

To overcome the limitations imposed by night-time operations, in mid-1923 the Post Office, improving on marine technology developed by General Electric and American Gas Accumulator Company, began to construct a series of lighted airway beacons between Cheyenne, Wyoming, and Chicago, Illinois. This particular section was chosen because of its relatively flat terrain and proximity to commercial power. Also, and more importantly, mail planes leaving New York westbound could reach Chicago before nightfall, while eastbound departures from San Francisco could land in Cheyenne before dark. Supplementing the beacon system were intermediate landing fields spaced every thirty to fifty miles to provide a safe haven in the event of difficulties. Regular night service began on July 1, 1925<sup>6</sup> and by January 1929 the entire transcontinental route was lighted with the turning on of beacon number 25 at Miriam, Nevada.<sup>7</sup> Westbound flights could now traverse the continent in 34 hours while eastbound services took only 29 hours, besting the railroads by some two days.

The Medicine Bow intermediate field was one of 90 established along the Columbia route from New York to San Francisco.<sup>8</sup> One twenty-four inch rotating drum beacon of 1000 watts was installed atop the 51 foot skeletal steel tower. Rotating at six RPM, the drum housed a 24 inch parabolic mirror with a 1000 watt Mazda lamp projecting 1,000,000 candlepower. Inside the drum was an automatic lamp changer with a spare lamp.<sup>9</sup> Should the lamp burn out, the replacement could be installed and in focus in a matter of seconds. Flashing every ten seconds for one-tenth of a second, the beam was elevated about one degree above the horizon and could be seen at a distance of 40 miles on a clear

<sup>4</sup> Barry Rosenberg & Catherine Macaulay, *Mavericks of The Sky*, (HarperCollins: New York, 2006), 42.

<sup>5</sup> *New York Times*, May 18, 1918. A1.

<sup>6</sup> Komons, *Bonfires to Beacons*, 131.

<sup>7</sup> *Domestic Air News*, No.49, (Washington, D.C.: GPO, March 30,1929).

<sup>8</sup> *Ibid.*, June 30,1927.

<sup>9</sup> Heister, “*Airways*”- *End of Seat- of -The- Pants Flying*,(self-published: Los Angles 1978)37.

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night.<sup>10</sup> Below the beacon were two course lights, mounted on a six foot square maintenance platform, pointing forward and backward along the airway. Each of these lights contained a 500 watt projector lamp with 100,000 candle power, and were fitted with specially designed mirrors of a cylindro-spherical shape behind an 18 inch doublet lens.<sup>11</sup> Equipped with red or green lenses, the course lights would denote the presence of a beacon only (red) or landing field within two miles of the beacon (green). Amber colored course lights denoted a landing field suitable for day time operations only. Using a system of flashing codes, each course light alternately flashed its characteristic code, while the main beam swung 180 degrees opposite. By observing the coded flash, which corresponded to its mileage position along the airway, the pilot determined his position.

Airways were designated by the first letters of their terminal cities and read from west to east and south to north, thus, SL –O for the Salt Lake to Omaha airway. In the interest of bookkeeping, the beacons were numbered based on mileage from a terminal point west to east and south to north with the unit digit dropped. The airways were designed so that no segment exceeded a distance of 1000 miles and were further subdivided into 100 mile sections. Thus, Medicine Bow, along the SL-O (Salt Lake-Omaha) airway at 325 miles from Salt Lake City, Utah was designated Site 32.

Associated with the beacons were ground directional arrows consisting of a 54-foot concrete arrow pointing to the next higher numbered beacon and were originally painted chrome yellow with an eight inch black border. During the night this arrow was lit from above by high intensity lights mounted on the beacon tower frame. At the 'feather' end of the arrow was a 22 foot by 14 foot power shed housing a Kohler or Westinghouse generator if no local power was available. On the roof of the power shed was painted the airway route and beacon site number.<sup>12</sup> Between the shed and arrow was the beacon tower, painted with alternating chrome yellow-and-black bands if in the wooded terrain of the east or red-and-white in the sparse desert regions of the west. By 1932, towers were painted with alternating bands of white and International Orange.<sup>13</sup>

The lighted airways were constructed in every conceivable type of terrain and pushed contemporary technology to its limits. They crossed Georgia swamps, Allegheny mountain tops, and remote western deserts, and were even located along the walls of the Columbia River Gorge.<sup>14</sup> At extremely remote sites without commercial power, beacons were powered by two gasoline generators, one used as a standby and supplied by two 515 U.S. gallon fuel tanks. At night, with the aid of an astronomical clock - or a photo-electric cell during inclement weather - a generator would start to crank. If it failed to come online the other would automatically crank repeating the process until one ran. Generators were thermostatically controlled and would automatically shutdown if they became too hot, or if too cold in freezing temperatures, would automatically start at intervals throughout the day to keep the oil warm.<sup>15</sup>

The airway beacon system, albeit primitive and hampered by reduced visibilities, laid the ground work for the modern Federal Airway system. "Of all American contributions to the technique of air transport operations," Edward P. Warner noted, "[flying at night by beacons] was the greatest. How great it was, and how far it put the United States ahead of the rest of the world, was attested to by the fact that, as late as the early 1930's, when Americans were flying more or less routinely at night, Europeans were still fingering the hem of the idea of night flying."<sup>16</sup> In 1923, the U.S. Airmail Service was awarded the prestigious Collier Trophy for its contribution to night flying technology.

Lasting almost 50 years, these luminous sentinels crisscrossed the United States, guiding airmen through myriad weather conditions and potentially perilous aerial pathways. The lighted airway reached its zenith in 1946 when more than 2000 beacons were in use, the last one being decommissioned in 1972 on Whitewater Hill near Palm Beach, California.<sup>17</sup>

<sup>10</sup> D.C. Young, *Airways Lighting*, (Paper to be Presented before the Silver Anniversary of The Illuminating Engineering Society, Pittsburgh: October 13-16, 1931),5.

<sup>11</sup> *Ibid.*, 5.

<sup>12</sup> Heister, "Airways"-*End of The Seat-of-The Pants Flying.*, 22.

<sup>13</sup> H.A. Wells to All Sites, April 4, 1932.

<sup>14</sup> *Air Commerce Bulletin, Vol.2, No.17*, (Washington, D.C.: GPO, March 2, 1931), 439.

<sup>15</sup> Heister, "Airways"-*End of The Seat-of-The-Pants Flying.*, 38.

<sup>16</sup> Edward P. Warner, *Early History of Air Transportation*, (York: Pennsylvania, 1937),26-28.

<sup>17</sup> Larry Cheskaty, *FAA Aviation News*, (Oklahoma City: 1977), 18-19.

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Although the lighting of the Federal Airways was a profound success for night navigation it fell far short of the requirements for an all-weather network. The beacon system still required pilots to navigate by the 'contact' method and was virtually useless when it was needed most, in times of low or non-existent visibility. Commercial aviation had to compete with existing forms of transportation on a reliable basis and it was toward this goal that researchers and engineers began to experiment with a technology that would revolutionize scheduled commercial flying: Radio!

As early as 1916, engineers at the National Bureau of Standards recognized the value of radio for marine and aircraft guidance and at the time two technologies were available: the German designed Telefunken<sup>18</sup> and the Bellini-Tosi<sup>19</sup> radio compasses. At the behest of the U.S. Post Office, research continued until 1919, which proved the practicality of the Bellini-Tosi system. By 1921 the U.S. Post Office had lost interest; however, the U.S. Bureau of Standards at College Park, MD and the U.S. Army Signal Corps during the next four years continued to refine the Bellini-Tosi system along with incorporating several European patents.<sup>20</sup> Two Bureau of Standards physicists, F.W. Dunmore and F.H. Engle, at McCook Field, Dayton, OH conducted experiments with two rectangular loop antennas set at 45° to each other and transmitted two signals which could be heard as *equisignals*. The signals formed two range legs which bisected the two antennas and radiated a distance of 25 miles from Dayton to Eaton, OH where U.S. Army pilots conducted some of the earliest test flights.

After much experimentation the definitive version that emerged was a radio range that transmitted four courses. The range operated on frequencies between 200 - 415 kilocycles and had an effective range of about 100 miles.<sup>21</sup> Morse coded letters, 'N' (dash dot) and 'A' (dot dash) were alternately sent through their respective loops at a rate of 22 signals per minute in groups of four, with the 'N' sent first, then the 'A', then the 'N', and then the 'A', this pattern formed two distinct quadrants, two 'N's and two 'A's.<sup>22</sup> In the interest of uniformity and pilot orientation, quadrants north of northwest had 'N' signals. The field intensity of each antenna formed a figure eight pattern and where they overlapped was the area of *equisignals* which was identified by a steady monotone or the Morse code 'T'. This was the 'beam' or on course area and was approximately three degrees wide near the station. Directly above the intersection of the loops was an area with no signals called the *cone of silence* which aided the pilot in determining his exact position along the airway. If a pilot flying the 'beam' drifted off course, an 'N' or 'A' would predominate in his headsets and warn him to make the necessary corrections. Every 20 seconds, the signals were interrupted for station identification and every 15 minutes for weather information.

By 1926, the four course aural range had come into technical maturity and was only awaiting practical application along the Federal Airways. The physical characteristics of the range consisted of four wooden poles disposed about the corners of a square and supported two 300 hundred foot long by 30-foot high vertical rectangular antennas ideally at 90° to each other. A fifth pole at the intersection of the loops provided additional support for the antenna array and connected the antennas to the equipment below, a 2 kilo-watt transmitter, goniometer, and keying device housed in a 18 by 21 foot wood frame building. (See Figure 1)

On July 1, 1927 the Department of Commerce, Aeronautics Branch took over the U.S. Post office's existing infrastructure and began fulfilling its Congressional mandate to upgrade the nation's airways.<sup>23</sup> Six aural ranges were already operating or under construction these being: McCook Field, Dayton, OH, and Ford Field near Detroit, MI, both of which were operating before 1926. Under construction was another Ford range near Chicago, IL. General Electric sponsored two experimental ranges at College Park, MD and Bellefonte, PA. The sixth was located at New Brunswick, NJ at Hadley field.<sup>24</sup> The Aeronautics Branch selected the existing route from New York to Cleveland, to be upgraded first because of its importance and the fact that the Allegheny mountain portion was still not ideally lighted.

<sup>18</sup> *Popular Science Monthly*, April, 1918, 632-634.

<sup>19</sup> William P. Jackson, ed. *The Federal Airways System, Four Course Range*, (Institute of Electrical and Electronic Engineers, Inc., 1970), 219.

<sup>20</sup> Henry Roberts, *Aviation Radio*, (New York: William Morrow & Company, 1945), 132.

<sup>21</sup> Jackson, ed. *The Federal Airways System, Four Course Range*, 220.

<sup>22</sup> Heister, "Airways" *End of The Seat-of-The-Pants Flying*, 41.

<sup>23</sup> *Domestic Air News*, No. 7, (Washington, D.C.: GPO, June 30, 1927).

<sup>24</sup> Heister, "Airways" *End of The Seat-of-The-Pants Flying*, 15.



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The eastern terminus of the route was Hadley Field, NJ which had its four courses "squeezed" so as to not only serve the New York - Cleveland route but also the New York - Atlanta route. The west course of the Hadley Field range converged with the east course of the Bellefonte, PA range over Numidia, PA<sup>25</sup> and the west course of the Bellefonte range and the east course of the Cleveland, OH range intersected over Brookville, PA. Low power non-directional beacons serving as mile posts were placed at the intersections of these range courses and eventually every thirty miles along the Federal Airways. In 1928 the Bellefonte range became the first four course aural range to be commissioned on the Federal Airways. Three years later, on February 12, 1931 with the commissioning of the Medicine Bow, Wyoming radio range on the Salt Lake - Omaha airway, the entire Route "T" was now completely navigable under instrument conditions and ushered in the world's premier commercial airway.<sup>26</sup>

The implications were profound. Now for the first time, an airliner could traverse the entire continent on schedule, without regard to the limitations of adverse visibilities. Airlines now had a commodity, service, that they could sell with confidence, and passengers could purchase a ticket with the reasonable expectation of arriving at their destination on time. As the cabins of airliners filled with passengers and gradually replaced the mail as source of revenue, aviation grew to a self sustaining commercial enterprise fulfilling the vision of the *bold experiment*.

### **The Medicine Bow Intermediate Field**

The State of Wyoming was surveyed by ground and air in the summer of 1923 for routing the airway with construction beginning in the summer of 1924.<sup>27</sup> Fifteen intermediate fields located at Pine Bluffs, Burns, Federal, Laramie, Rock River, Medicine Bow, Dana, Parco, Cherokee, Red Desert, Bitter Creek, Leroy, Lyman, Granger, and Knight<sup>28</sup> spanned the state. Sites located in the absence of nearby municipalities were named for the closest rail siding. Land was leased based on prevailing land values, from private individuals, the state, or commercial entities and leases could run anywhere from year to year or up to ten years. The Bureau of Commerce was prohibited by law to maintain public airports and as a consequence, intermediate fields had strict guidelines as to their usage. These were: all intermediate fields shall be available for emergency use at anytime, all fields shall be available for noncommercial flying activities provided aircraft are housed outside field premises, and all fields shall be available for occasional commercial use provided no local commercial airport is available.<sup>29</sup>

The Medicine Bow intermediate field was initially located one mile west of its present position. It was relocated to its present position in circa 1929 to take advantage of the proximity to local utilities. The historic district while under the administration of the Federal government had several different classifications. Earliest records list the property with a type "C" classification.<sup>30</sup> This was an intermediate airfield with boundary lighting, a rotating 24 inch beacon and primary power supplied by an onsite gasoline generator with an extra generator for stand-by. Records show the facility was reclassified as a type "D" airfield as early as June of 1931 in which the primary source of power was commercially provided by the Cooper family in the Town of Medicine Bow.<sup>31</sup> A separate building was then constructed for the two generators which only functioned in the standby capacity. The district was again reclassified in 1941 a type "PD" airfield when the Department of Commerce granted authority to the Town of Medicine Bow to operate the field as a municipal airport while the Department of Commerce retained the rights to maintain and install the lighting equipment.<sup>32</sup> The Department of Commerce relinquished all interest in the property on March 1, 1958 and transferred all existing airport equipment to the Town of Medicine Bow.<sup>33</sup>

Intermediate fields above the elevation of 4000 feet sea level had standard runway lengths of 2500 to 3000 feet. Runways formed a T, L, or X with the inner angles at the intersections of the runways beveled off to provide additional landing space under conditions of strong crosswinds.<sup>34</sup> The boundaries of the field were marked by sheet metal cones 30 inches

<sup>25</sup> Henry Roberts, *Aviation Radio*, (New York: William Morrow & Company, 1945), 134.

<sup>26</sup> *Air Commerce Bulletin, Vol. 2., No. 17*, (Washington, D.C.: GPO, March 2, 1931), 437-438.

<sup>27</sup> *Rock River Review*, July 3, 1924, 1.

<sup>28</sup> *Air Commerce Bulletin, Vol. 1*, (Washington, D.C.: GPO, December 16, 1929), 20.

<sup>29</sup> C.C. Lange to 5<sup>th</sup> District, (Department of Commerce, January 2, 1936), Wolff, Collection.

<sup>30</sup> *Airway Bulletin, No. 786* (Washington, D.C.: GPO, October 15, 1929).

<sup>31</sup> C.A. Brunner, *Daily Radio Report, Form 68*, (Department of Commerce, June 30, 1930), Wolff, Collection.

<sup>32</sup> W.E. Kline, to Town of Medicine Bow, (Civil Aeronautics Administration, August 21, 1941), Wolff Collection.

<sup>33</sup> John T. Renfroe to E.D. Cronberg, (Civil Aeronautics Administration, February 7, 1958), Wolff Collection.

<sup>34</sup> *Air Commerce Bulletin, Vol. 1, No. 8.*, (Washington, D.C.: GPO, October 15, 1929), 3.

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.n diameter and 24 inches in height, painted International Orange. The cones were installed immediately below the boundary lights and attached to the boundary light standards. In addition, special fence-type day markers in 60 foot sections were installed at each interior angle in the field boundary and at 600 foot intervals on long straight sides.<sup>35</sup>

The boundary lights and their associated cones were spaced approximately every 300 feet to enclose the perimeter of the field and were connected by over 12,000 feet of underground Parkway armored cable. These lights consisted of waterproof clear prismatic globes and fittings mounted on iron pipe standards 30 inches above ground or higher in the case where snow fall of a greater depth was anticipated. In each light standard, a 15 watt electric bulb was installed if commercial power was available or a ten watt bulb if only the onsite generator was only available.<sup>36</sup> Range lights, similar to boundary lights except that the clear globes replaced green globes, were installed at opposite ends of principle runways to aid pilots in night landings. Two range lights were used at each end of the best or prevailing wind runway, and single lights marked the center lines of other runways. Twenty-five watt red obstruction lights, housed in lighthouse globes were placed at the ends of runways over which approaches and landings were to be made. On obstructions in the approach lanes, double obstruction lights were installed and equipped with relays which placed the standby lights in operation in case the operating lamps burned out.<sup>37</sup>

An illuminated wind indicator was supported on the beacon tower and attached by brackets which allowed it to swivel in any direction. The indicator was of a porous weave fabric colored chrome yellow eight foot long and 18 inches in diameter at the mouth. A 150 watt electric bulb was installed at the mouth with a chrome plated reflector that directed the entire output of the light into the sock. A skeleton metal framework extended inside for a distance of four feet to hold the sock horizontal, which increased the effectiveness of the lighting.<sup>38</sup>

A standard 51 foot tower built by the International Derrick and Crane Company was erected in the northwest corner and initially supported a 24 inch drum style airway beacon. The 24 inch beacon was replaced with 36 inch Crouse-Hinds double ended beacon circa 1934. Atop the tower is a six foot square maintenance platform which allowed airway mechanics to service the beacon and course lights. The platform also served as attachment points for two 18 inch green airway course lights, one light faced southeast, and pointed to Site 33, Rock River, Wyoming and one facing northwest and pointed towards Site 31, Old Carbon, Wyoming. At two diagonal corners of the platform, were horizontal ten foot poles from which red flags were flown during the day in case the field was unsafe for use.<sup>39</sup> Unsafe field conditions at night were indicated by the illumination of two red ganged obstruction lights set at opposite corners on the tower platform.

The tower was originally painted in alternating bands of black and yellow and later in 1932 International Orange replaced the yellow band and white replaced the black band.<sup>40</sup> The tower is located astride a 54 foot ground directional arrow which points southeast, to the next higher numbered beacon in Rock River, Wyoming Site 33. The arrow surface was originally painted chrome yellow with an eight inch black border. This color scheme also changed in 1932, had white replacing black and International Orange replacing chrome yellow.<sup>41</sup>

A rectangular 14 by 22 foot raised foundation supported a wood frame building whose initial purpose was to house a small capacity gasoline generator to power the beacon and boundary lights and formed the *feather* end of the ground directional arrow. In the late 1920's, this building began serving as a communications office containing a teletype machine, radio transmitter and receiver. A six by ten foot coal bin with a capacity of six tons adjoined the west end of the building.

Two Assistant Airway Keeper's residences each with its own separate septic system, were built along the northwest boundary line approximately 100 feet east of the teletype office. A third residence, the supervisor's, was located approximately 1200 feet east of the teletype office in the seven acres allocated for the radio range. These residences were referred to "K" quarters and were prefabricated wood frame construction. Often designated as a numbered series (e.g. 513, 518D, 536, 571 and 572) the buildings conformed to standardized plans with minor embellishments such as

<sup>35</sup> *Air Commerce Bulletin, Vol.4, No.9.*,(Washington, D.C.: GPO, November 1, 1932),219.

<sup>36</sup> *Ibid.*, 219.

<sup>37</sup> *Ibid.*, 219.

<sup>38</sup> *Air Commerce Bulletin, Vol. 1, No. 8.*,(Washington, D.C.: GPO, October 15, 1929),5.

<sup>39</sup> H.A. Wells to All Field Sites, March 26, 1932, Wolff Collection.

<sup>40</sup> F.C. Hingsburg to All Assistant Airways Traffic Supervisors, March 7, 1932, Wolff Collection.

<sup>41</sup> *Ibid.*

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Window awnings, fan attic windows and porticos. Built over a 22 by 28 foot raised foundation, each residence also contained a cellar of which the northeast corners were partitioned into a compartment for coal storage. Each house was allocated ten tons of coal.<sup>42</sup> Water was supplied from the Town of Medicine Bow.

Seven acres were allocated for the radio range plot which was located 1200 feet east of the teletype office. Construction of the radio range began in August 1930.<sup>43</sup> Four wooden poles 55 feet high were erected at the corners of a square which was 350 feet on a side. These poles supported two crossed loop antenna arrays which were connected diagonally at opposite corners of the square forming an "X". At the intersection of the antennas was a fifth pole which provided support for the antenna array and lead-in connectors to the transmitter house below. The radio range upon completion in December 1930 was tested in January and February of 1931 and became fully operational on February 12, 1931<sup>44</sup> and was designated as type MRL-DT station: Medium-power radio range with loop antenna distantly controlled, with teletype.<sup>45</sup> The radio call letters were KCAL and the transmitter which could be controlled from the teletype office, operated on frequency of 344 kilocycles.<sup>46</sup> Site 6, Knight, Site 24, Cherokee and Site 32 Medicine Bow were unique in that the power output of the radio range was 125 watts which limited the use to the following: the radio range was to be turned on when visibility was less than two miles, when cloud ceiling was less than unlimited or on request from aircraft. Only two courses at Medicine Bow were used and were aligned with the opposite ends of the east-west landing area.

Additional structures included wood frame shed with gabled roof to store hydrogen gas for weather balloons, and an outhouse both of which were located in the northwest corner of the district behind the teletype office. A wood frame two car garage was along the northwest fence line just east of the second Assistant Airway Keeper's quarters. The next structure to the east was an 18 by 21 foot wood frame power house with gabled roof containing a five kva (kilovolt amp) Kohler generator which was supplied with a single 550 gallon gasoline tank located behind and supported on a wood cradle.

Intermediate fields were an integral part of the early Federal Airway system and played an important role in the development of U.S. commercial aviation. At its peak in 1931, the intermediate field system offered 385<sup>47</sup> landing fields throughout the U.S. to airmen in distress. Initially constructed under the auspices of the Bureau of Commerce, Lighthouse Division, intermediate fields were spaced every thirty to fifty miles apart, varied in acreage and plan form depending on terrain and elevation.

Many intermediate fields were staffed on site by Department of Commerce personnel who were fortunate enough to be provided prefabricated accommodations referred to as "K" quarters, at a nominal fee.<sup>48</sup> Assistant Airway Keeper, Edwin Crucikshank, who had an annual salary of \$1,200,<sup>49</sup> was charged \$20 per month for his quarters. Bachelor quarters were fully furnished while families had to provide their own furnishings. Residences were of wood frame simple in design with Celotex sheathed interior walls and asphalt shingle roofs. Roofs painted in red served as aeroglyphs with the name of the field, airway route, elevation and site number painted with yellow letters and numbers outlined in black.<sup>50</sup> Families took advantage of the markings to identify their residences by referring to the roof markings: In the case of Site 32, Medicine Bow or Wyoming house.<sup>51</sup> Betty Jean Cruickshank recalls "each house had two bedrooms, a very small kitchen with built in cupboards, the dining room and living room were combined. The greatest thing about the new house was the indoor plumbing! It was a very small bathroom, but we had a toilet, a bathtub, a sink, a medicine cabinet and a linen closet-which I was quite impressed with as we had never had a linen closet in our other homes. We also had hot and cold running water. By today's standards, it was a very small house, but to us it was a castle!"<sup>52</sup>

<sup>42</sup> Airways keeper in charge to W.E. Kline, Airways Engineer, January 26, 1933, Wolff Collection.

<sup>43</sup> Based on time sheets, *Form 46, Department of Commerce*, August-December, 1930, Wolff Collection.

<sup>44</sup> *Air Commerce Bulletin, Vol. 2, No. 17*, Department of Commerce, (Washington, D.C.: GPO, March 2, 1931), 437.

<sup>45</sup> Department of Commerce, *Bureau of Commerce Radio Facilities*, (Washington, D.C.: GPO, March 5, 1935), 1. Wolff Collection.

<sup>46</sup> *Ibid.*, 8.

<sup>47</sup> Jackson, ed., *The Federal Airway System, Intermediate Fields*, 4.

<sup>48</sup> Heister, "Airways"-*End of The Seat-of-Pants Flying.*, 39.

<sup>49</sup> Betty Jean Crucikshank Cole-Keller, (Hudsonville, MI, Self published, *Edwin M. Cruickshank, Airways Keeper Site 32, Medicine Bow, Wyoming*, 2007), 3.

<sup>50</sup> H.A. Wells to All sites, April 4, 1932, Wolff Collection.

<sup>51</sup> Cole-Keller, (*Edwin M. Cruickshank, Airways Keeper Site 32.*, 12.

<sup>52</sup> *Ibid.*

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Although many sites were isolated, site personnel often led idyllic lives. Generous leave schedules, of up to 93 days per annum, 15 days annual leave and 78 days compensatory time for working half days on Saturday and Sundays<sup>53</sup> allowed personnel to take advantage of areas that abounded with fish, game and pristine forests. Robert Crucikshank, oldest son of Assistant Airway Keeper Edwin Crucikshank, said “we learned to drive up there on the range. My aunt in Nebraska gave us an old Chevy coupe and our job was to go around and change all the burned out light bulbs. I can remember my younger brother, Edwin Jr. and myself getting in a fight about who was going to drive back that day. We were at the far end of the field and he took the steering wheel off and started walking back towards town. Well, I put a wrench on the shaft and boy was he surprised when I passed him. I had many chores to do around the site besides changing out light bulbs. My dad used to have me put out red lanterns at night to mark the soft spots in the field and during the day, I had to fill in Badger holes which were a big hazard to planes on landing. My scariest job was to climb up on the tower and change the light bulb inside the windsock.”<sup>54</sup>

Airway Keepers took care of necessary field work, range work, and relief duties which started at 8am and lasted until 5pm. Assistant Airway Keepers stood teletype watches from midnight until noon and from noon until midnight.<sup>55</sup> Airway Keepers and Assistant Airway keepers were required to transcribe 35 words per minute on the teletype circuit which connected all the sites throughout the nation. Information transmitted included hourly weather reports, planes crossing or PX reports, field conditions and any unusual events.

The Department of Commerce, realizing the uniqueness of living on intermediate fields, asked Airway Keepers to share any unusual experiences throughout the month. These were published in the Air Commerce Bulletin's section called “Along the Airways.” The following occurred at Medicine Bow in October 1933, “The Rescue”:

During the month of October 1933, a pilot landed his small one passenger plane at the Medicine Bow field. The landing was very necessary as the plane was about out of gas from bucking a fifty-five mile an hour headwind, which was plenty gusty. His landing was hurried and the motor shutoff, with a mad dash to one of the wings to attempt to hold his sole possession from kiting out into space. Each gust of wind would lift the plane some ten to fifteen feet into the air and carry it back a hundred, until, the tail skid would dig into the ground and hold it for a few minutes.

The keeper on duty had noticed the dispatch covering the movement of this ship, and as it was destined for a station west he had been on the look-out for it to pass, but later noticed it landing on the far end of the field. He immediately proceeded in its direction with stakes and ropes. Before reaching the ship he could see the pilot being lifted ship in all into space and carried away about hundred feet where the tail skid would dig into the ground, and bang the pilot back to the ground with no mean consideration. When the keeper arrived the pilot stated he was about to turn the plane loose, as it seemed that he could hold it no longer, and also seemed hours since he landed. The keeper started to put a stake into the ground and when he turned around for the plane, it moved off another hundred feet and he immediately proceeded to drive the second stake under a wing. It was soon found that this was impossible, and the pilot's appearance showed that he was more in favor of his first conclusion, for with both men hanging on to the plane it continued to have its own way and was headed for a crack-up, unless some means could be invented to hold it down.

The second keeper noted the struggle from his home and drove his car to the scene of action, and after some time managed to secure one wing of the ship to the rear bumper of the car. After that the first keeper brought his car and the other wing was attached to its rear bumper, then with a rope from the rear of one car back around the tail skid and to the second car, it was possible to move the small plane to the most favorable place away from the wind and properly stake it down. Not until the following day had the wind receded enough for the pilot to continue on his way, after the plane was gassed and the pilot climbed into his cockpit, waved his adieu, and that's all.<sup>56</sup>

<sup>53</sup> W.E. Kline to All Airways Keepers and Assistant Airways Keepers, June 19, 1933, Wolff Collection.

<sup>54</sup> Robert Crucikshank, interview with Steve Wolff, Basin, Wyoming, March 2006.

<sup>55</sup> W.E. Kline to Al Airways Keepers and Assistant Airways Keepers, June 24, 1932, Wolff Collection.

<sup>56</sup> Karl G. Schoewe, *Air Commerce Bulletin*, Vol. 5, No. 10, (Washington, D.C.: GPO, April 15, 1934), 261.

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Although isolated, life at Site 32 was rarely dull particularly in view of the fact it was part of America's premier airway. In the first week of June, 1931 a strange aircraft fluttered out of the sky and landed at Site 32 causing a flurry of excitement.<sup>57</sup> The craft, an autogiro was piloted by none other than Amelia Earhart who was on a cross country flight to the West coast and had planned on stopping at Parco, Wyoming fifty miles further west, after departing Laramie earlier that morning. Apparently the limited range of the autogiro and strong westerly headwinds necessitated the unscheduled stop.

Intermediate fields were open to all aircraft and Airway Keepers were required to extend aid and hospitality to all aircraft and their occupants as the following two incidents reveal.

"On August 3, 1933, Pilot Jack Huff in NC215M enroute form Tulsa, Oklahoma to Riverton, Wyoming with two expert nitroglycerin men and three hundred pounds of nitro for shooting a burning oil well at Riverton, landed at Medicine Bow for an overnight stay. On August 8<sup>th</sup> while on another trip on the same type Huff said that due to the excellent condition of the Medicine Bow field he decided to land for another night stay with three hundred more pounds of nitro for the same well at Riverton. On both visits the crew at Medicine Bow field was more than glad when the above part[ies] were safely in the air."<sup>58</sup>

In February 1934, the Army began flying the airmail after President Roosevelt issued an executive order canceling all existing commercial airmail contracts. The following illustrates the degree of ingenuity exhibited by airway personnel. "One Army pilot landed at night and shut off his motor. [T]he next morning the weather was very cold, and with the aid of a large size blow torch, borrowed from the local garage, and a stove pipe, inserted through the motor cover, along with heating the oil, the motor started almost immediately. Several trips were made to town and to the post office with the mail, and transporting the pilot. For which no one was compensated for."<sup>59</sup>

By the early 1930's with the introduction of all metal monoplanes - such as the Boeing Model 247 and the Douglas DC-2, which were faster, more reliable and along with budget cuts demanded by President Roosevelt's economic measures, there was a substantial decrease in the intermediate field network. Intermediate fields were reduced from a high of three hundred and eighty-five in 1931 to two hundred and fifty in 1934. Medicine Bow survived the budget cuts until circa 1938 when the radio range, communications station and weather reporting capabilities were deactivated; however, the intermediate field still remained as a Department of Commerce operated facility until March 1, 1958 when stewardship was assumed by the Town of Medicine Bow, Wyoming.<sup>60</sup>

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<sup>57</sup> Cole-Keller, *Edwin M. Cruickshank, Airways Keeper Site 32 Medicine Bow.*, 21.

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<sup>59</sup> Karl G. Schoewe to Superintendent of Airways, February 28, 1934, Wolff Collection.

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Interview, Robert Cruickshank Basin, Wy. March 2006.

The following documents are in the private collection of Steve Wolff, Laramie, Wyoming.

Labor time sheet, Form 46, August-December 1930.

Letter, H.A. Wells, April 4, 1932.

Letter, C.C. Lange, Department of Commerce, January 2, 1932.

Letter, W.E. Kline, Civil Aeronautics Administration, August 21, 1941.

Daily Radio Report, Form 68, Department of Commerce, June 30, 1930.

Letter, John T. Renfro, Civil Aeronautics Administration, February 7, 1958.

Letter, F.C. Hingsburg, Letter, March 7, 1932.

Letter, Airways Keeper in charge, Department of Commerce, January 26, 1933.

Bureau of Commerce Radio Facilities, Department of Commerce, March 5, 1935.

Letter, W.E. Kline, Department of Commerce, June 19, 1933.

Letter, W.E. Kline, Department of Commerce, June 24, 1932.

Letter, Assistant Airways Keeper, September 1, 1933

Letter, Karl G. Schoewe, February 28, 1934.

All photos from the collection of Mrs. Betty Cole-Keller.

Site 32 SL-O Airway (Salt Lake – Omaha)  
Name of Property

Carbon County, WY  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 147  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	13	401264	4637939	3	13	402183	4636901
	Zone	Easting	Northing		Zone	Easting	Northing
2	13	401259	4637689	4	13	402429	4637834
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the historic district is marked on the USGS map.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes the land historically associated with the intermediate field.

**11. Form Prepared By**

name/title Steve Wolff  
organization \_\_\_\_\_ date \_\_\_\_\_  
street & number 2359 Jefferson Street telephone 307-399-0077  
city or town Laramie state WY zip code 82070  
e-mail swolff3@uwyo.edu

**Additional Documentation**

Site 32 SL-O Airway (Salt Lake – Omaha)

Carbon County, WY  
County and State

Name of Property

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

---

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Site 32 SL-O (Salt Lake – Omaha) Intermediate Field Historic District  
**City or Vicinity:** Medicine Bow  
**County:** Carbon  
**State:** Wyoming  
**Photographer:** Richard Collier  
**Date Photographed:** 6-22-2011

**Description of Photograph(s) and number:**

- 1 of 11: Teletype office, tower, and arrow, view to north
- 2 of 11: Teletype office and tower, view to east
- 3 of 11: Overview, view to north
- 4 of 11: Overview, view to southeast
- 5 of 11: Flag pole site, view to southeast
- 6 of 11: Fence markers and light standard, view to northwest
- 7 of 11: Fence markers and light standard, view to southwest
- 8 of 11: Fence markers and light standard, view to south, southwest
- 9 of 11: Fence markers and light standard, view to northwest
- 10 of 11: T-hanger, view to east
- 11 of 11: Overview, view to northwest

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**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town Cheyenne state \_\_\_\_\_ zip code \_\_\_\_\_

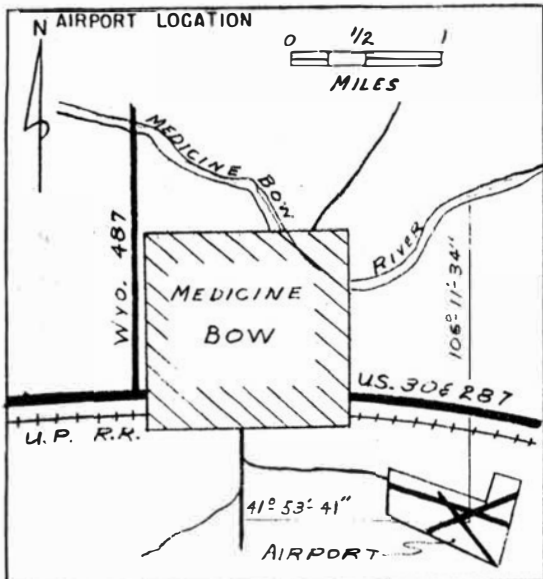
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



# MAPS

# MAPS



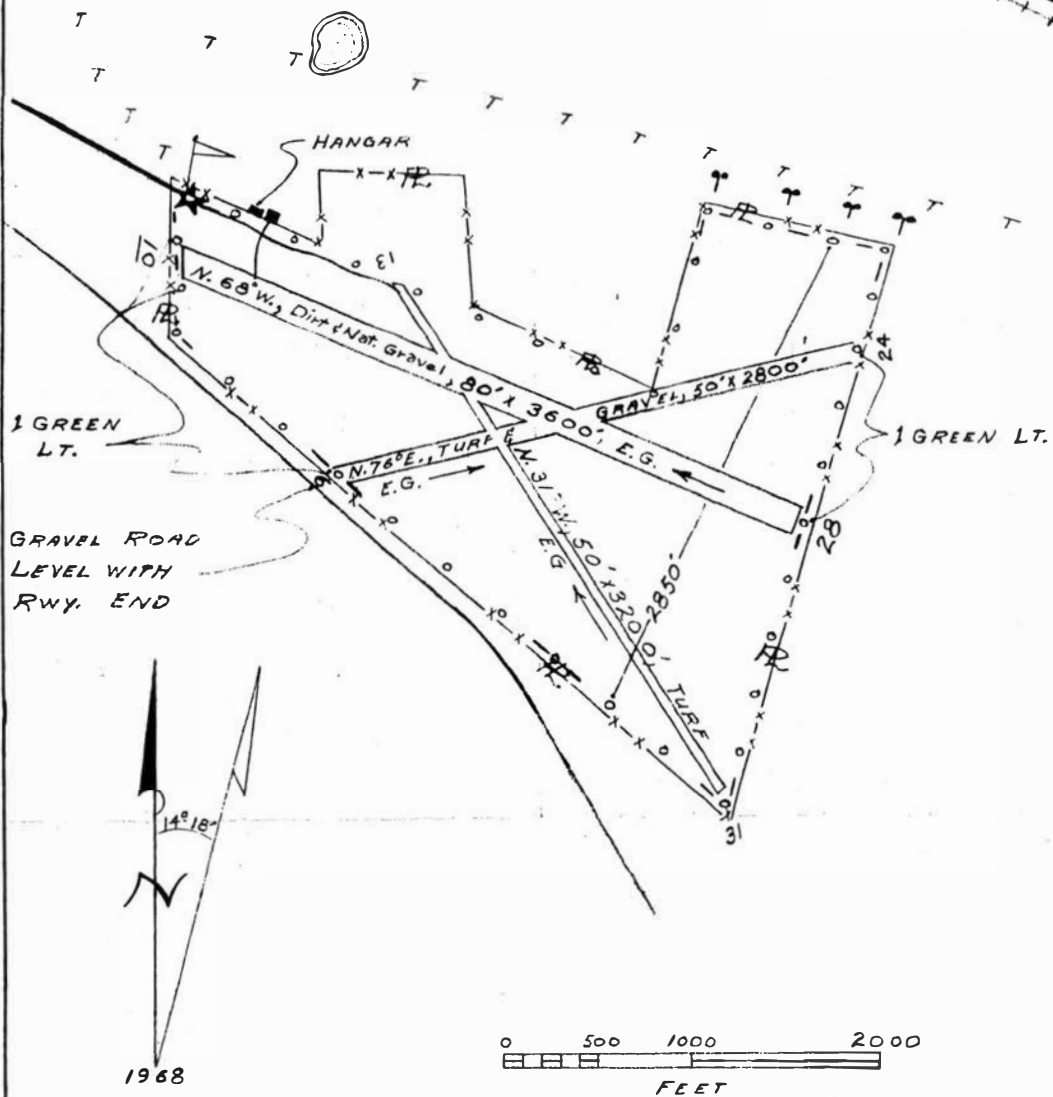
**REMARKS:**

Runways are not marked.

U.S. 30 E 287

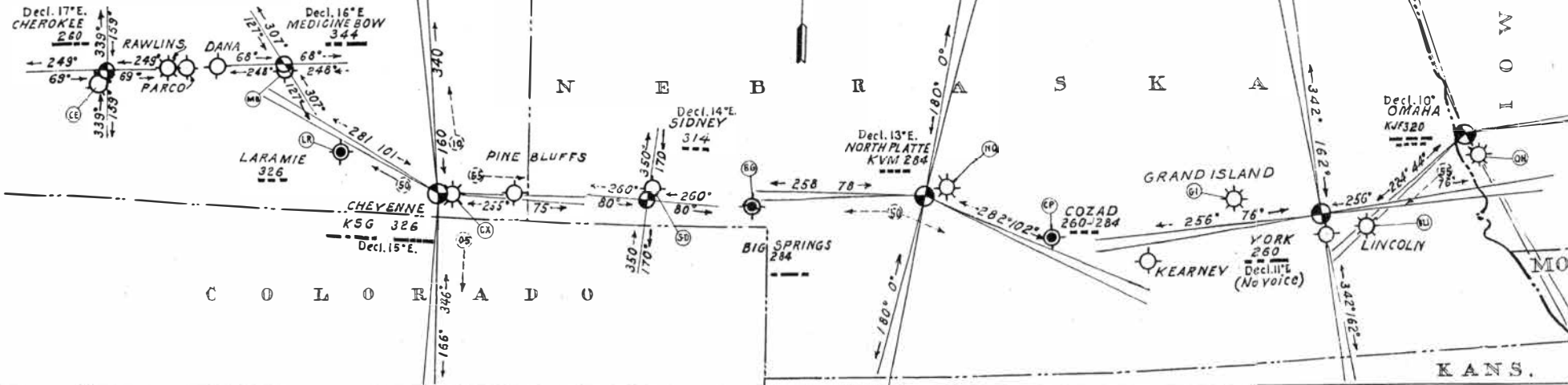
U.P. R.R.

**AIRPORT LAYOUT** MEDICINE BOW AIRPORT, MEDICINE BOW, WYOMING



K

W Y O M I N G



- Type "RL" or "RA" Range Beacon. Shaded segments indicate "A" signal zones.
- Indicates Multiple Courses.
- Time and direction of weather broadcast.
- Minutes after the hour.
- Type "MRL" or "MRA" Radio Directive Marker Beacon, -125 watts.
- Indicates Multiple Courses.

- Type "ML" Radio Directive Marker Beacon, -15 watts.
  - Type "M" Radio Marker Beacon
  - Type "M" at Intermediate Field
  - Type "PV" Radio Telegraph and Voice.
  - Type "PV" at Intermediate Field
- SCALE OF MILES
- 

Teletype Station (Letters are station call designator.)  
 The line goes to Airport or other Facility where Station is located.  
 Dept. of Commerce Intermediate Field.

**Airport**  
 NOTES:—ALL BEARINGS MAGNETIC. Declination of station is applied to its courses. This map subject to change by Notice to Airmen.

REV.
6-27-35

U. S. DEPARTMENT OF COMMERCE  
 BUREAU OF AIR COMMERCE  
**5TH AIR NAVIGATION DISTRICT**

RADIO FACILITY MAP

**CHEROKEE, WYO.-OMAHA, NEBR.**

3-25-35

APPROVED	CHECKED	DRAWN	R.F. MAP
<i>C. C. Hunt</i> MANAGER	E. W. L.	G. A. C.	NO. 1
			S. L. DWG. 4:

DEPARTMENT OF COMMERCE  
AERONAUTICS BRANCH

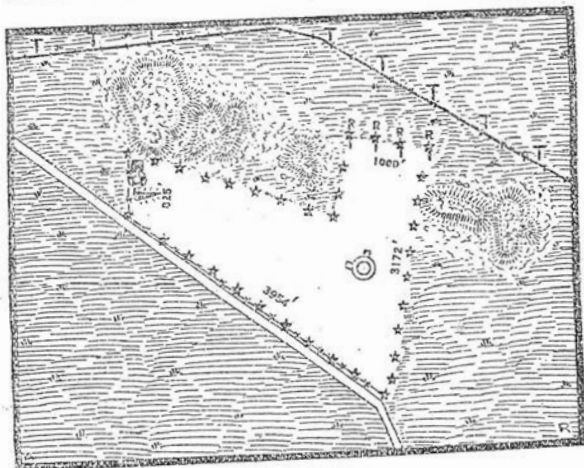
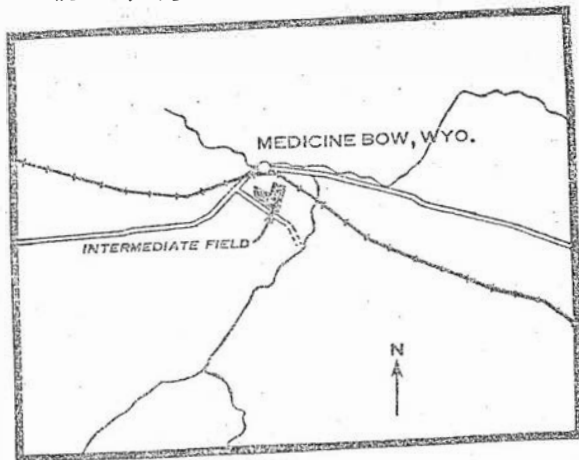
# Airway Bulletin

No. 786, Washington, October 15, 1929

WYOMING

MEDICINE BOW

Site 32, Type C, Salt Lake-Omaha Airway



77287-29

2

## MEDICINE BOW, WYO.

Name: Site 32, Salt Lake-Omaha Airway (S. L.-O.).

Class:

Intermediate. Rating, ———.  
Operator, Department of Commerce.

Position:

Lat. 41° 53' 08", long. 106° 11' 05"; alt. above sea level, 6,564';  
mag. var., 15° 26' 30" E., 1929; annual decrease, 2'.  
Distance and direction from city, ½ mile SE.; 25 miles NE. of Elk  
Mountain; 1 mile S. of Union Pacific R. R. tracks.

Description:

Size, see sketch; acres, 140; shape, L.  
Surface, sod; gradient, level; drainage, natural.  
Landing strips or runways, none; entire field available.  
Marking thereof, none.

Obstructions:

Sage brush mounds, 2' to 3' high, to N. and E.; 22' pole line to N.;  
house and 51' tower in NW. corner; fence to S. and W.  
Marking (day), none.  
Lighting, four red lights on 20' poles to N.

Marking and identification:

Standard 100' white circle in center, with arms indicating best land-  
ing area.

Name on hangar or in field, none.

Other marking, SL-O and 32 on power-house roof.

Wind-direction indicator, illuminated cone on tower in NW. corner.

Lighting:

Beacon, 24" rotating, 6 r. p. m., 2,000,000 c. p., dusk to dawn, on  
tower.

Boundary lights, surround field.

Approach lights, none.

Flood lights for landing, none.

Other lighting, none.

Accommodations:

Personnel for servicing, none.

Landing fee, none; storage, none.

Hangars, none.

Repair facilities, none; spares, none.

Specification fuel and oil, yes.

Guard, yes; fire apparatus, hand extinguishers.

Quarters, in city; meals, in city.

Transportation to city, caretaker's car or taxi.

First aid, yes.

Mooring mast, none.

Communication and signal equipment:

Telephone, yes; telegraph, by phone.

Radio, none.

Meteorological data:

Prevailing winds, summer SE., winter SW., annual SW.

Heaviest winds are usually from the SW. Winds of 40 m. p. h. or  
over are recorded about 5 d. p. m. from Nov.-Apr. and 1 or 2  
d. p. m. from May-Oct. The highest recorded velocity is about  
80 miles per hour.

Dense fog occurs about 1 d. p. m. Light fog occurs 1 or 2 d. p. m.

Most fogs occur between midnight and 9 a. m., except in winter  
when p. m. fogs are also quite frequent.

Precipitation as heavy as 1" or more in 24 hours is recorded only  
once or twice per year on the average. Average monthly snowfall  
for the months Dec.-Apr. is about 6", and for the months of May,  
Oct., and Nov. about 3". Snowfall is usually heaviest during  
April.

Weather map and display board, none.

Nearest weather bureau, Cheyenne, Wyo.

Nearest upper-air observer, Cheyenne, Wyo. (W. B.).



Medicine Bow  
(BM 6563)

Pumping  
Sta

AQUEDUCT

Cem  
VANDIVER

DITCH

UTM 1  
BM  
6640

UTM 3

UTM 4

UTM 7

UTM 8

UTM 2

UTM 5

UTM 6  
BM  
6645

UTM 10

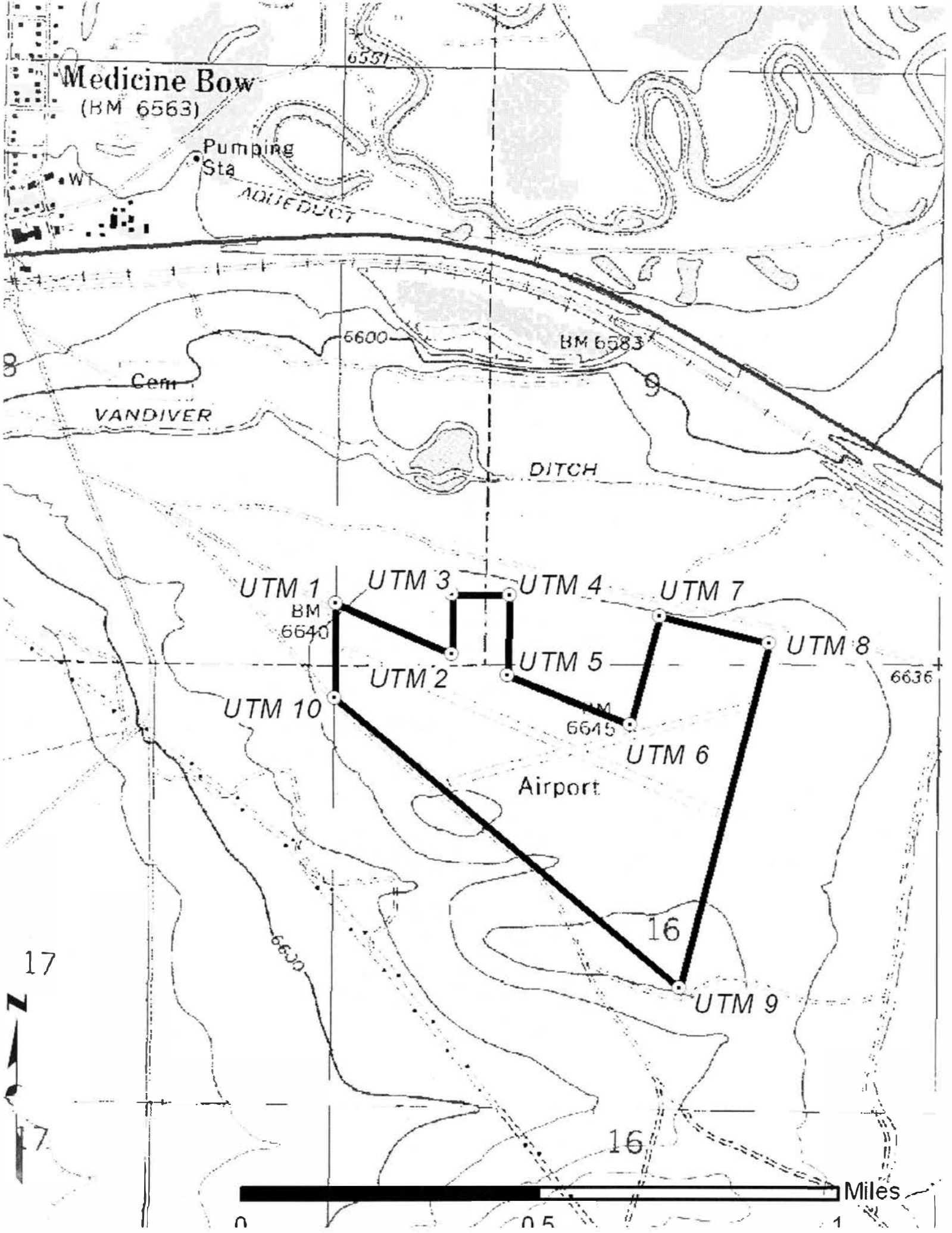
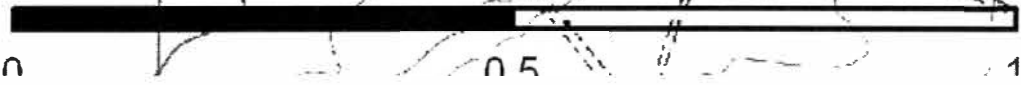
Airport

16

UTM 9

16

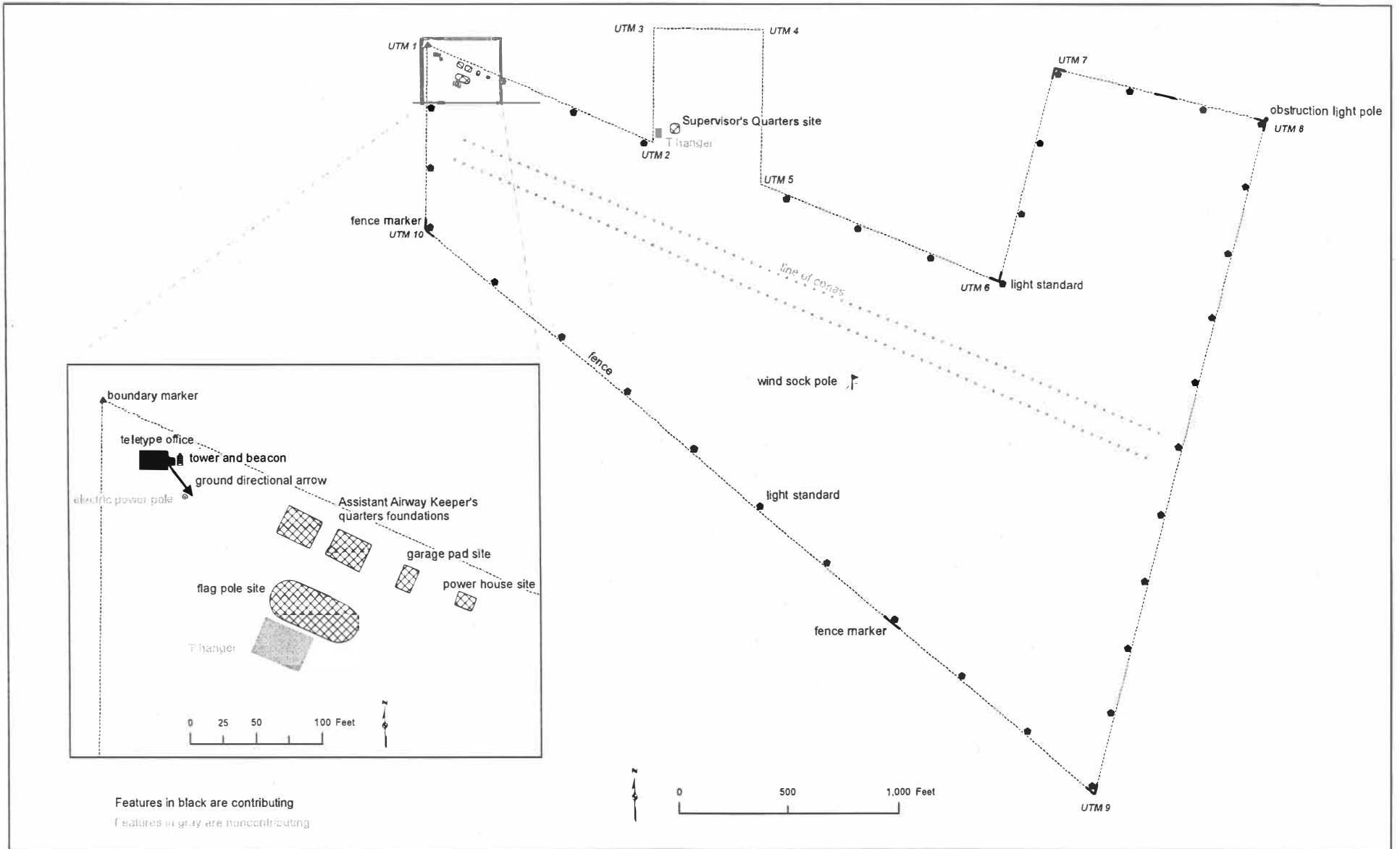
Miles



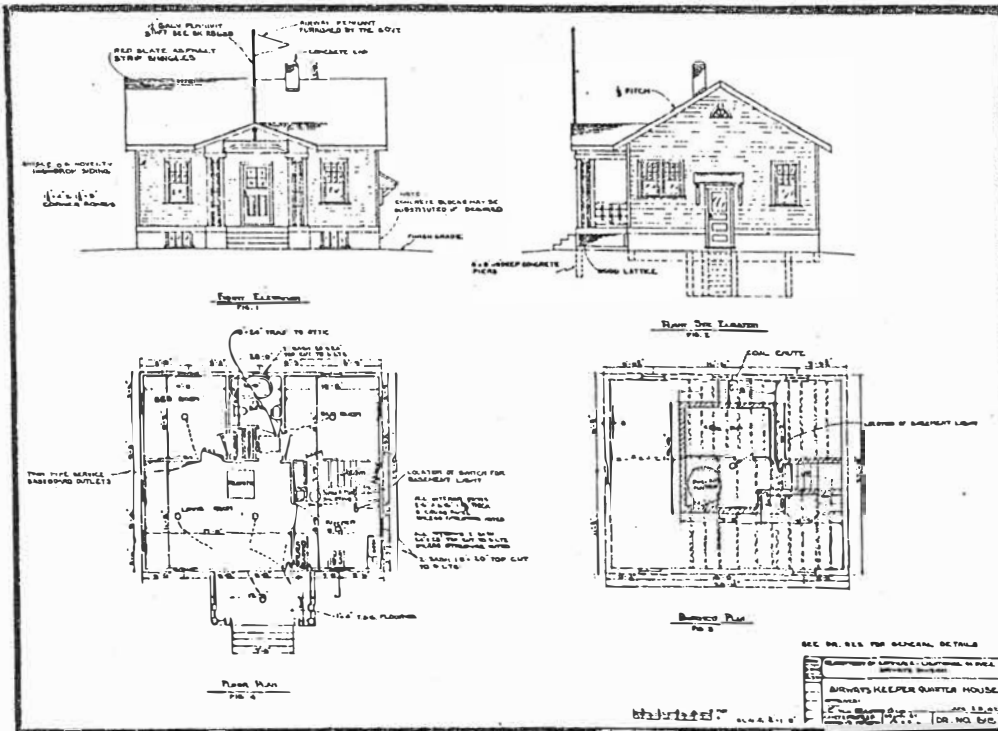
## UTM Coordinates

UTM Point	Easting	Northing
UTM 1	401264	4637938
UTM 2	401577	4637801
UTM 3	401579	4637962
UTM 4	401732	4637960
UTM 5	401728	4637744
UTM 6	402056	4637609
UTM 7	402134	4637906
UTM 8	402426	4637832
UTM 9	402186	4636898
UTM 10	401260	4637682





Map of the Medicine Bow Airport



BUILDINGS - TYPES "K" AND "KK"

1928-Airways Keeper Quarter House, Type "K". There were several versions of this pre-fabricated building. This one was a residence.

28 x 22

DEPT OF COM.  
Light House Service  
AIRWAYS DIV

BHW # 513  
1211  
JUN 10 1929

SEE DR. SET FOR GENERAL DETAILS

DEPARTMENT OF COMMERCE, LIGHTHOUSE SERVICE	NO. 1211
AIRWAYS KEEPER QUARTER HOUSE	DR. NO. 513
DATE: JUN 10 1929	BY: [Signature]

# Edwin M. Cruickshank

Airways Keeper Site 32  
Medicine Bow, Wyoming



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Written by:  
Betty Jean Cruickshank Cole-Keller  
Prepared by:  
Ann M. Kreiser  
2007

## Old Airport Site 31

My father, Edwin M. Cruickshank, began employment with the Department of Commerce Lighthouse Service on September 11, 1928. He was hired for the position as Caretaker and Weather Observer for Site No. 31. His salary was \$1,200.00 per annum beginning September 8, 1928, under the civil service regulations for the Lighthouse Service. (Attachment 1) He worked at this position until Site 32 (the "new airport") was completed approximately two years later.

The old airport was located northwest of Medicine Bow, my brother, Robert A. Cruickshank, said that the airport of Site 31 was built on a dry lake bed. There was one small building at this location, an office building, which had been built to fit underneath the tower. Robert said that a small Kohler light plant powered the building. That building was later given or sold to Edwin Cruickshank and it was used for a bunkhouse for my brothers while we still lived at the Kerr House, in Medicine Bow. In 1929 or 1930, a road going north towards Little Medicine,

Marshall, through Bates Hole and on to Casper, was built. This road went through Site 31, which made it necessary to move the airport one mile south of town.

The picture in Photo 1 of the "old airport" was taken during the time the "new airport" was being constructed probably in the late 1920's. I cannot identify the people in the photo, but I imagine one is Edwin Cruickshank with his helper Dave Wray. Note the Model T Ford, with a ladder on the driver's side of the car and the pinto horse.

The Site 31 field operated only after sunset. I do not have any records indicating the working hours or when the tower lights were turned on. The boundary lights were called "flooded lead acid cells". These were operating units that used acid contained in large rectangular glass jars and covered with tight fitting porcelain lids. Edwin Cruickshank would take them into Medicine Bow, to Dick Cooper's garage, to have them recharged when necessary, such as when they became dim. The jars were approximately



**Photo 1:** Picture at the "old airport" Site 31. c.a. 1929.

CONTRACT OF EMPLOYMENT IN REGISTERED POSITION

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

Cheyenne, Wyo. September 11, 1928  
(Place and date)

Employment has been given to E. H. Cruickshank  
as Caretaker and Weather Observer Site No. 51, in connection with work  
in the Airways Division Lighthouse District, at the rate of \$ 1200.00 per ~~day~~  
~~per~~ month, beginning September 8, 1928, under the civil service regulations  
for the Lighthouse Service. This contract of employment supersedes all previous certificates of appoint-  
ment.

*H. G. Evans*

I accept the above conditions and agree to abide by the rules and regulations of the Lighthouse  
Service.

*This copy for you to retain.*

INSTRUCTIONS—To be prepared in duplicate, one copy to be handed to employee and the other kept on file in the  
District Office.

Attachment 1: Form 205. Edwin's contract for employment, September 11, 1928.

DEPARTMENT OF COMMERCE  
APPOINTMENT DIVISION  
WASHINGTON

October 3, 1930.

Mr. Edwin M. Cruickshank,

Through the Commissioner of Lighthouses.

Sir:

You have been appointed, subject to taking the oath of office,

Assistant Airways Keeper

in the Lighthouse Service

at a salary of One Thousand Two Hundred dollars per annum

effective upon entrance on duty.

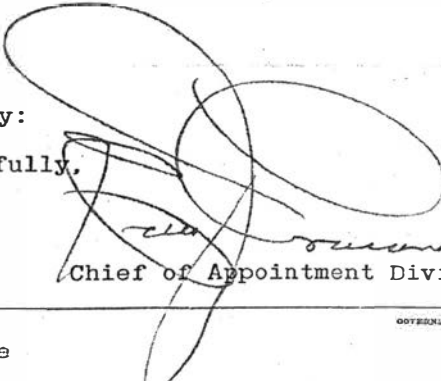
Nature of appointment: Probationary

Civil Service authority: Manager, Thirteenth Civil Service District.

Classification allocation:

By direction of the Secretary:

Respectfully,

  
Chief of Appointment Division.

T

Appropriation (unit): Air Commerce

Vice: New Position

Legal Residence: Wyoming

Attachment 2: Form A-30; from the Department of Commerce appointing Edwin Cruickshank to Assistant Airways Keeper, October 3, 1930.

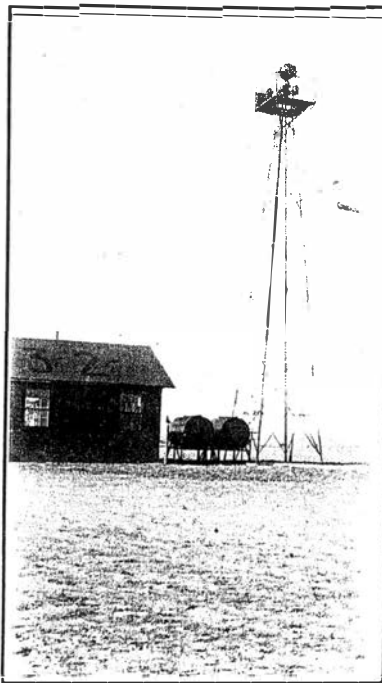
twelve to fifteen inches deep, and five to six inches in width and length. I do not know how many there were at the old airport.

When that airport was closed, our Mother used the "jars" for storing mince meat (used during the holidays for mince meat pie). I wish I had one of them now, they would be quite an antique.

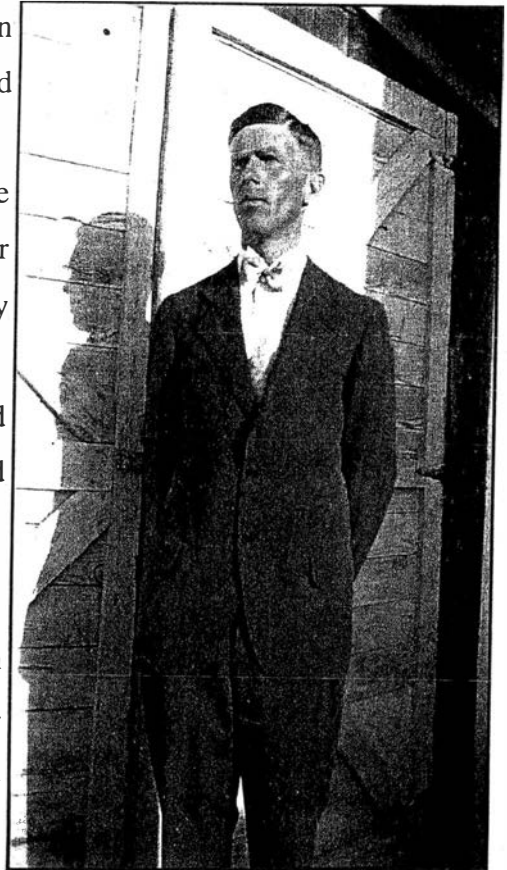
These acid type boundary lights were discontinued when Site 32 was completed and that field was powered by electricity from the power plant.

### New Airport Site 32

Construction at Site 32 was started while Edwin Cruickshank was the Caretaker of Site 31, and was completed in 1930; as would be indicated by a document from the Department of Commerce Appointment Division, Washington, dated, October 3, 1930. (Attachment 2) A



**Photo 3:** Office building and tower at Site 32, picture #1; c.a. 1930.



**Photo 2:** The photograph that Edwin submitted with his application for Site 32. c.a. 1930.

photograph was needed to submit with his employ-

ment form. Since there were no professional photographers in Medicine Bow, a Kodak camera was used and many pictures were taken, before one was acceptable to submit. (Photo 2)

The airfield was approximately one mile south of the very small town of Medicine Bow. We reached the site by crossing the Union Pacific Railroad tracks, going up a slight hill, crossing an irrigation ditch, then going on a straight road until reaching the gated and fenced airport. I do not know if the gate was locked at any time.

The office building and tower (Photo 3) were the first structures completed, next the power house was built as power was needed for the entire operation, at what we called the "new airport" or appropriately referred to as the Radio Range, which

was geographically located at: Latitude 41°E 53' 07" North and Longitude 106°E 11' 05" West. This information was written in a correspondence from Art Johnson, Assistant Airways Traffic Supervisor, dated September 24, 1930, with cc to Range Medicine Bow, Airways Engineer SL. (Attachment 3)

**Attachment 3:**  
Geographical location of Site 32, from Airways Radio Station, Salt Lake City, Utah, September 24, 1930.

AJ

AIRWAYS RADIO STATION  
Salt Lake City, Utah

Sep. 24, 1930.

Commissioner of Lighthouses,  
Washington, D. C.

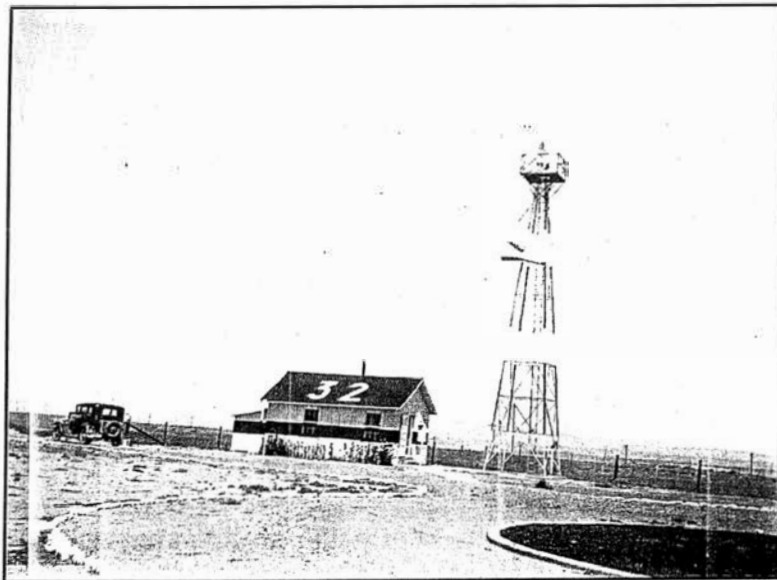
GEOGRAPHICAL LOCATION RADIO RANGE.

1. The geographical location of the Medicine Bow, Wyo., Airways Radio Range station is:

Latitude 41° 53' 07" North  
Longitude 106° 11' 05" West

Art Johnson,  
Asst. Airways Traffic Supervisor.

cc  
Range Medicine Bow,  
Airways Engineer SL.

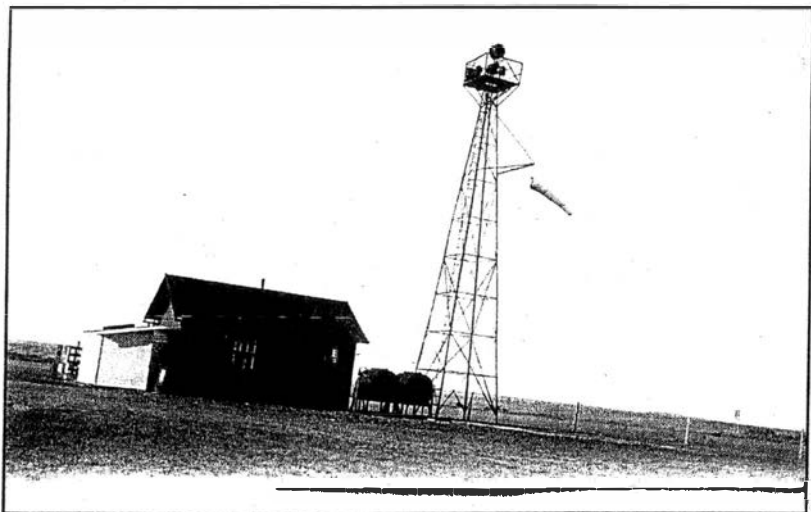


**Photo 4:** The office building and tower at Site 32, picture 2. This is after the office and the tower had been painted.

The small office building was painted white with a wide red stripe around the center of the entire building. The number "32" was painted on the south side of the roof and the letters "O" and "SL" were painted on the north side. This indicated the location of "Site 32" and the "O" and "SL" meant Omaha to Salt Lake. It was a guide to assist the pilots in determining their location. The tower

was located near the office building and it was also painted white and red; the first section was white and the next was red upward to the base holding the beacon light. The beacon light continually flashed the Morse Code Signal for the letter "U". In addition to the beacon light the





**Photo 5:** The wind sock on the tower, or “Dad’s pant-leg”. This also shows the office before it was painted., c.a. 1930.

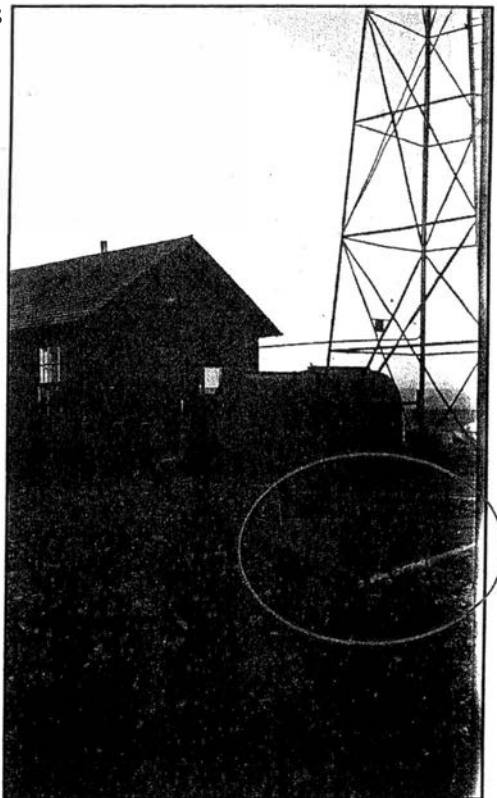
tower had antennas for radio communication and a wind sock. (Photo 5) The wind sock, a heavy yellow canvas, indicated the direction the wind was blowing, and a gauge for wind velocity was one of the pieces of equipment in the office. We kids always referred to it as “Dad’s pant leg”, due to the strong winds

which blew-generally from the west, it was replaced quite often.

In Photo’s 3, 5, and 6 of the office building and tower there are also large storage tanks, they were removed when the powerhouse was built, as can be seen in Photo 4.

### The Office

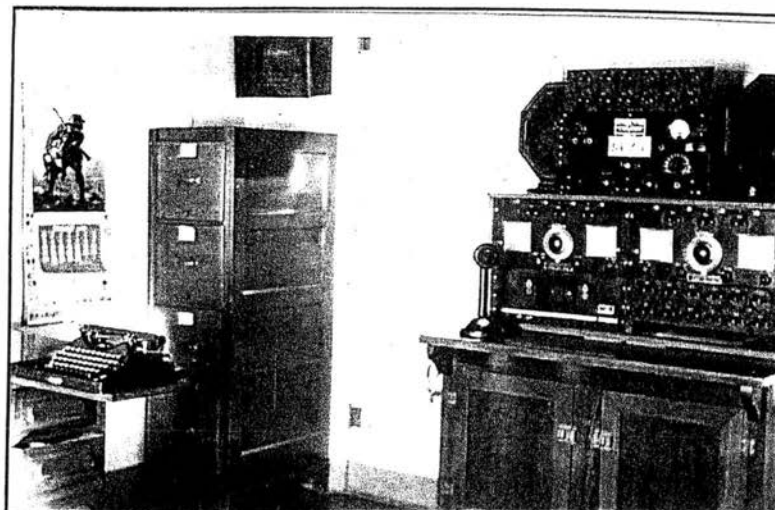
When Site 32 first began operating, Edwin worked from dusk until dawn. The beacon was turned on just before sundown and turned off at sunrise. He was the only employee at the site until all three houses were completed and ready for living quarters for the three-man crew. Until that time, it was necessary that the office be manned during the night hours. He was supplied with a day bed, which he kept in the office. We were a family of seven: our parents and five children: Betty, Robert, Evelyn, Edwin and James. It was a very special occasion when one of us was able to spend the night with Dad so we could watch him perform his weather duties.



**Photo 6:** This photo of the office and tower also shows the cement arrow beneath the tower to assist pilots; c.a. 1930.



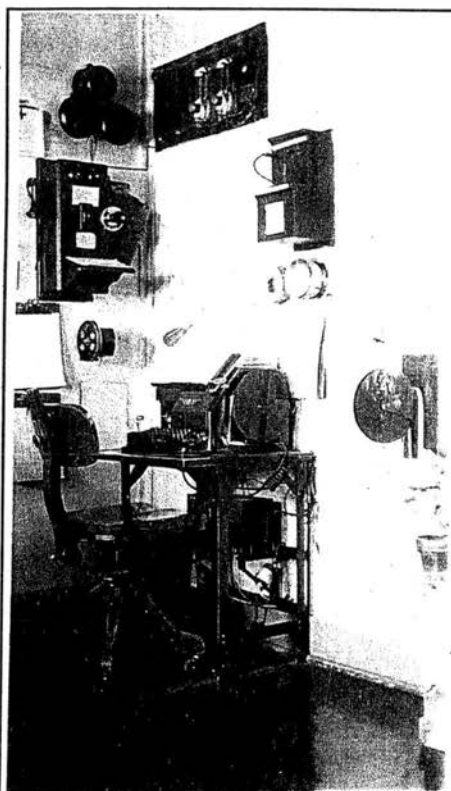
**Photo 7:** Edwin sitting at the teletype machine in the office at Site 32.



**Photo 8:** Equipment used in the office at Site 32.

Photo 7 shows Edwin sitting in front of the Teletype machine and

the various instruments that were used for reporting the weather conditions. In addition to the teletype machine the office contained a telephone, a manual typewriter, and switches to provide electricity to the boundary lights around the field. There were also a barometer, temperature gauges, humidity indicators and probably many more pieces of equipment needed for reporting conditions to planes en route to various locations. I do know that balloons were released into the sky to determine visibility. (Attachment 7, pg. 18 ) The office had a small shed built next to it, which can be seen in the photos. This housed the helium gas tanks that were needed to fill the balloons. Robert recalls that the shed was kept under tight lock and key!



**Photo 9:** A view of the teletype desk area. Compared to Photo 6 this must have been after the telephone was installed.

Form No. 1130-Aer (Attachment 4), illustrates what information needed to be filled in hourly by the Caretaker on duty and then initialed. The form had columns for DATE, TIME

FORM NO. 1130-AER  
U. S. DEPARTMENT OF AGRICULTURE  
WEATHER BUREAU

**AIRWAYS WEATHER REPORT**

STATION \_\_\_\_\_  
MONTH AND YEAR \_\_\_\_\_

DATE	TIME (A.M. OR P.M.)	GENERAL CONDITION	CEILING (FEET)	VISIBILITY (MILES)	WIND DIRECTION AND VELOCITY (MILES PER HOUR)	TEMPERATURE (DEG. F.)	DEW POINT (DEG. F.)	BAROMETER (INCHES)	FIELD CONDITION OR REMARKS	OBSERVER INITIALS
Jan 10	4:00	overcast	4000	5	W 15	28		23.27		E.M.C.
	5:00	overcast	4000	5	W 15	28		23.40		E.M.C.
	6:00	overcast	4000	7	W 15	28	21	23.44		E.M.C.
	7:00	overcast	4000	10	W 15	28		23.48		E.M.C.
	8:00	overcast	4000	10	W 15	24		23.48		E.M.C.
	9:00	overcast	4000	10	W 15	24	15	23.50		E.M.C.
Jan 11	7:00	overcast	4000	14	W 12	26		23.53		E.M.C.
	8:00	overcast	4000	14	W 12	26		23.53		E.M.C.
	9:00	overcast	4000	12	W 11	15		23.56		E.M.C.
Jan 17	12:00	overcast	4000	25	W 11	29	24	23.50	Flagpole leaning on tower	E.M.C.
	1:00	overcast	4000	20	W 12	2		23.50		E.M.C.
	2:00	overcast	4000	20	W 10	22		23.48		E.M.C.
	3:00	overcast	4000	20	W 10	22	19	23.48		E.M.C.
	4:00	overcast	4000	20	W 8	24		23.48	Overcast	E.M.C.
	5:00	overcast	4000	20	W 13	21		23.48	Overcast	E.M.C.
	6:00	overcast	4000	20	W 14	19	15	23.45	Overcast SW	E.M.C.
	7:00	overcast	4000	15	W 12	12		23.45		E.M.C.
	8:00	overcast	4000	15	W 13	12		23.44		E.M.C.
	9:00	overcast	4000	15	W 18	7		23.43	overcast W	E.M.C.
	10:00	overcast	4000	15	W 21	18		23.40		E.M.C.
	11:00	overcast	4000	15	W 27	19		23.38	overcast	E.M.C.
	12:00	overcast	4000	15	W 25	15	15	23.38	overcast W	E.M.C.
	1:00	overcast	4000	15	W 20	17		23.34		E.M.C.
	2:00	overcast	4000	15	W 22	15		23.34		E.M.C.

Anemometer oiled \_\_\_\_\_  
Anemometer cleaned \_\_\_\_\_

Airways Observer \_\_\_\_\_

**Attachment 4:** Form no. 1130-Aer; airways weather reporting, January 10, 1931.

(A.M. OR P.M.), GENERAL CONDITIONS, CEILING (FEET), VISIBILITY (MILES), WIND DIRECTION AND VELOCITY (MILES PER HOUR), TEMPERATURE (DEG. F.), DEW POINT (DEG. F.), BAROMETER (INCHES), FIELD CONDITION OR REMARKS, and OBSERVER INITIALS.

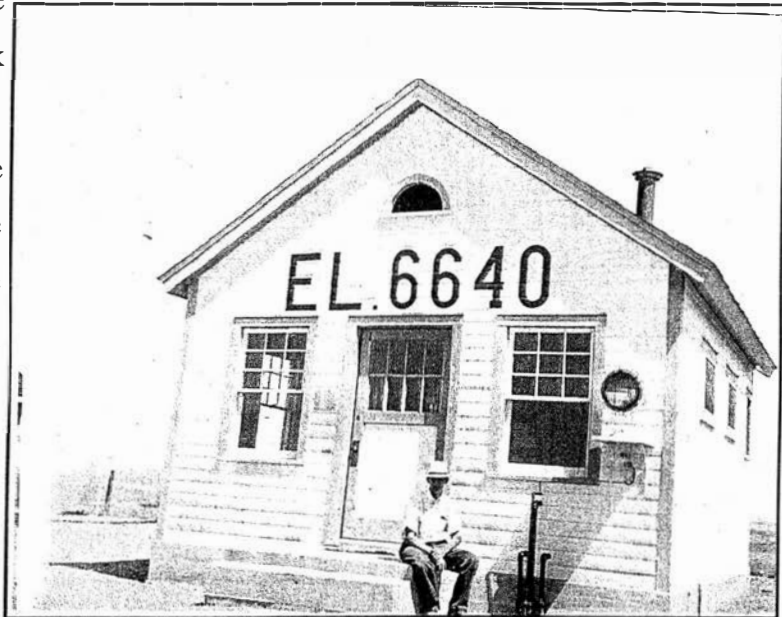
Readings were taken every hour for each day and had the initials of E.M.C. (Edwin M. Cruickshank) or T.S.L. (Tom S. Lym) or whoever was working the shift. In my possession I have several of these completed forms. They are



**Photo 10:** A view of all the buildings at the site. Note the care given to the lawns and the gravel drive.

The picture of the houses, (Photo 10) located next to the office building and the tower, were the living quarters of the two Assistant Airway Keepers. One house had "Medicine Bow" painted in large black letters on the roof, and the other had "Wyoming" on the roof. Next to the Wyoming house was a two-car garage that the two employees shared. The powerhouse was the last building in this area. The elevation at the site was 6,640 feet above sea level. This was painted above the door on the powerhouse. This was important information that was needed whenever a plane was taking off for another leg of a flight. The powerhouse contained one large electric engine, and the fuel for it was held in a large tank outside of the building.

Robert recalls that the powerhouse caught on fire. He remembers that one of the employees shot holes in the fuel tank outside the building so that the fuel could drain onto the ground to prevent an explosion. That was when the power house was put out of service and all the electric power



**Photo 11:** Power House at Site 32, elevation 6,640. Roy Delanoy sitting on the steps; c.a. 1932.

to the site came from Cooper's garage in Medicine Bow. A clean

up company bulldozed the entire building, crushed the cement base and hauled it away to a nearby gully.

At one time, while the powerhouse was still standing, it became necessary to replace the engine. The concrete slab that held the engine had to be replaced as well. After much discussion it was decided to excavate under the slab and drop it several feet. A new slab was then poured for the new engine. Our family had questions about the procedure and wondered what future generations would think when they did more excavating and found the large piece of concrete buried at this location. I doubt if there were any records of this ever happening and then after the fire and the removal of the powerhouse it may have eliminated any evidence that there were two concrete pads

IN REPLYING ADDRESS  
AIRWAYS ENGINEER  
BOSTON BUILDING  
SALT LAKE CITY, UTAH  
AND REFER TO DATE OF THIS LETTER  
AND FILE NO.

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

AIRWAYS DISTRICT OFFICE  
SALT LAKE CITY, UTAH  
MEDICINE BOW WYO  
APRIL 8 1931

AIRWAYS ENGINEER  
419 BOSTON BUILDING  
SALT LAKE CITY, UTAH

DEAR SIR:

1. THE TELETYPE MAN CRUICKSHANK AND LYM OF THIS STATION  
HAVE MOVED INTO THEIR NEW QUARTERS NOW .  
I WISH TO CALL TO YOUR ATTENTION THAT SINCE THEY HAVE MOVED  
IN I HAVE HAD QUITE A HARD TIME GETTING ENOUGH WATER AT THE OPERATORS  
HOUSE. IN FACT WHEN THEY ARE DRAWING WATER I CAN'T GET ANY WATER AT ALL.
  
- 2; ALSO I WOULD LIKE TO KNOW IF I COULD HAVE SOME OF THE  
ASBESTOS SHEETING LIKE WELLS BROUGHT FOR THEIR HOUSES FOR BEHIND THE  
KITCHEN STOVE. FOR SINCE I HAVE PAINTED MY KITCHEN I FIND THAT THE  
HEAT FROM THE STOVE IS SO HOT THAT IT SCORCHES THE PAINT AND IS SO HOT  
THAT I AM AFRAID THAT IT MIGHT CATCH ON FIRE . PLEASE ADVISE ME IF IT  
IS POSSIBLE TO OBTAIN THIS BY REQUISITION.

RESPECTFULLY

C.A. BRUNER  
OPERATOR IN CHG.  
AIRWAYS RADIO STATION  
MEDICINE BOW WYO.

Attachment 5: A letter from C.A Bruner to the Airways Engineer in Salt Lake City, Utah, April 8, 1931.

### Living at Site 32

We moved from the "Kerr House", in Medicine Bow to the "new airport" when I was in the sixth grade. We moved in April of 1931, as per a letter I have in my files from C.A. Bruner, the superintendent in charge at the site. He wrote a letter to the Airways Engineer in Salt Lake City, Utah, with two specific requests. The first indicated his water pressure was severely impaired due to the other families moving into their homes, and the second was requesting

asbestos sheeting for the wall behind their kitchen stove. (Attachment 5)

Our family lived in the Wyoming house. Two or three different employees lived in the Medicine Bow house. I can remember one of them being called Burton, he had a wife but no children. After he was transferred, Tom S. Lym moved in. He was not married. The last care-



**Photo 12:** The supervisors house on Site 32. The roof of the smaller building has "RADIO RANGE" written on it.

taker to move in was a Mr. Schave. In all the years that we lived at the airport, we were the only family with children except for one superintendent who had a young son. The superintendent's residence was identical to the "Medicine Bow" and "Wyoming" houses but was located approximately one-half mile from the first two residences. (Photo 12)

The houses came with the employment. Because it was a government owned house \$20.00 was taken out of his pay each month. Each house had two bedrooms, a very small kitchen with built in cupboards, the dining room and living room were combined. The greatest thing about the new house was the indoor plumbing! It was a very small bathroom, but we had a toilet, a bathtub, a sink, a medicine cabinet and a linen closet-which I was quite impressed with as we had never had a linen closet in our other homes. We also had hot and cold running water. By today's standards, it was a very small house, but to us it was a castle!

The kitchen was quite small. There was a coal burning cook stove with the oven located on the side of the stove, and it had a temperature gauge. There was no space for the Government issued General Electric Refrigerator (one of the first electric refrigerators manufactured where the motor was on the top of the unit). (Attachment 6) It was placed in the basement, making it necessary to carry food up and down the steps whenever we were preparing or finishing a meal. From day one until the airport was closed, the five of us kept a running tally of "who made the last trip to the basement", for items needed from the refrigerator. And who was supposed to make the next "trip". We must have driven our Mother crazy with our continual battles over our "trips up and down the stairs"!





Attachment 6: A newspaper advertisement for the General Electric Refrigerator that was kept in the basement of the "Wyoming" house.

The attic and the basement were unfinished; the boys slept in the attic during the winter months and then their beds were moved to the basement in the summer months. There was also a coal room in the basement, which was partitioned off from the rest of the basement for coal dust control, and a large coal-burning furnace was installed. The ashes from the burned coal were saved and thrown onto icy places around the buildings in the winter months. The washing area was also in the basement, however, there was no drain for the wash water so the water had to be carried outdoors by bucket and thrown into a nearby field. This was a grumbling task for my brothers. Mom would frequently leave pennies in the washer for the boys. If two of them

carried the water she left two pennies or if the three of them did the work she left three pennies.

We didn't have a lot of furniture at that time. In the combination dining room-living room we had a round oak table with chairs that matched, there were one or two rocking chairs and a day bed. It was a single couch in the daytime, but could be made into a full-size bed if needed. It was a much-used piece of furniture in the house. The floors in the house were hard wood; our parents had ordered a rug from the Olson Rug



Photo 13: A view of the "Wyoming" house. In the picture are Roy and Grandma Delanoy, Mom, and possibly Ed.

we had in the living area, and we had braided throw rugs in the bedrooms. Our first vacuum was a Singer that Dad bought on

“time payments” it cost about \$40.00: he paid \$5.00 a month until it was paid for. Before he bought the vacuum, we had to sweep the floors and that was a dusty and dirty job.

We entered the back door of the house on the east side. The door opened into a small area with stairs that led to the basement and another set of four steps that entered into the kitchen. As I mentioned, the floors of the houses were all hardwood and very beautiful. We were furnished with a waxing machine, and several times a year we had to remove the old wax, apply a new coat of Johnson’s floor wax, and polish the floors. The United States Government was very protective of their floors and several times a year made an unannounced inspection to be sure the floors were being properly treated. And since all three houses had government issued stoves, refrigerators, and furnaces, these too were inspected. We had to make sure we used enough Johnson Floor Wax and Polish to pass the inspection!



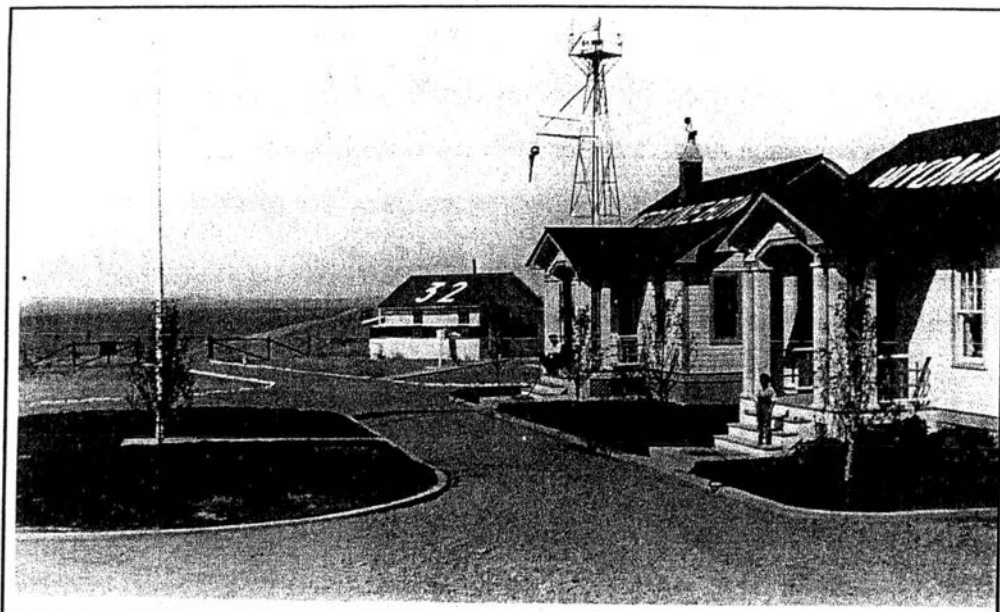
**Photo 14:** Betty and Jim on the front steps of the “Wyoming” house; c.a. 1932.

Edwin worked at the airport when the country was in the worst of the great depression. The dust storms of the early 1930’s started soon after we moved into our home. Mom had white criss-crossed curtains at the windows in the front room and dining room areas. Even though we had storm windows on all the windows, the fine black dust filtered through and the windowsills and curtains were covered with the awful dust that blew for weeks at a time.

The grounds around the buildings had to be kept in meticulous condition at all times. The entire area around all the buildings was covered with two-inch gravel. One can tell from the pictures in Photos 13 and 15 that the grounds were very beautiful. Much attention was given to the landscaping. The yards had thick grass and there were curbs around the house as







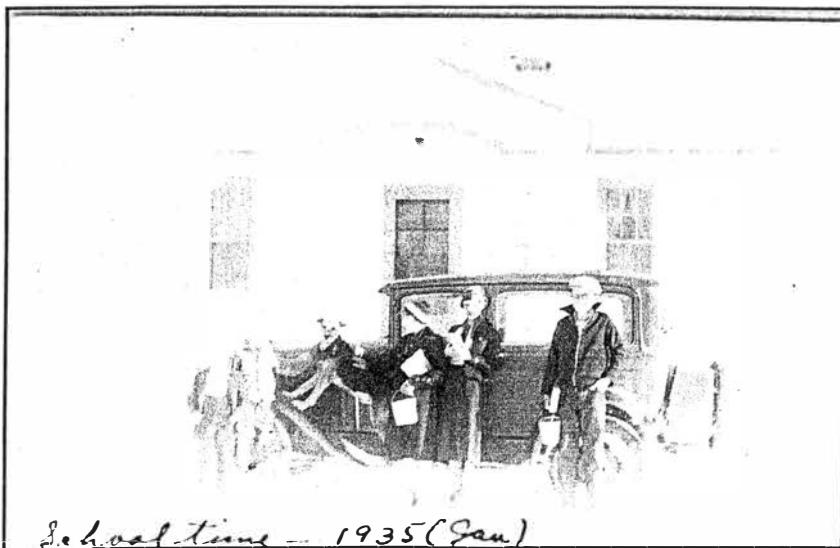
**Photo 15:** A view of the beautifully kept grounds around the houses and the office building during the summer at Site 32.

well as young trees. I don't remember if there were flowers. In photograph 15 you can see that there is an oval area with curbing for the flagpole. The man on duty during the day took care of the raking, watering and the weeding. The water supply was from the Medicine Bow artesian well.

Our dog Tramp enjoyed leftover pancakes. If he didn't want to eat them right away he would bury them in the gravel; and as the driveway was being raked, generally old dried up pancakes surfaced.

The airport was fenced in, and there were boundary lights around the field which were lit at night. I do not know the circumference of the field nor the length of the runway. Actually, there was no "true" runway. That is why the field had to be well tended at all times. Badger holes were filled in often for safety!

From the school in Medicine Bow, to the airport

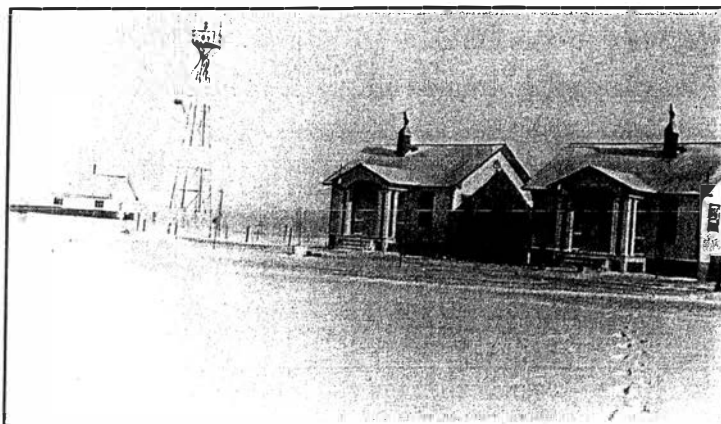


**Photo 16:** The five of us and Tramp getting ready to leave for school. January 1935.

it was about one mile. If the weather was nice we walked home from school in the afternoon, although I have no memory of walking to school in the morning. There were times we carried our lunch to school, but fixing lunch for five children was a huge task for Mom because we all ate like “farmers”! I believe the folks found it easier to pick us up at noon to feed us at home. To help out, Aunt Jean and Uncle John Burnett would send 5 gallon cream cans full of milk twice a week to us by way of our Uncle Wallace Burnett, who carried the mail into Medicine Bow from Little Medicine’s post office. Because she was thoughtful, Aunt Jean always added extra cream to the whole milk so we could have whipped cream for desserts. If the hens were laying, she also sent eggs to us. Mom often made cakes and cookies for us.

On occasion we kids would walk the one mile from the school in Medicine Bow to our home; the five of us always walked home together. One afternoon we noticed that there were horses in the field near where we were walking, but we paid no attention to what was going on. Suddenly, we saw our Dad run from the office building, jump into the car and drive very fast toward us kids and the horses. As he drove up to us he shouted, “Get into the car NOW!” We kids could not image what the problem was. As it turned out there was a stallion with the horses and he was headed for the five of us! We were excited, but Dad was scared. It wasn’t until we were safe inside our home when Mom told us what real danger we could have been in if Dad hadn’t noticed the stallion.

Our Great Aunt Doll (Williamina Cruickshank) Moore and her family from Blair, Nebraska traveled west to visit their Wyoming relatives. Our family was next on their long list of relatives to visit, and they planned on visiting us early one evening. Mother had hurriedly



**Photo 17:** Winter time certainly meant a lot of snow drifting and blowing across the land at Site 32

baked two cherry pies-Mother was famous for her “wonderful pies”. She had placed them in the window sill to cool down. I can’t remember which one of us kids rushed by the window and knocked both pies off the sill and onto the ground. I am sure everyone understood the accident, but Mom was certainly irritated about the entire incident.

As it turned out there was nothing to

serve with the coffee or tea.

One winter, Grandma Lamken spent part of the winter with us. She took turns sleeping in the bedroom with either Evelyn or me. At that time, one of us girls had to sleep in the front room on the day-bed. Grandma always enjoyed having Mother read to us kids. Our favorite story was Tom Sawyer.

Bob, Evelyn and I did the evening

dishes while Ed played with Jim. (At that time Jim wasn't in school so was alone all day). I would wash the dishes, and instead of putting them in the drain pan as I washed them, I would keep them in the dishpan and would put a whole bunch out at a time for Bob and Evelyn to dry.



**Photo 19:** A Ford Tri-Motor plane that landed during a winter snow storm; c.a. 1932.

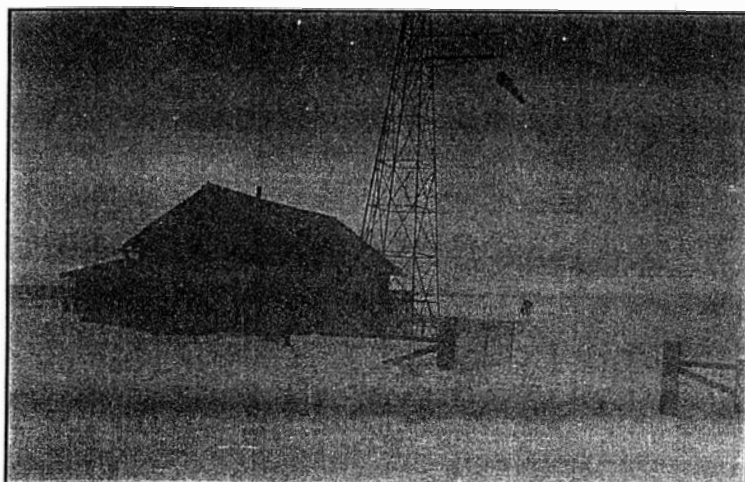
**Photo 20:** A good look at the windsock, and just how difficult it would have been to fly in or out of the Site in bad weather.



**Photo 18:** This shot of the power house was taken before the elevation numbers were painted on .

They would yell, "Mom, Betty's washing dishes in her pan again!" and I would reply, "Did you say washing dishes in my pants?" and Mother would tell us to get busy, get through and behave ourselves—but right away, I'd make them stand around while I "stored" the dishes again, and the same thing would be repeated and repeated. Grandma would scold us to "get the dishes done so our Mother could read." Now! I don't know how Mother stood us!

There are many memories of life at the airport and one in



UNITED STATES DEPARTMENT OF AGRICULTURE  
WEATHER BUREAU

Airport Station

CHEYENNE, WYO.

Oct. 20, 1931.

C I R C U L A R L E T T E R.

All Airways Observers  
Cheyenne Division.

Dear Sir:

The Department of Commerce has recently strengthened their regulations, where it is now impossible to fly with passengers when ceilings are below 500 feet. All observers are requested to make accurate reading of ceiling when low. Frequent checks should be made with ceiling balloons and ceiling lights during periods of low clouds.

With the coming of winter and its resulting bad weather; all observers are cautioned to give plenty of time for their observations and see that they are as accurate as possible.

Respectfully,



H. P. Adams,  
Associate Meteorologist.

*Handwritten notes:*  
P.S. A. O.K.  
G.P.H. G.

**Attachment 7:** A correspondence from the Weather Bureau in Cheyenne, Wyoming, to the Airway Observers in the Cheyenne Division concerning ceiling readings. October 20, 1931.

particular centers around an event that occurred during the winter months in the early 1930's. The picture in Photo 19 was taken during a snow storm. A Ford Tri-Motor plane landed at the airport during a severe winter storm. The temperature was very cold. Either Dad or Tom took the passengers on board into Medicine Bow to stay at the Virginian Hotel until conditions were such that the plane could continue on its flight.

The temperatures were below zero; and the pilot was afraid that the oil would become too thick if left in the plane on the field overnight, and that the plane could not be started once

DEPARTMENT OF COMMERCE

LIGHTHOUSE SERVICE

Medicine Bow Wyo.

Nov. 24 1930.

Boeing Air Transport Co.

Cheyenne Wyo.

Sirs:

Below is bill for services render yours company while Pilot Bunge was down with motor trouble seven miles east of Medicine Bow November twenty first and twenty second.

-----

Five trips to Medicine Bow with car over bad roads and below zero weather.  
Trips are as follows.  
Trip one going to ship ~~xxxx~~ with pilot and bring back mail for pilot Thompson to to take on west.  
Trip two going to town to phone message to Cheyenne.  
Trip three going to town for more help on cranking ship and seeing about getting can of Ether.  
Trip four taking Pilot and Cheyenne machanic and coleman heater t ship.  
Taking machanic and coleman torch to town for repairs and have machanic face attented to do to machanic haveing been burned with gas. \$  
Total of seventy miles at twenty cents per. mile ----- \$ 14.00

Seventeen hours labor cranking on ship and packing mail tools ect half mile to where ship was from road.----- .75 cents per hour 12.75  
Extra man six hours labor cranking and helping around ship-- - . 4.50  
Luch for pilot Bunge---- - .45  
Loan ~~xxxx~~ machanic E.H.Gronenthal one dallar for needed cash 1.00

One trip from air field to hotel for machanic when ship stop to pick him up 1.00 \$ -----  
34.70

Above bill is just and will be approved by pilot Bunge.

Car was rented from T.S.LYM Medicine Bow.

Respectfully

E.M.Cruickshank

Medicine Bow Wyo.

Attachment 8: Edwin submitted this letter requesting reimbursement for expenditures when Pilot Bunge had motor trouble at Site 32. November 24, 1931.

the weather cleared and the "ship" was permitted to continue the flight. The oil was drained from the motor into one of Mother's galvanized wash tubs, which was placed on her kitchen stove for the night to keep warm.. The following morning, the weather cleared and the pilot was permitted to take off. The oil was poured back into the engine, the passengers were picked up from the hotel, and the plane continued its trip. Mother could not cook anything until it was removed. We children were all very excited about having a tub of heavy black oil on our stove. It was also exciting to have the passengers and the pilot come into our home. I don't know if Mom received a new wash tub or if she had to clean the one she used for her laundry.

Weather was a dominating factor at the airport. There were several correspondences concerning weather conditions found in Edwin's files. One such document from the United States Department of Agriculture Weather Bureau sent to the station on October 20, 1931, asked that the observers make accurate readings of current ceilings. (Attachment 7)

The years that we lived at the Airport many of the winters were very cold and we had deep snows which blew into huge drifts. The winds would blow very hard and most of the time from the west. The Rocky Mountain area is in the Westerly Wind Belt. The temperatures were extremely cold and it was not uncommon for the water lines to freeze in many homes during these cold spells. Often the pipes would remain frozen until spring arrived. That was what happened one of the winters while we were living at Site 32.

The water froze at the bridge which crossed the irrigation ditch on the road that we used to travel from the airport to Medicine Bow. The pipes to all three houses at Site 32 were frozen and we were totally without water. I can't recall how long it was before the water lines were thawed, but I do remember all the extra work that was involved in supplying our family with water. Dad and the other Caretakers had to carry water from Medicine Bow to the airport using five gallon cream cans. I can't begin to fathom how many cans of water they had to haul just for our daily use. The bath tub was filled and that water was used for the toilet; it was that or the unattractive alternative of using the outhouse that was near the office building. That was about a half a block walk!

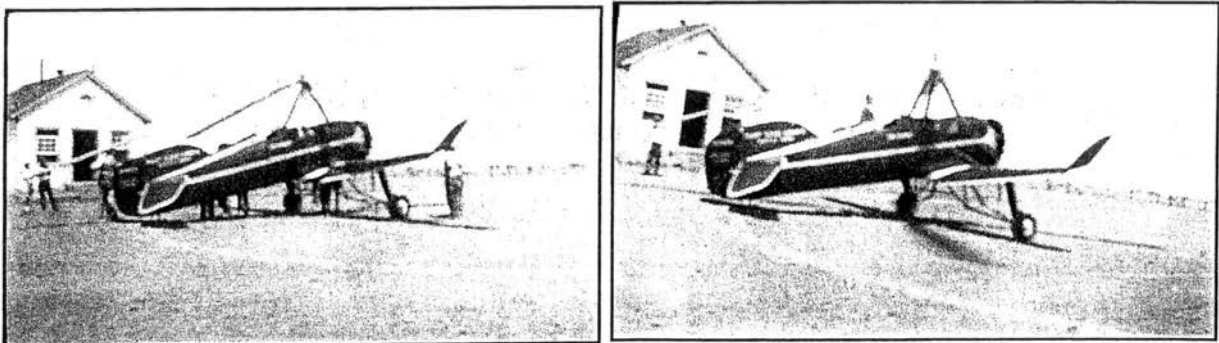
A group of men gathered old tires and railroad ties which they set on fire to warm the ground in order to thaw the pipes. Mother, Evelyn and I were in the house when we heard the

water gurgling in the faucets and in a few minutes we had the much needed water. From then on in the winter we kept a faucet trickling water during the winter.

Winter, or snow, seemed to be an ongoing aggravation for Site 32 as I discovered in a letter, to the Boeing Air Transport Company in Cheyenne, Wyoming, from Edwin Cruickshank, where he is requesting reimbursement for expenditures when Pilot Bunge's plane was down with motor trouble. (Attachment 8)

A funny incident happened one day when a plane made just a short stop at the field. The office did not have indoor plumbing, and one of the passengers was in the outhouse when the plane took off. Dad always laughed when he told of the incident. The passenger realized, too late, that he had been forgotten. Dad said he was running after the plane while trying to pull up his pants. Dad had to take him to the Union Pacific train for a ride to Rock Springs where he was picked up by another plane.

The fact that Amelia Earhart stopped at Site 32 was very exciting. She must have been there sometime in June 1931. There are several newspaper clippings (Attachment 9, 10 and 11) from the Laramie Boomerang indicating that she was in Denver and would be traveling by way of Cheyenne to Salt Lake City, on June 3, 1931. Another article clipped from the Wyoming State Tribune, dated Thursday, June 4, 1931, mentioned that she refueled in Parco, Wyoming. Therefore, it may have been during those few days that she was at the Airport. Dad could have kicked himself because he went into Medicine Bow, to fuel the truck, and missed her. He was always sorry he had not been on duty that day. Someone, perhaps Tom Lym, took a few snapshots of her plane (gyroscope) and she may be one of the people in the pictures. (Photos 21 and 22)



**Photos 21 and 22:** When Amelia Earhart's plane stopped at the airport during 1931. Two pictures of the plane, called an autogiro.

## AMELIA EARHART INVITED TO STOP OFF IN LARAMIE

Miss Amelia Earhart, famous woman aviator, who may fly over Laramie tomorrow or Thursday in her autogiro plane, has been invited to stop in the city.

A letter from the Laramie Boosters club to the noted flyer, asks that she stop here a few minutes, and if that is impossible that she circle over the city a few times. The invitation was forwarded to Denver.

## AMELIA EARHART REACHES STATE IN CROSSING U. S.

DENVER, June 3. (P)—Amelia Earhart Putnam arrived in Denver in her autogiro at 7:45 a. m. today from Cheyenne. She planned to resume her westward journey at 1 p. m.

Mrs. Putnam will return to the transcontinental air route by way of Cheyenne and fly to Salt Lake City.

After demonstrating how the windmill on top of her plane floats the ship to the ground, Mrs. Putnam was to make an exhibition flight over the business district. She was to resume her flight immediately after attending a luncheon tendered by the Women's Aeronautical association of Denver.

On her flight to Cheyenne Mrs. Putnam will have as a passenger Mrs. Vera Dawn Walker, who came to Denver recently from Los Angeles. She is a close friend of Mrs. Putnam, and competed with her in air meets in Cleveland and Chicago, and in the first national women's air derby in 1929.

## Aviatrix Refuels Autogiro at Parco

PARCO, Wyo., June 4. (P)—Amelia Earhart Putnam left the Parco airport at 11:30 a. m., Thursday after a stop to refuel.

The woman flyer, who has flown this transcontinental route several times, said this was the first occasion on which she has been fortunate enough to get a tail wind. She said she had an uneventful trip here from Cheyenne except that the air was slightly bumpy.

She said she was making satisfactory progress on her way to Salt Lake City and would make her next stop at Rock Springs, Wyo.

**Attachment 9, 10, and 11:** Three articles that ran in Wyoming newspapers on June 2, 3 and 4, 1931. (Attachment 9: Laramie Boomerang, June 2, 1931; Attachment 10: Laramie Boomerang, June 3, 1931; Attachment 11: Wyoming State Tribune, June 4, 1931)

It was the caretaker's duty to report any unusual conditions on the field. Probably Dad's most notable typo happened one day when he was reporting that some horses were on the field. But instead of typing "horses", he misspelled the word and typed "hors were on the field". This was, of course, immediately interpreted as "whores" and he immediately received many comments, such as, "Keep them there we're on our way"! "You guys at Site 32 have all the fun"! He really took a lot of flack for this typo, and I suppose it was an embarrassing thing for him as I do remember he was kidded for some time!

There were several stations that spread across Wyoming, Utah and Nevada. A letter dated July 15, 1931 was sent to all of the Teletype stations asking the operators to turn on their beacon light during the daylight hours to aid new travelers. (Attachment 12)

There were three full time employees: each worked a twelve-hour shift. It was almost impossible to get enough sleep. Our dad had a terrible time with this schedule and our house was too small and had too many people for the grueling schedule. I can only imagine how difficult it must have been for our Mother to keep five kids quiet when Dad was trying to catch a few hours of much needed sleep. It was decided that Mom and the five of us kids would spend summers at the long vacated "homestead" at Little Medicine. (Photo 23 & 24) The three months we that we spent there, during the summers of the early 1930's are the happiest memories of my young years. We camped there and had little or no worries. Only the three original rooms of the house had remained intact. There were occasions when one of us would get to go



IN REPLYING ADDRESS  
AIRWAYS ENGINEER  
BOSTON BUILDING  
SALT LAKE CITY, UTAH  
AND REFER TO DATE OF THIS LETTER  
AND FILE NO.

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

AIRWAYS DISTRICT OFFICE  
SALT LAKE CITY, UTAH

WEX:FS

July 15, 1931.

TELETYPE STATIONS LOCATED AT:

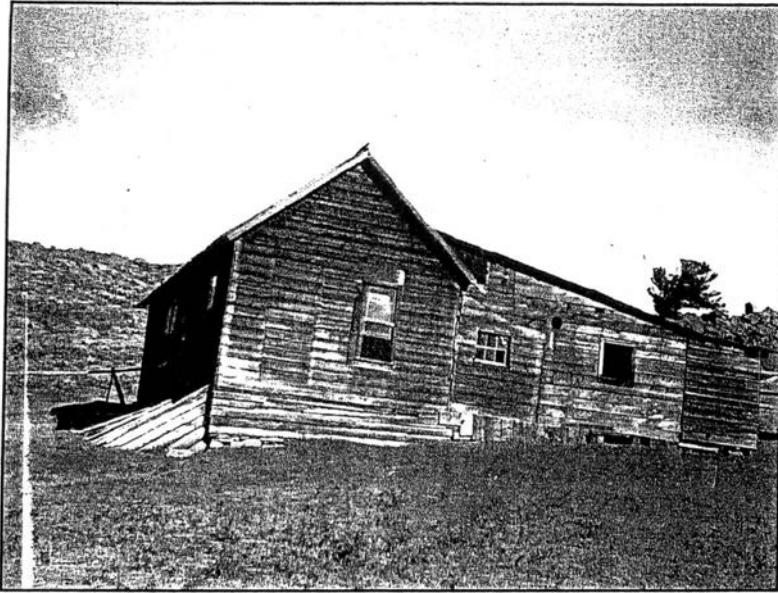
Sherman Hill,  
Laramie,  
Medicine Bow,  
Cherokee,  
Granger,  
Knight,  
Grantsville,  
Wendover,  
Ventosa,  
Beowawe,  
Fernley.

1. At some of our remote fields it has been rather difficult in the past for new travelers over our airway to locate the fields. It has been decided that in the future it will be permissible for you to turn your beacon on during daylight hours when requested to do so by new travelers. A record should be kept of such daylight operations.



W. E. Kline,  
Airways Engineer.

Attachment 12: A letter to the various Teletype Stations from the Airways District Office in Salt Lake City, Utah; July 15, 1931.



**Photo 23:** The homestead where we lived as a family before we moved into Medicine Bow in the 1920's and where we spent our summers while living at the airport.

into Medicine Bow to spend a day or two with Dad, and those were special times. Often instead of washing the clothes the "old fashioned way" we would bring the dirty clothes to the airport where we could use the washing machine.

The two bedrooms at the airport shared a wall. We always went to bed right after Amos and Andy at 9 p.m. and since Dad had to get up around midnight, he would try to catch a couple of hours of sleep

before his shift. One night Evelyn and I were talking and giggling and Mother finally had to tell us to "keep quiet so Dad could sleep." We told her that we were having a very serious discussion. The next day she found out "our serious discussion" was that an airplane would fly over the house, take off the roof, and the pilot would carry the two of us away with him!

I could never, and still can't, stand to have anyone rub their hands over material-it sends shivers up and down my spine. Evelyn would run her hands over the pillow ticking until I'd about go crazy. One time I slipped into the bathroom, got an ice cold, wringing wet washcloth and hit her in the face.



**Photo 24:** The five of us at the homestead 1933, Betty, Evelyn, Jim, Ed and Bob.

Whenever, we were too noisy Mom or Dad would knock on the wall as a signal to "shut up", and they knocked that night!

One sunny summer day, Evelyn and I were cleaning our bedroom. Dad was working

outdoors and was under the bedroom window. We did not know he was there or that he could hear what we were discussing. Evelyn wanted to be out in the beautiful weather-not cleaning house. She said, "I wish the old man was down town so I could do as I pleased." Dad looked into the window and said, "I'm not the "old man" and get your room clean, NOW." Undoubtedly, that ended the conversation.

As I mentioned the bathroom in the house was very small. One particular day Mom and Dad went into town. Evelyn and I "took" a cigarette from Tom Lym's cigarette package. We closed the bathroom door and lighted it and I suppose we thought we enjoyed our "smoke", but we were so dumb that when we finished it, we flushed it away in the toilet but didn't have sense enough to open the window to air out the room. Of course, the blue smoke followed us into the rest of the house. For some time we were "blackmailed" by our brothers. We had to do everything they said, or "We'll tell Mom and Dad you smoked in the bathroom!" Our time of slavery was not too long. With five kids around someone was always committing a "crime" that could be used to "tell Mom and Dad." There was never a dull moment.

Any family has its share of accidents, bumps and bruises. As you came down the stairs from the attic there was a shelf. One night Ed was swinging on it and fell. He cut his chin and Mom and Dad had to take him to Hanna to have it stitched, as there wasn't a doctor in Medicine Bow. He was quite the hero for many days after that.

On November 11<sup>th</sup> of every year, on Armistice Day, a dance was held at the Community Hall in Medicine Bow. (Photo 25) We had all been at the Hall, but because there was school the next day, Dad brought us home early. It had been storming and the roads were icy. He hit an icy spot and we overturned. Evelyn was the only one of us who was hurt as she received a deep cut on her head. Either the Lynch or the Struble family, from Laramie, who were



also at the dance, had to take Evelyn and Mom back down to Laramie with them so that Evelyn could get stitches. On their way back to Medicine Bow a

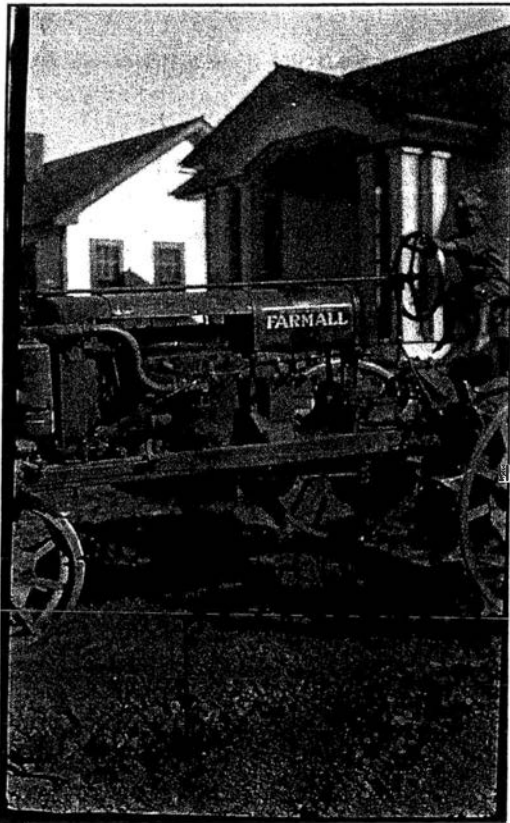
**Photo 25:** The Community Hall in Medicine Bow.

few days later there was another accident and Evelyn broke her nose on the dashboard. It was quite a session for her.

After Evelyn's two accidents the doctor told Mother to give her Cod Liver oil to "build up her system." The oil was kept in the refrigerator in the basement. Evelyn always went down to take the oil, and one day either Mom



**Photo 26:** Betty in the green organdy dress that her Mom made. She is holding a facial powder compact she received for "best-student-of-the-year", May 18, 1934.

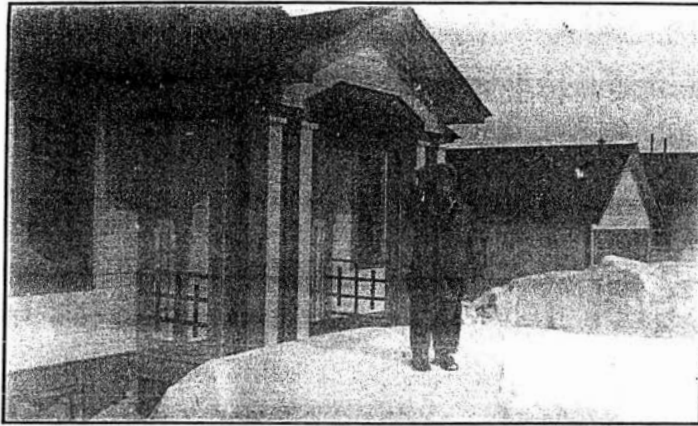


**Photo 27:** Jim "riding" the Farmall tractor.

or Dad noticed that she had been tossing the medicine into the coal bin.

We have many pictures of the time we lived at the airport. There is one of me in a long green dress that Mom made of organdy for a best-student-of-the-year award that I received from the Lion's Club in 1934. (Photo 26) Also, there is a picture of Jim sitting on an old Farmall tractor that was used to remove snow from the field and driveways. (Photo 27) One of the best pictures is of Evelyn and me. At that time, I was taller than Evelyn, but that didn't last for too many years as she grew several inches past my 5'3". (Photo 30)

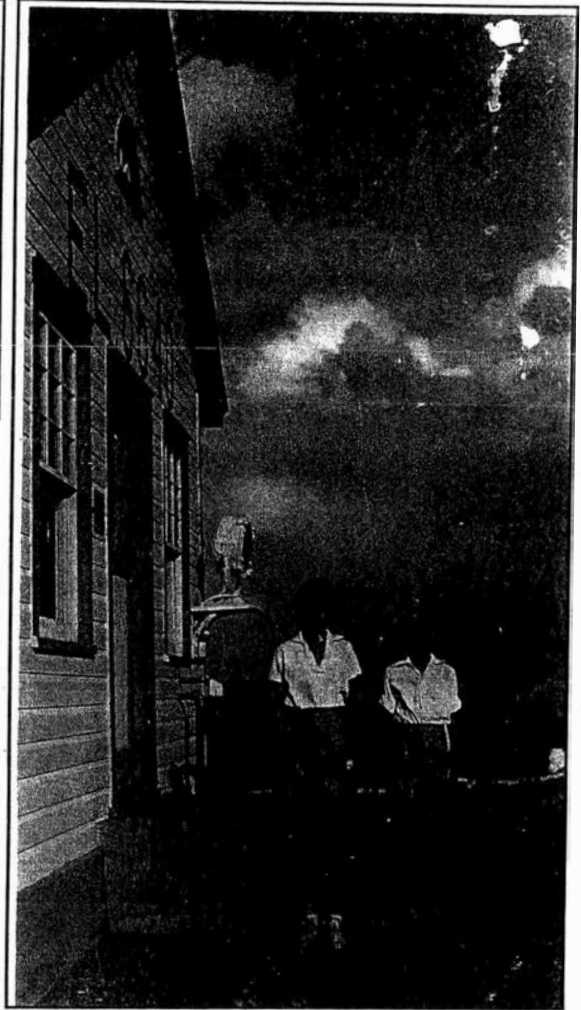
Over the years Dad became well acquainted with many of the pilots. Once when Jim was about three or four years old, a plane landed and the pilot gave Mom  
In 1935 the airport was shut down; and when our stay at



**Photo 28:** Jim standing on a snow bank outside the front door of the "Wyoming" house.



**Photo 29:** Evelyn and Jim in the yard between the two houses; c.a. 1933.



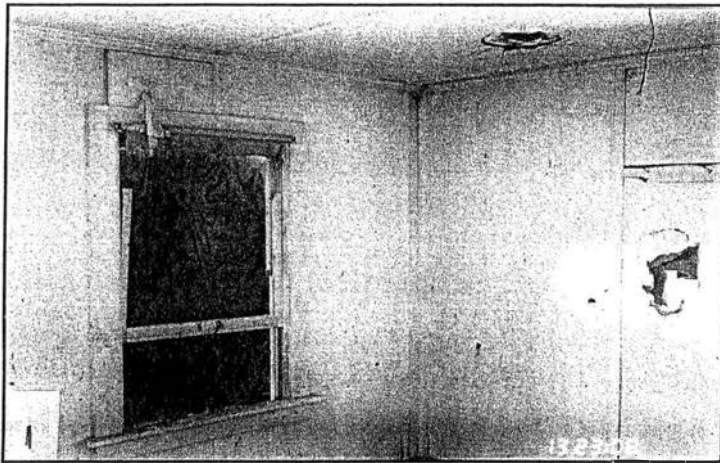
**Photo 30:** Betty and Evelyn outside the power house; c.a. 1934

and Jim a short ride. I remember how excited Mother was about the flight, and that she couldn't believe that the ride put Jim to sleep. I have no idea how long the flight was, but Mom truly enjoyed the trip.

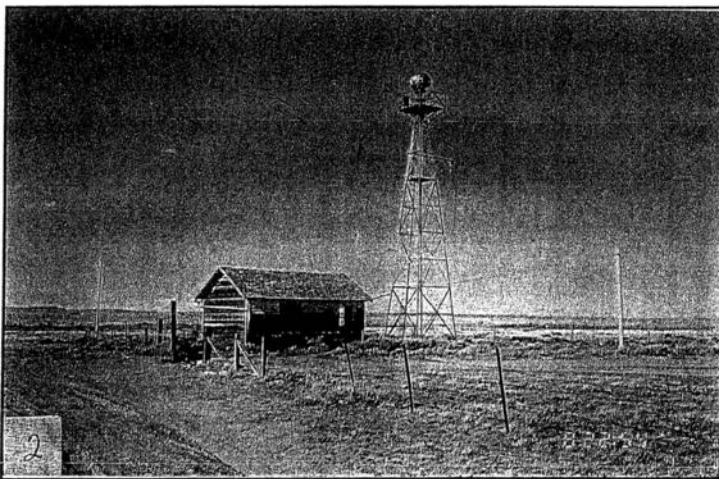
It was while we were still living at the airport that Mother, Mrs. Kerr, and another lady climbed Elk Mountain. Every time I see a picture of the Mountain, I remember how proud Mother was to have completed the climb.



In 1935 the airport was shut down; and when our stay at the homestead was over for that summer, we moved back into Medicine Bow. The houses at Site 32 were auctioned off and the employees were transferred to other areas of the Government. Edwin did not wish to transfer so he resigned. However, he continued to record planes that landed on the field and other non-routine occurrences. Edwin received a letter from the Department of Commerce-Civil Aeronautics Administration date March 4, 1958. (Attachment 22) This was his final communication from the department.



**Photo 31:** Inside of office looking NE. This may be the wall where a heating stove was placed. (Steve Wolff-2006)



**Photo 32:** Looking NE at office and tower. Below the tower is the arrow pointing to the next station. To the right (east) of the tower, about 1,500 feet, was the range consisting of five poles with an antenna strung between them in the shape of an X.

I am sure that I speak for the five of us that the years we spent living at the airport were exciting ones and that we were all happy for the experiences we had while living there. Edwin saved many interesting papers from his job at the airport. The following attachments are placed in date order and include various mundane tasks that one would do at any job, and the paperwork trail was just as necessary then as it is today.

What followed, many years after Edwin was no longer needed to tend to the lights at the Radio Range-which was 1958, was a phone call followed by letters from Mr. Steve Wolff in 2006. Mr. Wolff is currently researching how the radio ranges were used and their locations across the United States. He supplied me with photographs of the area at Site 32 as it remains today. (Photos 31 through 35) From him I learned more

about the range and will end my story with that information.

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

AIRWAYS DISTRICT OFFICE  
SALT LAKE CITY, UTAH

Cheyenne Wyo.  
Sept 22-1931

IN REPLYING ADDRESS  
AIRWAYS ENGINEER  
SALT LAKE CITY, UTAH  
AND REFER TO DATE OF THIS LETTER  
AND FILE NO.

C.A. Bruner  
Principal Airways Keeper.  
Medicine Bow Wyo.

E.M. Cruickshank  
Asst. Airways Keeper  
T.S. Lym  
Asst. Airways Keeper.

Subject: Leave & Time Records Site #32.

1: Inasmuch as Site #32 is a full three man station it will be O.K. for any man to take of time in small amounts. If time taken off does not exceed five days at one time, this time is to be taken care of by the remaining two Keepers. When time taken off exceeds 5 days, it will be necessary to hire an extra person to take care of the two days off per week, (one day each per Keeper) only. Authority has been granted to use Mrs. Cruickshank for relief as stated above. Inclosed is Form #42 to be filled in by Mrs Cruickshank when she starts relieving two days per week during T.S. Lym's leave. Have card filled in in pencil and forward as soon as Mr. Lym leaves starts dating "services began" the first day Mrs Cruickshank relieves.

2: It will be necessary to forward leave slip for each day taken off. Slip must be filled in complete promptly after day is taken off and forwarded to this office for approval. This latter applies only to days off and not to their annual leave periods. Leave slips for annual leave to be forwarded as previous, before leave is taken.

3: Time sheets inclosed for keeping record of temporary relief. Record of days worked to be filled in and sheet forwarded to this office promptly on the 24th of month. If contemplated days worked shown on time sheet do not show correct after 24th of month same can be changed by teletype to this office.

*H. A. Wells*  
Airways Mechanician

Attachment 13: A letter to the Supervisor, C.A. Bruner and E.M. Cruickshank from H. A. Wells concerning leave time for the employees at Site 32, September 22, 1931.

The Radio Range at Site 32, in Medicine Bow, was the last station to be put into service. This completed the transcontinental route between New York and San Francisco. Prior to building the transcontinental route there were beacons placed every three miles across the country. By completing the transcontinental route, it allowed pilots to fly at night and in bad weather. They did this by listening to a succession of coded signals that were transmitted from each radio range.

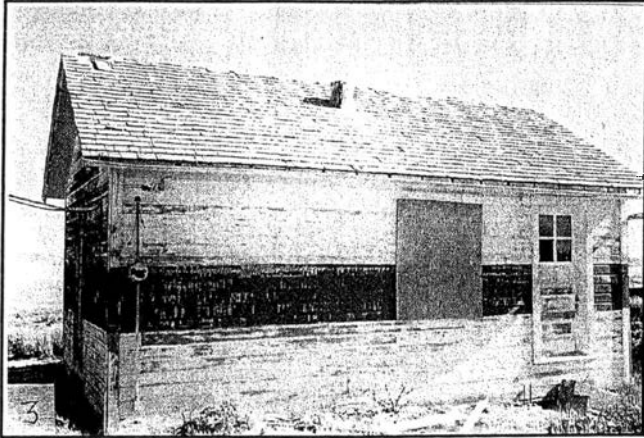


Photo 33: Office building looking SW (Steve Wolff-

Originally the ranges were controlled by the Bureau of Commerce, Lighthouse Division, and manned by Airway Keepers. Mr. Wolff stated that, "Your father, Edwin, was one of these Keepers and figures prominently in the Medicine Bow Range." Steve went on to say, "They [Keepers] had an extremely important job as many of a pilot's life depended upon accurate and timely information made available by the Keepers."

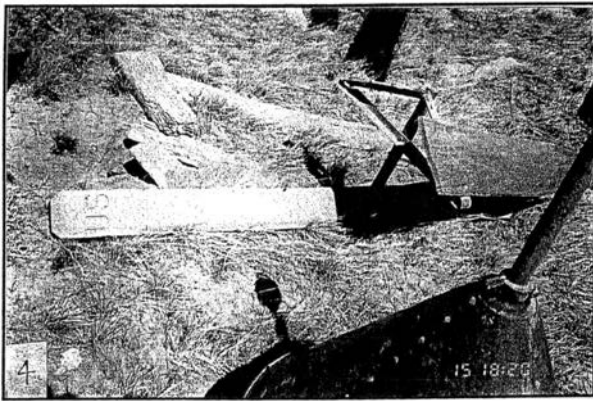
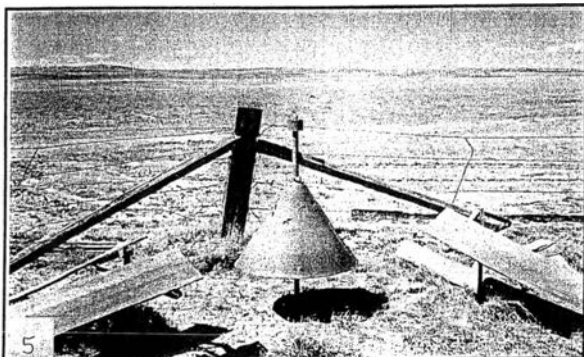


Photo 34: SW corner of the field with boundary cone, U.S. boundary marker and stanchion for wood field markers. (Steve Wolff-2006)

His praises also brought to light that in the event of an emergency, the Keepers were required to render all assistance available, including gassing the plane, feeding the pilot and passengers if any, and providing accommodations if necessary, (which my father did very well). This is all an important part of U.S. history and these ranges were the precursors to the modern Flight Service Stations.



It is Mr. Wolff's desire to see that Site 32 be restored to its 1930 condition.

Photo 35: SW corner with boundary cone and lamp socket. (Steve Wolff-2006)



IN REPLYING ADDRESS  
AIRWAYS ENGINEER  
BOSTON BUILDING  
SALT LAKE CITY, UTAH  
AND REFER TO DATE OF THIS LETTER  
AND FILE NO.

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

AIRWAYS DISTRICT OFFICE  
SALT LAKE CITY, UTAH

Cheyenne Wyo.  
Sept 22-1931

C.A. Bruner  
Principal Airways Keeper.  
Medicine Bow Wyo.

E.M. Cruickshank  
Asst. Airways Keeper  
T.S. Lynn  
Asst. Airways Keeper.

Subject: Leave & Time Records Site #32.

1: Inasmuch as Site #32 is a full three man station it will be O.K. for any man to take of time in small amounts, If time taken off does not exceed five days at one time, this time is to be taken care of by the remaining two Keepers. When time taken off exceeds 5 days, it will be necessary to hire an extra person to take care of the two days off per week, (one day each per Keeper) only. Authority has been granted to use Mrs. Cruickshank for relief as stated above. Inclosed is Form #42 to be filled in by Mrs Cruickshank when she starts relieving two days per week during T.S. Lynn's leave. Have card filled in in pencil and forward as soon as Mr. Lynn leaves starts dating "services began" the first day Mrs Cruickshank relieves.

2: It will be necessary to forward leave slip for each day taken off. Slip must be filled in complete promptly after day is taken off and forwarded to this office for approval. This latter applies only to days off and not to regular annual leave periods. Leave slips for annual leave to be forwarded as previous, before leave is taken.

3: Time sheets inclosed for keeping record of temporary relief. Record of days worked to be filled in and sheet forwarded to this office promptly on the 24th of month. If contemplated days worked shown on time sheet do not show correct after 24th of month same can be changed by teletype to this office.

*H. A. Wells*  
Airways Mechanician

Attachment 13: A letter to the Supervisor, C.A. Bruner and E.M. Cruickshank from H. A. Wells concerning leave time for the employees at Site 32, September 22, 1931.



Cheyenne, Wyoming,  
October 17, 1931

Caretaker, Intermediate Landing Field,  
U. S. Department of Commerce,  
Medicine Bow, Wyoming.

Dear Sir:

On September 22nd, we wrote you as follows, but do not appear to have received a reply:

"Our records indicate that there is one of our Coleman heaters located at your station, such heater for the purpose of warming airplane engines.

"Due to the fact that the winter season is almost at hand we are interested in knowing just what condition that heater is in at this time.

"It would be greatly appreciated if you would try out the heater at your station and advise us as to what its condition is. In the event that the heater is not in a serviceable condition, please arrange to have it forwarded to our nearest field, advising this office when it goes forward; that can be accomplished by having the Airways Mechanician pick up the heater on a trip through your station. If you do forward a heater to one of our fields for repair it should be plainly marked showing which station it is from and also should be addressed so that our field will forward it to Cheyenne for repair.

"If at any time during the winter the heater at your station should become unserviceable, kindly advise this office immediately so that steps can be taken to have the trouble corrected.

"Kindly acknowledge receipt of this letter regardless of the condition of the heater.

"Thanking you for your cooperation, we remain"

We will appreciate it very much if you will kindly check up on the Coleman Heater located at your field and advise us by return mail, if possible.

Very truly yours,

BOEING AIR TRANSPORT, INC.

*A. B. Coleman*  
General Superintendent.

EM/ajm

Attachment 14: A letter to Site 32 from the Boeing Air Transport office in Cheyenne, Wyoming, October 17, 1931.



Cheyenne, Wyoming  
October 24, 1931

Mr C A Bruner,  
Airways Station  
Medicine Bow, Wyo.


Dear Mr Bruner:

This is to acknowledge receipt of your letter of October 23rd and I thank you for the information contained therein.

We are giving some consideration to placing a Coleman heater at your station. In the event one is forwarded you will be fully instructed covering its care and use through Mr Wells.

Very truly yours

BOEING AIR TRANSPORT INC

  
F E Caldwell  
General Superintendent

FEC:ME

**Attachment 15:** A letter to C.A. Bruner from F.E. Caldwell the General Superintendent at the Cheyenne Boeing Office, October 24, 1931.

SL-9 DEPARTMENT OF COMMERCE DATE JAN. 29, 1932.  
REPORT ON CONDITION OF AIRWAYS DIVISION  
INTERMEDIATE LANDING LIGHTHOUSE SERVICE SITE NO. 32.  
FIELD AT MEDICINE BOV, WYO.

GENERAL CONDITION OF FIELD COOL IS FIELD MUDDY, DRY OR FROZEN DRY & FROZEN.

HEIGHT OF CROP ON FIELD None. AMOUNT OF SNOW ON FIELD FEW SMALL SODD DRIFTS.

IS SURFACE OF FIELD GENERALLY SMOOTH YES, EXCEPT A FEW SMALL SODD DRIFTS N END EN S RUNWAY

WHAT PART OF FIELD IS MOST SUITABLE FOR LANDING E & W RUNWAYS & S 3/4 OF S & N RUNWAY  
E & W RUNWAYS ARE CLEAR.

WERE THERE ANY NEW OBSTRUCTIONS ERECTED DURING THE WEEK NO

IF SO WHERE LOCATED ////

CARETAKER EM CRUICKSHANK, ACTING.

To be mailed to field manager nearest your station each Saturday.

Attachments 16 and 17: Two field reports, dated nearly a year apart, to the Department of Commerce, dated January 28, 1932 and January 21, 1933.

SL-9 DEPARTMENT OF COMMERCE DATE 11 21 1933  
REPORT ON CONDITION OF AIRWAYS DIVISION  
INTERMEDIATE LANDING LIGHTHOUSE SERVICE SITE NO. 32  
FIELD AT \_\_\_\_\_

GENERAL CONDITION OF FIELD Good IS FIELD MUDDY, DRY OR FROZEN FROZEN

HEIGHT OF CROP ON FIELD None AMOUNT OF SNOW ON FIELD Two sodd drifts N end of S & N Runway

IS SURFACE OF FIELD GENERALLY SMOOTH Yes, except few sodd drifts N end of S & N Runway

WHAT PART OF FIELD IS MOST SUITABLE FOR LANDING E & W Runways and portions of field

WERE THERE ANY NEW OBSTRUCTIONS ERECTED DURING THE WEEK no

IF SO WHERE LOCATED ✓

CARETAKER EM Cruickshank, acting

To be mailed to field manager nearest your station each Saturday

Jan 30 - 1932

Jan 27 274	Bruner	4 mi SW Medicine Row Wash	15 min
Jan 27 274	Bruner	Test from 1 mi on field as far west as Walcott 32 miles very good but both ways as far as Walcott then started to fade. Pilot flying 1100 ft. 9.45 till 10.30 P.M.	45 min
Jan 28 20	JW Groves	first contact with particular wire in description of field - 07:12 A.M. 0440 A - 20 min for next contact.	15 min
Jan 22 Contact		30 min contact Caddison & Bruner 1st contact 30 miles W	30 min
Jan 29 (1225)		Tested with C.F. strength reports 2'	05
Jan 27		2' to 7' range on try to contact Pilot stayed. Boyal did not answer	30 min
" "		2' to 7' range trying to contact Pilot Bruner no answer	20 min
		3105-8170-5660	yes
		unable to read signals on Bruner's receiver nights	
		due to Beacon light on tower	
		C. A. Bruner By E. M. Cruickshank	

Attachment 18: Weekly report of Aircraft Two-way Contacts to C. A. Bruner from E. M. Cruickshank, January 30, 1932.

DEPARTMENT OF COMMERCE  
LIGHTHOUSE SERVICE

DAILY RADIO REPORT

Station MEDICINE BOW Date 1932, 19

Call signal RECORD AVIATION GAS MEASUREMENT & TMP EACH DAY

TIME	EAST TANK	TMP	REMARKS	TOTAL GAS	WEST TANK	TMP
	459 gal.	60		883 gal.	424 gal.	60
JUL 2 1932	459 gal.	55		883	424 gal.	63
JUL 3 1932	459 gal.	56		883	424 gal.	56
JUL 4 1932	459 gal.	49	E tank strong W tank weak	883	424	49
JUL 5 1932	459	48	" " " "	883	424	48
JUL 6 1932	459	51	" " " W.	883	424	51
JUL 7 1932	461	44	Wind about	883	422	44
JUL 8 1932	461	58		883	422	58
JUL 9 1932	461	60		883	422	60
JUL 10 1932	461	65		883	422	65
JUL 11 1932		57		883	422	57
JUL 12 1932			V			
JUL 13 1932	461			883	422	55
JUL 14 1932	461	60		883	422	60
JUL 15 1932	459 gal.	55	Wind about at 10 p.m.	849	393	55
JUL 16 1932	459	62		714	335	62
JUL 17 1932			No clock available to find Key. E.M.C.			50
JUL 18 1932			✓ Not measured			
JUL 19 1932		57		714	335	57
JUL 20 1932	459	47		794	335	47
JUL 21 1932	459	54		794	335	54
JUL 22 1932	459	55		794	335	55
JUL 23 1932	459	54		794	335	54
JUL 24 1932	459	55		794	335	55
JUL 25 1932	459	55		794	335	55
JUL 26 1932	459	55		794	335	55
JUL 27 1932	459	55		794	335	55
JUL 28 1932	459	55		794	335	55
JUL 29 1932	459	55		794	335	55
JUL 30 1932	459	55		794	335	55

I hereby certify that the above is a correct record of the work of this station, traffic rechecked for all errors, and all local and circuit discrepancies noted above.  
Clock corrected by time signals at \_\_\_\_\_

Operator. \_\_\_\_\_  
Operator. \_\_\_\_\_  
Operator. \_\_\_\_\_

Attachment 19: Daily Radio Report to the Department of Commerce from E.M. Cruickshank, November 30, 1932.



DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS:  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION  
3831 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

March 4, 1958

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Mr. Edwin M. Cruickshank  
General Delivery  
Medicine Row, Pomona

Dear Mr. Cruickshank:

As a result of the operation of the Medicine Row Intermediate Landing Field being turned over to Carbon County, it is necessary to eliminate your position of Caretaker from our working force. It is, therefore, necessary that your separation from the service be effected close of business April 11, 1958. You were selected for this action in the manner prescribed by the reduction in force regulations of the Civil Service Commission. Since you are occupying an Excepted position, you are not entitled to any reassignment.

You may examine the Civil Service Commission's reduction in force regulations which are contained in Section 20 of the Federal Personnel Manual and inspect the retention preference register on which your name appears in the regional headquarters in Los Angeles. The personnel representative in this office will give you information concerning these regulations.

If, after reviewing the registers and the regulations, you believe there has been a violation of your rights under these regulations, you may appeal in writing to the Director, Fifth U.S. Civil Service Region, Rm. 41, Denver Federal Center, Denver, Colorado. This appeal must be made within ten (10) days of the date of your receipt of this letter.

I assure you that this action in no way relates to your job performance. You have faithfully discharged the duties of your position, and I personally wish to express my appreciation for the fine work you have done.

Sincerely yours,

*Kenneth B. Wall*

Kenneth B. Wall  
Personnel Officer

*12th Personnel Division  
to me*

*Rec'd your letter this a.m.  
looks like you on the payroll till April 11th*

Attachment 22: To Edwin M. Cruickshank from Kenneth B. Wall, Personnel Officer, Civil Aeronautics Administration, eliminating his position of Caretaker, March 4, 1958.



**Correspondence**

**Between**

**The Town of**

**Medicine Bow**

**And**

**Union Pacific railroad**

**And**

**Civil Aeronautics**

**Administration**

**And**

**State of Wyoming**

STATE OF WYOMING  
BOARD OF LAND COMMISSIONERS

SPECIAL USE LEASE

- (1) **PARTIES** - The parties of this lease are: TOWN OF MEDICINE BOW

whose address is P. O. Box 156, Medicine Bow, WY 82329-0156, (Lessee), and the Wyoming Board of Land Commissioners, (Lessor), whose address is Office of State Lands and Investments, 122 West 25th Street, 3rd Floor West, Cheyenne, Wyoming 82002-0600.

In the event that the addresses listed above change, the party whose address has changed shall immediately notify the other party to the lease in writing.

- (2) **PURPOSE OF LEASE** - The Lessor hereby leases to Lessee, for the purpose of AIRPORT LANDING STRIP only, the following described lands, subject to all terms, conditions, regulations, and restrictions contained in this lease, the Statutes of the State of Wyoming, and the Rules and Regulations of the Board of Land Commissioners. Any other use by Lessee is a violation of the terms and conditions of the lease.

**DESCRIPTION:**

Beginning at the Northwest corner of Section 16, Township 22 North, Range 78 West, 6<sup>th</sup> P.M., Carbon County, Wyoming, thence East 3753.8 feet, thence South 13°45' West 2889.9 feet, thence North 50°26' West 3976.7 feet, thence North 275.9 feet, to the point of beginning, containing an area of 130.64 acres. It is assumed in the above description that the north line of said Section 16 has a bearing of N. 90°0' East and that the west line has a bearing of N. 0°0' East.

- (3) **TERM OF LEASE** - The term of this lease shall begin at 5:00 P.M. on the 1<sup>ST</sup> day of JULY, 2006 and terminate at 5:00 P.M. on the 1<sup>ST</sup> day of JULY, 2031.

- (4) **RENTAL PAYMENT** - The lessee shall pay to the Lessor at the Office of State Lands and Investments, Herschler Building, Cheyenne, Wyoming, a rental for the use of the premises in the amount and manner as follows:

\$1,077.78 PER YEAR, ADJUSTED ANNUALLY BY THE CONSUMER PRICE INDEX  
SUBJECT TO FIVE YEAR RENTAL REVIEW

Annual rentals are due and payable on or before the anniversary date of this lease. If the annual rental is not paid on or before the anniversary date a 10% late fee will be assessed.

- (5) **LESSEE'S RESPONSIBILITIES** - Lessee Agrees:
- Not to take or disturb any fur bearing animals on the premises except where a permit to do so has been secured from the Wyoming Game and Fish Commission and consent thereto has also been obtained from the Office of State Lands and Investments.
  - To observe state and federal laws and regulations for the protection of fish and wildlife.
  - Not to cut, destroy or remove, or permit to be cut, destroyed or removed, any timber that may be upon the premises. The Lessee shall promptly report to the Lessor the cutting or removal of timber by other persons.
  - To maintain all improvements located on the premises in a good state of repair at the Lessee's expense.
  - Noxious weeds and pests will be controlled by lessee. Lessee may work in conjunction with County Weed and Pest Control Districts to develop projects to be submitted to the Office of State Lands and Investments for reimbursement of certain costs of eradication of weeds and pests on state lands. Cost estimates must be submitted by County Weed and Pest Districts and approved by the Office to be eligible for reimbursement. Subject to funding availability, the total cost of the project will be reimbursed for leafy spurge infestations, for all other noxious weeds and pests, the cost of materials only. Lessee of state lands shall pay the cost of application or other control measures.
  - To dispose of all waste in a proper manner and not to allow debris, garbage, contaminants or other refuse to accumulate on the leased premises. Any landfill or open dump operated by the Lessee on the leased premises, must be permitted by the Board and must comply with State law and the rules and regulations of the Department of Environmental Quality. Any landfill, open dump, accumulation of debris, garbage, contaminants or refuse of any kind which the Lessee placed, or allowed to be placed, on the leased premises, and which has not been authorized by the Board, must be removed at the Lessee's expense. Lessee further agrees that the Lessor shall have the right to remove debris, garbage, contaminants, or other refuse which the Lessee placed on the premises and collect the cost of such removal from the Lessee. The Lessee further agrees to document and report, as soon as possible, to the Office any unauthorized dumping of debris, garbage, contaminants, or other refuse on the leased premises, by parties other than the Lessee, so that appropriate investigation and corrective measures can be taken by the Lessor.
  - Lessee shall restore the leased premises to as near its original condition as possible upon termination of this lease or any renewal thereof.

(6) **SPECIAL PROVISIONS:**

- (a) **RESERVATIONS** - Lessor Reserves:

- The right to order the sale of all or any portion of the premises at any time, subject to this lease.
- The right to lease and dispose of all coal, oil, gas, and other minerals, and all deposits of clay, stone, gravel and sand valuable for building, mining, or commercial purposes, and all timber, together with the right to mine and remove such minerals and other deposits and timber with the right of ingress and egress thereto, and to cancel this lease as to any portion of the premises when required for these purposes.
- The right to hold, sell, appropriate or otherwise dispose of any fences or other improvements of any character owned by the Lessee upon the premises, to insure the payment of rentals, damages or other expenses accruing to the Lessor by virtue of this lease.
- The right to enter in and upon the premises at any time for purposes of inspection or management.
- The right at any time to grant easements across the premises for ditches, canals, tunnels, telephone and telegraph lines, pipelines, power lines, or other lawful purposes, with right of ingress and egress thereto.
- The right to use or lease the premises or any part thereof at any time for any purpose other than the rights and privileges granted by this lease.
- The privilege of any person to use the premises for casual recreational day uses, fishing and hunting pursuant to Chapter 13 of the Rules and Regulations of the Board of Land Commissioners.
- All rights not expressly granted to Lessee by this lease are reserved to the Lessor.

(b) **ASSIGNMENTS** - This lease shall not be assigned without the prior approval of the Lessor. Any assignment of this lease shall be recorded in the Office of State Lands and Investments.

(c) **SUBLEASES** - The premises shall not be subleased or made subject to any contract, or other agreement of any kind, without the approval of the Lessor. Such approval may be conditioned upon payment of additional rental to the Lessor.

(d) **IMPROVEMENTS** -

(1) Lessee shall have the right to construct or make improvements upon state lands in the amount of \$2,000.00 per section, without first obtaining permission.

(2) Lessee shall request permission to construct or make improvements in excess of \$2,000.00 in value per section by submitting a completed application form furnished by the Office.

(3) Any improvement regardless of value, which will restrict existing public access or alter existing multiple use of the lands must be approved by the Board of Land Commissioners.

(4) Unless permission has been obtained in the manner provided, the owner of the improvements in excess of the \$2,000.00 per section shall not be entitled to compensation as provided by W.S. 36-5-111 and 36-9-105, and upon expiration of the lease the improvements shall forfeit to and become the property of the state; except that within 120 days from the date of the expiration of the lease, the owner may remove such improvements in a manner which minimizes injury to the land.

(e) **ENTRY UPON LEASED PREMISES BY THIRD PARTIES** - Third parties desiring to enter upon the leased premises shall contact the lessee prior to entry, unless it is a member of the Board of Land Commissioners or its representatives or a member of the public when entering for purposes of hunting and fishing and casual recreational use pursuant to provisions of Chapter 13 of the Rules and Regulations of the Board of Land Commissioners. For all entries by third parties, the lessee may negotiate a payment for damage to the surface of the leased premises, pursuant to Chapter 4, Section 13. Payments must be consistent with payments for damages to adjacent lands.

(f) **CANCELLATION** - If it be determined by the Lessor that this lease has been procured by fraud, deceit, or misrepresentation, or if the premises or any part thereof be used for unlawful, unauthorized, or illegal purposes, or if the Lessee fails to perform or violates any of the terms of this lease, the Lessor shall have power and authority to cancel this lease.

(g) **SURRENDER OF PREMISES UPON TERMINATION OF LEASE** - The Lessee shall, upon termination of this lease, surrender and deliver unto the Lessor the peaceful and uninterrupted possession of the premises. The Lessee may remove his improvements in accordance with W.S. 36-5-110.

(h) **TIME AND SPECIFIC PERFORMANCE** are each of the essence of this lease, and all agreements and conditions herein contained shall extend to and be binding alike upon the heirs, administrators, successors and assigns of the parties hereto.

(i) **RELIANCE** - The Lessor has expressly relied on the representations made by the Lessee in the written application to lease the premises.

(j) **EXCHANGE** - The lease is granted upon the express condition that should the Lessor hereafter find it to be in the best interest of the Lessor to exchange the lands embraced in this lease for other lands, as provided by law, then this lease may be terminated upon giving the Lessee one (1) year's notice, unless by mutual consent of the Lessor and the Lessee, an earlier date of termination may be fixed.

(k) **BUY-OUT BY LESSOR** - The Lessor shall have the right to purchase back from the Lessee all the rights and interests granted to the Lessee by this lease for any portion of the premises at any time by paying to the Lessee the fair market value of those rights and interests for the remaining term of the lease.

(7) **GENERAL PROVISIONS.**

(a) **NOTICES** - All notices arising out of, or from, the provisions of this lease shall be in writing and given to the parties at the address provided under this lease, either by regular mail, or delivery in person.

(b) **EFFECT OF CHANGE IN LAW** - The rights and responsibilities of the Lessee under this lease which are granted or imposed by the Statutes of the State of Wyoming or rules and regulations of the Board of Land Commissioners, are subject to change during the term of this lease as a result of the adoption, amendment, or repeal of statutes or rules.

(c) **COMPLIANCE WITH LAWS** - The Lessee shall keep informed of and comply with all applicable federal, state and local laws and regulations in the performance of this lease.

(d) **APPLICABLE LAW/VENUE** - The construction, interpretation and enforcement of this lease shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this lease and the parties, and the venue shall be the First Judicial District, Laramie County, Wyoming.

(e) **ENTIRETY OF LEASE** - This lease contains the entire contract between the parties and supersedes all prior negotiations, representations, leases or other contracts, either written or oral. This lease cannot be changed except by a written instrument subsequently executed by the parties or included in the body of the lease and signed by the parties.

(f) **INDEMNITY** - The Lessee shall release, indemnify, and hold harmless the State, the Lessor, and their officers, agents, employees, successors and assignees from any cause of action, or claims or demands arising out of this lease.

(g) **SOVEREIGN IMMUNITY** - The State of Wyoming and the Lessor do not waive sovereign immunity by entering into this lease, and specifically retain immunity and all defenses available to them as sovereigns pursuant to W.S. 1-39-104(a) and all other state law.

(h) **WAIVERS** - The failure of Lessor to insist on a strict performance of any of the terms and conditions hereof shall not be deemed a waiver of the rights or remedies that Lessor may have regarding that specific term or condition.

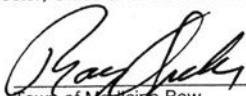
(i) **EXTENUATING CIRCUMSTANCES**: In the event circumstances arise for whatever reason which creates the impossibility of continuing the lease, it may be canceled by either party upon written notice. Neither party shall be liable for failure to perform under this lease if the failure is based upon the extenuating circumstances. Lessor reserves the right to determine whether circumstances create an impossibility. A partial refund of the annual payment may be made on a case-by-case basis.

(8) **SIGNATURES** - IN WITNESS WHEREOF, the parties to this lease through their duly authorized representative have executed this lease on the dates set out below, and certify that they have read, understand, and agree to the terms and conditions of this lease.

LESSOR: THE STATE OF WYOMING  
BOARD OF LAND COMMISSIONERS

BY:   
Director, Office of State Lands and Investments

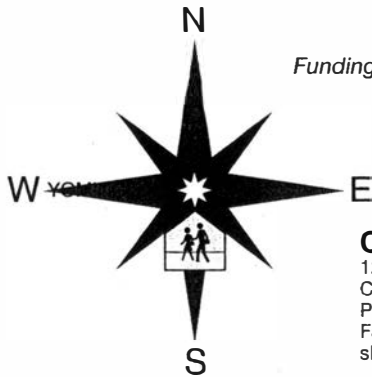
Date: NOV 20 2006

LESSEE:   
Town of Medicine Bow

Date: 10-10-06

EXHIBIT A

All of the South-half of the South-half of the Southwest Quarter ( $S\frac{1}{2}S\frac{1}{2}SW\frac{1}{4}$ ) and the Southwest Quarter of the Southeast Quarter ( $SW\frac{1}{4}SE\frac{1}{4}$ ) of Section Nine (9), Township Twenty-two (22) North, Range Seventy-eight (78) West of the Sixth Principal Meridian, Carbon County, Wyoming, containing Eighty (80) acres, more or less.



Funding Wyoming Public Education

Jim Geringer  
Governor

Ron Arnold  
Director

**Office of State Lands and Investments**

122 West 25th Street  
Cheyenne, Wyoming 82002  
Phone: (307) 777-7331  
Fax: (307) 777-5400  
slfmail@state.wy.us

June 7, 2001

Town of Medicine Bow  
Attention: Gerald Cook, Mayor  
Medicine Bow, WY 82329

Re: Special Use Lease No. SU-58  
Airport & Landing Field

Dear Mr. Cook:

The above numbered lease was approved for a twenty-five year term, subject to five year rental review. A five year review of the property was due this year.

Please be advised that the rental review of the property has been completed. Based on the review recommended rental for the special use lease will be \$898.15, for the next five year term. This is an increase of \$244.95. Enclosed for payment is annual rental notice. Payment should be made on or before date indicated in order to avoid any late fees.

If you have any questions regarding the appraisal, please contact Charles Roll at (307) 777-6527.

Sincerely,

Jamie Van Hatten  
Surface Leasing

enclosure

Jim Williams  
P.O. Box 156  
Medicine Bow, WY 82329

FAA Site # 27846.A

Dear Mr. Williams

On behalf of the WyDOT the required Federal Aviation Administration (FAA) Safety Data inspection and facility inventory (5010) of the Medicine Bow Airport was conducted on December 7, 1997. The corrected 5010 will be forwarded to the WyDOT and the FAA for inclusion in pilot guide publications. Any deficiencies found during the inspection are noted below, and will also be included for their information and reference.

- 1) As we discussed, threshold markers such as painted tires either side of the runways should be placed to provide a minimum 20:1 approach slope.
- 2) The runways are rough.

If you have any questions please call the WyDOT Aeronautics staff at (307) 777-3952.

Sincerely,



Adair B. Norman









U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**Denver Airports District Office**

10455 East 25th Avenue

Suite 203

Aurora, Colorado 80010

(303) 340-5554

JUL 21 1982

Mr. Bob McJilton  
Airport Manager  
815 Maple  
Medicine Bow, WY 82329

Dear Mr. McJilton:

While traveling through the Medicine Bow area on July 14, 1982, I visited the Medicine Bow Airport and conducted an inspection. This inspection is to keep our records up to date and provide advisory service to the airport owner.

I recommend the following to provide a safer airport:

1. The markers on each end of each runway should be repaired and painted to provide a visual reference to the pilot. Presently the ends of the runway are difficult to identify. Orange and white painting gives the best visibility.
2. Runway 6/24 (NE/SW) was very rough and should be graded periodically.
3. The runways are very soft when wet and the Laramie FSS should be notified when this condition exists.

Sincerely,

Cecil C. Wagner  
State Engineer



THE STATE OF WYOMING

*Commissioner of Public Lands and Farm Loans*

2424 PIONEER AVENUE  
PIONEER BUILDING

CHEYENNE, WYOMING 82002

PLEASE ADDRESS REPLY  
TO THE COMMISSIONER

April 10, 1981

Town of Medicine Bow  
Medicine Bow,  
Wyoming 82329

Attention Mayor Cook

RE: Lease NO. SU-58  
"Airport"  
1981 Renewal Application

Gentlemen:

Enclosed is excuted voucher. We are returning it immediately  
as requested.

Subject lease will not expire until June 30, 1981, therefore  
will not be presented to the Land Board until the July Board Meeting.

Yours very truly,

OSCAR E. SWAN  
COMMISSIONER OF PUBLIC LANDS

  
Dave W. Force  
Chief Appraiser

rb  
encl(Voucher in amount of \$75.00)

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**AIRPORT MASTER RECORD**

SEE REVERSE SIDE FOR INSTRUCTIONS

111 AIRSPACE ANALYSIS DETERMIN. **\*NOT ANALYZED** DATE OF PRINT **01/17/78** 1 SITE NO. **27846.A**  
5 REG. ARM DIST. **DEN**

ASSOC. CITY **MEDICINE BOW** 9 STATE CITY IN **WY** 32 AERO CHART **CHEYENNE**  
ORIGINAL AIRPORT NAME **MEDICINE BOW** 7 ARPT LCTN ID **80V**  
NEAREST CITY **MEDICINE BOW** 12 STATE NEAREST CITY IN **WY** 30 ARPT ACREAGE **00153**  
COUNTY AIRPORT IN **CARBON** 14 STATE ARPT IN **WY** 6 ARPT OPEN TO PUBLIC **Y**

OWNER \* 28 MAG VARN **1410E** 22 NASP/FED AGREEMENTS  
ADDRESS: 16A ST/BOX/RT **BOX 66** 16B CITY/ST/ZIP **MEDICINE BOW, WY 82329**  
 PUBLIC OWNED  PRIVATE OWNED  AIRPORT  SEAPLANE BASE  HELIPORT  STOLPORT  
MANAGER **H CHACE** 20 PHONE NO. (with area code) **307-379-2641**  
ADDRESS: 19A ST/BOX/RT **BOX 66** 19B CITY/ST/ZIP **MEDICINE BOW, WY 82329**

**H CHACE**  
**MEDICINE BOW AIRPORT**  
**BOX 66**  
**MEDICINE BOW, WY 82329**

Between FAA contacts, please advise your Flight Service Station (FSS) of changes to items preceded by a dot (•). 3. Interphone between FSS & arpt. **NO**  
2. Your FSS is **LARAMIE**  
4. FSS on airport **NO** 3. For a toll free call to your FSS, call **307-745-4845** If a toll free number is not printed, call

DISTANCE AND DIRECTION TO AIRPORT FROM ASSOCIATED CITY: NO. STATUTE MILES **02** DIRECTION **SE**

AIRPORT LATITUDE <b>41-53-00N</b>				24 LONGITUDE <b>106-10-49W</b>				E		25 ARP <b>Y</b>		26 ELEVATION <b>6646 S</b>	
33 RUNWAY	34 PHYS LENGTH	35 WIDTH	36 SURFACE COMPOSITION	37 FAA GROSS WT SNGL WHL	38 STRENGTH (1000 LBS) DUAL WHL	39A DUAL TAND	39B DOUBLE DUAL TAN	40 % EFF GRADIENT	42 MARKING TYPE & CONDITION	43 C/L LGTS	45 RWY LGTS INTENS		
<b>6/24</b>	<b>2800</b>	<b>50</b>	<b>TURF-DIRT</b>					<b>.30</b>	<b>NONE</b>	<b>N</b>			
<b>0/28</b>	<b>3600</b>	<b>80</b>	<b>GRVL-DIRT</b>					<b>.20</b>	<b>NONE</b>	<b>N</b>			
<b>3/31</b>	<b>3200</b>	<b>50</b>	<b>TURF-DIRT</b>					<b>.50</b>	<b>NONE</b>	<b>N</b>			

RWY ID	LIGHTING								APPROACH SURFACE DATA				57 CLOSE IN OBSTN	58 RGT TFC	59 BLAST FENCE
	46 ALIGNMENT TRUE	47 Hi Speed Exit	48 APPROACH	49 TD ZONE	50 REIL	51 APCH SLOPE INDCR	52 RVR	53 RVV	54 CTLG OBSTRUCTION (M=Marked-L=Lighted)	55 DSTC FM THRESH	56 APCH RATIO				
<b>5</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>*ROAD</b>	<b>75</b>	<b>5-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	
<b>4</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>FENCE</b>	<b>0</b>	<b>0-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	
<b>3</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>FENCE</b>	<b>5</b>	<b>1-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	
<b>3</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>FENCE</b>	<b>5</b>	<b>1-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	
<b>3</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>PLINE</b>	<b>1000</b>	<b>40-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	
<b>L</b>		<b>N</b>		<b>N</b>	<b>N</b>	<b>NONE</b>	<b>N</b>	<b>N</b>	<b>FENCE</b>	<b>5</b>	<b>1-1</b>	<b>N</b>	<b>N</b>	<b>N</b>	

WAY ID	ARRESTING 60 DEVICE (Far End)	61 THRESHOLD DISPLACED	LANDING LENGTH		TAKEOFF LENGTH		THRESHOLD					
			62 DAY	63 NIGHT	64 DAY	65 NIGHT	68 LATITUDE	69 LONGITUDE	70 ELEV			
<b>5</b>												
<b>4</b>												
<b>3</b>												
<b>3</b>												
<b>L</b>												

TANDARD TIME ZONE **+07** 76 BCN OPER SCHEDULE 73 RWY LGT OPER SKED 74 AIRPORT ATTENDANCE SCHEDULE  
 AYLIGHT SAVING TIME **Y** MONTHS **UNATNDD** DAYS **UNATNDD** HOURS **UNATNDD**  
 AIRPORT BEACON LIGHT 77 LANDING FEE FOR NON-COMMERCIAL USERS **N**  
 78 CUSTOMS AIRPORT OF ENTRY **N**

431051

E. P. DALGARN, *President of Council*  
Pete Peterson, *Councilperson*  
POLLY DAVIS, *Councilperson*  
ROBERT DEY, *Councilperson*

Devona Reusser-Clerk and  
Treasurer

## TOWN OF MEDICINE BOW

MEDICINE BOW, WYOMING 82329

TELEPHONE 379-2225

JACK CURRY, *Mayor*

Lynda Baumgartner-Deputy  
Clerk

Following is a list of air-traffic at the Medicine Bow Airport from 1 July 1978 to 1 December 1978.

July 15, 1978 - W. Bruce Milam 513 Lloyd St. Summersville, WV 26651	Citibria 7GCBC Single engine #5149X Orange & Black Tail Drager
Ben Smith Star Rt. 2 East Rock Springs, WY	172 Cessna Single engine Yellow & White #N29060 Tri-cycle gear
Bob Palmer	340 Cessna Twin engine Blue & White #N84CC Tri-cycle gear
Aug. 4, 1978 - Ben Smith Same as above	172 Cessna Single engine Yellow & White #N29060 Tri-cycle gear
Sept. 2, 1978 - Bob Palmer	By-Plane Single engine #3062 Tail Drager
Sept. 6, 1978 - Bob Palmer	340 Cessna Twin engine Blue & White #N84CC Tri-cycle gear
Unknown	Poss. 172 or 182 Cessna Green & White # Unknown Tri-cycle gear
Sept. 11, 1978 - Bob Palmer	340 Cessna Twin engine Blue & White #N84CC Tri-cycle gear
Sept. 26, 1978 - Unknown	Super 150 Cessna Single engine Red & White #N23212 Tri-cycle gear
Oct. 5, 1978 - Charter from Riverton (Steen & Delapp)	182 Cessna Single engine Blue & White #N735ST Tri-cycle gear
Oct. 6, 1978 - Charter from Riverton (Steen & Delapp)	182 Cessna Single engine Brown & White #N735MQ Tri-cycle gear

-OVER-

Oct. 28, 1978 - Dr. James Haller  
Cheyenne, WY

Beechcraft Single engine  
Red & White # Unknown  
Tri-cycle gear

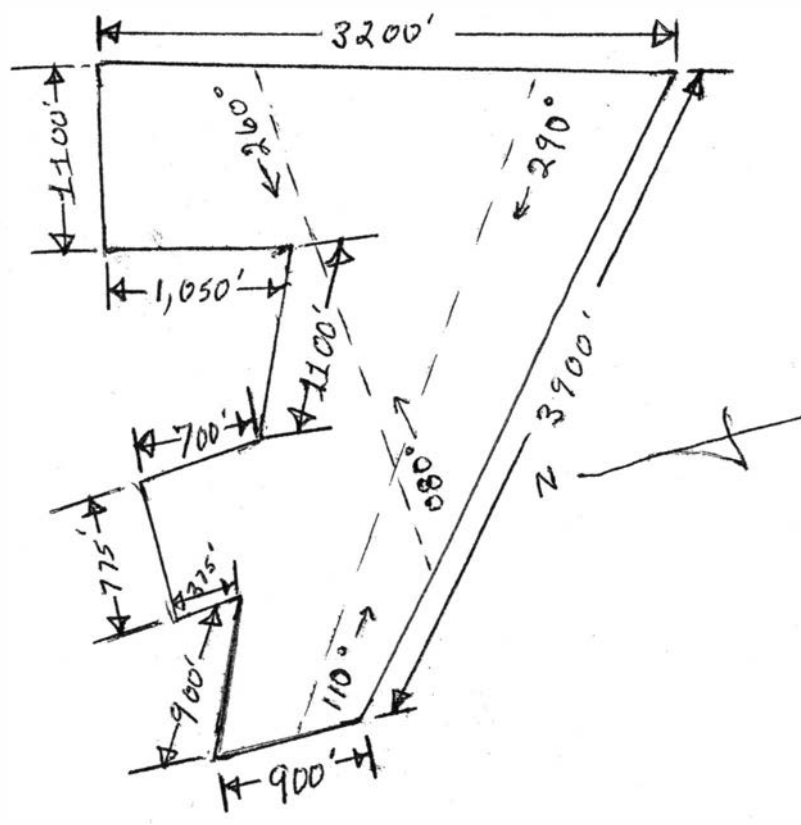
Nov. 24, 1978 - Ben Smith  
Star Rt. 2 East  
Rock Springs, WY

172 Cessna Single engine  
Yellow & White #N29060  
Tri-cycle gear

Information gathered by Clifford Smith, Maintainece Supervisor

Note- Airplanes were seen by my self or a reliable source.

b-27-78  
CCJ



AREA: 12,480,000 Sq FT.

BERALD COOK, *President of Council*  
ACK CURRY, *Councilman*  
ROBERT DEY, *Councilman*  
P. DALGAIN, *Councilman*

JEANNETTE FISHER, *Town Clerk*  
*and Treasurer*  
SHIRLEY VANTINE, *Deputy Town Clerk*

## TOWN OF MEDICINE BOW

MEDICINE BOW, WYOMING 82329

TELEPHONE 379-2322

XXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXX

Jack Curry, Mayor  
June 27, 1977

Upland Industries Corporation  
Floyd J. Dettmann, Manager  
Suite 204  
Teton Building  
1805 Capitol Avenue  
Cheyenne, Wyoming 82001

Dear Mr. Dettmann:

On page 57 of the Comprehensive Plan for the Town of Medicine Bow prepared by the Medicine Bow Planning Commission and Upland Industries it lists as recommendation no. 6, "The airport be upgraded with a new Operations Building, field lighting, a runway extension". The Aeronautics Commission has made similar recommendations in a evaluation sent to the Town.

The Governing Body of the Town of Medicine Bow would like to apply for a grant to assist with these improvements. The Town would like to ask about the cost for an easement to extend the runway on the NE $\frac{1}{4}$ , Section 17, Township 22, Range 78. Another 1000 feet in this area would allow small jets to land.

Would you please advise us as to what the cost would be?

Sincerely,

Jack Curry, Mayor

IC/jf

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ADVISE <b>LARAMIE</b>		FSS OF CHANGES PRECEDED BY A DOT		DATE OF PRINT <b>04/04/75</b>		SITE NUMBER						
<b>FAA AIRPORT MASTER RECORD</b>		FOREIGN EXCHANGE-NO TOLL NO		OR AREA CODE <b>307</b> NO <b>745-4010</b>		5 REGION & AREA <b>RM DEN</b>		<b>278464</b>						
8 ASSOCIATED CITY <b>MEDICINE BOW</b>		9 STATE <b>WY</b>		21 DSTC & ORIGIN TO ARPT FM ASSOCD CITY <b>02SE</b>		6 ARPT OPEN TO PUBLIC <b>Y</b>		7 ARPT LOCATION ID						
10 OFFICIAL AIRPORT NAME <b>MEDICINE BOW</b>		12 STATE <b>WY</b>		23 ARPT LAT <b>41 53 00N</b>		24 LONG <b>106 10 49W</b>		25 ARPT <b>ESTD</b>						
11 NEAREST CITY <b>MEDICINE BOW</b>		14 STATE <b>WY</b>		27 HUB TYPE <b>0</b>		28 MAGNETIC VARIATION <b>14 10E</b>		29 NORMAL MAX TEMP <b>82</b>						
13 COUNTY (Arpt located in) <b>CARBON</b>		16 ADDRESS <b>1416 DODGE ST OMAHA, NE 68102</b>		30 RESERVED		31 SMSA		32 AERONAUTICAL CHART <b>CHEYENNE</b>						
15 OWNER: NAME <b>UNION PACIFIC R.R.</b>		17 OWNERSHIP CLASS <b>PU</b>		33 ADDRESS <b>BOX 66 MEDICINE BOW, WY 82329</b>		20 PHONE <b>307-379-2641</b>								
18 MANAGER NAME <b>H CHACE</b>														
33 RUNWAY	34 PHYS LENGTH	35 WIDTH	36 SURFACE COMPOSITION	FAA GROSS WT	STRENGTH 1000 lbs	40 FEE	41 WIND COVERAGE	42 MARKING TYPE-CONDITION	43 CL LGTS	44 TYPE 45 INST	71 STANDARD TIME ZONE <b>+07</b>	72 DAYLIGHT SAVING TIME <b>Y</b>		
06/24	2900	50	TURF-DIRT					NONE	N	NONE	73 RWNY LGT OPER SKED	74 AIRPORT ATTENDANCE SCHEDULE		
10/28	3600	80	GRVL-DIRT					NONE	N	NONE	75 ARPT BEACON LGT <b>N</b>	MONTHS <b>UNATNDD</b>		
13/31	3200	50	TURF-DIRT					NONE	N	NONE	76 OPERAT ING SCHEDULE	DAYS		
											77 LANDING FEES FOR NON-COMMERCIAL USERS <b>N</b>	81 TAXIWAY LIGHTS <b>N</b>		
											8 STATE LICENSING CLASSIFICATION <b>N</b>	82 WIND INDICATOR <b>Y</b>		
37 SINGL WHL	38 DUAL WHL	39 DUAL TAXI	GRADIENT	52	53	APPROACH SURFACE DATA			57 SLOPE IN QUIN	58 RGT TFC	59 BLAST FENCE	60 TYPE ARRESTING DEVICE (Far end)		
						54 CTLG OBSTRUCTION (Marked-Lighted)	55 DSTC FM THRESH	56 APCH RATIO						
06						ROAD	75	5-1	N	N	N			
24						FENCE	0	0-1	N	N	N			
10						FENCE	5	1-1	N	N	N			
28						FENCE	5	1-1	N	N	N			
13						PLINE	1000	40-1	N	N	N			
31						FENCE	5	1-1	N	N	N			
46 ALMT TO DEG TR	47 SPEED LIMIT	48 LIGHTING		49 TD ZONE	50 REIL	51 APCH SLOPE INDCR	RVR	RVV	79 CUSTOMS AIRPORT OF ENTRY <b>N</b>				83 SEGMENTED CIRCLE <b>N</b>	
									80 CUSTOMS LANDING RIGHTS AIRPORT <b>N</b>				84 AC 150/5210-6 INDEX <b>1</b>	
									85 FIRE & RESCUE EOPMT AS SUGGESTED BY AC 150/5210-6A <b>N</b>				IF NOT:	
									86 GAL WAYS & LBS CHEMICAL IMMEDIATELY AVBL					
									87 EMERG MED FACILITIES AS SUGGESTED BY AC 150/5210-2 <b>N</b>					
									88 SNOW REMOVAL PLAN <b>N</b>				112 NUMBER OF FIXED BASE OPERATORS <b>0</b>	
									89 OPERATIONS AREA SWEEP				113 TYPES OF FIXED BASE OPERATORS	
									90 WRECKAGE REMOVAL PLAN <b>N</b>				<b>NONE</b>	
									91 EMERG READINESS PLAN <b>N</b>					
									92 DESIGNATED CD SHELTER <b>N</b>					
									93 HELIPAD ON AIRPORT <b>N</b>				114 FUEL AVAILABLE FOR PUBLIC SALE	
									94 WEATHER STN ON ARPT <b>N</b>				TYPE UNDERGROUND ABOVE GROUND <b>MIL</b>	
									95 ADMIN/TRML BLDG <b>N</b>				(100 GAL) (100 GAL)	
									96 ARPT INFO DESK <b>N</b>				F-12	
									97 CARGO HANDLING <b>N</b>				F-15	
									98 NO. T-TYPE HANGARS <b>2</b>				F-18	
61 THRESHOLD DISPLACED	62 LANDING LENGTH DAY NIGHT		63 TAKEOFF LENGTH DAY NIGHT		64 PART 121 EFCVY LENGTH LANDING TAKEOFF		65 LATITUDE	66 LONGITUDE	67 THRESHOLD		68 ELEVATION		69 NO. CONVENTIONAL HNGRS	70 F-22
06													ENGINE 100 PISTON <b>N</b>	F-30
24													OIL 101 TURBINE <b>N</b>	F-34
10													REPAIRS MAJOR MINOR	F-40
28													AIRFRAME 102 N 103 N	F-45
13													POWERPLANT 104 N 105 N	115 MILITARY JOINT USE AGREEMENT <b>N</b>
31													OXYGEN 106 HI PRESSURE N 107 LO PRESSURE N	MILITARY LANDING RIGHTS <b>N</b>
													OXYGEN REEL 108 HI PRESSURE N	117 BASED MILITARY & TYPE OPERATIONS
													BOTTLES 109 LO PRESSURE N	
													110 AUX POWER FOR OPERATIONS	118 TYPE & NO. MILITARY ACFT
													111 AIRFRAME ANALYSIS OTHER	<b>NONE</b>
													<b>*NOT ANALYZED*</b>	
137 RE E-015 LEASED BY TOWN OF MEDICINE BOW. RE E-041 RWY 06 NOT AVBL ALL RWYS. RE E-054 RWY 06 30' P-LINE 1200' FM THR. RE E-111 ESTABLISHED PRIOR TO 1959 01. RWY 10-28 GRADED, ALL OTR STRIPS RUF. 02. BCN IS A SIDE SLOPE OBSTN. 03. STRIPS SOFT WHEN WET											119 ESTD TOTAL ANNUAL MILITARY OPERATIONS <b>0</b>			
											120 ESTIMATED ANNUAL AIR TAXI OPERATIONS <b>10</b>			
											121 ANNUAL LOCAL 122 ANNUAL INTNRT 123 TOT. PEAK-MC.			
											<b>400 100 100</b>			
											BASED GEN AVIATION ACFT SEAPLANE BASE DATA			
											124 SINGLE ENG. 4 PLACE & OVER <b>000</b> 129 SHELTERED			
											125 SINGLE ENG. UNDER 4 PLACE <b>000</b> 130 MOORING BUOYS			
											126 MULTI-ENG <b>000</b> 131 DOC KS			
											127 HELICOPTER <b>000</b> 132 RAMP			
											128 SEAPLANE <b>000</b> 133 BEACHING GEAR			
											TOTAL			
											134 AIRPORT SERVED BY SCHEDULED AIR CARRIER <b>Y</b>			
											135 LATEST PASH OR APPROX <b>6/2/10/75</b> 136 INSP <b>N</b>			



10	N	N	N	N	NONE	N	N	FENCE	5	1-1	N	N
28	N	N	N	N	NONE	N	N	FENCE	5	1-1	N	N
13	N	N	N	N	NONE	N	N	PLINE	1000	40-1	N	N
31	N	N	N	N	NONE	N	N	FENCE	5	1-1	N	N

RUNWAY END	ARRESTING DEVICE (Far End)	61 THRESHOLD DISPLACED	LANDING LENGTH		TAKEOFF LENGTH		THRESHOLD					
			62 DAY	63 NIGHT	64 DAY	65 NIGHT	68 LATITUDE	69 LONGITUDE	70 ELEV			
06												
24												
10												
28												
13												
31												

71 STANDARD TIME ZONE	+07	76 BCN OPER SCHEDULE	73 RWY LGT OPER SKED	74 AIRPORT ATTENDANCE SCHEDULE		
72 DAYLIGHT SAVING TIME	Y			MONTHS	DAYS	HOURS
75 AIRPORT BEACON LIGHT		77 LANDING FEE FOR NON-COMMERCIAL USERS	N	UNATNDD		
NONE <input checked="" type="checkbox"/> CLEAR & GREEN <input type="checkbox"/>		79 CUSTOMS AIRPORT OF ENTRY	N			
CLEAR <input type="checkbox"/> CLEAR & YELLOW <input type="checkbox"/>		80 CUSTOMS LANDING RIGHTS AIRPORT	N			
ENGINE OIL	100 PISTON N	81 TAXIWAY LIGHTS	N	97 CARGO HANDLING	98 NO. T-HANGARS 02	99 NO. OTHER HNGRS
	101 TURBINE N	82 WIND INDICATOR	Y	115 MIL JOINT USE AGREEMENT	N	116 MIL LANDING RIGHTS
EPAIRS	MAJOR MINOR	83 SEGMENTED CIRCLE	N	117 BASED MIL & TYPE OPERS	118 TYPE & NO. MILITARY AIRCRAFT	
AIRFRAME	102 N 103 N	93 HELIPAD ON AIRPORT	N	NONE		
POWER PLANT	104 N 105 N	94 WEATHERSTA ON ARPT	N			
OXYGEN	106 HI PRESSURE N	95 ADMIN/TRML BLDG	N			
	107 LO PRESSURE N	119 ESTD TOTAL ANNUAL MIL OPERS	0	BASED GEN AVIATION ACFT		
OXY REPL BOTTLES	108 HI PRESSURE N	120 ESTD ANNUAL AIR TAXI OPERS	10	SINGLE ENGINE		
	109 LO PRESSURE N	ESTIMATED GENERAL AVIATION OPERATIONS				124 4 PLACE & OVER
110 AUX POWER FOR OPRNL FAC		121 ANNUAL LOCAL	122 ANNUAL ITINERANT	123 TOTAL PEAK MONTH	125 UNDER 4 PLACE	
114 F-TYPE FUEL FOR PUBLIC SALE		400	100	100	126 MULTI-ENG	
12 18 22 30		134 FAR 139 CFR INDEX	N	127 HELICOPTER		
34 35 40 45		145 UNICOM FREQ		147 TFC PATTERN ALT	128 SEAPLANE	
SEAPLANE BASE DATA:	129 SHELTERED	130 MOORING BUOYS	131 DOCK	132 RAMP	133 BEACHING GEAR	

137 REMARKS  
E015 UNION PACIFIC LAND RESOURCES CORP, OWNER. LEASED TO TOWN OF MEDICINE BOW.  
E054 RWY 06 30° P-LINE 1200° FM THR.  
E111 ESTABLISHED PRIOR TO 1959  
E137-01 RWY 10-28 GRADED, ALL OTR STRIPS RUF.  
E137-02 BCN IS A SIDE SLOPE OBSTN.  
E137-03 STRIPS SOFT WHEN WET

135 LATEST INSP OR INFO REQ 10 FEB 1975 136 INSPN

NOTE: Except in #22 & 23, Y = Yes; N = No. "\*" = See Remarks. Re #52, 1 = Approach; 2 = Approach and Roll Out; 3 = Approach, Mid-Point, and Roll Out. Re #45, L = Low, M = Medium, H = High.  
Abbreviations are listed in FAA Contractions Handbook, Order 7340 ID



State of Wyoming **AERONAUTICS COMMISSION**

TELEPHONE: 307-777-7481 . . . 200 EAST 8TH AVE. . . . CHEYENNE, WYO. 82001

May 30, 1975

The Honorable Clyde O. Seymour, Mayor  
Medicine Bow  
Wyoming 82329

Dear Mr. Seymour:


The Wyoming Aeronautics Commission is developing a State Airport System Plan, with the goal of providing Wyoming with the best possible future aviation system. The work is just underway and we plan to visit the publicly owned airports in the State, to obtain information and consult with local airport officials. The firm of HNB Consulting Engineers is under contract to develop the Plan for the Commission.

We have tentatively scheduled an inspection of your airport on Tuesday, July 1, at 11 A.M. If your airport board, or other appropriate officials, could meet with us at that time we would appreciate the opportunity. We would like to learn of your problems and plans and answer any questions you might have. We have listed some of the information we would like to obtain on the attached sheet.

As a part of developing the Plan we will be issuing periodic newsletters giving information related to the project and other aviation news as well. We would appreciate being provided with the names and addresses of the members of your airport board, and other key people in aviation in your community, so we may send them the newsletter.

Since we will be meeting with other communities during the same week, we will appreciate hearing from you as soon as it is convenient for you to reply. If a meeting is desired please advise us of the preferred meeting place.

Sincerely,

  
Casimer Krauser  
Director

THE STATE



OF WYOMING

*Commissioner of Public Lands and Farm Loans*

STATE CAPITOL BUILDING

CHEYENNE, WYOMING 82001

May 6, 1971

PLEASE ADDRESS REPLY  
TO THE COMMISSIONER

Mr. E. D. Cronberg, Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming 82329

Re: Lease No. 0-26546  
Airport.

Dear Mr. Cronberg:

Subject lease dated July 1, 1961 for a ten year term expires July 1, 1971.

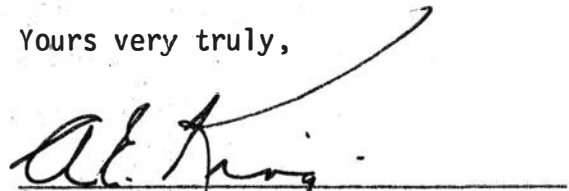
The 1963 Legislature amended our laws allowing the Wyoming State Land Board to issue Special Use Leases for this type of operation. The Wyoming State Land Board have set a minimum amount for a Special Use Lease at \$50.00 per year.

The first year would also require a \$15.00 application fee and a \$10.00 recording fee making the first year's cost \$75.00 and the additional years at \$50.00 per year.

I have talked to Mr. Marvin W. Stevenson the director of our State Aeronautics Commission and he would like very much to see your airport continued.

Please advise if you will consider renewing this lease on the basis of our present fees and if so, we will prepare an application and lease and forward for your signature and subsequently present to the State Board of Land Commissioners for their approval.

Yours very truly,

  
A. E. KING  
COMMISSIONER OF PUBLIC LANDS

AEK:ekh

cc: Mr. Marvin W. Stevenson  
200 East 8th Avenue  
Cheyenne, Wyoming 82001

THE STATE



OF WYOMING

*Commissioner of Public Lands and Farm Loans*

STATE CAPITOL BUILDING

CHEYENNE, WYOMING 82001

June 1, 1971

PLEASE ADDRESS REPLY  
TO THE COMMISSIONER

Mr. E. D. Cronberg, Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming 82329

RE: Lease No. 0-26546  
AIRPORT

Dear Mr. Cronberg:

This will acknowledge receipt of your letter dated May 24, 1971 in reply to ours of May 6 last, regarding the renewal of the airport lease by the Town of Medicine Bow.

I am enclosing Application for Lease of Special Use Lands, which must be filed by the Town of Medicine Bow for the continual use of the airport described.

The fee for filing the application is \$15.00; a recording fee of \$10.00 is required; and the first year's rental, amount \$50.00, must accompany the application.

Please sign the lease instrument application and forward, along with \$75.00, for Land Board approval.

Yours very truly,

A handwritten signature in cursive script, reading "A. E. King", written over a horizontal line.

A. E. KING  
COMMISSIONER OF PUBLIC LANDS

DWF:ekh

Enclosure

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

---

DENVER AREA OFFICE  
10255 E. 25<sup>TH</sup> AVENUE  
AURORA, COLORADO 80010



11 March 1970

Mr. Harry Chance  
Airport Manager - Medicine Bow Airport  
Medicine Bow, Wyoming 82329

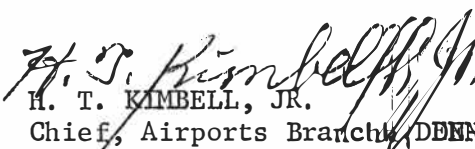
Subject: Medicine Bow Airport, Medicine Bow, Wyoming; Annual inspection

Dear Mr. Chance:

Cecil Wagner, airport engineer of this office, will visit your airport Friday, 20 March 1970, at approximately 8:00 a.m. He will be traveling by car. This visit is to update our Airport Data System records.

This visit is our opportunity to discuss with you any airport problems and to assist you wherever possible. We hope you will be able to meet with our representative Friday at the airport.

Sincerely,

  
H. T. KIMBELL, JR.  
Chief, Airports Branch, DENF600

cc:

Mr. Marvin W. Stevenson

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

DENVER AREA OFFICE  
10255 E. 25<sup>TH</sup> AVENUE  
AURORA, COLORADO 80010



2 April 1970

Mr. Harry Chace  
Box 66  
Medicine Bow, Wyoming 82329

Subject: Medicine Bow Airport, Medicine Bow, Wyoming; Annual inspection

Dear Mr. Chace:

We are sorry that you could not meet with Mr. Wagner on 20 March 1970 for the annual inspection.

The following advisory comments and recommendations are made to provide assistance to management of public-use airports:

1. The landing strips do not have strip markers. It is recommended that strip markers be installed in accordance with the enclosed sketch. Construction details for different markers are enclosed.
2. The landing strips were rough. It is recommended that the landing strips be graded periodically. Snow cover on the landing strips did not allow a complete inspection of the surfaces.

If we can be of further service, please contact us.

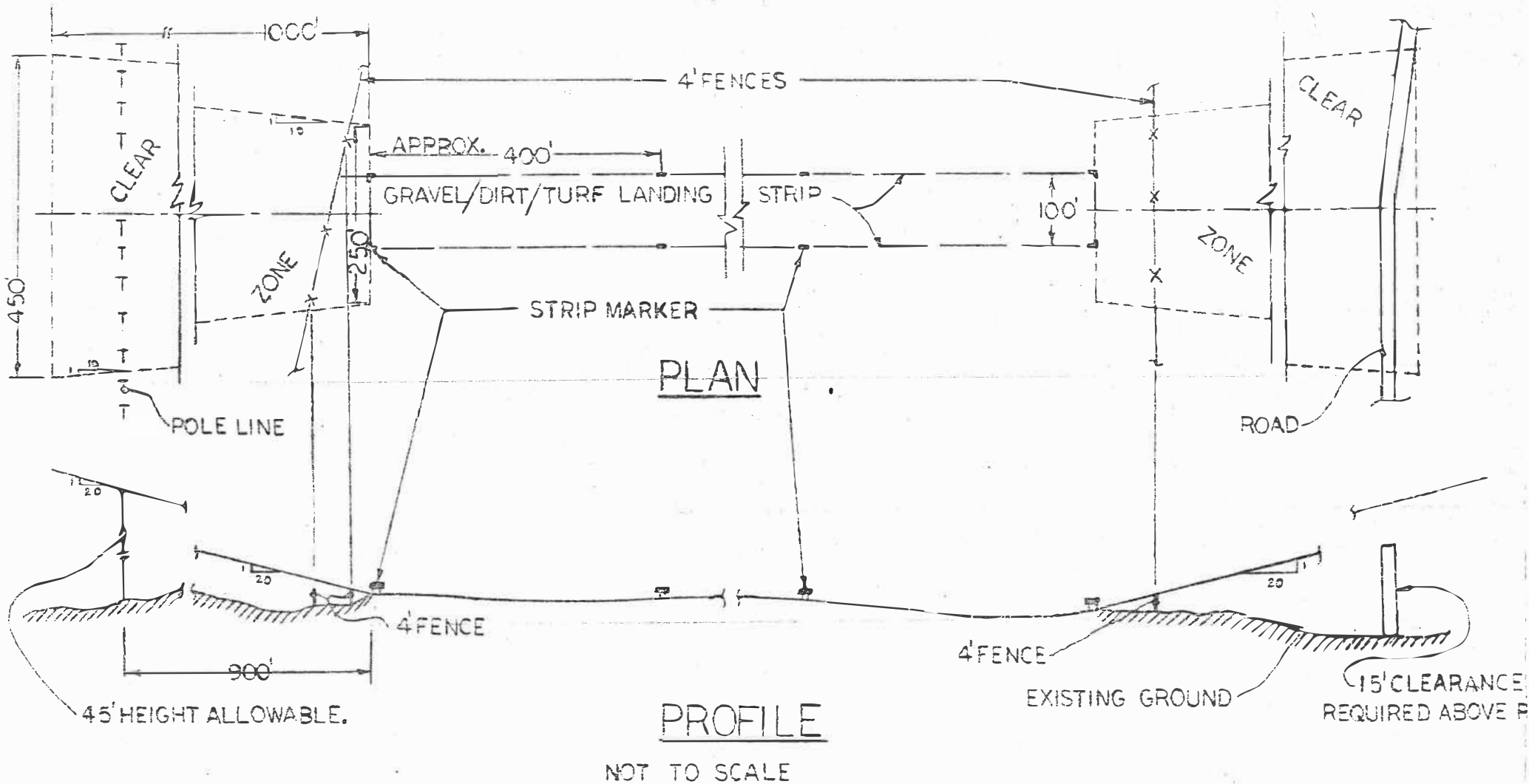
Sincerely,

A handwritten signature in cursive script, appearing to read "H. T. Kimbell, Jr.", with a small "for" written below it.

H. T. KIMBELL, JR.  
Chief, Airports Branch, DEN-600

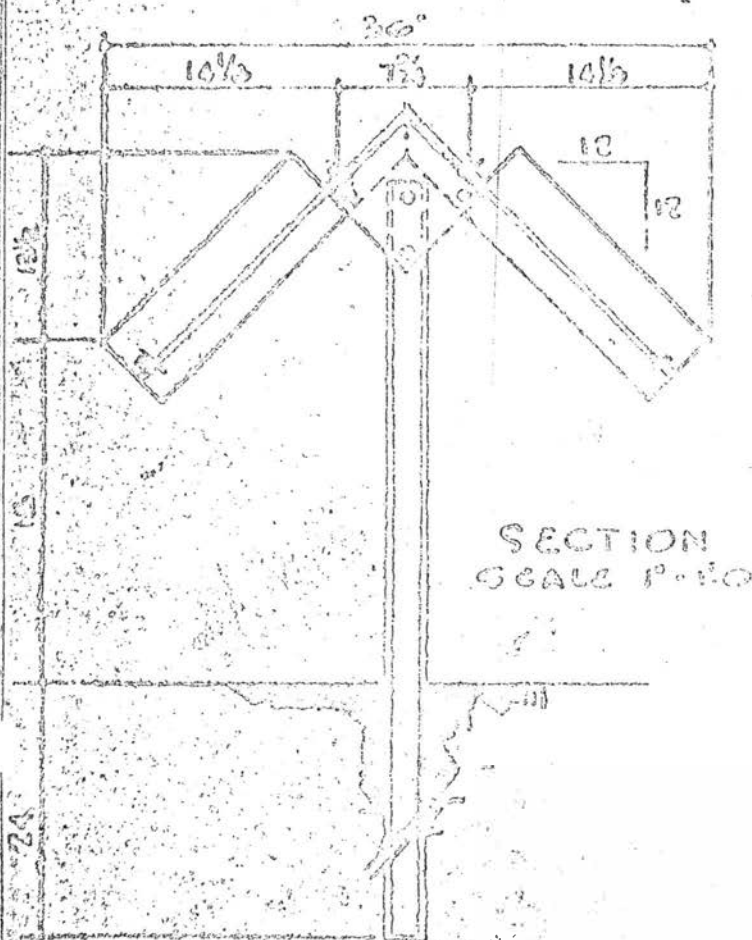
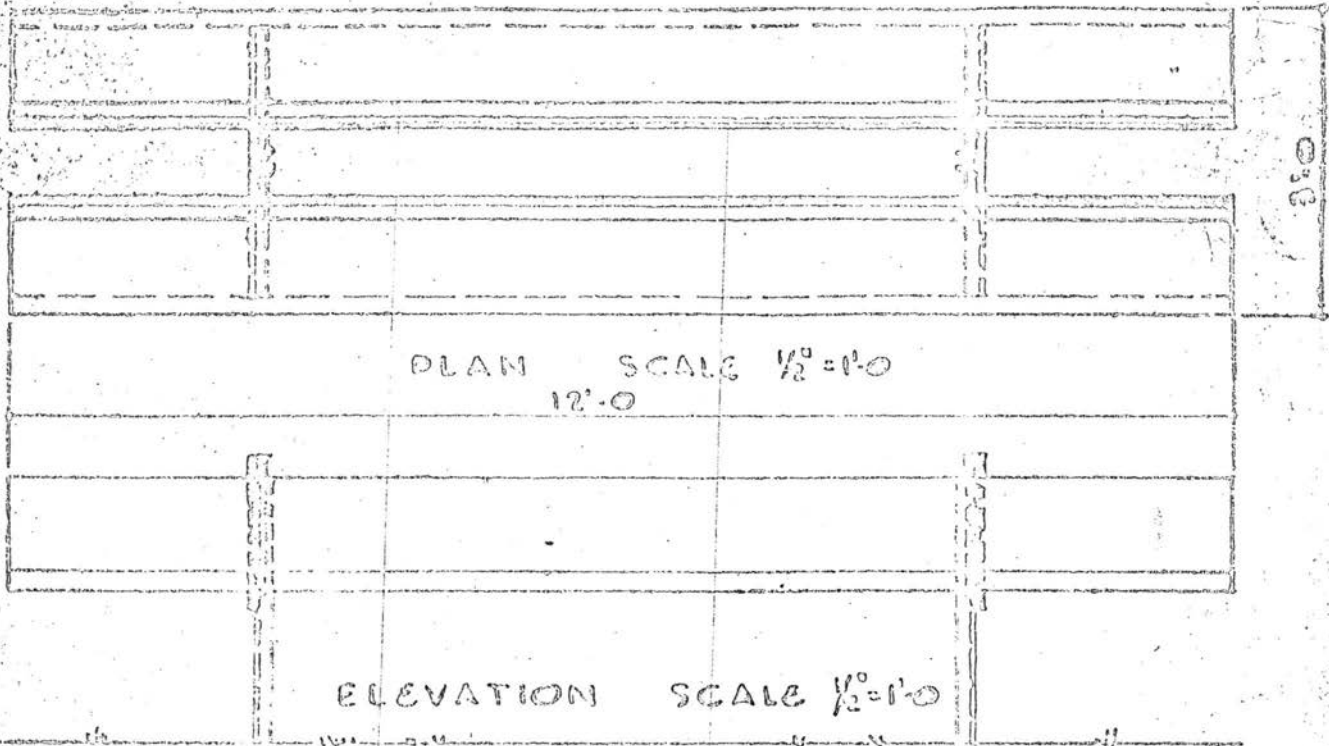
Enclosure

# LANDING STRIP MARKERS



## NOTES

1. LOCATE STRIP MARKERS AT ENDS TO PROVIDE A 20:1 GLIDE ANGLE OVER THE CONTROLLING OBSTRUCTION IN THE CLEAR ZONES.
2. LOCATE SIDE STRIP MARKERS TO MARK THE USEABLE LANDING AREA WHICH IS MAINTAINED AS A LANDING SURFACE. MINIMUM WIDTH OF LANDING STRIP IS 100' FOR FEDERAL-AID AIRPORTS.
3. SIDE STRIP MARKERS ARE NOT REQUIRED IF THE LANDING STRIP IS DISTINGUISHABLE WHEN FLYING.

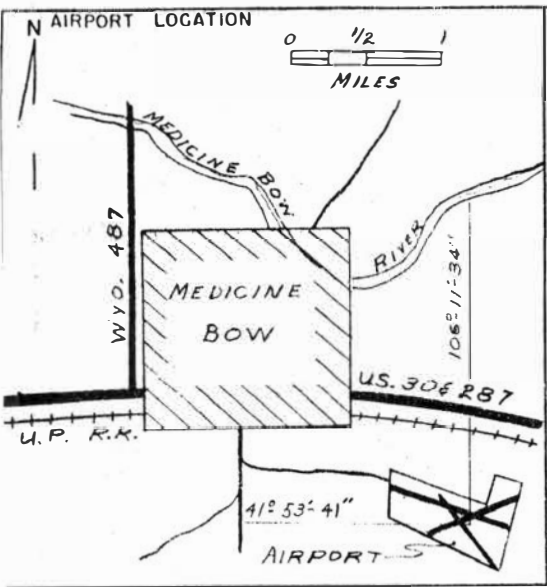


COMPONENTS	REQ.
UPRIGHTS - 2" x 1 1/2" x 12 GA.	2
CHANN. LS - GALV. STEEL	2
GUSSET PLATE - 12 GA.	2
GALV. STEEL	2
CROSS ARM - 2" x 2" x 12 GA.	2
ANGLE - GALV. STEEL	2
STEEL OR PANELS - 20 GA.	2
GALVANIZED - PLINTORIP	2
WOOD BOLTS - 3/8" $\phi$ x 1 1/2"	2
GALV.	2
MACH. BOLTS - 3/8" $\phi$ x 1"	2
GALV.	2

NOTE! STANDARD MARKER  
12'-0" LONG - ALSO  
AVAIL. DIS 9'-0", 10'-0",  
14'-0" & 10'-0" LONG

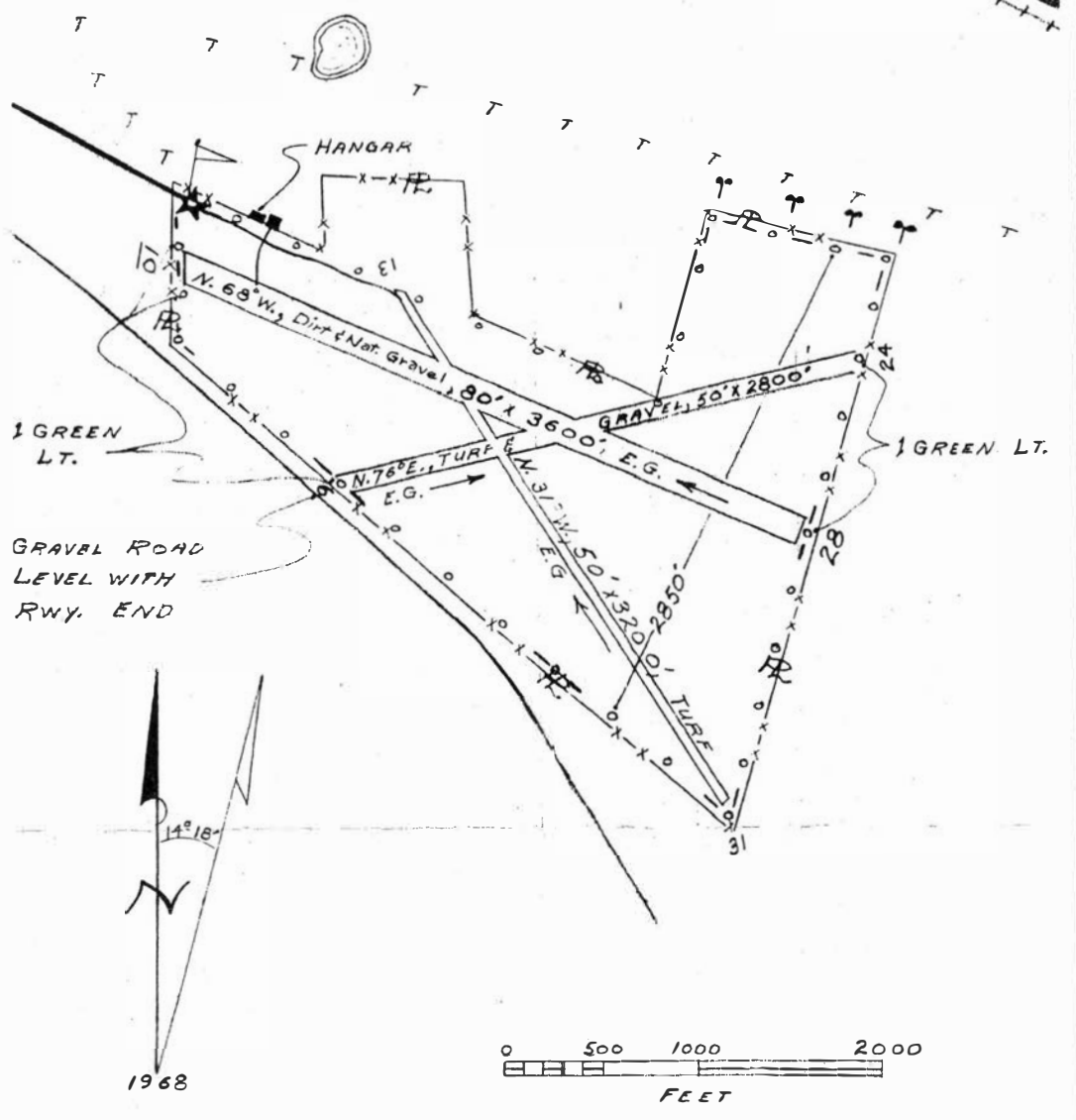






REMARKS:  
Runways are not marked.

AIRPORT LAYOUT MEDICINE BOW AIRPORT, MEDICINE BOW, WYOMING



K

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

DENVER AREA OFFICE  
10255 E. 25<sup>TH</sup> AVENUE  
AURORA, COLORADO 80010



27 May 1969

Mr. Marvin Cronberg  
Medicine Bow  
Wyoming

Dear Mr. Cronberg:

Enclosed for your records and information are two copies of the latest revised copy of our Facilities Record form FAA 29A, pertaining to the Medicine Bow Airport.

These records are made current at least once each calendar year, but if there are any important changes or corrections before the next visit to this airport by one of our engineers, please send us a letter stating the correct data. In this way we hope to keep our files and published information on the airports more up-to-date.

Sincerely,

*H. T. Kimbell, Jr.*  
H. T. KIMBELL, JR.  
Chief, Airports Branch, DEN-600

Enclosures

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>FAA AIRPORT MASTER RECORD</b>		2 ADVISE <b>LARAMIE</b>		FSS OF CHANGES PRECEDED BY A DOT		DATE OF PRINT <b>09/22/69</b>		SITE NUMBER	
3 FOREIGN EXCHANGE NO TOLL NO		OR AREA CODE <b>307</b> NO. <b>745 4010</b>		5 REGION & AREA <b>WE DEN</b>		27846			
8 ASSOCIATED CITY <b>MEDICINE BOW</b>		9 STATE <b>WYO</b>		21 DSTC & DRCTN TO ARPT FM ASSOCD CITY <b>OISE</b>		22 NAP/FEDERAL AGREEMENTS		7 ARPT LOCATION ID <b>MSW</b>	
10 OFFICIAL AIRPORT NAME <b>MEDICINE BOW</b>		23 ARPT LAT. <b>41 53 00N</b>		24 LONG. <b>106 11 00W ESTD</b>		25 ARP		26 ELEVATION <b>66465</b>	
11 NEAREST CITY <b>MEDICINE BOW</b>		12 STATE <b>WYO</b>		27 HUB TYPE		28 MAGNETIC VARIATION		29 NORMAL MAX. TEMP.	
13 COUNTY (Arpt located in) <b>CARBON</b>		14 STATE <b>WYO</b>		30 RESERVED		31 SMSA		32 AERONAUTICAL CHART <b>CHEYENNE</b>	
15 OWNER: NAME <b>UNION PACIFIC R.R.</b>		16 ADDRESS <b>1416 DODGE STREET, OMAHA 2, NEBRASKA</b>		17 OWNERSHIP CLASS <b>PR</b>					
18 MANAGER: NAME <b>HARRY CHACE</b>		19 ADDRESS <b>BOX 66 MEDICINE BOW, WYOMING 82329</b>		20 PHONE <b>307-379-2641</b>					
33 RUNWAY		34 PHYS LENGTH		35 WIDTH		36 SURFACE COMPOSITION		37 SINGL WHL	
38 DUAL WHL		39 DUAL TAND		40 % EFF GRADIENT		41 % WIND COVE RAGE		42 MARKING TYPE-CONDITION	
43 CL LGTS		44 TYPE 45 INST		71 STANDARD TIME ZONE <b>+07</b>		72 DAYLIGHT SAVING TIME		73 RWNY LGT OPER SKED	
74 AIRPORT ATTENDANCE SCHEDULE		MONTHS		DAYS		HOURS			
06/24 10/28 13/31		2800 3600 3200		50 TURF 80 GRAVEL 50 TURF		75 ARPT BEACON LGT <b>C-G</b>		76 OPERATING SCHEDULE	
77 LANDING FEES FOR NON-COMMERCIAL USERS <b>N</b>		81 TAXIWAY LIGHTS <b>N</b>		78 STATE LICENSING CLASSIFICATION <b>N</b>		82 WIND INDICATOR <b>Y</b>		79 CUSTOMS AIRPORT OF ENTRY	
80 CUSTOMS LANDING RIGHTS AIRPORT		83 SEGMENTED CIRCLE <b>N</b>		84 AC 150/5210-6 INDEX		85 FIRE & RESCUE EQPMT AS SUGGESTED BY AC 150/5210-6		IF NOT:	
86 GAL WATER & LBS CHEMICAL IMMEDIATELY AVBL		87 EMGCY MED FACILITIES AS SUGGESTED BY AC150/5210-2		88 SNOW REMOVAL PLAN		112 NUMBER OF FIXED BASE OPERATORS <b>0</b>		89 OPERATIONS AREA SWEPT	
90 WRECKAGE REMOVAL PLAN		91 EMGCY READINESS PLAN		92 DESIGNATED CD SHELTER		113 TYPES OF FIXED BASE OPERATORS <b>NONE</b>		93 HELIPAD ON AIRPORT	
94 WEATHER STN ON ARPT		95 ADMIN/TRML BLDG		96 ARPT INFO DESK <b>N</b>		97 CARGO HANDLING		114 FUEL AVAILABLE FOR PUBLIC SALE	
98 NO. T-TYPE HANGARS		99 NO. CONVENTIONAL HNGRS		100 PISTON <b>N</b>		101 TURBINE <b>N</b>		102 <b>N</b> 103 <b>N</b>	
104 <b>N</b> 105 <b>N</b>		106 HI PRESSURE		107 LO PRESSURE		108 HI PRESSURE		109 LO PRESSURE	
110 AUX POWER FOR OPRNL FAC		111 ARPT AIRSPACE ANALYSIS DTRMN		115 MILITARY LANDING RIGHTS <b>N</b>		116 MILITARY LANDING RIGHTS		117 BASED MILITARY & TYPE OPERATIONS	
118 TYPE & NO. MILITARY ACFT		119 ESTD. TOTAL ANNUAL MILITARY OPERATIONS		120 ESTIMATED ANNUAL AIR TAXI OPERATIONS		121 ANNUAL LOCAL		122 ANNUAL ITRNRT	
123 TOT. PEAK MO.		124 SINGLE ENG. 4 PLACE & OVER <b>000</b>		125 SINGLE ENG. UNDER 4 PLACE <b>000</b>		126 MULTI-ENG <b>000</b>		127 HELICOPTER <b>00</b>	
128 SEAPLANE <b>00</b>		129 SHELTERED		130 MOORING BUOYS		131 DOCKS		132 RAMP	
133 BEACHING GEAR		TOTAL		134 AIRPORT SERVED BY SCHEDULED AIR CARRIER		135 LATEST INSP OR INFO REQ. <b>08/14/69</b>		136 INSP. <b>N</b>	
137 RE E-075 ROTG 8CN AND FLD BOUNDARY LGTS OUT OF SERVICE. E-111 ESTABLISHED PRIOR TO 1959 01. 4FT FENCE AT END OF ALL RWYS SCFT WHEN WET		RE <b>02. STRIPS</b>		138		139		140	



FEDERAL AVIATION AGENCY  
WESTERN REGION  
P.O. BOX 90007, AIRPORT STATION  
Los Angeles 9, California

January 24, 1963

Town of Medicine Bow  
Medicine Bow, Wyoming

Attention: Mr. Marvin H. Cronberg  
Airport Manager

Gentlemen:

This will acknowledge receipt of Forms FAA-114, dated January 8, 1963, requesting authority to operate a true light described as follows:

One 36-inch clear and green rotating beacon located on the northwest corner of the Field, 350 feet from the centerline of the runway, north of the west end of Runway 10/28 on Medicine Bow Airport, at North Latitude 41° 54' 00", West Longitude 106° 12' 00", Medicine Bow, Wyoming.

The enclosed certificate has been acknowledged by this office and is your authority to operate the described true light.

Your interest and cooperation in safety to air navigation is appreciated.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "L. Ponton de Arce".

L. Ponton de Arce  
Chief, Air Traffic Division

Enclosure

UNITED STATES OF AMERICA  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATION AND LAWFUL AUTHORITY TO OPERATE A TRUE LIGHT

To the Administrator of Civil Aeronautics:

I hereby certify that the illuminated beacon or combination of beacons described on the reverse hereof in any attachment hereto will be established, maintained, and operated as an aid to air navigation and will comply with the minimum physical and operational requirements of a true light as approved by the Administrator of Civil Aeronautics, and set forth in Civil Aeronautics Administration Technical Standard Order No. N19; that the nearest regional office or representative of the Administrator of Civil Aeronautics will be notified immediately of an unintentional extinguishment or improper functioning of this true light that will continue for more than 30 minutes; and that no alteration will be made to this true light, nor will its operation be discontinued without prior permission from the Administrator of Civil Aeronautics. It is understood that this certification, when approved, may be considered as lawful authority to operate the true light.



Dated: 1/8/63

Operator Town of Medicine Bow  
(Corporation or individual (print or type))

Mailing Address Medicine Bow, Wyo.

By: Marvin D. Crocker  
(Signature of certifying officer)

Medicine Bow, Wyo.  
(Print or type name and title of certifying officer)

TO:

The above certification, in regard to the true light(s) described on the reverse hereof and in any attachments hereto, is hereby acknowledged, and its (their) operation in the manner prescribed is authorized.

By Direction of the Administrator of Civil Aeronautics

(Signature and title)

Dated: January 24, 1963

L. Ponton de Arce  
Chief, Air Traffic Division

Instructions: Prepare and sign this form in quadruplicate and forward all copies to the appropriate Regional Office of the Civil Aeronautics Administration. An approved copy of the form will be returned to you by the Regional Office for your retention. (See reverse side)

LOCATION OF TRUE LIGHT	LATITUDE 41°54'	LONGITUDE 106°12'	NEAREST CITY OR TOWN Medicine Bow	STATE Wyoming
------------------------	--------------------	----------------------	--------------------------------------	------------------

**II. DESCRIPTION OF FACILITY WHICH TRUE LIGHT SERVES TO MARK OR IDENTIFY**

<b>A. AIRPORT</b>	NAME OF AIRPORT Medicine Bow Airport				
	AIRPORT IS EQUIPPED WITH	BOUNDARY LIGHTS		RUNWAY MARKER LIGHTS *Footnote <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	OBSTRUCTION LIGHTS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
	ARE THE FOLLOWING LIGHTS OPERATED NIGHTLY FROM SUNSET TO SUNRISE		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
WILL THERE BE AN ATTENDANT ON DUTY DURING THE HOURS THESE LIGHTS ARE EXTINGUISHED (SUNSET TO SUNRISE) FOR THE PURPOSE OF TURNING THEM ON IF AND WHEN NECESSARY				<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>B. AIRWAY (No landing area) (Describe)</b>					
<b>C. LANDMARK (Describe)</b>					
<b>D. HAZARD (Describe)</b>					

**III. DESCRIPTION OF TRUE LIGHT**

<b>A. ROTATING BEACON(S)</b>	NUMBER OF BEACONS	SIZE	TYPE	R.P.M.	COLOR OF BEAM(S)	
	1 (one)	36"	rotating double end	6 RPM	green and white	
	NUMBER LAMPS IN EACH BEACON	LAMP WATTAGE	LAMP TYPE	MAXIMUM BEACON CANDLEPOWER	ELEVATION OF BEAM ABOVE HORIZON	
	2 (two)	1000	clear air Mogul Bipost 1 M/T 20 BP 120V	1,800,000	5 DEGREES	
	AUXILIARY REFLECTOR	AUTOMATIC LAMP CHANGER		MANUFACTURER OF BEACON(S)		
	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Crouse-Hinds		
DESCRIBE MOUNTING AND HEIGHT OF BEACON ABOVE GROUND Beacon mounted on 4 legged tower set in concrete. Tower is 53' high to gear box, 58' to top of beacon.						
LOCATION OF BEACON IN REFERENCE TO FACILITY IT IS TO IDENTIFY In northwest corner of field, 350' from centerline of runway, N of W end of rwy 10/28.						
<b>B. FIXED OR FLASHING BEACON(S)</b>	NUMBER OF BEACONS	SIZE	TYPE	<input type="checkbox"/> FIXED <input type="checkbox"/> FLASHING	COLOR OF BEAM(S)	
	NUMBER LAMPS IN EACH BEACON	LAMP WATTAGE	LAMP TYPE	MAXIMUM BEACON CANDLEPOWER	IF FLASHING, INDICATE	
	AUXILIARY REFLECTOR		AUTOMATIC LAMP CHANGER		MANUFACTURER OF BEACON(S)	
	<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO			
	DESCRIBE MOUNTING AND HEIGHT OF BEACON ABOVE GROUND					
	LOCATION OF BEACON IN REFERENCE TO FACILITY IT IS TO IDENTIFY					
IF FIXED SEARCHLIGHT PROJECTOR, STATE PURPOSE (If directed at an airport, give airport name, distance and direction)						

<b>C. BEACONS OF SPECIAL DESIGN</b> (Gaseous tubes, etc.) <input type="checkbox"/> (Check)	<b>Note:</b> If this item is checked, complete as much of the description of the beacon as possible as it pertains to a rotating or fixed beacon (A or B above); in addition, attach two (2) copies of other descriptive material and two sets of drawings or blueprints.
--	---

<b>IV. IS THE TRUE LIGHT IN OPERATION AT THE PRESENT TIME</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF ANSWER IS "NO" ON WHAT DATE WILL IT BE PLACED IN OPERATION
--	---

FEDERAL AVIATION AGENCY

Peoples Bank Building  
9635 Montview Boulevard  
Denver 8, Colorado

P. O. Box 5

November 14, 1962

Mr. Marvin Cronberg  
Airport Manager  
Medicine Bow, Wyoming

Dear Mr. Cronberg:

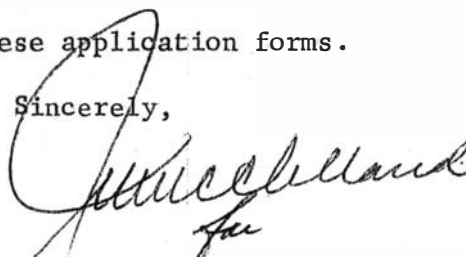
On Wednesday, November 7, Mr. Moore of this office stopped in Medicine Bow to see you and discuss your application for a true light certificate on your ranch.

Enclosed are four (4) copies for an application for a true light certificate. Your previous application required some changes and additional information. The enclosed forms are complete with the exception of the elevation of beam above horizon, your signature and address.

You can determine the elevation of beam above the horizon by a visual inspection of the shaft which holds the lamp changer mechanism. On all 36" beacons this shaft is calibrated by markings which are degrees.

Please complete and return these application forms.

Sincerely,

A handwritten signature in cursive script, appearing to read "H. T. Kimbell, Jr.", written in dark ink. The signature is fluid and somewhat stylized, with a large initial "H" and a trailing flourish.

H. T. Kimbell, Jr.  
District Airport Engineer

Enclosures



Landing Record  
Medicine Bow, Airport

<u>Date</u>	<u>Type of Craft</u>	<u>Pilot</u>	<u>Number</u>
<u>Aug 7-61</u>	<u>Beech Bonanza</u>		<u>N6046E</u>
<u>Aug 8-61</u>	<u>Cessna Skylark</u>		<u>N6849E</u>
<del>Sept 8-61</del>			
<u>Sept 4-5-6-61</u>	<u>Cessna Skylark</u>		<u>N6849E</u>
<u>Sept 8-61</u>	<u>Cessna 172</u>	<u>Rehmer +</u>	<u>N9156B</u>
<u>Sept 8-61</u>	<u>Piper Apache</u>		
<u>" " 61</u>	<u>Cessna 310C</u>	<u>Hullinger</u>	<u>N1844H</u>
<u>Sept 6-61</u>	<u>Cessna 172</u>	<u>Guffy</u>	
<u>Sept 16-61</u>	<u>Cessna 172</u>		<u>N9726T</u>
<u>9 20-61</u>	<u>Cessna 172</u>		<u>N6849E</u>
<u>9-29-61</u>	<u>Cessna 310</u>		<u>N5819X</u>
<u>10-2-61</u>	<u>Beech Twin</u>		<u>N9929R</u>
<u>11-7-61</u>	<u>Cessna 172</u>		<u>N6849E</u>
<u>2-14-62</u>	<u>Super Cub</u>		<u>N2599P</u>

Landing Record  
Medicine Bow Airport

- 0 -

Date	Time	Type of Craft	Pilot or Owner	Aircraft Number
9/26/60	7:30 P.M.	Cessna 180	Game & Fish	N3131D
Sept	X	Cessna	X	N2449V
Sept	X	Balanca	X	N1981513
Sept	X	Bonanza	X	N3467B
Sept	8:30 P.M.	Cessna	Game & Fish	N3131D
Sept.		9 other unidentified aircraft		
9/20/60	3:30 P.M.	Bonanza	Henry Reynolds	N3869B
9/25/60	6:09 P.M.	Piper Apache	E.H. Becknell	N3294P
9/27/60	1:45 P.M.	Cessna 180	Game & Fish	N3131D
9/27/60		" "	" "	N3131D
9/13/60		" "	" "	N3131D
9/14/60		" "	" "	N3131D
9/15/60		" "	" "	N3131D
9/16/60		" "	" "	N3131D
9/30/60		Piper Tri-Pacer		N3533P
9/30/60		Cessna 172		N5806A
9/30/60		Cessna 172	Game & Fish	N3131D
10/2/60		Beech-Twin Bon	Peter Kewitt	N4381D
10/7/60		Piper Super Cub	Game & Fish	N1955P
10/7/60		Beech Twin Bon	Peter Kewitt	N4381D
10/25/60		Aronica		N12480
11/12/60		Champion Tri-Trav		N9859V
11/27/60		Cessna 180	Game & Fish	N3131D
3/26/61		Aero Commander		N6244D
3/26/61		" "		N6244D
4/2/61		Cessna Sky Hawk		N7961X
5/10/61		Beech Bonanza		N8468A
5/16/61		Luscombe		N4519
2/29/60		Piper Aztec		N4721P

Landing Record  
 Medicine Bow Airport

- 0 -

Date	Time	Type of Craft	Pilot or Owner	Aircraft Num.
7/4/60	-	Piper Apache	Kewitt & Co.	N4186P
8/14/60	9:30 A.M.	Piper Cub	Kell.	N8181C
8/18/60	3:00 P.M.	Twin Bonanza	Sheridan Aprt.	
8/18/60	5:30 A.M.	Cessna 180	Game & Fish	N3131D
8/18/60	1:30 P.M.	Cessna 180	Game & Fish	N3131D
8/18/60	7:00 P.M.	Cessna 180	" "	N3131D
8/19/60	5:30 A.M.	Cessna 180	Game & Fish	N3131D
8/19/60	7:00 P.M.	Cessna 180	" "	N3131D
8/19/60	3:30 P.M.	Piper	Game & Fish	
8/20/60	5:30 A.M.	Cessna 180	" "	N3131D
8/20/60	6:30 P.M.	Cessna 180	Game & Fish	N3131D
8/21/60	5:30 A.M.	Cessna 180	" "	N3131D
8/21/60	1:30 P.M.	Cessna 180	Game & Fish	N3131D
8/21/60	6:30 P.M.	Cessna 180	" "	N3131D
8/22/60	7:30 A.M.	Cessna 172	Game & Fish	N9725T
8/22/60	10:30 A.M.	Cessna 172	" "	N9725T
8/22/60	1:30 P.M.	Cessna 172	Game & Fish	N9725T
8/22/60	7:00 P.M.	Cessna 172	" "	N9725T
8/23/60	10:30 A.M.	Cessna 172	G & F (Radarmeyer)	N9725T
8/23/60	6:30 P.M.	Cessna 172	" "	N9725T
8/24/60	7:30 A.M.	" "	G & F (Radarmeyer)	N9725T
8/24/60	10:30 A.M.	Cessna 172	" "	N9725T
8/24/60	2:30 P.M.	" "	G & F (Radarmeyer)	N9725T
8/24/60	6:30 P.M.	Cessna 172	" "	N9725T
8/25/60	6:00 A.M.	" "	G & F (Radarmeyer)	N9725T
8/25/60	7:00 P.M.	Cessna 172	" "	N9725T
8/26/60	9:30 A.M.	" "	G & F (Radarmeyer)	N9725T
8/26/60	10:30 A.M.	Cessna 172	" "	N9725T

RODARMEYER

NATIONAL AIRPORT SURVEY  
 ANTICIPATED DEVELOPMENT COSTS  
 1961 - 1964

AOC - AAAE - NASAO

AIRPORT SURVEY QUESTIONNAIRE

NAME OF AIRPORT Medicine Bow Municipal CITY Medicine Bow STATE Wyo.

Is this an: EXISTING AIRPORT Yes, or a: NEW AIRPORT \_\_\_\_\_

Is it an: AIR CARRIER AIRPORT \_\_\_\_\_, or a: GENERAL AVIATION AIRPORT ✓

Is this airport in the National Airport Plan? YES \_\_\_\_\_; NO ✓; DON'T KNOW \_\_\_\_\_

How many Based Aircraft do you have?

Civil Aircraft: SINGLE ENGINE 1; MULTI-ENGINE \_\_\_\_\_; TOTAL 1

Military Aircraft: TOTAL \_\_\_\_\_

IF APPLICABLE, ANSWER THE FOLLOWING:

How much Federal "rent-free" space are you now providing? TOTAL SQUARE FEET \_\_\_\_\_

It is now being charged FAA for this space? (ANNUAL RATE PER SQ. FT.) \$ \_\_\_\_\_

What would be the Commercial rate for the same area? (ANNUAL RATE PER SQ. FT.) \$ \_\_\_\_\_

Estimate the MAXIMUM Federal "rent-free" space you will be providing at any time during the next four years?

TOTAL SQUARE FEET \_\_\_\_\_ ESTIMATED SERVICE CHARGE (ANNUAL RATE PER SQ. FT.) \$ \_\_\_\_\_

What would be the Commercial rate for the same area? (ANNUAL RATE PER SQ. FT.) \$ \_\_\_\_\_

Complete Report Sheet of Airport Development Costs before completing the following:

SPONSOR'S FUNDS AVAILABLE AND ANTICIPATED (4-YEAR PERIOD) (City, Township, County, Airport Authority, Private, etc.)					
TYPE OF FUNDS	1961	1962	1963	1964	Total
On hand or budgeted	0				
Bonds authorized but not sold	0				
Bonding anticipated	0				
Anticipated future funds	5000.				5000.
TOTAL	5000.				5000.

Prepared by: E. P. Masenberg

Title: Mayor

Date: 9-8-60

NATIONAL AIRPORT SURVEY 1961-1964

Sponsor's Report Sheet for Determining Needed Airport Development Cost  
(Estimate Improvements to nearest \$100.)

Note to Individual Completing this Form. Record under the applicable year opposite the development named on the left the total dollar value of the proposed development. Include sufficient amounts to take care of Engineering, Administrative and Contingency Cost. Tabulate totals where indicated for each year.

Fiscal Year, OR Calendar Year	61-62 1961	62-63 1962	63-64 1963	64-65 1964	TOTAL
<b>I. Land and Approach Acquisition Costs for:</b>					
A. Expansion (Fee Title)					
B. Approach Protection (Fee or Easement)					
C. New Airport (Fee Title)					
D. Other					
TOTAL					
<b>II. Landing Area Development Costs for:</b>					
A. Preparation of Site -					
1. Clearing, Grading, Drainage, Seeding, Perimeter Fence	1000.				
2. Obstruction Removal (On or Off Site)					
3. Other					
TOTAL	1000.				1000
B. Paving -					
1. Runways	2000.				
2. Taxiways and Holding Pads					
3. Apron and Road Ramps					
4. Pavement Overlay					
5. Field Service Roads					
6. Other					
TOTAL	2000.				2000
C. Lighting and Electrical Costs for:					
1. Runways					
2. Taxiways					
3. Aprons					
4. Landing Strips					
5. Beacon, Wind and Landing Indicators					
6. Auxiliary Power and Control Equip.					
7. Obstruction Lighting (On or Off Site)					
8. Other <i>Boundary Lights</i>	2000.				
TOTAL	2000				2000.
<b>III. Terminal Building Costs for:</b>					
A. Passenger Terminal Building (See Note (1))					
1. Federal Quarters (Rent Free) (See Note (2))					
2. Public Use Areas (Non-Revenue) (See Note (3))					
3. Revenue Producing Areas					
TOTAL					
<b>Note (1)</b>	If unable to break down terminal costs, enter total estimated costs in total box.				
<b>Note (2)</b>	For Federal Quarters (Rent Free) include only space required for Air Traffic Communication Station, Airport Traffic Control Tower and Quarters and Weather Bureau. All other Federal quarters required consider under Revenue Producing Areas.				
<b>Note (3)</b>	For Public-Use Areas (Non-Revenue) include only space required for public waiting areas, ticket lobby, restrooms, baggage claim areas and circulating space in terminal building and fingers. All other areas consider under Revenue Producing Areas.				
B. Auxiliary Buildings -					
1. Crash, Fire and Airport Maintenance Buildings					
2. Freight Terminals					
TOTAL					
<b>IV. Other Terminal Area Costs for:</b>					
A. Utilities, Building Service Areas, Sidewalks, Fence, Driveways					
B. Entrance Roads to Terminal Buildings					
C. Other					
TOTAL					
TOTAL - Items I thru IV (Total of All Box Totals)					
<b>V. Other Airport Development Cost for:</b>					
A. Auto Parking Areas					
B. Hangars					
C. Sealcoating and Joint Filling					
TOTAL					
<b>GRAND TOTAL - All Airport Development</b>					17500.

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS:  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION  
3851 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

February 7, 1958

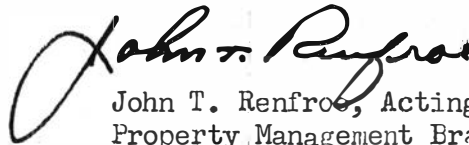
Mr. E. D. Cronberg, Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming

Dear Mr. Cronberg:

Enclosed is executed Transfer Agreement transferring title of the Field Lighting equipment at Site 31, Salt Lake-Omaha airway, Medicine Bow, Wyoming to the Town of Medicine Bow. The Civil Aeronautics Administration will continue operation and maintenance of the field until March 1, 1958 at which time your town will assume the custody of the field.

Your cooperation in assuming the maintenance and operation of the Intermediate Landing Field for the benefit of civil aviation is appreciated. If we can be of any further assistance, please advise.

Sincerely yours,



John T. Renfroe, Acting Chief  
Property Management Branch

Enclosure

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

REGION MAIL ROOM  
LOS ANGELES, CALIFORNIA

FEB 6 8 30 AM '45

TRANSFER AGREEMENT

Pursuant to the authority contained in Section 302 (c) of the Civil Aeronautics Act of 1938, as amended (49 U.S.C. 452 (c), and for and in consideration of the covenants and agreements hereinafter set forth and other valuable considerations, the United States of America, acting by and through the Administrator of Civil Aeronautics, hereby transfers to the TOWN OF MEDICINE BOW, WYOMING all its right, title and interest in and to the Government-owned equipment which is no longer required for use by the Civil Aeronautics Administration, all as shown on Schedule "A" attached hereto and made a part hereof.

The transfer of title to the equipment is subject to the following terms and conditions:

- (1) The transferee agrees to use the equipment for aeronautical purposes only, and at locations where such equipment will serve the flying public.
- (2) The transferee agrees to assume custody of the equipment on the effective date of this agreement, which is the date of approval of the transfer by the Administrator of Civil Aeronautics.
- (3) ~~Where~~ <sup>When</sup> the equipment is to remain in place for operation and the transferee agrees to assume all obligations of the existing lease or leases between the Government and the owners of the property on which it is located.
- ~~(4) If the equipment is not to be utilized at its present location, the transferee agrees at its own expense and at no cost to the Government to dismantle and remove the equipment from the property and to restore the property to a condition~~

~~satisfactory to the Government, or as required by the Government's lease with the owner. Should the owner of the property agree with the transferee to waive the right to restore the property upon the dismantling and removal of the equipment, where such restoration is required by the Government's lease with the owner, the transferee shall furnish the Administrator of Civil Aeronautics with a duly certified or authenticated copy of such waiver agreement.~~

(5) The Government will offer to the transferee technical advice and assistance in connection with any problems which may arise in converting the equipment hereby transferred for Airport use.

(6) The transferee agrees that the equipment transferred by this agreement shall be used and maintained for the use of the public, without unjust discrimination.

Dated this 3rd day of February 1958

UNITED STATES OF AMERICA

By Jack Ormsbee Jack Ormsbee  
for Administrator of Civil Aeronautics

TOWN OF MEDICINE BOW, WYOMING  
(Transferee)

By E. A. Cronberg

Title Mayor



I, R. E. CHACE, certify that I am the CLERK  
of the TOWN OF MEDICINE BOW named as the transferee in the above  
agreement; that E. D. CRONBERG who signed said agreement on behalf  
of the transferee was then MAYOR of the said TOWN;  
that said agreement was duly signed for and in behalf of said TOWN  
by authority of its governing body, and is within the scope of its powers.

R. E. Chace (CORPORATE SEAL)

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS:  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION  
5651 W. MANCHESTER AVE.  
LOS ANGELES 45, CALIF.

March 21, 1958

252/76.31

ILF  
Medicine Bow, Wyoming  
CAca-1378-A

Medicine Bow Electric  
Medicine Bow, Wyoming

Subject: Contract CAca-1378-A covering power service to the  
Intermediate Landing Field, Medicine Bow, Wyoming.

Discontinuance date: e.o.b. February 28, 1958

Town of Medicine Bow to assume responsibility for  
power service as of March 1, 1958.

Gentlemen:

The facility for which service is provided under the subject contract is being permanently discontinued on the date shown above and the service will no longer be required. It will be appreciated if you will take the necessary action to effect discontinuance.

In order to complete our records please have all copies of the enclosed Cancellation Agreement signed by an authorized official and return the original and one copy to this office, retaining one copy for your files.

Sincerely yours,

Eleanor R. Main, Chief  
Lease and Utilities Section

Enclosure

mlt

cc: CATDO #11

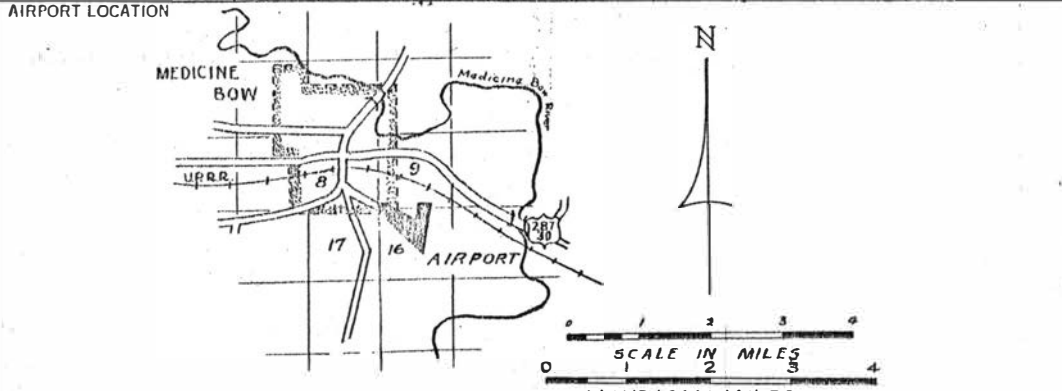
✓ Town of Medicine Bow  
Medicine Bow, Wyoming

MA 76 1958

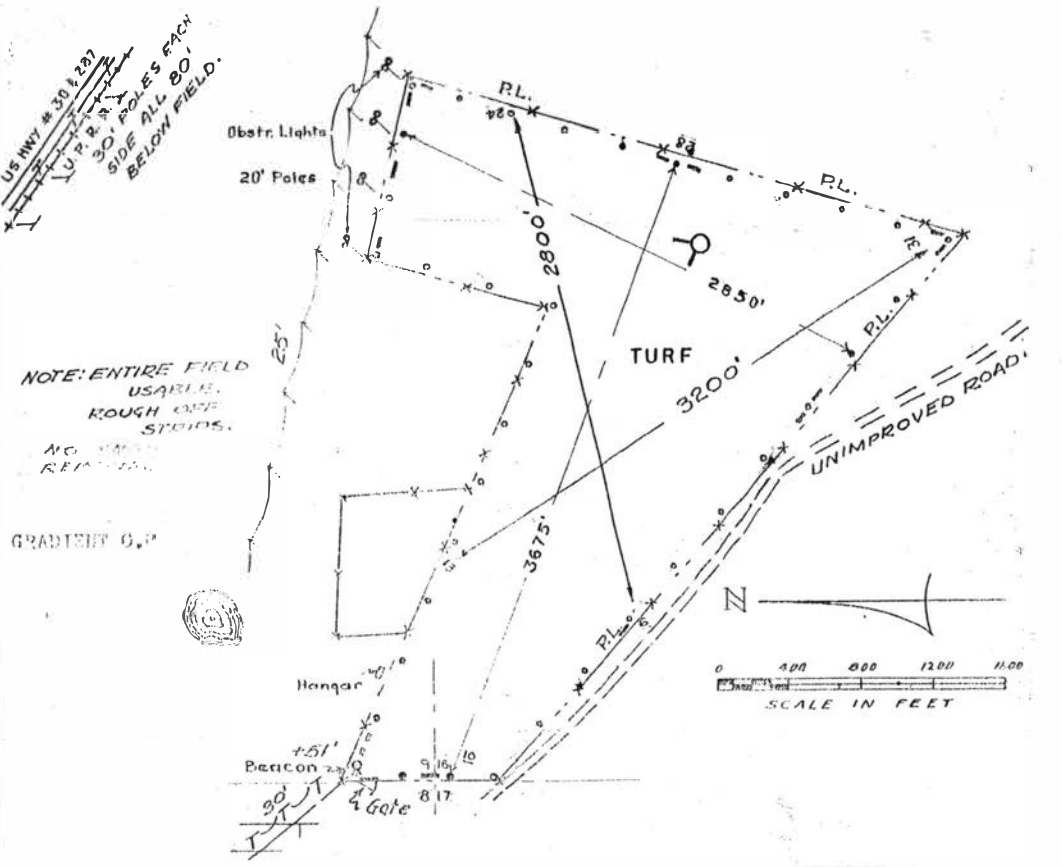
"LIMITED USE"

CITY AND STATE <u>Medicine Bow, Wyoming</u>		AIRPORT <u>Medicine Bow (31-SI-0)</u>		SITE <u>27846</u>	
COUNTY <u>Carbon Wyo.</u>		SERVICE TYPE <u>Secondary</u>		CHART <u>Cheyenne</u>	
LAT. <u>41°53'</u>		LONG. <u>106°11'</u>		ELEV. <u>6660ft</u>	
OWNER <u>Union Pacific RR</u>		OPERATOR <u>Town of Medicine Bow</u>		MANAGER <u>Ed. Grickshank</u>	
ADDRESS		ADDRESS		ADDRESS <u>Medicine Bow Wyoming</u>	
FUEL: OCTANE		FLIGHT ACTIVITIES: NUMBER OPERATORS		SEGMENTED CIRCLE . YES <input checked="" type="checkbox"/> NO	
CAPACITY (GALS.) <u>None</u>		REPAIRS		S. A. C. OPERATION APPVD. <input type="checkbox"/> DAY <input type="checkbox"/> NIGHT	
NAVAIDS: <input type="checkbox"/> TOWER <input type="checkbox"/> ILS <input type="checkbox"/> INSAC		<input type="checkbox"/> INSTRUCTIONAL <input type="checkbox"/> AGRICULTURAL		AIRCRAFT APPVD.	
<input type="checkbox"/> RANGE <input type="checkbox"/> RADAR <input type="checkbox"/> WEATHER		<input type="checkbox"/> CHARTER <input type="checkbox"/> PATROL, SURVEY, ADVERTISING		AIRLINES	
<input type="checkbox"/> OTHER (SPECIFY) <u>None</u>		<input type="checkbox"/> OTHER (SPECIFY) <u>None</u>		RESTRICTIONS	
FIRE-CRASH EQUIP. <u>None</u>		WIND INDICATORS: LIGHTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		REMARKS <u>"LIMITED USE"-Physical inspection required.</u>	
		<input type="checkbox"/> TEE <input checked="" type="checkbox"/> CONE <input type="checkbox"/> TETRAHEDRON		INSPECTED BY: <u>R. E. Williams</u>	
BASED AIRCRAFT		LIGHTS: <input type="checkbox"/> TAXIWAY <input type="checkbox"/> APPROACH <input checked="" type="checkbox"/> OBSTR N		DATE <u>5/12/58</u>	
TOTAL <u>None</u>		TYPE BY RWY.: <u>Bdry.</u>			
NUMBER SINGLE ENGINE AIRCRAFT		<input checked="" type="checkbox"/> ROTATING BEACON		COLOR: <u>C &amp; G</u>	
MORE THAN 4-PLACE		OPERAT <input type="checkbox"/> IN SCHEDULE <u>Dusk to Dawn</u>			
4-PLACE AND LESS		ADEQUATE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
NUMBER MULTI-ENGINE AIRCRAFT					

APPROACH DATA	NE	SW	N	S	E	W	NW	SE
EFFECTIVE GLIDE ANGLE	10:1							
CONTROL'G OBSTRUCT'N	Polos							
DIST. FROM RWY. END	200							



CLOSE-UP DIMENSIONAL SKETCH OF AIRPORT



SCHEDULE "A"

- 1 ea. Tower, steel 51' Airway Beacon Form 6
- 1 ea. Windcone, Assembly on Tower CAA Standard
- 1 ea. Cabinet Switch Type "G" with Switches
- 1 ea. Cabinet Switch Type "T" with Switches
- 1 ea. Beacon, Rotating 36" Double end, Clear Green
- 1 ea. Time Switch Sangamo

Boundary Lighting System consisting of the following:

- 12,400 LF Cable, underground 2/C #10
- 36 ea. Boundary standards with fittings and globes
- 4 ea. Poles, obstruction 20' with fittings and globes
- 11 ea. Boundary Day Markers, 60', wood
- 8,000 LF Fence Class "D", 761 wood posts and 4-strand barbed wire
- 1 ea. Shed, field 14' x 22', prefabricated

The above equipment is installed at Intermediate Landing Field, Site 31, Medicine Bow, Wyoming, Salt Lake-Omaha airway.

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS:  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION  
3651 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

Attn: IA-600

August 7, 1957

Mr. Ed. Cruickshank  
Manager, Medicine Bow Municipal Airport  
Medicine Bow, Wyoming

Dear Mr. Cruickshank:

The Civil Aeronautics Administration currently operates and maintains the field lights and beacon, under permit, at the municipally owned and operated airport.

Since the increased reliability of present day aircraft has reduced the need for emergency landing fields as such, the CAA is considering a revision to the spacing criteria for emergency landing fields, namely, increase the spacing between suitably lighted airports from 200 miles in flat terrain to 275 miles regardless of the terrain. This in effect would eliminate the need for any CAA operated fields within the next year or two. Where there is a local need, it would be desired that there be an orderly transition from Federal to local operation.

Due to the great importance the airport has in the community and the Town of Medicine Bow's large investment, the CAA desires to give the community every possible opportunity to assume the operation and maintenance of the field lights and beacon rather than to remove the equipment.

In the event the Town of Medicine Bow does agree to assume the operation of the field in its entirety, the CAA will transfer the title to all real property at no cost to the Town of Medicine Bow.

Your early comments concerning this matter will be appreciated.

Sincerely yours,



E. S. Hensley  
Acting Regional Administrator

August 14, 1957

Regional Administrator  
Civil Aeronautics Administration  
5651 W. Manchester Avenue

*Los Angeles 45, California*

Attn: LA-600

Dear Sir:

Your letter of the 7th to Mr. Ed Cruickshanks, in regard to the lighting facilities at the local airport, was handed to me for reply.

Due to the importance of the field to the Town, and the many times that it has been used for emergency landings, we feel that if the CAA wishes to relinquish the lighting equipment to the Town, we are in a position to continue the operation and maintenance of these facilities.

We certainly appreciate the matter from the standpoint of the CAA, and fully realize that modern day aircraft are more reliable, and do not demand the emergency facilities as in the past. Therefore, whenever the CAA desires to make the transition to the Town Of Medicine Bow, we are ready to assume the responsibility of operation.

We wish to thank the CAA for giving us the opportunity of acquiring this property at no cost, and assure them that the facilities will be maintained at all times for the convenience and safety of fliers.

Very truly yours,

TOWN OF MEDICINE BOW

*E.D. Cronberg*  
E.D. Cronberg, Mayor



State of Wyoming **AERONAUTICS COMMISSION**

MILWARD L. SIMPSON  
GOVERNOR  
GEORGE M. NELSON  
DIRECTOR

P. O. BOX 1072  
CHEYENNE

August 26, 1957

Honorable E. D. Cronberg  
Mayor  
Medicine Bow, Wyoming

Dear Mayor Cronberg:

We have just received word this morning that the Civil Aeronautics Administration has plans to discontinue their operation of the Medicine Bow emergency airport. It is my understanding that in a communication to you and your council they will offer to turn the facilities now existing at the airport over to the city.

Due to the importance of this site to all segments of aviation, I sincerely hope that you and your city representatives will see fit to continue the field as a usable landing area. In the event the city would not care to participate in an out right purchase of the land involved, a twenty year lease from the current land owner would be satisfactory. Once title has been obtained by the city, you would then be eligible for state and federal aid for any improvement at the airport.

I believe there would be a very small if any financial obligation involved in the city accepting title to this facility, and I would like to state that our office would be most happy to cooperate with you in any possible manner in securing the landing involved. The facility located adjacent to your city is adequate in its present form, and the greatest obligation would be involved with minor expenses required to operate the field lights during hours of darkness.

We would appreciate hearing from you at your earliest convenience relative to the attitude toward this matter and will be happy to meet with you and the council at any time convenient to all persons involved.

Very truly yours,

George M. Nelson  
Director of Aeronautics

GMN:er

August 27, 1957

Mr. George M. Nelson, Director  
Wyoming Aeronautics Commission  
Cheyenne, Wyoming

Dear Mr. Nelson:

I am in receipt of your letter of the 26th in regard to the CAA plans to discontinue operation of the airport here in Medicine Bow. As you may know, the Town took over the landing field from the CAA several years ago, but the CAA continued to maintain and operate the beacon and field lights. In a letter from the regional administrator earlier this month we were notified that the CAA was going to discontinue the lighting system, and offered to transfer title to all real property to the Town of Medicine Bow, at no cost to the Town.

We accepted this offer, and I am enclosing a copy of my letter to them, which is self explanatory.

Very truly yours,

  
E.D. Cronberg, Mayor



DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS:  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION  
3851 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

October 16, 1957

Mr. E. D. Cronberg, Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming

Dear Mr. Cronberg:

In your letter of August 14, you expressed interest in securing the Field Lighting equipment installed at Site 31, Salt Lake-Omaha airway identified as the Intermediate Landing Field located at the Medicine Bow Municipal Airport. This facility is currently operated and maintained by the Civil Aeronautics Administration under permit number C4ca-3731-A. The equipment installed at this field can be transferred to the Town of Medicine Bow without cost provided that you agree to continue to operate and maintain this facility as an aid to air navigation. This you have already agreed to do as outlined in your letter.

Before this transfer can be made, the enclosed Transfer Agreement forms must be signed by a duly designated official for the Town of Medicine Bow and also by an official for Civil Aeronautics Administration. Please sign the enclosed copies. Page three of each copy should be completed, including affixing the Corporate Seal. Return the original and three copies of the signed Transfer Agreement as soon as possible.

When approval is received from our Washington office for this proposed transfer, an executed copy of the Transfer Agreement will be sent to you together with instructions for taking custody of the equipment listed on Schedule "A" of Transfer Agreement. Until this approval is granted, the Civil Aeronautics Administration will continue to operate this facility.

Sincerely yours,



Ted C. Rodarm, Chief  
Property Management Branch

Enclosure



State of Wyoming **AERONAUTICS COMMISSION**

MILWARD L. SIMPSON  
GOVERNOR  
GEORGE M. NELSON  
DIRECTOR

P. O. BOX 1072  
CHEYENNE

December 4, 1957


Honorable E. D. Cronberg  
Mayor  
Medicine Bow, Wyoming

Dear Mayor Cronberg:

Just a short note to call your attention to the early return of the survey forms that were mailed sometime ago. In the event you have already filled out and returned these forms, please disregard this letter.

Since we must have all of these forms in Washington by December 14, it is urgent that we receive them at your earliest convenience. In the event there is some question in your mind as to the procedure, just include your recommendations on a separate sheet, sign the two copies, and we will be happy to compute the percentages and type the forms in our office.

Best personal regards,

  
George M. Nelson  
Director of Aeronautics

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

253/76.31  
0400-3731-A

5651 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA  
**P E R M I T**

For and in consideration of One and No/100(\$1.00) Dollars per annum the undersigned:

Tom of Medicine Hat, Wyoming.

hereinafter referred to as the permitter hereby grants to the United States of America the license, right, and privilege to install and maintain beacon lights, boundary lighting system, boundary markers, and other lighting and marking facilities and equipment for the guidance and operation of aircraft, upon the premises of the permitter in the County of Carbon State of Wyoming more particularly described as follows:

**South half of the South half of the Southwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 9, T-22-N, R-78-W, 6th P.M., containing 80 acres more or less; and excepting therefrom existing rights of way; also 130.64 acres in Section 16, T-22-N, R-78-W, Carbon County, Wyoming.**

Together with the right to the Government and to the public to use the premises as an emergency landing field.

And a right of way for ingress and egress to and from the premises; a right of way or rights of way for establishing and maintaining a pole line or pole lines for extending electric power, telephone, and telephone typewriter facilities to the premises; all rights of way to be over the said lands and adjoining lands of the lessor and, unless hereinbefore described by metes and bounds, to be by the most convenient routes;

This permit shall become effective July 1, 1956 and shall remain in force until June 30, 1957 and may, at the option of the United States be renewed from year to year at an annual rental of One and No/100 Dollar (\$1.00) provided notice is given in writing to the permitter at least 30 days before the expiration thereof; Provided further that no renewal thereof shall extend the period of occupancy of the premises beyond the 30th Day of June, 1957.

All equipment and facilities installed by the Government under the terms of this permit will be operated by the Government in accordance with existing rules and regulations of the Civil Aeronautics Administration and such rules and regulations as may be promulgated from time to time by the Civil Aeronautics Administration.

All structures, improvements, or other property placed upon the said premises by the United States shall remain its property and shall be removed by it upon the expiration or termination of this permit or within 90 days thereafter.

No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this permit or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the permit be for the general benefit or such corporation or company.

**This Permit supersedes Permit No. 6102-1491-A which expires September 30, 1956**

Dated this 12<sup>th</sup> day of March nineteen Fifty six

**The Attached Rider was added prior to signature of all parties to this permit.**

ADDRESS OF PERMITTOR:

APPROVED:

Commissioner of Public Lands  
STATE OF WYOMING

TOWN OF MEDICINE HORN, WYOMING

By: E. R. Main  
Permittor

By: \_\_\_\_\_

Title: UNITED STATES OF AMERICA

Title: \_\_\_\_\_

By: \_\_\_\_\_  
E. R. Main, Chief  
Lease & Utilities Unit  
CIVIL AERONAUTICS ADMINISTRATION

(If permittor is a corporation, the following certificate shall be executed by the secretary or assistant secretary).

I, \_\_\_\_\_, certify that I am the

\_\_\_\_\_ Secretary of the corporation named  
as permittor in the attached permit; that \_\_\_\_\_,  
who signed said permit on behalf of the permittor, was then \_\_\_\_\_  
\_\_\_\_\_ of said corporation; that said permit was duly  
signed for and in behalf of said corporation by authority of its governing  
body, and is within the scope of its corporate powers.

(Corporate)

\_\_\_\_\_ ( Seal )

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

253/76.31  
C4ca-3731-A

5551 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA  
**P E R M I T**

For and in consideration of One and No/100(\$1.00) Dollars per annum the undersigned:

Town of Medicine Bow, Wyoming.

hereinafter referred to as the permittor hereby grants to the United States of America the license, right, and privilege to install and maintain beacon lights, boundary lighting system, boundary markers, and other lighting and marking facilities and equipment for the guidance and operation of aircraft, upon the premises of the permittor in the County of Carbon State of Wyoming more particularly described as follows:

**South half of the South half of the Southwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 9, T-22-N, R-78-W, 6th P.M., containing 80 acres more or less; and excepting therefrom existing rights of way; also 130.64 acres in Section 16, T-22-N, R-78-W, Carbon County, Wyoming.**

Together with the right to the Government and to the public to use the premises as an emergency landing field.

And a right of way for ingress and egress to and from the premises; a right of way or rights of way for establishing and maintaining a pole line or pole lines for extending electric power, telephone, and telephone typewriter facilities to the premises; all rights of way to be over the said lands and adjoining lands of the lessor and, unless hereinbefore described by metes and bounds, to be by the most convenient routes;

This permit shall become effective July 1, 1956 and shall remain in force until June 30, 1957 and may, at the option of the United States be renewed from year to year at an annual rental of One and No/100 Dollar (\$1.00) provided notice is given in writing to the permittor at least 30 days before the expiration thereof; Provided further that no renewal thereof shall extend the period of occupancy of the premises beyond the 30th Day of June, 1961.

All equipment and facilities installed by the Government under the terms of this permit will be operated by the Government in accordance with existing rules and regulations of the Civil Aeronautics Administration and such rules and regulations as may be promulgated from time to time by the Civil Aeronautics Administration.

All structures, improvements, or other property placed upon the said premises by the United States shall remain its property and shall be removed by it upon the expiration or termination of this permit or within 90 days thereafter.

No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this permit or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the permit be for the general benefit or such corporation or company.

**This Permit supersedes Permit No. C4ca-1691-A which expires September 30, 1956**

Dated this 12<sup>th</sup> day of March nineteen Fifty Six

**The Attached Rider was added prior to signature of all parties to this permit.**

ADDRESS OF PERMITTOR:

**APPROVED:**  
**Commissioner of Public Lands**  
**STATE OF WYOMING**

TOWN OF MEDICINE BOW, WYOMING

By: E. D. Cronberg  
Permittor Mayor

BY: \_\_\_\_\_

Title: UNITED STATES OF AMERICA

Title: \_\_\_\_\_

By: E. R. Main  
**E. R. Main, Chief**  
**Lease & Utilities Unit**  
**CIVIL AERONAUTICS ADMINISTRATION**

(If permittor is a corporation, the following certificate shall be executed by the secretary or assistant secretary).

I, R. E. Chase, certify that I am the

Clerk of the Town of Medicine Bow Secretary of the corporation named

as permittor in the attached permit; that E. D. Cronberg,

who signed said permit on behalf of the permittor, was then Mayor of the

Town of Medicine Bow of said corporation; that said permit was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

R. E. Chase (Corporate)  
( Seal )

Form 130 A

Town of Medicine Bow  
% Agent, U.P.R.R.Co.  
Medicine Bow, Wyoming

BILL NO. 719887

MONTH'S ACCOUNT Sept. 1955

Wyo. TR. DEPT. NO. 259

DATE MADE Sept. 1, 1955

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR Rental covering 2-inch water pipe line at  
Medicine Bow, Wyo., from Sept. 9, 1955 to Sept.  
9, 1956, in accordance with agreement C. D. No.  
17632-1, Div. No. 9112, Audit No. A-64871, eff.  
Sept. 9, 1948.

5 00

*Paid 10-5-55  
PB Lawton  
Agent  
UPRR*

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION

9th Fl., City Hall Bldg.  
Kansas City 6, Mo.

January 5, 1951

Town of Medicine Bow  
Medicine Bow  
Wyoming

Gentlemen:


Reference is made to permit No. C5ca-1164 dated August 21, 1941, covering lighting and use of the field at Medicine Bow, Wyoming, which expires by limitation June 30, 1951.

This office desires to retain the privileges covered by this permit and would appreciate your advising if you are agreeable to granting another permit for a 10-year period.

In this connection, the Recorder of Carbon County advises that the portion of this field which is located in Section 9 is owned by the Union Pacific Railroad Company and Schmale Brothers. If this is correct, we will require a certified copy of your lease or agreement with Schmale Brothers and the Union Pacific.

We will, therefore, appreciate your advising us in regard to the above and furnishing us the necessary certified copies. If you do not care to go to the trouble and expense of preparing these copies and will forward the originals to us, we will have copies made at no cost to you and will return the originals to you by registered mail.

Very truly yours,

  
B. G. Braithwaite  
Chief, Procurement Branch



January 10, 1951

B. G. Braithwaite  
Chief, Procurement Branch  
Department of Commerce, CAA

9th Fl., City Hall Bldg.

Kansas City 6, Mo.

Dear Sir,

Reference is made to your letter of the 5th in regard to permit No. C5ca-1164 in which you request a ten year extension covering lighting and use of the field at Medicine Bow, Wyoming.

This matter was laid before the Town Council at their regular monthly meeting on January 8th. The council were entirely agreeable to such an extension and would execute any agreement similar to the one that expires by limitation on June 30, 1951.

You mention the fact that the Recorder of Carbon County advises that section 9 is owned by the Union Pacific Railroad Company and Schmale Brothers. I have taken this matter up with Schmale Brothers and they report that they have purchased the portion of section 9 that lies north of the railroad rt. o way and the rt. o' way of Highway 30. This would be entirely separate from any land used by the landing field, however they do have a grazing lease from Union Pacific Railroad Company for the part south of the railroad rt. o' way. They report that they have no objection to use of the landing field as present laid out, providing this tract is included in their lease. I believe it very probable that this tract is not included in their lease.

According to the Town records a lease No. 25973 was executed between the Rail Road Company and the town for this tract in 1941 to extend to September 30, 1946. You no doubt have a copy of this lease. In 1946 an extension rider was executed to extend this lease till September 30, 1951. There is a question as to whether you have a copy of this extension. If you request it we can forward this for your records. Owing to the fact that this expires so shortly it would appear advisable to get another extension to the lease and submit it to your office. However the Town is agreeable to take any action you require for a new permit.

Very truly yours,

*R. W. Chase*  
R. W. Chase, Town Clerk

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION

9th Fl., City Hall Bldg.  
Kansas City 6, Mo.

January 16, 1951

Mr. R. E. Chace  
Town Clerk  
Town of Medicine Bow  
Medicine Bow, Wyoming

Dear Mr. Chace:

This office sincerely appreciates the information given in your letter of January 10, 1951, concerning a permit for lighting and use of the field at Medicine Bow.

Inasmuch as the extension mentioned in the last paragraph of your letter will, in all probability, be for a 5-year period, we have prepared our permit for the period ending September 30, 1956, in order that it may expire concurrently with the expiration of your extension with the Union Pacific Railroad Company.

Please have the proper official of your Town execute the original and all copies of this permit in the space provided on page 2, execute the certificate on this page, affixing your corporate seal, and return the original and all copies to this office. We will obtain approval of the Commissioner of Public Lands, State of Wyoming, and after acceptance on behalf of the Government will return fully executed copies to you and to the State.

Before the permit can be accepted, however, it is necessary that your lease with the Union Pacific Railroad Company be extended for another 5-year period. We will, therefore, appreciate your obtaining this extension and forwarding us a certified copy of it.

We will sincerely appreciate your cooperation in the above matters.

Very truly yours,



Glen C. Kimsey  
Acting Chief, Procurement Branch

Enclosures - 4

Cheyenne, Wyoming  
March 26, 1951

ALL AIRPORT OPERATORS:

It has come to my attention that a letter sent under the date of March 15, 1951 by the Wyoming Highway Department to all gasoline wholesalers, bulk dealers, distributors and retailers, contained misleading information concerning the taxation of aviation gasoline.

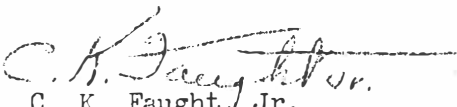
For your information, the one cent (1¢) increase in gasoline for the country farm-to-market road program does not in any manner whatsoever effect the present scale of taxation for aviation gasoline.

We were able to convince the authors of this legislation that the present formula of four cents (4¢) per gallon tax, which is returned to the airport where purchased, for maintenance of said airport, is a sound, adequate and effective method of airport support by the users. So, the one cent (1¢) increase on fuels, authorized by the Thirty-First State Legislature, completely exempts all fuels used in aircraft.

Do not increase the cost of your fuel - the State tax remains at four cents (4¢) per gallon.

Remember to report the amount of gasoline sold each month to the Highway Department so the four cents (4¢) per gallon tax can be returned to the City or County to be used for airport maintenance.

With best wishes,

  
C. K. Faught, Jr.  
Director of Aeronautics

CKF/jc

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION

9th Fl., City Hall Bldg.  
Kansas City 6, Mo.

June 6, 1951

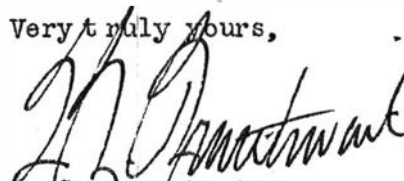
Mr. R. E. Chace  
Town Clerk  
Town of Medicine Bow  
Medicine Bow, Wyoming

Dear Mr. Chace:

Reference is made to your letter of March 14, 1951, advising that you would forward us a copy of the extension of your lease with the Union Pacific Railroad Company for land embraced in the landing strip for which you have granted us a five year permit in connection with the field at Medicine Bow.

Can you now give us a copy of this extension?

Very truly yours,



B. G. Braithwaite  
Chief, Procurement Branch

IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

City Hall Building  
Kansas City 6, Missouri

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

RENEWAL NOTICE

May 15, 1950

253 (File No.)
76 (Airway)
31 (Site No.)

┌ Town of Medicine Bow  
Medicine Bow  
Wyoming  
└

Gentlemen:  
~~Dear Sirs~~

Contract No. C5ca-1164 dated August 21, 1941

covering permit to install and maintain beacon lights, boundary lights system and other lighting and marking facilities and equipment; to use airport as field site is hereby renewed pursuant to the terms thereof for the period beginning

July 1, 1950 and ending June 30, 1951.

Annual rental \$1.00 Area 240.64 acres

Address or location of property Medicine Bow, Wyoming (Carbon County).

In the event this property has been sold by you, or if you have changed your mailing address from that shown on this notice, this office should be advised immediately.

This renewal is contingent upon funds being appropriated by Congress for the payment of the rental.

Very truly yours

*B. G. Braithwaite*  
B. G. Braithwaite  
Chief, Procurement Branch

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON  
P E R M I T

*Contract 5ca-5192*

For and in consideration of One and 00/100 (\$1.00) Dollars per annum the undersigned:

Town of Medicine Bow, Wyoming,

hereinafter referred to as the permittor hereby grants to the United States of America the license, right, and privilege to install and maintain beacon lights, boundary lighting system, boundary markers, and other lighting and marking facilities and equipment for the guidance and operation of aircraft, upon the premises of the permittor in the County of Carbon State of Wyoming more particularly described as follows:

**South half of the South half of the Southwest Quarter and the Southwest quarter of the Southeast Quarter of Section 9, T-22-N, R-78-W, 6th P.M., containing 80 acres more or less; and excepting therefrom existing rights of way, also 130.64 acres in Section 16, T-22-N, R-78-W, Carbon County, Wyoming.**

Together with the right to the Government and to the public to use the premises as an emergency landing field.

And a right of way for ingress and egress to and from the premises; a right of way or rights of way for establishing and maintaining a pole line or pole lines for extending electric power, telephone, and telephone typewriter facilities to the premises; all rights of way to be over the said lands and adjoining lands of the permittor and, unless hereinbefore described by metes and bounds, to be by the most convenient routes;

This permit shall become effective July 1, 1951, and shall remain in force until June 30, 1952, and may, at the option of the United States be renewed from year to year at an annual rental of One and 00/100 Dollar (\$1.00) provided notice is given in writing to the permittor at least 30 days before the expiration thereof; Provided further that no renewal thereof shall extend the period of occupancy of the premises beyond the 30th day of ~~1952~~ 19 58.

All equipment and facilities installed by the Government under the terms of this permit will be operated by the Government in accordance with existing rules and regulations of the Civil Aeronautics Administration and such rules and regulations as may be promulgated from time to time by the Civil Aeronautics Administration.

All structures, improvements, or other property placed upon the said premises by the United States shall remain its property and shall be removed by it upon the expiration or termination of this permit or within 90 days thereafter.

No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this permit or to any benefit to arise therefrom. Nothing, however, herein contained shall be construed to extend to any incorporated company, if the permit be for the general benefit of such corporation or company.

Dated this 14<sup>th</sup> day of March nineteen fifty-one.  
Supersedes Permit No. C5ca-1164 which expires June 30, 1951.

ADDRESS OF PERMITTOR:

APPROVED:  
Commissioner of Public Lands  
STATE OF WYOMING

By John Ridel  
Title COMMISSIONER

Town of Medicine Bow, Wyoming

By: E. D. Cronberg  
Permittor

Title Mayor  
UNITED STATES OF AMERICA

By B. G. Braithwaite  
B. G. Braithwaite  
Chief, Procurement Branch

(If permittor is a corporation, the following certificate shall be executed by the secretary or assistant secretary).

I, R. E. Chace, certify that I am the

Town Clerk of the corporation named

as permittor in the attached permit; that E. D. Cronberg,

who signed said permit on behalf of the permittor, was then

Mayor of said corporation; that said permit was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

R. E. Chace (Corporate)  
Clerk (Seal)

RECEIVED  
1951 MAR 21 PM 1 56  
COMMISSIONER  
PUBLIC LANDS  
STATE OF WYOMING

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
CIVIL AERONAUTICS ADMINISTRATION

9th Fl., City Hall Bldg.  
Kansas City 6, Mo.

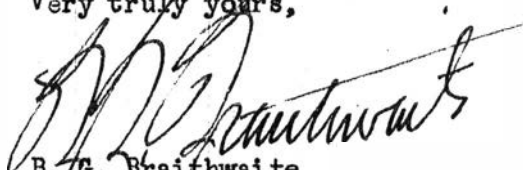
July 11, 1951

Mr. R. E. Chace  
Town Clerk  
Town of Medicine Bow  
Medicine Bow, Wyoming

Dear Mr. Chace:

May we at this time have a reply to our letter of June 6, 1951, requesting that you forward us a copy of the extension of your lease with the Union Pacific Railroad Company for land which is a portion of the landing strip on which you have granted us a five-year permit for lighting and use of the field at Medicine Bow.

Very truly yours,



B. G. Braithwaite  
Chief, Procurement Branch



IN REPLY ADDRESS  
REGIONAL ADMINISTRATOR  
DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

City Hall Building  
Kansas City 6, Missouri

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

RENEWAL NOTICE

May 15, 1950

253 (File No.)
76 (Airway)
31 (Site No.)

┌		┐
	Town of Medicine Bow	
	Medicine Bow	
	Wyoming	
└		┘

Gentlemen:  
~~Dear Sirs~~

Contract No. C5ca-1164 dated August 21, 1941

covering permit to install and maintain beacon lights, boundary lights system and other lighting and marking facilities and equipment; to use airport as field site is hereby renewed pursuant to the terms thereof for the period beginning

July 1, 1950 and ending June 30, 1951.

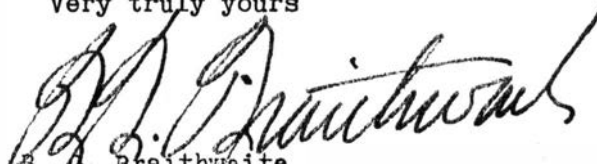
Annual rental \$1.00 Area 240.64 acres

Address or location of property Medicine Bow, Wyoming (Carbon County).

In the event this property has been sold by you, or if you have changed your mailing address from that shown on this notice, this office should be advised immediately.

This renewal is contingent upon funds being appropriated by Congress for the payment of the rental.

Very truly yours

  
B. G. Braithwaite  
Chief, Procurement Branch

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

March 4, 1948

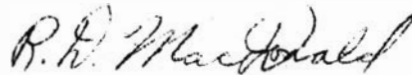
His Honor, A. F. Gates  
Mayor of Medicine Bow  
Medicine Bow, Wyoming

Dear Mayor Gates:

Reference is made to our previous correspondence concerning the approval of your local airport site. The State Aeronautics Commission, the State Highway Department and the United States Public Roads Administration have concurred in our approval of your airport site.

We are accordingly forwarding a copy of the Site Approval which we suggest you retain for your files.

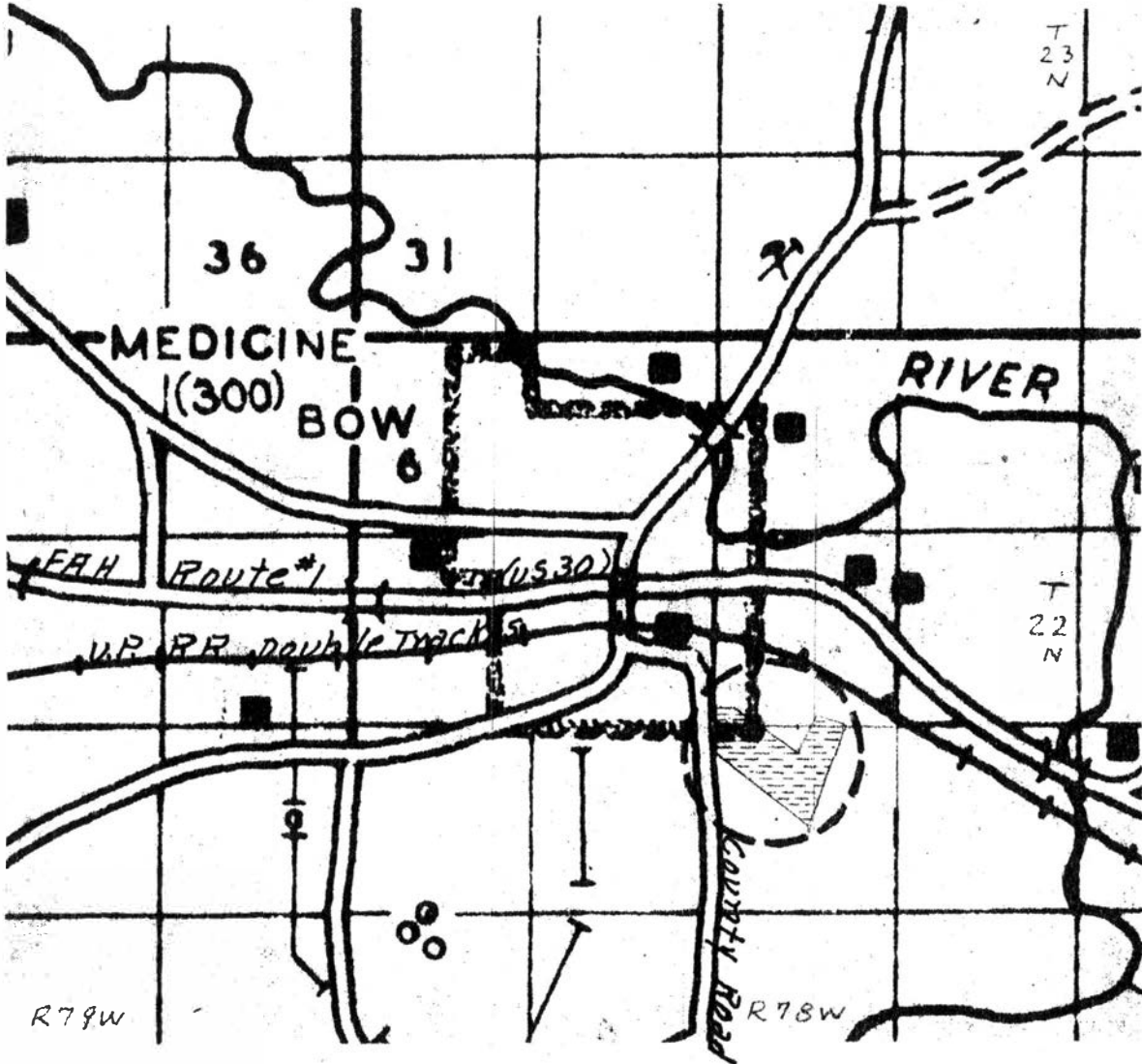
Very truly yours,



R. D. MacDonald  
District Airport Engineer  
Civil Aeronautics Administration  
Stapleton Airfield  
Denver 7, Colorado

Enclosure

LOCATION SKETCH MEDICINE BOW AIRPORT  
CARBON COUNTY, WYOMING



0 1/2  
Scale in Miles

LEGEND

Present



Proposed



Ultimate



AIRPORT LOCATION APPROVED

*John S. Selye*  
Public Roads Administration, District Engineer

*3/1/48*  
Date

*J. R. Bamby*  
State Highway Department Chief Engineer

*2/27/48*  
Date

*H. T. Lewis*  
Department of Aeronautics, Director

*June 12, 1947*  
Date

Approved and  
Submitted by

*A. D. MacDonald*  
Civil Aeronautics Administration  
District Airport Engineer

JUN 6 1947

Date

July 6, 1948

TO: FLIGHT OPERATORS  
AND -  
MAYORS

FROM: C. K. FAUGHT, JR. DIRECTOR  
WYOMING AERONAUTICS COMMISSION

Dear Sir:

RE: FREE SURPLUS MAINTENANCE  
EQUIPMENT FOR AIRPORTS

All types of airports may benefit under the disposal program set up under Public Law 289, 80th Congress.

Any type of surplus equipment which will tend to make an airport self-sustaining may be applied for. This equipment includes rollers, mowers, fire fighting equipment, motor patrols, tar kettles for patching etc.

First priority will be given to government-owned airports not declared surplus; second, will be airports disposed of as surplus which do not have the necessary operating equipment and third, are publicly-owned airports in need of equipment.

Cities should file application in triplicate for the equipment desired and mail to: -

R. D. MacDonald  
District Airport Engineer  
Civil Aeronautics Administration  
Stapleton Airfield  
Denver 7, Colorado

Very truly yours,

WYOMING AERONAUTICS COMMISSION

*C. K. Faught, Jr.*  
By - C. K. Faught, Jr.  
State Director

CKF/jc

MEMBERS

WALTER F. PETERS  
Chairman, Sheridan  
A. E. ROEDEL  
Vice Chairman, Cheyenne  
EARL E. HANWAY  
Secretary, Casper  
T. E. KNIGHT, Riverton  
HERMAN KRUEGER, Garland



STATE OF WYOMING  
AERONAUTICS COMMISSION

LESTER C. HUNT  
GOVERNOR  
C. K. FAUGHT, JR.  
P. O. Box 1072  
STATE DIRECTOR  
AERONAUTICS  
Room 314—Capitol Bldg.  
Cheyenne

July 6, 1948

TO: FLIGHT OPERATORS  
AND -  
MAYORS

FROM: C. K. FAUGHT, JR. DIRECTOR  
WYOMING AERONAUTICS COMMISSION

Dear Sir:

RE: FREE SURPLUS MAINTENANCE  
EQUIPMENT FOR AIRPORTS

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Any type of surplus equipment which will tend to make an airport self-sustaining may be applied for. This equipment includes rollers, mowers, fire fighting equipment, motor patrols, tar kettles for patching etc.

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R. D. MacDonald  
District Airport Engineer  
Civil Aeronautics Administration  
Stapleton Airfield  
Denver 7, Colorado

Very truly yours,

WYOMING AERONAUTICS COMMISSION

*C. K. Faught Jr.*

By - C. K. Faught, Jr.  
State Director

CKF/jc

July 28, 1948.

R. D. MacDonald, Dist. Engineer,  
Stapleton Airfield,  
Denver, Colo.

Dear Sir,

We are in receipt of a letter from C. K. Faught, Jr. State Director, Wyoming Aeronautics Commission stating that some Free Supplus Maintenance Equipment for Airports is available at your field.

Please send us list and specifications of motor patrols, mowers, rollers, and fire fighting equipment available for use at our airport.

Very truly yours,

Town of Medicine Bow,

Mayor.

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

August 4, 1948

His Honor, A. F. Gates  
Mayor of Medicine Bow  
Medicine Bow, Wyoming

Subject: Surplus Maintenance Equipment

Dear Mayor Gates:

This will acknowledge receipt of your letter requesting information pertaining to available maintenance equipment as mentioned in C. K. Faught's correspondence. We are unable to send you a list or specifications of equipment as there are none available. Public Law 289 permits municipally-owned airports to acquire such equipment that may be available. It is offered to eligible towns on a "where is and as is" basis. These items are very scarce and no town should depend upon this source for urgently needed equipment. We suggest you file an application for equipment you desire so your request will be on file if the items become available. Requests should be filed with this office in triplicate and should contain a statement that if acquired it will be used in conformance with provisions of Public Law 289 to the extent that:

1. The personal property transferred shall not be used, sold, salvaged or disposed of for other than airport purposes without the written consent of the Administrator of Civil Aeronautics.
2. The personal property transferred shall be kept in good repair.
3. The personal property transferred shall not be used for other than airport purposes.
4. That the personal property conveyed will, at the option of the United States, revert to the United States in existing condition if all the aforesaid conditions and terms are not met, observed or complied with.

Very truly yours,

*R. D. MacDonald*

R. D. MacDonald  
District Airport Engineer  
Civil Aeronautics Administration  
Stapleton Airfield  
Denver 7, Colorado



Cheyenne, Wyoming  
August 17, 1948

TO: MAYORS & AIRPORT MANAGERS  
FROM: C. K. Faught, Jr. Director  
Wyoming Aeronautics Commission

Dear Sir:

RE: APPLICATION FOR FREE SURPLUS MAINTENANCE  
EQUIPMENT FOR AIRPORTS

The procedure for transfer of equipment under Public Law 289 requires that applicants shall state in request that the property, if acquired, will be used in conformance with the provisions of Public Law 289 to the extent that:

- 1 - The personal property transferred shall not be used, sold, salvaged or disposed of for other than airport purposes without the written consent of the Administrator of Civil Aeronautics.
- 2 - The personal property transferred shall be kept in good repair.
- 3 - The personal property transferred shall not be used for other than airport purposes.
- 4 - That the personal property conveyed will, at the option of the United States, revert to the United States in existing condition if all the aforesaid conditions and terms are not met, observed or complied with.

Any type of surplus equipment which will tend to make an airport self sustaining may be applied for. This equipment includes, rollers, mowers, fire fighting equipment, motor patrols, tar kettles for patching etc.

The Civil Aeronautics Administration informs us that your application will be submitted with their highest recommendations. The War Assets Administration informs us that equipment of this nature is very scarce and you should not depend on this source entirely. In any event your request should be on file if and when suitable items become available.

Cities should file application in triplicate, including the above numbered stipulations, for the equipment desired and mail to -

R. D. MacDonald  
District Airport Engineer  
Civil Aeronautics Administration  
Stapleton Airfield  
Denver 7, Colorado

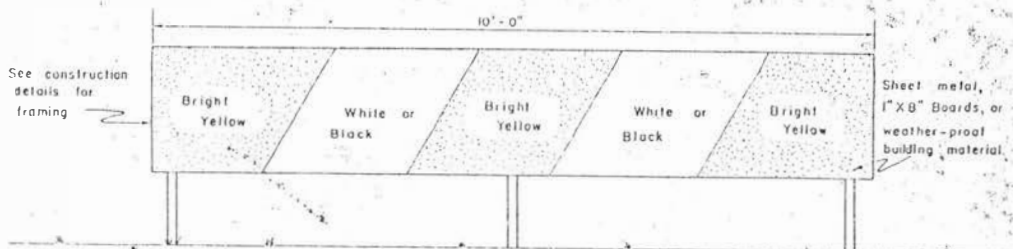
Very truly yours,

WYOMING AERONAUTICS COMMISSION

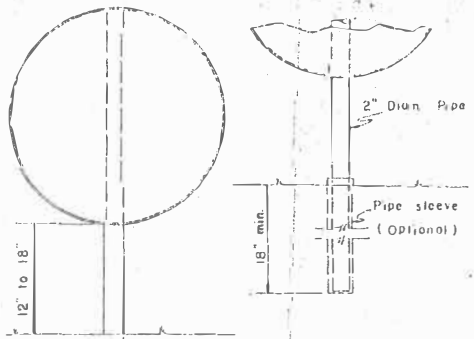
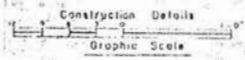
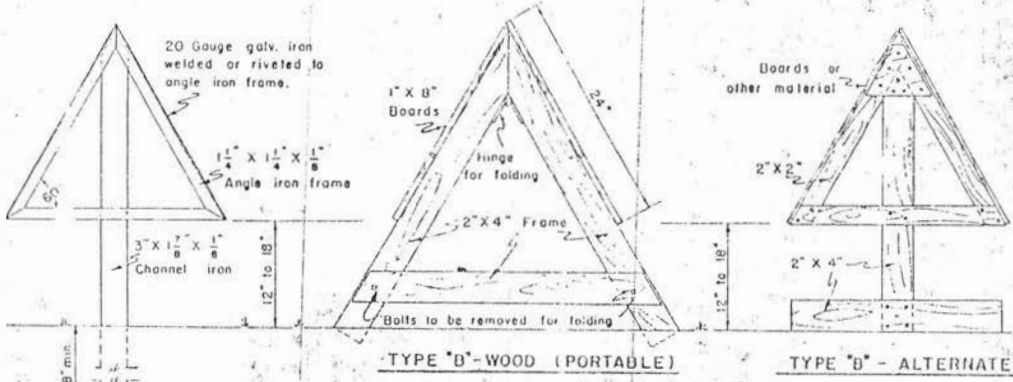
*C. K. Faught Jr.*  
By - C. K. Faught, Jr.  
State Director

CKF/jc





COLOR SCHEME



TYPE "C" - OIL DRUMS

DAY MARKERS

AIRPORT SITE INSPECTION REPORT

City Medicine Bow County Carbon State Wyoming

1. Local name of site Medicine Bow Municipal - (PD)
2. Development proposed by Town
3. Located in N 1/2 of Section 16, Twp. 22N, Range 78W
4. Distance, center of site to center of town 1.3 Miles. 5. Direction SE
6. Road mileage from Post Office 1 Miles. 7. Elevation 6640 AED Feet
8. Area 145 Acres. 9. Type of access road to site Unimproved
10. Shown on Como Ridge USGS Quad Sheet, and Cheyenne Sectional Chart
11. Soil maps available -
12. Will site conflict with CAA spacing standards? No
13. Has flying ever been conducted from site? If so, by whom and for what purpose? Was it ever listed as an airport? Why abandoned? Aeronautical history? Former CAA Inter Field - Present Municipal Airport (PD).

Site #27846

14. Population of City: 1940 338 1930 264 1920 210
15. Population of County: 1940 12,644 1930 11,391 1920 9,525
16. Is City included in National Airport Plan? Yes For what class? 1
17. Is this the site used for planning purposes? Yes
18. Probable needs of the community: Present, Class 1 .Ultimate, Class 1
19. Will this site replace an existing airport? No
20. Does this site replace a site previously reported on this form? No
21. Has site been approved by local or state agencies? Local
22. METEOROLOGICAL DATA: Annual Rainfall 12.13 Inches. Annual Snowfall 61.0 Inches. Rainfall, Oct.-March 4.94 Inches. April-Sept. 7.19 Inches. Is site susceptible to windblown smoke? No. Excessive fog? No Flooding? No  
 Estimated prevailing winds: Summer W, Winter W Annual W  
 Source of meteorological data: USDA Weather Bureau - Climatic Summary  
 Unusual weather conditions: None

23. Topography: Rolling prairie land

24. Obstructions: Power line NE

25. Soil characteristics: Clay

26. Drainage: Natural - Fair

27. Turfing: Present turf is fair - could be improved

28. Paving: Not considered necessary

29. Utilities: Power available; water, phone, and access road needed

30. Unusual construction or development problems: None

31. Expansion possibilities: If justified area could be expanded S & E

32. Is this the best site available in the vicinity? Yes

33. If not, why is this report being filed? \_\_\_\_\_

34. THIS SITE CAN BE APPROVED FOR CLASS 1 DEVELOPMENT.

Inspected by: D. S. Wright

Date: April 28, 1947

Title: Planning Engineer

ATTACH SKETCH SHOWING OBSTRUCTIONS AND INDICATING BEST LANDING STRIP ALIGNMENT.

Distribution:

Sponsor, District, Region, Washington, State.

P E R M I T

THIS AGREEMENT, made this 30th day of September, 1947,  
by and between CITY OF MADISON BOV, WYOMING,  
hereinafter called "Contractor", and THE UNITED STATES OF AMERICA,  
hereinafter called the "Government", WITNESSETH:

WHEREAS, the Contractor is the owner of the Madison Bov  
\_\_\_\_\_ Airport, located in the City of Madison Bov  
\_\_\_\_\_, County of Carbon, State of Wyoming  
\_\_\_\_\_, hereinafter referred to as the "Airport", and the Government  
desires a permit for the transient use by military aircraft of the land-  
ing area of said airport.

1. NOW, THEREFORE, in consideration of the sum of \$1.00, the receipt  
and sufficiency of which is hereby acknowledged by the Contractor, and  
of the mutual covenants, premises, and agreements herein contained, the  
Contractor hereby grants a permit to the Government for transient use  
by military aircraft of the landing area of said airport in common with  
others to the extent possible without requiring limitations of non-  
military operations.

2. This permit shall be effective from the date hereof, and shall  
remain in force for a period of five years.

3. The Government shall not assign this permit in any event, and  
shall not sublet the privilege herein granted.

4. The Government shall observe and comply with all rules and  
regulations promulgated and uniformly enforced from time to time during  
the term hereof by the appropriate Federal, State, and County authori-  
ties, or by the Contractor to insure the safe, orderly, and convenient  
conduct of aeronautical operations to, from, and upon said airport.

5. The Contractor shall maintain the said airport in good repair  
and serviceable condition during the continuance of this permit, except  
in case of damage arising from the negligence of the Government's agents  
or employees, and damage caused by military aircraft, the Government to  
repair or compensate the lessor for any such damages.

6. In the event the Government shall fail to repair as agreed in  
paragraph 5, a claim for the cost of such repair may be presented by the  
Contractor under provisions of Public Law 112, 79th Congress, 3 July 1943,  
or any other act or regulation under which appropriated funds shall at  
such time be available. It is understood, however, that any provision  
of this permit which obligates the Government to the expenditure of funds  
shall be subject to an appropriation being available for its fulfillment.

7. The Government may terminate this permit at any time by giving  
thirty (30) days' notice in writing to the Contractor.

8. Any notice under the terms of this permit shall be in writing  
signed by a duly authorized representative of the party giving such  
notice, and if given by the Government shall be addressed to the Con-  
tractor at Madison Bov, Wyoming,  
and if given by the Contractor shall be addressed to Division Engineer,  
Missouri River Division, Corps of Engineers, War Department, Farm Credit  
Building, 206 S. 10th Street, Omaha, Nebraska.

9. The Contractor warrants that he has not employed any person to solicit or secure this agreement upon any agreement for a commission, percentage, brokerage, or contingent fee. Breach of this warranty shall give the Government the right to annul the agreement, or, in its discretion, to deduct from the rental the amount of such commission, percentage, brokerage, or contingent fees. This warranty shall not apply to commissions payable by contractors upon contracts or leases secured or made through bona fide established commercial or selling agencies maintained by the Contractor for the purpose of securing business.

10. No member of or delegate to Congress or resident commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

11. The Contractor, in performing the work required by this permit, shall not discriminate against any employee or applicant for employment because of race, creed, color, or national origin.

IN WITNESS WHEREOF, the parties hereto have caused this permit to be properly executed by their duly authorized representatives on this 29th day of September, 1947.

CITY OF MEDICINE BOW, WYOMING

BY A. F. Gates  
(Contractor)

THE UNITED STATES OF AMERICA

BY Harold E. Zimmer  
HAROLD E. ZIMMER  
Corps of Engineers  
Contracting Officer

I, R. E. Chace, certify that I am the clerk of the corporation named as Contractor in the within permit, that A. F. Gates who signed said permit on behalf of the Contractor was then Mayor of said corporation; that said permit was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

(Corporate Seal)

R. E. Chace

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

1204

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

A. N. WILLIAMS  
PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

V J Govt PD

WUX Kansas City Mo 408P Oct 31 1947

City of Medicine Bow

Attn Airport Committed Medicine Bow Wyo

Mr Bender of this office expects to arrive Tuesday Noon to discuss the discontinuance Medicine Bow intermediate field

A C Blomgren

346PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

copy for Mr.  
A. F. Gates, Mayor  
Medicine Bow

RECORD OF VISIT - CONFERENCE

Medicine Bow, Wyo.

November 4, 1947

2

xx Medicine Bow, Wyoming

59

Status of Medicine Bow, Wyoming, shown up with the  
Intermediate Field. I advised them that this was  
contrary to the reports we had received from you to time and the meeting was

51

41

In accordance with meeting held in Mr. Blomgren's office concerning  
the discontinuance of the Medicine Bow intermediate field, and in  
view of telegram from General Mechanic Whitright of October 15, and  
his air mail letter of the same date in which it was indicated that  
the Town of Medicine Bow was interested in keeping this field lighted  
even to the extent of taking over the lights themselves, it was  
decided to make an investigation as to the actual condition of the  
field and to obtain information from the officials of the Town as to  
what steps the Town would take in retaining the lights and in keeping  
the field in a safe operating condition.

191

I departed Kansas City at 9:30 p.m. November 3, and arrived at  
Medicine Bow at approx. 2:30 p.m. November 4. A conference was held with the  
following:

- Mr. A. F. Gates, Mayor
- Mr. R. E. Chase, Town Clerk
- Mr. W. E. West, Town Treasurer
- Mr. R. E. Cooper, Secretary of Aviation Committee
- Mr. D. H. Cooper, Councilman
- Mr. E. D. Cronberg,
- Mr. W. C. West,
- Mr. W. R. Cheesebrough,
- Mr. W. J. Scott, Airport Manager

I explained to them that the subject of discontinuing the Medicine Bow intermediate  
field had been considered prior to the war and that at that time aeronautical  
interests had concurred in its discontinuance, based on relocation of the airway  
from Walcott via McFadden, but was not carried out at that time due to the fact  
that the expected power lines for operation of the facilities by way of McFadden  
had not been constructed and the intervention of the war. After the war, this  
matter was again taken up on the basis of the revised policy on discontinuance of  
intermediate fields and concurrence of aeronautical interests was obtained in the  
discontinuance of this field. I advised them that, although the discontinuance  
of this field had been approved, the actual dismantling of the facilities is being  
held in abeyance pending the outcome of recommendation made to the President's  
Safety Council for rerouting the airway east to Chugwater, thence south to Cheyenne;  
that if this recommendation were approved, it might mean reconsideration of the  
discontinuance of the Medicine Bow field provided the field was kept in a safe  
operating condition. The Mayor advised that the Town had been keeping the field  
in safe operating condition and that the reports which they knew we had received  
as to the unsafe conditions had been greatly exaggerated; that they had rebladed  
the entire field two years ago and had maintained the landing strips with motor



DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

*Copy for Mr. A. J. ...*

RECORD OF VISIT - CONFERENCE

Medicine Bow, Wyo.  
November 4, 1947

Medicine Bow  
November 4, 1947

50

patrol several times since that time and they had kept constant lookout for badger holes and had exterminated the badgers as they had shown up with the aid of the U. S. Gov't. exterminator in that area. I advised them that this was contrary to the reports we had received from time to time and the meeting was suspended until I made an inspection of the field which I had not had the chance to do prior to that time.

I toured the field with Mr. Scott, criss-crossing the field in all directions, and I must admit that reports received concerning condition of the field were exaggerated. The few badger holes I found were located so close to the south fence that it is unlikely any aircraft would approach that close to the fence under normal conditions. There is a slight swale extending halfway across the east-west landing strip and approximately one-third of the distance of the field from the west. This area has become somewhat grown over with salt sage, 12 to 14 inches in height. Loose material on the surface of the field has blown into this area and this dirt collecting around the base of the salt sage has caused hummocks to exist in that area from 4 to 6 inches in height; however, in driving through that area in a car, these hummocks became compressed under the wheels of the vehicle, and although it was rough, I did not consider this a hazardous condition. In addition to this area, which was roughly 800 feet long and 200 feet wide or about four acres, there are probably four or five other patches of salt sage on the field none of which are over an acre in area. The rest of the field surface is smooth and free of salt sage. Since there was plenty of moisture last year, the entire area of the field, except where salt sage was growing, is covered with a fine growth of natural grass. A slight windrow of dirt was left along the edge of the landing strip which they are using by the motor patrol. This windrow is not over 6 inches in height and is composed of fine powdery material which may be run over by a car with very little bump due to its compressible nature. It is my opinion that probably ten acres of this field could be improved by use of a motor patrol or drag, in removing the salt sage and smoothing out the small hummocks at the base of each sage stalk. My estimate is that a maximum of three to four hours work by a good operator with a blade could remove all rough spots from this field, and the work could possibly be performed in two hours.

After the conference reconvened, I asked the Mayor and the Councilmen whether they would be willing to take the necessary steps to smooth out the rough spots on the field. They stated they would, and discussed the advisability of hiring a small tractor maintainer which one of the oil companies had in town at that time, in lieu of getting a county maintainer to perform the work. In other words, steps were being taken immediately by the Town for eliminating these rough spots and to eliminate the badger which had evidently moved in adjacent to the south fence since the field was last patrolled. The Town officials are willing to go along with us in any decision which we may make in order to retain the field and the lights at Medicine Bow. Although at the present time, there is no activity on the field, either commercial or non-commercial, the Town feels that this field should be retained "looking toward the future".



## RECORD OF VISIT - CONFERENCE

Medicine Bow, Wyoming  
November 4, 1947

During the discussion, Monarch Airlines was mentioned several times, and although it was not specifically so stated, I gathered that the Town has in mind arranging with Monarch Airlines a stop at Medicine Bow and they would use the landing field at that time. As stated above, they are taking preliminary steps to remove the roughness from the field and they stated that they would keep the field surface in a safe landing condition, in spite of reports received to the contrary. The Town officials stated that if the Government does not maintain the lighting on this field, the Town will take whatever steps are necessary to have the lights turned over to them for operation and maintenance. I advised them that this could possibly be done by either one of two methods (1) by the CAA declaring the field lights as being surplus to our needs and turning them over to WAA for disposal in accordance with the airport disposal plan which would automatically give the Town first choice of taking over these lights at a nominal consideration, (2) if the first method for some reason is not feasible, then we could turn these lights over to them on an Equipment License for \$1.00 whereby the lights would remain CAA property but would be leased to the City for operation and maintenance.

Although not specifically discussed, since there are no commercial operations on the field, it is believed that the Town would, if this office so desired, lease the intermediate field back to the CAA for \$1.00 per year as an intermediate field until such time as commercial activities on the field would necessitate the Town taking the field back again as an airport.

## RECOMMENDED ACTION:

That existing NOTAMS concerning the hazardous condition of this field be revised to show that, although containing rough spots, the field is safe for landings except during extreme wet conditions when the field probably would be soft, particularly in the swale; that, after the Town has completed the work on smoothing the existing rough spots, a NOTAM be issued to the effect that the field is safe for landings; that no action be taken toward removing the boundary lights on this field; that the decision concerning discontinuance of the lights by CAA be withheld pending decision by the President's Air Safety Council regarding the recommendation made to reroute the airway via Chugwater (if this recommendation is approved, that necessary steps be taken to cancel any action toward discontinuing the lights at the Medicine Bow field and that this field be retained either in its present status as a Type PD, or that the CAA lease it from the Town as an intermediate field - - - if this recommendation is not approved, it is recommended that steps be taken at that time to effect the discontinuance of the lighting of the Medicine Bow field insofar as CAA is concerned and declare the boundary lights surplus to our needs to WAA, or license the field lights to the Town of Medicine Bow.

*Harry Bender*  
SUPT., AIR PLANT & STRUCTURES BRANCH  
9th Floor, City Hall,  
Kansas City, Mo.

253 (File No.)
76 (Airway)
31 (Site No.)
Lights and field (Facility)

In Reply Address                      DEPARTMENT OF COMMERCE  
Regional Manager                      CIVIL AERONAUTICS ADMINISTRATION  
Department of Commerce  
Civil Aeronautics Administration  
City Hall  
Kansas City, Missouri                  R E N E W A L   N O T I C E

May 15, 1943

Town of Medicine Bow  
Medicine Bow,  
Wyoming

Gentlemen:  
~~Dear Sirs:~~

Contract No. C5ca-1164 dated August 21, 1941.

covering License to install and maintain beacon lights, boundary lighting system, and other lighting and marking facilities and equipment and to use airport as a field is hereby renewed pursuant to the terms thereof for the period beginning

July 1, 19 43 and ending June 30, 19 44 .

Annual rental \$1.00 Area 240.64 acres

Address or location of property Medicine Bow, Wyoming (Carbon County).

In the event this property has been sold by you, or if you have changed your mailing address from that shown on this notice, this office ~~renewal is contingent upon funds being~~ should be advised immediately. ~~appropriated by Congress for the payment of the rental.~~

Very truly yours,



Henry Simmons  
Administrative Officer

Office of Commissioner of Public Lands Cheyenne, Wyo., Feb. 16, 1942 Receipt No. B-9632

STATE OF WYOMING

Maker Treasurer of the Town of Medicine Bow, #1926, 2-9-42

Amount \$ 2.00

On Whom Drawn The Medicine Bow State Bank

D. \$2.00

Credit: Grazing App. Dep. #2

NOTE: Remittance credited pending action on application.

App. #2136B-Town of Medicine Bow

Mayor, Town of Medicine Bow  
Medicine Bow  
Wyoming

COMMISSIONER OF PUBLIC LANDS

By MLN

CIVIL AERONAUTICS ADMINISTRATION  
FIFTH REGIONAL OFFICE

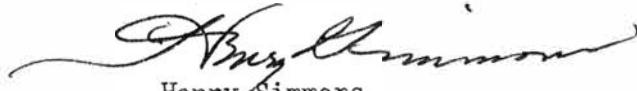
Kansas City, Missouri  
May 15, 1942

Town of Medicine Bow  
Medicine Bow, Wyoming

Gentlemen:

By virtue of the powers vested by law in the Civil Aeronautics Administration, and in accordance with the terms of the license executed by you on August 21, 1941, bearing U. S. Government Contract Symbol Number C5ca-1164 (~~Old No. xxx~~) under which the United States is authorized to occupy property in the County of Carbon, State of Wyoming, for the maintenance of Air Navigation Facilities; you are hereby notified that it is the desire of the United States to renew the said lease or license for a period of one year beginning July 1, 1942 and ending with June 30, 1943, contingent upon funds being appropriated by Congress.

Very truly yours,

  
Henry Simmons,  
Administrative Officer

Annual Rental: \$1.00

Area: 240.64 acres

Address: Site 31, Salt Lake-Omaha Airway, Medicine Bow, Wyoming  
(Lighting Permit)

May 15, 1942

Union Pacific Railroad Company  
1416 Dodge Street  
Omaha, Nebraska

Attention: Mr. L. W. Althof

Gentlemen:

Reference is made to your letter dated May 11, 1942 relative to Agreement CD-17632, extension rider, CD-19632-H, our contract No. C5ca-59, covering a water pipe line agreement on your company's property at and in the vicinity of Medicine Bow, Wyoming.

Inasmuch as the facilities at Medicine Bow, Wyoming have been discontinued, it is not desired to renew the above-mentioned agreement for another fiscal year. The agreement will therefore automatically expire on June 30, 1942.

The cooperation and consideration you have shown this organization in the leasing of the land has been sincerely appreciated.

Very truly yours,

Henry Simmons  
Administrative Officer

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS ADMINISTRATION  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

IN REPLY REFER TO  
FILE

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

KANSAS CITY, Mo.

May 18, 1942

Town of Medicine Bow  
Medicine Bow  
Wyoming

Gentlemen:

Forwarded herewith for your information is a copy of a letter from this office to the Union Pacific Railroad Company cancelling our contract No. C5ca-59 covering a water pipe line agreement on property of the Union Pacific, at and in the vicinity of Medicine Bow, Wyoming.

In the event that your town desires to continue this water service at the field, it is suggested that you contact the Union Pacific Railroad Company and make all the necessary arrangements with them.

Very truly yours



B. G. Braithwaite  
Chief, Contract & Service Branch

Enclosure



CIVIL AERONAUTICS AUTHORITY

IN REPLY REFER TO

FILE

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, MO.

June 29, 1942

TO: Edwin M. Cruickshank, Caretaker, Medicine Bow Intermediate Field  
P. O. Box 46, Medicine Bow, Wyoming

FROM: Airways Engineer (F & I.)

SUBJECT: Reduction in Salary

Due to the fact that the intermediate landing field at Medicine Bow is operated as a PD-type field, it has become necessary to reduce your salary from \$22.00 to \$12.00 per month, effective June 30, 1942, due to the fact that this is the standard salary, plus mileage, for caretakers at fields of this type.

In this connection, your duties as caretaker will merely consist of the maintenance of the lighting system of the field. The field surface will be maintained by the City of Medicine Bow and the City will also advise as to the condition of the field at all times, issuing notices to airmen, etc., regarding field condition. You are requested, however, to continue forwarding Forms 279, "Report on Condition of Intermediate Landing Field," and Forms 269, "Monthly Report of Intermediate Field Landings," in order that this office will have first hand information regarding the airport. Any irregularities on the field should be brought to the attention of this office immediately.

J. S. Giles

cc Mechanician Ashlock  
cc City of Medicine Bow /



IN REPLY REFER TO

CIVIL AERONAUTICS AUTHORITY

FILE

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, MO.

June 29, 1942

TO: Edwin M. Cruickshank, Caretaker, Medicine Bow Intermediate Field  
P. O. Box 45, Medicine Bow, Wyoming

FROM: Airways Engineer (F & L.)

SUBJECT: Reduction in Salary

Due to the fact that the intermediate landing field at Medicine Bow is being operated as a PD-type field, it has become necessary to reduce your salary from \$22.00 to \$12.00 per month, effective June 30, 1942, due to the fact that this is the standard salary, plus mileage, for caretakers at fields of this type.

In this connection, your duties as caretaker will merely consist of the maintenance of the lighting system of the field. The field surface will be maintained by the City of Medicine Bow and the City will also advise as to the condition of the field at all times, issuing notices to airmen, etc., regarding field condition. You are requested, however, to continue forwarding Forms 279, "Report on Condition of Intermediate Landing Field," and Forms 269, "Monthly Report of Intermediate Field Landings," in order that this office will have first hand information regarding the airport. Any irregularities on the field should be brought to the attention of this office immediately.

J. S. Giles

cc Mechanician Ashlock  
cc City of Medicine Bow /



Office of Commissioner of Public Lands Cheyenne, Wyo, July 14, 1942 Receipt No. B 2375

Maker Town of Medicine Bow by Mayor, 7-6-42  
On Whom Drawn The Medicine Bow State Bank  
D. \$10.00

Amount \$ 10.00

STATE OF WYOMING

1980

Lease #0-1777

Common School Income Fund

1942 Payment

The Mayor  
Town of Medicine Bow  
Wyoming

COMMISSIONER OF PUBLIC LANDS

By EMI



CIVIL AERONAUTICS ADMINISTRATION  
~~CIVIL AERONAUTICS AUTHORITY~~

IN REPLY REFER TO  
FILE

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
EIGHTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, Mo.

April 23, 1941



Mr. R. E. Cooper  
Medicine Bow, Wyoming

Dear Mr. Cooper:

You are correct in that all of the buildings at the Medicine Bow Intermediate Landing Field are being removed with the exception of the power shed.

I regret very much to inform you that we cannot comply with your request to sell one of these buildings or all the buildings as they were declared surplus to our needs and were transferred to another Government agency, i.e., the Department of Agriculture, Forest Service.

Once these buildings are declared surplus, the subject is turned over to the Procurement Division of the Treasury Department for disposition. This agency, in turn, solicits requests from all other Government agencies who may have use for the property. In the event that no other Government agency desires the property, it is then put up for sale.

In this particular case, the buildings were desired by another Government agency and, therefore, they have been turned over to this Government agency with the understanding that they will be removed from their present location.

Very truly yours,

Henry Simmons  
Chief Clerk



CIVIL AERONAUTICS ADMINISTRATION  
~~CIVIL AERONAUTICS AUTHORITY~~

IN REPLY REFER TO  
FILE

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, MO.

May 14, 1941

W. Garetson, Esquire  
Mayor  
Medicine Bow, Wyoming

My dear Mayor Garetson:

We are replying to your wire of this date by letter rather than by return telegram in order to outline to you the exact status of the buildings and landing field at Medicine Bow.

We previously received inquiry from Mr. R. E. Cooper of your city inquiring as to the buildings at the landing field. On April 23, 1941, we replied to Mr. Cooper and told him that we were not in a position to dispose of these buildings by sale as the buildings had been declared surplus to our needs and transferred to the Procurement Division of the Treasury Department for disposition.

The Procurement Division of the Treasury Department, in turn, solicits all other Government departments to determine whether or not these buildings are required for their use. In the event the buildings are not required by any other Government department, they are then placed for sale to the highest bidder.


In the case of the buildings at Medicine Bow, it appeared that they were desired by another Government department, namely, the Department of Agriculture, Forest Service, and, accordingly, they were transferred to that department for their use. We regret very much that under the circumstances they cannot be turned over to your city. Neither can they be offered for sale to give your city an opportunity to acquire them by purchase.

It is our intention at the present time to continue the operation of the landing field at Medicine Bow as an intermediate

landing field. In the event that your city feels that it would like to acquire this property for use as a municipal airport, you may do so by assuming the present lease on the land, providing it is agreeable with the owners, after which you would be responsible for maintenance of the landing areas, fences, etc. In a case of this kind, the Government would obtain a permit from the city to install and operate the lighting system which would, of course, consist of the boundary lights, beacon and obstruction lights, if any, bordering the field.

We are forwarding you herewith a blank copy of a permit. In the event that your city wishes to take over this field, kindly advise and we will arrange for a representative from this office to contact you and furnish you with any other necessary data.

Very truly yours,



Leonard W. Jurden  
Regional Manager

Enclosure

CIVIL AERONAUTICS ADMINISTRATION  
FIFTH REGIONAL OFFICE

Kansas City, Missouri

May 15, 1942

Town of Medicine Bow  
Medicine Bow, Wyoming

Gentlemen:

By virtue of the powers vested by law in the Civil Aeronautics Administration, and in accordance with the terms of the license executed by you on August 21, 1941, bearing U. S. Government Contract Symbol Number C5ca-1164 (~~Old No. x~~) under which the United States is authorized to occupy property in the County of Carbon, State of Wyoming, for the maintenance of Air Navigation Facilities; you are hereby notified that it is the desire of the United States to renew the said lease or license for a period of one year beginning July 1, 1942 and ending with June 30, 1943, contingent upon funds being appropriated by Congress.

Very truly yours,



Henry Simmons,  
Administrative Officer

Annual Rental: \$1.00

Area: 240.64 acres

Address: Site 31, Salt Lake-Omaha Airway, Medicine Bow, Wyoming  
(Lighting Permit)

MORRIS SHEPPARD, TEX., CHAIRMAN

ROBERT R. REYNOLDS, N. C.  
ELBERT D. THOMAS, UTAH  
EDWIN C. JOHNSON, COLO.  
JOSH LEE, OKLA.  
HARRY H. SCHWARTZ, WYO.  
LISTER HILL, ALA.  
SHERIDAN DOWNEY, CALIF.  
ALBERT B. CHANDLER, KY.  
HARRY S. TRUMAN, MO.  
MON C. WALLGREN, WASH.  
HARLEY M. KILGORE, W. VA.

WARREN R. AUSTIN, VT.  
STYLES BRIDGES, N. H.  
CHAN GURNEY, S. DAK.  
RUFUS C. HOLMAN, OREG.  
JOHN THOMAS, IDAHO  
HENRY CABOT LODGE, JR., MASS.

## United States Senate

COMMITTEE ON MILITARY AFFAIRS

D. ROLAND POTTER, CLERK  
W. I. SMALLEY, ASST. CLERK

May 16, 1941

The Honorable W. Garetson  
Mayor  
Medicine Bow, Wyoming

Dear Mr. Garetson:

Regarding your wire of May 13th I personally called on Mr. H. A. Hadfield, in the Airport Section of the Civil Aeronautics Authority, to see if the town of Medicine Bow might acquire the airport buildings being turned over to the Forest Service of the Department of Agriculture.

Mr. Hadfield tells me two of these 22' x 28' radio watch houses were discontinued by the government about two years ago when new radio stations were established at Parco and Wamsutter. Since that time the government has not had further use for the buildings and some time ago the CAA declared them surplus.

According to Mr. Hadfield, under existing law, surplus property of one federal agency must be offered to all other federal agencies before it can be disposed of to state, county, or municipal government, or to private agencies. In this case, these buildings were requested by the Forest Service and there is no way under law in which the authority can dispose of them to the town of Medicine Bow if the Forest Service wants them, Mr. Hadfield says.

I called on Mr. Earl W. Loveridge, head of Administrative management for the Forest Service, to see if the Forest Service might be willing to release these buildings to the town of Medicine Bow. The Washington office does not have information in the matter so Mr. Loveridge is directing his field officials

The Honorable W. Garetson

- 2 -

May 16, 1941

to look into the question and report to Washington.

Of course other federal agencies may want the buildings if the Forest Service will release them and if they do they would have to go to them unless they too will be willing to release them.

I will advise you further when I hear from Mr. Loveridge on this matter.

Very sincerely yours,

A handwritten signature in cursive script, appearing to read "A. W. Selwartz". The signature is written in dark ink and is positioned below the typed closing.

HHS:JG





May 16, 1941.

Hon. Joseph C. O'Mahoney,  
Senate Chamber,  
Capitol Building,  
Washington, D. C.

Dear Senator O'Mahoney:

I wish to thank you very much for your interest in our airport here and am enclosing a copy of a letter that we received from Mr. Leonard W. Jurden, Regional Manager of the Civil Aeronautics Administration, in regard to same.

We have two private planes here and they have been promised a CAA class for some time in June so will need at least one of these buildings to conduct classes in, so you can see why we are so anxious to obtain at least one of the buildings.

At present there is no landing field at Hanna or Rock River and we can get several students from these towns, hence we could have a good sized class here.

I am writing the Civil Aeronautics Administration today in regard to taking over the lease on the present airport which we are willing to take over and maintain. Therefore if you can manage for us to get one of the buildings, we would certainly appreciate it very much. As you can see from their letter, they have not given us any place to start on the buildings, so I am asking you to take this up for us.

Very truly yours,

Town of Medicine Bow,

By \_\_\_\_\_ Mayor.  
(W. Garetson.)

WG/E

# GARETSON TRANSPORTATION CO.

W. GARETSON, PROP.

MEDICINE BOW, WYOMING

TELEPHONE NOS. 21 AND 27

May, 16, 1941.

Hon, Joseph C.O Mahoney,  
Senate Chamber,  
Capitol Building,  
Washington, D.C.,

Dear Senator C Mahoney:

I wish to thank you very much for your interest in our airport here and am enclosing ~~1/16~~ a copy of a letter that we received from Mr Lenard W. Jurden, Regional Manager of the Civil Aeronautics Administration in regard to same.

We have two private planes here and they have been promised a CAA class for some time in June so will need at least one of these buildings to conduct classes in so you can see why we are so anxious to obtain at least one of the buildings.

At present there is no landing field at Hanna or Rock River and we can get several students from these towns hence could have a good sized class here.

I am writing the Civil Aeronautics Administration today in regard to taking over the lease on the present airport which we are willing to take over and maintain. Therefore if you can manage for us to get one of the buildings we would certainly appreciate it very much. As you can see from their letter they have not given us any place to start on the buildings, so I am asking you to take this up for us.

Very truly yours,

Town of Medicine Bow,

By \_\_\_\_\_ Mayor.  
W. Garetson.

JOHN J. McINTYRE  
AT LARGE—WYOMING  
MEMBER-ELECT

Congress of the United States  
House of Representatives  
Washington, D. C.

May 16, 1941.

Mr. W. Garetson, Mayor,  
Town of Medicine Bow,  
Medicine Bow, Wyoming.

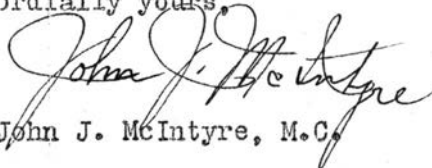
Dear Mr. Garetson:

Reference is made to your telegram with regard to the airport buildings at Medicine Bow.

I got in touch with the Civil Aeronautics Authority immediately upon receiving your wire, to see if there was any way in which you could acquire these buildings. It was necessary that they wire Kansas City and await a full report, and for that reason I have not been able to answer your request until now.

Since these buildings have been idle for the past two years or more, they were turned over to the Forest Service on April 4, following a request by this Department. If the Forest Service has need for these buildings, they cannot sell them. If they have no need for them, they will be advertised for sale and sold to the highest bidder. I am getting in touch with the Forest Service and will let you hear from me as soon as they have completed their investigation.

Cordially yours,



John J. McIntyre, M.C.

JJM:D/j.

MORRIS SHEPPARD, TEX., CHAIRMAN

ROBERT R. REYNOLDS, N. C.  
ELBERT D. THOMAS, UTAH  
EDWIN C. JOHNSON, COLO.  
JOSH LEE, OKLA.  
HARRY H. SCHWARTZ, WYO.  
LISTER HILL, ALA.  
SHERIDAN DOWNEY, CALIF.  
ALBERT B. CHANDLER, KY.  
HARRY S. TRUMAN, MO.  
MON C. WALLGREN, WASH.  
HARLEY M. KILGORE, W. VA.

WARREN R. AUSTIN, VT.  
STYLES BRIDGES, N. H.  
CHAN GURNEY, S. DAK.  
RUFUS C. HOLMAN, OREG.  
JOHN THOMAS, IDAHO  
HENRY CABOT LODGE, JR., MASS.

## United States Senate

COMMITTEE ON MILITARY AFFAIRS

D. ROLAND POTTER, CLERK  
W. I. SMALLEY, ASST. CLERK

May 16, 1941

The Honorable W. Caretson  
Mayor  
Medicine Bow, Wyoming

Dear Mr. Caretson:

Regarding your wire of May 13th I personally called on Mr. H. A. Hadfield, in the Airport Section of the Civil Aeronautics Authority, to see if the town of Medicine Bow might acquire the airport buildings being turned over to the Forest Service of the Department of Agriculture.

Mr. Hadfield tells me two of these 22' x 28' radio watch houses were discontinued by the government about two years ago when new radio stations were established at Parco and Wamsutter. Since that time the government has not had further use for the buildings and some time ago the CAA declared them surplus.

According to Mr. Hadfield, under existing law, surplus property of one federal agency must be offered to all other federal agencies before it can be disposed of to state, county, or municipal government, or to private agencies. In this case, these buildings were requested by the Forest Service and there is no way under law in which the authority can dispose of them to the town of Medicine Bow if the Forest Service wants them, Mr. Hadfield says.

I called on Mr. Earl W. Loveridge, head of Administrative management for the Forest Service, to see if the Forest Service might be willing to release these buildings to the town of Medicine Bow. The Washington office does not have information in the matter so Mr. Loveridge is directing his field officials

The Honorable W. Garetson

- 2 -

May 16, 1941

to look into the question and report to Washington.

Of course other federal agencies may want the buildings if the Forest Service will release them and if they do they would have to go to them unless they too will be willing to release them.

I will advise you further when I hear from Mr. Loveridge on this matter.

Very sincerely yours,

A handwritten signature in cursive script, appearing to read "A. H. Selwartz". The signature is written in dark ink and is positioned below the typed closing.

HHS:JG



CIVIL AERONAUTICS ADMINISTRATION  
~~CIVIL AERONAUTICS AUTHORITY~~

IN REPLY REFER TO  
FILE

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, Mo.

May 21, 1941

W. Garetson, Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming

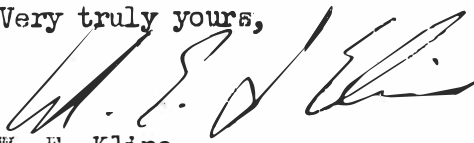
Dear Sir:

We are in receipt of your letter of May 16, 1941, advising us that you desire to take over the operation of the Airport at Medicine Bow.

The terms under which you will operate are fully described in the enclosed statement of "Policy Regarding Use of Intermediate Landing Fields" and Amendment No. 1 thereto, also enclosed.

The office will arrange to furnish you all information regarding the leases and a representative from this office will call on you in the near future.

Very truly yours,

  
W. E. Kline  
Superintendent of Airways

Encs.

UNITED STATES DEPARTMENT OF AGRICULTURE

FOREST SERVICE



WASHINGTON  
May 22, 1941

O  
SUPPLY  
Surplus Property

Hon. H. H. Schwartz,

United States Senate.

Dear Senator Schwartz:

Reference is made to the telegram which you received from Mr. W. Carleton, Mayor of the Town of Medicine Bow, Wyoming, under date of May 13, relating to the removal of buildings from the airport at Medicine Bow.

During March of this year the Civil Aeronautics Authority of the Department of Commerce listed certain buildings at the Medicine Bow airport as surplus to its needs. Since the Forest Service could make excellent use of the buildings by dismantling them and reconstructing them on nearby national forests, a request for their transfer was made. The transfer to the Forest Service was approved by the Procurement Division of the Treasury Department on March 26, 1941, and the removal of the buildings has been started. The use of the salvaged material will result in substantial savings of Government funds.

It should be stated that the established procedure governing the disposal of surplus property requires the bureau owning the property to offer the property to other Federal agencies before it can be sold or otherwise disposed of. If the Forest Service had not applied for it some other agency probably would have, and under these circumstances we do not see how the Town of Medicine Bow could hope to acquire the buildings.

Very sincerely yours,

*E. W. Lovenidge*

Acting Chief, Forest Service.

MORRIS SHEPPARD, TEX., CHAIRMAN

ROBERT R. REYNOLDS, N. C.  
ELBERT D. THOMAS, UTAH  
EDWIN C. JOHNSON, COLO.  
JOSH LEE, OKLA.  
HARRY H. SCHWARTZ, WYO.  
BUSTER HILL, ALA.  
BERNARD DOWNNEY, CALIF.  
ALBERT B. CHANDLER, KY.  
HARRY S. TRUMAN, MO.  
MON C. WALLGREN, WASH.  
HARLEY M. KILGORE, W. VA.

WARREN R. AUSTIN, VT.  
STYLES BRIDGES, N. H.  
CHAN GURNEY, S. DAK.  
RUFUS C. HOLMAN, OREG.  
JOHN THOMAS, IDAHO  
HENRY CABOT LODGE, JR., MASS.

# United States Senate

COMMITTEE ON MILITARY AFFAIRS

D. ROLAND POTTER, CLERK  
W. I. SMALLEY, ASST. CLERK

May 26, 1941

The Honorable W. Garetson  
Mayor  
Medicine Bow  
Wyoming

Dear Mr. Garetson:

I enclose copy of letter of May 22nd from Mr. E. W. Loveridge, Acting Chief of the Forest Service, indicating the Forest Service will not give up the buildings obtained from the Civil Aeronautics Authority at Medicine Bow.

I regret I can not report more favorably in this matter.

Very sincerely yours,



HHS:JG  
Enc.



RESOLUTION

WHEREAS, the Town of Medicine Bow, Carbon County, Wyoming, is desirous of acquiring the intermediate landing field located in Sections 9 and 16, Twp. 22 N., R.78 W. approximately one mile south-east of said Town, and now operated by the Civil Aeronautics Administration, and

WHEREAS, the Town is further desirous of converting it into a Municipal Airport under the rules and regulations promulgated by the CAA, and

WHEREAS, the Town is willing to assume the present leases from the State of Wyoming and the Union Pacific Railroad Company, and is further willing to assume responsibility for maintenance of the landing area, the fences and such buildings as the town or the operators on the field erect, but will not assume the expense or responsibility of erecting or maintaining the lighting system, beacon, boundary lights or markers:

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Medicine Bow, Wyoming, in regular session assembled, that the Mayor and Town Clerk be, and they are hereby, authorized to acquire the leases to the land now embraced in the government intermediate landing field aforesaid and enter into such contracts and agreements with the necessary agencies, bureaus, administrations and departments of the State and Federal Governments as will be found necessary to convert said field into a municipal airport under the terms set forth above.

Medicine Bow, Wyoming, June 9, 1941.

R. Bohan  
Clerk.

W. Garston  
Mayor.

ARMSTRONG & ARMSTRONG  
ATTORNEYS AT LAW  
RAWLINS, WYOMING

June 10, 1941.

Mr. Reno Chace,  
Medicine Bow, Wyo.

Dear Reno:

I would suggest a letter to accompany a copy of the enclosed resolution to be sent to the Commission on Public Lands and another to the UP, as follows:

"Gentlemen:

Enclosed please find copy of resolution passed by the Council for the acquisition of the landing field lease. One of the terms of the lease is that your consent, as lessor, must be obtained before the lease can be assigned to us. We are, therefore, asking your consent in writing to such an assignment from the CAA to the Town of Medicine Bow.

We desire your consent, if granted, in duplicate so that the original may be forwarded to the government and we may retain the copy."

I suggest, too, that you make an additional copy of this request and send the copies with the copy of the resolution to the CAA. Then when you get the consent from the State and the UP you may send it. You should also make out the permit form that Caa sent.

Trust everything is in form.

Yours sincerely,



June 12, 1941

Civil Aeronautics Administration  
City Hall Bldg.  
Kansas City, Mo.

Gentlemen,

In regard to the acquisition by the Town of Medicine Bow of the Intermediate Landing Field near Medicine Bow.

I am enclosing herewith a copy of Resolutions recently adopted by the Council of the Town. Also copies of letters to the State Land Commission and the Union Pacific Railroad Co. asking their permission to the assignment of the leases of the land upon which the landing field is located.

I also enclose three copies of form 47, which have been signed by the Mayor, Mr. Garetson. These have not been filled out as we did not have a description of the land involved. We were not sure of the usual form expected in the other blanks nor of the dates involved. No doubt your office can fill it out properly.

As soon as we receive permission for the assignments we will forward them to your office. If there are any other procedures necessary for the Town please inform us.

Very truly yours,  
E.F. Chace Town Clerk

of such commission, percentage, prokewage, or contingent fee\*  
from to defray from the contract price or consideration the full and  
entire right to such this contract without liability of in the  
business, for breach or violation of this contract, the Government  
shall exercise jurisdiction by the contractor for the purpose of re-  
test, executing from the evidence of how the separate command  
or proceeding for a commission, percentage, prokewage, or contingent  
fee or relating to receipt or secure this contract from an agent  
the contractor, evidence that no person or acting agency has

Refer to accompany these copies - 2/2/20

**RESOLUTION**

The Civil Aeronautics Administration of the U.S. Department of C  
submitted lease contract C4ca-1691-A covering the maintenance a  
of the Intermediate Landing Field, Medicine Bow, Wyoming.

Whereas: It would seem that the execution of this contract would be to t  
interests of the Town of Medicine Bow.

Therefore: Be it resolved that the Mayor of the Town of Medicine Bow be  
and directed to execute this contract on behalf of the Town of  
and the Town Clerk to certify.

Councilman Gates submitted above resolution and moved its adoption. Thi  
by Councilman Cooper. The Mayor submitted the motion, which was passed.

*R. E. Chase, Clerk*

# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER  
A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER

1416 DODGE STREET  
OMAHA, NEBRASKA

June 17, 1941

IN REPLY PLEASE REFER TO  
NO. 4844

Mr. W. Garetson,  
Medicine Bow, Wyoming.

Dear Mr. Garetson:

I have your letter of June 11, 1941 with respect to the U.S. of A. assigning lease on 80 acres in Section 9, Township 22 N., Range 78 West, to the Town of Medicine Bow, Wyo.

I would see no objection to the city taking over this lease, or obtaining a new lease, and would be willing to so recommend, but cannot definitely say that the company would approve until the matter is submitted to the management. Before submitting I would like the situation further clarified.

According to the agreement with the U.S. of A., it is to be renewed from year to year (but not later than June 30, 1942) on written notice from the Government at least 30 days before the lease expires. No notice has been received this year, 30 days before June 30, 1941, therefore the lease automatically expires June 30, 1941. The thought occurs that the best way to handle would be for the Town of Medicine Bow to apply direct to U.P.R.R.Co. for a lease effective July 1, 1941.

The correspondence from you is not very explicit as to the use to be made of the property and who will be responsible for the complete maintenance thereof. Your advice is that the city will not assume the expense and responsibility of erecting or maintaining the highway system, beacon, boundary lights or markers, but you do not say who will maintain them if they are to be maintained.

Upon receipt of information in line with the foregoing, I will be glad to consider further.

Very truly yours,

*W. H. Hulsizer*

JAMES B. GRIFFITH, *Commissioner*

WINIFRED S. KIENZLE, *Deputy Commissioner*

*State of Wyoming*  
Office of

COMMISSIONER OF PUBLIC LANDS AND FARM LOANS

CHEYENNE

June 18, 1941

Address Reply to the  
COMMISSIONER

Mr. W. Garetson  
Mayor  
Medicine Bow, Wyoming

Dear Mr. Garetson:

Re: Application to lease  
130.64 acres in Sec. 16-22-78  
For Landing Field Site.

We are in receipt of your letter of June 11, also copy of Resolution by the Mayor and Town Council of the Town of Medicine Bow, Wyoming, stating that Medicine Bow is desirous of acquiring the Intermediate Landing Field located in Section 16, Township 22, Range 78, and other lands not owned by the State of Wyoming, which is now operated by the Civil Aeronautics Administration.

Mr. C.J. Hauf, a representative of the office, will be in Medicine Bow in the near future and will call upon you and go over the matter with you.

Yours very truly,

*Winifred S. Kienzle*

Winifred S. Kienzle  
DEPUTY COMMISSIONER

JR:lb



IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS AUTHORITY  
EIGHTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

CIVIL AERONAUTICS ADMINISTRATION  
~~CIVIL AERONAUTICS ADMINISTRATION~~

IN REPLY REFER TO  
FILE

KANSAS CITY, MO.  
June 21, 1941

Town of Medicine Bow  
Medicine Bow, Wyoming

Attention: Mr. R. E. Chace, Town Clerk

Gentlemen:

This office notes with pleasure the steps being taken by your town to acquire the Intermediate Landing Field at Medicine Bow for airport purposes.

As soon as you have received definite assurance from the State of Wyoming and the Union Pacific Railroad Company to the effect that they will be willing to enter into an agreement with your town to replace the present agreement with the Government for leasing this ground, we will be more than pleased to execute the permit whereby the Government will assume the lighting on the Intermediate Landing Field and your town will assume the maintenance of the landing area.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Henry Simmons", is written over a horizontal line.

Henry Simmons  
Chief Clerk

June 27, 1941

Mr. W.H. Hulsizer  
Land Dept. U.P.R.R.

Omaha, Nebr.

reference-4844

Dear Sir,

Your letter of June 17th to Mr. Garetson has been referred to me as Mr. Garetson has been out of Town since receipt of your letter. This matter is in reference to the Town of Medicine Bow acquiring from the Civil Aeronautics Administration, the Intermediate Landing Field near Medicine Bow and assuming lease on the land from the U.P.R.R.

You ask concerning the maintenance of the Highway System, beacon, boundary lights or markers. I believe there is an error somewhere and that where you have written Highway System, it should be lighting system. The plan is that after the Town acquires the lease that a permit be issued to the CAA to maintain the lighting system and the Town keeps the landing area in condition. I am enclosing copy of letter received from the CAA covering their plans in regard to the matter.

Also, I have no doubt that the Town will be willing to lease direct as suggested in your letter. The idea of the whole matter is to gain assurance from the Union Pacific Railroad Co. that it is agreeable to lease to the Town under the same conditions that they have formerly leased to the CAA.

If there is further information required please let me know.

Very truly yours,  
R.E. Chace, Town Clerk

(Not a carbon copy but copied and compared)



# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER

A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER  
UNION PACIFIC RAILROAD CO.

June 30, 1941

1416 DODGE STREET  
OMAHA, NEBRASKA

IN REPLY PLEASE REFER TO

4844  
NO.

Mr. Leonard Jurden,  
Regional Supervisor,  
Civil Aeronautics Authority,  
8th Floor, City Hall Bldg.,  
Kansas City, Missouri.

Dear Mr. Jurden:

Agreement dated April 17, 1937 between U.S. of A. and U.P.R.R.Co. covers the  $S\frac{1}{2}$  of  $S\frac{1}{2}$  of  $SW\frac{1}{4}$  and  $SE\frac{1}{4}$  of  $SE\frac{1}{4}$  of Sec. 9, Twp. 22 N., Rge. 78 W., Carbon County, Wyoming, 80 acres known as Site No. 31, Medicine Bow, our lease No. 8038-F.

This agreement could be renewed from year to year by the U.S. of A. by giving U.P.R.R.Co. written notice at least 30 days before the lease expired, but not later than June 30, 1942.

The Town of Medicine Bow desires this site for a Municipal Airport and as I understand it, the U.S. of A. is agreeable.

We have received no notice this year for renewal of this lease for one year from July 1, 1941, so our interpretation is that your lease with us is through as of June 30, 1941. I see no objections to recommending lease to the Town of Medicine Bow, but would like an understanding from you that the U.S. of A. no longer has a lease or desires one, and that U.P.R.R.Co. is in the clear to deal with the Town.

Very truly yours,

CC - Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyo.

Original Signed  
W. H. HULSIZER

July 8, 1941

Mr. W. H. Hulsizer, Land Dept.  
U. S. P. I.

1416 Dodge Street

reference 4344

Omaha, Nebr.

Dear Sir,

The Town of Medicine now hereby makes formal application to lease for a five year period or longer the following tract of land.

$S\frac{1}{2}$  of  $S\frac{1}{2}$  of  $SW\frac{1}{4}$  and  $SE\frac{1}{4}$  of  $SE\frac{1}{4}$  of Sec. 9  
Twp. 22 N., Rge. 73 W. Carbon Co. Wyo.

This tract to be used as a site for a Municipal Airport as formerly used by the CAA as an Intermediate Landing Field.

Very truly yours,

R. E. Chace, Town Clerk

# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER

A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER  
UNION PACIFIC RAILROAD CO.

1416 DODGE STREET  
OMAHA, NEBRASKA

July 11, 1941

IN REPLY PLEASE REFER TO

NO. 4844

Mr. Leonard Jurden,  
Regional Supervisor,  
Civil Aeronautics Authority,  
8th Floor, City Hall Bldg.,  
Kansas City, Missouri.

Dear Mr. Jurden:

Please refer to my letter of June 30, 1941, and confirm my understanding that the Government is no longer interested in the site in Sec. 9, Twp. 22 N., Rge. 78 West, near Medicine Bow, Wyoming, it had leased from Union Pacific Railroad Company.

The Town of Medicine Bow is anxious to get a lease on this site for a municipal airport, and is requesting that one be prepared.

Very truly yours,

Original (initials)  
W. H. HULSIZER

BCC - Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyo.

# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER

A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER

1416 DODGE STREET  
OMAHA, NEBRASKA

July 21, 1941

IN REPLY PLEASE REFER TO

NO. 4844

Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyoming.

Dear Mr. Chace:

Reference is made to your request for lease on 80 acres in Sec. 9, Twp. 22 N., Rge. 78 West, near Medicine Bow, Wyoming, for airport purposes.

The property is still under the Government lease, as the Government claims to have sent us notice extending the lease to June 30, 1942.

The Civil Aeronautics Administration writes:

"The Town of Medicine Bow, Wyoming, has been negotiating with this office to take over this property for airport purposes. They were advised that we had no objections to their taking this property over provided it was agreeable with your company and that the necessary lease arrangements could be made with your company. As part of our field is also leased from the State of Wyoming, they were also advised that it would have to meet with the approval of the State of Wyoming.

"When, and if, they receive authority from your company as well as the State of Wyoming to the effect that you will interpose no objections to negotiating a lease with the Town of Medicine Bow, we will in turn cancel our lease with your company. Until this is done, our lease with your company will remain in full force and effect."

U.P.R.R.Co. has no objections to transfer of this property from United States of America to Medicine Bow, by issuance of new lease, the Government to cancel its lease when arrangements have also been made to take over the state lands.

Very truly yours,



CC - Mr. Henry Simmons,  
Chief Clerk,  
Civil Aeronautics Admn.,  
Kansas City, Missouri

JAMES B. GRIFFITH, *Commissioner*



WINIFRED S. KIENZLE, *Deputy Commissioner*

# State of Wyoming

Office of

COMMISSIONER OF PUBLIC LANDS AND FARM LOANS

CHEYENNE

Address Reply to the  
COMMISSIONER

August 7, 1941

Mr. W. Garetson  
Mayor  
Town of Medicine Bow  
Medicine Bow, Wyoming

Re: Site 31 Medicine Bow-  
Salt Lake-Omaha Airway.  
Section 16-22-78

Dear Mr. Garetson:

This office has taken up the above noted matter with the Department of Commerce in Kansas City, Missouri and as soon as an answer to our letter has been received we will know exactly the action that can be taken on the request of the Town of Medicine Bow for a landing field site.

Due to the fact that the Department of Commerce holds only a letter permit on the present site it would perhaps be difficult for the Town of Medicine Bow to secure an assignment of a form of that type so until such time as we receive notice on the matter it would be best to not take any further action.

You may be assured that this office will cooperate with you to the best of our ability in order that your request be granted.

Very truly yours,

  
Winifred S. Kienzle  
Deputy Commissioner

GK

August 11, 1941

Commissioner of Public Lands

Cheyenne, Wyo.

Dear Sir,

Re: Application to lease  
130.64 acres in Sec. 16-22-73  
For Landing Field Site

Under date of June 11, the Town of Medicine Bow made a request that the State agree to an assignment of the lease held by the Civil Aeronautics Administration to the Town of Medicine Bow of the above mentioned land. The Commissioner replied under date June 13 that a representative would be in Medicine Bow in near future and take up the matter.

To date the Town has not received a definite answer as to what the Commissioners attitude would be to such a transfer. The Union Pacific Railroad Co. which owns the balance of the land used for the Intermediate landing field has given its consent to an assignment of the lease held by the CAA, to the Town. Consequently the Town would like to get the consent of the State to transfer of lease in order that the matter be closed as soon as possible.

May we hear from you as to this matter.

Very truly yours,

Town of Medicine Bow  
R.E. Chace Clerk

Kansas City, Mo.

August 11, 1948

Mr. Harry Bender, Civil Engineer  
Civil Aeronautics Administration  
9th Floor, City Hall Building  
Kansas City, Missouri.

Re: Site 31-Medicine Bow,  
Wyoming  
Salt Lake-Omaha Airway  
Section 16-22-78

Attention: Mr. Winifred S. Kienzle, Deputy Commissioner

Re: Site 31, Medicine Bow, Wyoming

Dear Mr. Bender:

We are in receipt of your letter of August 11th in which you report that with regard to the above noted matter your office desires that an intermediate landing field be maintained on this property, and that your office desires to release this ground only to the City of Medicine Bow for the purpose of establishing and maintaining such landing field.

This office is interested in the landing field both for the Civil Aeronautics Administration and also for the Town of Medicine Bow. Would you please communicate directly with Worth Garetson, Mayor, Town of Medicine Bow, Wyoming, in order that some agreement may be reached on the release of this ground by the Civil Aeronautics Administration.

You may be assured that this office will cooperate to the fullest extent in this matter. Should you desire any further information, please advise this office.

We would like to have you furnish this office with a blue or black and white print of this field in order that our records as to location and improvements located thereon will be complete.

Civil Engineer

Very truly yours,

Winifred S. Kienzle  
Deputy Commissioner

GK:MLN

CC - Worth Garetson  
Medicine Bow

DEPARTMENT OF COMMERCE  
ICVIL AERONAUTICS ADMINISTRATION

Kansas City, Mo.

August 11, 1941

State of Wyoming  
Commissioner of Public Lands & Farm Loans  
Cheyenne, Wyoming

Attention: Mr. Winifred S. Kienzle, Deputy Commissioner

Re: Site 31, Medicine Bow, Wyoming  
Salt Lake - Omaha Airway  
Section 16-22-78

Dear Sir:

With reference to your letter of August 7, 1941, in which you state that your office is in receipt of a report that the above mentioned field is being abandoned, either in whole or in part, by the Department of Commerce and requesting release of this land by the Department of Commerce, if this is so.

Please be advised that this office desires that an Intermediate Landing Field be maintained on the above mentioned property. The City of Medicine Bow, however, is contemplating taking over this field for a city airport and this office desires to release this ground only to the City of Medicine Bow for the purpose of establishing and maintaining a landing field.

Very truly yours,

(s) Harry Bender

Civil Engineer



JAMES B. GRIFFITH, *Commissioner*



WINIFRED S. KIENZLE, *Deputy Commissioner*

*State of Wyoming*  
Office of

COMMISSIONER OF PUBLIC LANDS AND FARM LOANS  
CHEYENNE

Address Reply to the  
COMMISSIONER

August 12, 1941

Mr. R. E. Chace, Town Clerk  
Medicine Bow  
Wyoming

Re: Landing Field Site  
Sec. 16, T. 22, Rg. 78

Dear Mr. Chace:

Under date of August 7, 1941, this office advised Worth  
Garetson of Medicine Bow that we had taken the matter up with  
the Department of Commerce in Kansas City, Missouri.

As soon as a reply has been received from the Depart-  
ment of Commerce, you will be advised.

You may be assured of the cooperation of this office.

Very truly yours,

*Winifred S. Kienzle*  
Winifred S. Kienzle  
Deputy Commissioner

GK:MLN

JAMES B. GRIFFITH  
COMMISSIONER

State of Wyoming

WINIFRED S. KIENZLE  
DEPUTY COMMISSIONER

OFFICE OF COMMISSIONER OF PUBLIC LANDS  
CAPITOL BUILDING  
CHEYENNE, WYOMING

ADDRESS REPLY TO  
THE COMMISSIONER

August 14, 1941

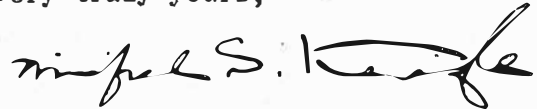
Re: Site 31-Medicine Bow, Wyoming  
Salt Lake-Omaha Airway  
Sec. 16-22-78

Dear Mr. Garetson:

In confirmation of our telephone call as of this date, we are enclosing a copy of a letter received this date from Harry Bender, Civil Engineer, Civil Aeronautics Administration, Kansas City, Missouri.

Should this office be able to further assist you in this matter, do not hesitate to call upon us, as we wish to cooperate with you to the fullest extent in securing the continuance of the landing field.

Very truly yours,



Deputy Commissioner

Mr. Worth Garetson, Mayor  
Medicine Bow  
Wyoming

GK:MLN Enc:

Very truly yours,

Winifred S. Kienzle  
Deputy Commissioner

GK:MLN

CC - Worth Garetson  
Medicine Bow

August, 16, 1941.

Mr Harry Bender, Civil Engineer,  
Civil Aeronautics Administration,  
9th Floor, City Hall Building,  
Kansas City, Missouri.,

Re: Site 31-Medicine Bow  
Wyoming  
Salt Lake-Omaha Airway  
Sec 16-22-78.

Dear Mr Bender:

I am receipt of letter from the Office of  
Land Commissioner of Public Lands, of Wyoming, which contain-  
ed a copy of your letter of Aug 11, 41., in regard to this  
landing feild.

It seems that the only thing standing in the way of making  
this transaction now is the method of making the transfer, and  
as I understand it, now you do not wish to release this land  
entirely but wish to retain an interest in it so that in case  
the Town of Medicine Bow should ever in the future wish to  
release same that you would still be able to hold the landing  
field rather than having to go through the procedure of obtain-  
ing it from the State again.

This being the case it might be well for the Town of  
Bow and the Civil Aeronautics Administration to make a contract  
subject to the approval of the Commissioner of Public Lands, and  
if this is the case if you will submit a contract we will be glad  
to assume the liability of the landing field.

This kind of an arraignment might also be best for the Union  
Pacific land, and if you think it would please submit your deal.

Very truly yours,

Town of Medicine Bow,

By Worth Garetson, Mayor.



DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

IN REPLY REFER TO

FILE  
76/31

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS ADMINISTRATION  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

KANSAS CITY, MO.  
August 21, 1941

Town of Medicine Bow,  
Medicine Bow, Wyoming.

Attention: Mr. Worth Garetson, Mayor

Gentlemen:

Receipt is acknowledged of your letter dated August 16, 1941 relative the Intermediate Landing Field located near Medicine Bow, Wyoming.

Forwarded herewith is the original and four copies of our Form 47, being a contract between your Town and the United States which grants the Government the right to install and maintain lighting equipment on the Medicine Bow Field.

If this contract meets with the approval of your Town, please sign all copies in the space provided, attached five copies of a resolution by the Medicine Bow City Council authorizing you to sign the contract in behalf of the Town, and then return all copies direct to this office. We, in turn, will forward the signed permit direct to the Commissioner of Public Lands for his inspection and approval; and after the permit has been accepted by the Government, a fully executed copy of same will be forwarded to you for your files and records.

For your information, the lease between the Government and the Union Pacific Railroad Company is being cancelled effective as of September 30, 1941, and the permit between the Government and the State of Wyoming, is also being cancelled effective as of September 30, 1941.

Thanking you for the cooperation and consideration you have shown us in this matter, we remain

Very truly yours,

W. E. Kline  
Superintendent of Airways

Enclosure

RESOLUTION

WHEREAS, the Town of Medicine Bow expects to obtain lease from State of Wyoming and The Union Pacific Railroad Co. on certain lands to be used as a Municipal Airport and, which lands had formerly been leased by the Civil Aeronautics Administration as an "Intermediate Landing Field"; and

WHEREAS, the Civil Aeronautics Administration has tendered to the Town of Medicine Bow, Wyoming a proposed agreement in regard to the Maintenance of a lighting system upon aforementioned lands; and

WHEREAS, the Town Council of the Town of Medicine Bow has said proposed agreement before it and has given it careful review and consideration; and

WHEREAS, it is considered ~~that~~ the best interests of said Town of Medicine Bow, Wyoming will be subserved by the acceptance of said agreement;

THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN  
OF MEDICINE BOW WYOMING


That the terms of the agreement submitted by the Civil Aeronautics Administration as aforesaid be, and the same are hereby, accepted in behalf of the Town;

That the Mayor of said Town is hereby authorized, empowered and directed to execute said agreement on behalf of said Town, and that the Town Clerk of said Town is hereby authorized and directed to attest said agreement and to attach to each duplicate original of said agreement a certified copy of this resolution.

STATE OF WYOMING)  
                                  ) ss  
COUNTY OF CARBON)

I, R.E. Chace, Town Clerk of the Town of Medicine Bow, Wyoming hereby certify that the above and foregoing is a true full and correct copy of a resolution adopted by the Town Council of the Town of Medicine Bow, Wyoming at a meeting held according to law at Medicine Bow, Wyoming on the 25th day of August, 1941, as the same appears on file and of record in this office

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the corporate seal of said Town, this 26th day of August, 1941.

  
Town Clerk of the Town of  
Medicine Bow, Wyoming

# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER  
A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER

1416 DODGE STREET  
OMAHA, NEBRASKA

August 26, 1941

IN REPLY PLEASE REFER TO

NO. 4844

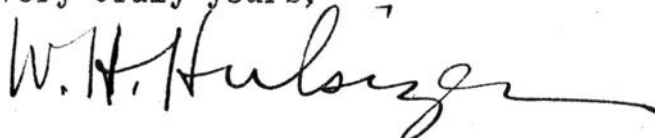
Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyoming.

Dear Mr. Chace:

I now have from the Civil Aeronautics Administration, a form of Cancelation of Agreement, to cancel as of September 30, 1941, lease No. 8038-F, covering site near Medicine Bow, Wyoming, containing 80 acres.

I have not yet had a reply to my letter of July 21, 1941 to you, concerning whether you have taken over the state lands and are ready for us to prepare a lease on the 80 acres in Sec. 9, Twp. 22 N., Rge. 78 W.

Very truly yours,



CC - Mr. W.E.Kline,  
Supt. of Airways,  
Civil Aeronautics Admn.,  
Kansas City, Missouri

# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER  
A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER

1416 DODGE STREET  
OMAHA, NEBRASKA

September 5, 1941

IN REPLY PLEASE REFER TO  
NO. 4844

Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyoming.

Dear Mr. Chace:

I have your letter of August 28, 1941, advising that the Town of Medicine Bow is now ready to undertake a lease on the 80 acres of land in Sec. 9, Twp. 22 N., Rge. 78 W., which has been for several years, under lease to the Civil Aeronautics Authority for landing field.

We have just recently received request for cancellation of the Government's lease on this land, to be effective October 1, 1941. I have therefore prepared a lease to the Town of Medicine Bow, covering this land, running for a period of five years from October 1, 1941, under the same terms as that under which the land was leased to the Federal Government.

I am handing you herewith duplicate copies of a lease covering this 80 acre tract of land at an annual rental of \$35.00. Attached to the forms are copies of a resolution which should be passed by the Town Council authorizing the Mayor to sign the agreement. Will you please arrange for the proper passage of this resolution and the signing of the lease. Both copies to be completed and returned to me for further handling, together with a remittance from the Town of Medicine Bow, in the sum of \$35.00 to cover the rental for the first year of the term of the lease.

Very truly yours,

*W. H. Hulsizer*

Office of Commissioner of Public Lands Cheyenne, Wyo., Sept. 2, 1941 Receipt No. B5 230

Maker ----- Draft #1862 by The Town of Medicine Bow, 8-27-41

Amount \$3.00-----

On Whom Drawn The Medicine Bow State Bank, Medicine Bow

D. \$3.00

App. #2136B - Town of Medicine Bow

NOTE: Application filed and remittance credited pending action on application. Notice will be given of action taken. App. Fees. . . . . \$1.00

Credit: Grazing App. Dep. . 2.00

STATE OF WYOMING

1862  
Worth Garetson, Mayor  
Medicine Bow  
Wyoming

COMMISSIONER OF PUBLIC LANDS

By MLN



# UNION PACIFIC RAILROAD COMPANY

VALUATION, LAND & TAX DEPARTMENT

W. H. HULSIZER,  
VALUATION, LAND & TAX OFFICER  
A. H. SCRIBNER,  
LAND AND TAX COMMISSIONER

1416 DODGE STREET  
OMAHA, NEBRASKA

October 2, 1941

IN REPLY PLEASE REFER TO

NO. 4844

Mr. R. E. Chace,  
Town Clerk,  
Medicine Bow, Wyo.

Dear Mr. Chace:

I am handing you herewith for your custody and file, lease No. 8225-F from Union Pacific Railroad Company to the Town of Medicine Bow, covering use of premises of the Railroad Company in Section 9, Township 22 North, Range 78 West, Carbon County, Wyoming for aircraft landing field and radio range site. This lease runs for a period of five years from October 1, 1941 at an annual rental of \$35.00.

Will you please forward to me by return mail, remittance in the amount of \$35.00 to pay the rent for the first year of the lease.

Very truly yours,

W. H. Hulsizer

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS ADMINISTRATION  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

IN REPLY REFER TO  
FILE

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

KANSAS CITY, MO.  
November 7, 1941

31  
Town of Medicine Bow  
Medicine Bow, Wyoming

Gentlemen:

Reference is made to the permit which became effective October 1, 1941 between your town and the Civil Aeronautics Administration, granting the latter party the right to install and maintain lighting equipment on the Medicine Bow Intermediate Landing Field.

Before the above mentioned permit can be approved by the Government, it will be necessary that we be furnished a certified copy of the lease between the Town of Medicine Bow and the Union Pacific Railroad Company.

It will be appreciated if this lease could be forwarded at the earliest possible date in order that all paper work in connection with this permit may be completed as soon as possible.

Very truly yours,

Henry Simmons,  
Chief Clerk.

By Glen C. Kimsey  
Glen C. Kimsey



*Office of*

COMMISSIONER OF PUBLIC LANDS AND FARM LOANS

CHEYENNE

November 26, 1941

Address Reply to the  
COMMISSIONER

Mr. Worth Garetson, Mayor  
Medicine Bow, Wyoming

Re: Site 31 - Medicine Bow,  
Wyoming, Salt Lake - Omaha  
Airway Sec. 16, Twp. 22 N.,  
Rg. 78 W.

Dear Mayor Garetson:

Under date of September 17, 1941 this office mailed the executed agreements in connection with the above noted matter to the Civil Aeronautics Administration in Kansas City, Missouri.

To date we have not received any word concerning this matter.

Would you please advise as to what progress has been made, as we are anxious to close the case and get all of the leases on this section issued.

May we hear from you on or before December 6, 1941.

Very truly yours,

*Winifred S. Kienzle*  
Winifred S. Kienzle  
Deputy Commissioner

GK:VH

IN REPLY ADDRESS  
REGIONAL MANAGER  
CIVIL AERONAUTICS ADMINISTRATION  
NINTH FLOOR, CITY HALL BUILDING  
KANSAS CITY, MO.

IN REPLY REFER TO  
FILE

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

KANSAS CITY, Mo.

December 8, 1941

Town of Medicine Bow  
Medicine Bow, Wyoming


Gentlemen:

A fully executed copy of the permit dated August 21, 1941 is being forwarded herewith for your files and records. This permit grants the Civil Aeronautics Administration the right to install and maintain lighting equipment on the landing field which will now be operated as a municipal airport.

The cooperation you have shown us in this matter has been greatly appreciated.

Very truly yours,

Henry Simmons,  
Chief Clerk.

By   
Glen C. Kimsey

Enclosure

CIVIL AERONAUTICS AUTHORITY

Washington

POLICY REGARDING USE OF INTERMEDIATE LANDING FIELDS

A. Status of intermediate fields shall be classified as follows:

1. Fields established by the Authority without assistance from local bodies either in respect to rental of sites or construction and installation costs.
2. Fields established by the Authority with material assistance from local bodies in making sites available at nominal considerations, or in field preparation. (With respect to preparation, practically all cases have been WPA, FERA, or CWA projects).
3. Fields established by the Authority on sites furnished and prepared for aircraft use by local bodies. (In nearly all cases these have been WPA, FERA, or CWA projects).

B. Policy with respect to use of existing intermediate fields.

1. All fields shall be available for emergency use at all times.
2. All fields shall be available for non-commercial flying activities.

Examples: (a) Use by Government aircraft.

(b) Landing for a visit in the neighborhood.

(c) Landing and takeoff for practice.

(d) Flying to and from fields by local owners of aircraft and use by non-commercial flying clubs, in cases where no local commercial airport is available, provided aircraft are housed outside the field premises or parked in a safe location off the boundary marked and lighted portion of the field.

3. All fields shall be available for occasional commercial use provided no local commercial airport is available or such airports as may be available are unsuitable for safe operation of the aircraft involved.

Examples: (a) Charter flights.

(b) Passenger carrying, for brief periods such as week-ends, if not periodical.

- (c) Brief crop dusting, aerial survey or photographic activities.
  - (d) Aeronautical demonstrations and passenger carrying in connection with local public events such as Old Home Weeks, County Fairs, Rodeos, Holiday Celebrations, etc., where sponsored by the local authorities.
4. Fields in category A-2 shall be available for use as in B-3 above except that availability of commercial airports in the same vicinity may be disregarded.
  5. Fields in category A-3 shall be available for any type of private or commercial flying which meets with the approval of the local assisting body or individual and which does not involve the installation of structures or storage of aircraft within the boundary marked and lighted landing area, and provided that the local assisting body will assume the responsibility of maintaining the landing area surface in proper condition for aircraft use. Any hangar or service structures intended for use in connection with flying operations at such fields are to be located at points approved by the Regional Supervisor, and to be obstruction lighted if and as required by the Regional Supervisor.
  6. In connection with all classes of non-emergency use, the users will be held responsible for any cost of repairs to field surface or equipment occasioned by such use. (Except that in 5 preceding, the local assisting body is to be responsible for field surface maintenance and repairs).
  7. In all cases under B-3 a prospective operator must obtain written permission from the Regional Office having jurisdiction over the field.
  8. In all cases the aeronautical activity must be conducted with properly certified aircraft and airmen, and in accordance with Civil Air Regulations.
  9. In cases where an intermediate landing field changes category, such as by reason of a local body taking over or relinquishing rental and/or field maintenance, the permissible non-emergency use will be changed accordingly.

June 23, 1939

POLICY REGARDING USE OF  
INTERMEDIATE LANDING FIELDS

Amendment No. 1

In connection with the Civilian Pilot Training Program, individuals or corporations who have contracted with the Civil Aeronautics Authority to conduct flight instruction shall be permitted to use intermediate landing fields operated by the Civil Aeronautics Authority for such purpose provided--

- (a) Such contractor shall accept full responsibility for any damage to Government property including the surface of the landing area, fences, field markers, lighting equipment, etc.
- (b) The use of the field by the contractor shall be restricted to the activities necessary in carrying out his contract with the Civil Aeronautics Authority.
- (c) The contractor shall obtain approval for his use of the field from the Regional Office concerned and shall also obtain approval from the Regional Office of the locations of any buildings or structures he proposes to erect adjacent to the field.

In the event the contractor desires to conduct unlimited commercial aeronautic operations on the intermediate field, such unlimited use may be obtained by arranging with a neighboring political subdivision or established civic organization to purchase or lease the field and take over the maintenance of the field surface, granting the Civil Aeronautics Authority the right to maintain and operate air navigation facilities installed or at any time desired for installation thereat, as long as such facilities may be required for air commerce, and granting to the public the right to use the landing field in emergencies without charge therefor.

November 3, 1939.