

May 18, 1959

The Honorable E. L. Bartlett
United States Senator
The United States Senate
Washington 25, D. C.

Dear Mr. Bartlett,

Today we conducted a joint meeting of the Board of Directors of the Northwestern Alaska Chamber of Commerce and the Chamber of Commerce Road Committee. This meeting was called because of the precarious position that our road program is now in. We are in jeopardy of losing the entire construction season for this year which amounts to a mere One Hundred Twenty Days in this section of Alaska.

Last Fall Northwestern Alaska was allocated certain funds for road construction. We had expected that bids for these projects would be advertised in April for opening in May. We had heard nothing regarding any bids being advertised and accordingly wired to Mr. Wm. J. Niemi, Regional Engineer of the Bureau of Public Roads, Juneau, Alaska, requesting information about these projects. Enclosed is a copy of Mr. Niemi's reply to our wire.

The major portion of the road projects authorized are the Kuzitrin - Coffee Creek road and the Nome - Teller road to Simuk River. According to Mr. Niemi's letter these projects will probably be advertised late in June with bid openings in late July or August. This means that neither of these projects could be started this year. The total allocation for new construction for the entire Second Division was \$617,413.00. The two projects that it appears we stand to lose this year total \$500,000.00.

We can assure you that the people of Northwestern Alaska are very disturbed about the delay of these two projects.

We are in desperate need of roads and can not afford the luxury of losing any construction season either now or in the future. Mine operators have geared their planning to coincide with these road projects.

The loss this year of these projects will be a major upset to the economy of this area. The only work available to many of our native people is from the few road projects that we are allotted. The loss of this work will work a

PR 4981

Page Two

terrific hardship on these people and will necessitate additional relief funds from the Bureau of Indian Affairs and the State Welfare Department. The loss of these projects this season can be compared to this area as the closure of the Bristol Bay fishery is to that area.

We respectfully urge you to do everything in your power to see that red tape is slashed and these projects be advertised for bids immediately.

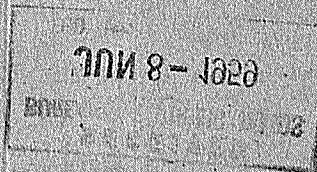
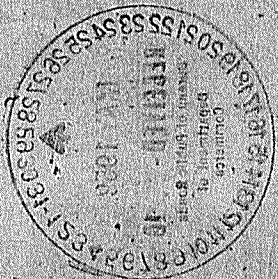
We have mailed a similar letter to the Honorable Ernest Gruening and the Honorable Ralph J. Rivers seeking their aid in this matter.

Most sincerely,

Northwestern Alaska Chamber of Commerce

By: _____
Vice President in Charge

Chairman, Road Committee



PR 4381

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : File

DATE: May 29, 1959

FROM : Wm. J. Niemi, Regional Engineer
10-00 Juneau, Alaska

SUBJECT: Operations in Nome Area - 1959

On May 11, 1959, Regional office received a telegram from the Road Committee of the Northwestern Chamber of Commerce (Nome) requesting our proposed plans for highway work in the Nome area during 1959. Our position was presented in our reply of May 14, in a factual manner. Apparently our plans did not meet with the approval of the Nome Chamber of Commerce and they promptly appealed to Secretary of Commerce, Lewis L. Strauss, and the entire Alaska delegation in Congress, in an attempt to modify the 1959 Bureau of Public Roads planning for the Nome area. A copy of their letter to the Washington officials was transmitted to us under date of May 19.

The submission of the Nome Chamber of Commerce mentioned only a program of \$617,435.00. Since this presents only a part of the actual program for the Nome area during 1959, the following is a summary which is recorded for our files in the event it is needed to correct the impressions which were planted by the Nome Chamber:

Existing Highway Program - Nome AreaCarry-over Program:

*Nome-Teller Road - Snake & Penny River Bridges	\$105,000	
Nome-Teller Grading & Drainage	<u>100,000</u>	\$205,000

New Program:

Nome-Teller, Grading & Drainage	300,000	
Nome-Kougarok, " " "	200,000	
Kuzitrin River Bridge	130,000	
*Nome City Paving	139,000	
*Nome-Airport Paving	65,000	
Nome-Council, riprap	75,000	
Nome-Council, Quartz Creek Bridge	42,000	
*Maintenance	<u>150,000</u>	
		<u>1,101,000</u>
TOTAL		\$1,306,000

*Contracts awarded or work in progress.

May 29, 1959

The Nome City paving and the Nome-Airport road paving projects were advertised and awarded this spring to take advantage of the presence of a paving contractor on a military project at the Nome airport. By setting this project ahead of some of the others we were able to realize a saving of \$18,000 below the engineer's estimate and a saving of \$65,000 below the only other bid received. The City of Nome participates in the amount of 10% in the costs of the City paving project.

The Kuzitrin River bridge and the riprap on the Nome-Council road will be advertised within a very few weeks.

The Nome-Teller road and the Nome-Kougarok road projects will be advertised later in the summer. These projects are in the Fiscal Year 1960 program and were approved at the joint October, 1958, meeting of the then Territorial Highway Board and Public Roads. Had not surveys been completed late in the Fall of 1958, under very severe weather conditions, some of the work would have necessarily been deferred to 1960 letting. We still plan a full field review with plans-in-hand of the design of the Nome-Teller and Nome-Kougarok projects to assure that they are properly engineered. Costly corrections during construction or in future years are to be avoided by such normal engineering procedures.

*Alaska FA Genl.
Kroy. Bk - value
L.H. letter to Nettie
is filed - (Alaska)*

*SW
C
D*

P. O. Box 1961
Juneau, Alaska

10-00.22

May 29, 1959

Mr. Richard A. Downing, Commissioner
Alaska Highway and Public Works Department
Box 1361
Juneau, Alaska

Dear Mr. Downing:

Reference is made to your letter of April 20 regarding driveway snow removal costs.

We have had our division offices make a count of driveways in their respective divisions. As a result of this survey we find there are 8,111 driveways that would be subject to snow removal on the present routes being maintained during the winter months. These driveways are classified as follows:

1. Individual or Homesite	5,809
2. Commercial	<u>2,302</u>
Total	8,111

It is estimated it would cost \$328,500.00 to clean the above driveways during one winter season.

The Anchorage Division reports 250 pieces of private equipment available for driveway snow removal work and the Fairbanks and Juneau divisions report adequate private equipment available for such work in their areas.

In view of the above, together with the fact that comparatively few complaints have been received, we see no justification for any change in the existing policy on snow removal.

Very truly yours,

Wm. J. Niemi
Regional Engineer

cc: Anchorage Division
Juneau Division
Fairbanks Division
Mr. Royster-Wash.D.C. ✓

MAIL ROOM
MAY 29 1959
C. 1023

CD-14 U.S. DEPARTMENT OF COMMERCE DATE 2-12-56)		5/29
TRANSMITTAL SLIP		
Mr. Paul F. Royster, ASST. Commissioner for Operations		REF. NO. OR ROOM, BLDG.
Attn: Mr. E. E. Erhart		REF. NO. OR ROOM, BLDG.
FROM: Region 10		
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION	
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input type="checkbox"/> PER YOUR REQUEST	
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> PLEASE ANSWER	<input type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT	
<input type="checkbox"/> PER OUR CONVERSATION		
COMMENTS:		

GPO : 1957 O - 414035 COMM-DC 969

CD-14 U.S. DEPARTMENT OF COMMERCE DATE 12-56)		5/21/59
TRANSMITTAL SLIP		
Mr. Frank Alexander		REF. NO. OR ROOM, BLDG. 723-A
FROM: G. A. Lewis		REF. NO. OR ROOM, BLDG. 820-A
ACTION		
<input type="checkbox"/> NOTE AND FILE	<input type="checkbox"/> PREPARE REPLY FOR MY SIGNATURE	
<input type="checkbox"/> NOTE AND RETURN TO ME	<input type="checkbox"/> TAKE APPROPRIATE ACTION	
<input type="checkbox"/> RETURN WITH MORE DETAILS	<input checked="" type="checkbox"/> PER YOUR REQUEST	
<input type="checkbox"/> NOTE AND SEE ME ABOUT THIS	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> PLEASE ANSWER	<input checked="" type="checkbox"/> FOR YOUR INFORMATION	
<input type="checkbox"/> FOR YOUR APPROVAL	<input type="checkbox"/> INVESTIGATE AND REPORT	
<input checked="" type="checkbox"/> PER OUR CONVERSATION		
COMMENTS:		
<p>Attached is our file on the Alaska snow removal problem which we recently discussed.</p> <p>Please return the complete file as soon as it has fulfilled your needs.</p> <p style="text-align: right;">E.H.</p>		

USCOMM-DC 969

23-10

Jed

MAY 20 1959

Honorable M. I. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Reference is made to our letter of April 14 and earlier correspondence relative to the Bureau of Public Roads policy regarding the removal of snow from driveway entrances in Alaska, with particular reference to Gateway Lodge at Glenallen.

We are now in receipt of comments from our regional engineer which were requested following your receipt of the March 16 letter from Mrs. Blanche B. Dykes, Proprietor of Gateway Lodge.

Our regional engineer at Juneau has confirmed the information furnished you by our letter of October 31, 1958. It appears that Mrs. Dykes is not cognizant of the magnitude of the snow removal problem in Alaska. The policy now in effect was established with full consideration of previous experience in this area, the time required to adequately serve these highways which are expected to be kept open during the winter, and the great number of private driveways located within the wide scope of this Bureau's maintenance operations. A recent canvass of 195 lodges, stores and other business establishments comprising all public service facilities on the rural sections of the Alaska, Richardson, Glenn, Seward-Anchorage, and Sterling highways discloses that 189 have made satisfactory arrangements for snow removal. More than one hundred of these hire the work done, while the remainder have acquired their own equipment. As a result of this survey, we are pleased to advise that due to the satisfactory arrangements made by practically all those canvassed, the number of complaints reported by a few who did not make such arrangements for such snow removal

is very small. It is believed, therefore, that (with few exceptions) the transition from the Bureau's former policy has been successful. Undoubtedly those few who did not make proper arrangements for removal of snow from their driveway entrances this past winter will be able to do so before next winter.

In our efforts to assist Mrs. Dykes in making arrangements for removal of snow from her driveway, our letter of October 31, 1958 advised of equipment being available at Glenallen for this purpose. At that time we were not informed specifically as to the type of equipment available. Recent correspondence from our Juneau office advises that Mr. C. J. McManhan of Palmer, Alaska has a Caterpillar D-6 tractor based at Glenallen which we understand was available last winter at \$18.00 per hour (with operator). An Allis-Chalmers HD-6 owned and operated by Mr. Beichner, the proprietor of a service station and garage known locally as "Red's Garage," was also reported as available. Mr. Jerome G. Luebke of Glenallen, previously mentioned in earlier correspondence, has had a Caterpillar Model 10 motor grader available during this past winter at a rental rate of \$8.00 per hour, with driver. He also had a Caterpillar D-7 available until March 15, 1959 when a breakdown occurred. It appears, therefore, from the above that Mrs. Dykes should be successful in making some arrangements for removal of snow anticipated next winter.

With further reference to Mrs. Dyke's letter of March 16, we wish to advise you regarding Mr. Luebke's participation in snow removal operations, inasmuch as she seemed to question the legality of his operations because he is regularly employed by the Federal Government. Our regional office in a recent letter, advises that Mr. Luebke performs such service on his own time, principally on Saturdays and Sundays. Occasionally he has removed snow on other days, during which time the use of earned annual leave was approved. Such instances, however, have been infrequent. This practice, therefore, of removing snow under these circumstances is not prohibited by law as Mrs. Dykes has alleged.

We trust that the above information adequately replies to your earlier inquiries relative to this snow removal problem. It is believed that the present policy

of the Bureau of Public Roads regarding snow removal in Alaska is in the best interest of the Government, and that it should be continued. Your interest in this matter is appreciated. If additional information is desired, we shall be pleased to advise you further in this regard upon receipt of your request.

Sincerely yours,

Paul F. Royster

Paul F. Royster
Assistant to the
Federal Highway Administrator

cah
CALewis/tb
Control No. 4016 (5/20/59)
cc: Files (2)
Federal Hwy. Projs. Div. ✓
Mr. Tallamy
Mr. Armstrong
Mr. Royster - Room 814
Mr. W. J. Niemi (2-cc)
CC Unit

Cleared Through
Administrator's Correspondence Unit

Richard with
Alexander re this
5/15/45 - 5:00 P.M.
C.O.P.

ROOM 816

2-3-18

5-6-59

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
23-10 for Operations, Washington D. C.
ATTENTION: Mr. E. E. Erhart

FROM : Wm. J. Niemi, Regional Engineer
10-00.2 Juneau, Alaska *WJN*

SUBJECT: Snow Removal at Gateway Lodge - Glennallen

DATE: May 11, 1959

In reply to your request of May 6, 1959, Mr. Luebke performs snow removal on his own time, principally on Saturdays and Sundays. He occasionally does some work during week-days, requesting annual leave for this purpose. Leave is granted if the work-load at the Glennallen depot permits his absence. Such requests have been infrequent.

Mr. Luebke operates his own equipment and employs no other operators. On occasion he has used the D-8 tractor mentioned as available at Glennallen. This machine belongs to a small contractor, C. J. (Slim) McMahan, who operates out of Palmer, Alaska. He has based this tractor at Glennallen to pick up the odd private job that occasionally develops. For example, he performed right-of-way clearing for the new REA lines in that area. Mrs. Dykes' snow was finally removed by Mr. Luebke, using Mr. McMahan's D-8 tractor.

The Allis Chalmers Model HD-6 is owned and operated by a Mr. Beichner, the proprietor of a service station and garage, known locally as "Red's Garage."

The above information was secured this date by phone from Mr. A. C. Divine, the Valdez District Engineer.

MAY 12 1959

BUREAU OF PUBLIC ROADS

K
10-00 Mr. W. J. Niemi, Regional Engineer
Juneau, Alaska

X
May 6, 1959

23-10 Paul F. Royster, Assistant Commissioner
Washington 25, D. C.

ERIC E. ERHART

Snow Removal at Gateway Lodge - Glenallen

Reference is made to your memorandum of April 29 submitting additional information relative to the above-indicated subject for use in our reply to Senator Bartlett. The removal of snow from driveway entrances, as you know, was the subject of considerable correspondence from Mrs. Blanche D. Dykes, proprietor of Gateway Lodge.

Mrs. Dykes' letter of March 16 to the Senator (a copy of which was furnished your office) included several statements relative to the activities of Jerome G. Leubke, a Bureau employee, in his participation of snow removal operations. Because of her questioning the legality of Mr. Leubke's operations, additional information in this regard appears desirable. In this connection, we refer particularly to the fourth paragraph of your April 29 memorandum.

You advised specifically that Mr. Leubke had a Caterpillar Model 10 motor grader and a Caterpillar D-7 available for snow removal operations. It is further noted that a Caterpillar D-8 with operator and an Allis-Chalmers HD-6 are also available at Glenallen. We assume that the latter two items of equipment are neither owned nor operated by Mr. Leubke. If our assumption is correct please furnish name of person or company making this equipment available. As for Mr. Leubke's participation in snow removal operations which are unrelated to the duties of his position with the Bureau, we shall appreciate being advised under what circumstances he provides this service and whether he personally operates the equipment.

Your prompt attention to this matter is requested in order that we may prepare a complete reply to Senator Bartlett's request.

W.L.
CALewis/tb

cc: Files (2)

Federal Hwy. Projs. Div.
Mr. Royster - Room 814

See Congressional Correspondence

Had no further
 reply to Benedict
 until we received
 Brown's reply to our
 May 6, 1946
 Mt. St.

10

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner
 23-10 for Operations, Washington, D. C.
 ATTENTION: Mr. E. E. Erhart

FROM : Wm. J. Niemi, Regional Engineer
 10-00.2 Juneau, Alaska

DATE: April 29, 1959

SUBJECT: Snow Removal, Gateway Lodge

In reply to your memorandum of April 14, 1959, a review of the information furnished by this office for your October 31, 1958, letter to Senator Bartlett indicates no inaccuracies.

Mrs. Dykes apparently is not aware of the magnitude of this problem, being concerned only with the immediate area of her establishment. A change in the existing policy will affect hundreds of driveways in other areas. An actual count of driveways and access roads, together with the estimated annual cost of opening after each plowing, is now being compiled at the request of the State. This additional information will be forwarded as soon as it has been secured and evaluated.

A canvass of 195 lodges, stores and other business establishments, comprising all public service facilities on the rural sections of the Alaska, Richardson, Glenn, Seward-Anchorage and Sterling Highways discloses that all except half a dozen have made satisfactory arrangements for snow removal. Over one hundred of these hire the work done and all except the above half a dozen have acquired their own equipment. Only five complaints in the entire Anchorage Division have been reported in this canvass, including the one from Mrs. Dykes.

Mr. Luebke, a BPR employee at Glennallen, which is only four miles from Mrs. Dykes' establishment, has had a Caterpillar Model 10 motor grader available all winter at a rental rate of \$8.00 per hour with driver. His Caterpillar D-7 was available until a breakdown occurred on March 15, 1959. Also available at Glennallen is a Caterpillar D-8 at \$18.00 per hour with operator and an Allis-Chalmers Model HD-6. Both of these machines must be "walked" from job to job. A John Deere tractor with dozer and trailer for moving is available at Tolsona, eighteen miles west of Gateway Lodge, at a rate of \$1.00 per mile for travel and \$10.00 per hour while working the tractor.

The snowfall in the area of the Gateway Lodge is light and very dry and easy to move. Annual precipitation recorded at the Gulkana FAA station, located three miles north of Gateway Lodge, averages twelve inches per year.

April 29, 1959

Mr. and Mrs. Dykes have carried on a campaign to have the Federal Government do land clearing, place gravel around building sites and perform snow removal ever since they arrived in Alaska approximately ten years ago. They apparently assume these services are due them as a reward for giving up "civilization" to settle in Alaska. Fortunately, their type is in the minority.

BUREAU OF PUBLIC ROADS

Mr. W. J. Niemi, Regional Engineer
Juneau, Alaska

April 14, 1959

23-10 Paul F. Royster, Assistant Commissioner
Washington 25, D. C.

Snow Removal - Gateway Lodge at Glenallen

Attached is a copy of Senator Bartlett's letter of April 2 and a copy of Mrs. Dykes' letter of March 16 forwarded therewith, relative to Public Roads policy regarding the removal of snow from driveway entrances.

Mrs. Dykes' letter, you will note, takes exception to several statements appearing in our letter of October 31, 1958 to the Senator on this same subject, a copy of which was furnished the regional office. We shall appreciate your review of the information furnished in the October 31 letter, and your comments relative to Mrs. Dykes' rebuttal (including the statements relative to Mr. Jerome G. Leubke). We shall also appreciate being advised as to the practice of operators of other lodges in the area during this past winter season, and of their criticism (if any) of our current policy.

Prompt attention to this matter is requested in order that we may appropriately reply to Senator Bartlett.

Attachments (2)

W
CALewis:nk Re: Control No. PR-4016
cc - Files (2)
Federal Hwy. Projs. Div. ✓
Mr. Royster - Room 814

See letter to Senator for other copy.

WARREN G. MAGNUSON, WASH., CHAIRMAN	
WIN O. PASTORE, R.I.	ANDREW F. SCHOEPEL, KANS.
S. MIKE MONRONEY, OKLA.	JOHN MARSHALL BUTLER, MD.
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FROM THURMOND, S.C.	CLIFFORD P. CASE, N.J.
FRANK J. LAUSCHE, OHIO	THRUSTON B. MORTON, KY.
ALPH YARBOROUGH, TEX.	HUGH SCOTT, PA.
CLAIR ENGLE, CALIF.	
E. L. BARTLETT, ALASKA	
JANICE HARTKE, IND.	
GALE W. MC GEE, WYO.	

EDWARD JARRETT, CHIEF CLERK

United States Senate

COMMITTEE ON
INTERSTATE AND FOREIGN COMMERCE

Eff
WH

April 15, 1959

Mr. Paul F. Royster,
Assistant to the
Federal Highway Administrator,
Bureau of Public Roads,
Department of Commerce,
Washington 25, D. C.

See R-4014
Royster Lewis

Dear Mr. Royster:

Thank you very much for your letter of April 14 in connection with the removal of snow from driveways in Alaska. I shall appreciate being advised when you have had a response from your Regional Engineer in this matter.

Sincerely yours,

E. L. Bartlett
E. L. Bartlett

APR 18 1959

APR 14 1959

Honorable E. L. Bartlett
United States Senate
Washington, D. C.

Dear Senator Bartlett:

Reference is made to your letter of April 2 enclosing a copy of Mrs. Dykes' letter of March 16 commenting on the clearing of snow from the entrance to Gateway Lodge at Glenallen, Alaska.

The Bureau of Public Roads policy regarding the removal of snow from driveways, as you know, was the subject of our letter to you under date of October 31, 1958, at which time the problem at Gateway Lodge was then also under consideration. Information relative to local conditions in Alaska as stated in our letter were based on current data furnished at that time by our regional office in Alaska.

As previously advised, the Bureau of Public Roads in 1957 announced through the press that because of various circumstances Public Roads practice of clearing snow from driveway entrances would be discontinued after the 1957-1958 winter season, and that residents must make other arrangements for removal of snow during the 1958-1959 winter season. This office has received no complaints to this change in policy other than that expressed by Mrs. Dykes.

Mrs. Dykes' letter of March 16, we note, takes exception to some statements appearing in our October 31 letter to you. While we feel that our present policy regarding snow removal is proper, and in the best interests of the Government, we are forwarding a copy of Mrs. Dykes' letter to our regional engineer for his review and comments

relative to the questions raised therein, and of the current practice by other lodge operators in the removal of snow from driveway entrances. Upon our receipt of his reply, we shall be pleased to further advise you in this regard.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

CL
CALewis/tb
Control No. 4016 (4/13/59)
cc: Files (2)
Federal Hwy. Projs. Div. ✓
Mr. Tallamy
Mr. E. L. Armstrong
Mr. P. F. Royster - Room 814
Mr. W. J. Niemi (2-cc)
CC Unit

Cleared Through
Administrator's Correspondence Unit