C. E. McKINNEY (1858-1933) J. J. ALLEN, PRESIDENT JAY B. ALLEN, VICE PRESIDENT

JUN 22 1938

McKINNEY & ALLEN, INCORPORATED

REAL ESTATE LOANS AND INSURANCE

SIOUX FALLS, SOUTH DAKOTA

Box 14
Folder 1

F. N. HICKS
H. SENGSTACKE

June 21, 1938

NOTED H.S.

Mr. F. H. Johnson, Executive Assistant
The Milwaukee Road
Chicago, Illinois

Dear Mr. Johnson:

Not only do I wish to acknowledge with thanks your letter of June 20, enclosing Trip Pass No. X143671 in favor of Rev. Ray M. Johnson, but to express my genuine sympathy to you and your associates over the recent and terrible train wreck in Montana. After reading the account in the newspaper, it seemed entirely evident to me that you folks should be absolved altogether from any criticism whatsoever. The expression "flash flood" is a new one to me but easily understood. I cannot see how any human means could have avoided the accident.

In view of the foregoing, I have taken occasion deliberately to emphasize what I have just said in the preceding paragraph, as various people have talked to me about the wreck.

It just occurred to me this morning that we continue to be consistent customers of the Milwaukee. Saturday afternoon my son left on the Arrow for Chicago. Monday evening my father went to Sioux City. Wednesday morning my son will return on the Arrow from Chicago. Thursday morning my father will return on the Arrow from Sioux City. Friday morning Mr. Burt, our Sales Supervisor, will return on the Arrow from New York and Chicago.

Sincerely yours

Jay B. Allen

Vice President

JBA:ML

July 8, 1948.

Mr. Jay S. Albert,
Vice President Delaney & Albert, Inc.,
Sioux Falls, South Dakota.

Dear Mr. Albert:

Reply to your condoling letter of the 21st has been delayed awaiting its return by our officers to whom I had sent it.

The disaster at Quaker Creek was a hard blow to our operating organization, although it was beyond their control, but the idea now is to bend all efforts toward establishing an even better record than the one interrupted last month.

Thanking you for your condoling letter, I am,

Sincerely yours,

(Signed) F. H. Johnson

Ldd 185 SS Seattle Jun 20 38 1145 am

F H Johnson, Chgo.

Messrs Meyer and Bahl gave Newspapers here full information as to wreck all day long yesterday beginning early in the morning and are continuing to do so as fast as identification of additional victims is read stop Definite advise as to status of victims also being telephoned by Mr. Bahl to Families, relatives and friends who can be reached from here stop. Representatives of passenger department and assistant General Adjuster meeting make-up train with slightly injured passengers coming west and will ride with train from Avery to Seattle to render assistance en-route and on arrival Seattle stop All Others concerned also co-operating in all ways.

A H Barkley.

207pm

Mr Gallagher
Don't know
Know this
F H J
6/20

T E L E G R A M

Chicago- June 29, 1955

A.H. Barkley- Seattle

A-91. Copies of reprint were sent direct to Lines West officers. Do not think wise to send to local papers as they might publish and renew public interest. Mr. Saundrett is writing acknowledgements to editors who printed editorials about Saugus accident. Suggest you send us any you may have.

F. E. Johnson

June 29, 1938.

Dear Mr. Simpson:

Answering your inquiry of the 24th, addressed to Mr. Hicks, about Porter Williams' services at the time of the Olympian accident.

We appreciate your offer but do not believe this accident, which already has had so much publicity, should again be revived in the public mind by a dramatic radio program. Naturally we are deeply grieved by the loss of life in this accident and hope the public will not long remember it.

We appreciate the heroic action of Porter Williams. However, many employes performed heroic deeds on this occasion, some of them under less favorable circumstances, and it would not be fair to give credit to Williams alone and ignore the fine efforts of the others.

Trusting you will understand our position, I am,

Sincerely yours,

Mr. J. L. Simpson,
Manager-Secretary,
Believe It Or Not, Inc.,
235 East 45th Street,
New York, N. Y.

[illegible] June [illegible], 1[illegible]

Wilson [illegible]

Mr. [illegible]
Remington [illegible]
Believe [illegible]
[illegible]
New York, New York

Dear Mr. [illegible]

This will acknowledge your letter of June [illegible]

with regard to the radio appearance of Robert Louis C.

Williams on the Delphic. Believe it will be [illegible]

We have discussed the recommendation by Mr. F. N.

Johnson, our Executive Vice-Pres. for adoption and you

will hear further in the matter direct from Mr. Johnson.

Kindly [illegible] [illegible]

(Signed) F. N. Hicks

Passenger Traffic Manager.

[illegible]

St. Martin's Academy
Benedictine Sisters
Sturgis, South Dakota

June 27, 1938

Mr. W. F. Cody,
c/O Chicago, Milwaukee, & St. Paul Ry. Co.,
Mason City, Iowa.

Dear Mr. Cody:

Today we received the copy of the clipping from the Chicago Daily Tribune sent out by your Chicago News Bureau. We have been reading the accounts of the tragic disasters that have happened to the Olympian recently at Custer Creek and at Ingomar, Mont. We wish to extend our sympathy to the Officials and the men of the road, for we know that you must all feel very badly about it. We wish to assure you that we believe it was no fault of the road, for we have always found the men on your trains and in your service very careful and kind. You have all been very fine to us. We thank you much for all that you have done for our Community in giving us the annual pass. With deep sympathy we remain,

Sincerely your friends,

THE BENEDICTINE SISTERS.

By Sister M. Bonaventure, O.S.B.

Mr. Johnson:
Please see each, or
ask WFG to - in
event he cannot
FJN 30

Mason City, Iowa.
June 29th., 1938.

File: 190

Mr. F. J. Newell,
Chicago.

I amattaching you letter received from Sister M. Bonaventure, of Sturgis, SD. She is head of the Benedictine Order in that territory.

I thought it was very thoughtful and very nice of her.

WFG

WFG:GM

June 30, 1934.

[illegible]
[illegible]
[illegible]

My dear Sister Superior,

Your letter of June 27th addressed to Mr. Cody has been translated to me and I am sending by your kindly expressions with regard to the estimate by the Olympian at Quebec Creek and Ingram.

Naturally these estimate have caused us much grief. For a long period we had been successful in our efforts to transport safely the passengers who traveled over our lines. This record has been broken but we intend to devote ourselves to building up a better safety record in the future that has been interrupted by the incident beyond our control at Quebec Creek.

Sincerely yours,

ORIGINAL SIGNED
H. A. SCARDRETT

Chicago, June 20, 1938

6/21

29 recovered
(25 identified)
Others not yet found

[illegible] J. E. Gillick [illegible]
[illegible] E. Miller
[illegible] J. Mulcahy
[illegible] J. E. Morell

At 5:00 P.M., mountain time, in conversation with Reagan have the following advice:

[illegible] as said at Miles City including:

[illegible] 21 that arrived from Sigurd 11:30 AM

1 dead Glendive

[illegible] total

Of this number:

[illegible] have been identified Miles City
7 remain unidentified Miles City
1 unidentified Glendive

Reagan advises corpse from Glendive will be returned to Miles City morgue.

Four bodies reported recovered from under wreck, will arrive Miles City 3:15 PM, Mountain Time.

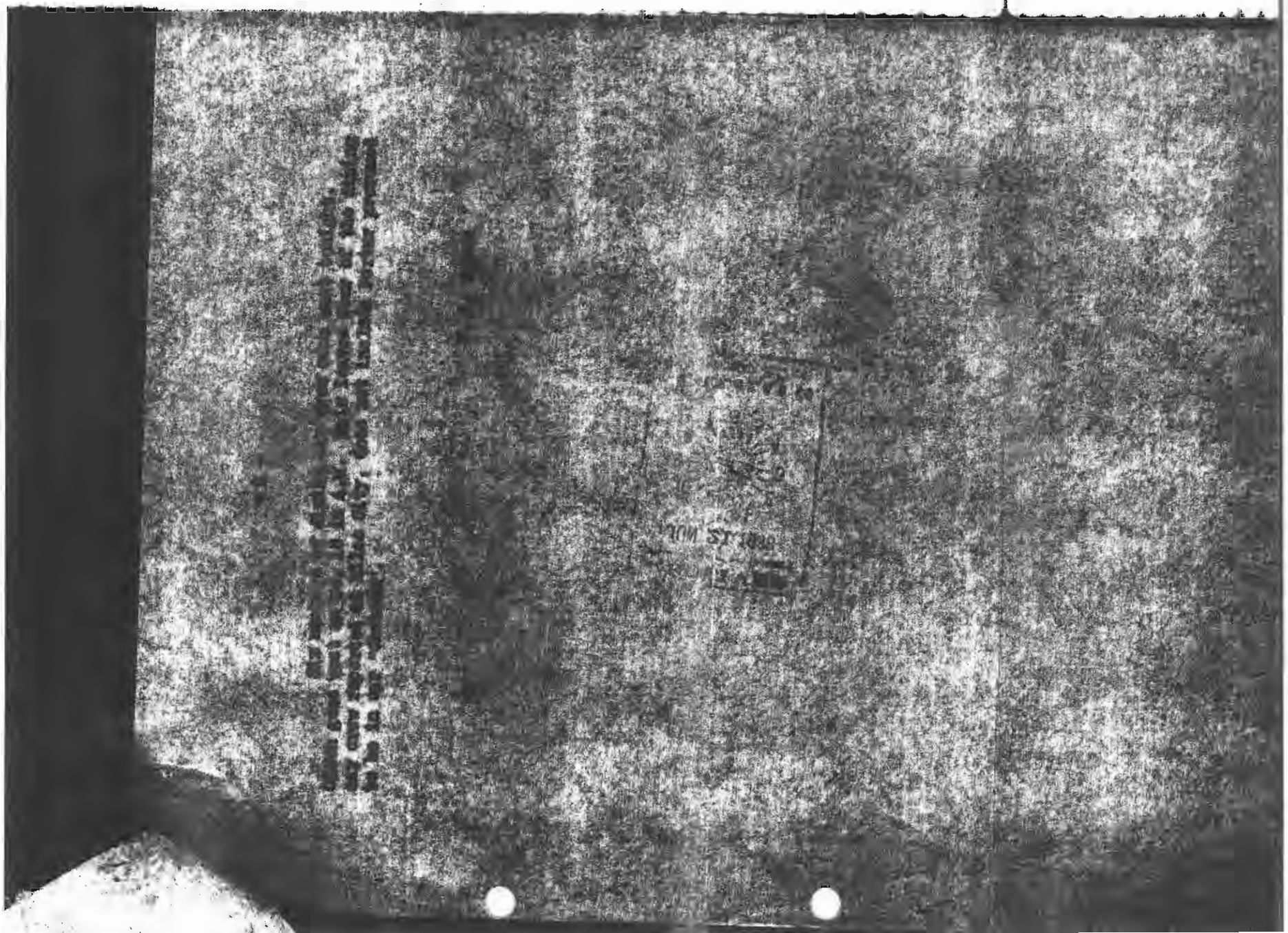
Reagan claims car 8 has not been touched.

Engineer Johnson's wife identified, one niece located in hospital slightly injured, one niece missing.

Reported three bodies just washed up at Terry, but this report is unconfirmed.

Expected Reagan passengers:

[illegible] 20 passengers expected to go west tonight, including Mr. and Mrs. W. L. Blackman, Mr. and Mrs. E. W. Bailey. Mr. Floyd Walsh, who is not shown on any of the lists, but who wired the Daily News story from Miles City, is reported very active and Reagan says he will go west to destination tonight.



MEMORANDUM

Seattle, June 21, 1938

Mr. J. L. Brown
Chicago

I am sure you will be interested in the attached write up from the Seattle Star of June 20th.

As may be expected, this office was generally the clearing house for all information given newspapers, and you can appreciate they were always clamoring for some morsel of news.

The Star reporter, being at a disadvantage because of the PI and Times having carried all of the feature story and high lights of our unfortunate accident, begged for something they could use that the other papers had not. So I suggested to him that he could profitably write an article to calm down the hysteria of the people and pointed out that while we would lose about thirty-eight, yet the spread over twenty years would bring the average very low, and comparing this with 108 per day killed by autos, it should suggest to the public that the railroads were still a safe vehicle of transportation.

He asked for some supporting data which he could use and I gathered some up for him. While he was very appreciative of our efforts, yet I am sure all of us will feel quite kindly to the Star for having enough courage to write an article of this kind on the front page instead of the glaring and morbid details of a train accident.

Superintendent of Transportation

...ith Average ... Regarded as ... of Safest Travels

[illegible] the news that more than [illegible] train wrecks [illegible] attention to [illegible] toll each day [illegible] Safety Council [illegible]

[illegible] of the above figure [illegible] persons who were [illegible] but whose death occurred within [illegible] hours after the injury.

From another source, we [illegible] that the number of passengers killed on trains in 1938 was not 22, but only 17. These statistics compiled from Interstate Commerce Commission records show that the railroads of the United States that year carried 404,403,[illegible] passengers. They traveled a total of nearly [illegible] billion miles.

[illegible] there were but 17 who were killed on trains (or perhaps 22, as [illegible] analysis shows).

The American Association of Railroads in a review published October, 1937 reported that the Pullman company during the last three years carried more than 50 million passengers without a loss of life to passenger or employee in a Pullman car.

Prior to the Montana tragedy, not a single paying passenger on

(Page 4, Column 2, Please)

HERE'S MORE ABOUT

Rail Safety

(Continued From Page One)

[illegible] life had been killed [illegible] according to N. A. [illegible] traffic manager. [illegible] statistics showing [illegible] railroads in the U. S. during 1938, only seven [illegible] of their lives. A record [illegible] was set last year [illegible] increased 10 per [illegible] passenger deaths on [illegible] to three, Meyers [illegible] recent.

Regardless of the interpretation [illegible] railroad casualties [illegible] passenger deaths are [illegible] "paying" pas[illegible] on trains or [illegible] injured but with [illegible] reporting more than 24 hours after the accident—the fact remains that a railroad passenger car is a comparatively safe vehicle in which to ride.

Not only is a passenger car one of the safest vehicles, but it is [illegible] of the safest spots in the [illegible] considering the number of [illegible] per year or [illegible] yearly.

JUN 29 1938

Seattle, June 22, 1938

File: A-2 1570-1

Subject: Newspaper Editorials

Mr. J. L. Brown
Chicago

PERSONAL

Supplementing my memo yesterday, I am attaching hereto an editorial THAT appeared in the P I yesterday morning, written by Mr. E. B. Fussell.

I neglected to mention that the article I sent you from the first page of the Seattle Star was written by Mr. Clarke Squire.

The papers have been exceptionally fair with us and appreciative of the cooperation we have given them, and it goes without saying that I personally expressed my appreciation and that of the Milwaukee in the absence of ranking officers, and Mr. Fussell's reply was to the effect that he felt that our fine cooperation in giving them all the information they desired and generally accurate indicated to them quite conclusively that we were playing fair with them.

The Radio Press Bureau with whom I have been in close contact also have been doing a wonderful job in assisting in the identification based on the lists we have been receiving from time to time.

I might also mention that Mr. Cahill, Managing Editor of the Times, expressed his appreciation of our fine cooperation and indicated in giving them the information as we received it has permitted their giving out from the information desk information on calls they have been receiving from relatives and friends interested in those who were on the train or expected to be coming to Seattle about that time.

Superintendent of Transportation

cc: Mr. C. H. Buford

c

Northern ... the Cascades. That disaster, like the current one, was referred to as "an act of God." Yet an improved system of snowsheds and eventually the present Cascade tunnel constructed at cost of many millions of ... across the Cascades

And, behold, I

(Today's text was selected by the Rev. A

Disaster Strikes at a Proud Record

THE Montana disaster stands out in bold reli against the exceptional safety record esta lished by American railroads.

In 1936, the last year for which complete sta tics are available, American passenger trains tra eled 409,000,000 miles, equivalent to 16,000 tim around the earth at the equator.

The passenger-miles were twenty-two billion. A passenger fatalities recorded in that year were on seventeen.

In other words, a million passengers could ha traveled one thousand miles each, with more th an even chance that there would not be a sin dent involving a passenger fatality.

The safety record is even more striking w confined to Class I railroads, which repor a single passenger fatality in 1936 and bar to equal that mark in 1937.

No other country in the world and no ot form of transportation can show such a record.

News dispatches make it reasonably clear th no ordinary precautions could have prevented th Custer Creek disaster.

A stream bed, ordinarily dry, was sudden swollen by a raging flood, produced by a local clou burst with its center a considerable distance from railroad line.

Doubtless the Interstate commerce commissio dealing with its usual thoroughness, will e every phase of the wreck and the attendant c cumstances.

It may be that from that study will come furthe safeguards to protect the American traveler.

The only railroad disaster of our times wh can vie with the Custer Creek tragedy is the avalanche of March 1, 1910, when two Gre Northern trains were victims of an avalanche.

A disaster like the current one, was referre "act of God." Yet an improved system and eventually the present Cascade tu constructed at costs of many millions make passenger travel across the Cascad safest in any part of America.

Under the devastating tragedy of Cust railroad managements and pub will come to a renewed sense of their respo for the safety of the public.

Even the distressing financial condition of railroads can justify any letdown in safety m

The railroads are entitled to the highest co for the manner in which they have m problem to date. In recent years the total nu deaths in railroad operation in the United averaged about 5,000 a year. More th miles have been trespassers and trea actually accounted for [illegible]

"A land whose stones are iron, and out of whose hills thou mayest dig brass"--Deut. 8:9

AREA 21,000 SQUARE MILES
POPULATION 375,000

THE RT. REV. HAYWARD S. ABLEWHITE, D. D. BISHOP
THE VEN. WM. POYSEOR, ARCHDEACON

DIOCESE OF MARQUETTE

CRYSTAL FALLS, MICH., June 28 1938

H. A. Scandrett Esq.,
Chicago, Ills.

My dear Sir,

The universal sympathy of the nation is with you in one of the most trying hours of your railroading experience. We have been proud of your record and that of the entire system of the C. M. St Paul & P. Ry. It has been one worthy of emulation and at this time the public are aware that no human precautions could have averted the recent calamity.

May God bless you and sustain you and inspire you to greater achievements in the interest of safety in travel.

Respectfully yours,
W. Poyseor

June 30, 1958.

The Ven. Mr. Poynter,
Archdeacon Diocese of Marquette,
Crystal Falls, Michigan.

My dear Mr. Poynter:

I am deeply moved by your sympathetic letter of June 26th. The Custer Creek accident has been a hard blow to all of the officials of this railroad who, during a period of 80 years, had maintained a clear safety record.

I thank you for your kind expressions and wish you to know that we intend to make an even better record in the future that we had accomplished up to this accident, which was beyond our control.

Sincerely yours,

ORIGINAL SIGNED
H. A. SCHAUDRETT

JUN 25 1938

New York, N.Y.
June 23, 1938.

C.

Mr. H. A. Scandrett, Trustee.
C. M. St. P. &. P. R.R.
Chicago, Ill.

Dear Mr. Scandrett:

Replying to your telegram dated June 20.

We were shocked and saddened when reports of the disaster came to us and I am sure that it will please you to know that our Eastern friends were very sympathetic. They have given us every assurance of loyalty and support and we will continue to "Carry On" to the utmost of our ability.

T. J. Casey

General Agent.

July 6, [illegible]

Mr. [illegible]
General Agents [illegible] Company,
[illegible] Transportation Building,
New York, N. Y.

Dear Sir [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

July 7, 1926.

Rev. E. D. Gibbatione,
Church of St. John,
Butte, Montana.

Dear Father Gibbatione:

I am very glad to have your sympathetic note of the 1st in regard to the Custer Creek accident.

As you say, this accident was beyond control of the railroad but we are all deeply distressed by the loss of life involved.

I did not know that you had been injured and I am sorry to hear about it. I hope you will soon have full use of your arm restored.

With best wishes,

Sincerely yours,

(Signed) F. H. Johnson

China Inland Mission

150 St. George Street
TORONTO 5, CANADA

REV. E. A. BROWNLEE, B.A., B.TH.
Secretary-Treasurer
for Canada

REV. ROBERT HALL GLOVER, M.D., F.R.G.S.
Home Director for North America,
Philadelphia, Pa.

F. HERBERT RHODES
Prayer Union and Deputation
Secretary

4

June 21, 1938.

Mr. R.S.Moore,
Milwaukee Road,
405 Royal Bank Building,
Toronto, Ont.

Dear Mr. Moore:

I write just a line of sympathy with you and with the Milwaukee Road in the wreck of "The Olympian" in Montana last Sunday morning. The sad news has, I am sure, shocked the continent. Though we do not know any who were aboard the fated train, our deepest sympathy goes out toward the bereaved who lost loved ones, and toward the seriously injured in their distress and pain, as well as toward all the officials of the Road in their deep anxiety and concern regarding the disaster. May the gracious Lord comfort all who sorrow as only He is able to do. Such an occurrence reminds us all afresh of the brevity of life, the certainty of death, and our individual need to walk humbly with God and peacably with our fellow men.

I take the liberty of enclosing you herewith a little booklet the reading of which I trust you will enjoy.

Believe me to be

Very truly yours,

E. A. Brownlee.

EAB:W.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company
HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

Traffic Department
902 ~~XXX~~ Royal Bank Building

R. F. TRUMPER.
GENERAL AGENT
R. S. MOORE.
TRAVELING FREIGHT AND PASSENGER AGENT

Telephone Elgin 9514

Toronto, Ontario, June 23rd 1938

Mr. H. A. Scandrett,
President - Union Station,
C H I C A G O, Ills.

Dear Mr. Scandrett;

With this letter I am enclosing for your personal observance a letter which I received yesterday from a good friend and staunch adherent of the Milwaukee Road; Rev. E. A. Brownlee, Secretary-Treasurer for Canada of the China Inland Mission with headquarters in Philadelphia Pa. I may say that Rev. Mr. Brownlee has routed his missionary traffic for a number of years over our line both to and from Seattle and their General Travelling Secretary Rev. Isaac Page enjoys the privilege of our Annual Transportation under the Clergy rules.

Having today redeived your inspirational message to "carry on" - it occured to me that the enclosed communication coming from one whose own organization in war torn China is also disastrously affected - but who in his hour of trouble can still extend the hand of sympathy to a friend - should come to your attention, and to those other executive officers of our Company whose duties are very burdensome at this time.

I have acknowledged this letter to the Rev. gentleman, and thanked him sincerely for his kindly interest in our behalf.

Yours very truly,

R S Moore

RSM-1.

Trav. Freight & Passenger Agent.

June 30, 1938.

Mr. R. S. Moore,
Traveling Freight & Passenger Agent,
The Milwaukee Road,
902 Royal Bank Bldg.,
Toronto, Ontario.

Dear Mr. Moore:

I have your letter of the 23rd enclosing one from Rev. R. A. Brownlee of the China Inland Mission.

I am glad you thanked Mr. Brownlee for his sympathy and when you see him please tell him we all appreciate his kindly and encouraging expressions.

Yours very truly,

ORIGINAL SIGNED
H. A. SCANDRETT

MEMO FROM J.C. AT 9:00 A.M. DAYLIGHT -- July 1, 1938

Serious water trouble between Rondout and Libertyville and in the vicinity of Wilson Road.
Nothing is moving on the Janesville line east of Walworth.

Train service schedules between Deerfield and Chicago including those of trains originating on the Janesville line which, as above, are not running this morning, are being maintained.

The main line between Chicago and Milwaukee is open with single track operation.

No. 17 for Madison is detouring via Milwaukee.

No. 20 out of Madison this forenoon also will detour via Milwaukee.

It is hoped that the Janesville line will be made passable for evening trains but we do not yet know just how extensive the damage is nor just when it will be repaired.

No. 21 from Milwaukee for Freeport is detouring via Whitewater and Janesville. You will understand this means that the line through Delavan and Elkhorn is at present out of commission.

No. 26, the Southwest Limited is detouring via Whitewater.

Serious water trouble near Kaldron and Thunder Hawk and probably other points on the TM Divn., which, at 7:00 o'clock this morning, was said will take two or three days to repair.

No. 15 from Chicago June 29 is now at McIntosh. They will be brought back to Aberdeen and detoured via our line to Edgeley, Midland Continental to Jamestown and Northern Pacific to Miles City.

No. 15 from Chicago last night the 30th will be held at Minneapolis until it has been determined whether to detour them via the Northern Pacific from there or let them go on to Aberdeen for detour via Edgeley and Jamestown.

No. 16 from Seattle June 29 now just about arriving Miles City and probably will be detoured from there via NP to Jamestown, thence Midland Continental and our line via Edgeley and Aberdeen.

Am trying to find out whether a local train will be run from Aberdeen to Mobridge or McIntosh and from McIntosh or Mobridge to Aberdeen in connection with the detouring 15 and 16's until through operation is resumed.

It is likely that the equipment of regular trains 5 and 6 will be used west of Aberdeen for such local service but at this moment the details of whatever arrangements may finally be made have not been worked out.

July 28, 1958

Mr. Corwyn Drey,
Editor, Free Press,
Geneva, Ohio.

Dear Mr. Drey:

Your editorial headed "The Custer Creek Disaster" that appeared in the Geneva Free Press of July 5th was sent in by a clipping bureau and reached here only today. In it, I note the suggestion that the accident may have been due to inadequate maintenance or inspection of the bridge.

This idea also conveyed to the Editor of the Chicago Tribune, and I think you will be interested in the enclosed copy of my letter to that paper.

Before the Custer Creek bridge was built, all available data of past flood stages in that stream were examined and the concrete and steel structure was made stronger than necessary to withstand any flood recorded in the past. This bridge has been regularly inspected and properly maintained.

The Milwaukee Road's record of 20 years' operation, prior to June 19th, without loss of life of a revenue passenger in a train accident supports our claim that safety comes first with us, and there will be no change in this policy.

Sincerely yours,

H. A. SCANDRETT

enc.

GENEVA, O., PRESS
JULY 5, 1938

THE CUSTER CREEK DISASTER

The wreck of the Olympian at the Custer creek bridge in Montana raises a number of questions to which those who investigate the accident should give close attention.

There is no doubt that many railroads have been forced to make sharp reductions in recent months in their appropriations for inspection and maintenance of right of way and equipment. Railroad managers had to pare expenses. They had no alternative. Costs of labor and materials have been rising. So have taxes. Thanks to the Roosevelt depression, railroad income has been dropping. Many railroads are not earning even their operating costs. The kind of government regulation to which the railroads have been subjected has made it impossible for them to recover business lost to competing ship lines, pipe lines, trucks, and buses.

The safety record of American railroads in recent decades has been excellent, but obviously if the physical condition of roadbed, rolling stock, and signals is allowed to deteriorate, the record cannot be maintained. We have no wish to prejudge the findings of those who will investigate the Custer creek catastrophe, but certainly the question whether the financial problems of the company had anything to do with the accident should be examined with utmost thoroughness because the Milwaukee road is by no means the only one in financial trouble. A third of the nation's railroad mileage is in receivership.

The economic plight of the Milwaukee road did not cause the cloudburst which swelled Custer creek, but financial stringency may have led to inadequate inspection and maintenance of the bridge which collapsed. If so, the facts should be made known and the lesson brought home to citizens and officeholders alike.

Carroll Gray
The Free Press

DAKOTA WESLEYAN UNIVERSITY

MITCHELL, SOUTH DAKOTA

OFFICE OF
THE PRESIDENT

July 1, 1938

JUL 5 1938

Mr. H. A. Scandrett
840 Union Station
Chicago, Ill.

Dear Sir:

Your statement of June 21 regarding the Custer wreck has been read with interest. I assure you that my sincerest sympathies are extended to the Milwaukee Road. I know how ernestly you have tried to keep up the maintenance and satisfactorily serve the public under a tremendous handicap. I am glad for your statement regarding this affair and hope that it may be given the circulation that it needs, particularly by the Tribune.

We have appreciated very much every favor, courtesy, and service extended to us by the Company.

Very sincerely,

Joseph H. Edge

Joseph H. Edge, President

JHE:dbh

July 7, 1938.

Rev. Joseph H. Edge, President,
Dakota Wesleyan University,
Mitchell, South Dakota.

Dear Mr. Edge:

Your letter of July 1st, about the accident at Custer Creek, Montana, is much appreciated.

Safety always has been given first consideration in the operations of this railroad and it was a hard blow to have one of Nature's irresistible forces set at naught all that had been done to protect the lives of passengers.

Your word expressing sympathy and confidence is very welcome.

Sincerely yours,

(sgd) H A Scandrett

J. J. Engbrecht
Pastor and Superintendent

"Ye MUST Be Born Again."

"HOLINESS unto the Lord."

"A Clean School rather than A BIG School."

Constant Practical Spiritual Work
Tuition, Board and Room Free.

"He That Winneth Souls, is Wise"

Sunnyside Bible School

(A "Faith" or "Charity" Institution)
Founded in 1926

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"Treating Other Denominations With Charity and Consideration"
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Office of the Superintendent
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Grades and Bible
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Shorthand
Music
Art

All teachers volunteer to serve without salary.

Freeman, South Dakota, June, 28, 1938.

Hon. F. H. Johnson,
Executive Assistant,
Chicago, Milwaukee, St. Paul & Pacific Railroad Co.,
516 W. Jackson Blvd.
Chicago, Ill.

My Dear Mr. Johnson:-

It was with keenest interest, but deepest of regrets, that we have been compelled to witness, as it were, through radio and the daily paper, such tragedy, as has occurred a little over a week ago near Miles City, Montana, over your lines.

W H A T S H A L L W E S A Y? - - We certainly can not blame the Chicago, Milwaukee, St. Paul & Pacific Lines. - Let me tell you, Mr. Johnson, what we have been impressed to think:

I just wonder, whether we Christians, - especially we ministers of the Gospel, - have interceded sufficiently in our daily prayers, for our great railroad systems and their many passengers, who are constantly speeding over these many steel rails, day and night, rain or shine, floods or blizzards, - yes, through every known and unrealized hazzard.

Yes, we believe in prayer and answers to prayer, but fail so often to apply, what we know. May God forgive us and help us to remember our fellow-men and brethren, who, like we, in the midst of life, are constantly surrounded by death.

Assuring you, Mr. Johnson, and through you, all the officials of your Company and bereaved employees and their loved ones, our deepest sympathy, with renewed prayers, that the Guardian Angel of the Lord may henceforth hover over every train of your wonderful railroad system, I am,

In the Master's Service,
Yours respectfully,

J. J. Engbrecht.
Pastor and Sup't.

June 30th, 1926.

Rev. J. J. Kuhrecht,
Pastor and Superintendent,
Evangelic Bible School,
Freeman, South Dakota.

My dear Mr. Kuhrecht:

I am deeply moved by your sympathetic letter of June 28th. The Custer Creek accident has been a hard blow to all of the officials of this railroad which, during a period of 30 years, had maintained a clear safety record.

I thank you for your kind expressions and wish you to know that we intend to make an even better record in the future than we had accomplished up to this accident, which was beyond our control.

Sincerely yours,

(Signed) F. H. Johnson

-COPY-

WESTERN UNION

	DEFERRED
	NIGHT LETTER
	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFORM.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SA 1311 OAK-M LOSANGELES CALIF 23 1012P

E. B. FINEGAN, CHIEF TRAFFIC OFFICER
THE MILWAUKEE ROAD UNION DEPOT CHGO

YOUR WIRE DATE STOP PICTURE MENTIONED NOW BEING SHOWN HERE AND I SAW IT TONIGHT STOP DID NOT SEE OR HEAR ANYTHING IN PICTURE THAT WOULD CONNECT OUR LINE WITH WRECK SCENE

H. W. PORTER

Chicago, February 26, 1930

Mr. Scandrett:

In memorandum to you yesterday, reference was made to announcement in the March 7 issue of Pic magazine of the picture being produced by M-G-M containing a scene referred to in headline following the Saugus wreck, and advising that in obtaining facts had taken the matter up with Mr. Porter at Los Angeles.

Attached, for information, is telegram from Mr. Porter in which he advises the picture is being shown and that he has seen it but did not observe or hear anything that would connect the railroad with the wreck scene. While, in all probability, it will be a reminder to many people of the Saugus disaster, I cannot see that there is anything at all for us to do about it and we certainly wish to avoid any further publicity in any way. Have also discussed it this morning with Mr. C. S. Jefferson and he fully agrees, both as to the motion picture and the article in the magazine.

(Signed) E. B. FINEGAN

Chief Traffic Officer.

cc-Mr. F. H. Johnson

W.R. Ref. No. 3461

Seattle, February 28, 1939.

Mr. F. H. Johnson:

Attached has been noted by Messrs. Earling, Buford and McEwen, and is returned for your file.

A. H. B.

ing with Mr. [illegible] and the article in the magazine as to the motion picture

(Signed) E. B. FINEGAN
Chief Traffic Officer.

cc-Mr. F. H. Johnson

Mr. Johnson - Mr. [illegible] office [illegible] the picture agent Springfield [illegible] copy [illegible]

June 19, 1958

Mr. Gillick----
Mr. Scandrett--

Please note consideration displayed in Montana newspapers.

Mr. Scandrett met the editor of the Livingston paper at Gallatin Gateway when we had "official opening" of Yellowstone Park few years ago -- name L. E. Flint, who, at the time, handled publicity for Yellowstone during the park season. He has always indicated friendly attitude towards the railroads. Few years ago, when highways were blocked by snow, he published a classic -- an imaginary railroad statement that no trains would be operated until the sun melted the snow or taxpayers opened the right-of-way.

I know him and will write him a note. Hope Mr. Scandrett will write him.

[illegible] made
[illegible] will bowed but sorrow had changed
[illegible] Press. Saturday morning
[illegible] kindly treat-
ran a positive meet and met a COO train, the result
of which you know.

I am hopeful that I'll be able to attend the Montana Press Association meeting this Fall and that I might have the pleasure of another visit with you and your family.

Should your travels take you to Chicago before the meeting, wont you please try to find time to look in on us?

Yours very truly,

Mr. L. E. Flint, Editor
Enterprise
Livingston, Montana

Mr Johnson
JPSN

June 29, 1938.

Dear Mr. Flint:

Your editorial in the June 21st issue reached us through the clipping bureau yesterday. Your kindly attitude and understand is comforting and we are grateful for your expression.

All last week we went about with our heads bowed in sorrow but grateful for the kindly treatment we received from the press. Saturday morning our heads were still bowed but sorrow had changed to shame and anger because an Olympian engineer ran a postive meet and met a CCC train, the result of which you know.

I am hopeful that I'll be able to attend the Montana Press Association meeting this Fall and that I might have the pleasure of another visit with you and your family.

Should your travels take you to Chicago before the meeting, wont you please try to find time to look in on us?

Yours very truly,

Mr. L. E. Flint, Editor
Enterprise,
Livingston, Montana

Hawley, Minn.
June 20, 1938.

J. H. Johnson,
Exec. Assistant
516 W. Jackson Blvd.
Chicago, Ill.

Dear Mr. Johnson:

The headlines in this mornings paper greatly shocked and deeply grieved me, and knowing how you must feel over this terrible tragedy, seeing the Olimpian was one of your choisest trains, I am writing these few lines to express to you my heartfelt concern and genuine simpathy.

Sincerely Yours,

Philip Geiter.

Rev. Philip Geiter

Announcing Our . . . .

TENT MEETINGS

Nightly at 8:00 P. M.
Beginning on . . . . JUNE 15

with **Rev. Philip Geiter,** Evangelist
Reading, Pa.
An evangelist of years of experience and fruitful ministry.

— and —

Miss Bernice Sellner and Miss Dagmar Nelson
Singers and Musicians

You'll never forgive yourself if you miss hearing these. All three come highly recommended.

Meetings will be held in the new tent located on the Church grounds.

—Every Night except Monday, at 8 o'clock—

SUNDAYS 11 A. M. and 8 P. M.

Miss Dagmar Nelson
Miss Bernice Sellner

Remember now thy Creator in the days of thy youth, or ever the evil days come, and the years draw nigh when thou shalt say, I have no pleasure in them (Eccles. 12:1).

Every ..year ..your ..hope ..grows fainter, and your case more desperate. It is a solemn thing to say To-morrow, when God says To-day: for a man's To-morrow and God's To-day may never meet.

FREE: T hree hundred comfortable plank seats, every evening.

Hawley Bible Church

Where will you spend eternity? Jesus died to save you. Get right with God.

MilesCity June 19 1938

JTG.

~~Mike~~ John Tressman 855 Case St StPaul Minn,Frank Morat 1408 No Bell Ave Chgo Employee.Edw S Richard 4415 Beacon St Chgo,Louis Williams 521 East 44th Place Chgo Employee.Elenzie Woodson 4615 Vincennes Apts 2 Chicago employee.Mr & Mrs Paul Gehrig 4401 Park Ave Mpls. Barbara Jack Paul Leo and Maureene Gehrig 4401 Park Ave Mpls. Helen Gehrig 2632 Oakland Ave So Mpls.Mr & Mrs R F Kaskie Mitchell SD Leola Mohr GardenCity SD,Mr & Mrs Louis Brown Daughter Shirley 1612, 5th St Perry Ia.Grace Hatch McLaughlin SD.Ralph Yontz, care of Telephone Co Butte Mont,Henry Shipley fireman MilesCity,Francis Berry 200 StJoseph St Mobile Ala.Arthur M Jackson 5361 Federal St Chgo employee.Edgar Peoples 4910 Forestville Ave Chgo employee. Carl Gomefield Condon Oregon,Warren Peabody Ekalaka,Mont, H E Bernadickt steward 1170 No 44th St Milwaukee.Dr T M Leonard. Spokane.Evelyn Jansen 28 East Clark St Freeport Ill,Kermit Koloster 205,5th Ave SW Aberdeen SD.Harry Buckley 3362 Prairie Ave Chgo-employee and one girl not yet identified.Nine bodies have been recovered and brought to MilesCity funeral home,Not yet identified. A 114.

A C K

1237pm

JTG

MilesCity June 19 1938

Sixty Patients have so far been admitted to Hospital and probably be more when rear end of train reaches MilesCity.Hospital advises six or seven seriously injured balance slightly injured,List follows:- Mrs R C Daniels Deerlodge serious.Mrs J W Warming Springfield Ore serious,Lucille Stumley Keldron SD serious.Albert Dobbins 3642 State St Chgo waiter serious.Dean Hanscom R 604,5th Ave NewYorkCity serious Mike Szykowski 3041 N Central Park Chgo cook very serious. Balance slightly injured.Raymond Moftsker Baker Mont.Fred Mohr GardenCity SD,J M Waring Springfield Ore.Mrs D L Herrold & Baby Plankington SD.Mrs Guy Herdman WhiteLake SD,John Fuller Mobridge SD, Mrs A G Fuller Mobridge SD.Ria Dora Ellis 605,8th Ave So GreatFallsMo Mrs Marian Wheeler 5515,35th St So Seattle Wn,Mrs Fred Mohr GardenCity SD.Lorraine Olson Ronan Mont.Mrs Ralph Olson Ronan Mont.Mrs P C Williamson and Son Walter Wells Mont.C C McGee Condr MilesCity.James R Reece brakeman MilesCity.Anna Johnson and George Lallas 1515 Humboldt St Bellingham Wn.Thos Townsend 825 Montgomery Ave Byrn Mawr Pa,Miles Kaskie Mitchell SD,~~John Townsend 825 Montgomery Ave.~~

Chicago, June 20, 1938.

Officers and Employes:

We are all saddened by the dreadful catastrophe at Avery, Montana. Our sole thought and effort at this time is to take care of the injured and to ease in every way we can the burden of grief of the relatives and friends of the victims of the accident. We will not fail to discharge this duty in full measure, and to the very limit of our ability.

The accident resulted from a condition which developed without warning and was not due to any shortcoming in the operating organization.

It would be easy to become discouraged in the face of the disaster, but that is not the way of the good fighter who makes of adversity a spur to greater effort, and that is exactly what we will do. I know the spirit of The Milwaukee Road. It is "Carry on."

H. A. Boardrett

Wire

Chicago, June 20, 1938.

Superintendents - System

Copy to O N Harstad - Chicago
C H Buford - Miles City
R. W. Anderson - Miles City
K. F. Nystrom - Miles City
P. H. Nee - Milwaukee
C. S. Jefferson - Miles City

Attached is telegram Mr. Scandrott has addressed to officers and employes which I wish you would see is displayed on bulletin boards today. Mr. Nee will see that distribution is made at the shops at Milwaukee, Mr. Bagnell at Minneapolis and Mr. Devlin at Tacoma. Please furnish copy to traffic and store department officers on your Division. O-55

J T Gillick

Chicago, June 20, 1938.

Messrs:

H. A. Scandrett
W. W. K. Sparrow
H. E. Pierpont
O. W. Dynes
W. H. Penfield
R. J. Middleton
C. S. Jefferson
E. A. Meyer
J. L. Brown
W. L. Ennis
O. N. Harstad
N. A. Ryan
W. E. Tyler
F. H. Johnson
F. H. Allard
R. E. Kennedy
L. J. Benson
R. W. Reynolds
E. B. Finegan
E. W. Soergel
F. N. Hicks
H. Sengstacken
J. Caldwell
D. C. Curtis
G. H. Walder
John Dickie
J. W. Severs
D. F. Rank
C. L. Whiting

Re: Saugus Derailment

We are setting up a bureau of information in Mr. Brown 's office that can furnish more details to people making inquiries than could be had in any other manner. In case you do not know of the bureau, I suggest that all inquiries be directed to that office.

J. T. Gillick

Chicago, July 19, 1938.

Mr. J. T. Gillick:

Attached clipping from the Pittsburg Post-Gazette on Friday, July 15, is the first that I have seen in print about the fund being collected for the "hero" of the Custer Creek disaster. Too bad Publisher Paul Block didn't read your piece in the current issue of the employes' magazine before he started the collection or perhaps you and I might have been included for a share.

Just the other day I had a phone call from the local office of Life Magazine to say that the publishers had received a letter to the effect that Williams was improperly designated as the "hero," and that it was another porter who was entitled to the credit. The caller asked that we indicate just what heroic work Williams did, so that they could print that following the printing of the letter. I said that we got our information from the same source that Life did, that is, from the newspapers that reported what an eye-witness had told a newspaper reporter and that we had no other record. Also, I told him of the tenor of your piece in the magazine and concluded by saying that Life had made so many inaccuracies in ~~their~~ its July 4th issue which carried the account of the accident that, to be consistent, they should be little concerned about the comment made by the letter writer.

Frank J. Newell

Pittsburgh Post-Gazette
FRIDAY, JULY 16,

Fund for Hero Porter Grows

Contributions Scheduled To Close Next Week.

From the Pittsburgh office of the railroad for which Lewis Williams worked, the Post-Gazette yesterday received a contribution for the fund being raised for the heroic porter of the recent Montana rail tragedy.

In addition to a check from local employes of the Chicago, Milwaukee, St. Paul and Pacific railroad, several other responses within the last few days to the suggestion of Paul Block, Post-Gazette publisher, indicate that a sizable sum will be available for Williams by the time the fund is closed next week.

Persons wishing to share in the plan should mail their contributions immediately to the Lewis Williams Fund, care of the Post-Gazette.

Employe of Hotel Here

Memorandum

Chicago, June 26, 1938.

No. 15's accident at Saugus, Mont., June 19, 1938

Talked with Mr. Buford, Sunday morning. He says their pile bridge has been thoroughly tested out, shows no movement and will carry the traffic satisfactorily. He and Mr. Middleton feel we must immediately prepare for new bridge in order to withstand another storm. Pile penetration indicates the original pier construction was down on hard pan which they were not able to get piling through.

He is convinced the center pier was not damaged until Sleeper Choteau changed the current and undermined the pier, turning it around sufficient to force the girder with the remaining tourist car off the south side of the pier and into the water, probably as much as twenty minutes after the accident. The girder is about 60 to 70 ft. from the pier upright and apparently is not damaged.

The west pier had apparently been undermined and as the train was passing over the west girder, it tipped to the north and is upside down in the river-bed, approximately 70 ft. from the track and maybe twisted.

Mr. Middleton's investigation of the waterfall found one rancher in Custer Creek Valley, about twenty miles north, who says there was a seven inch rainfall. He also found ranchers who had reservoirs in the Valley that were washed out with this wall of water, illustrating that the volume that struck the bridge was, as previously indicated, an unprecedented wall of water that did undermine the west pier.

They are cutting up the equipment, loading it in cars at the bridge.

They have all of the information they can possibly get or will be required for the hearing on Tuesday.

J. T. Gillick.

cc Mr. H. A. Scandrett
Mr. W. H. Penfield
Mr. W. W. K. Sparrow
Mr. H. E. Pierpont
Mr. O. W. Dynes

Chicago- June 28, 1938.

Mr. J. T. Gillick:

Porter Williams of Custer Creek Wreck
on Ripley's "Believe It Or Not" Program.
- - - - - - -

Suggest we tell Ripley we appreciate his offer but do not believe this accident, which already has had so much publicity, should again be brought to the notice of the public through his radio program.

Naturally we are deeply grieved by the loss of life in this accident and hope the public will not long remember it.

We appreciate and will suitably recognize the heroic action of Porter Williams.

ens.

Telegram Miles City, July 1, 1938

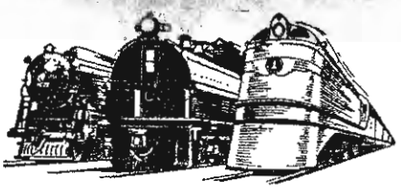
J T Gillick - Chicago

Looks to me that we ought to get over our railroad shortly after noon tomorrow with fairly good luck. Everything being done prior to arrival material that can be taken care of and water draining off fast and drying up so helps in hurrying the work. Plenty of help and getting sunshine, does not look like any more rain today or tonight as not getting very hot. Division Engineer and Trainmaster enroute also a B&B Foreman to look over one bridge AA-134, but think it will be passable although piling is four bents scoured badly. B&B will give us material that we can use at daylight. Running 40 man tie gang from branch to handle it and in meantime blocking up and cribbing so that material can promptly be unloaded when it arrives and after that won't take long to make things passable. A-14

A C Kohlmoo

cc Mr. H. A. Scandrett
Mr. W. H. Penfield
Mr. O. N. Harstad
Mr. J. L. Brown
Mr. F. J. Newell

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC



The MILWAUKEE ROAD

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

Traffic Department
217 Patterson Building

H. L. HOLMES
[redacted] GENERAL AGENT
H. L. HOLMES, TRAVELING FREIGHT AND PASSENGER AGENT
H. E. RIDENOUR, CITY FREIGHT AND PASSENGER AGENT

Denver, Colo.
7/9/38

Dear Frank:—

In last week's issue of the magazine "Life" in the write up of the Saugus disaster the magazine says this is the worst train wreck in the U. S. since 1887. Presume you have read this & taken steps to have it corrected.

Am enclosing pages 1 and 2 of the Rocky Mountain News here for June 20th. You will note on Page 2 they have listed major train wrecks in this country many of which had much larger casualties than ours. I sent you copy this paper before, but am enclosing same again for ready reference.

Had the pleasure of renewing acquaintance with your boy Frank, who was here with a Powers' tour this week.

Best regards.

Ps: Fs. Newell

Harry

July 15, 1938.

Dear Harry:

Thanks for your letter of the 9th and enclosure.

We had word from Frank W. that he saw you and all of us are grateful for your having met him and being so considerate. The dentist you recommended took care of him. His tooth continues to bother him and probably he will have it out when he returns.

With respect to the article in Time, it displeased us greatly of course and there is no excuse for such inaccuracy. Likely you noticed the caption that had to do with possibility of passengers collecting damages. Am enclosing a letter that Mr. Williamson wrote to Life. I think he did a very good job.

It was good to hear from you and I will much appreciate it if you will send in your sheets that you think will be of interest to us here, as we do not get papers from your territory through our clipping bureaus.

With best wishes, I am

Yours very truly,

Mr. H. L. Holmes,
General Agent, Traffic Dept.,
The Milwaukee Road,
217 Patterson Bldg.,
Denver, Colo.

Missing Man's Body Found Near Granby

Discovery Ends 36-Day Vigil By Partner

J. L. Robinson's 36-day search for his missing business partner ended yesterday along Willow Creek near Granby.

The body of Willis W. Hogan, 40-year-old former Denver man who had been missing since May 14 when he walked away from a party of friends in search of a place to ford the stream, was found by Mr. Robinson and several [illegible]

Receding waters in the [illegible] left the body lodged in [illegible] a quarter-mile downstream [illegible] the point where he is believed to have fallen in.

Daily Vigil

On May 14 Mr. Hogan and Mr. Robinson [illegible] when the group reached a washed-out bridge, Mr. Hogan left the party in search of a way to cross the stream.

He failed to return and the members of the party started search.

In the belief that his partner had fallen from a log into the swift water and drowned, Mr. Robinson since then had maintained a watch along the stream.

Wounded in War

The victim's body was taken to the Hatfield Mortuary in Granby yesterday.

Mr. Hogan was a World War veteran, wounded during the war when struck in the leg by [illegible]

Before moving to his Granby ranch he had lived in Denver [illegible] years. Mrs. Hogan died in [illegible]

Dead, Missing In Train Wreck

Fireman, Engineer Among Victims

By Associated Press

MILES CITY, Mont., June 19.—The list of casualties in the train wreck near Miles City today, as issued by the Milwaukee Railroad tonight, follows:

Identified Dead

FRANK MERRIFIELD, engineer, Miles City.

T. E. McCOY, fireman, Miles City.

MILTON NORBERG, railway mail clerk, Aberdeen, S. D.

MRS. JOSEPHINE FREIRICH, Bowman, S. D.

MRS. LEROY BAILEY and daughters JUANITA, six, and [illegible] three, Hettinger, N. D.

MRS. MILTON LEHR, Bowman, S. D.

Missing

A daughter of Mrs. Melton Lehr, [illegible]

Injured

[illegible] Waring, [illegible]

[illegible] Smigley, Keldron, S. D.

Albert Dobbins, Chicago, waiter.

Mike Smykowski, Chicago, a [illegible]

Dean Hascom, New York City.

Slightly Injured

Raymond Notisker, Baker, Mont.

Fred Holtz, Garden City, S. D.

J. M. Waring, Springfield, Ore.

Mrs. D. L. Herrold and baby, Hankinton, S. D.

Mrs. Guy Herdman, White Lake, S. D.

John Fuller, Mobridge, S. D.

Mrs. A. G. Fuller, Mobridge, S. D.

Mrs. Dora Ellis, Great Falls, Mont.

Mrs. Marion Wheeler, Seattle, [illegible]

Pueblo Wreck Fatal to 96 Is Recalled

Cloudburst Caused Nation's Second Worst Train Disaster

The wreck of the crack Olympian in Montana yesterday recalled to Coloradans a train wreck near Pueblo which was the second most disastrous in the nation's history.

It was on the night of Aug. 7, 1904, that a wall of water hurled down Dry Creek, eight miles north of Pueblo, to crush a Denver & Rio Grande passenger train and switch 96 lives.

The train was crawling along at reduced speed when it entered a trestle a mile from Eden. Heavy rains had made the engineer cautious.

Cloudburst Strikes

Just as the engine reached the far end of the trestle death struck [illegible] with [illegible] so swiftly and so [illegible] that most of the victims probably never knew what had happened.

The water swept the engine, baggage car, smoking car and chair car down the stream as if they were pieces of driftwood.

The engine, 180,000-pound monster of the rails, was turned end-over-end by the waters as if it were a toy.

One Coach Swept One Mile

Two passenger cars were crushed and then tossed about by the mad racing waters, their occupants never having a chance.

One of the passenger coaches was found a mile downstream.

So great was the unleashed fury of the flood that the [illegible] racing [illegible] a few minutes after [illegible] under the weight of the steam locomotive and sent it hurtling into the stream and against the opposite bank, dragging the tender, baggage car, mail car, two coaches and two tourist sleepers into the flood.

A track walker had reported that the creek was nearly dry only a few minutes before the train passed.

Passengers Trapped

Passengers, most of them sleeping or drowsing in their seats, were caught without warning.

"The first I knew, the train started to settle," said Thomas Thoreson of Dawson, Minn., a survivor who was in the smoking car. "It was [illegible]

Map of wreck scene and rescue eff
floods hamper rescue work.....
Memories of disastrous Colorado wr
Bunker describes nightmare that ac

By Associated Press

MILES CITY, Mont., June 19.—[illegible] ger train of the Milwaukee Railroad [illegible] bridge early today into a seething, [illegible] carrying at least 39 persons to dea[illegible] missing and feared dead, and injuri[illegible]

Lou Brill, editor of the Miles C[illegible] death list would pass 50. He estima[illegible] in one submerged car which railroa[illegible] from the flooded creek.

Reports by railroad officials i[illegible] mately 160 passengers aboard, or which more than 50 were dead or missing, 65 injured and about 40 known to have escaped injury.

The tragedy was the worst in American railroading in recent years, and was the first on the Chicago, Milwaukee and St. Paul Railroad in 20 years in which a paying passenger met death.

Train Hits Cloudburst

It came without warning as the 11-car, air-conditioned train, en route from Chicago to Tacoma, Wash., sped through a cloudburst in the Custer Creek section, 26 [illegible]

—A. P. Photo.

...ers in San Francisco, gave ...ner a job. Both are sure ...ner will make good.

...onument ...o Jewish Dead

Reference Made To Persecution

By Associated Press

...RDUN, France, June 19.—...onument to Jews who died ...the allied armies in the World ... was inaugurated today at ...umont by Naval Minister ... Campinchi with the pledge ...France would defend freedom ...ll races.

...e are not among those who ...e out or condemn men be... their ancestors were born ...nd our frontiers," the minis... said in a scarcely-disguised ...nce to German anti-Semitism. ...e do not believe in accursed, ...mptible or inferior peoples, ...in a free, worthy, respected ...anity.

...ry Patient

...his ideal, for which the Jews ...rance. England and the United ...s felt here among so many ...eir compatriots, remains ours. ...e must not despair, because ...ry is patient and the day will ... when we shall see this ideal ...

...appeal rises from

Mounties Battle 1,000 Rioters

Vancouver Jobless Routed by Barrage Of Gas Bombs

By United Press

VANCOUVER, B. C., June 19.—Royal Canadian Mounted Police and Vancouver police battled 1,000 jobless demonstrators for two hours in downtown streets and buildings today.

More than 50 men were injured in hand-to-hand fighting and an estimated $200,000 damage was inflicted on buildings, including the postoffice and city art gallery.

The demonstrators, who have been camped in the postoffice and art gallery for more than a month demanding a provincial relief program, were routed by tear gas bombs after resisting eviction orders.

Fixtures, Windows Smashed

The red-coated mounties, reinforced by local police, felled many demonstrators with billy clubs. Battling as they retreated through the postoffice, nearly 800 men smashed fixtures, hurled stones and tore fixtures from the walls.

Fighting as they retreated, the demonstrators were forced out of the two main doors of the postoffice, only to renew the battle on the streets. They spread through the city, smashing shop windows and shouting threats.

The main body of the combatants moved to the art gallery where 200 demonstrators were maintaining their month-long sit-in protest.

Throw Gas Bombs

The mounties and Vancouver officers threw tear gas bombs into the gallery. One by one the protestors emerged from the building, choking and coughing.

As the men abandoned their stronghold, squads of police dispersed them.

Thirty-six men were taken to the city's two main hospitals for treatment for injuries. Steve Brodie, leader of the contingent which occupied the postoffice, was injured seriously. He was clubbed several times.

Several other injured men were treated at private homes.

Mounties Join Police

Three city policemen were injured. One suffered concussion and another suffered a broken leg.

The Mounties, famed Canadian law-enforcing group, joined with the local police in a simultaneous drive to oust the demonstrators about 6 a. m.

hTe jobless men, seeking provincial relief money, have lived, slept and ate in the postoffice and gallery since early in May, to defiance of municipal authorities. Last night authorities announced [illegible] the demonstrators [illegible] buildings and so [illegible] relief demands there before provincial authorities.

1,000 Windows Broken

The police moved in on the pro-

Major U. S. Train Wrecks

Memphis Disaster Ranks as No. 1

By Associated Press

Major passenger train accidents in the United States, excluding yesterday's at Miles City, Mont., have taken 1,098 lives in the past 62 years.

However, reports filed with the Interstate Commerce Commission and the Bureau of Railroad Economics show only 10 fare-paying passengers killed in railroad accidents in the last three years.

The major wrecks, cities near where they occurred and the number of persons killed follow:

1876
Dec. 29—Ashtahula, Ohio, 60.
1887
Aug. 10—Chatsworth, Ill., 81.
1904
Aug. 7—Eden, Colo., 96.
1906
March 16—Florence, Colo., 35.
Dec. 30—Washington, D. C., 53.
1907
Jan. 2—Volland, Kan., 33.
Jan. 19—Fowler, Ind., 29.
Feb. 16—New York City, 22.
March 23—Colton, Calif., 26.
July 20—Salem, Mich., 33.
Sept. 6—Norris, Iowa, 12.
Sept. 15—Cannan, Vt., 24.
1908
Sept. 25—Park City, Mont., 17.
Nov. 11—Little Woods, La., 11.
1911
Aug. 25—Canandaigua, N. Y., 27.
1912
July 4—Corning, N. Y., 40.
1913
Sept. 2—Wallingford, Conn., 21.
Oct. 19—Buckatunna, Miss., 23.
1914
Aug. 5—Tipton Ford, Mo., 40.
1916
March 29—Amhurst, Ohio, 28.
1917
Feb. 27—Penn, Pa., 20.
Dec. 20—Louisville, Ky., 41.
1918
June 22—Ivanhoe, Ind., 68.
July 9—Nashville, Tenn., 115.
1919
Jan. 12—South Byron, N. Y., 21.
1921
Feb. 27—Porter, Ind., 37.
1922
Aug. 6—Sulphur Springs, Mo., 40.
1923
Sept. 27—Casper, Wyo., 37.
1925
June 17—Hackettstown, N. J., 50.
1926
June 17—Pittsburgh, Pa., 15.
Sept. 5—Salida, Colo., 30.
Dec. 23—Rockmont, Ga., 20.
1929
July 18—Denver, Colo., 9.
1933
Aug. 29—Tucumcari, N. M., 8.
Sept. 15—Binghamton, N. Y., 14.

Nine Children Die On Polish Vessel

BUENOS AIRES, June 19.—[illegible] with the bodies of nine children who died aboard ship after an outbreak of measles.

Twenty-four others who were

Casualty List In Montana

Fireman, Engineer Among Victims

(Continued from Page One)

daughter, Shirley, all of Perry, Iowa.

Grace Hatch, McLaughlin, S. D.

Ralph Yontz, Butte, Mont.

Henry Shipley, Miles City, Mont., employe.

Francis Berry, Mobile, Ala.

Arthur M. Jackson, Chicago, employe.

Edgar Peoples, Chicago, employe.

Carl Boefield, Condon, Ore.

Warren Peabody, Ekalaka, Mont.

H. E. Bernadickt, Milwaukee, Wis., employe.

Mrs. Harry Hook, Valley Forge, Wash.

W. L. Blackman, Hinsdale, Ill.

Mrs. W. L. Blackman, Hinsdale, Ill.

Dr. T. M. Leonard, Spokane, Wash.

Evelyn Janson, Freeport, Ill.

Kermit Koloster, Aberdeen, S. D.

Harry Buckley, Chicago, employe.

July 11, 1938.

Mr. Harvey Ingham, Editor
The Des Moines Register,
Des Moines, Iowa.

Dear Mr. Ingham:

Your editorial in the Register for June 21st headed "Notes on a Rail Tragedy" has just reached my desk or I would have made earlier acknowledgement.

We appreciate your reference to the much greater number of fatalities to travelers via other agencies but, of course, our main objective is to eliminate passenger fatalities altogether and the Custer Creek disaster has deeply distressed us as we had maintained a clear safety record for more than 20 years.

We find some comfort in the fact that the bridge destroyed by the flood was a strong concrete and steel structure and that it had been regularly inspected and properly maintained.

This letter is not written for publication, but to let you know that we are grateful for your considerate editorial.

Sincerely yours,

July 9, 1956

Dear Brother Jerome:

It was thoughtful of you to write as you did to express your sympathy.

As you will understand, I was close to it all because the nature of my work necessitated relaying to the press the news of the tragedy and, further, I was one of a group that was charged with the sorrowful duty of communicating news of the accident to the families of the victims and working with the bereaved in establishing the identify of the dead.

It is sustaining to know our friends understand that the terrible tragedy was occasioned by causes beyond our control and that they share our sorrow.

The press has been exceptionally sympathetic and we are deeply grateful for the public reaction. Your letter has been shown to several of our officers and they join me in thanking you for your having written us.

Should you see Brother Luke Joseph before the retreat, which I assume will again be held in Winona in August, please tell him I am hopeful he will have opportunity to visit with us when he passes through and, better still, that the program might be worked out so that he can include an extra day here that I might have the pleasure of an extended visit with him.

With best wishes to your good self and my friends, I am

Sincerely yours,

Brother L. Jerome,
Provincial,
La Salle Institute,
Glencoe, Missouri.

BROTHERS
OF THE
CHRISTIAN SCHOOLS

La Salle Institute-

GLENCOE, MO.

June 30, 1938

Mr. Frank Newell,
The Milwaukee Road News Bureau,
Chicago, Illinois.

Dear Mr. Newell:

In the name of the Christian Brothers I take this occasion to extend to you and your associates our sympathy in the anguish that you have suffered because of the Olympian disaster.

Knowing your deep interest in your organization, we wish to let you know that we grieve with you in that which has added so materially to your already heavy burdens.

Your intimate friends wish you to know that their expression of sympathy in the present instance is a slight token of their keen interest in your personal welfare and that of the Milwaukee Road.

With an expression of our sincere esteem and with kindest personal regards, I remain

Sincerely and gratefully yours,

Brother L. Jerome
Provincial.

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Chicago- June 10, 1938

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Airmail copy to A.H.Barkley- Seattle.

Please do not clip returns of news accounts of Olympian accident in Montana.

If any editorial comment appears would like to receive only it.

F. H. Johnson

Milwaukee Road

M Johnson
To note. Pls
Fon

Iowa

JUN 20 1938

4 Iowans on Train; Fear One Is Dead

SIOUX CITY, IA. (MONDAY) (AP)—Miss Dorothy DeBeer, 49, Sioux City accountant, believed to have been trapped in a submerged sleeper in the Montana train disaster early Sunday, left here Saturday morning on a vacation trip to visit a sister in Great Falls, Mont.

She was accompanied by Misses Sarah O. Olson, 64, and Margaret Olson, 62, both of Seattle, Wash. The sisters, former Sioux City residents, had been visiting here at the home of a brother, E. H. Olson, for the last two months.

Besides Miss DeBeer, the casualty list includes two unidentified elderly women, one believed to be from Spokane and the other from Seattle.

The three women boarded a train for Aberdeen, S. D., Saturday morning to make connections with the ill-fated Olympian later that day.

* * *

Among those slightly injured in the Olympian wreck were Mr. and Mrs. Louis Brown and daughter, Shirley, all of Perry, Ia. They were making their first family vacation trip, friends said. Mr. Brown is a locomotive carpenter in the Milwaukee shops at Perry.

JAN 20 1938

Wrecked Train Was A Model of Luxury

One of a large fleet of Milwaukee road trains, the silent roller-bearing Olympian train represented one of the highest developments in modern rail travel.

All cars on the train were air-conditioned and automatically-ventilated.

The cars were designed to give one-third more room per passenger than the type of coaches previously used by the line.

The Olympian stressed the luxurious type of club-like men's smoker and women's lounge.

The Milwaukee road spans half a continent, from Chicago, Ill., to Seattle and Tacoma, Wash. The road is electrified for 656 miles, in two sections through the Rocky mountains, and is said to have nine times as much electrified mileage as all other transcontinental lines combined.

Numerous power stations along the mountainous route in these two sections harness energy of swift mountain streams for use of the electric locomotives used.

In the down grades, the locomotives reverse their function and utilize the momentum of the heavy trains to regenerate electric power. In this way, about 12 per cent of the total power consumed is recovered.

The section of track where Sunday's wreck occurred near Miles City, Mont., is not electrified.

The long route of the Olympian winds over track which is cut between high hills, along canyons, through forests and in and about the high cliff country of the west.

WALTER A. STEVENSON
PH. B., M. A., PH. D., D. D.
CAMPAIGN DIRECTOR
FOR
CHURCHES, COLLEGES,
PHILANTHROPIC INSTITUTIONS
REFERENCE: "WHO IS WHO IN AMERICA"

ROOM 1005, 189 W. MADISON STREET
CHICAGO, ILLINOIS

June 23, 1938.

Mr. F. H. Johnson
The Milwaukee Road
Chicago, Illinois

My dear Friend:

The catastrophe has grieved me beyond my ability to express it to you. While in New York City, reading the New York "Times" I ran unto this editorial. I have always considered the New York "Times" the leading newspaper in America. I admire its fairness and its constructive policy. It is a very great source of satisfaction to me that this editorial appeared as is indicated.

Extending to you my great sympathy in this very trying situation, I am

Yours most devotedly,

WAS/EB

Walter A. Stevenson

The New York Times

Reg. U. S. Pat. Off.

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TUESDAY, JUNE 21, 1938.

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	1 Yr.	6 Mos.	3 Mos.	1 Mo.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

state. Freed of the futile complexities of that prohibition the Legislature would be in position to attempt to control the habit of gambling in its various forms. It could regulate lotteries within limits where convictions could be obtained. It could control the pool-room blight and shield children from the gambling habit. It could ameliorate the exploitation of the poor. It could substitute for the present methods of race-track gambling a pari-mutuel system with mathematically honest odds and a stipulated return to the State government. Some twenty States have found such a system to be a satisfactory solution of that particular type of gambling.

The essence of the matter is to establish a method by which the State can deal realistically with a growing social evil.

DEATH IN CUSTER CREEK

When a steel-girder bridge resting on concrete is swept away and one of the great trains of the country plunges into the torrent below, the public naturally wonders whether the designing and constructing engineers were at fault. That the structure had served its purpose for thirty years and seemed good for many more speaks for itself. A track walker saw no signs of failure shortly before the ill-starred train started to thunder across or for that matter of a cloudburst which was to convert dry Custer Creek into a raging torrent. Nor was the train crew aware of the downpour fifty miles away that was to cost the lives of so many. So far as the record now shows it is impossible to point an accusing finger at any employe of the road.

Though he builds with a full knowledge of past rainfalls and sudden inundations, no civil engineer can guard against every type of natural calamity. He can do no more than study the meteorological history of a given region and allow the structural margin of [illegible] thousands. In this

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THE PROBLEM OF GAMBLING

The State Constitution ought to be a [illegible] document. It is for the purpose [illegible] such a document that the [illegible] Convention is now meeting. The responsibility of [illegible] It is [illegible]

[illegible] of conditions [illegible] State compel [illegible] there is one section of the Constitution dealing with a large [illegible] problem which [illegible] this category. That is the provision in Article 1, Section 9, which reads as follows:

> Nor shall any lottery or the sale of lottery tickets, pool-selling, bookmaking or any other kind of gambling hereafter be authorized or allowed within this State.

The American people have had an unhappy experience with sumptuary control of this kind, written into the basic law of the constitutions under which they live. The outstanding example, of course, was the Eighteenth Amendment to the Federal Constitution—the liquor prohibition amendment.

DEATH IN CUSTER CREEK

When a steel-girder bridge resting [illegible] concrete is swept away and one of [illegible] crack trains of the country plunges [illegible] the torrent below, the public nature [illegible] wonders whether the designing [illegible] constructing engineers were at fau[illegible] That the structure had served its pu[illegible] pose for thirty years and seemed go[illegible] for many more speaks for itself. A tra[illegible] walker saw no signs of failure short [illegible] before the ill-starred train started [illegible] thunder across or for that matter of [illegible] cloudburst which was to convert [illegible] Custer Creek into a raging torrent. N[illegible] was the train crew aware of the dow[illegible] pour fifty miles away that was to co[illegible] the lives of so many. So far as th[illegible] record now shows it is impossible [illegible] point an accusing finger at any em[illegible] ploye of the road.

Though he builds with a full knowl[illegible] edge of past rainfalls and sudden inun[illegible] dations, no civil engineer can guar[illegible] against every type of natural calamity. He can do no more than study [illegible] meteorological history of a given regi[illegible] and allow the structural margin of [illegible] safety that prudence dictates. In the particular case a rush of water scoured away the earth around and under [illegible] solidly built foundation. Frequently [illegible] and gravel resettle in such an excava[illegible] tion and even leave the foundations [illegible] much as they were. Rate so silled [illegible] that a train should pass over a sub[illegible] stantially built bridge at the most [illegible] perilous moment.

Paradoxically enough, this accident would have been less terrible had the Olympian been composed of old-fash[illegible] ioned wooden or steel cars. Air-condi[illegible] tioning makes it necessary to seal win[illegible] dows hermetically. Moreover, the glass is of the shatter-proof kind, difficult to break. This is neither an argument for the old-fashioned car nor a reproach to technical progress. No engineer could [illegible] have foreseen that death might [illegible]

[illegible] that respective groups for the [illegible] 1936 [illegible] behalf of the American Ins[illegible] stitute of Safety, Colonel John Stilwell, then remarked that "another all-time record in safe rail passenger travel was established" and that fewer passengers were killed "per million passenger miles than in any year in the history of American railroads" since records have been kept by the Interstate Commerce Commission. The words are still good. Colonel Stilwell had in mind accidents that must be attributed to negligence in operation. Horrible as the loss of life may be near Miles City, Mont., American railroads may justly pride themselves on the record that they have made—a record which shows a reduction in fatalities of 74 per cent in 1937 as compared with the five-year average for the years 1923-25.

CABLE - TIDINGS - WINONALAKE

GENERAL MISSIONARY BOARD

OF THE FREE METHODIST CHURCH
OF NORTH AMERICA

REV. HARRY F. JOHNSON, GENERAL SECRETARY
WINONA LAKE, INDIANA

June 24, 1938

The Chicago, Milwaukee, St. Paul &
Pacific Railroad Company,
840 Union Station,
Chicago, Illinois.

Dear Sirs:

The excerpt from the CHICAGO DAILY TRIBUNE of June 22, 1938 relative to the Custer Creek Wreck is received.

May I reply by saying that the article in the TRIBUNE on June 21 on Disaster at Custer Creek, saying that it was due to "inadequate inspection and maintenance of the bridge,-" is very far from the truth to say the least. The Milwaukee has a long record of safety and courtesy and I am sure the Public is more apt to discredit what the TRIBUNE says than what the Milwaukee actually does for its passengers. This is only a word to tell you that, as far as possible, on every occasion we shall strongly defend the C.M. St. P. & P.R.R. Company.

We beg to remain,

Very cordially yours,

H. F. Johnson

General Missionary Secretary.

The Atchison, Topeka and Santa Fe Railway System

W. L. LYONS,
Assistant to the President
J. L. MERRICK,
Special Representative

Railway Exchange, 80 East Jackson Boulevard, Chicago

Office of Assistant to the President
Department of Public Relations

July 20, 1938

Mr. F. H. Johnson
Executive Assistant
C. M. St. P & P RR Co
Chicago, Illinois

Dear Mr. Johnson:

In going through our clippings we found the attached bunch of editorials which I am passing to you for your file. I imagine you already have most of these, but it may be that there are some in this batch which you have not had.

Yours very truly,

M L Lyons

Oklahoma - no sig
Hannibal, Mo - " "
Denver, Colo - " "
Atta, Iowa - yes sir
Rockford, Ill (Star) no sir.
Pleasant Hill, Mo. no sir.

Author
R. Richards, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS

June 23, 1953
ALTA [illegible] ADVERTISER

SINCE that terrible train accident in Eastern Montana, there have been many columns of news stories and editorials, together with photos taken at the scene. And, no doubt, none of which will compare with any of the fireside stories that will come from those who escaped with their lives. A cloud burst is given as the primary cause of the accident, and this may all be true; but we cannot help wonder if possibly the reducing of maintenance expenses for the past dozen years isn't in line for some of the blame. No doubt, the Milwaukee railroad isn't any more guilty than the rest of the railroad systems in the country; but we cannot help but recall a story that was told to us by a railroad brakeman a number of years ago, following a serious freight train wreck. The investigation committee reported that either the rails had spread or one had crystallized causing the wreck, which distributed several carloads of grain and other merchandise over the countryside. This brakeman commented that he was positive that the real cause of the accident was a beam on one of the cars had dropped down near the head of the train, which plowed up several hundred feet of track, derailing the balance of the train . . . and more careful inspection could have avoided this accident . . . but a policy of pushing mechanical equipment to the limit with a minimum of maintenance expense will surely take its toll sooner or later.

* * * * * * * * * *

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 24, 1938
CENTERVILLE IA IOWEGIAN

THE MONTANA DISASTER

The Montana passenger train disaster which cost the life of one of our fine Appanoose county girls, Fern Beer, cost more lives than any other single disaster on an American railroad since a train crashed through a wooden bridge near Chatsworth, Ill. in 1887. The railroads had become one of our safest means of travel, it being boasted that whole years have passed without a single fatality to passengers. It does seem like tragedy that when suche a disaster did come it had to claim as one of its victims such an outstanding and promising girl from our own community. Hundreds of people admired her for her accomplishments, for her work among the 4-H girls, and for her fine personality. Genuine sorrow is felt for the family, and the sad hearts, as final services are held Saturday, will extend far beyond the family circle.

FROM
R. HUBBARD, Special Representative
Department of Public Relations

PLANO, ILL. NEWS
JUN 22 1938

10

RAILROAD TRAVEL THE SAFEST YET

For quite a number of years the great railroad highways of this nation have scarcely had a single accident. Due to better and almost perfect equipment, heavier rails and modern service that was like living at home because of the comforts afforded. Then all at once comes this terrible wreck of the Chicago, Milwaukee & St. Paul's fine Olympics train, at near Miles City, Montana, due to defective bridge foundation that wouldn't stand the pressure of a great flood of water almost unknown even in that country where cloudbursts of rain often happen. This terrible accident has taken a toll by death estimated at 40 and 65 injured, one of the most fatal railroad wrecks known in years. The cause will be investigated in due time and such disasters averted in the future.

This great disaster shocks us, but is it not comparable to the auto and aviation accidents and deaths that happen every week over the nation.

Acknowledge by
Mr Scandrett

FROM
J. R. HUBBARD, Special Representative,
Department of Public Relations,
Santa Fe System Lines
TOPEKA, KANSAS.

June 21, 1938 625
TOPEKA KS DAILY CAPITAL

Floods Hamper Railroads

Railroads, fighting for existence against depression, high taxes, and an unstable economic situation, are taking it on the chin from the elements this year, as they did during the drouth period. All over the Middle West floods are washing out tracks and wrecking bridges. Replacement is costly, but the expenses must be borne from the shrinking coffers.

The most serious result of recent high waters, of course, was the wrecking of the Milwaukee's Olympian passenger train in Eastern Montana Sunday. A cloudburst so weakened the bridge over a mountain stream it collapsed with a shocking loss of life. It was one of those unforeseen things which give railroad officials and their employes the jitters.

During the past quarter of a century railroads have increased the safety measures designed to protect passengers and employes to a point that a wreck is unusual. In comparison with the large number of passengers hauled, the death and injury rate seems infinitesimal, particularly when the figures are set alongside the motor car casualties.

It is a matter of pride to the railroad managements that use of their facilities is the safest form of transportation. It takes an exceptional tragedy, such as the Montana disaster, to illustrate the rule. That sad incident also shows that human achievement falls far short of perfection when Mother Nature goes on a rampage.

Acknowledged by
Mr. Sandrock

Aug 20, 1938
KANSAS CITY MO STAR

Fate Claims Its Victims.

The passenger train wreck with its heavy loss of life in Montana is a tragedy in a double sense. It was an accident due to no act of negligence or carelessness and therefore unpreventable, and it stands in dramatic contract to the remarkable safety record of the railroads in recent years.

It is one of those unaccountable turns of fate that a railroad bridge across a gulch almost dry a few moments before should suddenly have been subjected to a rush of water and then have gone down under the weight of the locomotive and cars.

It is even more ironic that the fatalities in this one instance exceed the total of rail passenger deaths for the last year. In 1937, according to the National Safety council, "deaths of train passengers and travelers not on trains numbered only thirty-six." That was 65 per cent below the number of ten years previous and only one-tenth the number in 1918.

The hazards of other forms of transportation are familiar, although fortunately there is now some progress toward safety in those fields. But with railway travel the progress had been evident over a long period of years. And it is now shown that in a recent year, 1936, there was only one train passenger killed for every 1-billion-passenger miles traveled.

So the element of chance has played its tragic part with the victims in the Montana accident. But more than balancing up this disconcerting event has been the steady demonstration of the fact that human life can be protected to a high degree in the one form of transportation and perhaps eventually in all others.

Editorial by Sec Smith

CINCINNATI ENQUIRER (EDITORIAL)
JUNE 24, 1940

Fate Stepped In.

Since the advent of all-steel trains, railway wrecks involving the loss of many lives have been distinct rarities. Steel coaches have minimized the hurt done by wrecks, and the development of safer railway equipment and operating devices has scaled down sharply the frequency of mishaps.

Yet at times there comes a combination of circumstances which holds for naught all of the elaborate arrangements for safety. So it was near Miles City, Mont., Sunday when a crack passenger train hurtled off a flood-weakened trestle over Custer Creek and carried 40 or more of its passengers to their death in the stream. The loss of life would have been nowhere as great had not destiny willed that the coaches should fall into the creek—a small stream of water except when gorged by a cloudburst.

In 1936 American railways operated over a total of more than 496,000,000 miles with a total passenger fatality record of only 17. That is a criterion of the safety of railroad travel. In a world where chance enters into every human undertaking the record of the railways is indeed remarkable, catastrophes such as the one in Montana included.

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 21, 1938
ST LOUIS MO GLOBE-DEM

Custer Creek Disaster

Disciplined as civilization is to mounting tolls of life being paid for quick transport, the Custer Creek disaster, in which possibly every fifth person in a total of 165 on board was killed when a transcontinental passenger train of the Chicago, Milwaukee, St. Paul & Pacific system plunged through a bridge, shocks the nation. Of all forms of transport, the railroads of the nation have been most active and most successful in making travel safer. They have reduced their losses as other losses have grown, air and land.

In fact, the disaster which sent the fast Milwaukee train into the floodwaters of Custer Creek near Miles City, Mont., is an entry on a page of history that has almost been closed to such entries for many years. Certainly it has been many years since a year's accumulation of wreck fatalities could equal this single disaster on Sunday in Montana, in total lives lost—that is passengers considered, and all but a very few of the dead in Custer Creek were passengers.

For example, all rail casualties in the United States in 1936 resulted in the death of only 17 passengers, with few of this number dying in wrecks. In fact, claims have been made in certain recent years that no passenger had been killed in a train wreck during a given 12 months, though deaths of passengers from other accidental causes may have been registered.

The cause of this new rail safety is not hard to trace. A major expense of all railways in modern railroad history has been that of erecting barriers against accident. Steel has replaced wood in coach construction, roadbed and rails have been made more stable, power has been perfected and safety signals brought to practical perfection. So there are few wrecks and few of the wrecks are fatal to fare-paying patrons.

And save for the intervention of the unpredictable, there would have been no wreck at Custer Creek. Between the inspection of a track walker who found the bridge intact and the bed of the creek practically dry and the coming of the fated train, a cloudburst sent a "flash flood" down the dry bed and against the bridge, so weakening it that it could not support the heavy train, which plunged into the water, killing approximately 35 and injuring more than twice as many.

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 20, 1933 [illegible] 690
ST [illegible]

HELPLESS MAN.

The wreck of the Olympian, the crack train of the Milwaukee system, through the collapse of a bridge in Montana yesterday, while the worst accident of its kind for a generation or more, emphasizes the fact that railroad travel is the safest method of transportation known. Almost never is a regular passenger on a railroad train injured or killed, which makes the large death list from this accident so shocking.

It is one of the ironies of fate that this distressing tragedy occurred on the line of a railroad which has been particularly proud of its safety record, no other fatality having been reported to a paying passenger for a period of twenty years. This mishap demonstrates again man's inability to avoid accidents, despite the best mechanical and scientific safeguards he can devise.

FROM
L. L. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS

March 1, 1938
JEFFERSON CITY Mo Capital News

For twenty years the Chicago, Milwaukee & St. Paul Railroad has not had an accident in which a paying passenger met death, and then the worst accident in railroading in years was the tragic fate of the "safety-first" road. A flood, a shaken bridge, the crack streamline "Olympian" Milwaukee 11 coach train enroute to Tacoma, Washington, hurtles on to the bridge—a crash, a shriek and the train plunges into a swollen stream near Miles City, Montana. Scores dead, many missing, nearly a hundred hurt. And thus it goes in life. We never know when we are safe. We never know at what moment death will overtake us. The wise person is always prepared for the summons, which may come instantaneously as it did to the passengers on the Olympian.

Every great tragedy develops one or more heroes. There were several who distinguished themselves in the Milwaukee "Olympian" wreck near Miles City, Montana. Among those most worthy of special mention was a negro porter, Lewis Williams. The pullman car in which Lewis worked was tilted on the edge of stream, ready to plunge in at any moment. William stuck to his post, pulling folk out of their berth and hurrying them to the exit for safety. It was hard to get some of the heavy sleepers out—some wanted to stop to dress, but Williams kept at the job, pushing, pulling and shoving the passengers out of the coach until the last one was out, then the coach plunged into the stream. There is talk of awarding Williams a Carnegie medal for bravery on duty, and it would appear that he has one coming to him.

Col. W. L. Bouchard issues a most creditable edition of the Lead Belt News to commemorate his 25th anniversary with the paper as editor and 40th year of the paper's existence. A feature of the superb edition was calling the roll of 147 projects in which the federal government under the new deal had a part in St. Francois county, calling for an expenditure of $2,568,418—labor obtaining nearly two millions of it. This two millions went to St. Francois business in payment of bills, for home-buying, food, education, clothing, shelter and other ordinary costs of living. Streets, sewers, libraries, roads, schools, parks, recreation spots, swimming pools, water mains, sidewalks, street signs and sewing projects were among them. It is the way the New Deal and such enterprising editors as Colonel Bouchard have of building up a community.

FROM
A. E. HUSSEMANN, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 21, 1938
WICHITA DAILY EAGLE

Miles City Wreck Shocks Nation

THE entire nation is shocked by the news of the death of more than two score persons in the wreck of one of the country's crack passenger trains near Miles City, Mont. The shock is even greater because it is the first time in more than 20 years that a passenger has been fatally injured on a passenger train of this railroad and it has been several years since a railway wreck in any way approached in fatalities this catastrophe.

Remarkable progress has been made by railroads, not only in providing faster transportation, but in making it safer. Steel coaches, improved engines, heavier rails and roadbeds, modern inventions of safety devices, all have made rail transportation one of the safest modes of travel.

But the Miles City tragedy was a combination of natural circumstances that apparently human mind could not foresee. A cloudburst of unusual proportions struck at the wrong moment. A trackwalker, passing the bridge a few minutes earlier, reported only a trickle in the creekbed. The trainmen sacrificed their lives, along with those of the passengers, to the fury of the elements.

The Miles City wreck should be but a spur to train executives and to all transportation leaders to continue in their dauntless struggle to make man's mastery over nature nearer completion.

FROM
L. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 20, 1935
TOPEKA KANSAS STATE JOURNAL

Fate in a Tragic Lesson

Last Saturday it had been twenty years since a paying passenger had lost his life in an accident on the Milwaukee railroad. Sunday the road's crack train dropped thru a bridge into a swollen, roaring torrent with what may prove the heaviest loss of life since 115 persons were killed in a Tennessee wreck in 1919.

A few minutes before the disaster a trackwalker had crossed the virtually dry gulch. A cloudburst up the valley set aside all the precautions and safety devices railroads have been able to concieve for the protection of travelers.

Sometimes it seems as if fate lashes out angrily in such accidents to give man a lesson in humility by demonstrating the weakness and futility of the strength and genius in which he prides himself.

Some grouch has pointed out that contour farming has not stood the strain of the recent downpours. "Neither did ten miles of track on the Union Pacific which was washed out by the rain, stand the strain," replies the farm bureau agent of Wallace county.

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS

June 27, 1938
COLO SPRINGS COLO GAZETTE

SAFE TRANSPORTATION

The railroad wreck in Montana, with its appalling loss of life, serves by contrast to emphasize the relative safety of American railroads. In most European nations such wrecks are quite common. The Montana wreck, however, was the first in which a paying passenger was killed on the Burlington road in 20 years.

It was not always thus. Many middle-aged people can remember when disastrous train wrecks, entailing loss of life, were quite common. And in this latest wreck the elements were almost wholly responsible. Custer creek, almost dry a few minutes before, was suddenly turned into a raging torrent by a cloudburst.

The American railroads have developed an enviable record, and their service is the best in the World. It is to be regretted that politicians and labor unions, into whose clutches the roads were delivered during the World war under the cloak of patriotism, have been permitted by an indifferent populace to drag the nation's vast network of railroads to the brink of ruin.

FRC14
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 21, 1938
LETTERVILLE IOWA NEWS

wrecking parties.

95

RAILROAD SAFETY

Until Sunday only 10 fare-paying passengers were killed on American railroads during the past three years. In a tragedy on the Milwaukee line in Montana early Sunday morning 40 or more were killed in the worst railroad accident in 20 years.

It is a blow to the railroads' excellent record of passenger safety but in no way should discourage rail travel. It was just "one of those things," apparently involving an "act of God."

Despite the accident and its toll of life rail travel still is the safest by any statistics. The perfect figures have been broken, but by long odds travel by railroad remains as the safest form of transportation.

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

June 20, 1938.
BURLINGTON IOWA HAWK-EYE

RAIL SAFETY

After the first shock upon learning of the rail disaster in Montana—one of the worst in the history of American railroads—comes the realization that the horror of it all is increased because of the fact that American railroads have brought the safety factor of travel to such a point that fatal wrecks are extremely rare.

Thus the Milwaukee road, on which this crack train plunged from a broken trestle to the raging waters of a swollen mountain stream below, has gone some twenty years without the loss of a passenger life.

We haven't before us figures on the number of passenger miles traveled on American railroads last year, but the percentage of deaths resulting is surprisingly small. Some years ago statistics were produced to show that people are practically as safe on the trains of this country as they are in their own homes and safer than they are in congested city traffic and on the motor highways.

FROM
J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

Miami Okla.
6/24/38 NEWS
Publication

SAFE TRANSPORTATION

The railroad wreck in Montana, with its appalling loss of life, serves by contrast to emphasize the relative safety of American railroads. In most European nations such wrecks are quite common. The Montana wreck, however, was the first in which a paying passenger was killed on the Burlington road in twenty years.

It was not always thus. Many middle-aged people can remember when disastrous train wrecks, entailing loss of life, were quite common. And in this latest wreck the elements were almost wholly responsible. Custer creek, almost dry a few minutes before, was suddenly turned into a raging torrent by a cloudburst.

The American railroads have developed an enviable safety record, and their service is the best in the world. It is to be regretted that politicians and forces, into whose clutches the roads were delivered during the World war under the cloak of patriotism, have been permitted by an indifferent populace to drag the nation's vast network of railroads to the brink of ruin.

—o—

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J. R. HUBBARD, Special Representative
Department of Public Relations
Santa Fe System Lines
TOPEKA, KANSAS.

SAFE TRANSPORTATION.

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The American railroads have developed an enviable safety record, and their service is the best in the world. It is to be regretted that politicians and labor leaders, into whose clutches the roads were delivered during the World War under the cloak of patriotism, have been permitted by an indifferent populace to drag the nation's vast network of railroads to the brink of ruin.

June 24, 1935

WILMORE LAKE NEWS

FORTY DEAD IN WRECK

Forty people are estimated to have lost their lives when a passenger train plunged into a raging torrent as a flood-weakened bridge gave way near Miles City, Montana Sunday night. A heavy rain about two hours before the Milwaukee train was due to cross the creek bridge brought a flood which weakened the structure causing the wreck. A coroner's inquest jury held that no one was to blame and that the accident was unavoidable. Recovery and identification of bodies has been made difficult because the pullman cars lodged in the creek bed and were filled with silt.

TOPEKA, KAN.

June 24, 1938

COUNCIL BLUFFS NONPAREIL

Railroads Still the Safest

The Milwaukee railroad wreck was "big news" not only because of the number of casualties but because it had been so long since the country had a major railroad disaster.

Not within the memory of anyone under thirty years of age has such a thing occurred. Wrecks of passenger trains have almost not happened at all in recent years. All of the casualties of the last two decades combined scarcely total as many as the lives lost in the wreck west of Miles City.

Railroads have improved their trains, their roadbeds and installed so many safety devices that it is really safer to be on a modern passenger train than any other place. Many more accidents occur at home than on trains.

No other way of travel is as safe. Last year and for several years, twice as many people were killed every day on our highways as lost their lives in the Montana disaster. During one recent twelve-month period not a single passenger lost his life on any American railroad. In 1936, only one passenger was killed for every billion passenger miles traveled.

The safety record of the American railroads is something they can be very proud of and in which the whole country can take satisfaction.

This in spite of the awful disaster that has saddened so many homes.

June 28, 1938
DODGE LA MESSENGER

The Wreck

Boone News-Republican: The railroads have been rather boastful in late years of the universal safety to passengers that has been their good fortune. They had reason for pride, as the records show. People had begun to believe that railroad travel was the safest of all. Perhaps that is still true. Certainly every device of inventive man is used to insure safety.

Yet today the country is still aghast at the terrible wreck on the Chicago, Milwaukee, St. Paul and Pacific road. Sunday's wreck was one of the greatest disasters of railroading in many years. As the crack Olympian flier speed through the night it came to a bridge weakened by sudden cloudburst. Part of the bridge buckled and the train hurtled into the swollen stream. There was no warning, no preparation for such a thing.

Nobody could foresee such an accident. Custer creek is usually a tranquil stream and is dry a good part of the time. It never occurred to anybody it was a potential danger spot. The Milwaukee road undoubtedly had out track-walkers, but the flood came so quickly and did its damage so stealthily that no weakness in the bridge was even thought of. So, in the pitch dark, passengers were precipitated into this horrible tragedy.

It has caused a shudder from end to end of the country. There will probably be some little hesitation on the part of those who have been planning railroad trips. But it is an accepted policy that the wreck will be forgotten shortly and travel will proceed as if nothing had happened. That is the only way to get along in life.

It is simply impossible to prevent accidents. Human sagacity, human persistency in fighting against accidents which might happen just cannot cover the range of possibilities. People comfort themselves with the thought, as in the case of the Milwaukee catastrophe, that it might have been worse. Sometimes sorrow comes when least expected.

June 1, 1937

ST LOUIS [illegible]

[illegible]

[illegible] TRAVEL IS STILL SAFE

Although it does not compare with the worst railroad wreck in American history, [illegible] City, Mont., wreck which claimed some thirty lives was unusual in these days of steel coaches and modern safety devices. Railroads today have had an enviable record of safety to passengers.

Only 1,120 lives of passengers on railroad trains have been lost in the last sixty-two years. The interstate commerce commission report of railroad accidents also gives some interesting figures on the safety of this form of travel. Only eighteen passengers lost their lives while traveling on railroads in 1935. The report shows, however, that 4,889 persons were killed by railroads in 1935 as compared to 4,852 in 1934 and 16,561 were injured in 1935 as against 16,446 in 1934.

Of those killed in 1935, 446 were employes, 18 were passengers, 2,642 were trespassers, 1,752 were non-trespassers. The group of non-trespassers included 1,680 persons killed at grade crossings, of which 1,442 were in accidents involving automobiles—an increase of 122 over the deaths of the previous year from this same source.

While statistics show that over fourteen years, crossing deaths have decreased from 1810 in 1922 to 1,680 in 1936, there should be considerable public concern over the rise of deaths in the field of automobile traffic. Here one finds a rise from 10.4 per cent per 100,000 in 1920 to 26.8 per cent per 100,000 in 1935.

If the rise in the automobile death rate continues, death at railroad crossings will still be high, even though the railroad remains the safest and most comfortable means of travel at present.

Fighting [illegible]

14/1

CHANCES FAVORABLE

Ironically enough, it would happen that the worst railroad accident in a dozen years should occur on a road undergoing reorganization in federal court. The result may be an increase in the entangling complications growing out of damage suits which always follow these affairs.

Repair crews usually are only one jump ahead of claims for injuries and investigations by representatives of affected lines, so on top of its other legal troubles the system involved in the recent tragedy will be dickering for many days with claims made by the several score injured and relatives of the dead—result of a train crashing through a bridge weakened by flood waters from a Montana creek.

One possible outcome of the accident is that any person entitled to damages may find his hands filled with railroad securities issued in lieu of cash awards. More likely, payments will be made in cash.

The interstate commerce commission keeps its eyes on these things but the federal court in which the railroad receivership is pending is largely responsible for deciding how and when payments are to be made.

When a railroad is in court for purposes of reorganization the court decides whether injury claims shall be paid right away or be listed behind other creditors.

There are two elements to encourage claimants in recent years. First, courts frequently put claims of accident victims well to the front, far ahead of bondholders and like creditors. Often injury claims are classified as current expenses, which means that the court will permit the company to pay them at once. Second, one competent authority says court awards for injuries or deaths on railroads have been growing more liberal in recent years, causing the lines to settle more often without court fights.

Damages for employes injured or killed in the wreck must by law be paid early but there is nothing in the law to prevent a court holding up payment to passengers until the reorganization is complete, which might be years.

The interstate commerce commission never has compelled railroads to carry insurance on their passengers. The railroads have enough property, as a rule, to guarantee payment.

A different ruling applies to bus lines. The I. C. C. requires bus companies to carry insurance for each passenger, with a top of a considerable sum on busses carrying 31 passengers. Some bus companies are allowed, in lieu of insurance, to file a surety bond to guarantee payment of injury claims.

Airlines, like the railroads, are not required to carry insurance on their passengers, but numbers of them do voluntarily. All are required to make a showing of financial responsibility satisfactory to the bureau of air commerce.

All three transportation agencies are willing to have these matters of insurance and accident liability tucked far into the background. It hurts business.

As a matter of cold turkey, the chances are 1,000 to 1 that anybody starting a journey by train, bus or plane will get to the end of it unhurt.

June 28, 1938
COLUMBIA MO MISSOURIAN

Rail Travel Is Still Safe

ALTHOUGH it does not compare with the worst railroad wreck in American history, the Miles City, Montana, wreck which claimed thirty lives was unusual in these days of steel coaches and modern safety devices. Railroads today have had an enviable record of safety to passengers.

Only 3120 lives of passengers on railroad trains have been lost in the last sixty-two years. The Interstate Commerce Commission report of railroad accidents also gives some interesting figures on the safety of this form of travel. Only eighteen passengers lost their lives while traveling on railroads in 1935. The report shows, however, that 4388 persons were killed by railroads in 1935 as compared to 4562 in 1934 and 18,591 were injured in 1935 as against 16,448 in 1934.

Of those killed in 1935, 448 were employees, 18 were passengers, 2643 were trespassers, 1752 were non-trespassers. The group of non-trespassers included 1680 persons killed at grade crossings, of which 1442 were in accidents involving automobiles—an increase of 122 over the deaths of the previous year from this same source.

While statistics show that over fourteen years, crossing deaths have decreased from 1810 in 1922 to 1680 in 1936, there should be considerable public concern over the rise of deaths in the field of automobile traffic. Here one finds a rise from 10.4 per cent per 100,000 in 1920 to 26.8 per cent per 100,000 in 1935.

If the rise in the automobile death rate continues, death at railroad crossings will still be high, even though the railroad remains the safest and most comfortable means of travel at present.

June 27, 1938 78
PITTSBURG KS HEADLIGHT

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GROUPS OF THREE.

Anyone who is superstitious and believes that disaster always go in groups of three would do well to book passage on some train other than the flyer, "Olympian," of the Milwaukee, St. Paul & Pacific railroad.

One unit of this train—instead of one train it is half a dozen—ran into the Custer creek flood in Montana a week ago. The terrible loss of life made the wreck the most disastrous in the country for many years. Saturday morning the "Olympian," collided with a train at another point in Montana. One person was killed and more than a dozen others injured.

Two disasters and another is going to happen—so will say those who are superstitious and believe in old signs and things.

Others who are not that way will ride the "Olympian."

Saturday at 5:[illegible] p. m. Sunday at 4:00 p. m.

WDGY

"Christian Cheer Programs of the Air"

Broadway Temple

Rev. Carl A. Hognander, pastor

2119 Dupont Avenue North

MINNEAPOLIS

JUL 22 1938

F. N. HICKS
H. SENGSTACKEN

July 21, 1938.

Mr. F. H. Johnson,
Executive Asst.,
Chicago Milwaukee Railroad,
Chicago Ill.

My Dear Sir:

Ever since I got your letter and the annual pass I have thought of sending you a line to express my gratitude to you again for that favor. It has been used right along this year, and with great care so as to use it only for the best and the benefit of the work.

I have also been on my gaard looking for oppertunities to send passengers our way. Permit me to say our way, because the Milwaukee raod has become a something that I almost feel I have a part in, since you have favored me with this pass. While in Butte Montana some time ago, I happened to visit Anaconda and at a business mens luncheon meet two men who were going to Detroit and on asking them how they were going to get there they said they would take the train in Butte for Chicago. On the question what road, they mentioned the other road, but before I got through I had them promise to travel with me on the Milwaukee which they did. I have had the pleasure of turning over to the road a great many passengers already this past year and will be glad to continue.

I felt bad when the road had the misfortune of some serious accidents but of course such things cannot be helped being they are not in our power to prevent. I am only hoping that the company will completely recuperate from that misfortune and I am sure the public will have complete confidence in the road. It's one of those things that can't be helped.

These few lines, although very late, nevertheless they express my gratitide for the pass that I have been useing now this year. Thanks and greetings to you.

Very truly.

Carl A. Hognander
Minneapolis Minn

August 1, 1938.

Rev. Carl A. Hoguander,
4119 Dupont Avenue, So.,
Minneapolis, Minn.

My dear Sir:

Your letter of July 21 was referred to our Traffic Department and has just been returned with expression of appreciation of your interest in helping the Milwaukee Road.

It is good to know you understand the circumstances with respect to the lamentable accident in Montana. Before this concrete and steel bridge was constructed, the railroad examined all available data in that region to ascertain the highest flood stages in Custer Creek in previous years. Then the bridge was built much stronger than necessary to withstand any flood on record.

Experience in the East and on the West Coast in the last couple of years shows that no structures man can build are able to withstand floods, earthquakes and other manifestations of nature at her worst.

Thanking you for your letter, I am

Sincerely yours,

3 p.m.- Tuesday, Aug.8,1933.

MEMO

J. L. Brown phoned me that some Milwaukee newspaper had asked Mr. Anderson's Office when the damaged equipment from the Sangus accident would arrive, as he wished to take pictures for a story.

I found that Mr. Gruber of Mr. Anderson's office was the man the reporter talked with and I phoned Gruber that it would be very unfortunate if any paper obtained or printed pictures of this equipment. As the engine and some other equipment is now in Chicago and may go to Milwaukee tomorrow or Thursday, I told Mr. Gruber that if the paper kept after him for information he could say the equipment was expected Friday. This would give Milwaukee time to get it out of sight Wednesday or Thursday.

J. H. J.

Milwaukee

I personally told News Sentinel that equip. would be repaired in Milw City = Saw a small piece in Milwaukee C.J. Wis paper say Chicago ladies passed them on flat cars. Hope this words out as we want it to — FJW 8/

3 p.m., Tuesday, Aug. 8, 1933.

MEMO

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F. H. J.

FJW

FJW 8/8

St. Francis Convent
Council Bluffs, Iowa
June 28, 1938

JUN 29 1938

Mr. H. A. Scandrett, Trustee,
Chicago, Milwaukee, St. Paul & P. R.R.
Chicago, Illinois.

Dear Sir:-

Your communication of June 22nd explaining the Custer Creek wreck, addressed to me is at hand, and I wish to extend to you and your organization, our sincere sympathy in the unfortunate accident that has taken its toll of human lives.

We realize that this accident is indeed a heavy blow on the Milwaukee operating organization, but no human being can control Divine Providence nor the operation of the elements by the Great Master, who is above us all, and as it is He who sends the rain--we must accept it as it comes.

However, our sympathy goes out to you and your co-officials, to the loved ones of the railroad men, who sacrificed their lives in the discharge of their duty, as likewise to the families of all the bereaved concerned.

Such a terrible disaster is to be deplored but such an accident could happen without blame being attached to any one concerned.

Respectfully yours,
Sister M. Leocritia
Sisters of Charity, B.V.M.
5th Ave--7th Street

N.B. This letter is not intended for publication.

June 30, 1938.

Sister M. Leocritia,
St. Francis Convent,
5th Ave.-7th Street,
Council Bluffs, Iowa.

Dear Sister Leocritia:

I thank you for your good letter of June 28th. The Custer Creek accident has been a hard blow to all of the officials of this railroad which, during a period of 80 years, had maintained a clear safety record.

I thank you for your kind expressions and wish you to know that we intend to make an even better record in the future than we had accomplished up to this accident, which was beyond our control.

Sincerely yours,

ORIGINAL SIGNED
H. A. SCANDRETT