

PR 4016

RECEIVED
U.S. PUBLIC WORKS
APR 3 - 1953

Hon. Ernest Gruening
Hon. Ralph Rivers
Hon. Carl Hayden
Hon. Richard Neuberger

Elancho C. Dykes

Elancho C. Dykes

Very truly yours,

I would greatly appreciate hearing from you as soon as possible as to what disposition you plan to make in this important matter. I sincerely hope that you and Senators Gruening and Goldwater will cooperate, and that the Lodge owners can be relieved of this day to day worry.

CH2

Does not as
you handle the
situation before
I suggest you
acknowledge receipt
of Bartlett's letter
and say that while
we know of no
reason here for
change of policy we
are ~~not~~
regarding the matter
(over)

& our regard
open for comment
in the light of the
the post writer's
experience.

Best wishes
a copy of Mrs
Dykes letter out
ask for his
comment on some
his criticisms.
Note Francis
comment.

VCL

Royster

Go ahead with reply.
I think our present policy
is okay, we cannot
properly spend public
money for plowing snow
on private property. Elsewhere
the owner buys himself a
long handled shovel & bends
his own back & elbows or
else buys a jeep with a
shovel in front. Mrs Dykes can
do likewise. I am curious

as to whether Mr. Lubke
is plowing on his time
ours. If he is in fact
an employee as Mrs. L.
claims, we should look
into this.

JCS

COMM-DC 969

GPO : 1957 O - 414035

*In accordance with
Mr. Jackson's notes of
March 4 in "Inventory and
Assigning work to Clerk"*

[Signature]

COMMENTS:

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH MORE DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- PER OUR CONVERSATION
- INVESTIGATE AND REPORT
- FOR YOUR INFORMATION
- FOR YOUR INFORMATION
- SIGNATURE
- PER YOUR REQUEST
- TAKE APPROPRIATE ACTION
- PREPARE REPLY FOR MY SIGNATURE

ACTION

FROM: *Paul F. Rogers by [Signature]*

REF. NO. OR ROOM, BLDG.

TO: *Mr. Jackson*

REF. NO. OR ROOM, BLDG.

TRANSMITTAL SLIP

DATE: *4-6-59*

FORM CD-14 (12-12-56)

U.S. DEPARTMENT OF COMMERCE

23-10

OCT 31 1958

Zed Projects

Honorable E. L. Bartlett
House of Representatives
Washington, D. C.

Dear Mr. Bartlett:

Mr. Bertram D. Tallamy has asked me to reply to your letter of October 27 relative to the clearing of snow from Gateway Lodge at Glenallen, Alaska as requested by Mrs. Blanche C. Dykes of that address.

Approximately a year ago, at the close of the construction season, the Bureau of Public Roads announced through newspapers in Alaska, that because of various circumstances Public Roads practice of clearing driveway entrances of windrows of snow would be discontinued after the 1957-1958 winter season, and that residents must make other arrangements for removal of the snow likely to be encountered during the 1958-1959 winter season. This action became necessary because of the greatly increased number of driveways, the time required for such snow removal and the necessity for devoting more time to removal of snow from the main traveled routes. Other equipment was also becoming available in the area to perform snow removal operations on a commercial basis, and we did not wish to compete with this operation. During the transition period, however, through the 1957-1958 winter season, the Bureau of Public Roads advised that it would remove snow from areas other than on approved system routes on a reimbursable basis and then only when it could be shown that no other facilities for snow removal were available.

Upon our receipt of your letter of October 27, we promptly contacted our regional engineer in Alaska in regard to Mrs. Dykes' problem in comparison with that of other similar establishments in the area. In response to our inquiry, we were advised that eight lodges in this general area have made their own arrangements for removal

of snow this winter in accordance with the change in policy announced last year. Mrs. Dykes, however, apparently has not yet made any arrangements of this nature for this season. We are also advised that Mr. Jerome G. Leubke of Glenallen plows snow commercially in this area, and is located approximately 2½ miles from the Gateway Lodge.

We appreciate Mrs. Dykes' concern in regard to the snow removal problem, however, in view of the apparent availability of local snow-removal services, and the cooperation shown by at least eight other lodges in complying with the previously announced change in policy, we do not believe that removal of snow from Mrs. Dykes' lodge area by the Bureau of Public Roads forces would be in the best interest of the community. To perform this service for one would be unfair to those who have complied with our previous request. On the basis of information furnished this office, we consider it appropriate to suggest that Mrs. Dykes attempt to make arrangements locally for snow-removal services.

We trust that the above explanation clearly advises of the situation in the Glenallen area, and of our policy in this regard. If we can be of further assistance in this matter, we shall be pleased to do so upon receipt of your request.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

Cleared Through
Administrator's Correspondence Unit

CA Lewis/tb
Control No. PR-3134 (10/31/58)
cc: Files (2)
Federal Hwy. Projs. Div. ✓
Mr. B. D. Tallamy
Mr. E. L. Armstrong
Mr. P. F. Royster
Mr. E. H. Swick
CC Unit

RS150

DA COMM CENTER
HEADQUARTERS OF PUBLIC RELATIONS
WASHINGTON, D.C. DEPT. ARMY COMM. EX 56397 DA

1958 OCT 29 AM 2 50 00 58 03 57 Z 1958 OCT 29 03 57 Z

8/6

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EUA064WUD038KUB016
RR RUEPC
DE RUKPC 36A
R 290120Z
FM SWICK BPR JUNEAU ALASKA
TO PAUL F ROYSTER BPR WASHDC
PB^ GRNC

BPR

Oct. 28

B.
UNCLAS RETELEPHONE LEWIS TODAY / SNOW REMOVAL GLENALLEN, EIGHT LODGES
IN AREA TAXLINA, GLENALLEN, RED'S SERVICE, COPPER CENTER, SOURDOUGH
PAXSON, GAKONA AND CHISTOCHINA HAVE MADE OWN ARRANGEMENTS TO PLOW
SNOW THIS WINTER ON BASIS OUR POLICY ANNOUNCED LAST YEAR. GATEWAY
AND JUNCTION INN HAVE NOT BUT JUNCTION IN HAS NOT YET COMPLAINED.
JEROME G LEUBKE GLENALLEN PLOWS SNOW COMMERCIALY IN AREA WITH
HD-7 CAT AND DOZER NOW OPERATING AND A MOTOR GRADER WHICH IS UNDER
REPAIR. HE IS LOCATED 2 1/2 MILES FROM GATEWAY INN AND HAS LOWBOY
TO MOVE TRACTOR IN AREA. DECISION TO HAVE PUBLIC ROADS RESUME PLOWING
DRIVES TO COMMERCIAL ESTABLISHMENTS WOULD BE UNFAIR TO MAJORITY WHO
YETE MADE OWN ARRANGEMENTS AND CONTRARY TO OUR POLICY TO AVOID
CO PETETION WITH PRIVATE OPERATORS

B1
CFN HD-7 2 1/2
29/0204Z

E. L. BARTLETT
DELEGATE FROM ALASKA

Approved
(Bartlett)

Properly passed
ATC

SECRETARY
MISS MARY LEE COUNCIL

ASSISTANT SECRETARY
MRS. MARGERY SMITH

Congress of the United States
House of Representatives
Washington, D. C.

October 27, 1958

Hon. Bertram D. Tallamy,
Federal Highway Administrator,
Bureau of Public Roads,
Matomic Building,
1717 H Street, N. W.,
Washington 25, D. C.

Dear Mr. Tallamy:

Quoted here is a radiogram which I have received from Mrs. Blanche C. Dykes, Gateway Lodge, Glenallen, Alaska:

"REQUEST BUREAU PUBLIC ROADS CONTINUE SNOW REMOVAL FOR BUSINESSES SERVING PUBLIC ALONG ALASKA HIGHWAYS. OTHERWISE WILL BE FORCED TO CLOSE MY BUSINESS. NO PRIVATE ENTERPRISE AVAILABLE. BPR NOW FLOWING BIG BURM CLOSING US IN. TIME REQUIRED TO FLOW EACH BUSINESS ABOUT TEN MINUTES".

I am hopeful that special circumstances which could well be involved at Glenallen would permit a relaxation of the policy announced this spring about clearing of snow in Alaska. Mrs. Dykes' radiogram indicates that there is no private source for assistance and, in addition, that BPR clearing or plowing now taking place is making the situation worse. Mrs. Bykes' business serves the public, and I am anxious that the matter be investigated looking toward possible favorable action. Your advice in this connection would be appreciated.

Sincerely yours,

E. L. Bartlett

E. L. Bartlett

PR 3134

HOLD

Re Bartlett's letter
to Tallamy regarding
Mrs. Hylton's request
for BPR to remove snow
from Hylton's Lodge area.

10/28/58

I called Swick today
re this matter.

He advised that there
were about a dozen such
lodges in the area, and
that most of them had
made arrangements for
snow removal, but Mrs Hylton
apparently had not. Also
said a man in Blauvelt
had equipment to do this
work, although equipment
not too good. Swick will
either air mail or wire
info to support our stand
against clearing this snow. etc.

23-10
10-00

BUREAU OF PUBLIC ROADS

*Alaska General
X Maintenance*

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

October 30, 1957

Paul F. Royster, Assistant Commissioner
Washington 25, D. C.

Paul F. Royster

Alaska Maintenance

Your memorandum of October 14 covered the subject of snow removal on driveway entrances serving private homes and public establishments in your region. You furnished background information concerning the activities of the Alaska Road Commission in this field, also the policy adopted some years ago by Public Roads in the old Juneau district.

The matter of snow removal on driveway entrances was discussed briefly during my visit to Alaska. It is understood that you also described the situation in some detail to Mr. Erhart during his inspection trip.

Your proposal to discontinue, beginning with the coming winter, all snow clearance on private driveway entrances appears reasonable. Your plan to continue through this winter only the clearance, on a reimbursable basis, of driveways to public establishments where commercial facilities for this work are not available is also considered satisfactory. This would hold true for driveways serving establishments within which post offices are located.

In order to avoid unfavorable criticism, your district engineers will be required to issue careful instructions to their maintenance crews. Individual situations will no doubt arise where undue hardship might result without some assistance from our forces. On the other hand we must avoid any indication of discrimination or favoritism.

EEErhart:nk

cc - Files (2)

Federal Domain Hwys. Div. ✓

Mr. E.H.Swick

Mrs. Alm - Room 6046

Office Memorandum

TO : Mr. Paul F. Royster
 Operat

FROM : E. H. Swick
 Juneau

SUBJECT: Alaska Maintenance

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------|
| FORM CD-14 (10-27-53) | DEPARTMENT OF COMMERCE | DATE 10/18/57 |
| TRANSMITTAL SLIP | | REF. NO. (If any) |
| TO: Mr. Paul F. Royster Room 6019 | | REF. NO. (If any) |
| FROM: Eric E. Erhart Room 6036 | | REF. NO. (If any) |
| 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: The matter of snow removal on driveways to private and public establishments in Alaska needs to be resolved. I think Mr. Swick has taken a reasonable approach to the subject and suggest that he be advised to proceed as outlined in the press release. However, since there can be repercussions and adverse criticism, you may feel that a more liberal course of action is justified. | | |

check to Erhart-

VERNMENT

October 14, 1957

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was performed
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 egislation which
 to private homes

permitted such operations which were blocked by our operations were cleared without charge to the owner. It has been necessary of late to modify this policy to some extent because the private homes in the vicinity of the cities became so numerous that there was difficulty in plowing both the highways and the driveway entrances. Also, there were complaints from operators of private equipment and it became necessary to halt the use of public equipment where private equipment suitable for the work was available.

In an effort to taper gradually to the point where no private snow removal would be done with our equipment, we issued the enclosed release to newspapers. It will be noted that for the coming winter, we propose to discontinue all private driveway entrance clearance and to continue on a reimbursable basis the clearing of driveways to what might be termed public establishments, where commercial facilities are not available.

It is understood that several local postmasters now are protesting to our District Engineers stating that the postoffices are Federally-operated facilities to which drives should be cleared without charge to the operators. The postoffices under discussion are those which operate in leased space in a small community and almost invariably they are located in a store or similar retail establishment. If we clear the drives to these postoffices without charge to the owners and charge the owners of adjacent establishments then we are, in effect, subsidizing not only the postoffice operation but also the operation

*air mail**lk to Erhart-*

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for Operations, Washington, D. C. DATE: October 14, 1957

FROM : E. H. Swick, Regional Engineer, Juneau, Alaska 10

SUBJECT: Alaska Maintenance

This is written to solicit your advice concerning the maintenance problem which promises to become troublesome over the coming winter and those which follow. It involves the responsibility of Public Roads to clear driveways to private installations located along the roads.

Since its beginning, the Alaska Road Commission has performed maintenance to such installations as service stations and roadhouses (hotels and restaurants) located off the public right-of-way. To a lesser extent they have cleared snow from driveways at "isolated" private dwellings. In the former case the work usually was performed because commercial facilities to do the clearing were not readily available and the operators of the establishments were asked to "donate" the cost of rental of equipment and driver, under the legislation which permitted such donations. The entrances of driveways to private homes which were blocked by our operations were cleared without charge to the owner. It has been necessary of late to modify this policy to some extent because the private homes in the vicinity of the cities became so numerous that there was difficulty in plowing both the highways and the driveway entrances. Also, there were complaints from operators of private equipment and it became necessary to halt the use of public equipment where private equipment suitable for the work was available.

In an effort to taper gradually to the point where no private snow removal would be done with our equipment, we issued the enclosed release to newspapers. It will be noted that for the coming winter, we propose to discontinue all private driveway entrance clearance and to continue on a reimbursable basis the clearing of driveways to what might be termed public establishments, where commercial facilities are not available.

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Mr. Paul F. Royster

- 2 -

October 14, 1957

of the filling station pump and other services afforded by the postoffice operator. We propose to insist that there is no fundamental right of a postoffice, per se, to have its driveway cleared at public expense unless the postoffice is a bonafide one operated by the government itself and not in leased space or as a part of a commercial establishment. We desire your advice on this policy.

A problem which invokes a sharp difference of opinion between our own people is that of doing any private snow removal even on a reimbursable basis. The old Juneau District of Public Roads ceased the practice entirely several years ago, and reports that while there was a lot of complaining during the first year, by the time the next year came around the owners of the commercial establishments had in each case made arrangements for providing the services to themselves just as they had arranged to provide electricity, water and all of the other things needed to provide a successful operation. The former ARC employees here state just as strongly that we do the people of the Territory a disservice when we fail to assist the isolated commercial establishments through snow removal at a nominal cost. They feel that the traveling public is entitled to a driveway into a place to purchase gasoline and food, and that if we don't clear the driveway, the public will be unable to get to the places of business. The writer, on the basis of very limited experience, is inclined to agree with the position of the Juneau District and to feel that the day for such special treatment in most of Alaska is about over.

Your early advice, particularly concerning our responsibility for plowing without charge of driveways to postoffices located in commercial establishments will be appreciated.

PRESS RELEASE

The summer construction season has now ended and crews of the Bureau of Public Roads are rapidly changing over from construction and summer maintenance activities to winter maintenance assignments.

This change results in the annual closure of such secondary routes as the Taylor Highway to Eagle, the Steese Highway between Chetanaika and Circle, and the Elliott Highway between Oines and Livengood, effective October 13, 1957.

All primary routes will be kept open for year-round travel except the Denali Highway, which is already closed, and that portion of the Richardson Highway between Gulkana Junction, Mile 126, and Big Delta, Mile 265. This portion will be maintained until December 15, 1957, then will be closed for the three most severe winter months. Every effort will be made to reopen it to traffic not later than April 1, 1958.

The Haines Cut-off will be kept open from Haines to Mile 48 throughout the winter but the remaining section between Mile 48 and Haines Junction will be closed by Canadian authorities on November 11, 1957.

The Fairbanks-Nenana Road will be kept open for winter travel to the town of Nenana throughout the winter months and should be in good condition, as grading has now been completed on 30 miles of the total new-road length of 50 miles between Ester and Nenana. Travel into the town of Nenana must necessarily await the freezeup of the Tenana River to the point where vehicles can cross on its frozen surface.

(More)

Due to various circumstances, a major change in winter maintenance operations by the Bureau will become effective throughout the Territory this winter. The practice of clearing driveway entrances of windrows of snow deposited by the plows, a procedure followed in some areas during recent years, will be discontinued. Snow removal from areas other than the traveled way on approved system routes will be performed only on a reimbursable basis when it can be shown that no other facilities are available, and then only as time of the maintenance crews permits. Funds received for such reimbursable work must be deposited by the Bureau to Miscellaneous Receipts in the U.S. Treasury and thus are lost to Alaska. While snow removal will be performed on a reimbursable basis in locations where no other facilities are available during the coming winter, this practice will be discontinued after the current winter season, and residents are notified that they must make other arrangements for the 1958-1959 season.

Alaska FH Serv.
Alaska Contracts 4

26-31.1

May 1, 1959

Donald J. Belcher & Associates, Incorporated
130 Forest Home Drive
Ithaca, New York

Gentlemen:

Enclosed are a ribbon copy and a carbon copy of the proposed contract with your firm covering laboratory analysis of contact prints of photographic material concerning proposed road locations on Kodiak Island in Alaska.

Please sign both copies and return them for execution by the Government.

We have been informed by the United States Geological Survey that the photographic material here involved will be furnished to you within approximately three weeks.

Further information concerning the performance of this contract will be forthcoming from our Region 10 office in Alaska.

Sincerely yours,

C. W. ENFIELD
General Counsel

By: (Signed) Joseph Guandolo
Joseph Guandolo
Assistant General Counsel

Enclosures - 2 ✓

TBFoote:hs

CC - Files (2) ✓
Mr. Enfield ✓
Mr. Erhart ✓
Mr. Wm. J. Niemi ✓
Contracts ✓
Chron
TBFoote

5142

4/30

DONALD J. BELCHER & ASSOCIATES, INCORPORATED
130 FOREST HOME DRIVE, ITHACA, NEW YORK
CABLE FOTOANAYLST

MINERAL EXPLORATION
NATURAL RESOURCES
ENGINEERING
AGRICULTURE
SITE ANALYSIS

April 28, 1959

Mr. Joseph Guandolo
Assistant General Consul
Bureau of Public Roads
852 Matomic Building
1717 H
Washington, D. C.

Dear Mr. Guandolo:

You requested during our telephone conversation of April 27th that I send you a copy of the letter we received as clearance for obtaining photography of part of Kodiak Island necessary for performance of our contract, #59-223 and addenda I and 2, Bureau of Public Roads, from Adm. A. W. McKechnie.

We will look forward to the return of our contract in the near future. If there is any other information we may furnish, please do not hesitate to call us.

Very truly yours,

Donald C. Makie

Donald C. Makie

DCM:m
Encl.



APR 22 1959

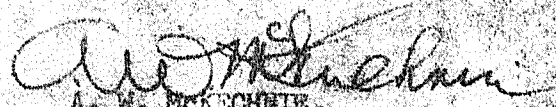
Mr. Donald J. Walker
Donald J. Walker & Associates, Inc.
121 Forest Hill Drive
New York, New York

My dear Mr. Walker:

Reference is made to your letter of 30 April 1959 concerning military clearance necessary to obtain prints of aerial photography of an area on Kodiak Island.

This headquarters interposes no objection to your company obtaining and using contact prints of aerial photographs of the area between Mill Bay and Obselet Point on Kodiak Island for the purpose stated in the referenced letter.

Sincerely yours,



A. W. McECHLIN
Rear Admiral, U. S. Navy
Commander, Alaskan Sea Frontier

APR 22 1959
0301 0399

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------|
| FORM CD-14 U.S. DEPARTMENT OF COMMERCE (12-12-56) | | DATE 4/20/59 |
| TRANSMITTAL SLIP | | |
| TO: | Guando's | REF. NO. OR ROOM, BLDG. |
| FROM: | Schoff <i>[Signature]</i> | REF. NO. OR ROOM, BLDG. |
| 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: Attached in Reg-10's comments on the Kodak I show photographs study contact or re-visit in your office. Perhaps in Istanbul follow details system regarding further development of the contact 1000 | | |

USCOMM-DC 969

based on the assumption
that Belcher met Martin
the photos. May I
please have your
opinion

BUREAU OF PUBLIC ROADS

Alaska FH genl
X Aerial Photos
X Kodiak

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

April 10, 1959

ERIC E. ERHART

Eric E. Erhart, Chief, Federal Hwy. Projs. Div.
Washington 25, D. C.

Following our telephone conversation today relative to the proposed Kodiak Island photoanalysis study, Mr. Guandolo contacted Belcher regarding the original contract papers. These documents were received by Belcher and he advised Mr. Guandolo that he would send them here for cancellation.

Regarding the photographs, Belcher has been asked by U. S. Geological Survey to complete a form which in turn is to be sent to the proper Naval authority for approval of release of the photographs to Belcher. This will probably take some time.

I understand that Mr. Guandolo has forwarded you a copy of the contract as rewritten for your review and comment.

We will try to expedite this matter as much as possible but it appears now that approval by the Naval authorities for release of the photographs is the key to the situation.

EEErhart:nk
cc - Files (2)
Federal Hwy. Projs. Div.
Mr. Royster - Room 814

See end to Niemi 4/10

9/6
Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Paul F. Royster, Assistant Commissioner for DATE: April 7, 1959
 23-10 Operations, Washington, D. C.
 ATTENTION: Mr. E. E. Erhart Ref: S-0391(2)

FROM : Wm. J. Niemi, Regional Engineer *WJN*
 10-00.3 Juneau, Alaska

SUBJECT: Mill Bay-Otmeloi Point Road north of Kodiak

Reference is made to our memorandum to you on the above subject, dated March 10, 1959. You will note by reference to this memorandum that we had decided to accept a proposal by Donald J. Belcher & Associates to give us a photoanalysis study of the proposed route north of Kodiak, so that this information could be given at an early date to our location party. We did not send the signed contract directly to Mr. Belcher as we believed that it should be reviewed by your office in Washington. Thus, with our memorandum of March 10, we enclosed signed copies of the contract and addenda for your transmittal to Mr. Belcher if terms of the contract were satisfactory. A telephone call from Mr. Erhart to Mr. Swick on March 17 indicated that the signed contract did not reach Washington with our memorandum which, however, did contain as a part of the memorandum copies of the proposals made by Mr. Belcher. Our understanding from Mr. Swick was that Washington would immediately revise the contract wording and send the documents to Belcher & Associates for signature and action. At the same time Washington would send us a copy of the revised contract.

Since this telephone call, we have heard nothing in regard to this contract. We would appreciate knowing whether your office has contacted Belcher & Associates and if so, what the status of the proposed contract is at this time. We would appreciate an early answer as we are much interested in getting this information to our field party at as early a date as possible.

A verifax copy of Mr. Swick's memorandum to the file on the telephone conversation with Mr. Erhart is enclosed for your information.

Attachment

*Memorandum passed 4/10 - re above matter
 concerning also on the phone. Niemi
 thinks Belcher has a signed contract
 I'd like to see would phone Belcher
 out first out. Also told Niemi
 that photos were classified in
 that steps were being taken by
 USGS that way so Belcher could
 receive photos soon*

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Files

DATE: March 17, 1959

FROM : Wm. J. Niemi, Assistant Regional Engineer
10-00.01 Juneau, Alaska

WJN

SUBJECT: Telephone Call from Mr. Erhart - Kodiak to Ouzinski Survey

Mr. Swick talked to Mr. Erhart regarding a proposed contract for photo interpretation by Belcher & Associates on subject survey between Mill Bay road and Cemeloi Point. The proposed form of contract was sent to Mr. Royster's office for their review of adequacy and completeness prior to forwarding to Belcher & Associates.

Mr. Erhart advises that the signed copies did not reach Washington--merely an unsigned copy of the proposed contract was received. In any event the legal department did not concur in our form of contract. Washington office will work over the document and then send it to Belcher & Associates for signature. In the meantime they will send us a copy and will hold up the final execution of the contract until we agree to the modifications. No further action is needed in Region 10 until we receive the copy of the new contract.

BUREAU OF PUBLIC ROADS

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

April 10, 1959

ERIC E. ERHART

Eric E. Erhart, Chief, Federal Hwy. Projs. Div.
Washington 25, D. C.

23-10

Following our telephone conversation today relative to the proposed Kodiak Island photoanalysis study, Mr. Guandolo contacted Belcher regarding the original contract papers. These documents were received by Belcher and he advised Mr. Guandolo that he would send them here for cancellation.

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EEErhart:nk
cc - Files (2) ✓
Federal Hwy. Projs. Div.
Mr. Royster - Room 814

4/10

forwarded to
26-31-1
Belcher & Assoc
5-1-59

BUREAU OF PUBLIC ROADS

Alaska F. H.

WIM

WIM
April 20, 1959

Mr. G. M. Williams

Paul F. Royster

23-10

Paul F. Royster

We have been advised by Regional Engineer Niemi that a considerable amount of photogrammetric work is anticipated in connection with the development of plans for highway work in Alaska during the next several years. In view of this we suggested that a short course in photogrammetry under the direction of Mr. Pryor might be beneficial. Mr. Niemi has indicated in his reply that instruction of this nature is considered very desirable. He also suggested that before scheduling a regular training course, a trip to Alaska by Mr. Pryor to evaluate the program of work in the region might prove worthwhile.

It will be appreciated if you will study this situation and determine whether or not Mr. Pryor's schedule can be adjusted to permit a trip to Region 10.

WIM
EEErhart:bj

cc: Files (2)

Federal Highway Projects Division
Mr. Royster - Room 814

Mr. E. H. Swick, Regional Engineer
Juneau, Alaska

April 2, 1959

ERIC E. ERHART
Eric E. Erhart, Chief, Federal Hwy. Projs. Div.
Washington 25, D. C.

23-10

Anticipating that there will be increasing demand for aerial surveys and associated photogrammetric work in Alaska in the future it may be desirable to arrange for a short course on photogrammetry in the State, conducted by Mr. Pryor of the Office of Engineering. You are no doubt aware that such courses have been held in a number of areas during the past several years for attendance by both State and Public Roads personnel. These are usually for about three weeks duration and I believe that the benefits derived have been very worthwhile.

Perhaps you have already acted to initiate such a school in Alaska. If not please let me have your thoughts on the subject. I will be glad to do what I can to make arrangements with the Office of Engineering.

EEErhart/tb

cc: Files (2) ✓

Federal Hwy. Projs. Div.

Mr. Royster - Room 814 = 4/2h

21-01

April 6, 1959

Honorable John Marshall Butler
United States Senate
Washington 25, D. C.

Dear Senator Butler:

In reply to your letter of March 31 to Mr. Tallamy, we know of no study being made as to the possible construction of a new Federal highway to Alaska through Seattle, Washington; Juneau, Alaska; and the southern panhandle of Alaska; ending at Anchorage, Alaska.

Some information of a general nature is being assembled by the Alaska International Rail and Highway Commission created by Congressional action (Public Law 85-601). Senator Magnuson is Acting Chairman of this Commission, and the Executive Director is Mr. Carl L. Jung, with offices at 718 Jackson Place.

Senator Neuberger has introduced a bill, S. 1125, authorizing the paving of the present Alaska Highway between Fort Saint John, British Columbia, and the Yukon-Alaska border as a cooperative project with Canada.

We do not know of any other activity in this matter.

Sincerely yours,

F. C. Turner
Deputy Commissioner
and Chief Engineer

Control No. PR-3988
cc - Files

Courtesy
Mr. Tallamy
Mr. Armstrong
Mr. Erhart
Mr. Niemi, Juneau
CCUnit

VbB & - 1020

Cleared Through
Administrator's Correspondence Unit

Comp. - Bethel - Alaska

FORM CD-14 (1-7-53) DEPARTMENT OF COMMERCE DATE *3/12/59*
TRANSMITTAL SLIP

TO: *Coyster* REF. NO. (If any)
FROM: *Echoff* REF. NO. (If any)

ACTION

- NOTE AND FILE
- NOTE AND RETURN TO ME
- RETURN WITH MORE DETAILS
- NOTE AND SEE ME ABOUT THIS
- PLEASE ANSWER
- FOR YOUR APPROVAL
- PER OUR CONVERSATION
- PREPARE REPLY FOR MY SIGNATURE
- TAKE APPROPRIATE ACTION
- PER YOUR REQUEST
- SIGNATURE
- FOR YOUR INFORMATION
- INVESTIGATE AND REPORT

Re: PR-3840

COMMENTS:
*1 telephone switch board
the matter and he
advised that he had
been unable to discuss the
Bethel situation with
Bailliet while here. He
suggested the letter to
Bailliet be sent as of
the date of*

COMM-DC-3822