



THE QUARTERLY DISPATCH



Featuring articles about our collection, captivating stories from our Nation's military history, and information on upcoming events at the National Museum of Military Vehicles.



"Birth of the Flag" by Henry Mosler, 1911.

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A WORD FROM THE FOUNDER

HONORING OUR VETERANS

What is U.S. military service worth? How often do most Americans think about this question?

Hundreds of Americans from all over Wyoming came together March 28 to celebrate National Vietnam Veterans Day and Wyoming Veterans Welcome Home Day at the Museum. It was a day of education, recognition, and appreciation.

One highlight of the event was viewing the WyoPBS documentary “Home From the Vietnam War”. It gave us a glimpse of the lifelong impact war has on combat Veterans and their families. Human connection and empathy were the most important parts of the day. Veterans were there along with their service dogs. Think about the price these combat Veterans have paid every day for their combat experience more than 50 years ago.



A special Vietnam War tour was given in NMMV's General Lewis "Chesty" Puller Gallery.

Another highlight was education about the history of the Vietnam War. Most schools do not teach this history, so the Museum does. It is true that we have to know our history to make the best decisions going forward and avoid repeating mistakes of the past.

Thank you everyone who turned out March 28 to support our Veterans and their families. You made it a great day.



Dan Starks, Founder of the National Museum of Military Vehicles.

GEARZ® SEASON 20, EPISODE 4 **“THE NATIONAL MUSEUM OF MILITARY VEHICLES”**

Gearheads have watched Stacy David on national television for 25 years educating and entertaining audiences about restoring and fabricating cars and trucks. Stacy and a film crew visited the museum and our restoration shop March 26 – 28. The visit resulted in GEARZ® Season 20, Episode 4 “The National Museum of Military Vehicles” that premiered on Racer Networks April 29, 2026. See stacydavid.com for the schedule of re-airs on Racer Network and YouTube.



Stacy David of GEARZ® at the Tank Restoration Facility.

NEW EXHIBITS WILL INSTALLED

BEFORE THE 4TH OF JULY

The work we began last year creating new exhibits for the museum is coming to fruition. Exhibits are being fabricated as this article is being written and will be installed June 8–26, just in time for the 4th of July. New exhibits in our Patton Gallery will expand what we say about the U.S. experience in WWI. One theme is the transition from horses to horsepower with the introduction of motorized ambulances and creation of the U.S. Army Motor Corps.

Another theme is how machine gun technology led to trench warfare, tanks, and fighter planes in WWI. Exhibits will cover the U.S. Army's valor at the Battle of Cantigny, the legacy of the Marine Corps at the Battle of Belleau Wood, and Sgt. York's Medal of Honor for capturing 132 Germans during the Meuse Argonne campaign. We will conclude with the consequences of WWI. Four empires were destroyed. New countries formed. The Treaty of Versailles contributed to WWII.

New exhibits in our Puller Gallery will expand what we say about the role of tunnels in the Vietnam War. One tunnel system alone, the tunnels of Cu Chi, contained three underground levels and extended 150 miles. American "tunnel rats" went into these tunnels alone with a flashlight and a pistol to gather intelligence, kill the enemy and destroy supplies. Is it any wonder Vietnam Veterans came home suffering from PTSD?

Other new exhibits in the Puller Gallery tell the story of Army Special Forces (Green Berets) and Navy Special Operation Teams, such as UDT and SEAL. We also are expanding what we say about the draft and Agent Orange. We can't wait to have our new exhibits in place and begin sharing them with you starting June 27.

U.S. 250TH BIRTHDAY CELEBRATION

The 250th anniversary of the founding of the U.S. is almost here. You are invited to celebrate with us. What better way to celebrate than to watch tanks crush cars? Why not have fun as well as education and reflection? See our website for a full schedule of special events at the museum July 3 that will include tank and machine gun demonstrations, military vehicle rides, a guest speaker, and dinner in the USS Wyoming/ Cowboy Guard room. Dinner is timed so that guests can attend the Dubois rodeo that evening beginning 7:30 p.m.

DUBOIS 4TH OF JULY PARADE

The next morning, come to our restoration shop where you can visit and climb in the vehicles we will be driving in the Dubois 4th of July parade. Get food and beverage at the Army field kitchen we will set up downtown along the parade route.

The 4th of July parade itself starts at 2:00 p.m. and is not to be missed. You will not see 25 tanks and other historic military vehicles drive down the main street of any other town or city that day in the entire U.S. The Dubois parade will be a rare, authentic celebration of American independence for family and friends to enjoy and remember forever.

There will be activities in the town park following the parade and fireworks that evening as usual.

LIBERTY LODGE UPDATE

The 70 room Liberty Lodge currently under construction next to the museum will open January 2027. Once the Liberty Lodge opens, our Canteen restaurant will serve breakfast, lunch, and dinner.

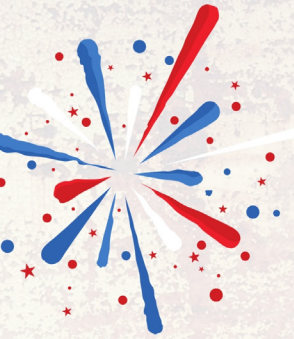
BREAKING GROUND FOR A NEW MUSEUM BUILDING

After Richardson Construction completes the Liberty Lodge, Randy Richardson and his team will begin construction on a new 140,000 square foot expansion to the museum.

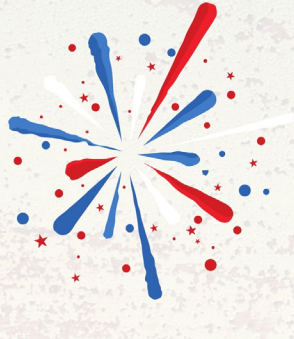
The first priority for the new building will be to open a Cold War gallery. Schools do not teach younger Americans that the world spent 45 years during the Cold War 1946-1991 comparing socialism and communism with democracy and capitalism. We already know that the "warm embrace of collectivism" leads to disaster, loss of freedoms, and a lower standard of living. The Cold War gallery will teach this critical history to help younger Americans avoid repeating the mistakes of the past.

The new building eventually will include galleries covering the Gulf Wars, 9/11 and Afghanistan, and the Global War on Terror. It will also cover chapters in the history of American freedom that have not yet been written. Stay tuned.

—Dan Starks, Founder, National Museum of Military Vehicles



CELEBRATE AMERICA'S 250TH



Celebrate America's 250th at the National Museum of Military Vehicles! Join us for special events such as tank rides, vehicle demonstrations, and more! Be part of this historic milestone with memorable experiences for all ages.

SCHEDULE OF EVENTS

7:30 AM

THE CANTEEN OPENS

The Canteen, NMMV's on-site dining option, will be open 7:30AM-7:30PM. Grab a tasty meal or a delicious scoop of ice cream!

9:00 AM

THE EXHIBITS OPEN

The Museum exhibits will be open 9:00 AM - 6:00 PM. Guests will have the chance to climb inside a tank and enjoy all activities with Museum admission!

10:00 AM

VEHICLE RIDES

Vehicle rides will be available to Museum guests from 10:00 AM - 11:00 AM on a circular route on museum grounds. Must have a Museum wristband to ride!

11:00 AM

TANK AND WEAPON
DEMONSTRATIONS

The NMMV team will provide a tanks, machine gun firing, and a vehicle crush demonstration in the outdoor demo area from 11:00 AM - 12:00 PM.

12:00 PM

LUNCH BREAK

Special activities will pause from 12:00 PM-1:30 PM. Have lunch in the Canteen or enjoy a buffet lunch available for purchase in the USS Wyoming Room.

1:30 PM

SPEAKERS AND
PRESENTATIONS

Listen to Dan Starks, Founder of NMMV, and Steven Friess, Founder of Jackson Hole Classical Academy, each speak on "America's 250th."

Watch a video overview of the Korean war followed by Shayne Jarosz's lecture, "The Battle of the Chosin Reservoir" and a Q&A session.

2:45 PM

VEHICLE RIDES

Vehicle rides for Museum guests will resume from 2:30 PM - 3:30 PM.

3:30 PM

TANK AND WEAPONS
DEMONSTRATION

From 2:30 PM - 3:30 PM a second tank and weapons demonstration will be given, and *another* car will be crushed!!

5:00 PM

APPETIZERS, DRINKS,
& DINNER

Join us for appetizers, drinks, and special ticketed dinner in the USS Wyoming and Cowboy Guard rooms.

CURATORIAL DEPARTMENT



Rae Whitley, Curator.

HAPPY 250TH!

This summer we will celebrate the 250th birthday of the United States of America. The semiquincentennial offers an opportunity to reflect, celebrate, and renew our appreciation for this nation and its history.

In the 250 years since the Declaration of Independence was signed, the United States has undergone profound change and growth. From 13 colonies along the Atlantic coast, the nation expanded into a union of 50 states that survived civil war, economic hardship, and global conflict, while extending rights and opportunities to a broader population.

Communities across the country are celebrating the semiquincentennial with events both large and small. The National Museum of Military Vehicles in Dubois, Wyoming, will host a full day of programming in honor of America's 250th, bringing together history, education, and public engagement.

National initiatives have also been underway throughout the year, with programs focused on civic education and historical awareness. Students across the country have participated in efforts such as the America 250 Civics Education Coalition, the History Rocks: Trail to Independence Tour, and the Presidential 1776 Award competition. These programs reflect a continued interest among younger generations in understanding the nation's history and the responsibilities of citizenship.

Additional initiatives, including Our American Story and America's Field Trip, aim to connect students with the broader American experience. This year's celebrations will blend patriotism, history, and innovation, while aiming to inspire a renewed love of American heritage and a vision for the next 250 years.

Looking ahead, this anniversary serves as both a commemoration and a point of reflection. The next 250 years will be shaped by the decisions made today. In a time of rapid change, the founding principles of this nation remain powerful tools meeting future challenges.

HANDS-ON HISTORY

The NMMV Curatorial Department held three segments of "Hands-On History" classes in partnership with Central Wyoming College. These classes allowed attendees to handle artifacts while learning about their historical significance.

March's topic was "U.S. Special Forces and Tribal Allies in the Vietnam War." We discussed the role of Special Forces in the Vietnam War as well as their indigenous allies, such as Montagnards and Nungs. Many of the artifacts that were handled in this class are going on display in the General Lewis "Chesty" Puller Gallery.



Attendees listening in March's Hands-On History class.

In April, classes covered "End of World War II: Axis Artifacts," commonly referred to as "bring-backs." Many troops brought home Axis weapons or personal belongings. Attendees handled extremely rare artifacts, such as Eva Braun's personal brandy set and Erwin Rommel's shaving set.



Examining Axis artifacts at April's Class.

In May, we handled and discussed artifacts of World War I. World War I transformed the U.S. military as it adapted to match some of the world's strongest powers. In spite of technological advancements, this conflict placed troops in brutal trenches and often engaging in hand-to-hand combat. These artifacts, including trench art, uniforms, and experimental helmets, will all be on display in the General George S. Patton Jr. Gallery in July.



Handling a M1903 Springfield Rifle.

Thank you to Central Wyoming College for partnering with NMMV for these Hands-On History classes and to everyone who attended. We look forward to holding more classes in the future!

NATIONAL HISTORY DAY

This June, I will have the pleasure of traveling to College Park, Maryland, as a judge for the National History Day Contest. Appropriately, this year's theme is Revolution, Reaction, Reform in History. Over 3000 students in grades 6-12 will present their history projects for group or individual competitions, in one of the categories: documentary, exhibit, performance, website, or thesis paper. I will judge the exhibit and presentation competitions. This year will be my 6th year as a national judge, and I am very excited to see the culmination of all of the student's hard work over this past year.

Representing our state of Wyoming, will be the recent winners of the state's history day competition. In the categories of exhibit and presentation, students chose topics such as The Navajo Code Talkers, The Cuban Missile Crisis, Anne Frank and the Holocaust, The Vietnam War: Changing War With Private Contractors, Los Alamos, Anti-War culture in the 1960s-70s, and The Samoan Civil War of 1899.



Students at the 2026 Wyoming History Day competition. American Heritage Center, University of Wyoming.

In my experience, military history topics typically make up approximately 40-50% of all student entries. If one were to look at state history day competition entries, which total over 700,000, that means over 350,000 new students every year, spend 12 months researching and creating projects about some aspect of military history. Regardless of topic, I find State History Day and National History Day an encouraging reminder that there are educators and students who find history important and exciting.

While at the national competition, winners will showcase their projects inside of the National Museum of American History: Kenneth E. Behring Center (NMAH) in Washington D.C. Although often times mistakenly called "The Smithsonian," the NMAH is actually one of eleven Smithsonian Museums on the National Mall. The opportunity to display an exhibit and present their research to public visitors in the NMAH is the crowning achievement for these young historians.

So let's congratulate all of these young scholars and wish them good luck.

— Rae Whitley, Curator of National Museum of Military Vehicles

EDUCATION DEPARTMENT

Spring has been an exciting and meaningful season at the National Museum of Military Vehicles. Our galleries have been filled with students from across Wyoming and beyond, and we're thrilled to see so many young people engaging with history in hands on, memorable ways. With even more field trips scheduled throughout May and June, we're looking forward to welcoming many more schools and students in the weeks ahead.

We still have a few dates available, so if you know a school or educator hoping to plan a visit, please encourage them to reach out or visit the Schools tab on our website. Field trips are a powerful way to connect students with real stories, real artifacts, and the people who shaped our nation's history.

Newly developed lessons include:

- PFC Robert Brooks: Exploring the life of the first African American soldier to die in WWII and the broader story of service, sacrifice, and racial barriers in the U.S. military.
- The Women's Army Corps: Highlighting the groundbreaking contributions of women during WWII and how their service reshaped opportunities for future generations.
- The M4A3E8 "Easy Eight" Sherman: Investigating one of the most iconic tanks of the war and the engineering innovations that made it so effective.

You can find all our lesson plans by visiting the *Schools* tab on our website.

Looking ahead, our nation is preparing to mark a historic milestone: in 2026, the United States will commemorate 250 years since the signing of the Declaration of Independence (1776–2026), often called America250 or the Semiquincentennial. It's a moment to reflect on the Revolutionary era and the ideals that shaped the country, while also considering how those ideas have been tested, expanded, and carried forward by generations of Americans.



Erica Harris, Director of Education.

For us at the Museum, it's another powerful reminder of why hands-on learning matters—helping students connect big national anniversaries to the real people, choices, and sacrifices that form our shared history.

As summer approaches, we'd also love to welcome families and young visitors to the Museum. If you're looking for a meaningful and fun way to spend a day, bring the kids in to explore the galleries, and be sure to ask about our scavenger hunt, a great way for children to stay engaged as they discover vehicles, artifacts, and stories throughout the Museum. We hope to see you this summer!

As Director of Education, my goal is to support not only teachers, but the entire community. Whether you're interested in bringing students, exploring new learning materials, or partnering on community programming, I'm always eager to collaborate.

Thank you for your continued support of the Museum's mission and for helping us ensure that the stories of service and sacrifice continue to inspire future generations.

**— Erica, Director of Education
National Museum of Military Vehicles**



TANK RESTORATION FACILITY

HAPPY 250TH BIRTHDAY, AMERICA!

The Tank Restoration Facility (TRF) crew would like to say HAPPY 250th BIRTHDAY AMERICA!!

In this update I'll be talking a little about our process to maintain our parade vehicle fleet so the Founder and Chairman of the National Museum of Military Vehicles can pick through over fifty wheeled and tracked vehicles used for unique events including the annual 4th Of July Parade held in downtown Dubois, Wyoming.



Last year's Dubois 4th of July Parade. Photo by Renee Jean, Cowboy State Daily.

Throughout the year we monitor the well-being of our fleet and track any issues as they arise during scheduled checks and operation of the vehicles. As I write this, we are enjoying a 95% available vehicle rate, and before the 250th Birthday, I expect it to be 98% available. That last 2% to be operational will probably not make it due to the (un-obtainium) nature of parts that we hope to come across someday.



A peak inside the "Parade Barn" where the vehicles used in the 4th of July Parade are housed.



Mike Lamb, Tank Restoration Facility Supervisor

Out of the 50+ vehicles we're focusing on for the parade there will be fifteen tracked vehicles and ten wheeled vehicles. We will have Sherman Tanks, Patton Tanks, Halftracks, Armored Personnel Carriers, a Self-Propelled Howitzer, and a Chieftain just to name a few.



M88A1 Retriever.



M113 APC.

For the wheeled vehicles we'll have WWII Staff Cars, a Deuce and a Half, Jeeps, HWMs, Vietnam Gun Trucks, Fast Attack Vehicles, a Grizzly MK1 APC and a few vehicles from across the pond.



Grizzly MRAP.

From now until the 4th of July we will be focusing on exercising, repairing, and cleaning all vehicles assigned to the parade as well as some back-up vehicles to ensure we have as many vehicles we are allowed.

Other projects are still ongoing like the M4A2 Sherman and M36 Tank Destroyer restorations. We have made great progress on both tanks but still have a long way to go.



M48AVLB.

We have completed our repaint of the M48AVLB (bridge launcher) and it turned out great! I'm hoping it will be added to our parade line of tanks this year.

Hope to see you all in Dubois for the 250th Birthday of our great nation and our 4th of July events. Don't forget that all are welcome to stop by the shop on the 4th to see these vehicles as they are staged for the parade.

— Mike Lamb, Tank Restoration Facility Supervisor





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M110A2 Howitzer: A Legacy of Firepower



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THE BADGE OF MILITARY MERIT: AMERICA'S FIRST MILITARY DECORATION

By Libby Andrews

In the final years of the American Revolution, General George Washington introduced a form of recognition that acknowledged the merit of a common soldier at a time when awards were typically reserved for officers and the elite.

On August 7, 1782, from his headquarters at Newburgh, New York, Washington established the Badge of Military Merit. This badge became a symbol of the values that defined the Revolutionary War and the nation that would emerge from it.

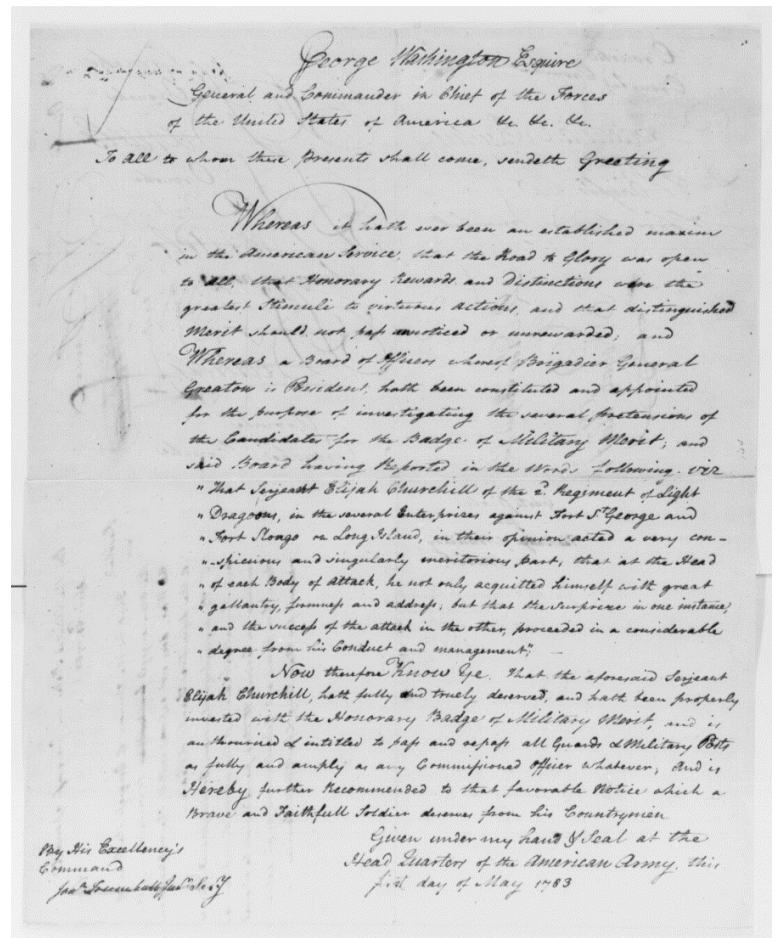


The Badge of Military Merit awarded to Elijah Churchill. New Windsor Cantonment and National Purple Heart Hall of Honor.

The Badge of Military Merit consisted of a purple, heart-shaped piece of cloth edged with narrow silver trim, worn over the left breast of the uniform. The color purple had long been associated with honor and sacrifice, and Washington's choice reflected that tradition. Unlike European decorations of gold and enamel, this badge was modest, handmade, and accessible. It was awarded for "any singularly meritorious action," as well as for exceptional fidelity and service. Just three soldiers are known to have received it during the war, making it one of the rarest military decorations in American history.

The first Badge of Military Merit was presented to Elijah Churchill on May 3, 1783. Churchill started his military career as a minuteman on the Lexington alarm and went on to become a sergeant in the 2nd Continental Light Dragoons. He was cited for bravery on two separate missions, both of which were raids on Loyalist caches on Long Island, New York.

The first of these raids was on Fort St. George in November 1780, and the second was at Fort Slongo, now known as Fort Salonga, in October 1781. These operations required speed, precision, and courage behind enemy lines. Churchill's actions demonstrated the kind of merit Washington sought to recognize. Sergeant Elijah Churchill's Badge of Military Merit is currently on display at the National Purple Heart Hall of Honor in New Windsor, New York.



George Washington Papers, Series 4, General Correspondence: George Washington to Elijah Churchill, May 1, 1783, Military Certificate with draft of Congressional Resolution, April 23, 1783. Library of Congress.

A second recipient was awarded the Badge of Military Merit on May 3, 1783. William Brown, a sergeant in the 5th Connecticut Regiment, received the Badge of Military Merit for his courage in the attack of the British redoubt at the Siege of Yorktown, the last major military engagement of the American Revolution.

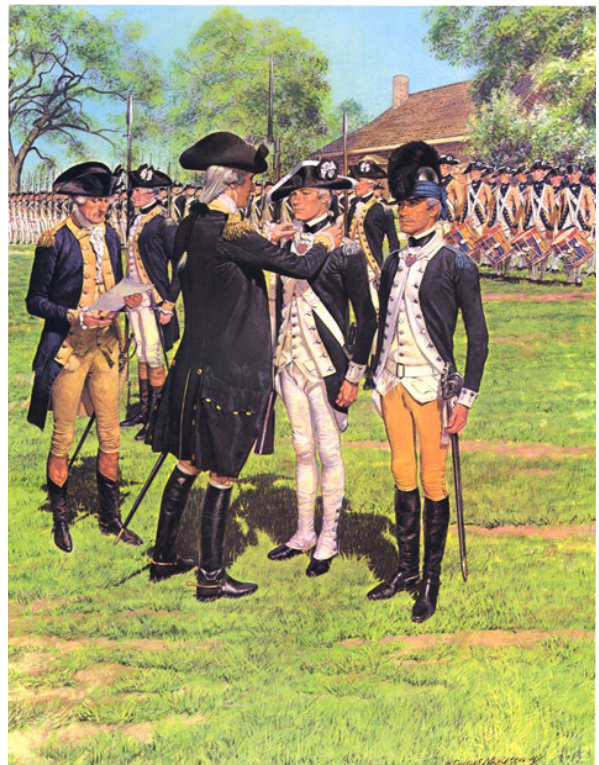
Rather than waiting for the passage to be cleared, Brown carried his men over the obstructions and into the redoubt, capturing it within 10 minutes. With these defenses compromised and no hope of retreat, British General Cornwallis ultimately surrendered.

When the second Badge of Military Merit was awarded to Sergeant Brown, his citation read that he “conducted a forlorn hope with great bravery, propriety, and deliberate firmness, and his general character appears unexceptionable.”

In the 1920s, Brown’s badge was found in a Deerfield, New Hampshire barn. It is now on display at the American Independence Museum in Exeter, New Hampshire, on behalf of the Society of the Cincinnati, New Hampshire Branch.



William Brown’s Badge of Military Merit is on display at the American Independence Museum in Exeter, New Hampshire, on behalf of the Society of the Cincinnati, New Hampshire Branch.



Gen. Washington awards the Badge of Military Merit to Sergeant Elijah Churchill and Sergeant William Brown. “Newburgh” 3 May 1783. Painting by H. Charles McBarron. U.S. Army Center of Military History.

The third and last known recipient of the Badge of Military Merit was Sergeant Daniel Bissell of Windsor, Connecticut.

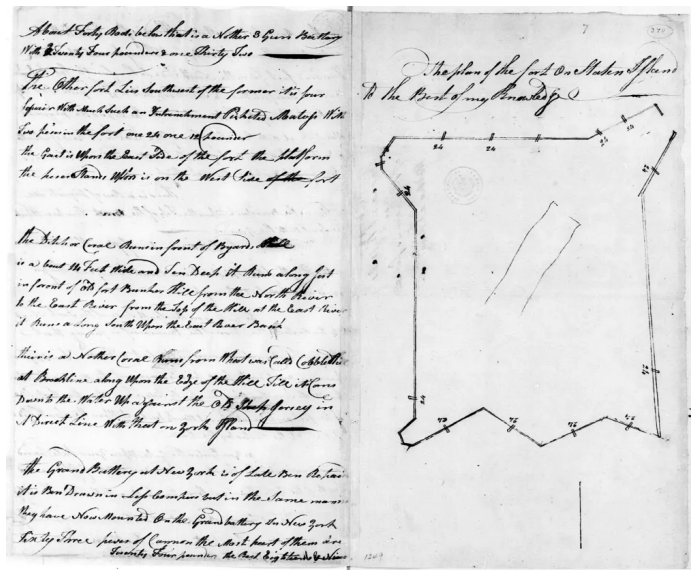


Daniel Bissell. Missouri Historical Society, St. Louis, Photographs and Prints Collection, Portraits.

Sergeant Bissell was a member of Captain David Humphreys' Company of the Second Connecticut Regiment of the Continental Line.

To gain valuable intelligence, Bissell volunteered to enlist in a Provincial regiment of the British Army, infiltrating their lines in New York City. For over a year, Bissell posed as a deserter, gathering intelligence on British troop movements and fortifications under constant risk of discovery.

He successfully brought back detailed intelligence upon returning to American headquarters in September 1782 and maintained that he never bore arms against his fellow American soldiers.



Some of the intelligence gathered by Daniel Bissell upon his return to the American lines in September 1782, including a sketch of a British fort on Staten Island. George Washington Papers, Library of Congress.

Sergeant Daniel Bissell was formally presented with his Badge of Military Merit on June 10, 1783, in Newburgh, New York. He later reported that this award was lost in a house fire in 1813 in Ontario County, New York.

After the Revolutionary War, the Book of Merit, which held the names, regiments, and actions of those who had earned the Badge of Military Merit, was unfortunately lost. The award was largely forgotten and absent from American military tradition for nearly 150 years.

However, on February 22, 1932, the bicentennial of George Washington's birth, the award was reborn as a new medal with a different purpose: the Purple Heart. The present-day medal honors U.S. service members who have been wounded or killed in combat, rather than a "single, meritorious act."

The designer of the medal, Elizabeth Will, drew inspiration from Washington's heart-shaped, purple badge. Centered on the face of the Purple Heart is a left-facing profile bust of George Washington, and above the heart appears a shield of the coat of arms of George Washington between sprays of green leaves. On the reverse, the words, "For Military Merit" are engraved.



Front and back view of the Purple Heart. This award is engraved "John P. Hapson." New Windsor Cantonment and National Purple Heart Hall of Honor.

Although the Badge of Military Merit may have faded from the minds of many, the Purple Heart is now one of the most recognized military decorations in the United States, with nearly two million recipients. Purple Heart Day is observed on August 7 of each year, the same date that George Washington created the Badge of Military Merit in 1782.

While the original badge may have been a simple piece of sewn cloth and embroidery, Washington's intent was to recognize ordinary men who had shown extraordinary bravery.

Today, the Purple Heart continues this legacy by honoring those wounded in service to the nation that Washington and the Continental Army fought to secure nearly 250 years ago.

THE FIRST AMERICAN SUBMARINE: *TURTLE*

By Jeff Milton

On the evening of September 6, 1776, during the British occupation of New York Harbor, Sergeant Ezra Lee clambered down the narrow conning tower hatch at 10:30 p.m. and set out in the Continental Army submarine, *Turtle*. Yes, you read that right... A submarine in the Revolutionary War.

Towed downstream by whale boats, *Turtle* was cast off, undetected. Lee rowed for nearly two and one-half hours before the tide slackened. As he neared the British Flag Ship HMS *Eagle's* imposing hull, he could see men on deck and hear their voices in the darkness. Lee shut all doors and prepared to submerge beneath the man-of-war's hull.

His mission was to attach an underwater 150-pound gun powder explosive charge (torpedo) to the hull of the 159 foot, 64-gun, ship of the line in the hope damaging or sinking it. Copper-sheathing, marine growth, or perhaps merely a hard spot in the hull prevented the drill from boring into the ship bottom. After two failed attempts, sunrise was almost upon him, and detection of the *Turtle* seemed imminent. Lee made the decision to clear the area.

To avoid detection, Lee travelled mostly submerged, surfacing often to get his bearings. *Turtle* was spotted by British Troops occupying Governor's Island, New York, and a 6-man boat was dispatched to investigate.

As the British boat approached within roughly 50 yards, he let loose the now-armed torpedo hoping it may destroy the boat and crew. However, the British "took fright", and returned to the island. The torpedo continued to drift with the tide, passing Governor's Island towards the anchored British Fleet.

It detonated with a tremendous explosion, alarming the British enough they cut their cables and slipped downstream to the southward of Staten Island.

Lee was eventually spotted by American boats and towed to safety.



This reproduction of the Bushnell Turtle Submarine, created by The Handshouse Studio, is currently on display at the International Spy Museum in Washington, DC.

THE CREATION OF *TURTLE*

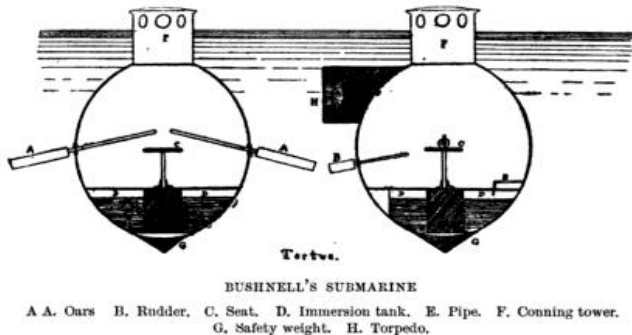
David Bushnell was an inventor and a veteran of the Continental Army during the American Revolutionary War. He was born on August 30, 1740, in Saybrook, Connecticut. A keen mechanic, he enrolled in Yale College at the relatively old age of 31. At Yale, Bushnell conducted experiments with gunpowder, convinced he could explode it underwater. He successfully detonated two ounces and later two pounds of gunpowder in this manner. After refining these experiments, Bushnell focused on inventing a submarine to carry these mines (torpedoes) underwater.

In early 1775, Bushnell built his submarine with his brother Ezra on Poverty Island in the Connecticut River and began testing in July 1775. Throughout the summer, Bushnell conducted multiple successful tests of the submarine with help from fellow Yale graduate Dr. Benjamin Gale.

Gale lauded the Turtle to Benjamin Franklin, who visited Bushnell and his invention in October 1775. Bushnell's machine came to the attention of the Continental Army and Congress.

By February 1776, Governor Jonathan Trumbull of Connecticut agreed to provide £60 to Bushnell to produce his invention. According to Dr. Gale, the many brass and mechanical parts of the submarine were built by New Haven inventor Isaac Doolittle, whose shop was just half a block from Yale. Doolittle also designed the mine (torpedo) attachment mechanism.

According to Dr. Gale, the Turtle's dimensions "did not exceed 7 and 1/2 feet from the stem to the higher part of the rudder, and the height did not exceed 6 feet." Other sources have listed 3.0 meters (9 ft 10 in) length, at the beam measured roughly 0.9 meters (2 ft 11 in). The vessel's displacement was listed at 91 kilograms (201 lb.). Estimated speed in calm seas was 4.8 kilometers per hour (3.0 mph) and had approximately 30 minutes of operational time when submerged.



"Submarine Warfare, Past and Present" By Herbert C. Fyfe, John Leyland, Edward James Reed. Edition: 2 Published by E.G. Richards, 1907, pg. 174.

In a letter dated November 9, 1775, from Dr. Benjamin Gale to Silas Deane, a former delegate to the Continental Congress, the "Machine" was described as "constructed of oak, somewhat like a barrel and bound by heavy wrought-iron hoops" with a shape that had "the nearest resemblance to the two upper shells of a Tortoise joined together."

The brass top, or cover had room for operator's head and was fitted with eight glass ports located on the sides and top of the cover. Also mounted in the top were two brass tubes, one for fresh air, and the other for ventilation. A fixed barometer was mounted in the hull for depth measurement along with a compass for navigation. The ballast consisted of lead weight in a basket outside the hull, raised and lowered by an interior hand operated cable winch that doubled as an anchor. A foot pump provided the ability to either allow water into the hull or force it out for buoyance when diving and surfacing basically creating a pressurized hull.

A "pair of oars fixed like the two opposite arms of a windmill" were used to control forward, backward and side to side direction. A third oar provided up and down movement. All oars were turned by foot like a spinning wheel. What Gale was describing is what we call today a propeller.

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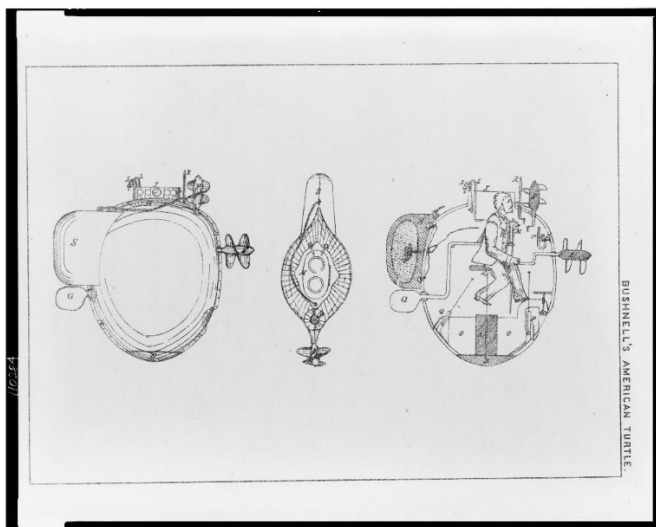
General Principles and Construction of a Sub-marine Vessel, communicated by D. Bushnell of Connecticut, the inventor, in a letter of October, 1787, to THOMAS JEFFERSON then Minister Plenipotentiary of the United States at Paris.

Read June 8, 1798. **T**HE external shape of the sub-marine vessel bore some resemblance to two upper tortoise shells of equal size, joined together; the place of entrance into the vessel being represented by the opening made by the swell of the shells, at the head of the animal. The inside was capable of containing the operator, and air, sufficient to support him thirty minutes without receiving fresh air. At the bottom opposite to the entrance was fixed a quantity of lead for ballast. At one edge which was directly before the operator, who sat upright, was an oar for rowing forward or backward. At the other edge, was a rudder for steering. An aperture, at the bottom, with its valve, was designed to admit water, for the purpose of descending; and two brass forcing-pumps served to eject the water within, when necessary for ascending. At the top, there was likewise an oar, for ascending or descending, or continuing at any particular depth—A water-gauge or barometer, determined the depth of descent, a compass directed the course, and a ventilator within, supplied the vessel with fresh air, when on the surface.

The entrance into the vessel was elliptical, and so small as barely to admit a person. This entrance was surrounded with a broad elliptical iron band, the lower edge of which was let into the wood of which the body of the vessel was made, in such a manner, as to give its utmost support to the body of the vessel against the pressure of the water. Above the upper edge of this iron band, there was a brass crown, or cover, resembling a hat with its crown and brim, which

A description of the submarine given by Bushnell to Thomas Jefferson.

The mine was carried on the exterior of the hull in a waterproof container. Bushnell designed the mine release and arming system so that once it was attached to a ship, the mine lanyard would pull a pin, starting the watch work timer that was connected to a lock plate firing mechanism. Once time expired, the lock would release and ignite the explosive charge.



"Bushnell's American Turtle" circa 1875, drawn by Lieutenant Commander F.M. Barber.

Two unsuccessful attempts to blow up British ships were conducted from Fort Lee on Manhattan Island, both thwarted by navigational issues and tides. On October 9, 1776, two British frigates, HMS *Phoenix* and HMS *Roebuck*, accompanied by the 20-gun HMS *Tartar* and three tenders, stood up the lower Hudson River. Ignoring the intense cannonade from Forts Washington and Constitution, the British naval force quickly disposed of a small Continental squadron. Among the American ships lost was the small sloop carrying Turtle.

Lee and Bushnell both escaped injury and reached shore. The first American submarine, however, sank to the bottom of the Hudson. The Turtle was recovered soon afterward but saw no further service. Her eventual fate remains a mystery.

Although David Bushnell's submarine failed to sink any enemy vessels, he was responsible for several notable achievements.

He proved that gunpowder could explode underwater with sufficient force to disable and sink a surface ship. His experiments and research developed floating and submerged mines and invented the first practical submarine.

He also solved several basic engineering and nautical problems: constructing a watertight and pressure-proof hull with vertical and horizontal propulsion mechanisms; achieving vertical stability and steering control; and developing the means of using variable ballast systems.

Bushnell's inventions were rapidly improved upon by other U.S. inventors who continued to develop the submarine for use in subsequent U.S. naval conflicts.

While a submarine practical for warfare with range, power and reliability had to await the coming of the mechanical age, Turtle was an indispensable first step, which made future developments possible.



Full-sized mockup of the Bushnell "Turtle", the world's first military submarine used in action, at the U.S. Navy Submarine Force Museum and Library, Groton CT.

NEEDLE IN A HAYSTACK: THE LUCK OF THE IRISH

By Rae Whitley

Francis Callaghan, a native of Chicago's South Side, was born on September 25, 1924. Shortly after his high school graduation in 1943, Callaghan received a draft notice for the U.S. Army.

FORM APPROVED
Budget Bureau No. 33-1013-42

REGISTRATION CARD (Men born on or after July 1, 1924, and on or before December 31, 1924)
(Also for the registration of men as they reach the 18th anniversary of the date of their birth on or after January 1, 1943.)

SERIAL NUMBER W 60	1. NAME (Print) Francis Joseph Callaghan	ORDER NUMBER 12595
2. PLACE OF RESIDENCE (Print) 7925 So. Luella Ave Chicago Cook Illinois		
3. MAILING ADDRESS SAME		
4. TELEPHONE SAGINAW 2130	5. AGE IN YEARS 18	6. PLACE OF BIRTH CHICAGO-ILL.
DATE OF BIRTH SEPT 25 1924		
7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS FRANK J. CALLAGHAN 7925 So. Luella Ave Chicago		
8. EMPLOYER'S NAME AND ADDRESS STUDENT		
9. PLACE OF EMPLOYMENT OR BUSINESS NONE		

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

DSS Form 1 (Rev. 11-16-42) c16-21630-4 (OVER) Francis J. Callaghan

Draft Registration card for Francis Callaghan.

After receiving his basic Army training at Camp Beale, California, Francis was assigned to the 530th Engineer Light Pontoon Company (a bridging company that used pneumatic pontoons on which to lay bridging materials). The 530th was formed on June 25, 1943, at Camp Beale, California, by a group of officers from the Fort Belvoir Engineer School and a cadre from the 73rd Engineer Light Pontoon Company. Training for the engineers was conducted at Camp Beale, from the fall of 1943 into the Spring of 1944.

On April 21, 1944, the 530th departed San Francisco aboard the SS *Cape Neddick*. After 26 unescorted days at sea, the unit went ashore at Finschhafen, located on the South Pacific island of New Guinea.



SS *Cape Neddick* on October 9, 1943.



Francis Callaghan.

After their arrival in New Guinea, the unit trained while getting acclimated to the tropical environment of the western Pacific. By October, the men of the 530th were ready for combat.

The 530th was a separate, independent unit assigned to the U.S. Sixth Army. The Company was composed of 205 men and six officers. The unit was broken down into three line platoons who were tasked with transporting, constructing, and maintaining two ten-ton floating bridges, twelve units of infantry support raft, and 432 feet of infantry footbridge. The Company also maintained 70 boats, which were used during river assault crossings.

In October the unit experienced combat for the first time when it supplied bridging for the landings of the 96th and 7th Divisions on the Philippine island of Leyte.

From October through December 1944, the unit supported the XXIV Corps in combat operations during the liberation of Leyte Island, the first Philippine territory retaken by the Americans. Callaghan witnessed Japanese aircraft and kamikazes attack the U.S. Navy fleet during the initial landings.

In January 1945, Francis and the 530th took part in the second Battle of the Philippines. Attached to the XIV Corps, the 530th provided bridging across the Agno River for the 40th Division during the initial stages of the campaign, after which they spearheaded the 37th Division's push south, toward the capital of Manila.



Pontoon bridge completed by the 530th Engineer Light Pontoon Company. Philippines, 1945.

By early February 1945, the unit was near Manila and were constructing a bridge across the Pasig River. However, Callaghan had other things on his mind. He was determined to find his aunt and uncle, Sam and Cecilia Ladic, and their three young daughters who were imprisoned somewhere in a cluster of prison camps north of the Pasig River.

Before the war, Sam Ladic had managed a gold mine in northern Luzon, but the family was captured by the Japanese after the surrender of the Philippines in 1942. Since their capture, the entire Ladic family had lived a nightmare existence.

Now three years later, the reports were that the Ladics, were imprisoned in the notorious Bilibid Prison, just two miles north of where Callaghan's unit was bridging the Pasig River.



Liberation of Bilibid Prison, Manila Philippines. Today, Bilibid Prison is the most overcrowded prison in the world.

Once the bridge was completed, Corporal Callaghan hounded his commander for permission to go search for his relatives.

"He gave me permission after a while," recalled Francis during an oral history interview over 70 years later, "and then he said, 'I think you're crazy. There's still fighting going on!'"

Francis left anyway, working his way north through the deserted streets of the city, past dead bodies and the debris of battle, along streets still plagued by Japanese snipers. There were no signs of Japanese guards when Callaghan reached Bilibid Prison. They had fled when an American armored unit moved through the area. There was also no sign of American troops who had bypassed the prison in pursuit of the Japanese.

What Callaghan saw first at Bilibid were the Bataan Death March survivors in an enclosure built more like a lion's cage than a prison cell. They were little more than skin and bones.



Photographed after being recently liberated from Santo Tomas Prison Camp, Lee Rogers and Jason Todd were two American POWs, that miraculously survived through the war.

"They reached through the wire fence and wanted to shake my hand, and wanted cigarettes and candy," said Francis. When Francis asked the POWs about his family's whereabouts, the prisoners pointed him in the right direction. Francis soon found his relatives.

Callaghan

Phillipine Islands
February 8, 1945

Dear Mother:

Just found time to write a few lines. I really have plenty to tell but time is short. We have been very busy and haven't written in quite a while. We arrived in the largest city in the Phillipines and it isn't the place it used to be. It was almost completely burned down.

We just finished putting up our bridge in the heart of town and it really was plenty tough. We were being constantly shelled by Artillery, mortar fire and plenty of sniper fire. We completed our mission.

I was informed that the Americans had received the American prisoners from the Japs. Curiosity never killed the cat and I took off to see if I could find out any information concerning my Uncle and Aunt and their three daughters. From one place to another I went. Now and then snipers would fire but I was certain I was going to find someone who had information about my Uncle and Aunt. I was told by a nice fellow that they were here somewhere. Being a large place, I finally found out that they were in a college nearby. Off again with much faith in finding them. They were guarded by American soldiers and I finally convinced one to let me in. I saw the higher-ups and was told by a friend of Sanford's that he knew him well and called him Sam. I finally was able to see him and being such a long time since we met, I didn't recognize him.

I said "Francis Callaghan from Chicago". Boy, he just hugged me all over. Who was behind him but his three daughters dressed in bright yellow dress and beautiful blonde hair. He was informed through Red Cross letters from Kit and a few others, that I was in the Phillipines, but didn't have the slightest idea he would ever see me. I talked with him a little over two hours and he told me Cele was in the hospital but was getting better. Ticked pink to see me and I was to see them.

I went today and just happened to locate Cele and was she surprised. She said she heard of me being there and wanted to see me. I was sure glad to see her and know that she was all right. She didn't know what to say and was speechless for about five minutes. Her first words were "was I all right and by the Grace of God we were meeting each other." She hoped and prayed hard for me and wondered where I was. She said after seeing me she felt one hundred per cent better and just seeing me helped her a lot.

I told her I talked to Sam and how wonderful her three daughters were. They are the most wonderful people I ever did know and most kind. As I came up to her bed in the ward, she said "one of the Henry's." Here me dressed in combat clothes (fatigue) steel helmet, canteen belt, first aid kit and rifle. We talked a long while and she was so happy to see me she let me do all the talking. She introduced me to several friends of hers and they were so happy to know me. She was so happy to know that we got together. She talked a while and told me all the experience they went through. I had a few of your letters telling news of the family and I let her read them.

She cried when she knew that her Mother had died but I changed the subject and started telling her how pretty her three little daughters were. I finally had to go and she was sorry. I must try my best to go again. I must sign off now.

P.S. A friend of mine hasn't had too much time to write. Call his wife. He is OK.

Mrs. Black, u
South Shore 1604
7923 Jeffrey Avenue

Look in papers for write-up on 530th Engineers and Chicago fellows.

"I said 'Francis Callaghan from Chicago,'" he wrote in a letter to his mother later that month. "Boy, he just hugged me all over. Who was behind him, but his three daughters dressed in bright yellow dress(es) and beautiful blonde hair."

Sam Ladic's wife Mary, who was the cousin of Francis Callaghan, was in the hospital at nearby Santo Tomas Prison and was near death from a severe case of amebic dysentery. The timely arrival of Francis and the U.S. troops, saved her life.

The oldest of the Ladic girls, 12-year-old Mary Ann (Koucky), still remembers the horrors of Bilibid Prison, such as the awful stench of the makeshift graveyard where the Bataan boys who died were hastily buried and the gnawing hunger that was her constant companion.

The 530th spent the balance of the war preparing for the invasion of Japan. If the invasion had been necessary, the Company would have landed on the east coast of southern Kyushu. Japan's formal surrender on August 15th made these plans moot.

Francis returned home to Chicago in early 1946, and spent much of the rest of his life as a mason, brick layer, and general contractor.

A transcription of the letter that Callaghan wrote to his mother Mary, 1945.



Francis Callaghan and his mother in Chicago, Illinois. 1946.



Francis Callaghan (Left) and his brother William Callaghan (Right).

ARTIFACT HIGHLIGHT: TYPE 53 CARBINE DONATED BY 1ST LIETENANT LEE ALLEY

By Rae Whitley

The Type 53 carbine was a Chinese-manufactured variant of the Russian Mosin-Nagant M1944 rifle. The design was considered rudimentary by the time U.S. forces would first face the weapon in combat. The rifle's bolt action, crude open sights, and 5-round magazine capacity were all relics of the weapon's 1890s-era origin. But that dated technology meant little to the efforts of the enemy soldiers who used the weapon during the Vietnam War.

The Type 53 (T53) carbine with its distinctively loud report and fireball flash would hold its own, firefight after firefight, time and again. Easy to maintain and hard to break, the T53, like its Mosin-Nagant predecessor, would be remembered as the unrefined workhorse that just wouldn't quit.

The Chinese T53 was not simply a knock-off copy of the M1944 Soviet rifle of WW2. It was a licensed made variant, sanctioned by Russia who sent tooling, machines, and advisors to set up production at China's Jianshe Arsenal, also known as Arsenal 26.

After initial production began, the Chinese Army named it the Type 53, after the year it began production. Millions of the carbines were made before production likely ceased in 1961. The exact number of carbines made and the exact year production ceased is not definitively known as China has traditionally been tight-lipped about their weapons production...even since the 1950s.



This Type 53 Carbine was donated to the National Museum of Military Vehicles by 1st Lieutenant Lee Alley.

The T53 was exported en masse to North Vietnam, where it would be issued to the People's Army of Vietnam (PAVN). When PAVN troops were reequipped with the Type 56 carbine and assault rifle, the T53 became a standard fixture with Viet Cong (VC) irregular troops.

It was a heavy rifle, weighing over 9 pounds. The 7.62x54R round kicked hard, but the trade-off was that the long range of the round could penetrate brush, sandbags, and many vehicles.

With a cruciform or "spike" bayonet folded along its muzzle, ready to snap forward into action, the Type 53 was a weapon of brutal simplicity.

This simplicity in operation and maintenance made it perfect for irregular guerrilla forces. Guerrilla fighters carried these carbines into ambushes and then faded back into the jungle, proving that so-called "obsolete" rifles could still kill with terrifying efficiency.



Type 53 Carbine with Bayonet extended.

This T53 example was captured during the Vietnam War by U.S. Army Veteran Lee Alley. Alley was a Lieutenant with a Reconnaissance platoon of 5/60th Mechanized Infantry Regiment, 9th Infantry Division.



General Creighton Adams pins the Distinguished Service Cross on 1st Lt. Lee Alley.

On October 13, 1967, while on a daylight patrol in Binh Phuc province, Alley and his men came under an ambush attack. During the ambush, Sgt. Wedgewood stepped into a “punji stake” pit; he was the only casualty suffered by the patrol. The casualties incurred by the ambushers totaled 2 killed and 1 captured.

There were two seized Type 56 assault rifles: the Chinese made variant of the famous Soviet AK-47 and this Type 53 carbine. Alley mentioned that the Type 53 carbine was one of the few weapons that were typically allowed to be brought back by U.S. troops.



The Spike Bayonet was common on 1950's Chinese military firearms.



The Type 53 held five rounds in a non-detachable magazine.



Slots for rifle sling attachment, on the buttstock.



Slots for rifle sling attachment, on the forestock.

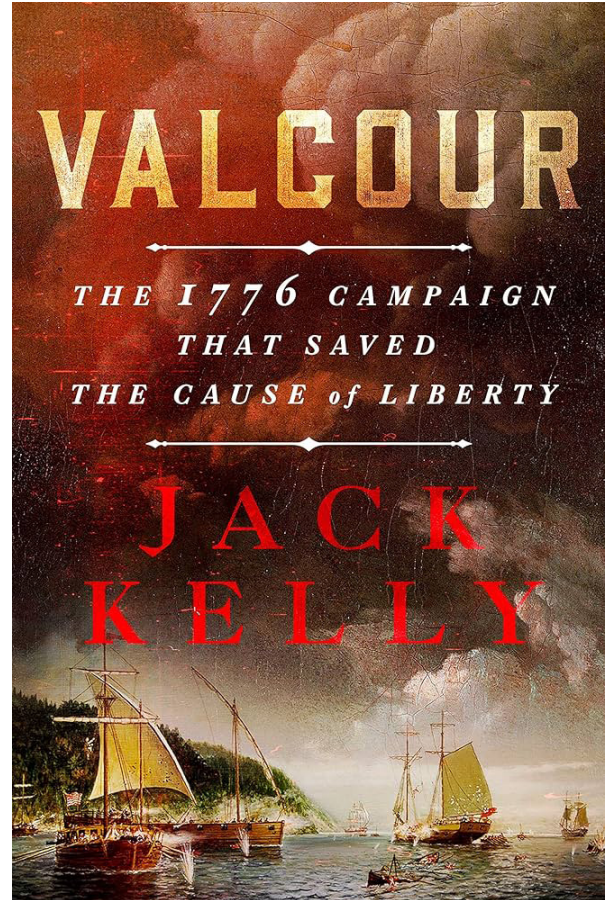
VALCOUR: THE 1776 CAMPAIGN THAT SAVED THE CAUSE OF LIBERTY BY JACK KELLY

Review by Libby Andrews

As the United States approaches its 250th anniversary, familiar moments of the Revolutionary War come to mind. Many Americans recall the signing of the Declaration of Independence, Paul Revere's ride, or George Washington crossing the Delaware. While these events are integral to the nation's story, *Valcour: The 1776 Campaign that Saved the Cause of Liberty* shifts the focus to a lesser-known campaign and presents it as a decisive and high-stakes chapter of the war.

Author Jack Kelly details how control of the Lake Champlain corridor shaped the course of the Revolutionary War in the north. British forces in Canada planned to advance south along the lake and split New England from the rest of the colonies. *Valcour* is a gripping story about the effort to stop that advance and the campaign that led to the Battle of Valcour Island.

Kelly centers the narrative on Benedict Arnold, who quickly recognized the importance of Lake Champlain. With limited resources, the Americans built a small fleet at Skenesborough and Fort Ticonderoga.



The vessels were a mix of schooners, gondolas, and galleys, many constructed quickly from green timber. Although crews were inexperienced and supplies were short, this hastily built fleet was their only means to challenge British movement down the lake.

Under the command of General Guy Carleton, the British transported prefabricated ships from Canada and assembled them on Lake Champlain. Their fleet outmatched the Americans in size, firepower, and training.

Arnold chose to fight in the narrow waters near Valcour Island to limit British maneuverability and reduce some of their advantage. On October 11, 1776, the two fleets engaged at close range. Several American vessels were damaged or destroyed, and they suffered heavy casualties. Although they held the line for several hours under intense fire, by nightfall Arnold was forced to accept defeat.



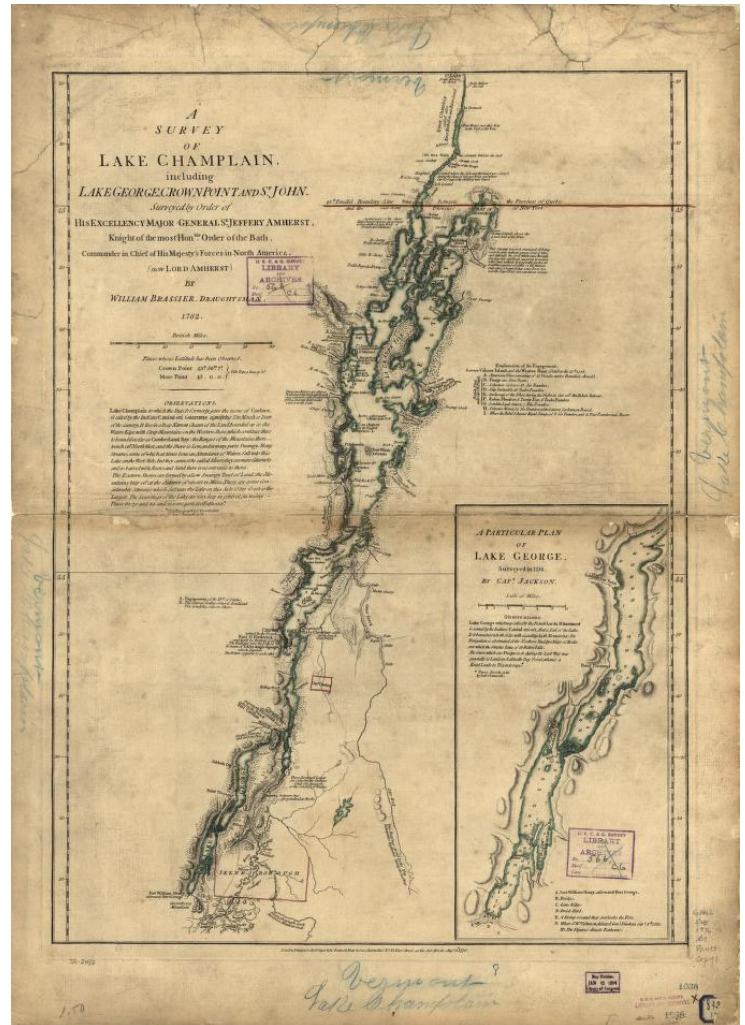
Benedict Arnold. Anne S.K. Brown Military Collection.

Under cover of darkness, the Americans slipped past the British line in a risky withdrawal. Over the next two days, British ships pursued and engaged Arnold's fleet again near Crown Point. Most of the remaining American vessels were destroyed.

Despite this loss, the campaign ultimately achieved its purpose. The delay forced Carleton to halt his advance as winter approached and withdraw to Canada instead of pushing south toward Albany. This gave the Americans time to regroup and strengthen their position. The following year, that time and preparation contributed to the British defeat at Saratoga in 1777.

The strength of the book is its clear explanation of why this campaign mattered. Kelly keeps the focus on the sequence of events, the terrain, and the decisions made by both sides. He provides enough detail on ship construction and combat to support the narrative without losing pace. Arnold is presented as capable and determined in this phase of the war, which adds useful context to his later reputation.

Valcour is a straightforward account of a campaign that is often overlooked. It shows how control of terrain, timing, and persistence influenced the outcome of the war in ways that are not always obvious. Through direct yet vivid storytelling, Kelly brings attention to what is often treated as a footnote in history, showing its importance to the outcome of the war. For readers interested in the Revolutionary War, this book offers a solid look at a critical moment in 1776 outside of the familiar events of that year.



A survey of Lake Champlain, including Lake George, Crown Point, and St. John, 1776. Library of Congress Geography and Map Division.



Battle of Valcour Island, naval engagement on Lake Champlain, 11 October 1776. Oil painting. U.S. Naval Institute Photo Archive.

JOIN THE CONVERSATION

In the Museum's Patton Gallery, you have the opportunity to "Share Your Thoughts." With prompt cards, guests often reflect on their visit to the Museum, Veterans' service and sacrifice, and the price of American freedom.



Here's what guests are saying...

REFLECTION

What thoughts or feelings did your visit today inspire?

"I'm 16 and will never fully understand the sacrifice and hardship that America was built on, but coming here gave me a small window to envision it. Places like these are what my generation need more of. Other museums are like looking into a textbook, but here it's like looking through the eyes of a soldier..."

–Anonymous

HONOR

Who would you honor today, and why?

"First LT Ira "Ike" Shober, Weston, WY. 1943-1945. US Army Air Corps B-24 pilot. He served his country without any hesitation. He kept all of his experiences to himself for all those years, raising and loving a family until he passed away in 2025. Later in my life, I have learned so much about him, his service, and his time as a POW. I am so proud and humbled to have known him."

–His grandson, M. Shober and his Great-Grandson K. Blakemore

PATRIOTISM

What does patriotism mean to you?

"Americans should be proud of how far our country has come throughout challenges we have faced. Our country has made so many improvements to our freedom and the way we live. The only reason we are here is because of everyone who has sacrificed their time and lives."

–M. Turner, 9th Grade.

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Sherman	\$16
Classic Cheeseburger, Burger Sauce, Choice of Cheese	
Laramie Gray	\$18
Buffalo Patty, Burger Sauce and Choice of Cheese	
Fire Dragon	\$18
Beef Patty, Jalapeno, Green Chiles, Chipotle Mayo, Pepper Jack Cheese	
Elk Burger	\$19
Elk Patty, Burger Sauce and Choice of Cheese	
Elk Mushroom Swiss	\$19
Elk Patty, Saute Mushrooms, Burger Sauce, Swiss Cheese	
Cowboy Thunder	\$20
Buffalo Patty, Jalapenos, Green Chiles, Chipotle Mayo and Pepper Jack Cheese	

Sandwiches Choice of 1 Side

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Slow Roasted Pork, Bacon, Coleslaw, Carolina Gold BBQ	
BLT	\$15
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Buffalo Blue Chicken	\$16
Crispy Chicken Patty, Buffalo Blue Cheese Sauce, Lettuce Tomato	
Chaffee Wrap	\$17
Crispy Chicken, Bacon, Lettuce, Tomato, Onion, Shredded Cheese, Ranch	
Hellcat	\$17
Turkey, Bacon, Lettuce, Tomato, Chipotle Mayo, Pepper Jack Cheese	
Ribeye Wrap	\$18
Ribeye, Chimichurri, Cabbage, Onion, Tomato	
Ribeye Melt	\$19
Ribeye, Saute Onions, Huckleberry BBQ, Monterey Jack	
Buffalo Philly	\$24
Buffalo Ribeye, Onions, Mushrooms, Cheese	
Buffalo French Dip	\$24
Buffalo Ribeye, Swiss Cheese, Horseradish Au Jus	

Lunch Starting 11am

Baskets Choice of 1 Side

Gamma Goat	\$14
4 Buttermilk Crispy Chicken Strips, Choice of Dipping Sauce	
Ontos	\$15
French Fries, Topped with Buffalo Chili, Cheese, Lettuce, Tomato, Onion and Jalapenos	
Mechanical Mule	\$17
Buffalo Bratwurst, Coleslaw, Huckleberry BBQ	

Soup/Salad

Crispy Chicken Salad	\$14
Crispy Chicken, Romaine, Onion, Tomato, Carrot, Blue Cheese Crumble and Choice of Dressing	
Chef Salad	\$15
Turkey, Bacon, Romaine, Onion, Tomato, Carrots, Shredded Cheese and Choice of Dressing	
Buffalo Chili	
Cup \$8 Bowl \$10	

Recruits \$10 Choice of 1 Side

Recruits' Cheeseburger
Recruits' Chicken Strip
Recruits' Grilled Cheese

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Single Scoop	\$6
Double Scoop	\$8
Choice of 2 Toppings	
Milkshake	\$9
Malt	\$10
Choice of 2 Mix-ins	
Floats	\$7
Choice of Ice Cream Root Beer or Orange Soda	
Canteen Sundae	\$10
Double Scoop of Ice Cream, Hot Fudge, Peanuts, Whip Cream, Cherry and Red, White and Blue Sprinkles	

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Please fill out the form available on our website, and the correct staff member may contact you directly. This is required so the curatorial department may review your potential donation.

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We accept and appreciate your feedback and submissions regarding *The Quarterly Dispatch*. Suggestions and submissions should be sent to libby@nmmv.org.

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TO PRESERVE AND SHARE HISTORIC MILITARY VEHICLES.

Spirit of '76 by Archibald MacNeal Willard (1876)



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