

ALASKA LEGISLATURE COMMITTEE FILES 1995-1996 8672

8778 HOUSE STATE AFFAIRS

# STATE OF ALASKA

WALTER J. HICKEL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CHIEF OF PLANNING AND ADMINISTRATIVE SERVICES

2301 PEGER ROAD  
FAIRBANKS, ALASKA 99709-5316  
PHONE: (907) 451-5150

December 23, 1992

Re: Fairbanks-Seward Peninsula  
Railroad Extension

Red Swanson  
113 W. 5th Street  
Juneau, AK 99801

Dear Mr. Swanson:

The following information is in response to your December 23, 1992 inquiry regarding the estimated cost for reconnaissance work to identify an alignment for railroad extension to the Seward Peninsula. We did a similar estimate in 1980 based on what it had cost us for comparable work between Eielson Air Force Base and the Canadian Border. The following figures reflect that estimate, updated to take into account inflation, technological advances, a substantial increase in length, and the relatively remote nature of new corridor. The estimate is based on a distance of 875 miles from Fairbanks to Lost River through Tanana, Allakaket and Bornite. While that may, or may not, be the ultimate alignment, it appears to be representative of the relative length of any possible alignment from Fairbanks to the Western Seward Peninsula.

#### Cost Breakdown

Reconnaissance Photography	\$75,000
-topo map work to identify alignment(s)	
-color photography of an entire route including alternate routes over 50% of its length	
Reconnaissance Study	\$90,000
-photo interpretation	
-some fieldwork	
-selecting a route for mapping	
-compile preliminary report	
Reconnaissance Subtotal	<u>\$165,000</u>

(This is as far as we could go without performing on-the-ground work. It would be adequate for identifying a corridor. It would not be adequate for identifying right of way limits. The following steps would be required for defining the necessary right of way. The estimated costs do not include environmental work that could be required for ground work, especially on park and refuge lands.)

*Fax to Nome*  
5:00 PM 12/23/92  
Ph Same

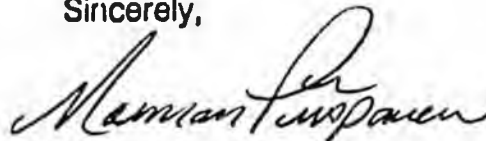
December 23, 1992

Placing photo control panels on ground (assumes all work done with helicopters).	\$920,000
Aerial photography for mapping.	\$85,000
Control survey for mapping (assumes consultant contract).	\$5,000,000
Selecting center line for mapping -a study of the mapping photos -some field work	\$100,000
Mapping a 500 foot band for 875 miles.	\$840,000
Placing a final center line on mapping	\$160,000
Defining the right of way along the selected center line. -ties to section corners and property corners -property descriptions, etc.	\$50,000
Right of Way Mapping Subtotal	<u>\$7,135,000</u>
Total Cost of Reconnaissance/Location Project (not including Environmental document).	<u>\$7,300,000</u>

As you see, the cost of work that could be done to identify a corridor, without getting on the ground, is relatively small (\$165,000). On the other hand, delineation of right of way limits would cost substantially more and would involve actual ground work.

Please contact me if you have questions regarding either the cost estimate or the reconnaissance/location process.

Sincerely,



Norm Piispanen  
Access Planner  
Northern Region

Alaska State Senate  
Eighteenth Legislature  
Second Session

RCS# 715  
Item 30

05-08-94  
04:50:30

SCS CSHB 183(TRA)  
Third Reading - On Reconsideration  
Effective Date

*Passed*

Yeas:	11	Frank, Halford, Jacko, Kelly, Leman, Miller, Pearce, Phillips, Rieger, Sharp, Taylor
Nays:	9	Adams, Donley, Duncan, Ellis, Kerttula, Lincoln, Little, Salo, Zharoff
Excused:	0	
Absent:	0	

*- Amendment -  
Teresa 135 changed  
184*

Alaska State Senate  
Eighteenth Legislature  
Second Session

RCS# 716  
Item 30

05-08-94  
04:51:05

SCS CSHB 183(TRA)  
Effective Date Vote

*Failed  
Needed 14*

Yeas:	11	Frank, Halford, Jacko, Kelly, Leman, Miller, Pearce, Phillips, Rieger, Sharp, Taylor
Nays:	9	Adams, Donley, Duncan, Ellis, Kerttula, Lincoln, Little, Salo, Zharoff
Excused:	0	
Absent:	0	

## SENATE CS FOR CS FOR HOUSE BILL NO. 183(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 4/13/94  
 Referred: Finance

Sponsor(s): REPRESENTATIVES JAMES, Mulder

## A BILL

## FOR AN ACT ENTITLED

1 "An Act directing the identification and delineation of a transportation and utility  
 2 corridor between Fairbanks and the Seward Peninsula; and providing for an  
 3 effective date."

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

5 \* Section 1. AS 19.25 is amended by adding a new section to read:

6 Sec. 19.25.123. FAIRBANKS - SEWARD PENINSULA TRANSPORTATION  
 7 AND UTILITY CORRIDOR. (a) Subject to legislative appropriation, the department  
 8 shall identify and delineate a proposed transportation and utility corridor between  
 9 Fairbanks and the western end of the Seward Peninsula.

10 (b) In performing the work required by (a) of this section,

11 (1) the railroad alignment and identification of a railroad right-of-way  
 12 of not less than 500 feet, together with adjacent sites that can be developed for  
 13 necessary construction materials, shall guide the identification and delineation of the  
 14 corridor; and

1 (2) the department shall consider the following factors:

2 (A) grade and alignment standards that are commensurate with  
3 rail and road construction standards;

4 (B) availability of construction materials;

5 (C) safety;

6 (D) impacts on and service to adjacent communities;

7 (E) environmental concerns;

8 (F) use of public land to the maximum degree possible;

9 (G) minimization of probable construction costs;

10 (H) the location of, and the opportunity to obtain access to,  
11 identified natural resources that could contribute significantly to the state's  
12 economic development; and

13 (I) prior and established traditional uses.

14 (c) Within 90 days after receiving a report transmitting the work of the  
15 department under (a) of this section, the commissioner shall, in conformity with  
16 AS 44.62 (Administrative Procedure Act), if necessary, adopt a regulation approving,  
17 modifying, or rejecting the proposed corridor.

18 (d) If the commissioner approves or modifies the proposed corridor when  
19 presented under (c) of this section.

20 (1) the Department of Natural Resources shall promptly classify, or  
21 reclassify, and reserve any state land within the corridor and at adjacent sites that can  
22 be developed for necessary construction materials for use as a corridor; and

23 (2) the department shall

24 (A) subject to legislative appropriation, exercise its authority  
25 under AS 19.05.040 to acquire rights-of-way across land within the corridor  
26 that is subject to the state's power of condemnation; and

27 (B) work with federal officials to secure reclassification and  
28 withdrawal of federal land in the corridor for reservations and rights-of-way  
29 across the federal land for use as a corridor.

30 (e) The requirements of AS 38.05 (Alaska Land Act) relating to classification  
31 and reclassification of land are inapplicable to actions taken under this section.

1           (f) To complete the work required by this section, the commissioner may  
2 accept any legal gifts and grants and may enter into contracts or other transactions or  
3 agreements relating to it with the federal government, an agency or instrumentality of  
4 the state, a municipality, or a private organization.

5           (g) In this section, "corridor" means the transportation and utility corridor  
6 required to be identified and delineated by (a) of this section.

7 \* Sec. 2. AS 19.25.123, added by sec. 1 of this Act, is repealed July 1, 2055.

8 \* Sec. 3. This Act takes effect immediately under AS 01.10.070(c).



Official Business

# Alaska State Legislature

State Capitol  
Juneau, AK 99801-1182

## MEMORANDUM

TO: Representative Ramona L. Barnes  
Speaker of the House

FROM: Douglas A. Wooliver  
Staff Attorney

SUBJECT: Sectional Analysis of CSHB 183(FIN)

DATE: March 16, 1994

The following is a sectional analysis of CSHB 183(FIN); "An Act directing the identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula; and providing for an effective date."

Section 1 adds a new section to AS 19.25. Title 19 deals with "Highways and Ferries" and chapter 25 deals specifically with "Protection and Use of State Highways and Roads." The new section (section 123) is entitled "Fairbanks - Seward Peninsula transportation and utility corridor."

Section 123 directs the Department of Transportation to identify (subject to legislative appropriation) a proposed 500 foot wide transportation and utility corridor between Fairbanks and the western end of the Seward Peninsula. This section also lists the factors to be taken into consideration during the identification process.

Section 123 gives the commissioner 90 days to either accept, reject or modify the proposal that results from the corridor identification efforts. If the commissioner accepts or modifies the proposal, this section directs that action be undertaken to acquire rights-of-way from all affected land owners and to classify or reclassify any state

lands affected to allow for such a right-of-way. Any classification or reclassification of state land necessary under this section would not be subject to the requirements of the Alaska Land Act.

Section 2 repeals the provisions established under section 1 of this Act on July 1, 2055.

Section 3 provides for an immediate effective date.



Department of Transportation  
and Public Facilities

# POSITION PAPER

BILL NO: HB 183

APPROVED: 

TITLE: Transportation Corridor:  
Fairbanks - Nome

DATE: March 3, 1993


DOT&PF is available to perform this work if authorized and funded. The information gained would be valuable in terms of identifying a future corridor and in protecting it during subsequent land management/land use planning exercises. The information would also be useful to future transportation planning and development exercises.

Development of access within the resulting corridor would support expansion of the state's resource-based industries. It would also serve surface transportation between Europe/Asia and North America.

The department is opposed to Section 1(E)(2).

DOT  
objection  
removed  
with wording  
change

00000 Bond 1962  
DOT



For Further Information contact Katy McHugh at 465-3904.

183

Alaska State House of Representatives  
Eighteenth Legislature  
\*\*Second Session\*\*

RCS# 439  
Item 14

03-23-94  
11:13:41

CSHB 183(FIN) am  
Third Reading  
Final Passage

Yeas: 33 Barnes, Brice, Bunde, Carney, Davidson,  
B.Davis, G.Davis, Foster, Green, Hanley,  
Hudson, James, Kott, Larson, Mackie,  
Martin, Menard, Moses, Mulder, Nicholia,  
Nordlund, Olberg, Parnell, Phillips,  
Porter, Sanders, Sitton, Therriault,  
Toohey, Ulmer, Vezey, Williams, Willis

Nays: 6 Brown, Davies, Finkelstein, Grussendorf,  
Hoffman, Navarre

Excused: 0

Absent: 1 MacLean



## BERING STRAITS NATIVE CORPORATION

March 30, 1993

The Honorable Richard Foster  
Alaska State Representative  
State Capitol  
Juneau, AK 99811

Dear Representative Foster,

The Bering Straits Native Corporation (BSNC) has received a copy of House Bill number 182 and 183 concerning the funding and identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula.

BSNC favors the allocation of funding for this project. However, HB 183 would as currently worded allow the State Department of Transportation and Public Facilities authority to acquire rights of way across land within the "corridor". BSNC advocates a lease agreement rather than condemnation.

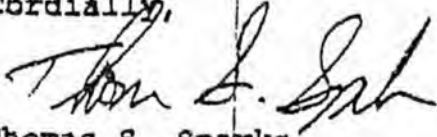
While BSNC favors the above noted bills, action would be needed by our Board of Directors on BSNC's stance of the actual building of a corridor between Fairbanks and the Seward Peninsula.

While much benefit may be derived from such a corridor, there are many questions as to its potential impact of the subsistence cash economy which currently exists in BSNC's villages. BSNC does not advocate any project that will negatively impact the subsistence economy of our villages.

BSNC believes that the State must devote funds to study and delineate a corridor and identify the known and potential mineral occurrences along such a route. If and when such a project is financially feasible and supported by the people of the BSNC region, the majority of the initial preliminary work would be completed by passage of the above noted bills.

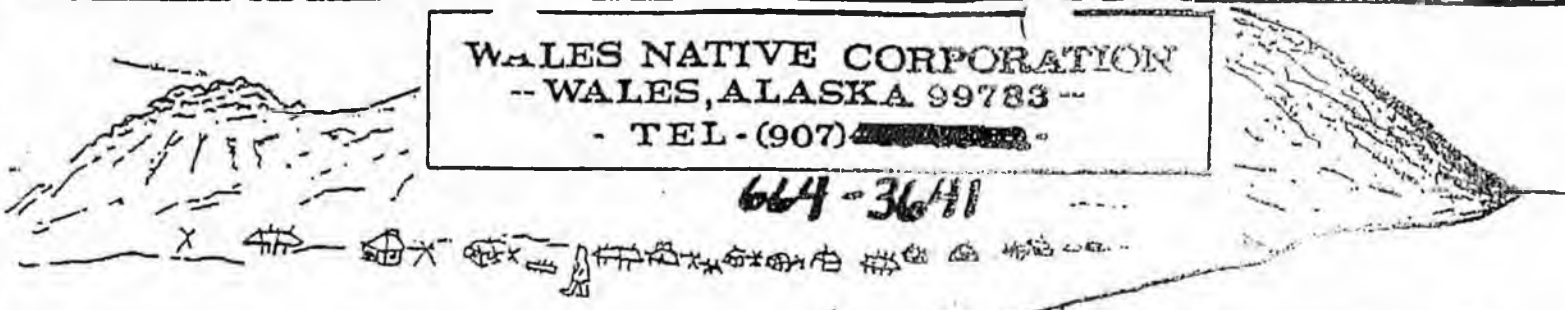
At the appropriate time, please contact BSNC for action by its Board of Directors for a policy statement on the actual development of a transportation corridor between Fairbanks and the Seward Peninsula.

Cordially,



Thomas S. Sparks  
Resource Development Specialist

cc: BSNC Village Corporations  
Mr. Jack Carpenter, President  
Mr. Guy Martin, Land Manager



WALES NATIVE CORPORATION  
-- WALES, ALASKA 99783 --  
- TEL - (907) ~~444-3641~~

664-3641

September 15, 1992

Mr. Jim Stimpfle  
Nome Chamber of Commerce  
Committee for Cooperation,  
Commerce and Peace  
P.O. Box 251  
Nome, Alaska 99762

Dear Mr. Stimpfle:

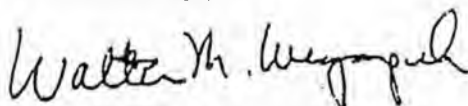
Speaking for the Board of Directors of the Wales Native Corporation, I believe our consensus would be to participate in the Bering Strait Tunnel and Rail Project. At the same time we, as the Board of Directors, cannot endorse nor give permission until the shareholders of our Corporation gives us its support and endorsement to begin the "scoping studies".

A potential project of this magnitude would require full support and permission from shareholders (who have voted us in as Board of Directors). Our plans will be to publicize and inform shareholders concerning the tunnel via our quarterly newsletter, which is published every three months. Then at our Annual Meeting of shareholders during the month of April 1993, it will be put into a question ballot to be voted on as stated in our by-laws.

In the meantime, please consider us as informed<sup>al</sup> participants by keeping us informed. We would greatly appreciate copies of correspondence, etc. If and after the Annual Meeting the shareholders approve the question ballot, then that would be a green light and a letter of support would then be initiated.

Thank you and George Kounal for taking the time to present the Tunnel Project to the Wales Native Corporation and all your support.

Sincerely,



Walter M. Weyapuk,  
President

Wales Native Corporation

# NOME CHAMBER OF COMMERCE

P.O. Box 251, Nome, Alaska 99762  
Committee for Cooperation, Commerce  
and Peace (907) 443-2002

Rep. Richard Foster  
Transportation Chairman

March 29, 1993

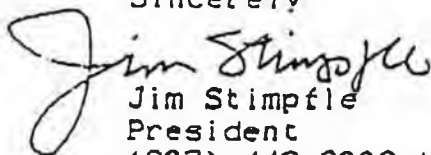
RE: House Bill #182 and #183

The Nome Chamber of Commerce, Board of Directors endorsed the general idea of a transportation and utility corridor to the Seward Peninsula at its last Board meeting in March.

Future economic development depends greatly on the development of land resources on the Seward Peninsula. A railroad and utility corridor would greatly enhance the development of minerals and use of coal and natural gas resources to generate electrical power for sale or use on the Seward Peninsula.

A land-based transportation system could create meaningful employment opportunities for residents on the Seward Peninsula in the area of mining, tourism, and service related industries.

Sincerely



Jim Stimpfle  
President  
(907) 443-2002 tel. and FAX

6.

ALASKA MINERS ASSOCIATION, INC.  
NOME BRANCH  
P.O. BOX 1974  
NOME, ALASKA 99762

March 1, 1993

Senator Bert Sharp  
Room 514  
State Capitol  
Juneau, Alaska 99801-1182

and

Senator Mike Miller  
Room 423  
State Capitol  
Juneau, Alaska 99801-1182

Dear Senators,

We have reviewed Senate Bill No. 130 and 131 in reference to studies for transportation systems from Fairbanks to the Seward Peninsula. We support the idea behind these bills, and would like to provide input to the DOTPF before the preliminary report is finalized.

We feel that access is necessary to resource development on lands within the state and the Seward Peninsula has much to offer.

If you have any comments, please call me at 443-2632.

Thanks kindly.

Sincerely,



Irene Anderson  
Chair

cc: Senator Al Adams  
Representative Richard Foster

ALASKA MINERS ASSOCIATION, INC.  
NOME BRANCH  
P.O. BOX 1974  
NOME, ALASKA 99762

April 1, 1993

Representative Richard Foster, Chair  
Transportation Committee  
Room 611, Court  
State Capitol  
Juneau, Alaska 99801-1182

Dear Representative Foster,

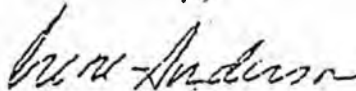
We have reviewed House Bill No.s 182 and 183 in reference to studies for transportation systems from Fairbanks to the Seward Peninsula. We support the idea behind these bills, and would like to provide input to the DOTPF before the preliminary report is finalized.

We feel that access is necessary for resource development on lands within the state and the Seward Peninsula has much to offer. We would also like the State to assert the valid RS 2477's within the Seward Peninsula which could be affected by this transportation study. We believe that the Bering Land Bridge Preserve may cause access problems.

If you have any comments, please call me at 443-2632.

Thanks kindly.

Sincerely,

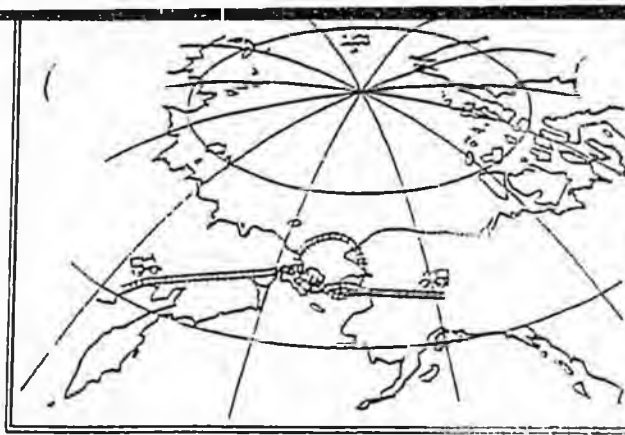


Irene Anderson  
Chair

cc: Senator Al Adams

Россия, 113035 Москва  
Б. Ордынка 13 / 9-42  
Телефон: (095) 231-86-45  
Факс: (095) 233-40-84

B. Ordinka 13 / 9-42,  
Moscow 113035, Russia  
Tel: (095) 231-86-45  
Fax: (095) 233-40-84



815 Connecticut Ave., N.W.  
Suite 800  
Washington, D.C. 20006 U.S.A.  
Tel: (202) 463-8400  
Fax: (202) 833-8082

815 Коннектикут Авеню  
Северо-Запад, комн. 800  
Вашингтон, окр. Колумбия  
20006, США  
Телефон: (202) 463-8400  
Факс: (202) 833-8082

## INTERHEMISPHERIC BERING STRAIT TUNNEL & RAILROAD GROUP

### ТРАНСКОНТИНЕНТАЛЬ МЕЖКОНТИНЕНТАЛЬНАЯ ЖЕЛЕЗНАЯ ДОРОГА И ТОННЕЛЬ ЧЕРЕЗ БЕРИНГОВ ПРОЛИВ

March 2, 1993

GK/93093

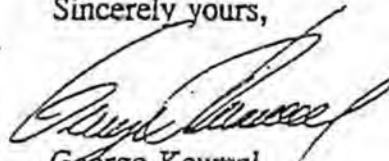
The Honorable Jeannette James  
State Capital  
Juneau Ak 99801-1182

Dear Representative James:

On behalf of the Interhemispheric Bering Strait Tunnel and Railway Group, I would like to express deep felt thanks for your work on the Bills to expand Alaska's railroad infrastructure and end the transport isolation of the State.

The state of Alaska is truly a "jewel in the crown"; a fact many people in Washington and elsewhere do not realize and appreciate. Construction of a modern railroad through the State to connect with the Asian and European railroad network via the Bering Strait (the project our Consortium has been working on for the last 7 years) would establish the state of Alaska as the hub of world transport and commerce. The Bills you have sponsored are essential steps needed to bring this timely Project closer to reality.

Sincerely yours,



George Koumal  
Chairman, IBSTRG

copy: Mr. Red Swanson  
IBSTRG Nome/Moscow/Washington  
Mr. J. Henri

HB 183

CHANGES BETWEEN

CS FOR HB 183 (FIN) am 8LSO206/D and Senate CS FOR CS FOR HB 183 (TRA) 8LSO296/Q

Added to Senate CS FOR HB 183 (TRA)

Page 1 Lines 12 & 13 puts construction gravel sites in the corridor right of way.

Page 2 Lines 10, 11 & 12 requires DOT to consider Natural Resource deposits when establishing the corridor.

Page 2 Line 13, DOT is required to consider established and traditional uses when selecting corridor.

Page 2 Line 21 & 22 requires DNR to classify Natural Resource from page 1 lines 12 & 13 as necessary construction materials.

The changes are acceptable to the sponsor.

Alaska State Senate  
Eighteenth Legislature  
Second Session

RCS# 659  
Item 26

05-06-94  
15:37:45

SCS CSHB 183(TRA)  
Third Reading - Final Passage  
Effective Date

Yeas:	11	Frank, Halford, Jacko, Kelly, Leman, Miller, Pearce, Phillips, Rieger, Sharp, Taylor
Nays:	9	Adams, Donley, Duncan, Ellis, Kerttula, Lincoln, Little, Salo, Zharoff
Excused:	0	
Absent:	0	

Alaska State Senate  
Eighteenth Legislature  
Second Session

RCS# 660  
Item 26

05-06-94  
15:38:27

SCS CSHB 183(TRA)  
Effective Date Vote

*Failed, need 14  
effect in 90 Days*

Yeas:	11	Frank, Halford, Jacko, Kelly, Leman, Miller, Pearce, Phillips, Rieger, Sharp, Taylor
Nays:	9	Adams, Donley, Duncan, Ellis, Kerttula, Lincoln, Little, Salo, Zharoff
Excused:	0	
Absent:	0	

# Alaska State Legislature

REPRESENTATIVE  
JEANNETTE JAMES

P.O. Box 56622  
North Pole, Alaska 99705  
(907) 488-0862

House District 34



While in Juneau  
State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3745

## House Of Representatives

### Sponsor Statement HB 183

By Rep. Jeannette James

Revised: 5-5-94

HB 183 is intended to initiate preliminary and ultimately result in final action necessary to properly review, identify and survey the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula near Nome.

The future of Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selection allotment, the major land ownership patterns are now discernable.

This legislation will direct the Dept. of Transportation to perform aerial reconnaissance, photography, interpretation and surveying. The DOT in the attached position paper supports this work. This work will identify areas with transportation corridors to be established and which offer the best cost effective options to access this vast resource rich area of our state.

REPRESENTATIVE  
JEANNETTE JAMES

P. O. Box 56622  
North Pole, Alaska 99705  
(907) 488-0862

House District 34



While in Juneau  
State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3745

## House Of Representatives

### Rep. James Introduces Three Railroad Bills

2/26/93

FOR IMMEDIATE RELEASE

CONTACT: REP. JEANNETTE JAMES, 465-3743

Representative Jeannette James of District 34 has recently introduced three bills to the Alaska State Legislature regarding the Alaska Railroad (ARR).

HB 182 and HB 183 provide for the identification and funding of a transportation Right-Of-Way from Fairbanks to Nome, estimated cost \$7,300,000.00. These bills were read for the first time Thurs. Feb. 25 and referred to the Transportation, Resources and Finance Committees.

HB 184 provides funding of \$10,000.00 to determine the cost of buying Right-Of-Way to extend the railroad from Eielson Air Force Base to the Alaska-Canada border. This bill was read for the first time Thurs. Feb. 25 and referred to the Transportation and Finance Committees.

Rep. James' recognizes the necessity of environmentally sound access to all areas of the state as a means to create a firmer economic base for Alaska and create new jobs for Alaskan.

## HOUSE BILL NO. 182

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE JAMES

Introduced: 2/25/93

Referred: Transportation, Resources, Finance

Funding Information:	General Fund	\$7,300,000
	Other Funds	<u>-0-</u>
		\$7,300,000

## A BILL

## FOR AN ACT ENTITLED

1 "An Act making a special appropriation to the Department of Transportation and  
 2 Public Facilities, northern region, for identification and delineation of a  
 3 transportation and utility corridor between Fairbanks and the Seward Peninsula;  
 4 and providing for an effective date."

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

6 \* Section 1. The sum of \$7,300,000 is appropriated from the general fund to the  
 7 Department of Transportation and Public Facilities, northern region, for reconnaissance  
 8 photography and study and for right-of-way mapping in conjunction with identifying and  
 9 delineating a transportation and utility corridor between Fairbanks and the Seward Peninsula.

10 \* Sec. 2. The unexpended and unobligated portion of this appropriation lapses into the  
 11 general fund June 30, 1995.

12 \* Sec. 3. This Act takes effect immediately under AS 01.10.070(c).

SPONSOR STATEMENT

SB - 130 and SB -131

By: Senator Bert Sharp

SB-130 and SB-131 are intended to initiate preliminary action necessary to properly review and identify the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula.

The futures of those Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selections allotment, the major land ownership patterns are now discernible.

The legislation would direct the Department of Transportation to do aerial reconnaissance photography and interpretation. This work will identify apparent land ownership of areas within transportation corridors to be delineated and which offer the best cost effective options to access this vast resource rich area of our State.

The fiscal note is very modest and would authorize that most important first step. A step that will move us toward a more positive economic future for this large portion of Alaska.

SENATE BILL NO. 130/131

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - FIRST SESSION

BY SENATORS SHARP, Miller

Introduced:	2/22/93	
Referred:	FRA, FIN	
Funding Information:	General Fund	\$165,000
	Other Funds	<u>-0-</u>
		\$165,000

A BILL

FOR AN ACT ENTITLED

1 "An Act making a special appropriation to the Department of Transportation and  
 2 Public Facilities, northern region, for reconnaissance photography, reconnaissance  
 3 interpretation, and preparation of a preliminary report for identification and  
 4 delineation of one or more transportation and utility corridors between Fairbanks  
 5 and the Seward Peninsula; and providing for an effective date."

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

7 \* Section 1. The sum of \$165,000 is appropriated from the general fund to the Department  
 8 of Transportation and Public Facilities, northern region, for reconnaissance photography,  
 9 reconnaissance interpretation, and preparation of a preliminary report for identifying and  
 10 delineating a transportation and utility corridor between Fairbanks and the Seward Peninsula.

11 \* Sec. 2. The unexpended and unobligated portion of this appropriation lapses into the  
 12 general fund June 30, 1995.

13 \* Sec. 3. This Act takes effect immediately under AS 01.10.070(c).



STATE OF ALASKA  
OFFICE OF THE GOVERNOR

**BILL ANALYSIS**

DEPARTMENT DOT&PF	DIVISION Planning	BILL NUMBER SB 130	SPONSOR Sharp
SHORT TITLE OF BILL Approp: Fairbanks-Nome Transportation Corridor			
DEPARTMENT POSITION Supportive			
PREPARED BY Norm Piispanen	DATE 3/2/93	COMMISSIONER'S SIGNATURE <i>[Signature]</i>	DATE 3-4-93

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL State/Federal Land and Resource Management Agencies	CONSTITUENT GROUPS AFFECTED BY BILL Interior/Seward Peninsula Residents Transportation Industry
ORGANIZATIONAL SUPPORT FOR BILL Mineral Industry Chambers of Commerce Transportation Industry	ORGANIZATIONAL OPPOSITION TO BILL Environmental Organizations Some Native Groups/Corporations

FISCAL IMPACT:  NONE  FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

This bill addresses access to western Alaska, and through Alaska between North America and Asia/Europe.

ANALYSIS OF BILL/PROGRAM EFFECTS

The information gained from such a reconnaissance would be valuable to general land management and transportation planning for Interior and Western Alaska. DOT&PF is capable and willing to do the prescribed reconnaissance work.

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

**FISCAL NOTE**

Revision Date: \_\_\_\_\_ Department Affected: DOT&PF  
 Title: Approp: Fairbanks-Nome Transportation BRU:  
                     Corridor  
 Sponsor: Sharp Component:  
 Requestor: Sharp Component Serial Number:

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
<b>TOTAL OPERATING:</b>	0	0	0	0	0	0
<b>CAPITAL</b>	165.0	0	0	0	0	0
<b>REVENUE FUND SOURCE</b>	0	0	0	0	0	0

**FUNDING: (Thousands of Dollars)**

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	165.0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
<b>TOTAL FUNDING:</b>	165.0	0	0	0	0	0

**POSITIONS**

FULL-TIME	1	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: \$ \_\_\_\_\_

**ANALYSIS: (Attach a separate page if necessary)**

The estimate of \$165.0 for a reconnaissance study for a railroad to the Seward Peninsula was prepared by DOT&PF in response to a request. The level of work involved would identify an alignment(s) in which such a railroad extension could be developed.

Prepared by: Norm Piispanen

Phone: 451-2381

Division: Northern Region Planning

Date: March 2, 1993

Approved by Commissioner: *Frank G. Turpin*  
 Frank G. Turpin

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: March 2, 1993



*Department of Transportation  
and Public Facilities*

# POSITION PAPER

BILL NO: SB 130

APPROVED: 

TITLE: Approp: Fairbanks-Nome  
Transportation Corridor

DATE: March 3, 1993

DOT&PF supports the proposed reconnaissance work in that the information gained from it would be valuable in related land management decisions (i.e., it could help prevent land management decisions from foreclosing on transportation options). The information gained could also be incorporated into long-term transportation planning for interior and Western Alaska.

*For Further Information contact Katy McHugh at 465-3904.*

Alaska State Legislature

REPRESENTATIVE  
JEANNETTE JAMES

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House District 34



While in Juneau  
State Capitol  
Juneau, Alaska  
99801-1182  
(907) 465-3745

House Of Representatives

3-15-93

To: Jim Stimpfel, Chamber of Commerce.  
from: Walt Wilcox

Please review, I will call  
you this PM.

Walt

443-2002

he agrees with now.

@ \$ 3MM

3-19-93

get maps from Rager

FISCAL NOTE

Revision Date: Department Affected: DOT&PF  
 Title: Approp: Fairbanks-Nome Transportation BRU:  
                   Corridor  
 Sponsor: James Component:  
 Requestor: James Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
<b>TOTAL OPERATING:</b>	0	0	0	0	0	0

CAPITAL	7,300.0		0	0	0	0
---------	---------	--	---	---	---	---

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAL RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	7,300.0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
<b>TOTAL FUNDING:</b>	7,300.0	0	0	0	0	0

POSITIONS

FULL-TIME	1	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: \$ \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary)

The estimate of \$165.0 for a reconnaissance study for a railroad to the Seward Peninsula was prepared by DOT&PF in response to a request. The level of work involved would identify an alignment(s) in which such a railroad extension could be developed.

Prepared by: Norm Piispanen

Phone: 451-2381

Division: Northern Region Planning

Date: March 2, 1993

Approved by Commissioner: *Frank G. Turpin*  
 Frank G. Turpin

Phone: 455-3901

Agency: Department of Transportation and Public Facilities

Date: March 2, 1993

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE  
 For further distribution information call the Governor's Legislative Office

Brenda Wilcox  
PO Box 20967  
Juneau, AK 99802

October 18, 1992

History 345  
Maritime History of Alaska  
Lesson 10/13

**1. Summarize the rail promotion efforts for Bering Strait.**

It's funny but I still here talk of rail expansion on the Seward Peninsula and some form of permanent connection across the Bering Strait. So it the idea still hasn't died out.

The biggest promoters of the rail effort came from the Nome area because they saw Nome as the supply center for the new found resources or potential resources in Siberia. It is well documented that merchants during the Gold Rush made a far greater profit than the miners on the whole.

If you look at the times, Alaska was going from one find to another. Juneau, Nome, Fairbanks and others led people to have constant optimism for a new strike. Obviously the two areas shared a lot in common, reindeer, gold, furs, fishing, etc.. Railroads were also the answer to transportation at that time.

Thoughts of a transcontinental railroad went as far back as 1849 by Colorado Governor William Gilpin. He wanted, of course, Denver to be the center of a railroad that went from New York to Denver, then up to Alberta, Alaska and then a ferry across the Bering Strait where they would meet up with a railroad to cross Siberia eventually connecting with Europe.

Harry DeWindt, an English traveler went from Paris to New York via the Bering Strait in 1901, the same year the Trans-Siberian Railroad was completed. A Franco-American syndicate hoped to tunnel or bridge the Bering Strait to connect with the Trans-Siberian RR and meet a proposed Alaskan railroad. DeWindt studied the feasibility of the route and recommended against it although he felt that one day a railroad would exist between the two continents.

Frederick Whymper, a member of the Western Union Telegraph Expedition of 1865-67 also saw the potential of a rail link as a logical extension of the telegraph project.

Also in 1901 James Hill, the builder of the Northern Pacific Railroad, took an interest in a cross continental railroad. Two months later, the Trans-Alaska Company of Denver had been formed with J. J. Frey as president. It proposed a railroad to Nome and a ferry across the Bering Strait, fine for the summer season. Boosted by then Nome Mayor and later Territorial Governor J. F. A. Strong, Nome residents were hopeful. In 1902 John Rosene organized the Northeastern Siberian Company for the exploitation of Siberian minerals. This gave more promise for the rail proposition.

By 1905 hopes still ran high and John Healy, head of the North American Transportation and Trading Company, showed his intentions to build a Bering Strait railroad. Unfortunately he was unable to secure the necessary

concession from the czar or the necessary funds to build his dream railroad from New York to Paris via the Bering Strait. He wanted to tunnel the strait. The 56 mile wide gap had granite at a depth of forty feet, providing a solid foundation.

Rosene had also had money problems but he continued to push for a railroad. I remember studying the proposed line from Haines to the interior on the Alaska Midland Railroad, too bad it wasn't built, it would have been a good one. Maybe there is still hope for some railroads up here but the airplane has certainly put a deep cut in the immediate need for roads or rail.

## **2. Draw up the best briefs of arguments for the United States and Britain's positions in the fur seal controversy.**

First the decimation of the sea cow, the near decimation of the sea otter, whales, walrus and then the near extinction of the fur seal in Alaskan waters, who knows what would have been next if left if attention hadn't been brought to the situation. At least the Russians had a self imposed limit that was working. It is a shame that people are their own worst enemies, forcing governments to restrict their behavior.

When the controversy became an international issue of conservation, it then became a bone of contention as to who was responsible for instituting the restrictions and who had access to the resource. That is when the flaws showed up. When Russia transferred Alaska to the United States, it stated that, "All waters within that boundary to the western end of the Aleutian Archipelago and chain of islands are considered as comprised within the waters of Alaskan Territory." A Russian ordinance in 1821 restricted any foreign traders in the North Pacific to the fifty-first parallel and section two of the ordinance or *ukase*, asserted that "no foreign vessel shall be allowed either to put to shore at any of the coasts and islands under Russian dominion or even to approach the same to within a distance of 100 Italian miles" ...(except in case of distress.) The United States had successfully fought the second part of the ordinance an item used against them at the Paris Arbitration Tribunal in 1893.

There were also two other laws in place that related to the judgement of ownership of the Pribilofs, the *mare clausum*, one of a closed sea and a well-settled international law that gave sovereign power to three miles seaward from any land territory.

Unfortunately the sea was not a closed one as Russia owned the other side and the pelagic hunting of the seals took place beyond the three mile limit. The English, Japanese, Russians and Americans all had a historic claim to seal hunting. The United States chief obstacle to an English-American accord was America's insistence on honoring its twenty year commitment to the lease holders, Alaska Commercial Company, who depended on the land kill and called for a ban on sea hunting. Britain argued, and rightfully so, that if the fur seal faced extinction, hunting on the Pribilofs should be curtailed severely. Clearly a compromise commitment had to be made by both sides and it had to include Japan and Russia in the decision.

The Paris Arbitration Tribunal of 1893 rejected that the U.S. claim that it had the "right of protection or property in the fur seals frequenting the islands of the United States in Bering Sea, when such seals are found outside the

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House of Representatives

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MEMO

2/28/94

To: Finance Committee

From: Rep. Jeannette James

Attention: Reps. Larson and MacLean

Re: HB 183 Schedule request

Please schedule HB 183 (Transportation corridor from Fairbanks to Nome) for a hearing at your earliest convenience. There is no fiscal note with this enabling legislation. Scheduling of HB 182 which is the companion appropriation for 183 to not being requested.

Please call my staff member Walter Wilcox if there are any questions.

Thank you in advance.

REPRESENTATIVE  
JEANNETTE JAMES  
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House District 74

## House Of Representatives

### Sponsor Statement HB 182 & HB 183

By Rep. Jeannette James  
Revised: 3/30/93

HB 182 and HB 183 are intended to initiate preliminary and ultimately result in final action necessary to properly review, identify and survey the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula near Nome.

The future of Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selection allotment, the major land ownership patterns are now discernable.

This legislation will direct the Dept. of Transportation to perform aerial reconnaissance, photography, interpretation and surveying. The DOT in the attached position paper supports this work. This work will identify areas with transportation corridors to be established and which offer the best cost effective options to access this vast resource rich area of our state.

The appropriation for this project is included in HB 182 and will authorize the expenditure of the funds necessary to secure this very important multi-modal land use transportation corridor as a step that will move us forward to a more positive economic future for a very large portion of Alaska.

Alaska State Legislature

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State Capitol  
Juneau, Alaska  
Ext: 01-1182  
(907) 465-3745

House Of Representatives

Sponsor Statement HB 183

By Rep. Jeannette James  
Revised: 5-5-94

HB 183 is intended to initiate preliminary and ultimately result in final action necessary to properly review, identify and survey the best options for the establishment of a transportation/utility corridor from the Interior's existing transportation distribution hub to the western area of the Seward Peninsula near Nome.

The future of Alaskans residing north of the Alaska Range will require expansion of our existing transportation infrastructure. With the recent completion by the State of Alaska of its remaining land selection allotment, the major land ownership patterns are now discernable.

This legislation will <sup>Anchor</sup> direct the Dept. of Transportation to perform aerial reconnaissance, photography, interpretation and surveying. The DOT in the attached position paper supports this work. This work will identify areas with transportation corridors to be established and which offer the best cost effective options to access this vast resource rich area of our state.

The funds to perform the need work may come from the public or private sector, but must be via the legislative appropriation process.

Alaska State Legislature

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White in Juneau  
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Juneau, Alaska  
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House Of Representatives

**MEMO**  
**5/5/94**

**To: Senators**

**From: Rep. Jeannette James**

**Re: HB 183**

**Please support HB 183.**

**HB 183 creates a transportation corridor from Fairbanks to the Nome area. With a future appropriation the corridor could be established with public or private funds.**

**This bill is a priority to me this session. The companion bill in the Senate is SB 131 by Senator Sharp.**

**If there are any questions please contact me or Senator Sharp.**

**Thank You**

A handwritten signature in cursive script, appearing to read "Jeannette James", written over a horizontal line.

# NOME CHAMBER OF COMMERCE

P.O. Box 251, Nome, Alaska 99762  
Committee for Cooperation, Commerce  
and Peace (907) 443-2002

ATTN: WALT WILCOX HB # 182 + 183

CAN WE OFFER A SIMILAR  
SUBSTITUTE? *Jim Stimpfle*

March 4, 1993

Sen. Sharp  
Transportation Chairman  
Alaska State Senate

Senate Bill #130 and Senate Bill #131 (\$165,000.00  
appropriation)

Proposed draft changes: (Underlined in bold print)  
Jim Stimpfle, President  
Nome Chamber of Commerce  
Nome, Alaska

Senate Bill #130:

"An Act making a special appropriation to the Department of Natural Resources and Department of Transportation and Public Facilities to complete alignments, GPS mapping, engineering, and title support services, for transportation/energy corridors on State lands between Fairbanks and the Seward Peninsula; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

Section 1. The sum of \$770,000.00 is appropriated from the general fund to DNR's Division of Geological and Geophysical Surveys (DGGS), for GPS(Global Positioning System) mapping to identify route resources, viable mineral districts and adjoining resources along proposed corridors; and for the State Pipeline Coordinators Office to coordinate oversight review with Inhouse personal; and for DOT&PF-Northern Region to estimate engineering design systems and provide special project support for RS-2477 assertions, identification and plotting of alignments working with DGGS and the State Pipeline Coordinator's Office.

*Dozon Region - Marvick Thompson*

page 2

SB#130/131

3/1/93

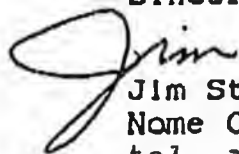
These proposals were drafted for your review and consideration after consulting with the Division of Natural Resources personnel who are currently engaged in determining state land selections to enhance future transportation and energy corridors for all Alaskans.

In view of on going budget cuts the State of Alaska is facing, it is imperative that appropriate multi-modal right-of-way studies be finished to insure that rural Alaskans have economic development options available while safeguarding environmental and subsistence life resources on the Seward peninsula.

In general terms, the Nome Chamber of Commerce supports a multi-modal right-of-way corridor to the Seward Peninsula for economic development to encourage eco-tourism to view wildlife and subarctic eco-systems, to develop mining for mineral or energy related employment opportunities for rural residents, with engineered designed safeguards to the environment and to insure that fish and wildlife resources are available for indigenous Native populations living along or near the right-of way. These are some of the expressed concerns of the Nome Chamber of Commerce.

It is recommended that the Village and Regional Native Corporations (BSNC) on the Seward Peninsula be consulted as to appropriate right-of-way corridors near their lands to either maximize economic development strategies and/or preserve subsistence lifestyles.

Sincerely



Jim Stimpfle, President  
Nome Chamber of Commerce  
tel. and FAX (907) 443-2002

WALTER J. HICKEL  
GOVERNOR



P.O. Box 110001  
Juneau, Alaska 99811-0001  
(907) 465-3500

STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

October 6, 1992

Mr. Jim Stimpfle, Alaska Coordinator  
Interhemispheric Bering Strait  
Tunnel and Railroad Group  
P.O. Box 729  
Nome, AK 99762

Dear Jim,

Thank you for the packet of information on the Bering Sea Tunnel and Railroad, which you mailed to me on September 18, 1992. This information was useful in bringing Governor Hickel up to date on the latest developments of this project.

I also found it useful, informative and interesting. Your approach of working with the Native corporations and other groups prior to any announcements, I believe, is a wise course of action.

As the project progresses, please keep me apprised of the latest developments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Stolworthy".

Donald Stolworthy  
Director of Scheduling and Research

SENATE FINANCE COMMITTEE REPORT

Rep. James  
Sponsor  
Rm. 501

DATE: 4/13/94

FURTHER:

DATE TURNED INTO OFFICE: 4-19-94

The Finance Committee considered CS FOR HOUSE BILL NO. 183(FIN) am

"An Act d Fairbanks HB 183 TRANSPORTATION CORRIDOR: FAIRBANKS-NOME corridor between

and recommends:

- replace with \_\_\_\_\_ CS \_\_\_\_\_ (FINANCE)
- or  adopt previous 5 CS CS HB 183 (TRA)
- attaches amendment(s)

- same title
- new title
- technical title change (HB only)

adopts \_\_\_\_\_ Letter of Intent

further referral to the \_\_\_\_\_

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal
DOT PF	3/15/94	0	

Appropriation No Fiscal Note

DO PASS.

T. Kelly

Steve Kim

Reid Sharp

OTHER RECOMMENDATIONS:

J. Kuttel No Rec

1. David DO PASS  
Co-Chair: Signature/Recommendation

2. Steve No Rec  
Co-Chair: Signature/Recommendation

# Alaska State Legislature



REPRESENTATIVE  
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House of Representatives

## MEMO

DATE: 4/14/94

TO: Senate Finance Committee

FROM: Rep. Jeannette James

ATTN: Sen. Pierce and Frank

RE: CSHB 183(TRA)

Please schedule HB 183(TRA) for a hearing in Senate finance committee at your earliest opportunity.

Attached is a bill history and a copy of the new CS.  
Thank you.

# Alaska State Legislature

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## House Of Representatives

### MEMO

January 9, 1994

TO: Finance Committee

FROM: Jeannette James

ATTN: Ron and Eileen

Re: Scheduling of my bills in Finance Committee

The following bills were transmitted to Finance Committee last session. I hereby request that you schedule the following for hearing as soon as time permits. The completed packets are already in the Committee files.

HB 182 Railroad corridor Fairbanks to Nome  
HB 183 Railroad corridor Fairbanks to Nome, Appropriation  
HB 222 Landlord tenant reform

If you have any questions or need additional information, please have your staff contact Walt Wilcox, or you can call me anytime.  
Thank you for your consideration.

Wed 8:25 - a call from

Will Rutherford - TOK -

Red Swanson called him -  
He works with the  
Tetlin Native Corp.

W: 883 - 4320

H: 883 - 2273

[ PO Box 417  
TOK, AK, 99780 ]

Let him know if he can help  
with the Railroad bills in  
any way !!

Please let Jeannette know this.

B.

# HOUSE COMMITTEE REPORT

(7)

Date Referred: February 25, 1993

FURTHER REFERRALS:

Resources  
Finance

Date of Committee Action: 3/30/93

The TRANSPORTATION Committee considered:

HB 183

HOUSE BILL NO. 183

TRANSPORTATION CORRIDOR: FAIRBANKS-NOME

"An Act directing the identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula for road, rail, pipeline, and electrical transmission purposes; and providing for an effective date."

RECOMMENDATIONS:  
be replaced with CS HB 183 (Trans)  the same title  
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact DOT/PF

fiscal note(s) \_\_\_\_\_

zero fiscal note \_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard D. Jolley</i>	X	<i>[Signature]</i>		X	
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				
<i>[Signature]</i>	X				

*Richard D. Jolley*  
CHAIRMAN'S SIGNATURE

# HOUSE COMMITTEE REPORT

(7)

Date Referred: February 25, 1993

FURTHER REFERRALS:

Resources  
Finance

Date of Committee Action: 3/30/93

The TRANSPORTATION Committee considered:

HB 182

HOUSE BILL NO. 182

APPROP: FAIRBANKS-NOME TRANS. CORRIDOR

"An Act making a special appropriation to the Department of Transportation and Public Facilities, northern region, for identification and delineation of a transportation and utility corridor between Fairbanks and the Seward Peninsula; and providing for an effective date."

RECOMMENDATIONS:  the same title  
 a new title  
 be replaced with \_\_\_\_\_

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(s): \_\_\_\_\_ (Dept)

APPROVES PREVIOUS: \_\_\_\_\_ (Dept/Date)

fiscal impact \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

zero fiscal note \_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>[Signature]</i>	X	<i>[Signature]</i>		X	
<i>[Signature]</i>	*				
<i>[Signature]</i>	✓				
<i>[Signature]</i>	X	<i>[Signature]</i>		7	

*[Signature]*  
 CHAIRMAN'S SIGNATURE

Alaska State Legislature



REPRESENTATIVE  
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House of Representatives

MEMO

3/17/94

To: Rep. Moses

From: Rep. Jeannette James

Re: CSHB 183 (fin)

CSHB 183 (fin) was referred to House Rules Committee on March 16, 1994. Will you please schedule the Bill to be heard on the floor at your earliest opportunity.

Thank You.

(map)

HB 184

RAILROADS IN ALASKA.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

DATA IN RELATION TO RAILROADS IN ALASKA UNDER THE ACT  
OF MAY 14, 1898.

DECEMBER 14, 1908.—Referred to the Committee on the Territories and ordered  
to be printed with illustrations.

DEPARTMENT OF THE INTERIOR,  
Washington, November 25, 1908.

Sir: In compliance with the resolution of the House of Representatives dated May 12, 1908, and in accordance with my letter of May 29, 1908, I submit herewith data relative to railroads in Alaska under the act of May 14, 1898 (30 Stat., 409).

The data given is all that is obtainable. Letters were addressed to the several companies asking for the information called for by the resolution and not shown on the records of the department, but only a few companies responded. An examination of the records shows that there have been 103 maps of preliminary surveys, 37 maps of definite location, and one map of constructed road filed by the several companies, besides numerous plates of station and terminal grounds which are not given in this statement.

The accompanying map shows the location of the proposed roads so far as maps have been filed, but it has not been attempted to show the routes as described in the articles of incorporation for the reason that the location of the lines could not well be determined from such description.

The following are the names of the companies, with the other data required by the resolution:

ALASKA AND NORTHWESTERN RAILWAY COMPANY.

Incorporated under the laws of West Virginia. Officers: G. Stephen Wood, president; Thomas J. Scollans, vice-president; F. Waldo Ames, secretary and treasurer; Pierre Humbert, jr., general

manager, and William C. Alberger, chief engineer. The route described in the articles of incorporation is from Lynn Canal to points on the northern boundary of Alaska. This company has filed two maps of its preliminary line. First, from Anchorage Point to international boundary line, 36 miles, and second, branch line from Portage Cove to junction with main line at Klukssek River, 11½ miles; filed May, 1898.

#### AMERICAN AND CANADIAN TRANSPORTATION COMPANY.

Incorporated under the laws of Washington. Officers: H. C. Ewing, president; E. S. Osborne, vice-president; W. A. Walthew, secretary and treasurer, and H. W. Long, E. P. Tremper, W. V. Rinehart, jr., and William M. Calhoun, trustees. The route described in the articles of incorporation is from Skagway, Alaska, to White Pass and onward. This company has filed one map of preliminary line from Skagway through White Pass to international boundary; filed May, 1898.

#### ALASKA CENTRAL RAILROAD COMPANY.

Incorporated under the laws of Arizona. Officers: John M. Underwood, president and general manager; Edwin F. Greenlow, vice-president; A. M. Underwood, treasurer; C. H. Nagle, secretary; John M. Underwood, Edwin F. Greenlow, William M. Elson, Elijah Smith, Jerry Millay, Allen W. Lyser, Eliner Ellsworth, directors and stockholders. The route described in the articles of incorporation is from a point near Prince William Sound near the head of navigation of Copper River to point upon Yukon River near boundary line between Alaska and British North America. This company has filed one map of its preliminary line from point near Nelson or Valdez Inlet of Prince William Sound to Yukon River near Boundary Butte, 330 miles; also from Port Wells on Prince William Sound to Lake Alger and certain branch lines; filed May, 1898.

#### ALASKA CENTRAL RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: George W. Dickinson, president and general manager; John H. McGraw, vice-president; J. W. Godwin, treasurer; John E. Ballaine, secretary and auditor; George Turner, counsel; C. M. Anderson, chief engineer; G. W. Dickinson, John H. McGraw, C. L. Denny, J. W. Godwin, John E. Ballaine, George Turner, E. E. Caine, Charles H. Peck, F. Augustus Heinze, board of directors. The route described in the articles of incorporation is from Resurrection Bay to Yukon River near Rampart City. This company has filed 15 maps of preliminary line. First, from Resurrection Bay to Rampart on Yukon River, 578.8 miles; filed April, 1902. Second, from Resurrection Bay to Tanana River near Atwood, 402.5 miles; filed December, 1902. Third, from Chester Bay along Matanuska, Klutena, Copper, Chitina, and Nizina rivers to McCarthys Creek, 309.5 miles; filed December, 1902. Fourth, from Knik Junction up Matanuska River to Chickaloon coal fields, 38 miles; filed March 3, 1906. Fifth, from point near junction of Kings and Matanuska rivers up Kings River

to coal fields, 7.727 miles; filed March 3, 1906. Sixth, from point in town of Seward, south along Resurrection Bay, 1.572 miles; filed March 3, 1906. Three maps of preliminary line from the 40.501 mile from Trail Creek to the 215.57 mile; latitude 62° 2.5' and longitude 150° 16'; filed September 6, 1906. Five maps of its preliminary line from the last-mentioned point to the 464.52 mile opposite Chena, Alaska; filed February 6, 1906. One map of its preliminary line from the mouth of Moose Creek up said creek 4.763 miles; filed February 6, 1906. The company has also filed two maps of definite location and one map of amended definite location. First, from Resurrection Bay to Lake Kenai, 20 miles; filed August 18, 1904. Second, map of amended definite location of above line; filed August 14, 1905; and, third, map of definite location of second 20-mile section from Lake Kenai on; filed August 14, 1905.

#### ALASKA-YUKON RAILWAY AND NAVIGATION COMPANY.

Incorporated under the laws of New Jersey. Officers: Charles H. Aldrich, president; Oliver P. Hubbard, vice-president; James Read Girling, secretary and treasurer. The route described in the articles of incorporation is from Unalaklik River on Norton Sound to junction of Kaltag and Yukon rivers. This company has filed eight maps of its preliminary line from Norton Sound easterly along Unalaklik River and Valley and Kaltag River to its mouth on the Yukon River 79.19 miles; filed March, 1899.

#### ALASKA PACIFIC RAILWAY AND TERMINAL COMPANY.

Incorporated under the laws of Washington. Officers: A. W. Cook, president; S. A. D. Morrison, vice-president, treasurer and manager; and William Wray, secretary. These officers are the directors. The route described in the articles of incorporation is from Whale Island or Inner Martin Island in Controller Bay to the Yukon River near Eagle City and branch lines. This company has filed five maps of its preliminary line. First, from a point on Copper River near the mouth of Kotsina River, southerly 54.057 miles to point near Tasmuna Junction; filed January 23, 1906. Second, from point on Copper River near Abercrombie Creek southerly 47.71 miles to point on Bering Lake near mouth of Sheppard Creek; filed January 23, 1906. Third, from Martin or Whale Island, northeasterly 14.31 miles to Bering Lake; filed March 3, 1906. Fourth, from point on Copper River near mouth of Tasmuna River to point south of Baird Glacier 30.462 miles; filed August 18, 1906; and, fifth, preliminary line of Bering Lake Branch on west side of Bering Lake, 6 miles; filed December 20, 1906. The company has also filed two maps of definite location and one map of amended definite location. First, from Whale Island northerly to Sheppard Creek, 20 miles; filed December 20, 1906. Second, map of amended definite location of above map; filed July 6, 1908; and, third, map of definite location on Whale Island, Bering Lake Branch, Charlotte Lake section and Copper River section; filed July 6, 1908. The secretary of the company has stated that the total roadbed construction amounts to 4,981 miles, and that 0.5 mile of track has been laid. He also reports that one dock

30 by 120 feet, with 300 feet single track trestle approach, has also been constructed. The expenditures of the company for preliminary work, surveys, grading, wharves, and docks are stated by the secretary to be \$388,924.68.

#### ALASKA NORTHERN RAILROAD COMPANY.

Incorporated under the laws of Maine. Officers: Clarence M. Mendenhall, president; Elmer L. Corthell, vice-president; and Samuel F. Prince, jr., secretary and treasurer; John J. Healy, Portus B. Weare, Clarence M. Mendenhall, Elmer L. Corthell, and Samuel F. Prince, jr., directors. There is no route described in the article of incorporation. This company has filed one map of its preliminary line from Port Clarence northwesterly 68 miles; filed April, 1906.

#### AKRON, STERLING AND NORTHERN RAILROAD COMPANY.

Incorporated under the laws of Colorado. Officers: G. W. Holdredge, president; James E. Kelby, secretary; G. W. Loomis, treasurer; E. Gillette, chief engineer; and Lee W. Spratlin, attorney. The route described is from the head of Valdes Bay, up Lowe River to Keystone Canyon, through Dutch Valley, and through Thompson Pass, distance about 32 miles. This company has filed two maps of its preliminary line. First, from Valdes Bay, up Lowe River, through Thompson Pass to Ptarmigan River, 32 miles; filed February, 1900. Second, from Marshall Pass along Tanana and Tokio rivers, Miller, O'Brien, and American creeks to Eagle City, 377.42 miles; branch from junction of Copper and Chitina rivers to Bonanza and Nikolai copper mines, 62.39 miles; branch from junction of Copper and Chitina rivers along Kotsina River to Hubbard-Elliott copper mines, 14.80 miles; branch from junction of O'Brien and Forty-mile creeks along latter to United States and Canadian boundary, 15.20 miles; filed October, 1903. This company has also filed one map of definite location from Valdes up Lowe River, 20 miles; filed October 18, 1901. This company relinquished its rights in August, 1905, in favor of the Copper River and Northwestern Railway, and nothing has been done by it for several years. Prior to that time, however, it is alleged that something like \$58,000 had been expended for surveying and in rough construction work, which later inured to the benefit of said Copper River and Northwestern Railway Company.

#### ALASKA SOUTHERN RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: S. D. Chittenden, president and treasurer; Allen Weir, vice-president and secretary; S. D. Chittenden and Allen Weir, directors. The route described in the articles of incorporation is from the city limits of Juneau to city limits of Douglas. This company has filed two maps of its preliminary line. First, from Juneau to Douglas, 7.2 miles; filed December 28, 1906. Second, from Gastineau Channel to Silver Bow Basin; filed February 14, 1907.

#### ALASKA HOME RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: Henry D. Reynolds, president and trustee; Robert N. Cummings, vice-president, secretary, treasurer, and trustee. There is no route described in the articles of incorporation. This company has filed one map of preliminary line from Valdes up Lowe River, through Keystone Canyon, 20 miles; filed September 10, 1907; and one map of definite location of above line; filed November 2, 1907.

#### ALASKA COAST LINE RAILROAD COMPANY.

Incorporated under the laws of Alaska. Officers: E. B. Barthrop, president; A. A. Scotness, vice-president; George D. Schofield, secretary and treasurer; Conrad Siem, superintendent; and R. J. Sommers, chief engineer. There is no route described in the articles of incorporation. This company has filed one map of its preliminary line from Nome along coast of Bering Sea to United States military reservation on Port Clarence; filed November 6, 1907.

#### ALASKA SHORT LINE RAILWAY AND NAVIGATION COMPANY.

Incorporated under the laws of Washington. Officers: Charles E. Rensberg, president; M. Grant Hamilton, vice-president; George L. Aggers, secretary; Martin B. Bosworth, treasurer; Warriner E. Smith, chief engineer, and George Simmonds, general counsel. These officers are the directors of the company. The route described in the articles of incorporation is from Iliamna Bay at mouth of Cook Inlet, in a general northwesterly direction to Yukon River, near Anvik; thence to Bering Strait. This company has filed one map of its preliminary line from Cook Inlet on west side of Iliamna Bay, northwesterly to Anvik on Yukon River with certain branches, 369.02 miles, filed January, 1904; one map of amended preliminary line of above, filed May 23, 1907, and one map of definite location from Iliamna Bay northerly 20 miles, filed July 6, 1908. The general counsel of the company states that the stock of the corporation has been fully subscribed, but has not yet been apportioned or issued, so that the names of other stockholders can not be given, and that while no actual construction has been begun there has been expended in surveys and exploration about \$150,000.

#### BERING SEA COUNCIL CITY RAILWAY COMPANY.

Incorporated under the laws of New Jersey. Officers: John H. Habecker, president; James De Hart, vice-president; and Harry S. McCartney, secretary and treasurer. The route described in the articles of incorporation is from a point on Bering Sea in Alaska to Council City. This company has filed two maps of its preliminary line. First, from Nome to Council City; filed March 20, 1903. Second, from point opposite Chenik on Golofnin Bay along Fish and Neukluk rivers to point near Council City; filed December, 1903.

## CHILKAT AND YUKON RAILWAY COMPANY.

Incorporated under the laws of New Jersey. Officers: Fred S. Pearson, president; Milton G. Starrett, vice-president; Henry A. Robinson, treasurer; Walter P. Plummer, secretary; John T. Little, jr., and Louis E. Julian, directors. There is no route described in the articles of incorporation. This company has filed two maps of preliminary line. First, from Haines Mission to head of Klathena River; filed May, 1898; and second, from Portage Cove to source of Klathena River; filed February, 1899.

## COPPER RIVER AND NORTHWESTERN RAILWAY COMPANY.

Incorporated under the laws of Nevada. Officers: S. W. Eccles, president; W. Pierson Hamilton, vice-president; W. E. Bennett, secretary; D. H. Jarvis, treasurer; F. R. Raiff, assistant secretary; John Rosene, M. M. Perl, D. H. Jarvis, W. R. Rust, W. H. Bogle, W. Pierson Hamilton, S. W. Eccles, H. G. Currier, E. S. Pegrarn, W. B. Horn, J. K. MacGowan, William Sproule, M. K. Guggenheim, Stephen Birch, and W. E. Bennett, directors. The route described in the articles of incorporation is from a point near tide water in western Alaska tributary to the Copper River Valley, in a general northwesterly direction to a point in vicinity of Copper River copper fields and extensions in the general direction of Eagle City or Fairbanks, and branch lines. This company has filed 12 maps of its preliminary line. First, from Valdez, up Lowe River, through Keystone Canyon, 20 miles; filed October 25, 1907. Second, from Keystone Canyon to Ptarmigan Drop, 20 miles; filed November 16, 1905. Third, from Hayden Canyon on Lowe River through Marshall Pass to Copper River; filed December, 1905. Fourth, from Ptarmigan Drop along South and North Fork Teikhell River through Ernestine Divide, down Tonsina River to Copper River to mouth of Chitina River, 85 miles; filed May 26, 1906. Fifth, from mouth Tasmuna River up Copper River to Chitina River, thence up said river, Nizina and Kennicott rivers, 107 miles; filed May 26, 1906. Sixth, from Baird Glacier along Copper River through Abercrombie Canyon to point south of Childs Glacier, 10.605 miles; filed July, 1906. Seventh, from junction of Tasmuna and Coppers rivers southerly to Baird Glacier, 25.61 miles; filed December 15, 1906. Eighth, from Palm Point Beacon near Katalla to Bering Lake, 10.85 miles; filed January 26, 1907. Ninth, from Katalla northerly to Martin River, 12 miles; filed January 26, 1907. Tenth, along Bering River across Bering Lake and up Shepherd Creek; filed February 15, 1907. Eleventh, from Martin River to Copper River and Childs Glacier, 25.1 miles; filed February 21, 1907. Twelfth, from Kanak Island to point near Katalla; filed July 15, 1908. This company has also filed 10 maps of definite location and one map of amended definite location. First, from Valdez up Lowe River, through Keystone Canyon, 20 miles; filed June 20, 1905. Second, from mouth of Chitina River to Urantina River 20 miles along Copper River; filed December 18, 1906. Third, from mouth of Tasmuna River north along Copper River, 10 miles; filed January 7, 1907. Fourth, from point on Copper River near Spirit Mountain, southerly below Cleave Creek, 20.99 miles; filed December 26, 1906. Fifth, from point on Copper River

north of Miles Glacier, crosses said river between Childs and Miles glaciers, south 15 miles; filed December 26, 1906. Sixth, from Keystone Canyon through Marshall Pass, 20 miles; filed February 28, 1907. Seventh, from Katalla Bay to East Shore of Bering Lake, 12.6 miles; filed April 5, 1907. Eighth, from Katalla Bay up Copper River Valley, 29.8 miles; filed March 5, 1907. Ninth, Chitina River Branch from point on Kennicott Glacier to a point on Kennicott River, 11 miles; filed March 28, 1908. Tenth, from Valdez up Lowe River to Keystone Canyon, 20 miles; filed October 21, 1908; also one map of amended definite location from Palm Point Beacon to point on Bering River, 20 miles; filed March 28, 1908. The president of the company states that about 6 miles of this road have been completed.

## COPPER RIVER RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: H. Middaugh, president; Samuel Murchison, secretary and treasurer. The above officers are also trustees. The route described in the articles of incorporation is from a point near the mouth of Copper River to a point on Tanana River, near Fairbanks, and branch lines. This company has filed two maps of its preliminary line. First, from a point on Copper River, near the mouth of Kotsina River, southerly to Eyak Point, Orca Inlet, and Prince William Sound; filed February 19, 1906. Second, along Orca Inlet, 2.98 miles; filed September 7, 1906. The company has also filed two maps of definite location. First, from Copper River to Lake Charlotte, 33.1 miles; and second, from Orca Inlet to Tasmuna River, 82.43 miles; both filed January 15, 1907. The company has filed evidence of the construction of 22.19 miles of its road. The president of the Copper River and Northwestern Railway Company states that the Copper River Railway has been completed from Cordova to head of Abercrombie Rapids, a distance of 56 miles.

## CHILKAT INLET RAILWAY AND NAVIGATION COMPANY.

Incorporated under the laws of Washington. Officers: E. E. Billingham, president and trustee; Henry F. McClure, vice-president and trustee; Walter A. McClure, secretary and trustee; and M. W. Peterson, treasurer. There is no route described in the articles of incorporation. This company has filed one map of its preliminary line from Pyramid Harbor on Chilkat Inlet to point on boundary at crossing of Chilkat River; filed November, 1902.

## COOK INLET COAL FIELDS COMPANY.

Incorporated under the laws of West Virginia. Officers: Alfred Ray, president; Edward Anderson Ryon, vice-president; Clarence Eugene Lent, secretary and treasurer; A. N. Chandler, A. S. Chandler, C. E. Lent, E. A. Ryon, and W. B. Addison, stockholders. The route described in the articles of incorporation is from Homer, Coal Bay, Kenai Peninsula, Cook Inlet, Alaska, thence via shore line of Kachemack Bay and branch lines. This company has filed two maps of its preliminary line. First, from Kachemack Bay on Cook Inlet to point near Bluff Point, thence to Moose Station, 10.35 miles;

filed November, 1899. Second, from Homer Townsite, Kachemack Bay, westerly to Coal Creek, 7.396 miles; filed December 3, 1900; also one map of definite location of above line filed December 3, 1900, and one map of amended location of above, filed November 14, 1901.

#### CATALLA AND CARBON MOUNTAIN RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: Clark Davis, president; T. S. Lippy, vice-president; H. R. Harriman, secretary; John Schram, treasurer; Clark Davis, general manager; and W. P. Rodgers, chief engineer; Monroe B. Rankin, T. S. Lippy, John Schram, Clark Davis, H. R. Harriman, W. M. French, trustees. The route described in the articles of incorporation is from a point about 3 miles above the confluence of the Bering or Chilkat River with Canyon Creek to tidewater on Controller Bay; thence to the town of Catalla, and branch lines. This company has filed one map of its preliminary line from a point on Bering River near Chilkat northerly to a point on Canyon Creek, 23 miles; filed November 4, 1907; and one map of definite location from mouth of Bering River, Controller Bay, up said river 21.87 miles; filed October 26, 1908.

#### WESTERN ALASKA CONSTRUCTION COMPANY, NOW COUNCIL CITY AND SOLOMON RIVER RAILROAD COMPANY.

Incorporated under the laws of New Jersey. Officers: John R. Bowman, president; J. Warren Dickson, vice-president and general manager; William F. Krohmer, treasurer; Jacob A. Freund, secretary; J. A. Freund, Samuel P. Herron, William F. Krohmer, John Rycerson Bowman, and J. Warren Dickson, stockholders. The route described in the articles of incorporation is from a point near the mouth of Solomon River adjacent to Solomon City to a point adjacent to Council City. The company has filed two maps of its preliminary line from Council City along Fox River. Right branch Solomon River to Solomon City, 50.79 miles; filed February, 1903; and one from Nome City to Wheeler, 20 miles; filed June, 1904; also one map of definite location from point on Norton Sound near Dickson up Solomon River, 20 miles; filed January 3, 1905. New map of same line filed December 20, 1906.

#### CHILKOOT PASS TRANSPORTATION COMPANY.

Incorporated under the laws of West Virginia. Officers: Sam. Stone Bush, president; Atilla Cox, jr., secretary; Sam. Stone Bush, Edmund Tyron Halsey, Charles D. Lanier, C. C. Overton, and Atilla Cox, jr., stockholders. The route described in the articles of incorporation is from Dyea to Lake Lindermann over the Chilkoot Pass. This company has filed one map of its preliminary line from Dyea to Lake Lindermann; filed December, 1897.

#### CHILKOOT RAILROAD AND TRANSPORTATION COMPANY.

Incorporated under the laws of Washington. Officers: A. G. Avery, president. The route described in the articles of incorporation is from Dyea to Camp Linderman. This company has filed three maps

of its preliminary line from Dyea, through Canyon Camp, Sheep Camp, Chilkoot Pass to Crater Lake, 15.9 miles; filed September, 1897.

#### DYEA AND CHILKOOT RAILROAD COMPANY.

Incorporated under the laws of Washington. Officers: Michael King, president; T. B. Wallace, secretary. Michael King, T. B. Wallace, and Norman McLean, trustees. The route described in the articles of incorporation is from Lynn Canal, near Dyea, to summit of Chilkoot Pass. This company has filed one map of its preliminary line from Dyea to Chilkoot Pass, 15.38 miles; filed January, 1900; and one map of definite location of above line, filed July, 1901.

#### GOLOVIN BAY RAILROAD COMPANY.

Incorporated under the laws of California. Officers: A. H. Winn, president; J. Dennis Arnold, vice-president; Gordon Hall, secretary. These and P. J. Muller and H. G. Stevenson are the directors. The stockholders are the foregoing-named individuals and the Wild Goose Mining and Trading Company. The route described in the articles of incorporation is from a point near the junction of Neukluk River and Melsing Creek in a general northwesterly direction to a point on Ophir Creek near its junction with Crooked Creek and branch lines. This company has filed one map of its preliminary line from a point on Neukluk River near mouth of Melsing River to point on Ophir Creek near mouth of Crooked Creek, 10.427 miles, with branch line 3.388 miles; filed August, 1902. The road is  $7\frac{1}{2}$  miles in length and the company states that it is used principally for hauling supplies for the Wild Goose Mining and Trading Company; and alleges that the amount expended in surveys, preliminary work, actual construction and operation of the road is \$61,573.45, and that the road has no wharves or docks.

#### HAINES MISSION AND BOUNDARY RAILROAD COMPANY.

Incorporated under the laws of Washington. Officers: E. H. Morrison, president; C. E. Wynn-Johnson, vice-president; Frederick Bausman, second vice-president; Edward S. Byrnes, secretary; Lawrence Arnold, Alban Bunch, John Dalton, E. H. Morrison, and C. E. Wynn-Johnson, trustees. The route described in the articles of incorporation is from Lynn Canal at Haines Mission northwesterly along Chilkat River and Klehini River to Pleasant Camp. This company has filed one map of its preliminary line from a point on tide water at Haines Mission, northwesterly to international boundary, 41.35 miles; filed January 8, 1907.

#### HUBBARD-ELLIOTT COPPER MINES DEVELOPMENT COMPANY OF ALASKA.

Incorporated under the laws of Washington. Officers: H. Curtiss Elliott, president; H. P. Elliott, first vice-president; Charles G. Hubbard, second vice-president and general manager; A. J. Elliott, secretary; John T. Evans, treasurer; John P. Fay, general counsel; F. W. Bryan, S. R. Burch, Arthur W. Cutton, H. Curtiss Elliott, H. P. Elliott, J. G. Steever, John T. Evans, John P. Fay, Arthur

Faithorn, George H. Hising, J. H. Holden, G. L. Wilkinson, Charles G. Hubbard, C. K. Manter, C. F. Murphey, C. A. Piercy, J. E. Slocum, trustees. There is no route described in the articles of incorporation. This company has filed one map of its preliminary line from the mouth of Kotsinn River up said river to mouth of Elliott Creek, 17.41 miles; filed August 15, 1907.

#### JUNEAU, DOUGLAS AND TREADWELL RAILROAD COMPANY.

Incorporated under the laws of Washington. No list of officers given. The route described in the articles of incorporation is from Douglas City to Juneau. The company has filed one map of its preliminary line from Juneau, westerly along shore of Castineaux Channel, thence easterly to Douglas, 6.04 miles; filed October, 1902.

#### NORTON BAY AND YUKON RAILWAY AND NAVIGATION COMPANY.

Incorporated under the laws of Washington. Officers: Erwin Alonzo Gardner, president; Alfred Wintrode, secretary; James Reid Girling, John S. Sawrey, Erwin Alonzo Gardner, William H. Llewellyn, and Alfred Wintrode, trustees. The route described in the articles of incorporation is from some point on Norton Bay to and along and up the Yukon River. This company has filed one map of its preliminary line from Norton Bay to Yukon River at mouth of Koyukuk River, up Yukon River to mouth of Tanana River; filed May, 1898; and three maps of its preliminary line of practically the same route, 76.4 miles; filed October, 1898.

#### PACIFIC ALASKA TRANSPORTATION AND COAL COMPANY.

Incorporated under the laws of New Jersey. Officers: Roland Onffroy, president and treasurer; Louis S. Prossner, secretary and assistant treasurer; Charles W. Beaumont, assistant secretary. The route described in the articles of incorporation is from head of Portage Bay up Herendeen and Portage creeks to Herendeen Bay. From Northwest Harbor along Dorenoi and Mitrofanina creeks to mouth of Chignik River. This company has filed two maps of its preliminary line. First, connecting Herendeen and Portage bays, 15.187 miles; branch from Mine Harbor along Mine Creek, 1.393 miles. Second, from Northwest Harbor, Dorenoi Bay along Dorenoi Valley down valley of Mitrofanina Creek to mouth of Chignik River, 7.296 miles; both maps filed January, 1903.

#### PACIFIC AND ARCTIC RAILWAY AND NAVIGATION COMPANY.

Incorporated under the laws of West Virginia. Officers: Samuel H. Graves, president; Francke C. Elliott, secretary; Francis J. Cushing, treasurer. These officers with John W. Probert and F. H. Chrysler are the directors. The company states that its stock, except the directors' shares, is all held by the trustees under the trust deed or mortgage securing the bonds of the company and as collateral security for such bonds, the stock standing in the name of the trustee. The route described in the articles of incorporation is from head of Lynn Canal to Summit Lake. This company has filed three

maps of its preliminary line. First, from Skagway through White Pass to Lake Bennett, 45 miles; filed May, 1898. Second and third, along Lynn Canal or Skagway Bay, 0.58 miles; filed September 11 and October 12, 1907; also one map of amended preliminary line from Skagway to White Pass Summit, 19.641 miles; filed July, 1898. The company has also filed two maps of definite location of its line. First, from Skagway to White Pass Summit, 19.607 miles; filed February, 1899. Second, along Lynn Canal; filed October 6, 1908. According to the statement of the secretary of the company the road was constructed in 1898 from tidewater to the summit of White Pass at a cost of about \$1,800,000.

#### SEWARD PENINSULAR RAILWAY COMPANY

No articles or list of officers on file. Map shows constructed road from Nome up Nome River and Kruzgamepa River to Kuzitrin River, 74.2 miles. This company has filed one map of constructed road from Nome, up Nome River, past Salmon Lake, up Kruzgamepa River to Kuzitrin River, 74.2 miles; filed January 15, 1907.

#### TIN CITY AND ARCTIC RAILROAD COMPANY.

Incorporated under the laws of Washington. Officers: Ernest G. Rognon, president; S. V. Christ, vice-president; William Kingsley, secretary; James P. Glenson, treasurer; H. Dexter Horton, assistant secretary; and A. D. Rogers, general manager. The route described in the articles of incorporation is from Bering Sea between Port Clarence and Cape Prince of Wales to point near Schism Inlet. The company has filed one map of its preliminary line from Lost River on Bering Sea, northerly cross headwaters of Yankee River to Valley of Skookum Creek, down said creek to junction with Grouse Creek, 20 miles; filed November, 1904.

#### TRANSALASKAN RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: J. T. Cornforth, president. The route described in the articles of incorporation is from Iliamna Bay to Port Clarence. This company has filed one map of its preliminary line from Port Clarence to Norton Bay, to Unalaklik and Yukon rivers, to Lake Tikchik, to Iliamna Lake and to Cook Inlet, 800 miles; filed September, 1901; also one map of definite location from Iliamna Bay to Lake Ghink Kel Yesh, 20 miles; filed September, 1902.

#### TRANSALASKA RAILWAY COMPANY.

No articles or list of officers on file. This company has filed two maps of its preliminary line from Port Clarence to Iliamna Bay on Cook Inlet, 800 miles, and from Iliamna Bay to Iliamna Lake; filed September, 1901.

#### TANANA MINES RAILROAD COMPANY, NOW TANANA VALLEY RAILROAD COMPANY.

Incorporated under the laws of Maine. Officers: Falcon Joslin, president; B. L. Allen, vice-president; Peter Dudley, vice-president;

Harris A. Dunn, treasurer; H. B. Rettie, secretary; R. W. Taylor, assistant treasurer and assistant secretary; and H. M. Verrill, clerk; Falcon Joslin, B. L. Allen, Peter Dudley, C. D. Beebe, and W. Harris Roome, directors. Joslin, Dudley, and Allen, trustees, 3,000 shares of preferred stock; the same parties, 9,995 shares of common stock; Joslin, Allen, Dudley, Beebe, and Roome each one share of common stock. The route described in the articles of incorporation is from near town of Chena to Yukon River near Circle City. This company has filed two maps of its preliminary line. First, from Chena on Tanana River northeasterly to junction of Pedro and Gilmore Creeks, 19.819 miles; filed September, 1904. Second, from point on main line 5 miles north of Chena east to Fairbanks, 4.27 miles; filed March 10, 1905; also one map of definite location from Chena to junction of Pedro and Gilmore creeks, 20.87 miles, and branch line to Fairbanks, 4.80 miles; filed July 25, 1905. The Tanana Valley Railroad Company states that the Tanana Mines Railroad Company owned and operated about 26 miles of single-track road from Chena to Gilmore with a branch to Fairbanks at the time it succeeded to the rights; that since, in 1907, it constructed about 19.52 miles of additional main line from a point near Gilmore to Chutanika, with additional sidings, spurs, etc.; that the company now owns and operates about 45 miles of main line and three miles of auxiliary track, and that the amount so far expended on surveys, preliminary work, actual construction, and equipment is \$815,969.05.

## VALDEZ-YUKON RAILROAD COMPANY.

Incorporated under the laws of Virginia. Officers: W. F. Bay Stewart, president; John R. Miller, vice-president; Ambler J. Stewart, treasurer; Peter Stederoth, secretary; W. F. Bay Stewart, John R. Miller, Ambler J. Stewart, Charles H. Hutchins, J. W. B. Bausman, H. Barring, P. T. Watt, and Frank P. Lauer, directors; W. F. Bay Stewart, John R. Miller, Ambler J. Stewart, Charles H. Hutchins, J. W. B. Bausman, H. Barring, P. T. Watt, Frank P. Lauer, W. A. Lathrop, John Wells Hollenback, John T. Lenahan, Herman Simon, John P. Elkin, John B. Parsons, George W. Kipp, P. T. Watt, James Shand, William L. Watson, L. A. Watres, M. J. Martin, James E. Burr, David H. Carroll, H. N. Abererombie, W. S. Cahill, Howard E. Young, George R. Bedford, Andrew H. McClintock, and Alvin Markle, principal stockholders. The route described in the articles of incorporation is from Valdez up Lowe River through Thompson Pass to Eagle City. This company has filed one map of its preliminary line from Valdez Bay up Lowe River through Keystone Canyon to Promontory Point, 20 miles; filed June 1, 1906. It is stated by the company that it has undertaken the construction for the Valdez, Marshall Pass, and Northern Railroad Company of 125 miles of railroad; that up to this time a wharf 300 feet long with a warehouse erected thereon; one driveway 20 feet wide protected on either side by substantial railing, 1,500 feet on trestle; one railroad approach on trestle 1,800 feet connecting with wharf have been constructed, and that about 8 miles of grading has been done and 2 miles of rails laid.

## VALDEZ, COPPER RIVER AND TANANA RAILROAD COMPANY.

Incorporated under the Code of Alaska. Officers: C. G. Debney, president; James Fish, vice-president; Edmund Smith, secretary; Byram C. Tiffany, treasurer; George E. Baldwin, chief engineer; F. M. Brown, general attorney; and Alfred B. Isles and Walter W. Gollin, directors. The route described in the articles of incorporation is from Valdez up Lowe River to Copper River, thence to Eagle City. This company has filed one map of its preliminary line from Valdez up Lowe River to summit of Marshall Pass, 25.78 miles; filed May, 1903.

## VALDEZ AND NORTHERN RAILROAD COMPANY, NOW VALDEZ, MARSHALL PASS AND NORTHERN RAILROAD COMPANY.

Incorporated under the laws of New Jersey. Officers: Robert Gynne, jr., president; W. F. Bay Stewart, vice-president; Ambler J. Stewart, secretary and treasurer; Peter Stederoth, assistant secretary; Robert Gynne, jr., W. F. Bay Stewart, Ambler J. Stewart, Peter Stederoth, Herman Barring, directors; Herman Barring, Robert Gynne, jr., Francis A. Huck, Peter Stederoth, Ambler J. Stewart, W. F. Bay Stewart, stockholders. The route described in the articles of incorporation is from Valdez up Lowe River to Copper River, thence to Eagle City on the Yukon. This company has filed one map of its preliminary line from Valdez up Lowe River to Marshall Pass, 25.78 miles; filed April, 1904; also one map of definite location from Valdez to Marshall Pass, 26.2 miles; filed April 16, 1906. New map of preliminary location filed May, 1905.

## YAKUTAT AND SOUTHERN RAILWAY COMPANY.

Incorporated under the laws of Washington. Officers: Fred S. Stimson, president; J. T. Robinson, secretary and general manager; James Campbell, vice-president; these with Ed L. Terry, Ah Seung, and J. W. Clise comprise the stockholders. The route described in the articles of incorporation is from Monti Bay, arm of Yakutat Bay, southeasterly. This company has filed one map of definite location from point on Monti Bay southeasterly to point on Seetuk River, 9 miles; filed May 6, 1904; and one map of preliminary line as above, filed July 17, 1903. This company states that it has 12 miles of standard gauge road, constructed at an expenditure of about \$60,000.

## YUKON RIVER AND BERING STRAIT RAILROAD COMPANY.

No articles of incorporation filed, and no list of officers given. The company has filed a preliminary map of its line from Teller City, on Grantly Harbor, to Council City, on Fish River, with certain branches; filed January, 1901.

## YUKON RAILWAY COMPANY.

Incorporated under the laws of New Jersey. Officers: Frederick C. Farnham and Watson C. Squire, presidents; James McNaught, vice-president; Norman R. Smith, engineer, Calvin H. Hagan, chief

engineer; James P. McGovern, secretary. The route described in the articles of incorporation is from Skagway through White Pass to International Boundary. This company has filed one map of its preliminary line from Skagway through White Pass to Lake Bennett, 39½ miles; filed May, 1898.

YUKON MINING, TRADING AND TRANSPORTATION COMPANY.

Incorporated under the laws of West Virginia. Officers: Charles F. Hutchings, president. The route described in the articles of incorporation is from Taku Inlet along Taku River to international boundary. This company has filed one map of its preliminary line along Taku Inlet and River to international boundary line, 20 miles; filed May 1, 1898.

ALASKAN COAL AND COKE COMPANY.

Incorporated under the laws of California. Officers: J. T. Royles, president; Elmer W. Armfield, ———. This company has filed one map of its preliminary line from Yukon River along Washington Creek to California Creek, 10.08 miles; filed December, 1902.

TRANSALASKAN RAILWAY COMPANY.

No articles of incorporation filed, and no list of officers given. The company has filed a preliminary map of its line from Port Clarence to Iliamna Bay.

THE SETUCK COMPANY.

Incorporated under the laws of Washington. No list of officers on file. The route described in the articles of incorporation is from mouth of Ankow River to the Setuck River. This company has filed one map of its preliminary line from point between Ocean Beach and Ankow River near Ocean Cape, southerly to point near Setuck River and two spurs, 12 miles; filed January, 1903.

THE NORTHWESTERN RAILROAD COMPANY.

Incorporated under the laws of Arizona. Officers: C. Swenson, president; N. O. Murphy, first vice-president; Webster Street, second vice-president; Henry B. King, third vice-president; W. A. R. S. Stewart, secretary; J. H. Krehbiel, treasurer; H. I. Latham, Joseph C. Duff, and J. W. Piscitelli, directors. The route described in the articles of incorporation is from Nome City to Prince of Wales, and from Nome to Council City, to White Pass, to Vancouver, Washington. This company has filed one map showing pier and terminal grounds at Bering City.

WILD GOOSE RAILROAD COMPANY.

Incorporated under the laws of California. Officers: Charles D. Lane, president; Edw. J. McCutchen, vice-president and treasurer; A. H. Winn, secretary; C. W. Willard and P. J. Muller, directors. The route described in the articles of incorporation is from a point

near Nome, thence northerly to point where Anvil Creek leaves the mountains, and branches. This company has filed one map of its preliminary line from point near Anvil Townsite northeasterly 3.73 miles; filed August, 1900.

BERING RIVER RAILROAD COMPANY.

Incorporated under the laws of Washington. Officers: Clarence Cunningham, Miles C. Moore, Frederick Burbidge, H. C. Henry, and C. J. Smith, trustees. The route described in the articles of incorporation is from Kanak Island, northerly up Bering River Valley to point on Clear Creek. This company has filed one map of its preliminary line from Kanak Island, across Controller Bay, up Bering River to point on Clear Creek, 27.2 miles; filed March 17, 1908.

NEBRASKA, KANSAS AND GULF RAILWAY COMPANY.

Incorporated under the laws of Kansas. Officers: Edward Roemer, president; John Martin, vice-president; Francis S. Pecke, secretary, and Robert G. Weeks, treasurer. The foregoing officers, with James McKinstry, John P. Brisben, and William H. Dennison, are the directors. The route described in the articles of incorporation is from Nome City to Port Clarence in a northwesterly direction and from Nome City to Golofin Sound in a northeasterly direction, about 140 miles. The company has filed one map of its preliminary line from Nome to Port Clarence, and from Nome to Golofin Sound, 128.68 miles, known as Alaska and Cape Nome Railway; filed August, 1900. Also three maps of definite location. First, from Nome City to Bering City; second, from Nome to Golofin Sound, and third, from point on first line to point on second line; total length, 227.125 miles; filed July, 1901.

On December 5, 1908, the Director of the Geological Survey reported as to the railroads now being operated or under construction in Alaska, giving the names, present terminals, and approximate length as follows:

*Seward Peninsula.*—Seward Peninsula Railway from Nome to Shelton, 80 miles, with Paystreak branch of 0.5 miles. Council City and Solomon River Railroad from Council to Penelope Creek, 32.5 miles. Wild Goose Railway (shown by the records of this department to be Golofin Bay Railroad) from Council to Ophir Creek, 5 miles.

*Fairbanks.*—Tanana Valley Railroad from Fairbanks and Chena to Chantika, 46 miles.

*Kenai Peninsula.*—Alaska Central Railroad from Seward to point near head of Turnagain Arm, 53 miles.

*Copper River.*—Copper River and Northwestern Railway (should be Copper River Railway) from Cordova to Childs Glacier, 47 miles, with 11 more miles probably built since September 17. Copper River and Northwestern Railway has 3 or 4 miles constructed at Katalla.

*White Pass.*—White Pass and Yukon Railroad (formerly the Pacific and Arctic Railway and Navigation Company) from Skagway to White Pass, 20.4 miles.

*Yakutat Bay.*—Yakutat Southern Railway from Yakutat to Situk River, about 9 miles.

The director also reported that portions of the Council City and Solomon River and of the Alaska Central are out of repair and not

in use. The only official information this department has as to actual construction is that furnished by the director.

The following is a list of all mineral and coal entries made by any of the parties named in this report. You will note that the name of the entryman, date of entry, acreage, and status are given, with patent number, where patented. It is to be understood that locations of mining claims are not made of record in the Land Department, but are recorded in the local recording offices, and this department has no record until application for patent is made to the local land office and is transmitted here.

Henry Prather Elliott and eight others: Juneau mineral entry 14, September 18, 1903; Goodyear, etc., lodes, 84.723 acres; patent No. 39130. Juneau mineral entry 15, September 18, 1903; Copper King, etc., lodes, 41.322 acres; patent 39137.

Charles G. Hubbard and eight others: Juneau mineral entries 14 and 15 (above).

John Dalton and two others: Juneau mineral entry 11, June 22, 1903; Discovery placer, 10.334 acres; patent No. 38846. Juneau mineral entry 72, Mix, etc., placers, December 31, 1906, 60.147 acres; patent No. 45843. Juneau mineral entry 87, November 19, 1907; Hackley placer, 10.000 acres; patent No. 47215.

Hubbard Elliott Copper Mines Development Company: Juneau mineral entry 65, Guthrie, etc., lodes, June 8, 1906, 39.957 acres; patent No. 44897. Juneau mineral entry 66, Elizabeth lode, June 8, 1906, 20.661 acres; patent No. 44898. Juneau mineral entry 75, December 31, 1906, Copper Queen, etc., lodes, 179.830 acres; patent No. 45836. Juneau mineral entry 76, December 31, 1906, Marmot, etc., lodes, 50.230 acres; patent No. 45837. Juneau mineral entry 77, December 31, 1906, Castle, etc., lodes and mill site, 113.114 acres; patent No. 45866. Juneau mineral entry 78, December 31, 1906, Cliff, etc., lodes and mill site, 86.522 acres; patent No. 45867. Juneau mineral entry 79, December 31, 1906, Lawton, etc., lodes and mill site, 44.017 acres; patent No. 45868. Juneau mineral entry 80, December 31, 1906, Ralph J. lode, 10.286 acres; patent No. 46538. Juneau mineral entry 81, December 31, 1906, Unalita, etc., lodes and mill site, 130.005 acres; patent No. 45869.

Charles J. Smith: Juneau coal entry No. 3, February 26, 1907, 155.447 acres, patented.

Horace J. Henry: Juneau coal entry No. 4, February 26, 1907, 150.001 acres, pending.

Clarence Cunningham: Juneau coal entry No. 12, March 20, 1907, 150.241 acres, pending.

Frederick Burbidge: Juneau coal entry No. 23, April 23, 1907, 159.161 acres, patented.

Miles C. Moore: Juneau coal entry No. 26, April 23, 1907, 159.400 acres, pending.

W. V. Bluehart (no Jr.): Juneau coal application No. 70, made August 12, 1907, 159.720 acres. (Not entered.)

James C. Campbell: Coal application No. 126, survey 248.

Henry Prather Elliott, Charles G. Hubbard, and Hubbard-Elliott Copper Mines Development Company are connected with the Hubbard-Elliott Copper Mines Development Company of Alaska.

Charles J. Smith, Horace J. Henry, Clarence Cunningham, Frederick Burbidge, and Miles C. Moore are connected with the Berling River Railroad Company.

W. V. Bluehart is connected with the American and Canadian Transportation Company.

James C. Campbell is connected with the Yakutat and Southern Railway Company.

Very respectfully,

JAMES RUDOLPH GARFIELD, *Secretary.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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B-3

# Local

Section  
**B**

Saturday, March 26, 1994

## Railroad bill creates brouhaha in House

By KATE RIPLEY  
Staff Writer

JUNEAU—House members furiously stomped away from colleagues and reporters Friday during debate over a bill that would establish a railroad corridor from Fairbanks to the Seward Peninsula.

In the end, a minority-backed amendment to allow more public oversight in establishing the corridor was rejected, and action on the bill was postponed until Monday.

"Thank God this day is over," said Rep. Gail Phillips, R-Homer.

At issue in the bill, sponsored by Rep. Jeannette James, R-North Pole, is a paragraph that exempts certain groundwork for the corridor from laws that require public input into land-use decisions.

Minority Democrats argued the exemption would alienate the public and lead to lawsuits later. James and other Republicans



argued the bill already provides enough public notice under other laws. The bill wouldn't authorize construction of a railroad, they said, it would just define the route.

"It amazes me as I look around this body, I see very few people who have vision past next week," James told fellow lawmakers, responding to criticism of the bill.

"It's a very intelligent thing to put an authorization on the books for a corridor from Fairbanks to the Seward Peninsula."

Rep. Irene Nicholia, D-Tanana, doesn't think so.

"The vision of my district is they don't want a railroad going through their backyard," she said.

Subject to funding, the bill would allow the Department of Transportation to identify a proposed railroad route. Money for route studies and rights-of-way purchases would take another act of the Legislature unless grant money came from the federal government or another source.

Once a corridor is established, the Department of Natural Resources would immediately classify and reserve state land within the corridor for a railroad. That's the point where public hearings and oversight is crucial, Democrats argued.

After the amendment to require more public input was voted down, however, Democrats prepared to offer another amendment. Barnes then placed a "call" on the House, confining lawmakers to the building until 5 p.m.



JAMES

James was clearly agitated at the commotion over her bill. During an interview with radio reporter Bob Tkacz, James refused to answer questions and walked away.

"You're not questioning me, you're irritating me," she said.

The outbursts didn't stop there. During debate on the bill Friday night, Democrats again attempted to amend the bill but were voted down by the Republican majority. Minority Leader Fran Ulmer then called for a minority caucus, but

instead Barnes decided to hold the bill until Monday and adjourned the chamber.

That angered Rep. Mike Navarre, D-Kenai. He approached Barnes, they exchanged words out of earshot, and then started yelling at each other.

Navarre and Barnes were arguing over parliamentary procedure. Navarre claimed Barnes had no right to place a call on the House for an entire afternoon; Barnes claimed the procedure is done all the time.

"If she does it again, I will personally sue her," Navarre said, storming down the hall.

"You sue," Barnes said, hot on his heels. "Mike you're being a baby, as usual."

"No, you're being a baby," he shot back.

Barnes said she did not recess the House, but instead ordered an at-ease, which is allowed under a call.



## Actors give 'Hostage' strength

By JACK KNEECE  
Staff Writer

Fairbanks is lucky indeed that within the space of two weeks a pair

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## Local/State

News-Miner City Desk: 456-6664 (ext. 275)

# Railroad bill approved

By KATE RIPLEY  
Staff Writer

JUNEAU—A railroad bill that caused a raucous among lawmakers last Friday chugged quietly through the House Monday night.

The bill, sponsored by Rep. Jeannette James, R-North Pole, would allow the state to identify a railroad corridor from Fairbanks to the Seward Peninsula. The bill appropriates no money, but sets a policy that the state Department of Natural Resources will conduct corridor

identification should money become available.

Backers of a railroad to the peninsula have touted the benefits of a world-class port there, as well as greater access to minerals and other resources.

The bill first passed the House last week, then was reconsidered Friday. What started as debate over the bill however, turned into a partisan fight about parliamentary procedure between House Speaker Ramona Barnes, R-Anchorage, and minority Democrats.

Democrats offered an amendment to strengthen public oversight of land classifications and acquisitions of rights-of-way for the corridor, but were voted down and were not allowed to offer any additional amendments.

Minority Leader Fran Ulmer, D-Juneau, said Monday night there was little point in dragging on the debate. "Minds wouldn't be changed anyway," she said. James said she was pleased the bill got through the chamber. "I'm relieved. It's on its way to the Senate now," she said.

# Alaska Miner

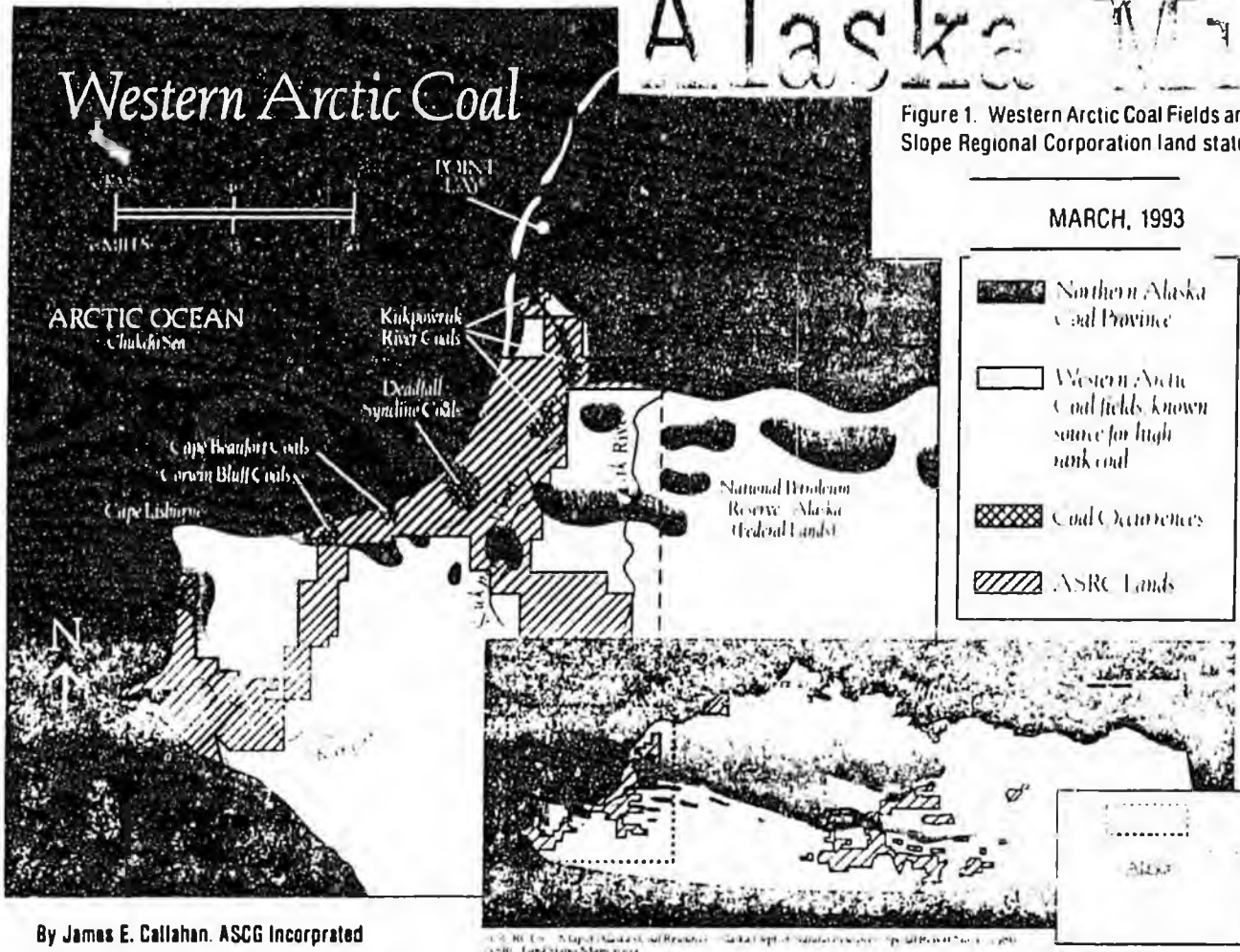


Figure 1. Western Arctic Coal Fields and Arctic Slope Regional Corporation land status.

By James E. Callahan, ASGC Incorporated  
 Steve W. Denton, Denton Civil & Mineral  
 Teresa A. Imm, ASGC Incorporated

**INTRODUCTION**

Located in northern Alaska is the Northern Alaska Coal Province (NACP), one of the largest coal provinces in the world. The NACP underlies approximately 30,000 square miles and extends 300 miles eastward from the Chukchi Sea. At the western end of the NACP lies the Western Arctic Coal Fields which contain hypothetical reserves of three billion tons of clean-burning, high-rank coal. The Western Arctic Coal Fields (figure 1), which lies outside the National Petroleum Reserve-Alaska boundary, is owned in large part by a private corporation, Arctic Slope Regional Corporation (ASRC). ASRC holds title to both surface and subsurface land and is working actively to market its coal deposits to the world.

**GEOLOGY**

Substantial bituminous coal resources are present in the Corwin Formation of the Nanushuk Group of Cretaceous age on the Arctic Slope of Alaska. The Corwin is a progradational fluvio-delta plain type deposit which thins in a southwest to northeast direction, from Corwin Bluffs reaching a zero edge south and southwest of Barrow. The

maximum measured thickness is in the type section at Corwin Bluff, where Chapman and Sable (1960) measured a 15,000 foot section. This figure was revised to 11,000 feet by Smiley (1969), based on repetition of floral zones resulting from faulting within the section. Elsewhere, large thicknesses of the upper part of the formation have been removed as a result of post-depositional uplift, deformation and erosion in the northern foothills belt of the Brooks Range. As a consequence of deep burial and subsequent exposure, the best quality coals (ie., with the greatest heating value) are exposed in the foothills, in broad east-west trending synclinal basins separated by complexly faulted anticlinal belts. In the present Arctic Coastal Plain of the National Petroleum Reserve-Alaska (NPR), near surface coals exhibit a steadily decreasing trend in heating values northward from the foothills toward the shoreline.

In the foothills of the western Arctic, west of NPR, relatively detailed investigations specifically oriented to evaluation of coal resources have focused on three areas: The Kukupowruk River, Cape Beaufort, and the Deadfall Syncline. On the Kukupowruk River about 30 miles from Point Lay, a 23 foot coal is exposed in the south limb of the Howard

Syncline. This coal has been extensively drilled and sampled in the immediate vicinity of the cutbank exposure, by private interests and by the U.S. Bureau of Mines (USBM) and the U.S. Geological Survey (USGS). However, information on its lateral extent and continuity is limited, particularly to the east. At Cape Beaufort, in the onshore portion of a synclinal basin, about 7,500 feet of the Corwin formation is present. The USBM and USGS conducted drilling and trenching operations in that area to evaluate several promising coals during the 1960's and 1970's. In 1982, exploratory work sponsored by the State of Alaska was begun on private lands of ASRC in the Deadfall Syncline northeast of Cape Beaufort.

At Cape Beaufort, the thickest known coal reaches a maximum thickness of approximately 17 feet, but it contains a thick zone of clay partings interbedded with high ash coal. Several other coal seams reach a thickness of 11 feet, these contain numerous clay partings and a high ash "bony" zone. One 11 foot seam appears to be free of thick partings and maintains its thickness for three miles or more along strike. However, dip angles along the southeast flank of the basin increase fairly rapidly from a minimum of about 15 degrees on the northeast to over 50 degrees at the

southwest end of the syncline. Dip angles increase quite rapidly downsection in the coal-bearing part of the Corwin Formation. These conditions are less favorable for conventional surface or underground mining.

It is the Deadfall syncline that currently holds the most promise for near-term development. The western extension of the Deadfall Syncline contains 7,000-8,000 feet of Corwin Formation, and known coals are generally comparable in thickness and quality to those coals at Cape Beaufort and the Kukpowruk River, with the added advantage of lower dip angles and dip-slope topography. Reconnaissance drilling funded by the State of Alaska in 1983 confirmed the presence of several thick coals in the axial plunge area of the basin. Exploratory work continued in 1984 by Howard Grey and Associates for Arctic Slope Consulting Engineers at both Cape Beaufort and the Deadfall Syncline. The purpose of the program was to evaluate sites for development of a small scale mining operation to provide coal as a substitute for fuel oil in western Alaska. Based on the 1984 work and preceding investigations, the Deadfall area was selected. In August, 1991, additional exploratory drilling was initiated by the Arctic Slope Consulting Group for the purpose of identifying a block of minable reserves large enough to develop for export. This included drilling to confirm the continuity and quality of an 18+ foot coal seam, and relatively deep drilling up- and down-section to begin to assemble a complete stratigraphic record through the coal-bearing section.

In the Deadfall Syncline, the thickest known coal seam, the K3 seam, reaches a maximum thickness of 18 feet. This maximum occurs near the axis of the syncline, where dips are less than 10 degrees over a broad area. Several other coals occur in the same part of the stratigraphic section at Deadfall Syncline. Two of these coal seams are found lower in the section, than the thick K3 seam, and reach thicknesses of greater than eight feet and 12 feet respectively on the north flank of the basin. The project area covers approximately 10% of the eastern end of the syncline (figure 2). Over 100 shallow to moderately deep (750 foot maximum) boreholes, as well as numerous auger holes have been drilled in the project area (figure 3). Drilling on the east end of the syncline has been used to establish the reserve base for future mining in the area. Recent boreholes have been logged using natural gamma and gamma density tools. These tools provide good resolution in coal beds and indicate the lithology of over- and underburden rocks (figure 4).

#### COAL QUALITY

The apparent rank of most unweathered samples of Nanushuk coals from the foothills basins of the central and western Arctic is high-volatile A to C bituminous, with heating

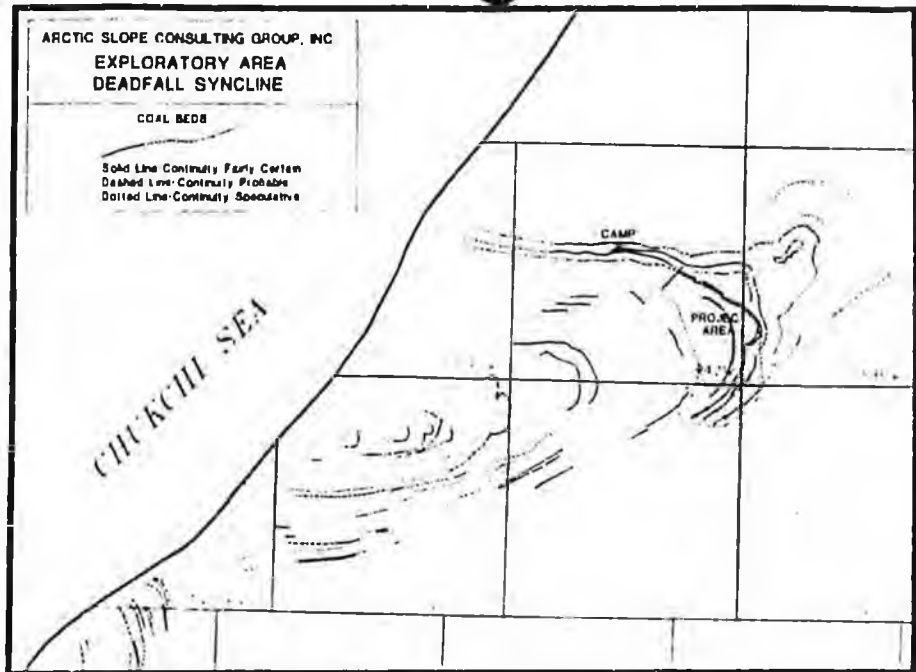


Figure 2 Exploration Area, Deadfall Syncline, Western Arctic Coal Project



Figure 3. Winter drilling operations at Deadfall Syncline.

values often exceeding 13,000 BTU's on a moist, mineral matter-free basis. Moisture contents are generally less than 7% for samples taken at depths of greater than thirty feet. Full seam ash contents vary, depending on the

number and thickness of partings, but the inherent ash contents (excluding partings) are generally less than 10%.

The K3 seam at Deadfall Syncline appears exceptionally clean, with a full-seam as-received weighted average ash content of about 6%. If a four foot, relatively high ash zone (14%) found at the top of the K3 seam, is excluded the remaining 13-14 feet averages less than 4%. Percent sulfur of the K3 coal seam ranges from .14% to .39% averaging .23% (figure 5). Analysis of samples from typical boreholes at Deadfall Syncline shows that the coal is an excellent steam coal and is suitable as a blending coal in the formation of coke. Sulfur dioxide emissions are less than a quarter (1/4) of the U.S. Environmental Protection Agency's standard of 1.2 pounds per million BTU's.

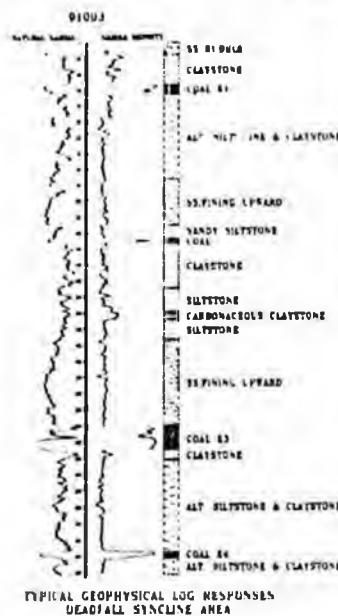


Figure 4. Typical geophysical log responses of coal seam within the Deadfall Syncline.

#### COAL QUALITY SEAMS K1, K3, AND K4\*

	K1	K3 (aver)	K4
Moisture	172	326	320
Ash	2039	721	421
Heating Value (Btu/lb)	11068	13078	13662
Total Sulfur	0.23	0.23	0.25
Rank	---	High Volatile A Bituminous	High Volatile A Bituminous

\* RESULTS FROM 1991 EXPLORATORY DRILLING PROGRAM

Figure 5. Table of coal quality analyses of coals in the Deadfall Syncline.

#### DEVELOPMENT PLANS

Development of the western Arctic coal resources will be a challenge, but should be relatively straight forward. The only significant impediment to development, that has been identified to date, is the necessity to deal with the arctic climate of the Chukchi Sea. The long

*Continued on page 17*

ice bound season and the heavy dependence of local residents on beluga whales for subsistence during the open water season are an impediment to shipping. However, the very factors which create these hurdles to development have a positive side.


Ledyard Bay, the nearest water body, is protected from the severe ice forces that create the immense pressure ridges typically associated with the Arctic Ocean. This opens up the potential of winter time operations for ice breakers and reduces the risks associated with building structures, such as offshore conveyors. The short open water season means that the time window for whale migration past the site is brief and mitigating impacts on them should be easily achievable.

Although the site is remote, the nearest national parks lands are approximately 50 miles away and national interest land impacts should not be an issue during development of this resource. The Deadfall Syncline is located in the foothills and impacts to coastal plains wetlands will be limited to those associated with the transportation system. Development of the western Arctic coal field can be accomplished in a fashion that will result in a very low level of adverse impact to the local environment. An Alaska Surface Coal Mining Permit has recently been issued for a small demonstration mine on the north limb of the syncline for extraction of 50,000 tons over a five year period.

Mining in the western Arctic coal field is expected to be more conventional than it will be unique. Although winters are long, the severity of the weather is moderated by proximity to the ocean. Minimum temperatures are higher than those experienced by Usibelli Coal Mine at Healy and the experience of the Red Dog Mine points to the likelihood that the western Arctic coals can be mined year round, with very little productivity loss due to weather. Pilot scale surface mining operations, that have been conducted to date, have shown that work can proceed during the full range of seasons and that typical surface mining practices for drilling, blasting and excavating can be employed. Because the area is within an "Arctic desert" zone, volumes of water that must be handled have been low and untreated water quality from the mine pit has been good.

Underground mining has not been studied to the same degree as surface mining, due to local availability of personnel trained in the use of surface-type mining equipment. However, the thickness, quality, continuity and structural simplicity of the deposit suggests that high efficiency underground mining should be well suited to many of the deposits. The major effects of weather will be mitigated by underground mining and environmental impacts would be reduced. However, the effect of permafrost on the behavior of rock types in the formation is largely unknown. We have identified only one coal mine in Spitsbergen, Norway as a possible analogue for underground mining in a permafrost environment. Therefore, large scale mechanized underground mining will probably be preceded by conventional surface and underground mining methods.

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- Chapman, R.M., and Sable, E.G., 1960, Geology of the Utukok-Corwin region, northwestern Alaska - Exploration of Naval Petroleum Reserve No. 4 and adjacent areas, northern Alaska, 1944-1953, Pt. 3, Area geology: U.S. Geological Survey Prof. Paper 303-C.
- Smiley, C.J., 1969, Floral zones and correlations of Cretaceous Kupukwuk and Corwin Formations, northwestern Alaska: AAPG Bulletin, v. 53, no. 10, pt. 1, p. 2079-2093. 

**Report Recd**  
**3/30/93**

*From: Mark Hickey*

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILES**

**STATE OF ALASKA LANDS SELECTION PROJECT**

**INITIAL SUBMISSION**

**SUBMITTED BY:**

**ROBERT S. HATFIELD, JR.  
PRESIDENT & CEO  
ALASKA RAILROAD CORPORATION**

**OCTOBER 16, 1991**

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILES

## STATE OF ALASKA LANDS SELECTION PROJECT

### INITIAL SUBMISSION

#### INTRODUCTION

The Alaska Railroad Corporation (ARRC) has prepared this package of corridor profiles for use by the Access Corridors Steering Committee. The information identifies thirteen separate corridors that may be needed for railroad extensions, or new, unconnected rail systems. The ARRC has reviewed its own files and other known information in the time available to prepare a summary of the most likely corridors that may be needed, or the most prominent routes identified for rail transportation purposes that may be valuable from a multi-use perspective.

Considerable work has been done over the last eighty years by primarily federal and state agencies to identify and locate possible rail expansion routes. The ARRC has attempted to sift through that body of information and present those corridors worthy of further scrutiny by the Access Corridors Steering Committee.

This is not an all inclusive list of every route or corridor ever identified for rail purposes. Nor is it intended to serve as a definitive statement, since there may be new, unidentified extension proposals worth assessment. No attempt has been made to prioritize as yet these routes from a rail perspective. It should also be noted that mere inclusion in this package is not meant to suggest that all or most of these routes will be needed for rail purposes.

Some of the corridors have been included because they could serve as major multi-modal transportation corridors connecting different areas of Alaska (e.g., the line to the Seward Peninsula; the Kuskokwim Extension). Others are included because they continue to remain as higher priority rail expansion prospects that may need to be developed (e.g., Nenana to Kobuk/Bornite/Ambler; Palmer North). Others have been included because considerable engineering information exists establishing the corridor's location irrespective of current justification for need (e.g., the North Slope Extension; the Canadian Border Extension).

Based on discussions with staff from the Office of the State Pipeline Coordinator, it was decided to submit more corridors than might have otherwise been the case so they would have the benefit of the available data. The ARRC does not expect or recommend that state land selections be pursued for any or all of these corridors on the basis of this submission. Clearly there are a number of issues and policy considerations to be addressed by the entire Steering Committee to determine the best course of action for the state's limited selection options.

## LIST OF CORRIDORS

The following list depicts the individual corridors included in the submission, with some indication whether the corridor has some engineering data to support location, versus merely a conceptual proposal.

<u>Corridor Number</u>	<u>Title</u>
001	Nenana to Tanana (Yukon River)
002	Tanana to Kobuk/Bornite/Ambler Mining District
003	Tanana to Deadhorse Airport
004	Tanana to Port Clarence (Teller), Seward Peninsula
005	Kobuk/Bornite to Cape Lisburne/Thetis Mine
006	Eielson Air Force Base to the Canadian Border
007	Western Alaska Routes*
008	Kuskokwim Extension
009	Kuskokwim Drainage Route*
010	Point Mackenzie Extension Beluga Coal Field Extension*
011	Palmer to Matanuska Coal Fields
012	Fire Island Extension
013	Kenai/Nikiski Extension*

(NOTE: \* Indicates corridors that are conceptual in nature, with little or no engineering data or activity to support actual route location.)

## PROFILE INFORMATION

Each corridor profile sheet includes information identifying the route's general alignment (if available); mileage estimate; survey information establishing location; recommended corridor width if known; whether material sites have been identified and located; the source document and other reconnaissance or survey studies supporting the recommended corridor; alternate alignments; and the location of plan and profile sheets if known.

Each corridor included has been developed as a stand-alone rail extension proposal. This means there is a minimal amount of overlap between some of the corridors identified. For example, Nenana to Tanana has been identified as a potential rail extension, and been presented as a stand-alone proposal in this package. There are several, additional routes that use the Nenana to Tanana extension as the first leg of a longer extension (e.g., Tanana to Deadhorse Airport; Tanana to Kobuk/Bornite/Ambler). These extensions share a common alignment from Tanana to Alatna. Portions of a corridor such as the Tanana to Alatna route have not been depicted as a stand-alone corridor, however, since that route would not be useful for rail purposes except as part of one of these longer extension proposals.

## MAPPING

As noted previously, there is little or no engineering data or activity to support a precise location for several routes. Additional maps with greater detail can be provided by ARRC engineering staff for many of these corridors if that proves necessary. In most cases, it will be possible to perform this work at the desired scale of 1:250,000.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 001.

**Corridor Title:** Nenana to Tanana (Yukon River).

**Route Description/Alignment:** The line leaves the existing railroad near Nenana and heads west and north to the Yukon River. Leaving Nenana the line passes just north of Black Bear Lake, then uses the Tanana River Valley to the Yukon River. Round Point, which is between the mouths of the Tanana and Tozima Rivers, is the Yukon River crossing location. A major bridge of about 3,600 feet would be required.

**Mileage:** 120 to 125 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e., USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

**Other Corridor/Reconnaissance Studies:**

- \* *Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*; U.S. Army; 1906 (general reconnaissance with some rail consideration).
- \* *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).
- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

- \* *Report on Location Investigation for the Northerly Extension of the Alaska Railroad from Nenana to the Yukon River in Vicinity of Rampart Dam Site (Dalton Study); NORTH Commission; 1968 (Nenana to Tanana/Yukon River winter field reconnaissance survey).*

**Alternate Alignment/Route(s):**

- \* *Dunbar to Tanana (Alaska Transportation Corridor Study; Berryhill Report; and Dalton Study).*
- \* *Fairbanks to Yukon River (Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska; Railroad Routes in Alaska; and Army Reconnaissance for Railroad or Highway West of Fairbanks).*

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 002.

**Corridor Title:** Tanana to Kobuk/Bornite/Ambler Mining District.

**Route Description/Alignment:** The line heads north from the Yukon River crossing at Round Point via the Tozitna and Mentanonti River Valleys passing near Norseman and Todatonten Lakes to the Koyukuk River at Alatna. The route then heads westward through the flood plain of the Alatna River, passing south of Norutak Lake and on into the Kobuk River Valley, ending at the Dahl Creek Airstrip near Kobuk.

**Mileage:** 273 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e., USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

**Other Corridor/Reconnaissance Studies:**

- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).
- \* *Report of the NORTH Commission*; the NORTH Commission; June 1970 (report did not analyze specific routes except Nenana to Tanana).

**Alternate Alignment/Route(s):**

- \* Dunbar to Bornite via Tanana and Kobuk (*Army Reconnaissance for Railroad or Highway West of Fairbanks; Berryhill Report*).
- \* Dunbar to Bornite via Bettles (*Alaska Transportation Corridor Study*).

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 003.

**Corridor Title:** Tanana to Deadhorse Airport.

**Route Description/Alignment:** The line heads north from the Yukon River crossing location at Round Point via the Tozitna and Mentanontli River Valleys passing near Norseman and Todatonten Lakes to the Koyukuk River at Alatna. The route then continues east and north along the Koyukuk River past Bettles and Coldfoot and up the Dietrich River to Dietrich Pass and the Chandalar Shelf in the Brooks Range. The line crosses the mountains using a 4.25 mile tunnel. Beyond the mountains, the route would move through the Atigun River Valley, across a 100-mile stretch of arctic plain, and along the Toolik and Sagavanirktok Rivers, terminating at the Deadhorse Airport near Prudhoe Bay.

**Mileage:** 461 miles.

**Survey Information:** Location based on controlled preliminary survey using state-of-the-art air photo interpretation, with additional air and ground reconnaissance. Control points were established in the field to 3rd order accuracy. Plan and profile drawings were prepared with a horizontal scale of 1" = 800' and a vertical scale of 1" = 80'. Air photo interpretation was based upon the U.S. Geological Survey photos of the area taken in the early and mid-1950's. Accuracy is limited by the base maps used (i.e., USGS quadrangle sheets at scales of 1:63,360 and 1:250,000 with contour intervals of 50 to 200 feet). These scales translate as 1-inch to 1-mile and 1-inch to 4 miles.

**Recommended Corridor Width:** 5-mile wide band based on aerial photography.

**Material Sites Identified/Located:** Yes.

**Source Document(s):** *Alaska Transportation Corridor Study*; Tudor-Kelly-Shannon Engineering Consultants; 1970 (performed for the Federal Highway Administration; U.S. Department of Transportation).

**Other Corridor/Reconnaissance Studies:** *Report of the NORTH Commission*; the NORTH Commission; June 1970 (report did not analyze specific routes except Nenana to Tanana).

**Alternate Alignment/Route(s):**

- \* Dunbar to Deadhorse via Bettles (*Alaska Transportation Corridor Study*).
- \* Bettles to Deadhorse via Anaktuvuk Pass Corridor (*Alaska Transportation Corridor Study*).
- \* Bettles to Deadhorse via North Fork (of the Koyukuk River) Corridor (*Alaska Transportation Corridor Study*).
- \* Tanana to Deadhorse via recommended route except for a longer Sag River alternate (*Alaska Transportation Corridor Study*).

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 004.

**Corridor Title:** Tanana to Port Clarence (Teller), Seward Peninsula.

**Route Description/Alignment:** The route generally follows the Yukon River Valley west from the Yukon River crossing near Tanana. The line passes just north of Galena and then through the mountain pass near the village of Koyukuk. The line goes southwest from this point across the Nulato River, along the Shaktolik River Valley, across the Ungalik and Inglutalik Rivers to a crossing of the Kwik River just north of Norton Bay. The remainder of the route follows the Kwiniuk River Valley to Council and then on to Port Clarence (Teller).

**Mileage:** 576 miles.

**Survey Information:** This route was developed by the U.S. Army during World War II, with the intent of connecting the existing surface transportation system of interior Alaska with ports on Alaska's west coast. Apparently a considerable amount of actual route location and survey work was conducted on all or major portions of this alignment and several alternatives. Alaska Railroad Corporation personnel have been unable as yet to discover any plan and profile sheets. However, Mr. Cliff Fugelstad, former Chief Engineer of the Alaska Railroad, and Mr. Mark Hickey, ARRC consultant, have some of the detailed information depicting this work.

**Recommended Corridor Width:** Unknown, but probably not addressed based on review of available records.

**Material Sites Identified/Located:** Unknown, but probably not addressed based on review of available records.

**Source Document(s):**

- \* *Army Reconnaissance for Railroad or Highway West of Fairbanks*; U.S. Army; June 1942 (major assessment of several east/west corridors).
- \* *Berryhill Report*; U.S. Army; 1943 (rail route location survey - Dunbar to Port Clarence via Tanana).

**Other Corridor/Reconnaissance Studies:** *Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*; U.S. Army; 1906 (general reconnaissance with some rail consideration).

**Alternate Alignment/Route(s):**

- \* Fairbanks to Council City (*Richardson Reconnaissance and Survey for a Land Route from Fairbanks to Council City, Alaska*).
- \* The 1942 *Army Reconnaissance for Railroad or Highway West of Fairbanks* addressed a number of alternate routes, including branch lines to Golovin Bay, Nome, St. Michael and Unalakeet. Alternate routes for a line from Fairbanks to Kotzebue or Deering were also identified and assessed, including a more northerly route using the Tozitna and Kobuk River Valleys.

**Location of Plan & Profile Sheets:** None found at ARRC Headquarters; copies available from Mr. Fugelstad, former ARR Chief Engineer, and Mr. Hickey, ARRC consultant.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 005.

Corridor Title: Kobuk/Bornite to Cape Lisburne/Thetis Mine.

**Route Description/Alignment:** Alignment heads west from Bornite crossing the Ambler River and then along the north bank of the Kobuk River. The route continues west along the south foothills of the Baird Mountains, across the Noatak River immediately north of Kotzebue, then north through the DeLong Mountains using the Kukpowruk River Valley. The line terminates at the Thetis Mine near Cape Lisburne on the Arctic Ocean.

Mileage: 361 miles.

**Survey Information:** Proposed corridor is based on drawing of a probable alignment on USGS quad maps (Scale 1:250,000). Work was performed under the direction of Mr. Cliff Fugelstad, former Alaska Railroad Chief Engineer. Apparently no other engineering data is available.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** USGS quad maps (Scale 1:250,000) prepared by the Alaska Railroad's Engineering Department circa 1970 - 1975.

**Other Corridor/Reconnaissance Studies:** None identified.

**Alternate Alignment/Route(s):** None identified.

**Location of Plan & Profile Sheets:** USGS quad sheets located at Engineering Department; Alaska Railroad Corporation.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
**STATE OF ALASKA LANDS SELECTION PROJECT**

**Corridor Identification Number:** 006

**Corridor Title:** Eielson Air Force Base to the Canadian Border.

**Route Description/Alignment:** The proposed alignment takes off from the existing spur line to Eielson Air Force Base, running southeast between the Richardson Highway and the Tanana River, then crossing that river near Flag Hill. The line then heads southeast up the Tanana River Valley, crosses the confluence of the Tanana and Delta Rivers, passes just south of Delta Junction, and generally parallels the Alaska Highway north of Tok and Tetlin Junction. The line then leaves the Alaska Highway and heads northeast through the Ladue Summit and along the Ladue River to the Canadian Border.

**Mileage:** 271 miles.

**Survey Information:** Considerable work has been performed by the Alaska Department of Transportation & Public Facilities in the late 1970's and early 1980's to identify and locate a specific route. This includes full control and centerline surveys, with some tying of section and property corners.

**Recommended Corridor Width:** 300 feet.

**Material Sites Identified/Located:** Considered, but apparently not identified.

**Source Document(s):** *Alaska Railroad Extension - Route Selection Project #X20089, Eielson to Canadian Border*; Alaska Department of Transportation & Public Facilities; June 1979 and April 1982 Update (detailed route reconnaissance and survey tying down a precise corridor). (NOTE: The portions of right-of-way crossing federal and state lands were applied for by the state in the early to mid-1980's; however, apparently no final actions occurred to reserve the requested right-of-way.)

**Other Corridor/Reconnaissance Studies:**

- \* *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913; (major U.S. government railway route assessment).
- \* Some consideration for route in 1942/1943 route reconnaissance and survey work performed by the U.S. Army.
- \* There are other studies addressing the feasibility of the proposed route, but none that identified a specific corridor.

**Alternate Alignment/Route(s):** Haines to Fairbanks (*Railroad Routes in Alaska*).

**Location of Plan & Profile Sheets:** Northern Region Division of Design & Construction; Alaska Department of Transportation & Public Facilities.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 007.

Corridor Title: Western Alaska Routes (Golovin Bay/Cape Darby to Western Seward Peninsula and western portions of the Brooks Range, with a branch from Selawik to Kobuk).

Route Description/Alignment: There is no evidence of any engineering work to support this proposal. This alignment is conceptual only, starting at the Golovin Bay/Cape Darby area on the southern coast of the Seward Peninsula, heading north to numerous mineral deposits (coal in particular) in the western portions of the Brooks Range. A branch line between Selawik and Kobuk has also been suggested to access the Ambler mineral belt. Portions of the Kobuk to Cape Lisburne alignment might be useful for part of this route. Additional branch lines accessing the northern part of the Seward Peninsula also been suggested as part of this concept.

Mileage: Main route - 400 miles (plus/minus); Selawik to Kobuk - 150 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

Source Document(s): *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals).

Other Corridor/Reconnaissance Studies: No known activity, although the Arctic Slope Regional Corporation has looked recently at some access alternatives as part of developing coal deposits. The Alaska Industrial Development and Export Authority (AIDEA) is just beginning an effort to determine the most feasible transportation system to support additional resource development activity in Northwest Alaska.

Alternate Alignment/Route(s): Brooks Range to Kivalina, or an adjacent port site closer to mineral deposits (based on general review of economic considerations and AIDEA's experience developing the Red Dog Mine Project).

Location of Plan & Profile Sheets: No known material available.

**ALASKA RAILROAD CORPORATION CORRIDOR PROFILE**  
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**Corridor Identification Number:** 008.

**Corridor Title:** Kuskokwim Extension.

**Route Description/Alignment:** The line leaves the existing alignment of the Alaska Railroad where it crosses Willow Creek (approximately Milepost 187), and crosses the Susitna River Valley to the confluence of the Skwentna and Yentna Rivers. The route then follows the north bank of the Skwentna and Happy Rivers through Rainy Pass and on to McGrath with an alignment generally parallel to Dalzell Creek and the south fork of the Kuskokwim River.

**Mileage:** 229 miles.

**Survey Information:** The Alaska Engineering Commission conducted a general reconnaissance survey in 1914 with accompanying mapping. Location was determined by solar and celestial observation methods. Apparently no control points were established.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** Captain McPherson's *Reconnaissance Survey*; Alaska Engineering Commission; 1914.

**Other Corridor/Reconnaissance Studies:** *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).

**Alternate Alignment/Route(s):** Alaska Railroad Commission work suggested a partial alternative to the alignment through Rainy Pass.

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation.

ALASKA RAILROAD CORPORATION CORRIDOR PROFILE  
STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 009.

Corridor Title: Kuskokwim Drainage Route.

Route Description/Alignment: There is no evidence of any engineering work to support this proposal. This alignment is conceptual only, starting at McGrath on the Kuskokwim River and generally following the Kuskokwim drainage to tidewater near Cape Newenham on Kuskokwim Bay. This line would serve as an outlet for numerous strategic and critical mineral deposits and timber in the general vicinity of the proposed route.

Mileage: 400 miles (plus/minus).

Survey Information: No known material available.

Recommended Corridor Width: Not established.

Material Sites Identified/Located: No.

Source Document(s): *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals).

Other Corridor/Reconnaissance Studies: None identified.

Alternate Alignment/Route(s): None identified.

Location of Plan & Profile Sheets: No known material available.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 010.

**Corridor Title:** Point Mackenzie/Beluga Coal Field Extensions.

**Route Description/Alignment:** The Point Mackenzie route leaves the existing line at Willow and heads southwest, threading its way between lakes and wetlands just west of the Nancy Lake Recreation Area and the Little Susitna River. The line continues south along the westerly boundary of the State Agricultural Lands, and then turns east to the terminus at Point Mackenzie. This is also the same alignment proposed for the north end if a railway is constructed with the Knik Arm crossing proposal. A different extension proposal in the same general vicinity would extend the line from a location near Pittman into the Beluga Coal Fields to the southwest.

**Mileage:** Point Mackenzie - 44 miles; Beluga - 70 miles (plus/minus).

**Survey Information:** Unable to determine level of activity performed to locate these routes. It appears the Matanuska-Susitna Borough has conducted some level of survey activity to support route location work.

**Recommended Corridor Width:** Apparently not established.

**Material Sites Identified/Located:** No information located.

**Source Document(s):** *Reconnaissance Report - Alaska Railroad Extension to Point Mackenzie*; Bomhoff & Associates, Inc.; January 1982 (preliminary reconnaissance report performed for the Matanuska-Susitna Borough). The Beluga Extension was assessed in various studies conducted for the Diamond Alaska Coal Company.

**Other Corridor/Reconnaissance Studies:** *Knik Arm Railroad Crossing Feasibility Study*; Alaska Transportation Consultants, Inc.; July 1984 (part of a major Knik Arm Feasibility Study performed for the Alaska Department of Transportation and Public Facilities).

**Alternate Alignment/Route(s):** Willow to Anchorage via Knik Arm Crossing (*Knik Arm Railroad Crossing Feasibility Study*).

**Location of Plan & Profile Sheets:** Data available is apparently held by the Public Works Department; Matanuska-Susitna Borough.

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 011.

**Corridor Title:** Palmer to Matanuska Coal Fields (via Sutton).

**Route Description/Alignment:** This route would follow the old Alaska Railroad alignment to the extent possible. Pursuant to the Alaska Railroad Transfer Act, the Alaska Railroad Corporation received a warranty of at least an exclusive-use easement for the line as far as Sutton, then a quit claim deed for the remaining rights-of-way to the east and north. There has not been any recent engineering work to identify possible alignments other than in relation to the Wishbone Hill Coal Project.

**Mileage:** 40 miles (plus/minus).

**Survey Information:** Considerable data exists based on actual line location information held by the Alaska Railroad Corporation and the Bureau of Land Management.

**Recommended Corridor Width:** 200 feet (if available).

**Material Sites Identified/Located:** Yes, but in most cases these holdings may not be available for use.

**Source Document(s):** Alaska Engineering Commission and Alaska Railroad engineering records.

**Other Corridor/Reconnaissance Studies:** *Railroad Routes in Alaska*; Alaska Railroad Commission; 1913 (major U.S. government railway route assessment).

**Alternate Alignment/Route(s):** None identified.

**Location of Plan & Profile Sheets:** Engineering Department; Alaska Railroad Corporation (some of this information may be held in archives).

# ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

## STATE OF ALASKA LANDS SELECTION PROJECT

Corridor Identification Number: 012.

Corridor Title: Fire Island Extension.

**Route Description/Alignment:** Little detailed engineering work has been located to support a specific alignment for this proposal. One proposal depicts the line on an alignment leaving the existing branch line to Anchorage International Airport, crossing under or going around the North-South Runway, and then following the proposed causeway out to Fire Island. Another alternative would leave the existing line near Dimond Boulevard, passing between Anchorage International and Kincaid Park, and then out to Fire Island.

**Mileage:** 7 miles.

**Survey Information:** No known material available.

**Recommended Corridor Width:** Apparently not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** *The Alaska Railroad and its Future*; Commonwealth North; April 1988 (general assessment of long-term roles for the Alaska Railroad, including identification of several expansion proposals). Some initial engineering activity to support route location has been performed by the Alaska Department of Transportation & Public Facilities and the Municipality of Anchorage. ARRC records do not contain this information presently.

**Other Corridor/Reconnaissance Studies:** None identified.

**Alternate Alignment/Route(s):** None identified.

**Location of Plan & Profile Sheets:** No known material available, except preliminary work noted above. The Public Works Department; Municipality of Anchorage would be the best source for additional information.

## ALASKA RAILROAD CORPORATION CORRIDOR PROFILE

### STATE OF ALASKA LANDS SELECTION PROJECT

**Corridor Identification Number:** 013.

**Corridor Title:** Kenai/Nikiski Extension.

**Route Description/Alignment:** There is no evidence of any substantial engineering work to support this proposal. One proposal would create a rail line to connect the Port of Seward and the petrochemical facilities at Nikiski north of Kenai via Moose Pass. Another version would connect Nikiski with Anchorage via a Turnagain Arm crossing. A line extending from Moose Pass would probably follow a large portion of the existing right-of-way for the Sterling Highway to Kenai and then proceed north to Nikiski.

**Mileage:** Moose Pass to Nikiski - 80 miles (plus/minus).

**Survey Information:** No known material available.

**Recommended Corridor Width:** Not established.

**Material Sites Identified/Located:** No.

**Source Document(s):** Apparently some work was performed by engineering staff at the Alaska Railroad during the 1950's and 1960's to identify potential alignments using aerial photography and drawing a probable alignment on USGS quad maps. No detailed information supporting this work has been located.

**Other Corridor/Reconnaissance Studies:** None identified.

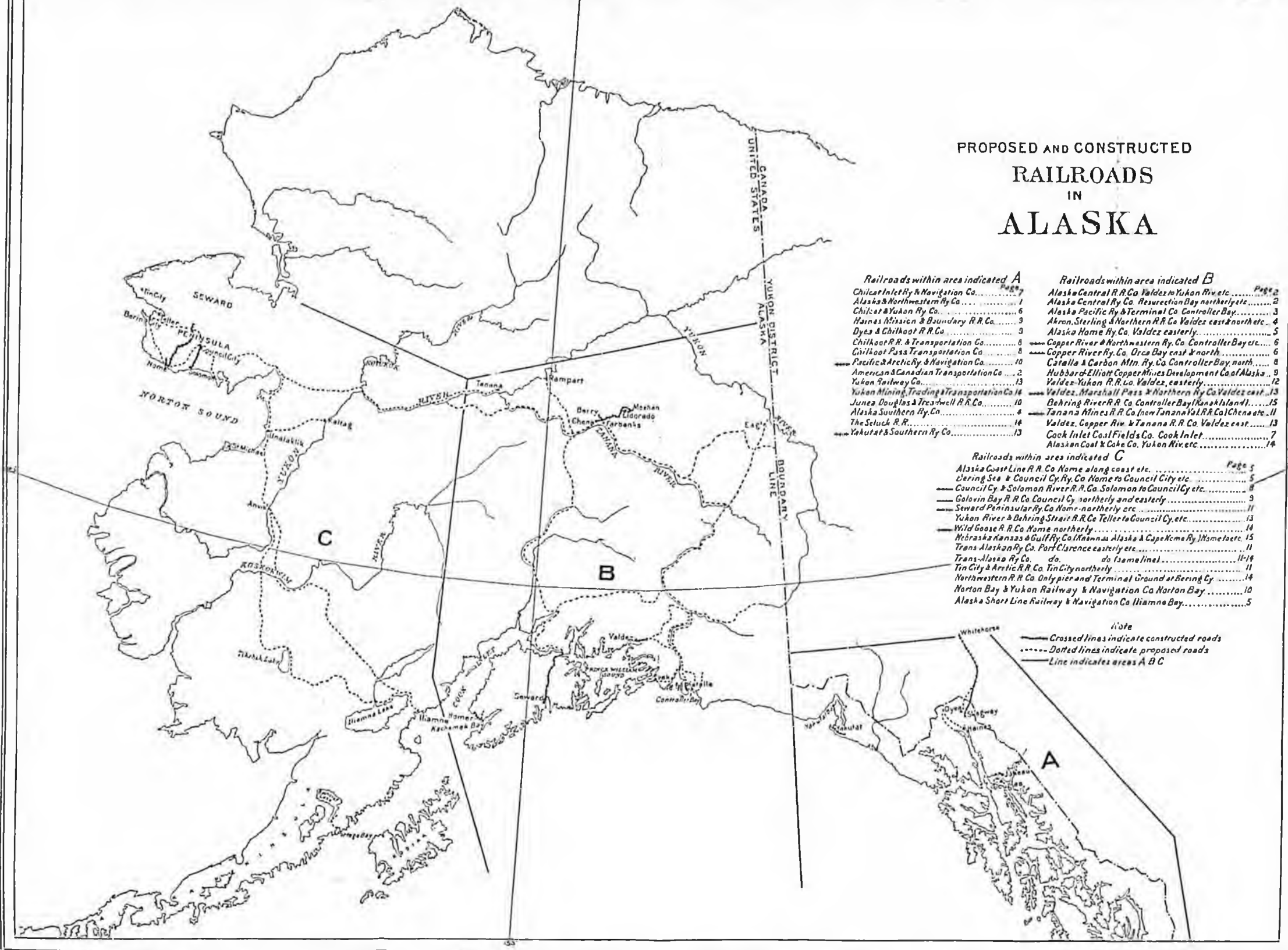
**Alternate Alignment/Route(s):** Anchorage to Nikiski via Turnagain Arm.

**Location of Plan & Profile Sheets:** No material found; USGS quad sheet maps may be held in Alaska Railroad archival records.



**THE FOLLOWING DOCUMENT  
HAS NOT BEEN FILMED  
BUT IS AVAILABLE IN THE  
ORIGINAL FILE**

# PROPOSED AND CONSTRUCTED RAILROADS IN ALASKA



Railroads within area indicated <b>A</b>		Railroads within area indicated <b>B</b>	
Chilkat Inlet Ry. & Navigation Co. ....	Page 7	Alaska Central R.R. Co. Valdez to Yukon River etc. ....	Page 2
Alaska & Northwestern Ry. Co. ....	1	Alaska Central Ry. Co. Resurrection Bay northerly etc. ....	2
Chilkat & Yukon Ry. Co. ....	6	Alaska Pacific Ry. & Terminal Co. Controller Bay. ....	3
Haines Mission & Boundary R.R. Co. ....	9	Akron, Sterling & Northern R.R. Co. Valdez east & north etc. ....	4
Dyea & Chilkoot R.R. Co. ....	9	Alaska Home Ry. Co. Valdez easterly. ....	5
Chilkoot R.R. & Transportation Co. ....	8	Copper River & Northwestern Ry. Co. Controller Bay etc. ....	6
Chilkoot Pass Transportation Co. ....	8	Copper River Ry. Co. Orca Bay east & north. ....	6
Pacific & Arctic Ry. & Navigation Co. ....	10	Catalla & Carbon Mtn. Ry. Co. Controller Bay, north. ....	8
American & Canadian Transportation Co. ....	2	Hubbard-Elliott Copper Mines Development Co. of Alaska. ....	9
Yukon Railway Co. ....	13	Valdez-Yukon R.R. Co. Valdez, easterly. ....	12
Yukon Mining, Trading & Transportation Co. ....	14	Valdez, Marshall Pass & Northern Ry. Co. Valdez east. ....	13
Junea Douglas & Treaswell R.R. Co. ....	10	Behring River R.R. Co. Controller Bay/Kanok Island I. ....	15
Alaska Southern Ry. Co. ....	4	Tanana Mines R.R. Co. (now Tanana Val R.R. Co.) Chena etc. ....	11
The Seluck R.R. ....	14	Valdez, Copper Riv. & Tanana R.R. Co. Valdez east. ....	13
Yukut & Southern Ry. Co. ....	13	Cook Inlet Coal Fields Co. Cook Inlet. ....	7
		Alaskan Coal & Coke Co. Yukon Riv. etc. ....	14
<b>Railroads within area indicated <b>C</b></b>		<b>Page 5</b>	
Alaska Coast Line R.R. Co. Nome along coast etc. ....	5		
Behring Sea & Council Cy. Ry. Co. Nome to Council City etc. ....	8		
Council Cy. & Solomon River R.R. Co. Solomon to Council Cy. etc. ....	8		
Golovin Bay R.R. Co. Council Cy. northerly and easterly. ....	9		
Seward Peninsular Ry. Co. Nome northerly etc. ....	11		
Yukon River & Behring Strait R.R. Co. Teller to Council Cy. etc. ....	13		
Wild Goose R.R. Co. Nome northerly. ....	14		
Nebraska Kansas & Gulf Ry. Co. (Kenness Alaska & Cape Nome Ry.) Nome to etc. ....	15		
Trans-Alaskan Ry. Co. Port Clarence easterly etc. ....	11		
Trans-Alaska Ry. Co. do. do. (same line). ....	11-14		
Tin City & Arctic R.R. Co. Tin City northerly. ....	11		
Northwestern R.R. Co. Only pier and Terminal Ground at Behring Cy. ....	14		
Norton Bay & Yukon Railway & Navigation Co. Norton Bay. ....	10		
Alaska Short Line Railway & Navigation Co. Iliamna Bay. ....	5		

Note  
 ——— Crossed lines indicate constructed roads  
 ..... Dotted lines indicate proposed roads  
 ——— Line indicates areas A B C