

# **Edwin M. Cruickshank**

**Airways Keeper Site 32  
Medicine Bow, Wyoming**



---

---

**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.



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

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

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. M. Craickshank  
as Caretaker and Feather 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. Bean*

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.

NOT TO BE ACCEPTED AS AUTHORITY FOR INVESTIGATION OPERATIONS UNLESS ACCOMPANIED BY OFFICIAL CREDENTIALS

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.

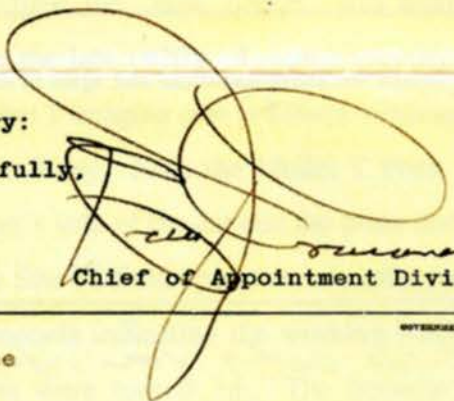
Nature of appointment: Probationary

Civil Service authority: Manager, Thirteenth Civil Service District.

Classification allocation:

By direction of the Secretary:

Respectfully,

  
Chief of Appointment Division.

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



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

photograph was needed to submit with his employment 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





**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.

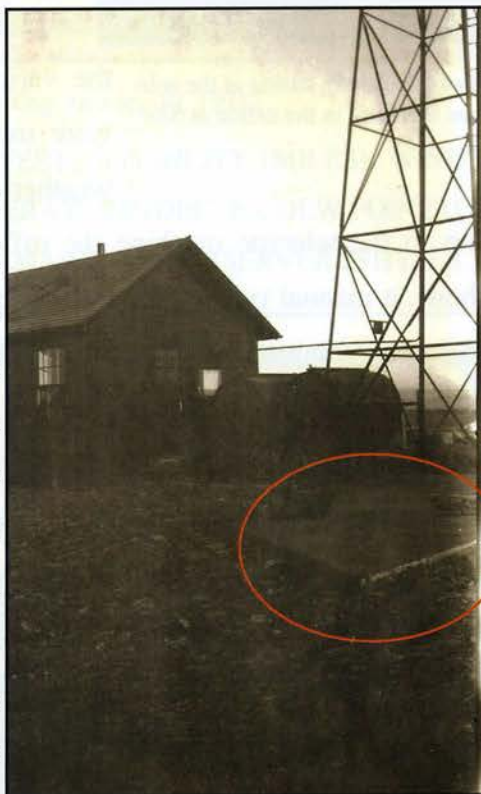
tower had antennas for radio communication and a wind sock. (Photo 5) The wind sock, a heavy yellow canvas, indicated the direction the wind was blowing, and a gauge for wind velocity was one of the pieces of equipment in the office. We kids always referred to it as “Dad’s pant leg”, due to the strong 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 *Wichita Falls*  
MONTH AND YEAR *1/10/31*

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)
<i>Jan 10</i>	<i>4.08</i>	<i>arc</i>	<i>cloud</i>	<i>5</i>	<i>215</i>	<i>23</i>		<i>2339</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>5.08</i>	<i>arc</i>	<i>cloud</i>	<i>5</i>	<i>215</i>	<i>20</i>		<i>2340</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>6.08</i>	<i>arc</i>	<i>cloud</i>	<i>7</i>	<i>213</i>	<i>20</i>	<i>20</i>	<i>2345</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>7.08</i>	<i>arc</i>	<i>cloud</i>	<i>10</i>	<i>215</i>	<i>22</i>		<i>2345</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>8.08</i>	<i>arc</i>	<i>cloud</i>	<i>12</i>	<i>215</i>	<i>24</i>		<i>2348</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>9.08</i>	<i>arc</i>	<i>cloud</i>	<i>12</i>	<i>215</i>	<i>24</i>	<i>15</i>	<i>2350</i>	<i>Thunder squall</i>	<i>EMC</i>
<i>Jan 10</i>	<i>9.52</i>	<i>arc</i>	<i>cloud</i>	<i>4</i>	<i>212</i>	<i>26</i>		<i>2353</i>		<i>EMC</i>
	<i>10.09</i>	<i>arc</i>	<i>cloud</i>	<i>4</i>	<i>214</i>	<i>26</i>		<i>2353</i>		<i>EMC</i>
	<i>11.08</i>	<i>arc</i>	<i>cloud</i>	<i>12</i>	<i>211</i>	<i>25</i>		<i>2357</i>	<i>Thunder squall</i>	<i>EMC</i>
<i>Jan 10</i>	<i>12.08</i>	<i>P arc</i>	<i>cloud</i>	<i>25</i>	<i>211</i>	<i>24</i>	<i>24</i>	<i>2350</i>	<i>Fog clearing</i>	<i>EMC</i>
	<i>1.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>212</i>	<i>25</i>		<i>2350</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>2.08</i>	<i>arc</i>	<i>cloud</i>	<i>20</i>	<i>210</i>	<i>27</i>		<i>2348</i>		<i>EMC</i>
	<i>3.08</i>	<i>arc</i>	<i>cloud</i>	<i>20</i>	<i>214</i>	<i>27</i>	<i>19</i>	<i>2349</i>		<i>EMC</i>
	<i>4.08</i>	<i>arc</i>	<i>cloud</i>	<i>25</i>	<i>215</i>	<i>24</i>		<i>2348</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>5.08</i>	<i>arc</i>	<i>cloud</i>	<i>25</i>	<i>213</i>	<i>21</i>		<i>2348</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>6.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>214</i>	<i>20</i>	<i>15</i>	<i>2345</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>7.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>212</i>	<i>11</i>		<i>2345</i>		<i>EMC</i>
	<i>8.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>213</i>	<i>12</i>		<i>2344</i>		<i>EMC</i>
	<i>9.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>218</i>	<i>10</i>	<i>7</i>	<i>2343</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>10.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>211</i>	<i>18</i>		<i>2340</i>		<i>EMC</i>
	<i>11.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>217</i>	<i>19</i>		<i>2338</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>12.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>215</i>	<i>17</i>	<i>15</i>	<i>2336</i>	<i>Thunder squall</i>	<i>EMC</i>
	<i>1.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>210</i>	<i>17</i>		<i>2334</i>		<i>EMC</i>
	<i>2.08</i>	<i>arc</i>	<i>cloud</i>	<i>15</i>	<i>212</i>	<i>15</i>		<i>2334</i>		<i>EMC</i>

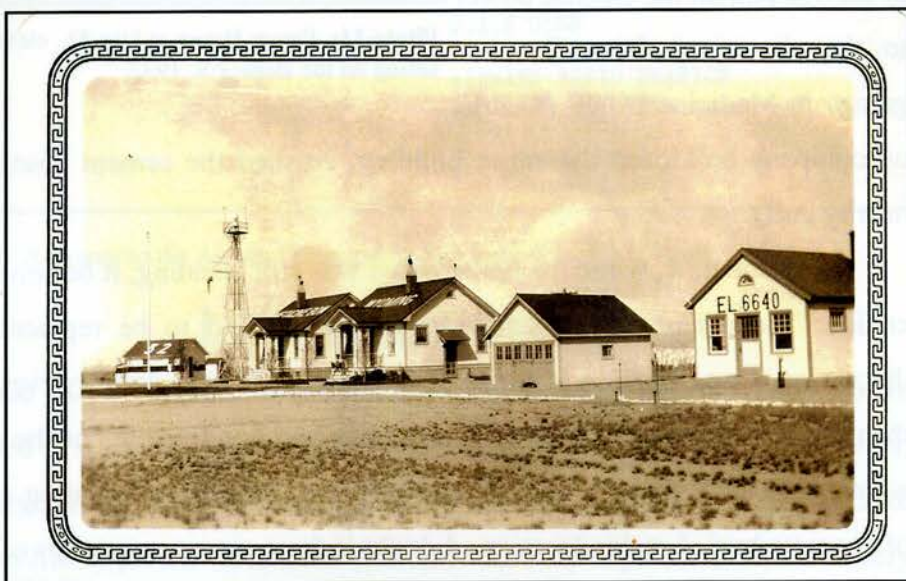
Anemometer oiled \_\_\_\_\_  
Anemometer cleaned \_\_\_\_\_

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.

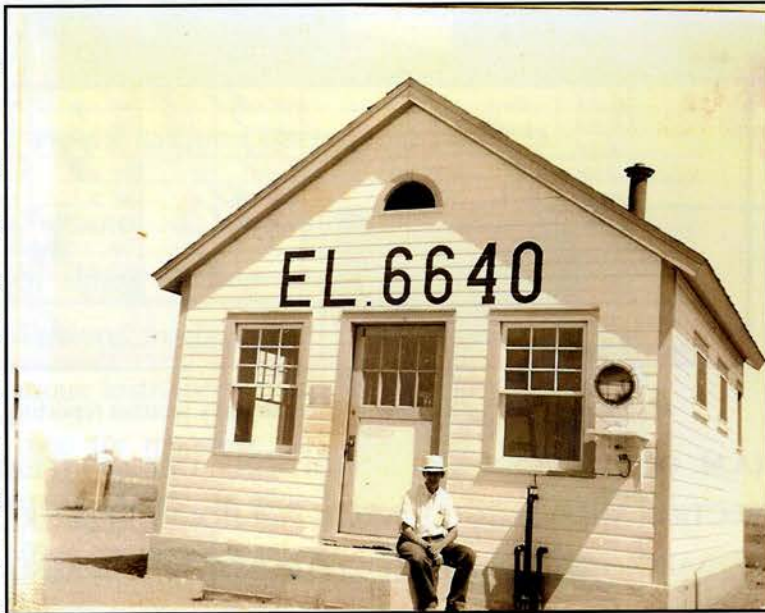
Readings were taken every hour for each day and had the initials of E.M.C. (Edwin M. Cruickshank) or T.S.L. (Tom S. Lym) or whoever was working the shift. In my possession I have several of these completed forms. They are dated from Jan.1, 1931 to Jan. 18, 1932.



**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.

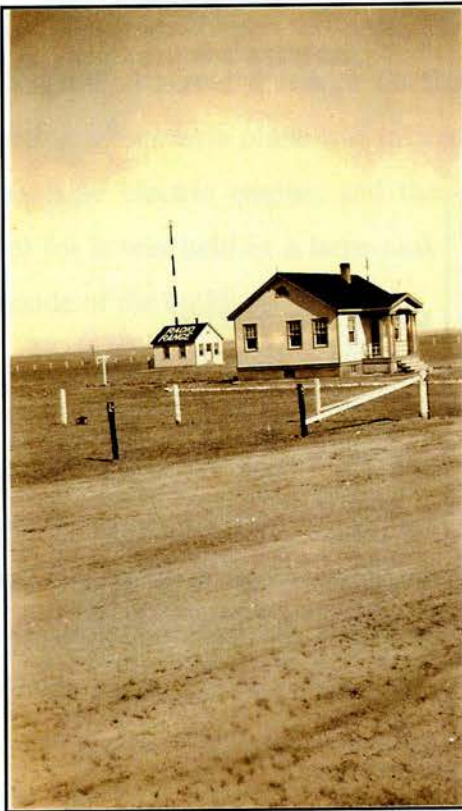
Attachment 5: A letter from C.A Bruner to the Airways Engineer in Salt Lake City, Utah, April 8, 1931.

### 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-

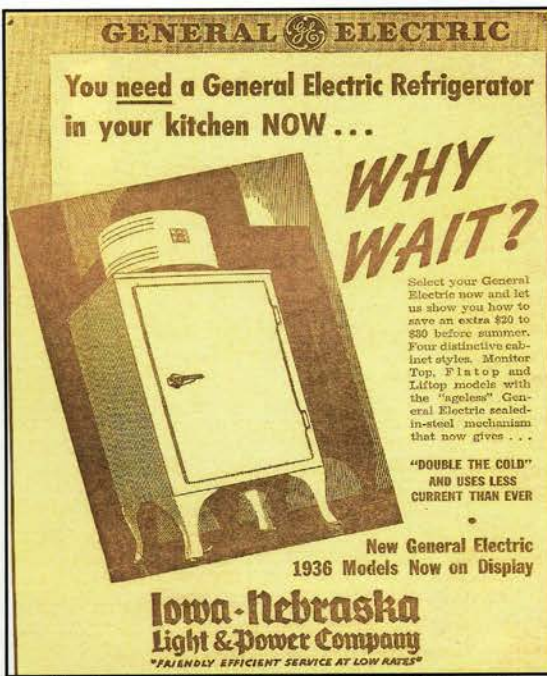


**Photo 12:** The supervisors house on Site 32. The roof of the smaller building has "RADIO RANGE" written on it.

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

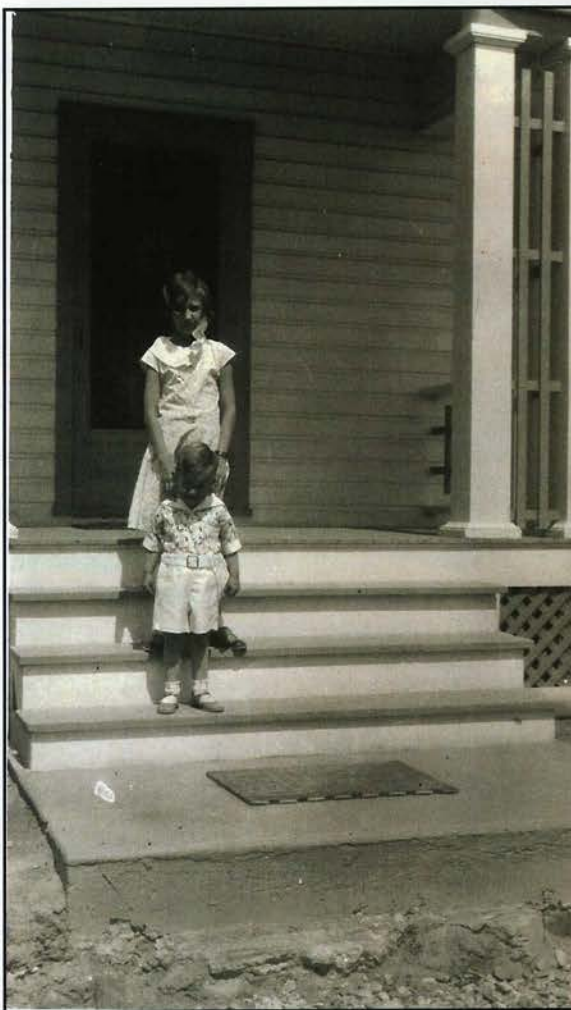


**Photo 13:** A view of the “Wyoming” house. In the picture are Roy and-Grandma Delanoy, Mom, and possibly Ed.

we had 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!



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

From the school in Medicine Bow, to the airport

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  
CHEYENNE, WYO.

Airport Station

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*

H. P. Adams,  
Associate Meteorologist.

*Recd. OK  
6.11.31  
H.P.*

**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 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 attended 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 ~~xxxxxx~~ machanic E.H.Gronenthal one dellar 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!

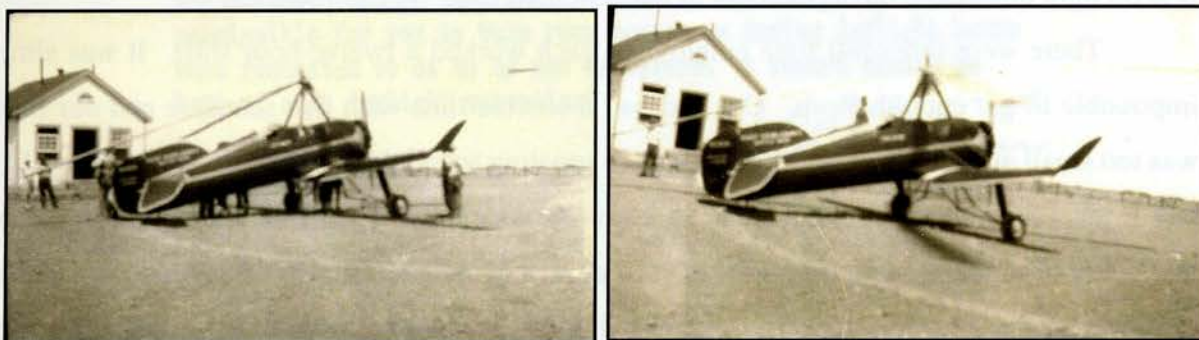
A group of men gathered old tires and railroad ties which they set on fire to warm the ground in order to thaw the pipes. Mother, Evelyn and I were in the house when we heard the

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.—(AP)—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.

—Airport Cheyenne—

## Aviatrix Refuels Autogiro at Parco

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

The woman flier, 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

WEK: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.

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.

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

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



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



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



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

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.

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. 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 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.

*J. B. Coleman*  
General Superintendent.

EK/ajm



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

FEC:ME

  
F E Caldwell  
General Superintendent

**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  
REPORT ON CONDITION OF  
INTERMEDIATE LANDING  
FIELD AT MEDICINE BOW, WYO.

DEPARTMENT OF COMMERCE  
AIRWAYS DIVISION  
LIGHTHOUSE SERVICE

DATE JAN. 28, 1932.  
SITE NO. 32.

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 SCLD DRIFTS.

IS SURFACE OF FIELD GENERALLY SMOOTH YES, EXCEPT A FEW SMALL SCLD DRIFTS N END E/W

WHAT PART OF FIELD IS MOST SUITABLE FOR LANDING E & W RUNWAYS & S 3/4 OF S & N RUNWAY  
E & W RUNWAYS ALL 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  
REPORT ON CONDITION OF  
INTERMEDIATE LANDING  
FIELD AT \_\_\_\_\_

DEPARTMENT OF COMMERCE  
AIRWAYS DIVISION  
LIGHTHOUSE SERVICE

DATE JAN 21 1933  
SITE NO. 32

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

HEIGHT OF CROP ON FIELD NONE AMOUNT OF SNOW ON FIELD few sctd drifts N end of S & N Run

IS SURFACE OF FIELD GENERALLY SMOOTH yes, except few sctd drifts N end of S & N Run

WHAT PART OF FIELD IS MOST SUITABLE FOR LANDING E & W runways and S portion 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

MILVINE BOY

Jan 30 - 1932

TOTAL HOURS

TIME USED DURING YEAR

DATE	ALTITUDE	LOCATION	DESCRIPTION	TIME
Jan 27	274	Bunge	4 mi SW Medicine Bow Peak	15 min.
Jan. 27	274	Bunge	Test from 1 mi on field as far west as Walcott 32 miles very good test 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 Rose	five miles west of Medicine Bow - good reception noted condition of field - 0712 A.M. 0440 A - contacted again for next contact.	15 min
Jan 22			30 min contacted collision & Bunge at about 30 miles W	30 min
Jan 29	1225		Tested with CX strength report 2"	05
Jan. 29			X <sup>2</sup> into <sup>course</sup> found on trying to contact Pilot Bunge. Bunge did not answer	30 min
" "			X into trying to contact Pilot Bunge. no answer	20 min
			3105-2170-5660	yes
			unable to read signals on Beacon receiver nights due to Beacon light on tower	

C. A. Bruner  
ALWAYS KEPT IN CHARGE  
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

MEDICINE BOW

DAILY RADIO REPORT

Station MEDICINE BOW

Date JUL 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.	63		883 gal.	424 gal.	63
JUL 3 1932	459 gal.	52	15 tank strong W tank weak	883 "	424 gal	52
JUL 4 1932	459 gal.	56		883 "	424 gal	56
JUL 5 1932	459 gal.	49	E tank strong W tank weak	883 "	424 "	49
JUL 6 1932	459 "	48	" " "	883 "	424 "	48
JUL 7 1932	459 "	51	" " "	883 "	424 "	51
JUL 8 1932	461 "	49	" " W tank short	883 "	422 "	49
JUL 9 1932	461 "	58		883 "	422 "	58
JUL 10 1932	461 "	60		883 "	422 "	60
JUL 11 1932	461 "	65		883 "	422 "	65
JUL 12 1932	461 "	59		883 "	422 "	59
JUL 13 1932			✓			
JUL 14 1932	461 "	55		883 "	422 "	55
JUL 15 1932	461 "	50		883 "	422 "	50
JUL 16 1932	461 "	60		883 "	422 "	60
JUL 17 1932	459 "	55	WEST-tittle strong-20 add	849	390 "	55
JUL 18 1932	459 "	62		794	335 "	62
JUL 19 1932			no ck. unable to find Keys. E.M.C.			
JUL 20 1932			✓ Not measured			
JUL 21 1932	459	50		794	335	50
JUL 22 1932	459	47		794	335	47
JUL 23 1932	459	54		794	335	54
JUL 24 1932	459	52		794	335	52
JUL 25 1932	459	53		794	335	53
JUL 26 1932	459	54		794	335	54
JUL 27 1932	459	58		794	335	58
JUL 28 1932	459	59		794	335	59
JUL 29 1932	459	56		794	335	56
JUL 30 1932						
JUL 31 1932	459	55		794	335	55

TIME	WEATHER	STATIC	TEMP.
6 a. m.	794	335	54
2 p. m.	794	335	53
10 p. m.	794	335	54

I hereby certify that the above is a correct record of the work of this station, traffic checked 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  
3531 W. MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

March 4, 1958

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Mr. Edwin M. Cruickshank  
General Delivery  
Medicine Bow, Wyoming

Dear Mr. Cruickshank:

As a result of the operation of the Medicine Bow 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, Tenth U.S. Civil Service Region, Bldg. 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

*Bob - Please return  
to me -*

*Rec'd your Notam this a.m.  
looks like I'm on the payroll till April 11<sup>th</sup>  
Ed. G.*

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