

Vol. 2, No. 8

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— Special Souvenir Edition —



ODE TO ALASKA HIGHWAY

Canalaska, Athabaska, Dawson City, Nome!
Do they thrill you as they thrill me, and call your feet to roam?
Athabaska, Canalaska, Dawson City, Nome!
They stir longings in my very heart for ways I've never known.

Canalaska, Athabaska, Peace and Yukon, too;
The new road shows to heathen men what Christian men can do;
It's a symbol and a warning to that black-hearted race
That drives a dagger in your heart while smiling in your face.

Oh! The Canalaska Highway leads to far Attu,
To Dutch Harbor and the Aleutians in a sea more grey than blue;
For 1600 mountain miles, from the prairie to the sea,
It's the road that freedom travels that the helpless may be free.

Canalaska, Athabaska, Whitehorse and Great Bear,
Mackenzie and the Yellowknife — They're all up there!
There's music in those lovely names—Can't you hear them call?
But the Canalaska Highway is the loveliest of all.

By Miss Hazel A. McEwan
Toronto, Canada



This Special Souvenir Edition

is dedicated to

BRIGADIER GENERAL JAMES A. O'CONNOR
COMMANDING GENERAL, NORTHWEST SERVICE COMMAND



General O'Connor at his desk in the Northwest Service Command Headquarters

OUR GENERAL AND BUILDER

THE MAN who has contributed more to the Alaska Highway, perhaps, than any other is Brigadier-General James A. O'Connor. He was among those troops which came to the Northwest when it was nothing but a wilderness. He personally led the bulldozers, stamping and chewing, into the British Columbia and Yukon forests. He bridged swift mountain streams with timbers from the very forests through which he was scratching.

As "Colonel" O'Connor he was in charge of the early building of the southern half of the Alaska Highway, from the western Canadian plains on across the Rocky Mountains to the airport at Watson Lake; and later of the entire Highway from Dawson Creek to Fairbanks, Alaska.

On October 25, 1942, he closed the gap of the trail; the Alaska Highway came into existence. For the first time in the history of man, there was an overland route from one extreme of the North American continent to the other. There was a land passage from the United States to its "island" possession, Alaska. Through the co-operation of the Canadian Government, the Japanese threat to the key to the Pacific was alleviated.

The Northwest Service Command with headquarters at Whitehorse, Yukon Territory, was set up to supervise all the U. S. Army projects in

the Northwest. Colonel O'Connor was chosen to head the command. Soon thereafter he was promoted to the rank of Brigadier General.

The Alaska Highway was, of course, the most integral part of the Northwest Service Command; it was the backbone.

General O'Connor saw the Alaska bulldozer trail grow into a military road. He saw the washed-out temporary bridges replaced by spans of steel. He saw the mighty Peace River bridged in eighteen weeks. He saw relay stations and camps turn from "tent cities" and rough shelters which were hurriedly constructed to shut out the fierce cold, turn to modern little "villages" along the Alaska Highway. These little "villages" were complete with well-equipped garages, inspection sheds, mess halls, and heated barracks.

General O'Connor met the Arctic northlands where no white man had trod; he scrambled his way through heavy undergrowth, slushed through knee-deep muskeg; he hedge-hopped by plane over the tips of giant spruce trees and mountain peaks to find a passage; without so much as a chair to sit on, he set up his Service Command Headquarters. He is an outstanding pioneer for the far Northwest. In the short time of two years, he saw the untamed North country subdued and conquered.

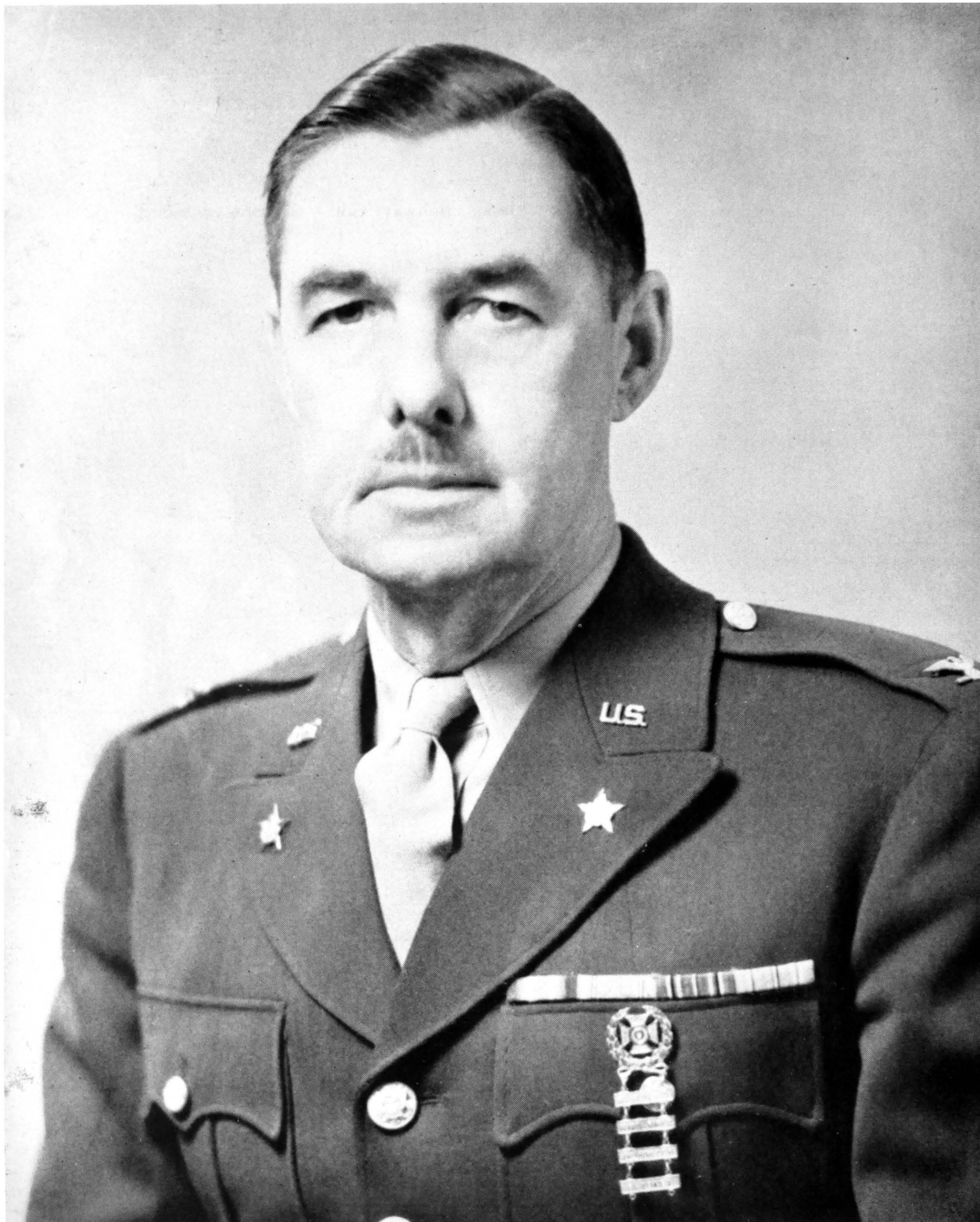


COLONEL KENNETH B. BUSH, G. S. C.

CHIEF OF STAFF
NORTHWEST SERVICE COMMAND

Colonel Bush was born May 4, 1893, in Quincy, Ill. He has served in the Adjutant General's Office, completing numerous tasks of great responsibility. Headed Civilian Conservation Corps for Illinois, Michigan, and Wisconsin for five years. He has important role

in the administration of soldiers' bonus; was Adjutant General with Lt. Gen. G. S. Patton, Jr., in the Armored Corps and Desert Training Center; played a key part in the organization of Northwest Service Command.



COLONEL CARYL R. HAZELTINE, G. S. C.

DEPUTY CHIEF OF STAFF
NORTHWEST SERVICE COMMAND

Colonel Hazeltine was born February 5, 1895, in Corvallis, Ore. Formerly an Infantry officer, he has served in the Quartermaster Corps in many important capacities, receiving high praise for his supervision and direction of construction of many Army camps

and cantonments. He served as Director of Supply during the organization of the Northwest Service Command until assigned as Deputy Chief of Staff. Colonel Hazeltine was in the lumber business in Oregon before entering the Regular Army in 1921.

THE NORTHWEST SERVICE COMMAND

By Capt. Richard L. Neuberger

THE NORTHWEST Service Command has played an historic part in the development of the far-flung wilderness which lies between the Canadian middle-west and the heart of Alaska.

In these mountain and forest fastnesses the Northwest Service Command has established a complete system of communication and transportation. For the first time in history, a land route has been put in operation to Alaska. This event, perhaps mundane and undramatic now, is sure to be considered in the future as one of the turning points in the history of North America.

The Northwest Service Command was organized in September of 1942. It has been in existence nearly a year and a half. Much of its original personnel is still on the job. Brig. Gen. James A. O'Connor, the first Commanding General came to the North in May

of 1942 to pioneer the southern half of the Alaska Highway. Col. K. B. Bush has been chief of staff throughout the existence of the Service Command. Others in key positions who have been with the Command from its inaugural are Col. J. P. Glandon, Col. C. R. Hazeltine, Lt. Col. John Chiles, Jr., Maj. P. W. Holmes, Major R. C. Luckow, Major M. H. Johnson, Major Boulton Miller and Major F. C. Bishop. Col. E. A. Mueller and Lt. Col. Eugene Stann came to the headquarters from other units in the Command. Brig. Gen. L. D. Worsham was assigned as Division Engineer on 1 April, 1943.

At the beginning we lived under conditions which were both primitive and crowded. Our solitary building was an old temporary CCC structure lent by the Public Roads Administration. Our offices were at the front of the building. We lived in a large room at the



CAPT. Richard L. Neuberger, aide to Commanding General, Northwest Service Command.

rear euphemistically named "Hotel De-Gink". For several months our only chairs were parlor car seats taken out of old White Pass and Yukon railroad coaches. Gen. O'Connor's desk was made from plywood. Col. Bush's office was about the size of a large packing box.

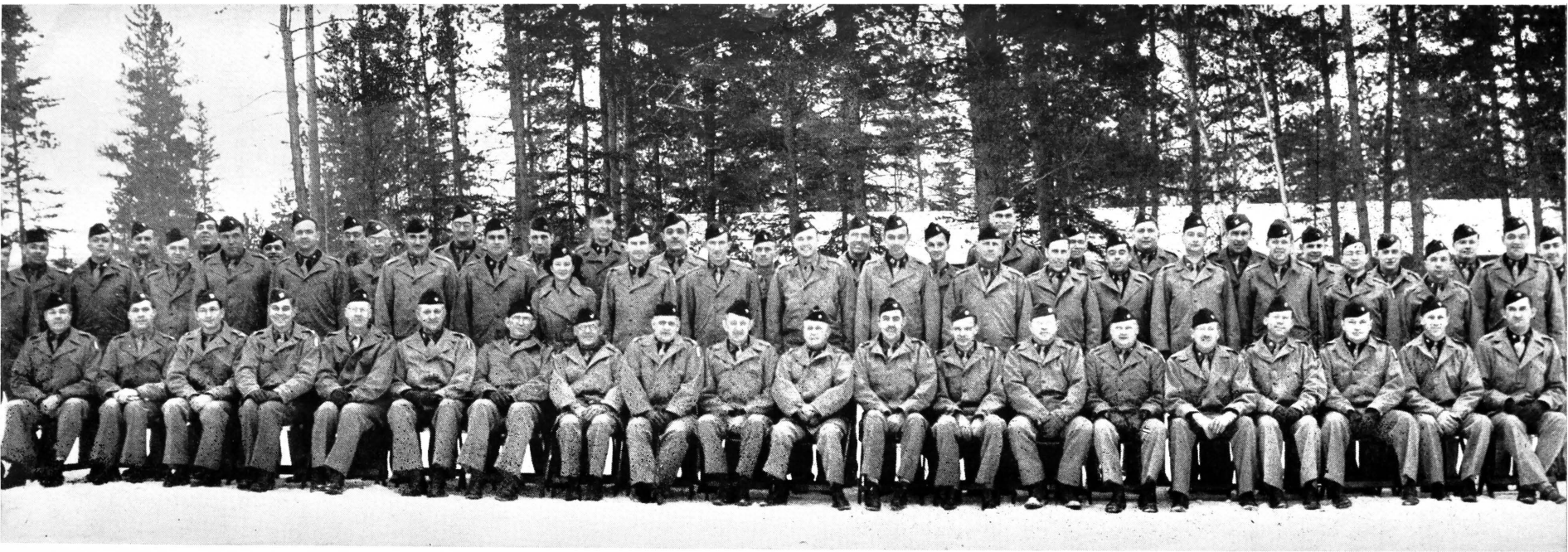
Our first winter in the North was the most severe since 1913. At Whitehorse temperatures dropped to 63° below. It was 55° below at Dawson Creek, and a chilling 69° below at the Donjek River on the Alaska Highway. In my barracks niche, the day we ran out of stove oil, my shaving lotion congealed. The cold clawed at you with steel-like talons. Yet the general health record was excellent, and men who had never been out of the American South survived with no worse effects than a slight rheumatic twinge or aching toe.

Burke once said that men close to history seldom realize the historic nature of what they do. Lincoln at Gettysburg did not know he was talking for the ages, that he was going to be immortal. The Canadian soldiers who held the line at Passchendale were unaware, in all likelihood, that they were changing history. The journals and diaries of the men who followed Lewis and Clark on that first trek across our continent indicate that they did not realize they were on an historic journey.

In a far lesser sense, it is possible that we of the Northwest Service Command have not estimated all the historic aspects of our task. Yet, as a result of what has been accomplished, men now can travel by land to Alaska.



GENERAL O'Connor makes friends with a big husky dog at the Alaska Highway Relay Station at Big Delta, Alaska. Left to right: Lt. Philip Aster, Capt. Neuberger, and General O'Connor.



STAFF OF NORTHWEST SERVICE COMMAND

OFFICERS of Headquarters, Northwest Service Command:
 Front row, left to right: Major Palmer W. Holmes; Capt. Edgar D. Mazaitis; Capt. Paul Hammond; Capt. Theodore H. Erbe; Lt. Colonel Samuel B. Lippitt; Lt. Colonel Joseph A. Day, Inspector-General; Col. Lester M. Adams; Col. Walter F. Von Zelinski; Col. Edward A. Mueller, Director Supply and Service Division; Col. Kenneth B. Bush, Chief of Staff; Brigadier General James A. O'Connor, Commanding General; Col. Caryl R. Hazeltine, Deputy Chief of Staff; Lt. Colonel Eugene J. Stann, Director Training Division; Lt. Colonel Henry G. Buck; Chaplain (Major) Carlson; Major Strayer E. Whitham, Director Security and

Intelligence Division; Major Carroll S. Svare, Major Boulton B. Miller, Adjutant General; Major John E. Myers, Major Arthur Raney.

Second row, left to right: Major Howard C. Walters; 2nd Lt. Boyd M. Reid; CWO Edmund P. Manwiller; WOJG Richard F. Doolan; 1st Lt. Arthur H. Carpenter; 2nd Lt. Archie O. Strother, Jr.; Capt. Charles B. Peck, Jr.; Capt. Raymond L. Elsenpeter; Major Edward G. Austin; Capt. Margaret R. Higgins; Major Willis J. Dahlmeier; Capt. Elmer C. Winters; Capt. Richard L. Neuberger; Capt. Floyd P. Trent; Major Willis W. Finley; WOJG Harry J. Tew;

1st Lt. Laurence W. Lougee; Major Milton M. Newmark; Capt. Jack O. Hinshaw; 2nd Lt. Howard J. Karp; 1st Lt. Alfred J. LaBossiere; Capt. Gust Nelson.

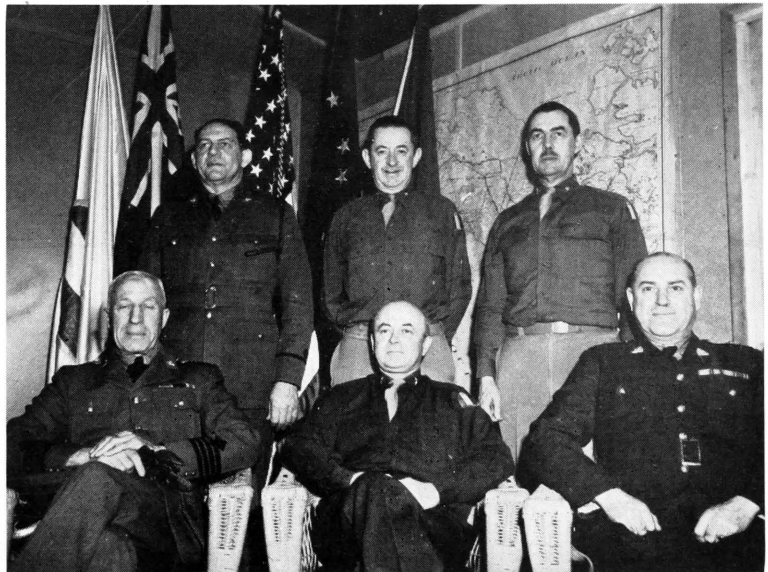
Third row, left to right: 1st Lt. Quinn M. Dickason; 1st Lt. Alan V. Spielman; WOJG Irving J. Nathan; 1st Lt. Barney Miller; WOJG Francis J. Noone; Capt. George H. Coupe; 1st Lt. Charles J. Langley; CWO Fred W. Merten; 2nd Lt. Charles Norman; 1st Lt. Ward A. Faoro; 2nd Lt. Jack B. Nicholson; 1st Lt. John C. Wood; 1st Lt. Theodore S. Johnson; Capt. Walter R. Schwarte; Capt. Otto A. Robinson; 1st Lt. Neal Hambleton; Capt. Harvey L. Jones; 2nd Lt. Alfred S. Jones; CWO Arthur D. Fiore.



BRIGADIER-General James A. O'Connor has just presented to Rt. Hon. W. L. Mackenzie King, Prime Minister of Canada, one-half of the scissors used to cut the ribbon at the formal dedica-

tion of the Alaska Highway. The Prime Minister is accepting on behalf of the Dominion of Canada. The presentation was made on February 18, 1943, at Ottawa.

CANADA
CO-OPERATES
WITH
HIGHWAY
PROJECT



NORTHWEST Service Command officers meet with Canadian law enforcement officials. Front row, left to right: Commissioner T. W. S. Parsons of the British Columbia Provincial Police; General O'Connor; and Inspector H. H. Cronkhite of the Royal Canadian Mounted Police. Back row, left to right: Inspector H. H. Mansell, commanding British Columbia Police at Pouce Coupe; Colonel K. B. Bush; and Colonel Caryl R. Hazeltine.



MOMENTS OF MEMORY IN HISTORY OF NWSC

HERO'S SON is decorated. General O'Connor pins the U.S. Army Air Medal on two-year-old Leslie Rand Cook, son of the late Leslie Cook, famous Canadian bush pilot, whose mercy flights and daring aerial surveys speeded construction of the Alaska Highway. Cook was killed in a crash at Whitehorse in December of 1942. Lt. Col. Eugene Stann of the Northwest Service Command holds the boy while the widow of the heroic aviator looks on.

ON SHORES of beautiful Lake Kluane, at Soldier's Summit, Honorable Ian Mackenzie, Canadian Cabinet Minister, makes an address at the dedication of the Alaska Highway. Shivering in weather 15 degrees below zero are Cpl. Refines Sims, Jr., and Pvt. Alfred Jalufka, drivers of the "contact" bulldozers; Brig-

adier General James A. O'Connor; Inspector William Grennan of the Royal Canadian Mounted Police; Major General H. N. Ganong of the Canadian Army; and Colonel K. B. Bush. Royal Canadian Mounted Police and U.S. Army soldiers stood stiffly at attention as the ribbon was cut.





BRIGADIER GENERAL L. D. WORSHAM

NORTHWEST DIVISION ENGINEER

Brigadier General Ludson D. Worsham, U. S. Corps of Engineers, of Evansville, Indiana, has been the Northwest Division Engineer directly in charge of construction and maintenance of the Alaska Highway and related projects since April, 1943. The completion of the all-weather road from Dawson Creek to Fairbanks late last fall and its excellent maintenance this winter are tributes to his direction and planning.

General Worsham, who was graduated from the U. S. Military Academy at West Point in 1916, also completed post graduate courses at the Massachusetts Institute of Technology in 1921 and the U. S. Army's Command and General Staff School in 1937. During

World War No. 1, General Worsham served with the 3rd Engineers in the Philippine Islands and the Hawaiian Islands; was a battalion commander of the 319th Engineers in France; was Chief Engineer of Artillery with the 2nd Army in France; was District Engineer in Is-Sur-Tille in France; and Assistant G-4 of American Forces during the occupation of Germany. General Worsham has served also as assistant to the District Engineer in Portland, Ore.; assistant to the District Engineer in Memphis, Tenn.; and District Engineer both at Pittsburgh, Pa., and Mobile, Ala.

Before being assigned as Northwest Division Engineer with headquarters at Edmonton, Alberta, he was Division Engineer of the Great Lakes Division.



U.S. ARMY Engineers hacked their way through forest and mountain. With portable drills and jack hammers they cut a roadbed around Muncho Lake.

CONSTRUCTION of the Alaska Highway will go down in history as a tribute to men with the "will to win". The accomplishment is shared by the U. S. Army Corps of Engineers, the civilian workers of the Public Roads Administration, and the Canadian and American contractors.

The fortitude of thousands of soldiers and civilians, engineers and contractors, and the stamina of American construction equipment literally pushed through 1,636 miles of "tote" or pioneer road in one short construction season.

During the construction season of 1943, the all-weather road of the Alaska Highway was practically completed from Dawson Creek, B.C., to Fairbanks, Alaska, and prevailing good weather during the late fall and winter of 1943-44 permitted completion of the all-weather road with the exception of a few bridges which will have to be replaced and the completion of some permanent bridges.

It is thought by many engineers that this feat surpasses any project since the completion of the Isthmian canal across Panama in 1915 by the U. S. Army Engineers under Colonel George W. Goethals.

There have been many plans for many types of transportation to link the United States, Canada, and Alaska. Far sighted men for many years have planned and dreamed of an all-land route through the vast Canadian Northwest to Alaska. But

ENGINEERS BUILD ROAD IN ONE SEASON

By Brigadier General L. D. Worsham

it has taken the demands of a global war to link the United States and Canadian governments together to put into execution plans which have culminated in the competition of these dreams.

On Monday, 2 February, 1942, Brigadier General C. L. Sturdevant, Assistant Chief of Engineers and Chief of the Troops Division, Office of the Chief of Engineers, was called to the War Department in Washington, D.C., and was told that a decision had been reached to undertake construction of a highway to Alaska and that a plan for surveys and construction must be submitted within the next few days.

By March 9, Quartermaster and Engineer troops began arriving at the end of the railroad at Dawson Creek in temperatures around 40 below zero. One Engineer regiment walked its heavy equipment to Fort Nelson—despite cold and wrecks and infrequent meals—arriving with all its equipment and some 900 tons of supplies, a 325-mile march in sub-zero weather.

Exploring parties of the Army and the Public Roads Administration were sent in by automobile, airplane and dog team. In the be-

ginning, the most uncertain part of the entire route was between Watson Lake and Whitehorse. Available air maps indicated that any reasonable direct route would have to cross a mountainous plateau not less than 6,000 feet above sea level, which might prove impassable due to heavy winter snowfall.

Additional airplane reconnaissance, however, disclosed a fairly direct route, entirely through forest growth, which indicated that the summit would not be much over 4,000 feet in elevation, as that is the greatest height at which forest exists in this latitude.

More and more troops arrived working their way in to Fort Nelson, Fort St. John, Teslin Lake, Whitehorse, Carcross, Watson Lake, encountering what had been considered insurmountable obstacles.

Under the supervision and administration of Brigadier General William H. Hoge, the original tote road was completed by the fall of 1942, although General Hoge had been assigned to other duties and cold not be present as the last cats met to bridge the last gap in the long chain of roadway.



MUD AND MUSKEG were two of the big obstacles during the spring thaw of 1942. Moving their camps behind them, the builders mused through.

BULLDOZER TRAIL



NATIVE guides were pressed willingly into service as U.S. Engineers surveyed the way.



CATERPILLAR operator carves his way around a rock ledge overlooking the scenic grandeur of Muncho Lake. Men and equipment proved themselves in construction.



"CATS" got their first good workout above Ft. St. John and mowed their way through.



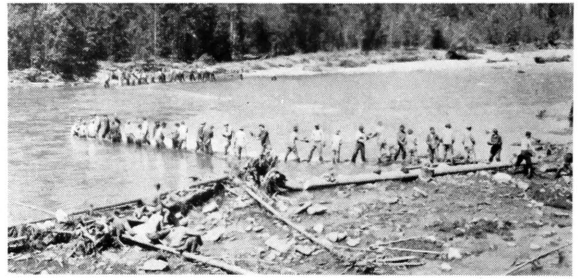
LONG HOURS, inclement weather, and the most difficult terrain ever encountered were conquered by men of steel who refused to believe "it couldn't be done".



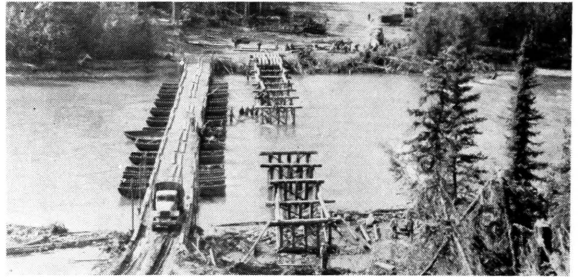
BULLDOZER TRAIL *Continued*



BRIDGES have played a major role in construction. Spanning the Sikanni Chief River, shown here was an easy task for Army.



WORKING from both sides, the troops proceed to relay rocks to dam the river permitting the pontoons to be placed across.



DAM is completed in a matter of hours, the pontoons have been placed and a roadway has been constructed for truck passage.



TRUCK bogged in the mire at Ft. Nelson was soon hauled out and on its way. Below: A convoy brings supplies through.



TO WHIP the muskeg, corduroy roads were laid over the mucky earth. Below: At 50° below, they hung an icy wash on the line.





COLONEL JOSEPH P. GLANDON, QMC

COMMANDING OFFICER
ALASKA HIGHWAY

Colonel Glandon was born November 28, 1889, in Mexico, Missouri. His service dates from World War I and has all been in the Quartermaster Corps. He was commissioned in the Regular Army in October, 1920. His service includes duty at the Chicago Quartermaster Depot; Fargo, North Dakota; Fort Snelling, Minnesota; Office of the Quartermaster General; Hawaiian Quartermaster Depot; Fort Stevens, Oregon, and the Boston Port of Embarkation. He established and organized the Portland Sub-Port of Embarkation, Portland, Oregon, just prior to Pearl Harbor. He is a graduate of the Quartermaster School, Philadelphia,

Pa., 1928, and of the Army Industrial College, Washington, D.C., 1929. He attended Missouri Military Academy, Mexico, Missouri; William Jewell College, Liberty, Missouri, and Missouri University. Prior to entering the service, Colonel Glandon was in the grain business and a member of the Omaha Grain Exchange. Foreign Service includes three years in France during and after World War I, two years in Hawaii and in the Northwest Service Command since September, 1942, where he served as its first Quartermaster, until his assignment to the Alaska Highway, February 16, 1943.

THE ALASKA HIGHWAY

By Colonel J. P. Glandon, QMC.

ON 14 February 1942, the office, Chief of Engineers, was instructed to prepare plans for the building of the Alaska Highway. In March, Engineer and Quartermaster troops had arrived in Dawson Creek, British Columbia. By November the last gap was closed on the 1630 miles of pioneer road. Cargo Trucks were able to operate from Dawson Creek, B. C., to Fairbanks, Alaska. However, there was much work yet to be done to make it an all-weather road of proper width and grades. Construction activities continued throughout the winter, summer, and fall of 1943, so that at this time the Highway is completed

with the exception of a few permanent bridges now under construction.

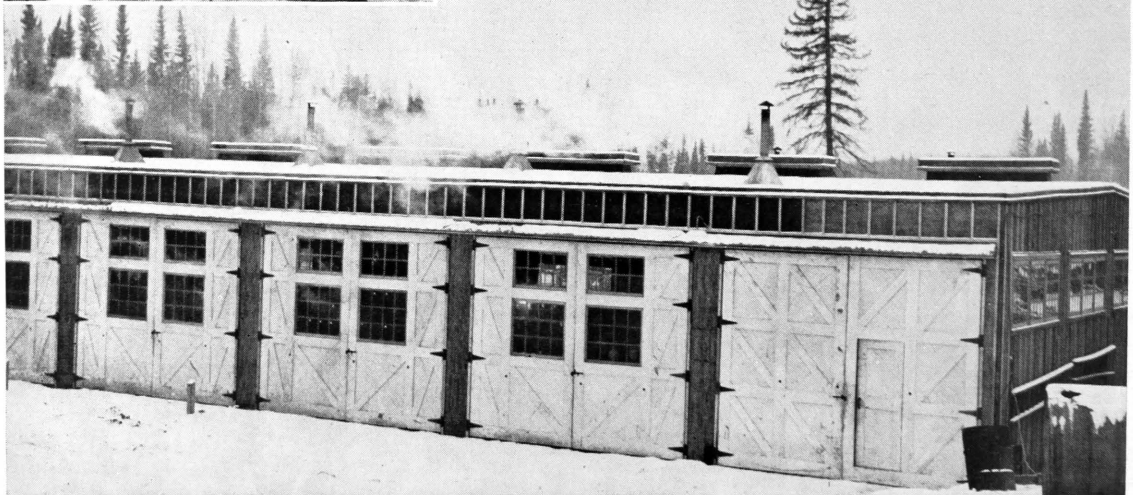
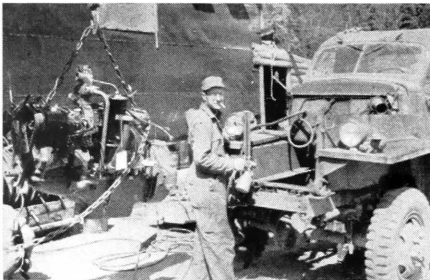
From November 1942 to February 1943, the officer in charge of the Highway was responsible for highway construction as well as operations thereon, and worked chiefly through the commanding officers of the engineer regiments along the road. During the month of January, Quartermaster troops arrived who were to take over the transport job. Construction activities were then placed under the Northwest Division Engineer, leaving with the Commanding Officer, Alaska Highway, all responsibilities in connection with

the operation and maintenance of vehicles on the Highway except organizational equipment and that utilized by the Division Engineer and his contractors; the patrol and police of the Highway and the distribution of fuel and petroleum products.

To meet these responsibilities, the Alaska Highway was organized with a headquarters at Dawson Creek, B. C.; three Division Headquarters; and twenty relay and way stations. Each division covers about one-third of the Highway and contains from six to eight stations. The officer in charge of each division is responsible for all activities therein, with the Com-

EACH RELAY or way station along the Alaska Highway is now equipped with a 25-car garage for repair of Army Vehicles, such as the garage at Ft. Nelson, large picture below. Inset

shows the contrast of the early days, when a garage was nothing more than a spot under a spruce tree in the great Arctic outdoors, as is being used by S. Sgt. Carl Hartsook.





GASOLINE and diesel fuel are now dispensed by streamlined electric, self-computing pumps with no waste, as is being done by Cpl. Jack Griffith, Davidson, N.C., and Pfc. Rainey Fox, Hundlemills, N.C., at Trutch Way Station. Inset shows earlier

days at McCrae when gas came from a barrel by use of a hand pump. In foreground are Capt. (then 1st Lt.) Dallas Criswell, Dallas, Tex., and 1st Lt. Alden S. Henry, Los Angeles, Calif. Dispatch offices were tents, as in background.

manding Officer of the Alaska Highway co-ordinating the activities and movement between divisions. Due to the long distances involved and the necessity of expediting the movement of cargo, it was found necessary to put all operations on a twenty-four hour basis, in order that when a vehicle is loaded it can move continuously through to its destination. This required some deviation from normal military operation and maintenance procedure, and resulted in the adoption of a relay system of driving.

Relay stations were established at approximately one hundred mile points along the Highway. Each station is manned by a company or detachment of Quartermaster truck units. These relay stations contain drivers and the usual administrative and supply

personnel. When a vehicle arrives at a relay station a new driver is assigned who takes it to the next relay station, and after proper rest drives a vehicle returning to or through his proper station. As the Highway neared completion, road conditions were so improved that it has been possible to extend this driving distance from one hundred to two hundred miles per driver, so that at present all drivers have been concentrated in relay stations approximately two hundred miles apart with way stations about midway between. All stations have or are being equipped with theater of operations type barracks, baths and latrines, mess halls, officers' quarters, administration buildings, twenty-five car garages, first echelon inspection sheds, and gasoline and oil dispensing equipment. Messes are operated on a twenty-

four hour basis to supply hot meals to drivers as well as personnel moving over the Highway by bus.

Vehicles passing through relay stations are run through an inspection shed where they are inspected by trained personnel before the new driver is assigned and the vehicle permitted to proceed. Those requiring minor second echelon work are sent to the second echelon repair shop or garage, while those requiring major repairs in the third and fourth echelon groups are either evacuated to the nearest Ordnance shops or repaired at the relay station by ordnance contact parties. Spare parts are obtained from Ordnance Spare Parts Depots located at Edmonton, Dawson Creek, Whitehorse and Fairbanks.

HEADQUARTERS ALASKA HIGHWAY



HIGH on a hill, overlooking the Alaska Highway at its initial point in Dawson Creek, B.C., is Alaska Highway Headquarters. Here are the offices of the Commanding Officer and his staff.

Here is the nerve center of the Alaska Highway, coordinating all the activities and functions of the 1523-mile artery from Dawson Creek, B.C., to Fairbanks, Alaska.



OFFICERS, enlisted men, and civilian personnel of Headquarters Alaska Highway, number more than 100, necessary to operate the many trucks on the road and keep them repaired and serviced, keep the troops supplied and administrated, and keep

the freight moving. Alaska Highway, as a headquarters, is an operation unit which handles traffic on the road, supplies of petroleum products for vehicles, and patrol of the Highway. Its main job is to haul freight.

HEADQUARTERS STAFF



COLONEL JOSEPH P. GLANDON, QMC, Commanding Officer Alaska Highway, at his Headquarters in Dawson Creek, B.C.



LT. COL. IRVING N. SMITH, QMC, Executive Officer, Alaska Highway. Col. Smith came to the command with the 477th QM Regiment (Truck) on 19 January 1943, since which time his service has included that of the Battalion Commander and

Commanding Officer of the Central Division from May until August 1943. Col. Smith is from Meadville, Pa. Miss Ruby Fair, secretary, ranks in point of service with the oldest civilian employee at Headquarters. Her home is in Holly, Colorado.

HEADQUARTERS STAFF CONTINUED



CAPT. THEODORE P. PETROPOULOS, Adjutant at Headquarters Alaska Highway, since 7 July 1943. He is from St. Louis, Mo. M Sgt. Richard H. Russell, Chief Clerk, Headquarters Alaska Highway, reported for duty in April 1943. He comes

from Allentown, Pa. Seated, left to right: Florence Busch of Villa Park, Ill.; Sgt. Norman Bush of Clifton, N.J.; Sgt. Arnold F. Wynne of Bangor, Pa.; and T/5 William J. Shea of Rockaway, Beach, L.I., N.Y.



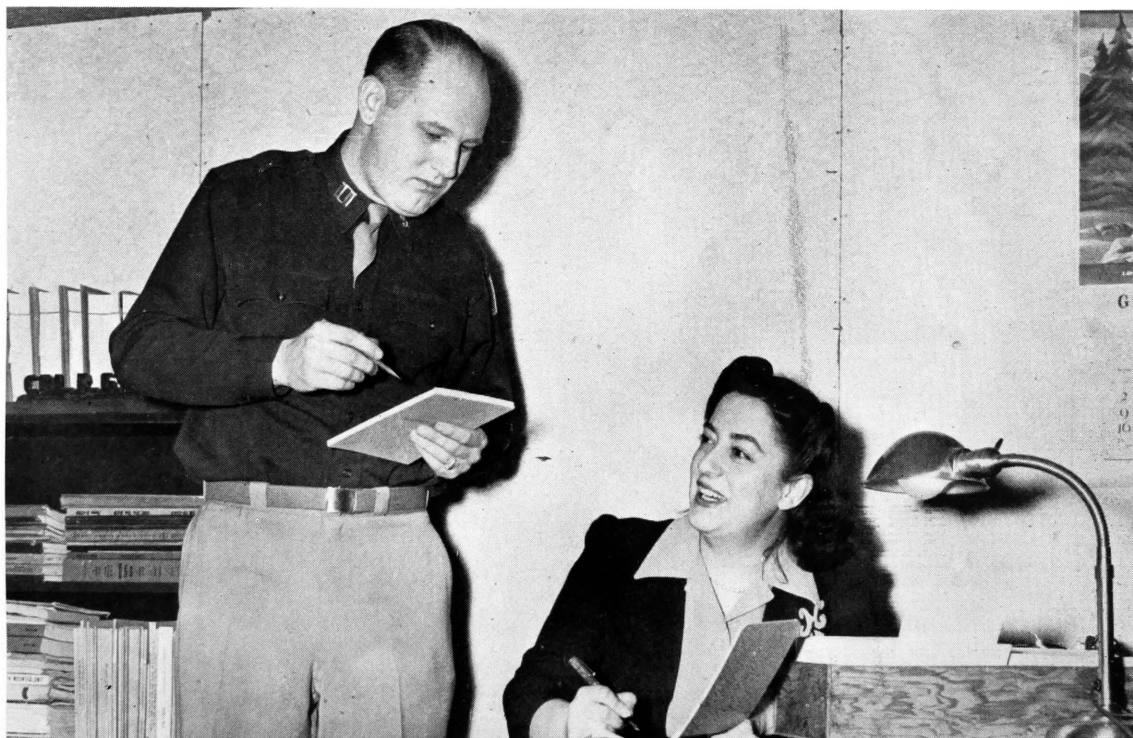
1ST LT. CECIL E. BARGER, QMC, of Malta Bend, Mo., Public Relations Officer, Headquarters Alaska Highway, and Super-

visor of Truck Tracks. Seated is T/4 John Taylor of Washington, D.C., Editor of Truck Tracks.



COL. R. G. CALEY, OD, was assigned to the Northwest Service Command 5 October 1942, and has served as Director of Maintenance, Alaska Highway, since its organization until the present time, except for a period from 17 August 1943 to 11 January

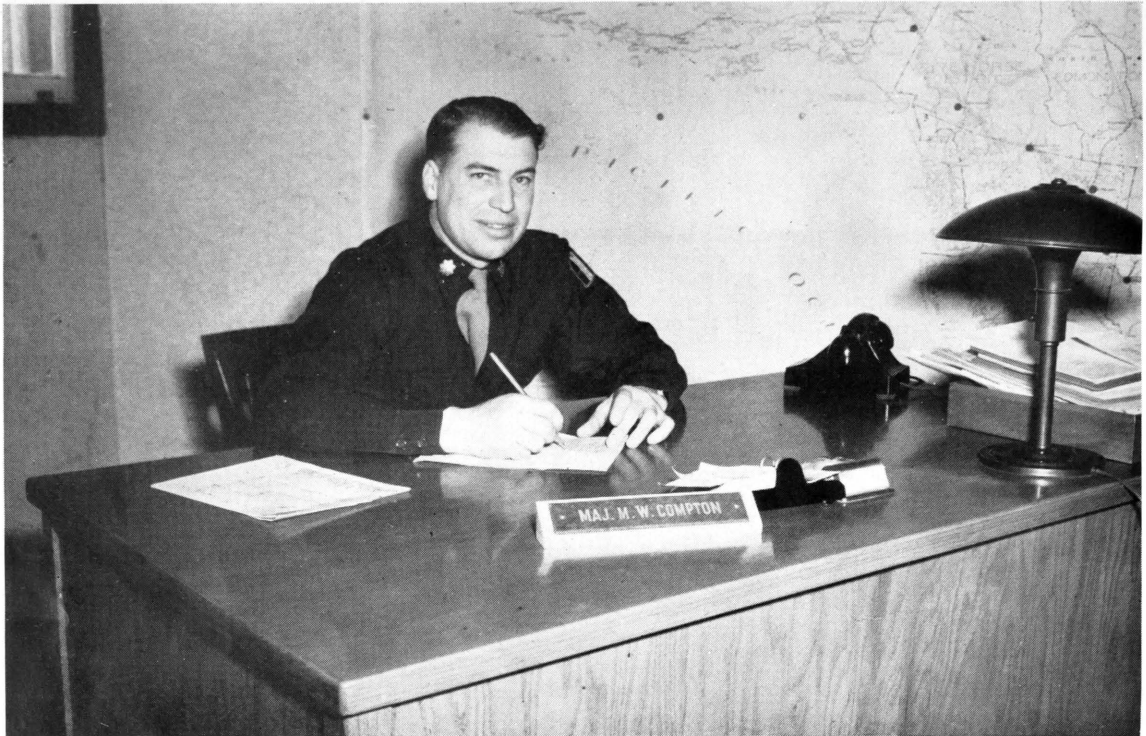
1944, when he was assigned as Ordnance Motor Transport Officer, Northwest Service Command. Colonel Caley's home is in Toronto, Canada, and he was with the British American Oil Co. before entering the service.



CAPT. WILLIAM E. WILLIAMSON, OD, and Secretary Miss Elizabeth Cramer. Capt. Williamson has been with the Alaska Highway since its original organization. His duties have included those of Shop Superintendent, Dawson Creek, and in ad-

dition to such duties was the first Adjutant of Headquarters, Alaska Highway, at its establishment at Dawson Creek. Since that time has been on duty as Assistant Director of Maintenance and Director of Maintenance. He is from St. Louis, Mo.

HEADQUARTERS STAFF CONTINUED



MAJ. MAURICE COMPTON, CE, was one of the first officers to be assigned to the Alaska Highway. His assignments have

included Operations Officer for the Central Division, Assistant Director and Director of Operations for the Alaska Highway.



MAJ. RICHARD C. LUCKOW, JR., QMC, was one of the first QM Officers assigned to Headquarters, Northwest Service Command, and came to the Alaska Highway on 1 May 1943. Since

that time he has been on duty either as Executive Officer or Director of Operations. Maj. Luckow is from Portland, Ore. Miss Mary Zichol, secretary, is from West Frankford, Ill.



MAJ. JOHN L. STRAUSS, QMC, Director of Personnel. Major Strauss, as a 1st. Lt., commanded the first QM Truck Co. to operate on the old Alcan Highway, having arrived at Dawson Creek 30 April 1942. He commanded the first organized convoy consisting of thirty trucks to move over the Highway from Dawson Creek to Whitehorse, 7-15 October 1942. Major Strauss is

from St. Louis, Mo. WO Robert L. Ray is one of the oldest in point of service on duty with Alaska Highway. He came in with the 35th Engineers the middle of March 1942. He is now on duty as Assistant to the Director of Personnel and Assistant Adjutant. Miss Jean Kerr, secretary, of Toronto, ranks with the first civilian employees on the Highway from point of service.



PERSONNEL DIVISION, Headquarters Alaska Highway: In foreground are Cpl. Felix J. Buczkouski, Menomonee Falls, Wis.; M. Sgt. Warren J. Sieg, Omaha, Nebr.; and T. Sgt. William F. Moeller, New Orleans, La.; Cpl. James H. Watkins, Atlanta, Ga.; Cpl. Donald A. Larson, E. Moline, Ill.; T/4 James K. Niel-

sen, Grande Prairie, S.D.; Cpl. Charles E. Hughes, Middleton, Tenn.; Cpl. James O'Hara, Winter Park, Fla.; T/5 Ed. Donnelly, Bordertown, N.J.; Cpl. Joseph H. Kolyarz, Garfield, N.J.; Cpl. Alfred B. Tilly, Owego, N.Y.; Cpl. Anthony Amodeo, Brooklyn, N.Y.

HEADQUARTERS STAFF CONTINUED



COL. HERBERT SODERSTON, former Director of Operations for the Alaska Highway. Prior to that he had served as first

Officer in Charge of the Central Division, formerly Whitehorse Division. Col. Soderston's home is in Berlin, N.H.



LT. COL. GILES A. SMITH, QMC, Director of Training and Army Orientation Officer, Headquarters Alaska Highway. Col. Smith came to the command with the 477th QM Regiment

(Truck), where he served as Battalion Commander. He was the first officer in charge of the Dawson Creek, or Southern Division, and later was Officer in Charge of the Northern Division.



CAPT. WILLIAM HOWE, OD, Supply Officer and directly in charge of the supply of petroleum products on the Alaska Highway since May 1943. Capt. Howe is from Jersey City, N.J.

Seated is **Sgt. Dayton K. Smith** of Madison, Wis., principal clerk, Supply Division. **Miss Margaret Gatche**, Illinois, Pa., is Secretary for the Supply Division.



PETROLEUM DIVISION, Headquarters Alaska Highway, under the direction of Capt. William A. Howe. The staff includes **Mary Cloyd**, Carpenter, Wyo.; **Christine Hittner**, Humphrey, Nebr.; **Beulah Spencer**, Oklahoma City, Okla.; **Margaret Gotcha**, Glen Lyon, Pa.; **Beulah Bartlett**, Chicago, Ill.; **Evalyn Meers**,

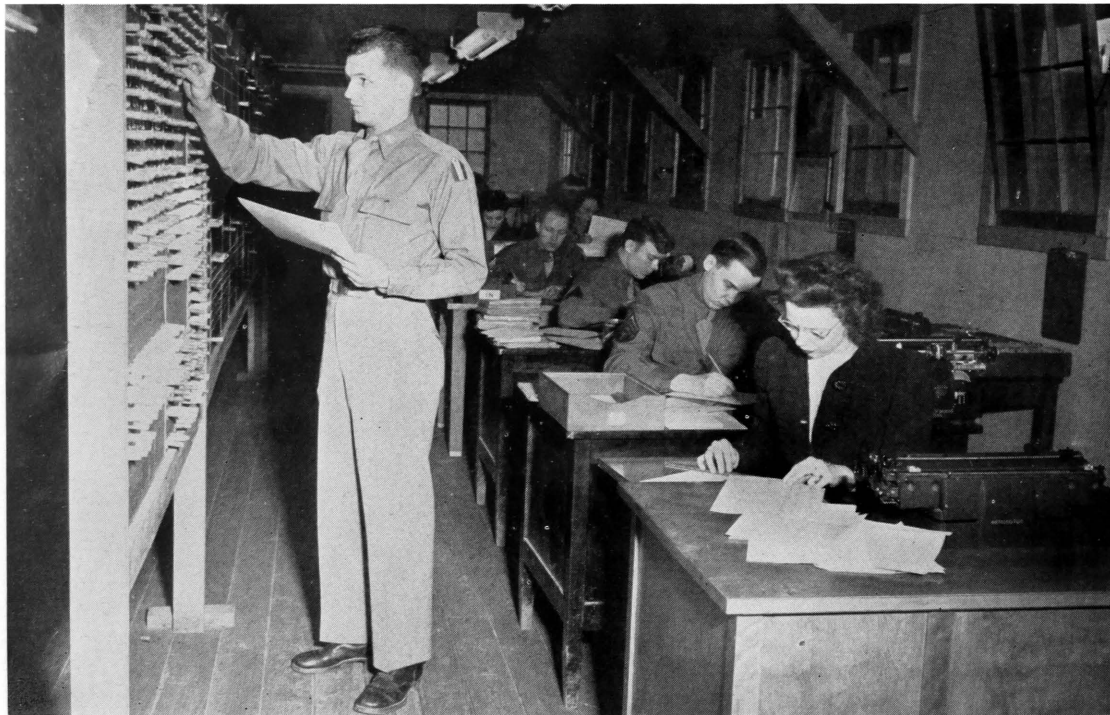
Bloomington, Ill.; **Helen Sinovich**, Chicago, Ill.; **Frances Rogers**, Viroqua, Wis.; **Hope Beavers**, Chicago, Ill.; **Capt. James Parsons**, Berkeley, Calif.; **M. Sgt. John Hopkins**, Cheyenne, Wyo.; **S. Sgt. Jack Thomas**, Waterville, Wash.; **T. Sgt. Dayton K. Smith**, Madison, Wis.; **Lt. E. W. Dougiello**, Bridgeport, Conn.

HEADQUARTERS STAFF CONTINUED



CAPT. JAMES A. PARSONS, QMC, Assistant Supply Officer, in Charge of Clothing and Equipage, general and miscellaneous supplies and Contracting Officer, is from Berkeley, Calif. Stand-

ing is Miss Christine Hittner of Humphrey, Nebr., and seated is Miss Mary Cloyd of Cheyenne, Wyo., who assist Capt. Parsons in his supply work.



LT. R. M. VER MEER, TC, has been at Headquarters, Alaska Highway, as Officer in Charge of the Control Division since 1 May 1943. He is responsible for the operation of the 30-foot control board which indicates daily the location of every Alaska Highway vehicle and its movement. All statistical data includ-

ing tonnage, traffic density records and all vehicle assignments are handled by his division. Personnel seated, front to rear are: Kay Kirby, Sgt. Victor Johnson, T. Sgt. Stanley Strout, S. Sgt. Leroy Eggink, and Millicent Scott on the left and Helen Nelson, right (rear).



1ST LT. WILLARD G. GRAHAM, QMC, Officer in Charge Passenger Branch, Headquarters Alaska Highway, including Northwest Service Command Bus Lines. He also organized and served as Officer in Charge of the Alaska Highway Express.

His home is in Oakland, Calif. Left to right is Isabelle Coleman, Oak Park, Ill., Audrey Innis, Rosetown, Saskatchewan, and Emma Kienzle of East St. Louis, Ill., who are assistants to Lt. Graham in the Passenger Branch.



1ST LT. JAMES C. McCULLER, TC, of Memphis, Tenn., is Officer in Charge of the Alaska Highway Express Service.

HEADQUARTERS STAFF CONTINUED



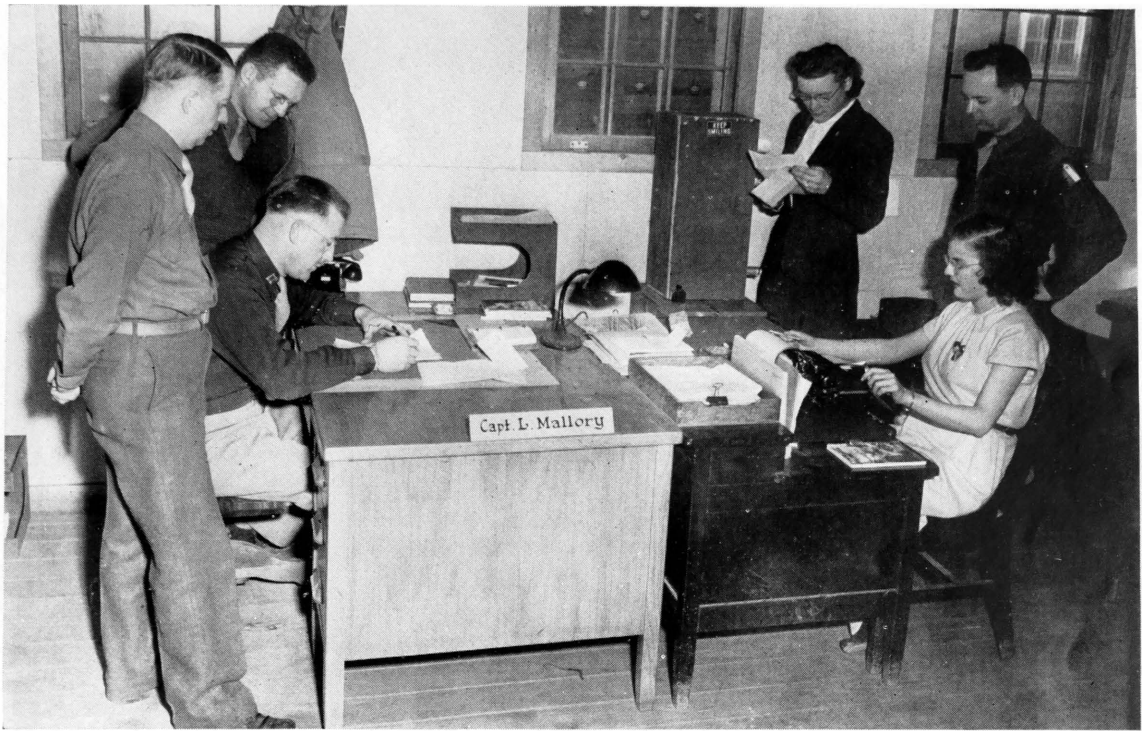
CAPT. FRANK J. JURY, MP, Director of Highway Patrol Alaska Highway, of Cliffside Park, N.J.; with Betty Glass, Evans-town, Ill. on the left, and Mary Larson, Red Oak, Iowa, on the

right. Maj. Strauss organized the first Highway Patrol and was its Director until Capt. Jury took over on 22 December 1943. Capt. Jury was formerly with the New Jersey State Police.



CAPT. SIGWERT W. SIMONSON, MC, Surgeon Alaska Highway Headquarters. He was previously Surgeon of the 477th

QM Regiment (Truck). Capt. Simonson is from Dallas, Wis.; Sgt. George Littrell, from Fremont, Nebr., taking notes.



CAPT. LAWRENCE MALLORY, AES, of Los Angeles, Calif., Post Exchange Officer. Capt. Mallory was formerly Post Exchange Officer of the 477th QM Regiment (Truck). He is responsible for management of exchanges, doing a business of

\$55,000 per month over a 1523 mile highway. Left to right: S. Sgt. James Van Buren of Albany, N.Y.; S. Sgt. William Hawks of Colton, Calif.; Rosemary Winkels, St. Paul, Minn.; Pamela Carter, Ft. Smith, Ark.; and S. Sgt. C. Fowler, Bartlesville, Okla.



1ST LT. EDMUND W. DOUGIELLO, Bridgeport, Conn., QMC, Headquarters Alaska Highway, Food Supervisor and Special Service Officer. On the left is Hope Beavers, Chicago, Ill.; in

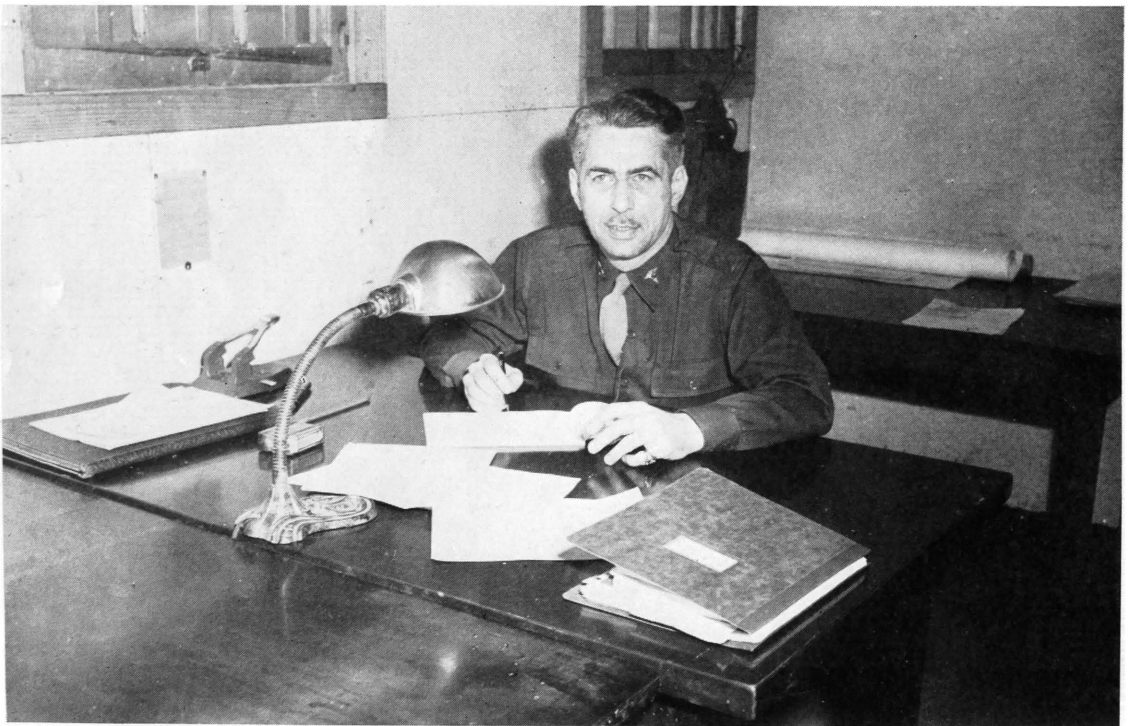
addition to her regular duties, Miss Beavers is also the artist for and has contributed much to Truck Tracks. Miss Beulah Bartlett, Chicago, Ill., is on the right.

HEADQUARTERS STAFF CONTINUED



1ST LT. FLOYD C. OLSEN of Chicago, Ill., Postal Officer, Headquarters Alaska Highway, and standing, 2nd Lt. John T.

Donelon, AGD, of Cincinnati, O., Assistant Postal Officer. Secretary is Miss Byrdie Amenson, Chicago, Ill.



CAPT. ROLAND E. HEACOX of Guilderland, N.Y., Post Engineer, Headquarters Alaska Highway.



MAJOR BYRON G. HYDE is inspector for Alaska Highway. He came to the Highway on 25 October 1942 and was assistant to Col. John Wheeler, at that time in charge of the road. He was later cargo officer and control officer for the Headquarters.

UNIQUE CHAPEL SERVES ROAD

A VEHICLE, unique on the Alaska Highway is driven hundreds of miles each month by Chaplain William J. Brown, one of two spiritual advisors assigned to the Alaska Highway.

The vehicle is a Dodge pick-up 4x4 with a replica of an Army chapel built on the back. This little chapel is the composite work and voluntary effort of soldiers in five or six different stations within the Central and Northern Divisions, each group adding details as the project progressed.

It all began when the Chaplain requested some form of permanent protection for his equipment during the winter months. A small detachment of men at Haines Camp had ideas of their own. Elaborating on the Chaplain's suggestions, they built a small house and added windows on all sides, with doors opening from the center at the rear. Cathedral Bluffs decided paint was essential. Big Delta painted crosses on each side. After several weeks travel, an Ordnance Company suggested a second coat of paint with stenciled crosses.

Someone at McCrae began calling it "The Chapel" and soon that name became general. One day a couple of soldiers at Cathedral Bluffs said a Chapel needed a steeple. The Chaplain laughed and agreed. He went to chow and on returning to the garage found the

steeple built and in place. Canyon Creek painted the steeple and cleaned the entire vehicle.

Now after several months of winter driving in all kinds of wea-

ther and road conditions, "The Chapel" has become known on the Alaska Highway from Fairbanks to Watson Lake. The Chaplain drives "The Chapel" approximately two thousand miles a month.

Many soldiers and officers have expressed their appreciation of the visible and tangible evidence of the work of the Chaplain. This undoubtedly has deeper emphasis because no station on the Highway has anything remotely resembling a chapel. Services have been held in mess halls, day-rooms, barracks and out doors.

The Alaska Highway is served by two Chaplains — Chaplain Stephen Krizin (Catholic) of Bethlehem, Pa., and Chaplain William J. Brown (Protestant) of Wilkes-Barre, Pa.



Chaplain William A. Brown stands beside unique Highway "chapel".

SOUTHERN DIVISION

Alaska Highway

SOUTHERN Division Alaska Highway was originally constituted 16 February 1943 as the Dawson Creek Division. Its headquarters and southern terminal is located at Dawson Creek, at "The end of steel", or at the northern terminal of the Northern Alberta Railways, which links the Alaska Highway with Edmonton, Alberta, and main Canadian trunk lines.

Under the Headquarters Alaska Highway it is responsible for all Highway operations and functions within its territory, which includes approximately 600 miles of the Highway proper and, in addition, the operation of Express Service between Dawson Creek, B.C., and Edmonton, Alberta.

Through it has passed a large percentage of the supplies and materials necessary for the construction of the Highway. Its ton mileage and truck miles travelled exceeds that of any other Division. It has handled a large percentage of the military and civilian personnel coming in for duty, as well



MAJ. FRANK R. BLAISDELL, above, Commanding Officer, Southern Division, Alaska Highway. Major Blaisdell, whose home is in Bangor, Me., was Officer in Charge of the Watson Lake Division before its consolidation with other divisions.

as those going out permanently.

Its present staff consists of Major Frank R. Blaisdell, Commanding Officer; Capt. Victor O. McNabb, Operations Officer; 1st Lt. Arnold H. Horstman, Adjutant; Capt. Walter L. McArthur, Maintenance Officer; 1st Lt. John F.

Wilson, Supply Officer, and 1st Lt. Charles R. Jones, Assistant Supply Officer.

Former Commanding Officers include: Lt. Col. John F. Condon, Maj. Byron G. Hyde, Lt. Col. Giles A. Smith, Maj. E. C. Wall, and Lt. Col. James R. Henderson.



OFFICERS OF HEADQUARTERS, Southern Division, above, left to right, front row: Capt. Victor O. McNabb, Operations Officer, of St. Louis, Mo.; Maj. Blaisdell; Capt. Walter L. McArthur, Maintenance Officer, of Clinton, Ia. Back row: Lt. John

F. Wilson, Supply Officer, Seattle, Wash.; C.W.O. Raymond A. Silver, Assistant Supply Officer, New York, N.Y.; and 1st Lt. Arnold H. Horstman, Adjutant, Evansville, Ill. Southern Division offices are directly behind Alaska Highway Headquarters.



CIVILIAN EMPLOYEES of the Southern Division have contributed much to the success of the organization. Above photograph shows, left to right, Grace Nona-Belle Cree of Lawton,

Mich.; Audrey P. Zosel, Deer Lodge, Mont.; and Mrs. Jean S. Wright, Rimbe, Alta., Canada. They are standing by Division Headquarters' front entrance.



ENLISTED MEN of the Headquarters, Southern Division are, left to right, front row: M. Sgt. Edward Auerbach, New York, N.Y.; T/5 Alton R. Herrin, Charlotte, N.C.; Pvt. Ralph A. Nimty, Rockford, Ill. Second row: Pvt. Michael A. Spiridig-

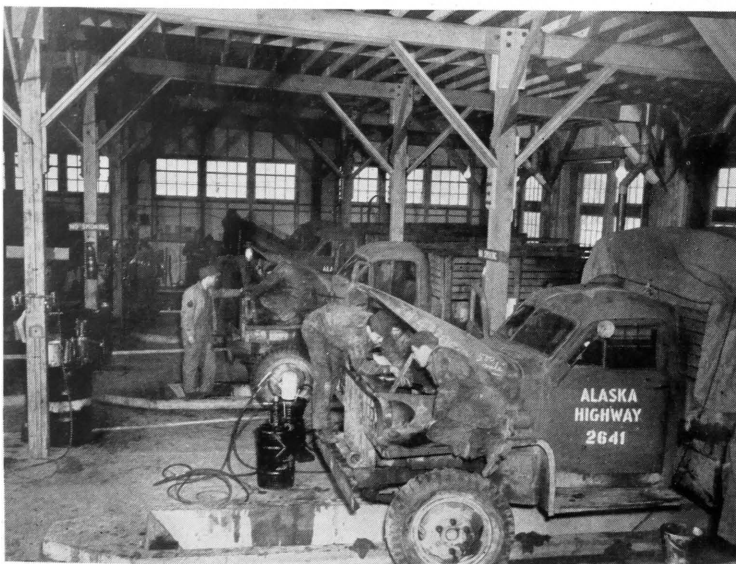
liozi, Scranton, Pa.; T. Sgt. Joseph J. Palisi, New Orleans, La.; Pvt. Rex E. Nye, Huntington, Ind. Back row: Pvt. Charles E. Crawford, Evansville, Ind.; Pfc. Olley R. Curry, Bloomington, Ind.; and Cpl. Carl T. Graves, Fort Worth, Tex.



DRIVERS READY to take trucks on first lap of road are instructed by Capt. Clyde A. Christ (left) Station Commander. Men are (L to R) Cpl. Edward A. Wasczak, Cpl. Howard L. Winder, Sgt. Paul T. Stamps, Pvt. Jack S. Scoggin, Pvt. Paul L. Smith, Jr., Cpl. Robert M. Simmers, Pvt. John M. Walden, Jr., Sgt. Victor J. Kelley, Cpl. Lee F. Smith, T/5 Robert J. Hawkins, T/5 William Merletti, Cpl. David M. Fischer, Pfc. Nile J. Jones and Cpl. Harry F. McAmes.



CAMP SCENE at Dawson Creek Relay Station, above. Barracks and mess hall in background. Trucks in foreground are passing over inspection pit where trained mechanics check all vehicles.



MODERN inspection shed at Dawson Creek, above, is equipped to handle large flow of incoming trucks.

DAWSON CREEK

Relay Station

DAWSON CREEK relay station, located at the southern terminus of the Alaska Highway is the first of eighteen stations strategically situated along the Highway at 100-mile intervals. These stations provide housing and messing facilities as well as maintenance shops and dispatching offices for expediting the flow of traffic to its destination. All stations are linked with Alaska Highway Headquarters by telephone and radio service.



OFFICERS at Dawson Creek Relay Station are (L to R) 1st Lt. Julian K. Solmonson, Capt. Clyde A. Christ, 1st Lt. Albert W. Allar and 1st Lt. Alden S. Henry.

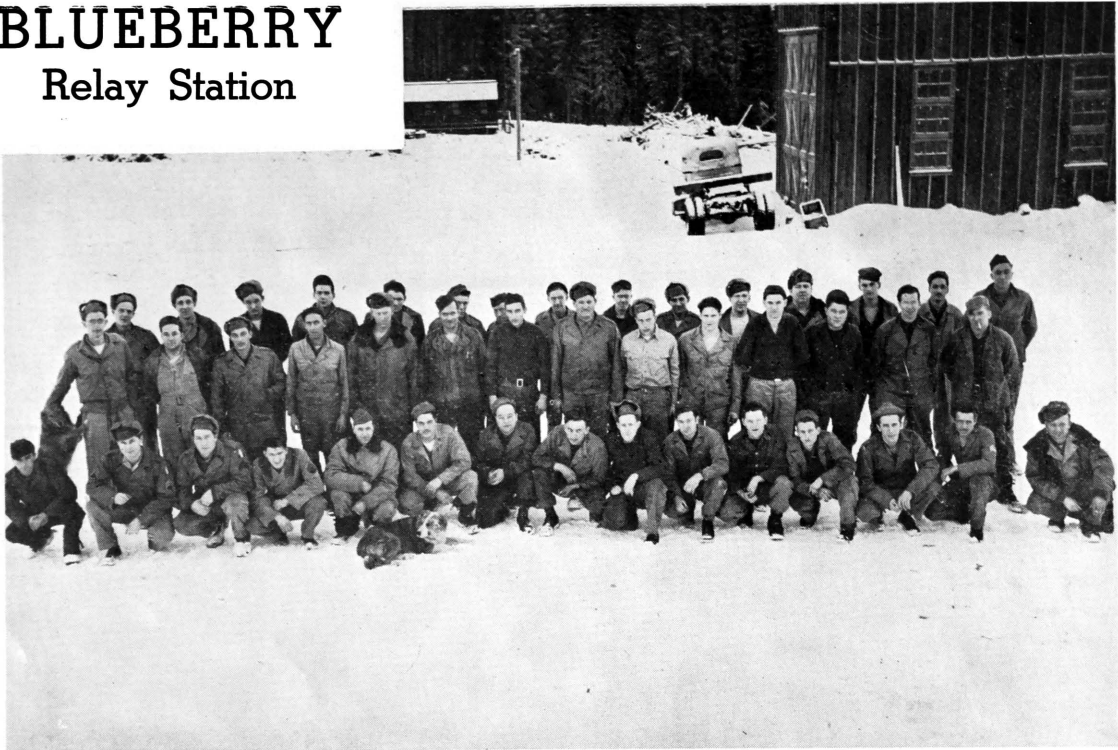


Station scene above. Below, frequent dances at Dawson Creek prove popular.



BLUEBERRY

Relay Station

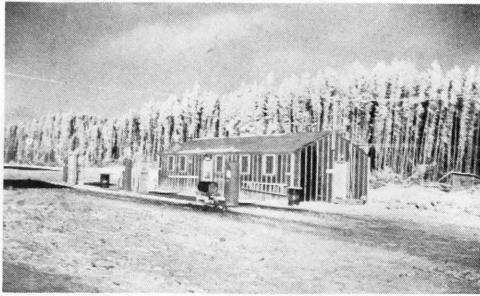


Blueberry Relay Station personnel provide first change for northbound drivers.

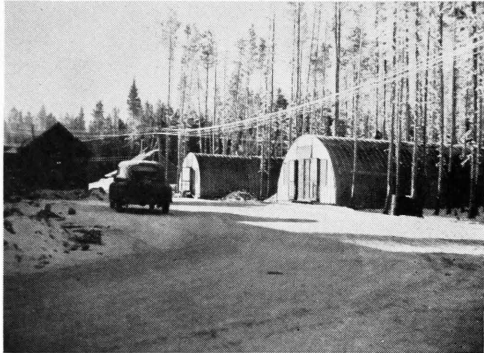


OFFICERS at Blueberry (L to R) 2nd Lt. James F. Ford; Capt. Roger W. Marks, medical officer; and 2nd Lt. Ralph N. Funes.

Inset shows Capt. Donald A. Sprague, station commander of Blueberry Relay Station.



FUEL dispensing station, above, is busy Blueberry spot.



CORNER of camp area shows buildings for housing men.

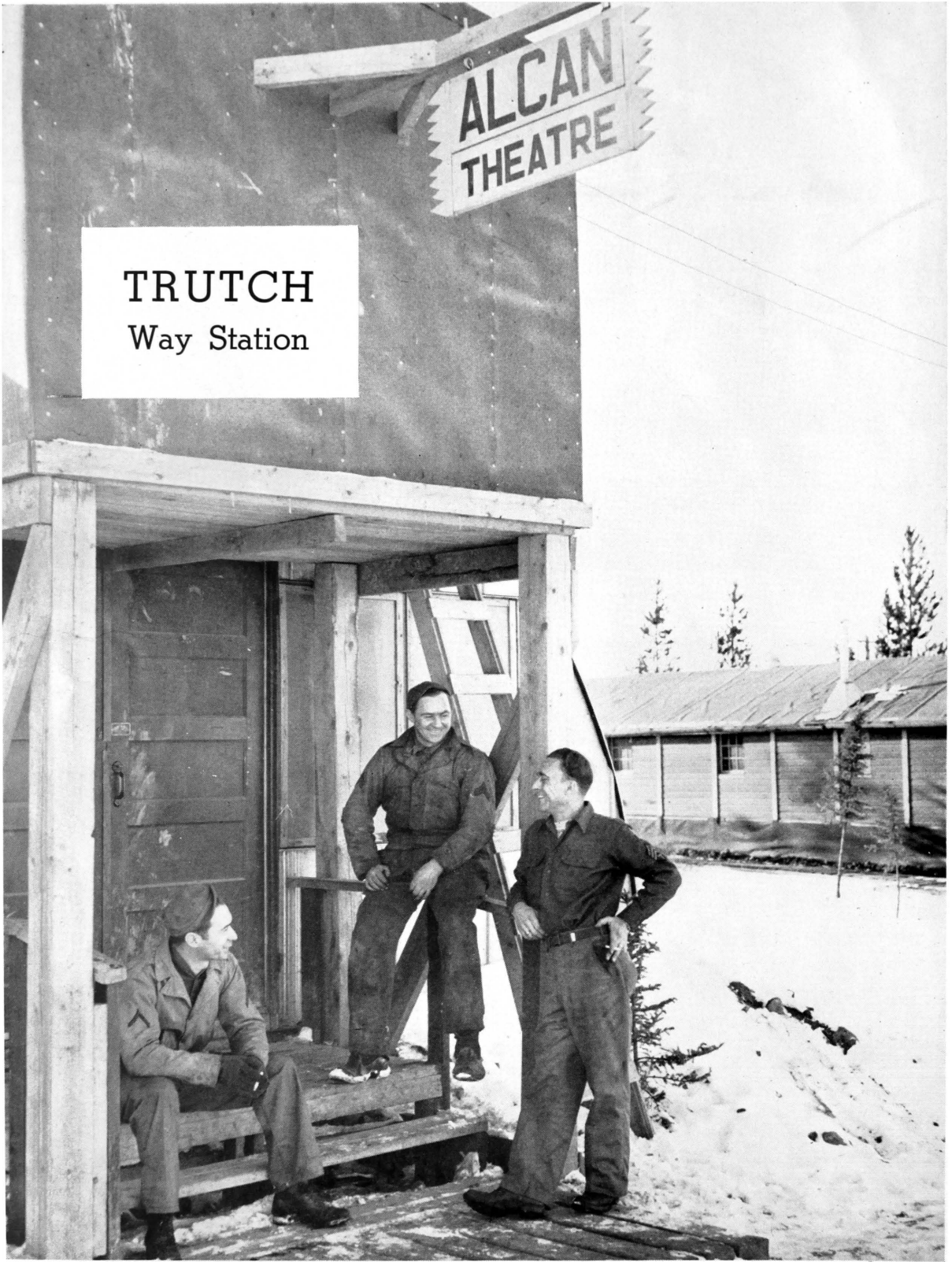


VEHICLE service area at Blueberry, shown above.

MECHANICS, below, repair brakes on truck. Men are (L to R) S Sgt. Sonder G. Todd; T/5 Edward Radecki; Pfc. George

Chiaromello and Cpl. Stanley L. Hammond. They are working in Blueberry Second Echelon Shop.





TRUTCH
Way Station

SOLDIERS at Trutch await movie to start at improvised camp theater. Men are (L to R) Pfc. Marshall Sperch, T/4 Orval M.

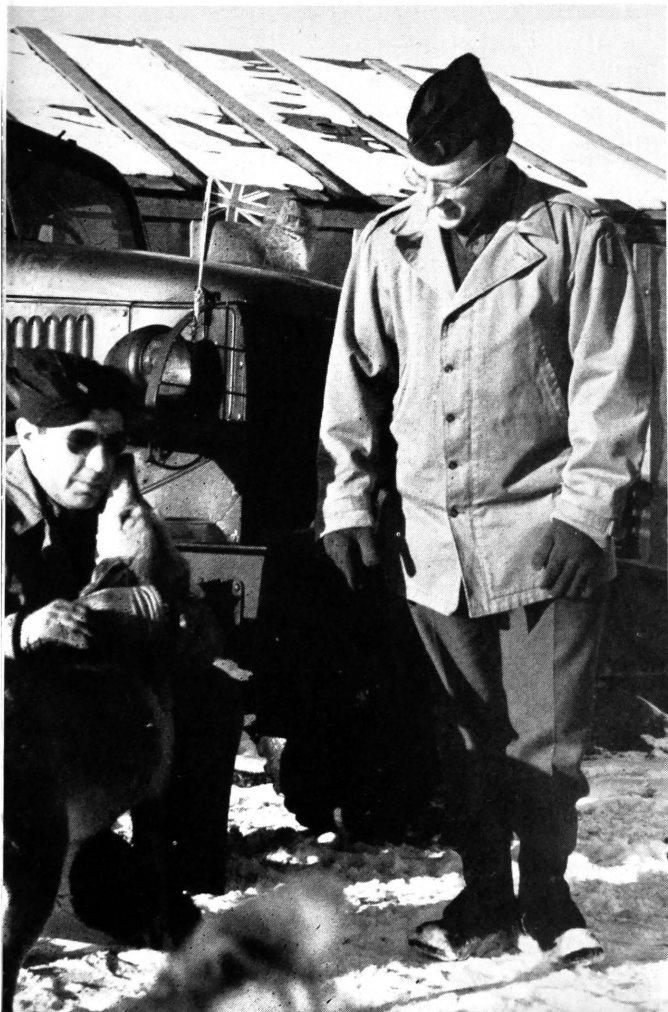
Carothers and Cpl. John Antonitis. Theater takes its name from the old "Alcan Highway".



OIL DRUMS are loaded on truck by Sgt. Raymond Houde and Pfc. Gaines B. Seefeldt, above.

OFFICERS are 1st Lt. Samuel Texer and 2nd Lt. Phil P. Pinkus.

GROUP of men stationed at Trutch, with camp mascot, below.





FT. NELSON Relay Station

NON-COMS barracks at Ft. Nelson, above. Shown are (L to R) 1 Sgt. Cameron; S. Sgt. Kelly; T. Sgt. Johnson and S. Sgt. Glacel.

FT. NELSON officers in informal pose, below. (L to R) 2nd Lt. Donald F. Timmons; 1st Lt. Edmund Waters; Capt. R. G. Etter.

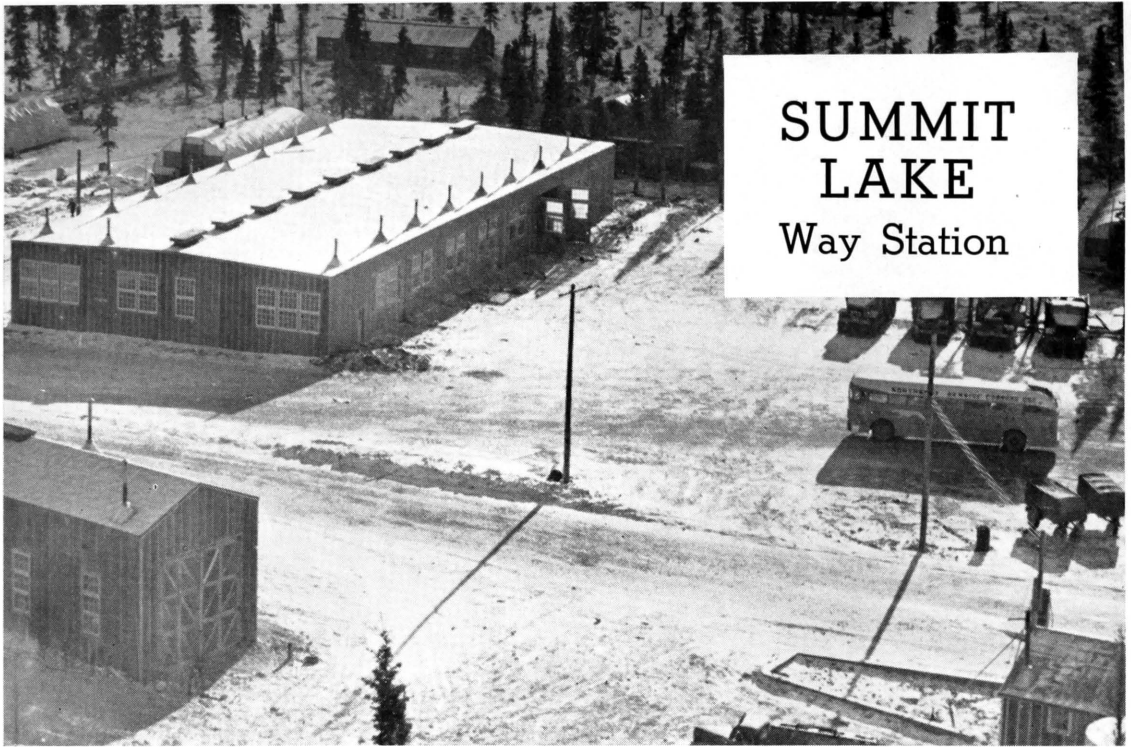




STATION formation, above shows personnel at Ft. Nelson. Camp in background.

PASTRY is favorite dessert on Highway. Below, T/4 Verne Sederholm and Pfc. Veltory Brown make pie at Ft. Nelson.

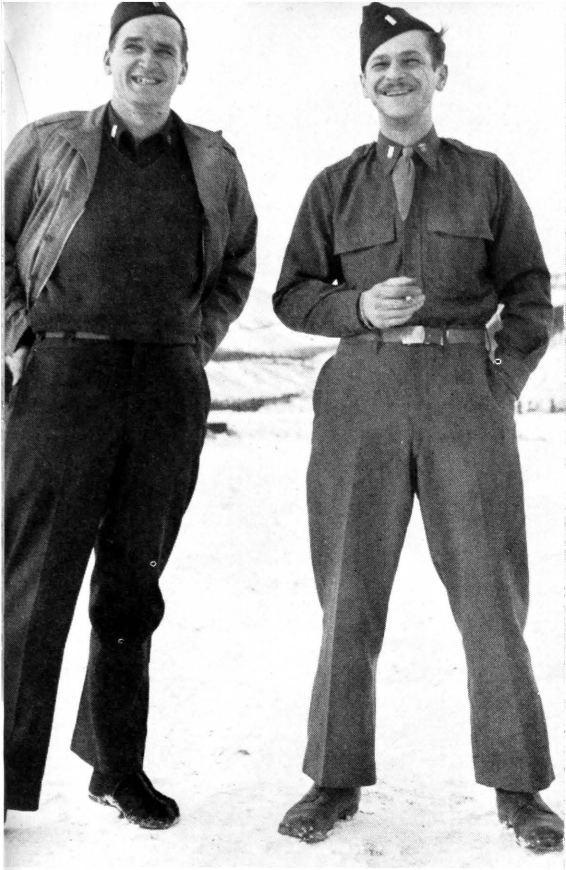




SUMMIT
LAKE
Way Station

"Bird's-Eye" view of Summit Lake Way Station, above. Large building is 2nd echelon shop. Striking scene below shows view of camp as it is approached along Highway from south.





OFFICERS at Summit Lake are (L to R) 2nd Lt. David S. Imrie and 1st. Lt. Ernest S. Molin.



A PART of the personnel stationed at Summit Lake shown in photograph above. Nearly every camp has one to a dozen dogs.



Camp view at Summit Lake, above.
Soldiers enjoy boating on lake, below.



Parking area, above, with lake in background.
Recently completed shop, below.



MUNCHO LAKE

Relay Station

MUNCHO LAKE Relay Station, like many others along Highway, is situated on the shores of one of Canada's most beautiful lakes, in the Rocky Mountains. All of these bodies of water abound with fish and provide much relaxation the year around; fishing and boating during the summer months, skating in the winter. The waters of these lakes are too cold for swimming although the more intrepid men have occasionally indulged in that pastime too.



STATION officers, above, are (L to R) 1st. Lt. Frederick C. Malcolmson; Capt. John W. Fueg; and 2nd Lt. Vernon T. Gilpin.

Photo, below, shows personnel stationed at Muncho Lake Relay Station.





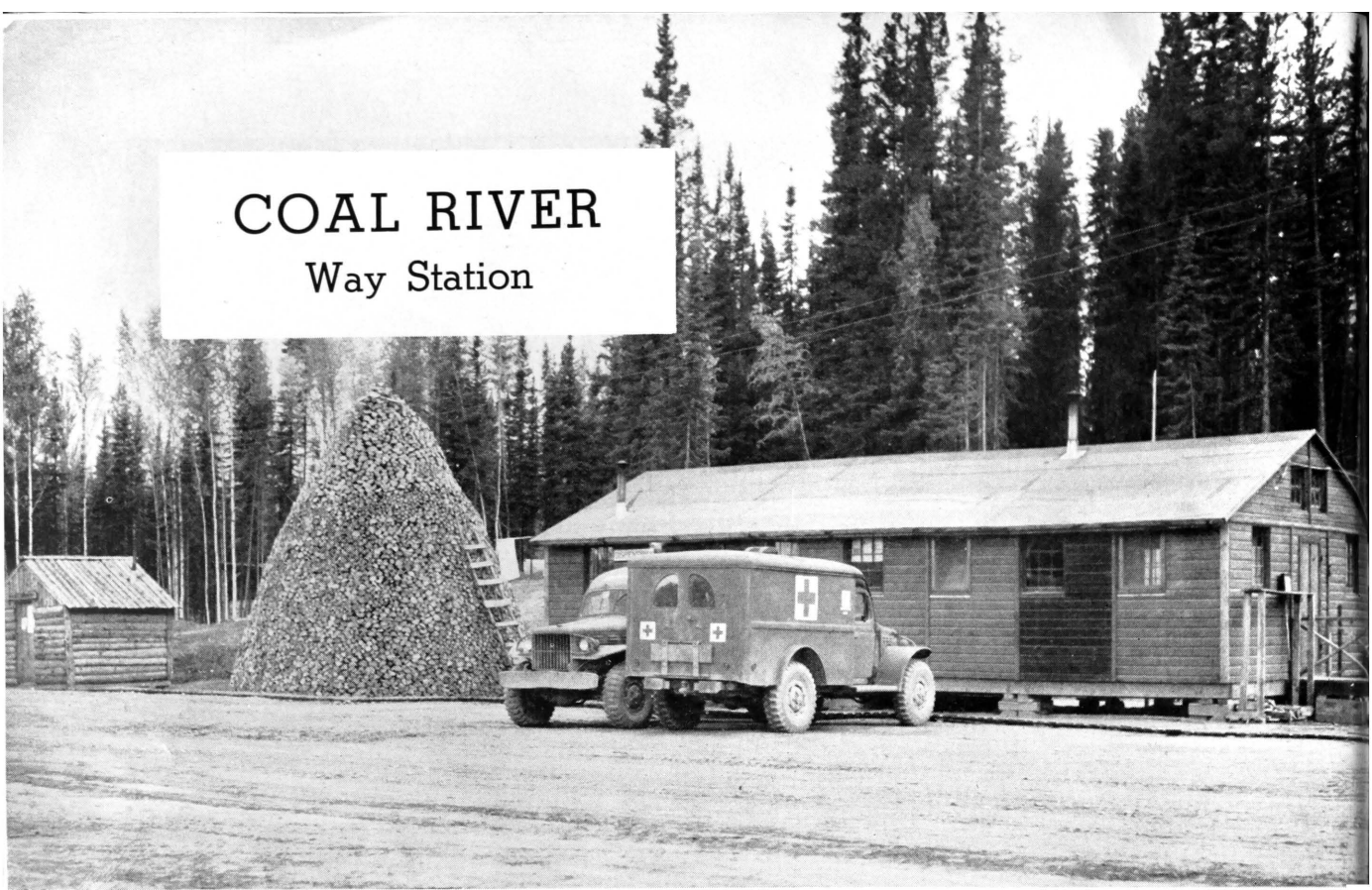
Wood-cutting is one of most important camp chores. Above, Cpl. James O. Elliot and Pvt. Toney Petroski chop kindling.

Below, T/5 Lewis Province and Pfc. Aleodor Elertson pump gas from drum into container for electric generator.



COAL RIVER

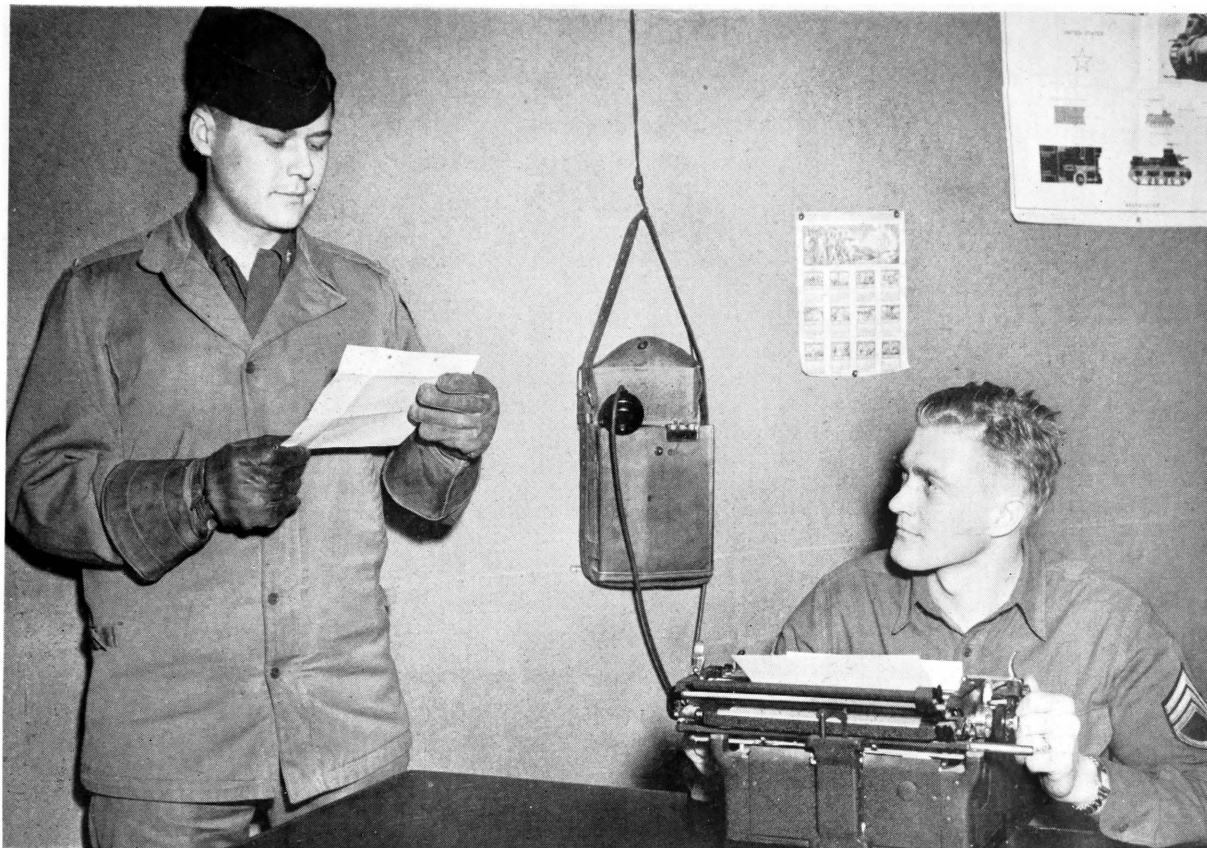
Way Station



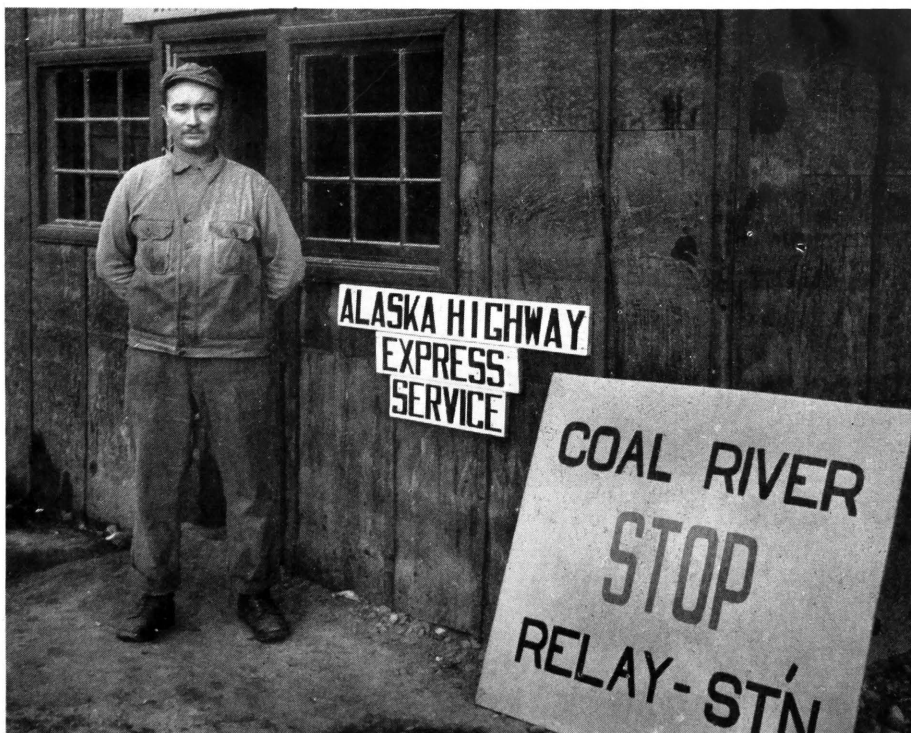
Camp scene at Coal River Way Station, above. At center, left, is unique wood pile.

A portion of the camp personnel at Coal River is pictured. T/5 Walter Bernatowicz scrapes icicles from barracks, below.





Lt. William A. Rundle, Jr., station officer, dictates to S. Sgt. Vernon Weiss, above.



Pvt. James Carson poses outside of Coal River dispatch office.

CENTRAL DIVISION

Alaska Highway

THE CENTRAL Division, formerly the old Whitehorse Division, with its Headquarters at Whitehorse, Yukon Territory, is a most important division in the organization. Located at the inland terminal of the White Pass and Yukon Route, it has handled much of the cargo which arrived through the port of Skagway for the construction of the Highway and the troops operating in that section. Records indicate it has hauled more tonnage than any other division, although its loaded truck miles and loaded ton miles are less than that of the Southern Division. It operates over 1,262 miles of road, including the central part of the Highway, The Haines Road, Canol Road, and certain feeder roads thereto.

Being the original Alcan Headquarters, its present personnel in-



Major E. C. Wall, Commanding Officer, Central Division

cludes enlisted men with longest service in the present organization, such as, M. Sgt. Carl P. Wylie of N. Little Rock, Ark.; T/4 Robert H. Bove of Minneapolis, Minn.; and T/5 Rex W. Beer of Elkins, W. Va. These men have been with the organization since its inception and have done real jobs. T/4 Bove along with T. Sgt. Otto

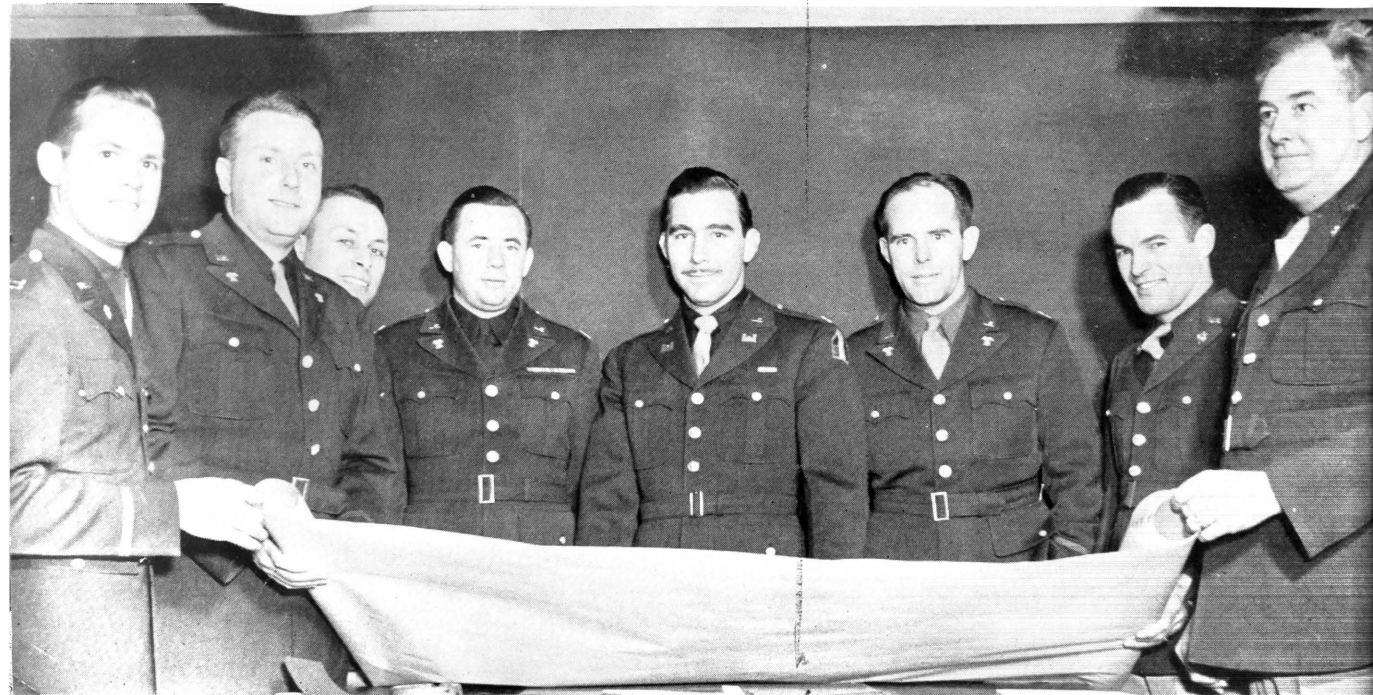
tions officer; Lt. Bertram Kerman, post exchange; Lt. Meyer Maieron, highway patrol; Capt. Edward O'Connor, supply officer; Capt. Robert T. Miller, adjutant; Lt. Paul L. Corwin, assistant operations officer; and W.O. Fred F. Foppe, assistant to supply officer. In addition there are several civilian employees.

Gronke drove the first truck from Dawson Creek to Fairbanks.

The first officer in charge of the Division was Lt. Col. Herbert R. Soderston, who was later to become Director of Operations at Highway Headquarters. He was followed by Lt. Col. James R. Henderson, and Lt. Col. Irving N. Smith, until 10 August 1943, when its present Commanding Officer, Major E. C. Wall was assigned. The present staff of the Division includes: Capt. Dallas L. Criswell, opera-

OFFICERS on duty at Headquarters Central Division, left to right: Capt. Dallas L. Criswell; Lt. Bertram Kerman; Lt. Meyer

Maieron; Capt. Edward O'Connor; Maj. E. C. Wall; Capt. Robert T. Miller; Lt. Paul L. Corwin; and W.O. Fred F. Foppe.





CIVILIAN EMPLOYEES, Central Division, left to right: Betty Jane Irvin, Katherine O'Connor; Jessie Eaton; Dorothy Brown;

Jean Dolan; Dorothy Wooley; Pearl Bishop; and Doreen Kelly. They are grouped in the Division office.



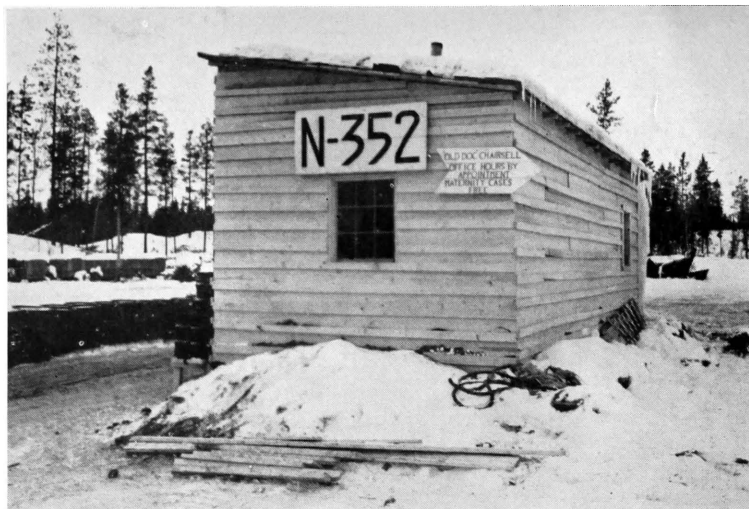
ENLISTED PERSONNEL of Central Division Headquarters includes, left to right, Front row: Pfc. George W. Pegram, Greensboro, N.C.; S. Sgt. William Barnett, Pasadena, Calif.; Sgt. Harold Mais, Sheboygan, Wis.; Second row: Cpl. Rex Beer, Elkins, W. Va.; T/5 Robert Quinn, Lancaster, N.Y.; T/5 Blaine

Ely, Upper Darby, Pa.; S. Sgt. Robert Stockwell, Evansville, Ind.; and Pfc. Bernard Myer, Santa Fe, N. Mex.; Third row: Pvt. August Sanders, Barnwell, S.C.; and Sgt. Robert Bowe, Minneapolis, Minn. M. Sgt. Carl P. Wylie, N. Little Rock, Ark., is not shown due to absence on special duty.

WATSON LAKE Relay Station



WATSON Lake camp pet, shown above.



WATSON Lake Relay Station landmark is old dispatch office, above.



CAPT. Smith and Lt. Olsen with day's catch, above.

POKER game in recreation room: Pvt. Bill Darnell; Pvt. Edwin T. Shalley; Cpl. Clifford Beaver; and Pvt. Grady Thornell.





PERSONNEL at Watson Lake, shown above. Camp buildings are in background.



OFFICERS at Watson Lake (L to R) Capt. William B. Smith, Lt. Matthew J. Lappin, medical officer;

Capt. Marion T. Bach, dental officer; 2nd Lt. Henry J. Poehler; and 1st Lt. Roy E. Zimmerman.



SWIFT RIVER Way Station

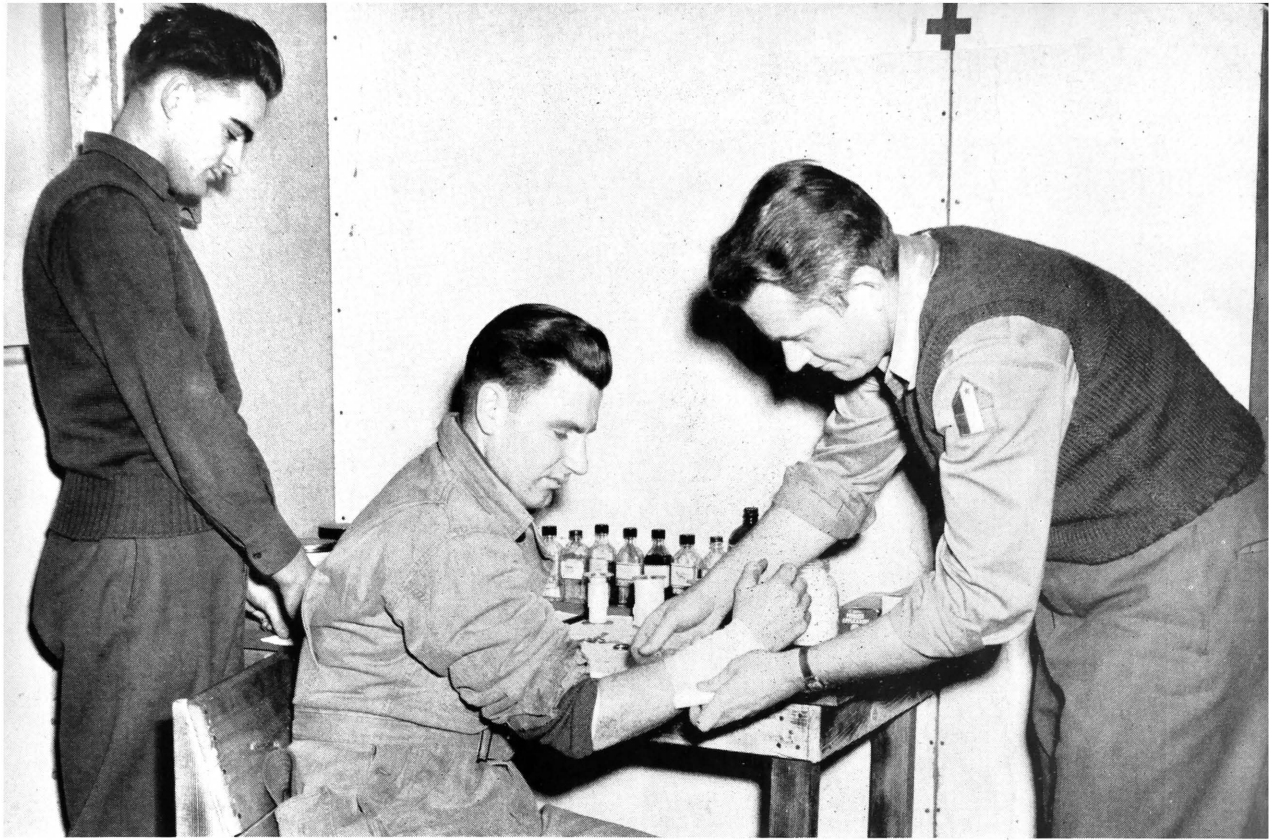


FIRST GAS dispensing station at Swift River, shown above.

1ST LT. PAUL W. JONES and 1st Lt. Leonard T. Hoppe, left, outside officers' quarters.

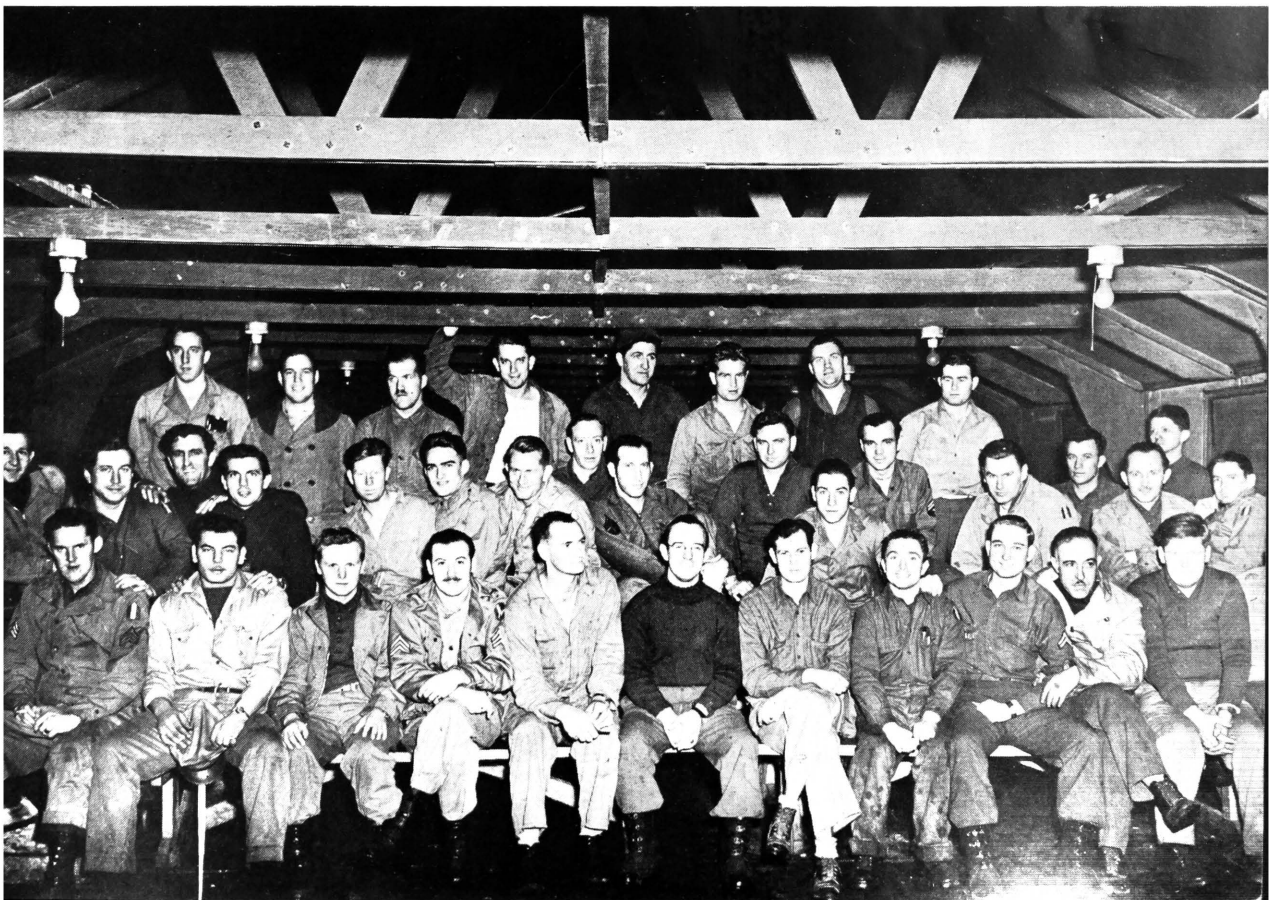
POWER SAW, below, used to cut firewood. Pictured are (L to R) Pvt. Mike W. Martinez; Pfc. Charlie A. Hind; Sgt. Wm. H. Strong; Pfc. George W. Peterson; and Sgt. Albert O. Laperle.





Dispensary scene at Swift River, (L to R) are Pvt. Kenneth Ridlon; Pfc. Leo M. Kerstein; and Pvt. Wm. K. Stokeley.

Station formation photographed by cameraman, below, at Swift River.





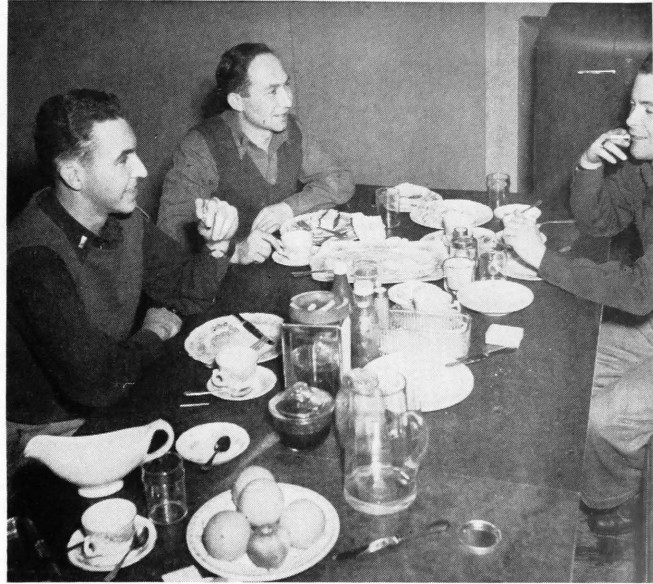
TESLIN Relay Station

Preparing dinner are (L to R) S. Sgt. Dan Valerio, T/5 R. B. Newton; Pfc. N. Y. Jones; and Pfc. Samuel Cima.

Personnel at Teslin Station, below, by whom camp operations are made possible.



CAPT. T. B. COFFIELD, of Bowie, Tex., stops momentarily at Brook's Brook, Y.T. Relay station was later moved to Teslin.



TESLIN OFFICERS, above, are (L to R) 2nd Lt. Lawrence H. Sandoz; 2nd Lt. Harry Rosenhek; and 2nd Lt. Norman H. Lane, having an after-dinner smoke and bull session.

"PX" SCENE, left, shows S. Sgt. Fred Townsend; Cpl. Leo Dunaj and S. Sgt. Wm. K. Reid making purchases from S. Sgt. Chas. L. Duncan, behind counter.



TESLIN CAMP at time of occupation by Brook's Brook forces.

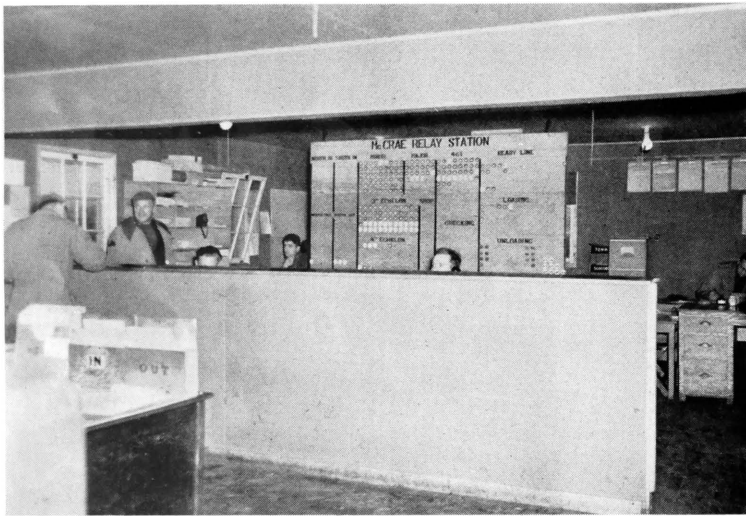


WASH-DAY, Army style, at Teslin, Y.T. Pvt. Pagano stirring.

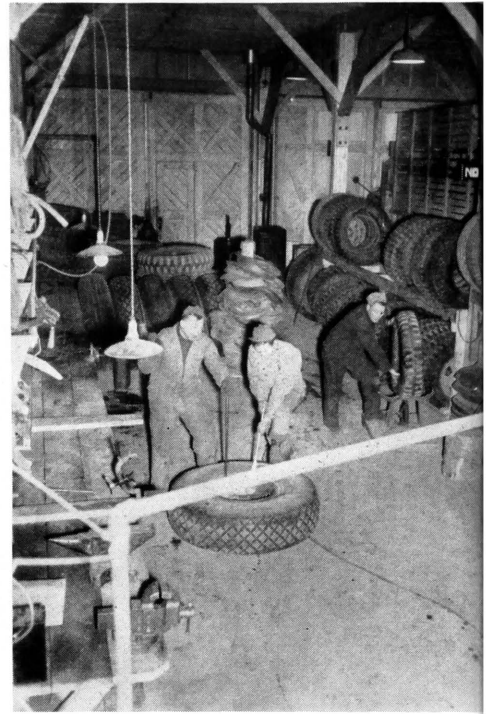


CAMP SCENE at McCrae, midway terminal station of the Alaska Highway, above. In foreground, right, is dispatch office. Background, left, can be seen one of shops.

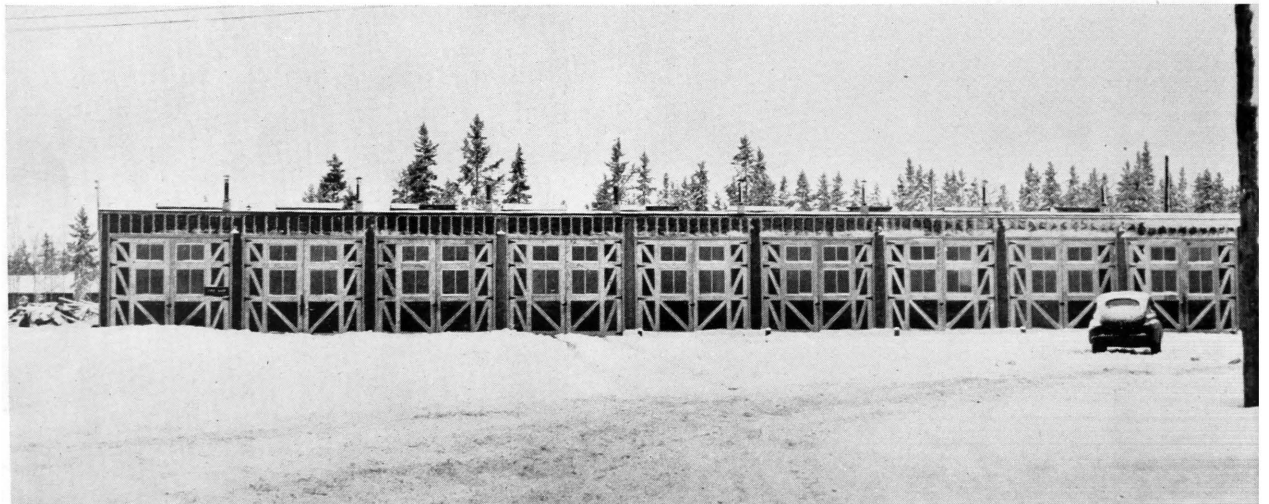
McCRAE Relay Station



DISPATCH office at McCrae, above, is scene of much activity. In center can be seen control board showing disposition of all personnel in area.



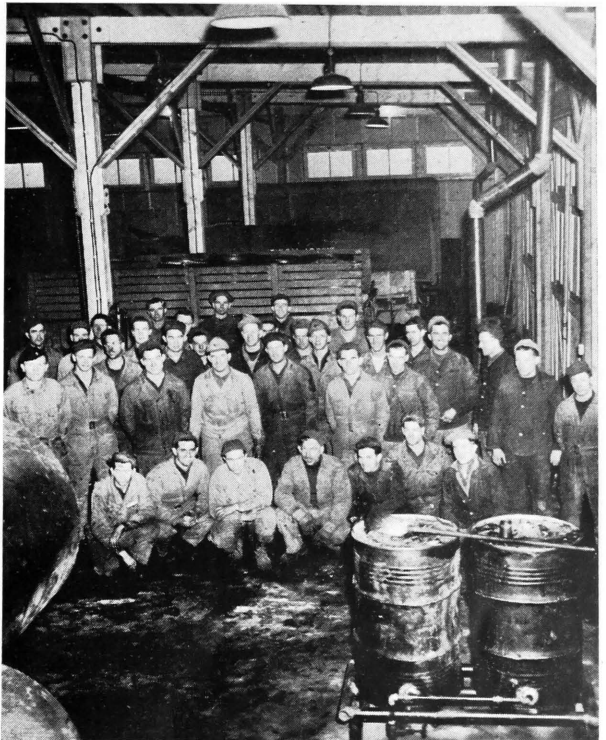
TIRE shop is manned by experts at McCrae Station, above. Trained personnel assure maximum usage of all rubber. McCrae is located at point where the little White Pass and Yukon Railroad crosses the Alaska Highway.



McCrae shops are among busiest on road. Inspection building shown above.



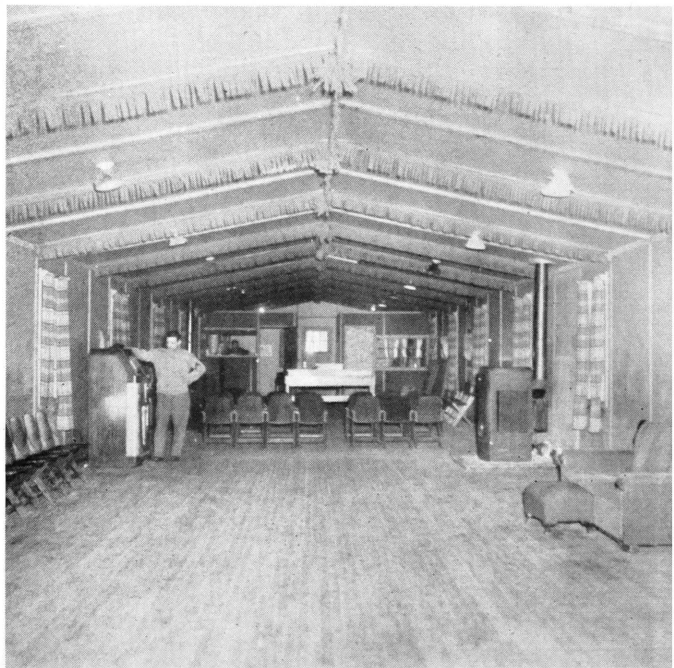
BUSSES, TRUCKS, jeeps, Army vehicles of every kind are regular visitors in the yards of a relay station, for here they are refueled, checked, and dispatched. Above is busy yard of the McCrae Relay Station near Whitehorse, Yukon Territory.



A GROUP of men at the McCrae Relay Station pause in the garage for a brief interlude from their work. Boys such as these keep the trucks rolling despite lack of spare parts and proper lubricants, which was true in early days of operation.



KEY personnel at McCrae below. Standing are company officers (L to R) 2nd Lt. Stanley Zablockie; 1st Lt. Philip F. Aster; Captain Alfred J. Gillis; 1st Lt. Leonard W. Herlean; and 1st Lt. Charles D. Manes. Front are Sgt. Alexander Dallenger; S. Sgt. Arthur Silverstein; S. Sgt. Clifford Aberg; Sgt. Nolton Connally.



INTERIOR view of McCrae recreation hall above. All camps along Highway have well equipped buildings in which men can while away hours spent off-duty. Juke-boxes provide enjoyable recreation for men stationed at isolated camps. For the first months, however, recreation halls were unheard of, boys relaxed on bunks.

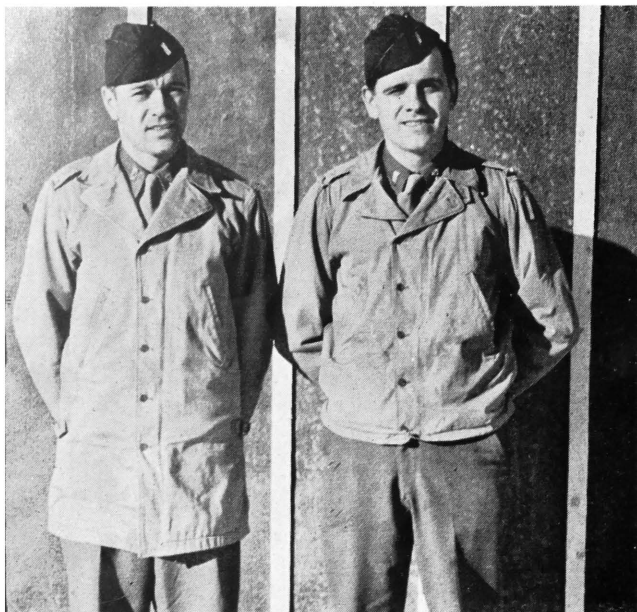
CANYON

Way Station



CANYON WAY STATION is first stop of the truck drivers northbound out of Whitehorse or McCrae. Here they pause long enough for a hot meal or emergency repairs and then are on their way to Destruction Bay. Two types of housing are

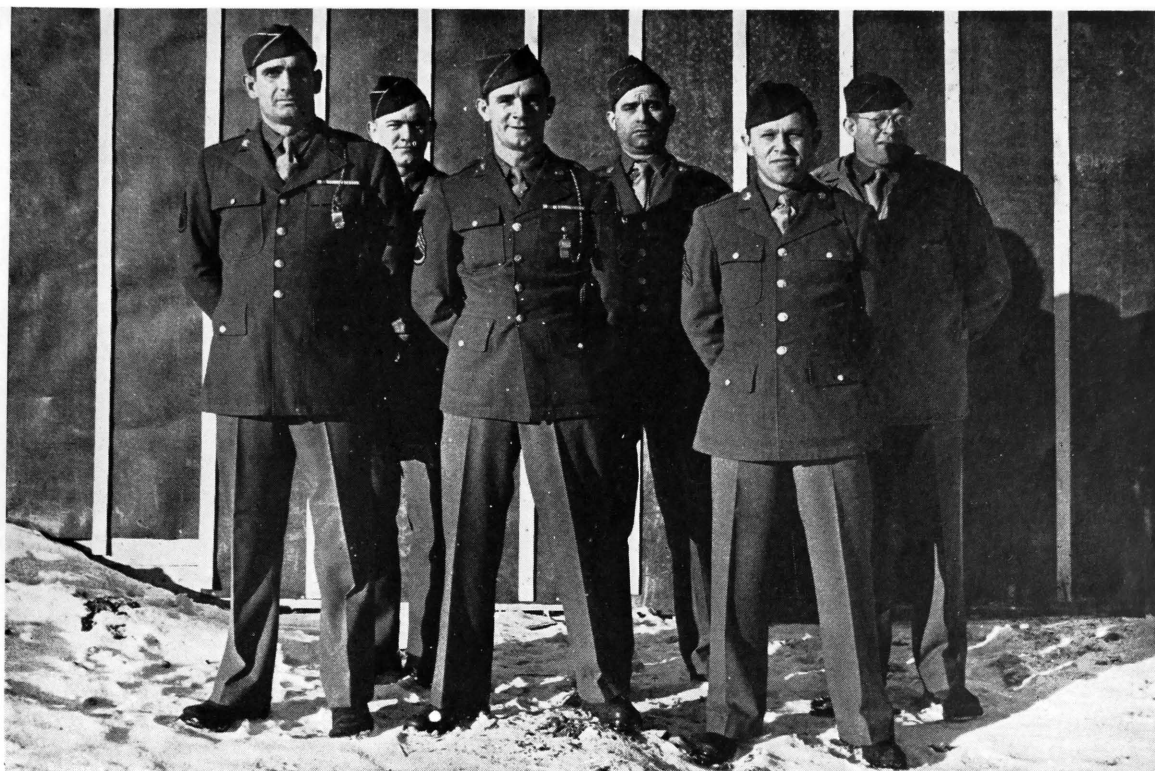
in evidence, the Nissen hut with its oval roof, and the constructed barracks made of native lumber sawed from the Yukon forests. Evidence of the pride the boys took in their camp is shown by the planted native evergreens and rustic fences.



1ST LT. CLIFFORD A. BERG and 2nd Lt. Joseph L. Ratke are officers stationed at Canyon. Big social event of the Yukon was the wedding of Lt. Berg and Dorothy Brown in February, 1944.



MAIL CALL is eagerly awaited throughout the day. Mail every day was a rarity, though, before the Alaska Highway Postal Service was organized. Soldiers often waited weeks and months.



Part of the personnel of Canyon Way Station is pictured above.
Inspection shed in right foreground and garage, center rear, of Canyon station.



DESTRUCTION BAY

Relay Station



ON THE SHORES of beautiful Kluane Lake is the Destruction Bay Relay Station. Towering mountains dwarf camp buildings, as at left.

STATION OFFICERS are 1st Lt. Louis G. Bein, Jr.; and 2nd Lt. Malcolm S. Brown.



SOME OF THE PERSONNEL who help operate Destruction Bay Relay Station. The camp was occupied by Quartermaster troops under Lt. Bein in March 1943, as a 40-degree below wind blew in off Kluane Lake. With even no tables in the mess hall, just benches, it has grown into a well equipped station. In summer a small power boat was lent by Mr. Jean Jacquot of Bur-

wash Landing for boating and fishing on the lake. Burwash Landing is 11 miles north of Destruction Bay, founded in 1904 when gold was discovered at Ruby Creek and Bullion Creek. Before the war hunting parties came to Burwash Landing from every state in the Union to shoot moose, caribou, sheep, bears, mountain goats and other animals, flying in and landing on lake.



Beautiful spruce trees by the lake make a gorgeous setting for camp.



BARBER strops razor, preparatory to giving soldier "the works." An enterprising barber, professional, amateur, or novice, is found in every camp.



SOME CAMPS have pianos in recreation buildings, a few of them brought north by the troops themselves. Group at Destruction camp, joins in song.



KOIDERN Way Station

TIME OUT from pool game to listen to the radio. Portable radios are furnished by the Special Service division of the Army. Radio reception is not too good in most sections of the High-

way, due perhaps to mountains, mineral deposits, and Northern lights. Pool tables are, however, a late addition to most camps. They were furnished by the American Red Cross.

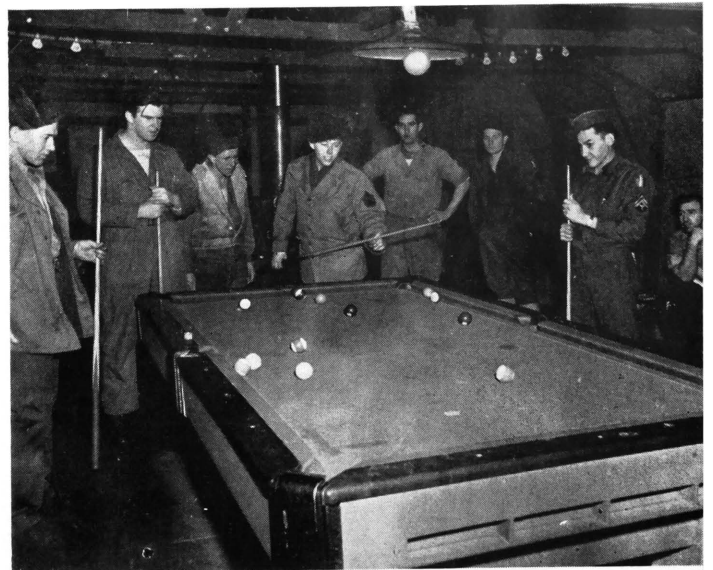
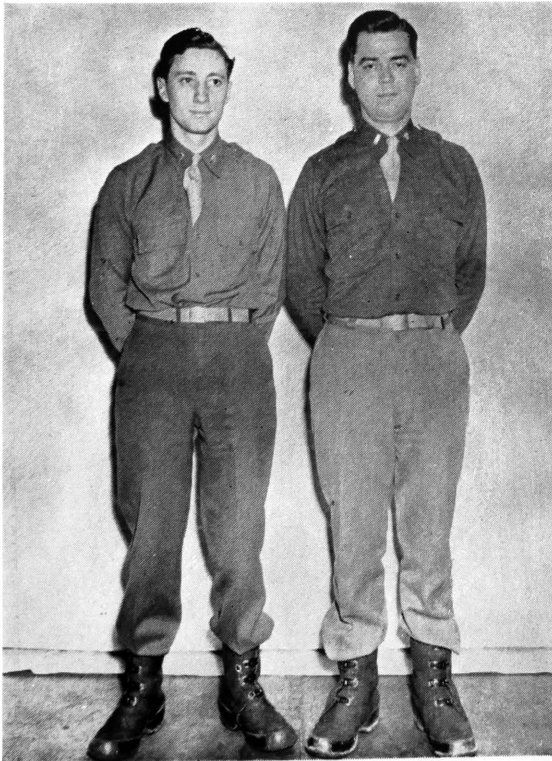
A group of personnel of Koidern Way Station, last station in Yukon before reaching Alaska.





BUILDING of the Koidern Way Station has been quite recent. Scene above shows the camp during construction. Koidern takes its name from the Koidern River, which it is near. It is also

near the White River, which became famous because of the difficulties in crossing it. Koidern is about halfway between Destruction Bay and Northway relay stations.



POOL TABLE at Koidern Way Station is popular with men. Low temperatures and heavy snows during winter make indoor recreation a necessity for soldiers along Highway.

STATION OFFICERS, at left, are (L to R) 1st Lt. William J. Browne; and 2nd Lt. Edward L. Hellrung.

NORTHERN DIVISION

Alaska Highway

ON JANUARY 15, 1943, Fairbanks Headquarters, Alcan Highway was activated with Capt. Edward G. Mrozek as Commanding Officer. Pvt. Reuben B. Ugstad was transferred from Whitehorse to Fairbanks to serve in a clerical capacity and was the first enlisted man assigned to the new unit.

During the early part of March, 1943, a small group of enlisted men from Companies "B" and "C" of the former 477th QM Regiment (Truck) set up Headquarters in Fairbanks and began trucking operations on the Alaska Highway. Officers in charge of the detachment were Lieutenants Vernon T. Gilpin and Malcolm S. Brown. Major Robert H. Souder was designated Officer in Charge of all trucking operations in the Fairbanks area.

S. Sgt. Henry Bowman acted as First Sergeant and dispatcher. Housing facilities were not available, so sleeping space was rented from the Fairbanks Eagles hall, the front of which was used for a dis-

patch office. "Improvise" was the by-word. There were no blank forms, no office supplies, no office equipment.

During the first few weeks no 24-hour mess hall was in operation. Drivers off the road who arrived late for chow were forced to wait until the next regular meal. Since the men were separated from their parent units and the road was closed, they were without their normal supply of clothing. The men found themselves in an unusual situation. Here they had spent months in the wilderness and now they were located in Fairbanks, the recreational and social oasis of the north country; but none of them could examine the wonders of the city.

The Highway being closed by the summer thaw, operations in other directions soon became extensive. Barges and boats were coming into Circle, Valdez, and Anchorage loaded with equipment and supplies for government units stationed at Fairbanks.

Gradually throughout the sum-

mer the detachment grew in strength. Troops arrived from Company "C" to take over driving duties.

The most difficult operation encountered was the hauling of freight to Livengood, 85 miles from Fairbanks. The spring thaw had converted the road into a huge mud hole, and drivers had trouble staying on the road. Over many stretches of the road trucks were driven bumper to bumper to get through. In many instances fifteen hours were required to cover the 85 miles distance.

Officer personnel of Northern Division Headquarters include: Major Robert H. Souder, Commanding Officer; Capt. Robert A. Piehl, Jr., Supply Officer; 1st Lt. Herman Blumenthal, Adjutant; and Lt. Wesley B. Cunningham, Maintenance Officer.

Enlisted men in key positions include: T. Sgt. Reuben B. Ugstad, chief clerk; S. Sgt. Henry M. Bowman, operations; S. Sgt. Bert V. Hill, maintenance; and Pfc. Herbert J. Lucas, petroleum.

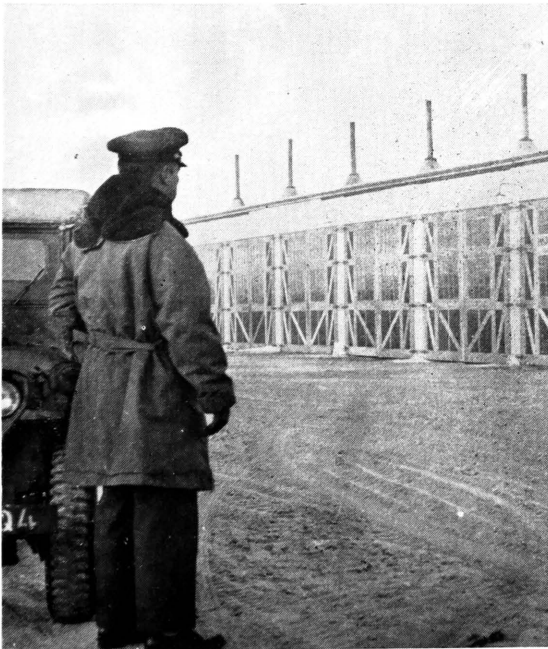
COMMANDING the Northern Division is Major Robert H. Souder, Champagne, Ill., shown at left on the first row. Other officers of the Headquarters are, front row, left to right: Capt.

James E. Trow, MC, and Lt. W. B. Cunningham, Ripley, W. Va. In rear are Capt. Robert A. Piehl, Jr., Houston, Tex.; 1st Lt. Herman Blumenthal, Atlanta, Ga.; and 1st Lt. John P. Ransom.

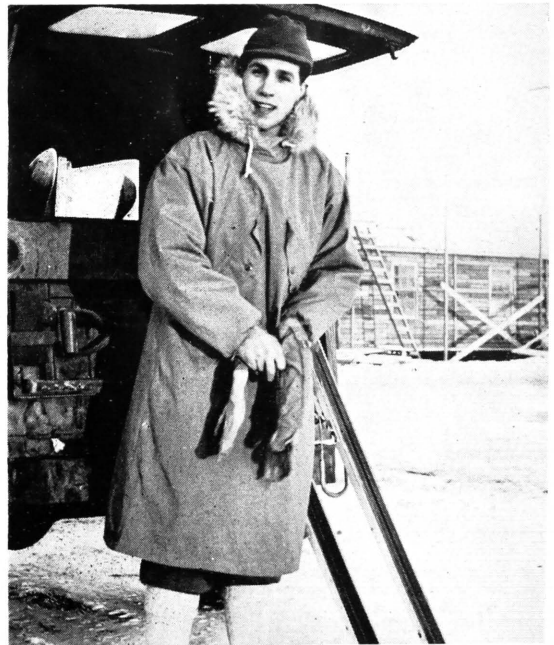




ENLISTED MEN of the Northern Division, Alaska Highway, in front of their Headquarters building.



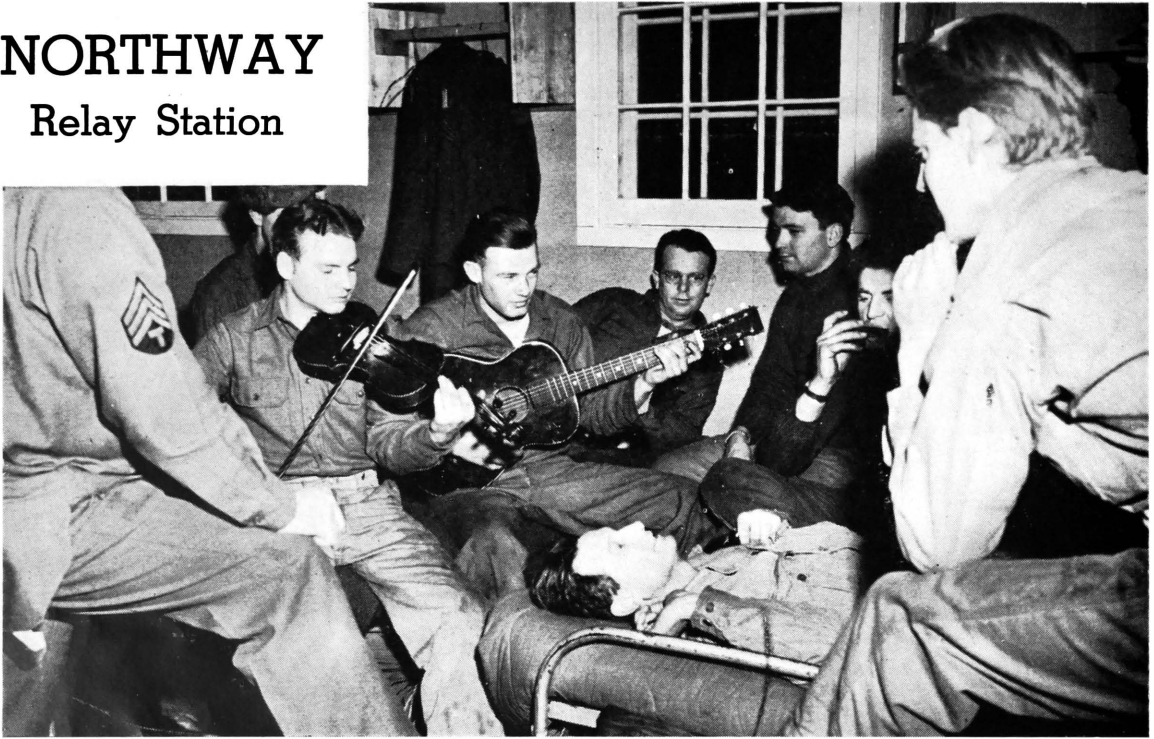
CAPT. ROBERT HERBERS, formerly adjutant of the Northern Division, now commanding Fairbanks Relay Station, views the Alaska Highway garage at Fairbanks.



CPL. ROBERT GIARDINELLI, New York City, N.Y., prepares for skiing. Many of the boys, some who had never even seen snow before, found winter sports of North country enjoyable.

NORTHWAY

Relay Station



Northway soldiers, like all others, enjoy music of camp orchestra, above.

OFFICERS of Northway Relay Station, below, are (L to R) 1st Lt. Orin E. Schuyler; Capt. Ralph E. Allee; and 2nd Lt.

Roy A. High. For a while Northway soldiers operated whole Fairbanks Division, as well as Richardson Highway.





Card Game, the Army's favorite bit of relaxation, finds favor with Northway boys.



NORTHWAY BOYS in their camp area. Tents in background were living quarters for the men, before barracks were finished in fall of 1943. Troops moved from Toad River to Northway in spring of '43, a distance of nearly 1000 miles, an almost unprecedented move in Army history. Caught in the spring thaw, some of the trucks carrying their property never arrived at

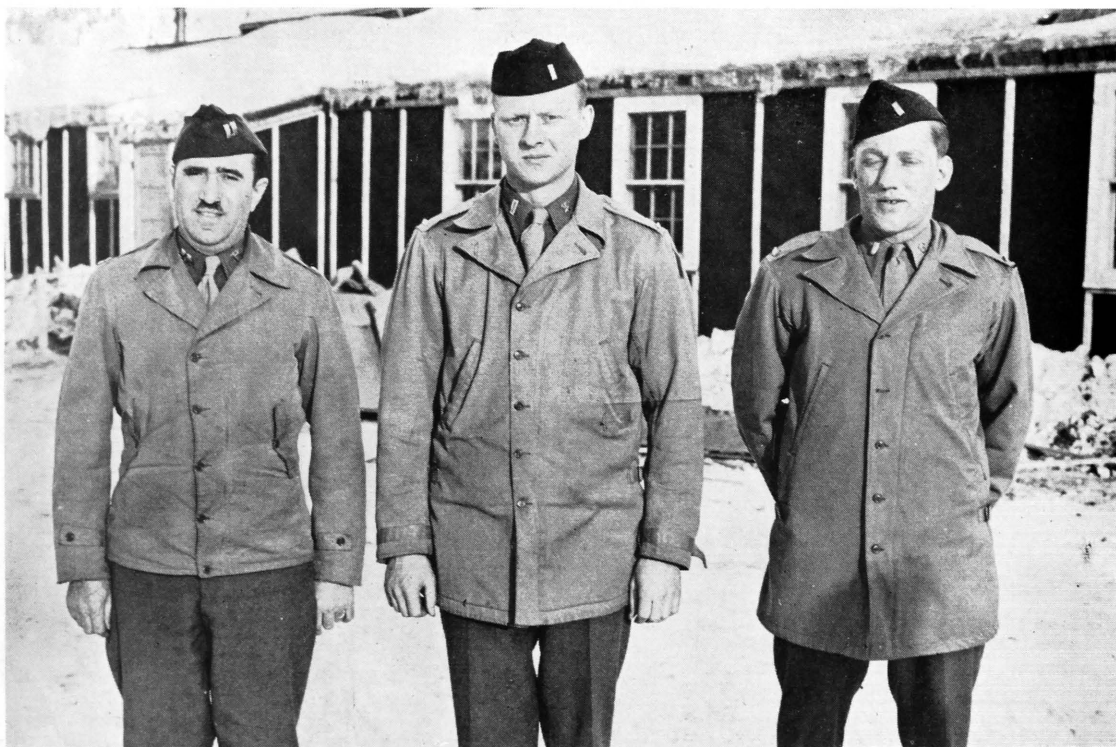
destination. Completely shut off from rest of Highway by the road being closed at Beaver Creek, boys operated for several months the Fairbanks Division, Richardson Highway, Steese Highway and road to Livengood, as much mileage as all the rest of the Highway. Detachment at Beaver Creek, 60 miles south, was isolated for five months, once flooded under 4 feet of water.

CATHEDRAL BLUFFS

Way Station



A bunch of boys from Cathedral Bluffs Way Station. S. Sgt. James Carr, Philadelphia, Pa., left, is non-com in charge.



OFFICERS stationed at Cathedral Bluffs are (L to R) Capt. Isaac Sternhill, medical officer; 1st Lt. Glenn P. Scheihing; and

2nd Lt. James C. Fisher. Cathedral is near Robertson River, where ice was 18 feet thick in winter of '43.



MESS HALL is visited by Army and governmental officials travelling up the Alaska Highway. Seated at table, extreme left,

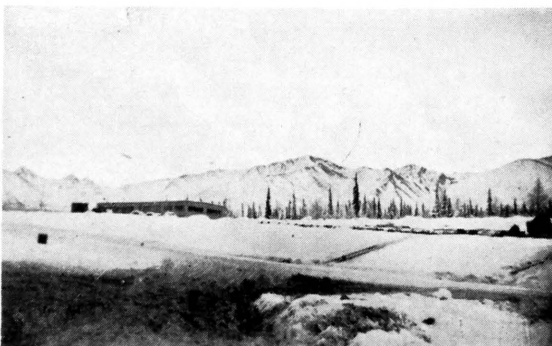
General James O'Connor, Northwest Service Command, and Col. Joseph P. Glandon, Alaska Highway.



Construction activities in camp area.



Cutting fire wood at Cathedral Bluffs.



Cathedral camp nestles in mountain valley.



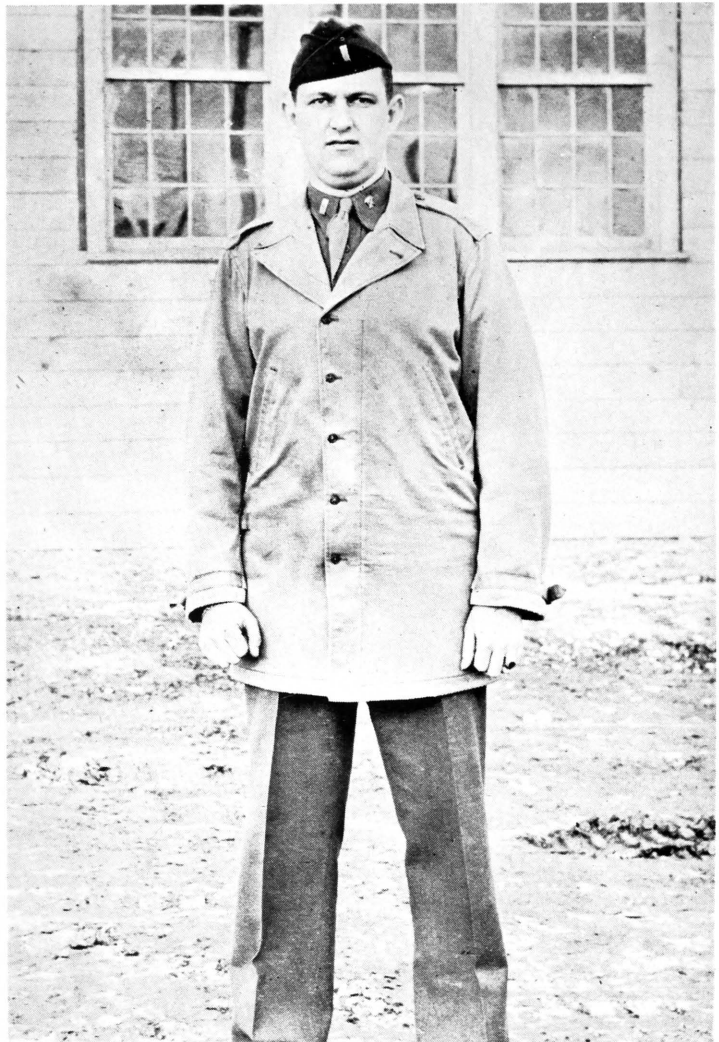
Spruce forests provide winter fuel for stoves.

BIG DELTA

Way Station



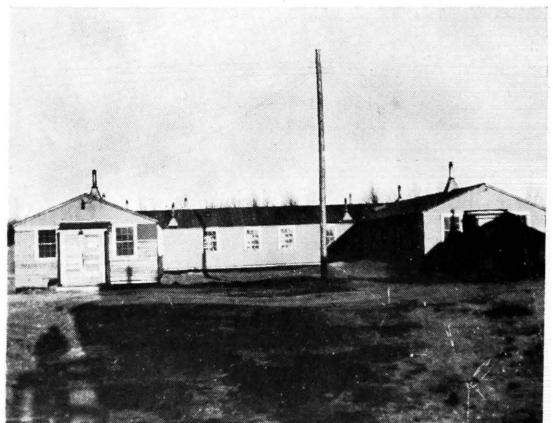
PRIORITY SERVICE is given to Alaska Highway express trucks, operating on regular schedules between Dawson Creek and Fairbanks. Every relay and way station has special provision for the efficient expediting of the express. Picture, above, shows express office at Big Delta Way Station.



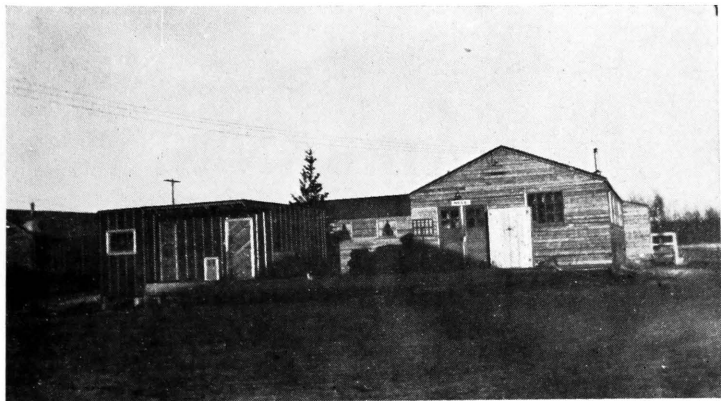
Commanding Officer at Big Delta is 1st Lt. John P. Dryde.



Ten-ton diesel truck dwarfs soldier and fuel pumps at Big Delta.



Buildings at Big Delta, as above, are among finest on Highway.

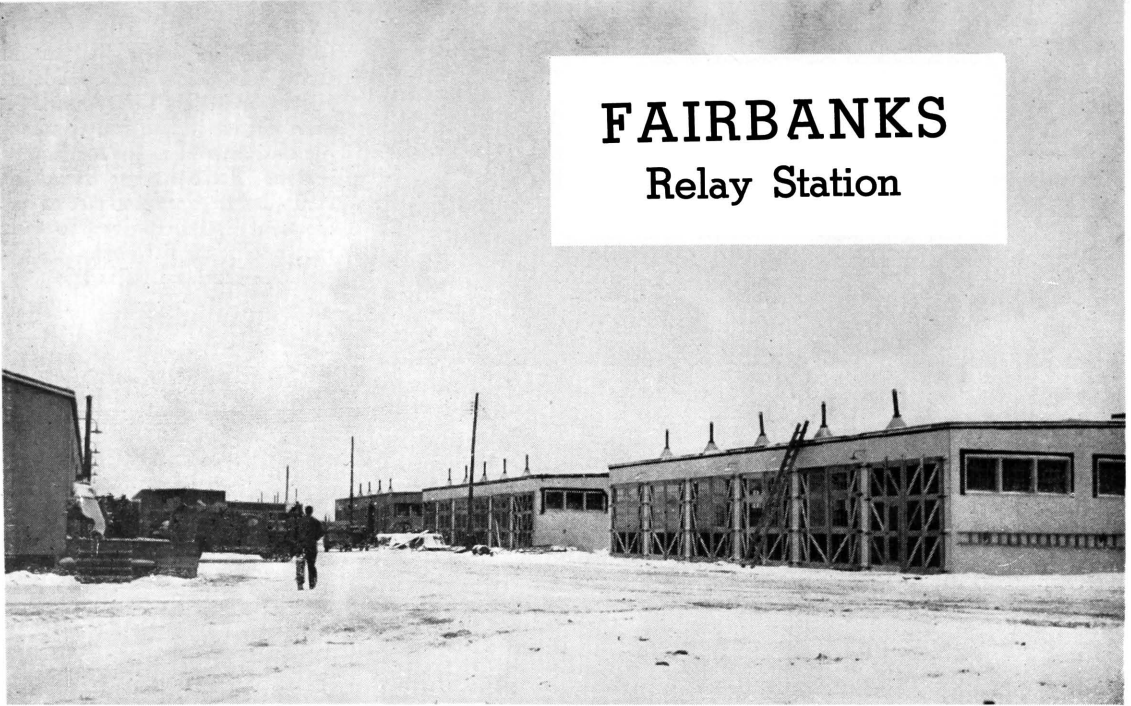


CORNER of mess hall at Big Delta, left, with 'home-made' refrigerator in left foreground. Soldiers cut ice in late winter to supply all needs of camp for summer season. Personnel at Big Delta camp, below, are fortunate to have frequent opportunity to visit metropolis of Fairbanks, Alaska, one hundred miles away.



FAIRBANKS

Relay Station



TERMINAL STATION at the Northern end of the Alaska Highway is the Fairbanks Relay Station, Fairbanks, Alaska. Here the Highway meets steel once again, the Alaska Railroad which runs from Seward and Anchorage to Fairbanks. This is the

last connecting link between the Alaska Highway and civilization once again. The first station was at the edge of Fairbanks; later it was moved out of town a few miles and a modern camp was built.



SOLDIERS STATIONED at Fairbanks performed key functions in operation of the Northern end of the road. In August, 1943, the men moved from their picturesque little camp of Brook's Brook near Whitehorse to Fairbanks. The road was closed at Beaver Creek, near the Alaska-Yukon border; to move the men

had to skirt this section, and they used every means of transportation at hand, including air, water, and road. Some of the men and equipment went by riverboat from Whitehorse down the Lewes and Yukon rivers to Circle, Alaska. The rest of the trip to Fairbanks was made via the Steese Highway.

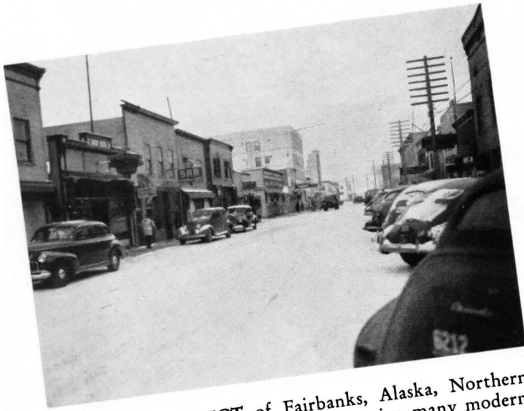


OFFICERS at the Fairbanks Relay Station are (L to R) Capt. Robert E. Herbers, commanding officer; 1st Lt. Albert Spieler; 1st Lt. Lawrence B. Embry; and 2nd Lt. Peter Lazoration. 2nd Lt. Godfrey R. Cox, executive officer, not present for picture.

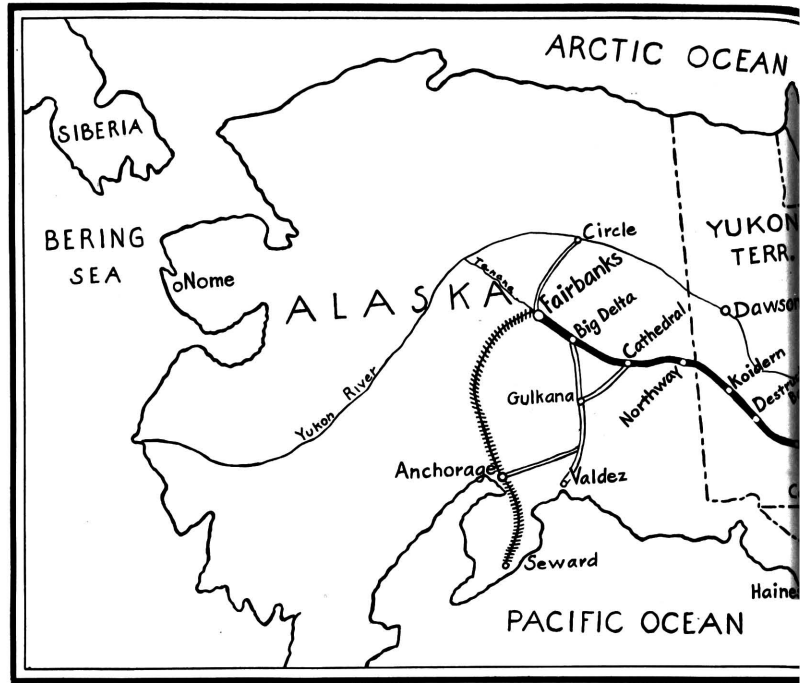


FUELING station at Fairbanks is a key point of the station's operation. Covered gas dumps, as illustrated, have mostly given way to underground storage tanks with self-computing pumps. At first dumps did not even have covers.

OUTPOSTS OF CIVILIZATION



BUSINESS DISTRICT of Fairbanks, Alaska, Northern terminus of the Alaska Highway. Having many modern stores, it is a mixture of old and new.



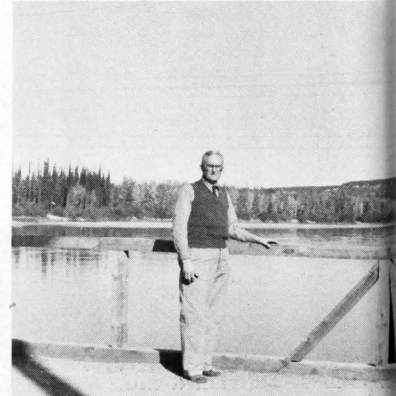
FIRST LOCOMOTIVE to operate on the railroad between Fairbanks and Anchorage now stands as a monument to the men who laid the rails between the coast and the inland city.



WHITEHORSE, Yukon Territory, where gold rush history was written in '98, again experiences the lusty life that once made it famous in song and story.

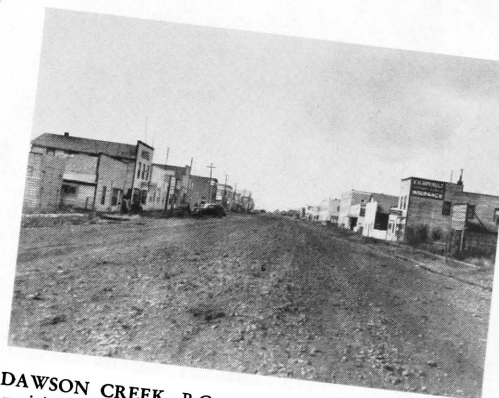
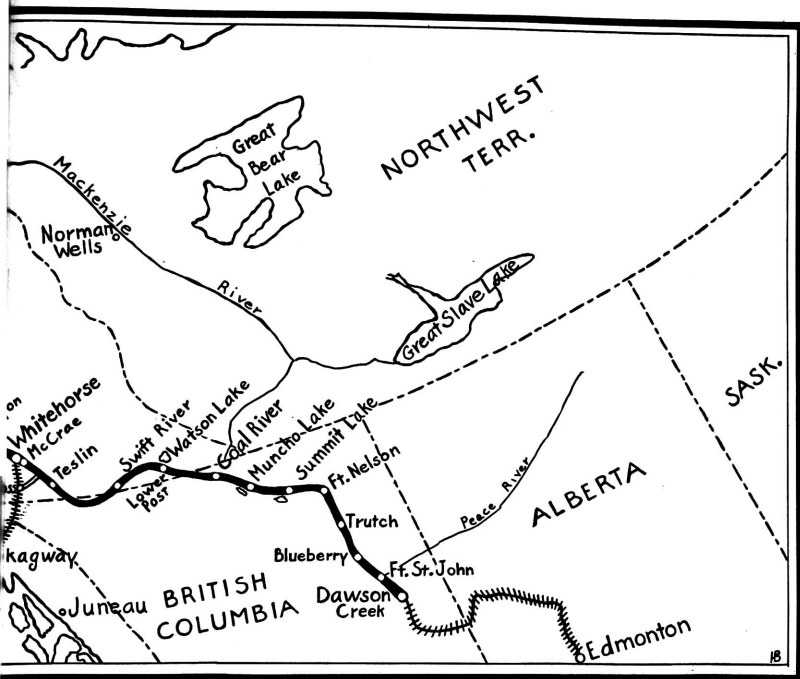


GENERAL JAMES A. O'CONNOR, Commanding General of the Northwest Service Command, and **Fiorello H. LaGuardia**, Mayor of New York City and a member of the joint United States and Canadian Commission that selected site for Highway, stand at point named in latter's honor.



ANTHONY J. DIMOND, former Delegate to Congress from Alaska, now a Federal Judge, has used Highway to travel between home and Washington.

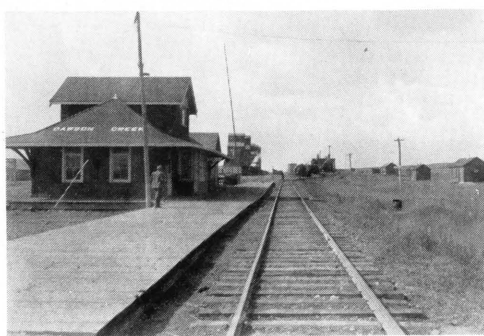
ON LINKED BY HIGHWAY



DAWSON CREEK, B.C., a typical Western Canadian prairie settlement has become a boom town since construction of Highway. Its biggest industry is wheat.



story. In center, background of above picture, the depot of the White Pass and Yukon Railroad can be spotted, central feature of the town.



TROOPS and supplies arrived at Dawson Creek by rail at the little red station. Single track road from Edmonton, is known to troops as "Muskeg Special," "Alcan Cannonball," and other affectionate titles.



ROYAL CANADIAN Mounted Policeman buys necessities in Hudson's Bay store at Lower Post. Mounties now supplement dog sleds with automobiles.



COL. JOSEPH P. GLANDON, Commanding Officer of Alaska Highway, visits the historic Hudson's Bay Company store at Lower Post, a fur trader's post on the British Columbia-Yukon border, and five miles off the Alaska Highway. Lower Post is near the Watson Lake Relay Station.

TELEPHONE LINE LINKS ALASKA WITH U. S.



ALONGSIDE the Alaska Highway, over the same hills and ravines, the Signal Corps has built and operates a telephone line linking Alaska with the United States. Above, a line crew at

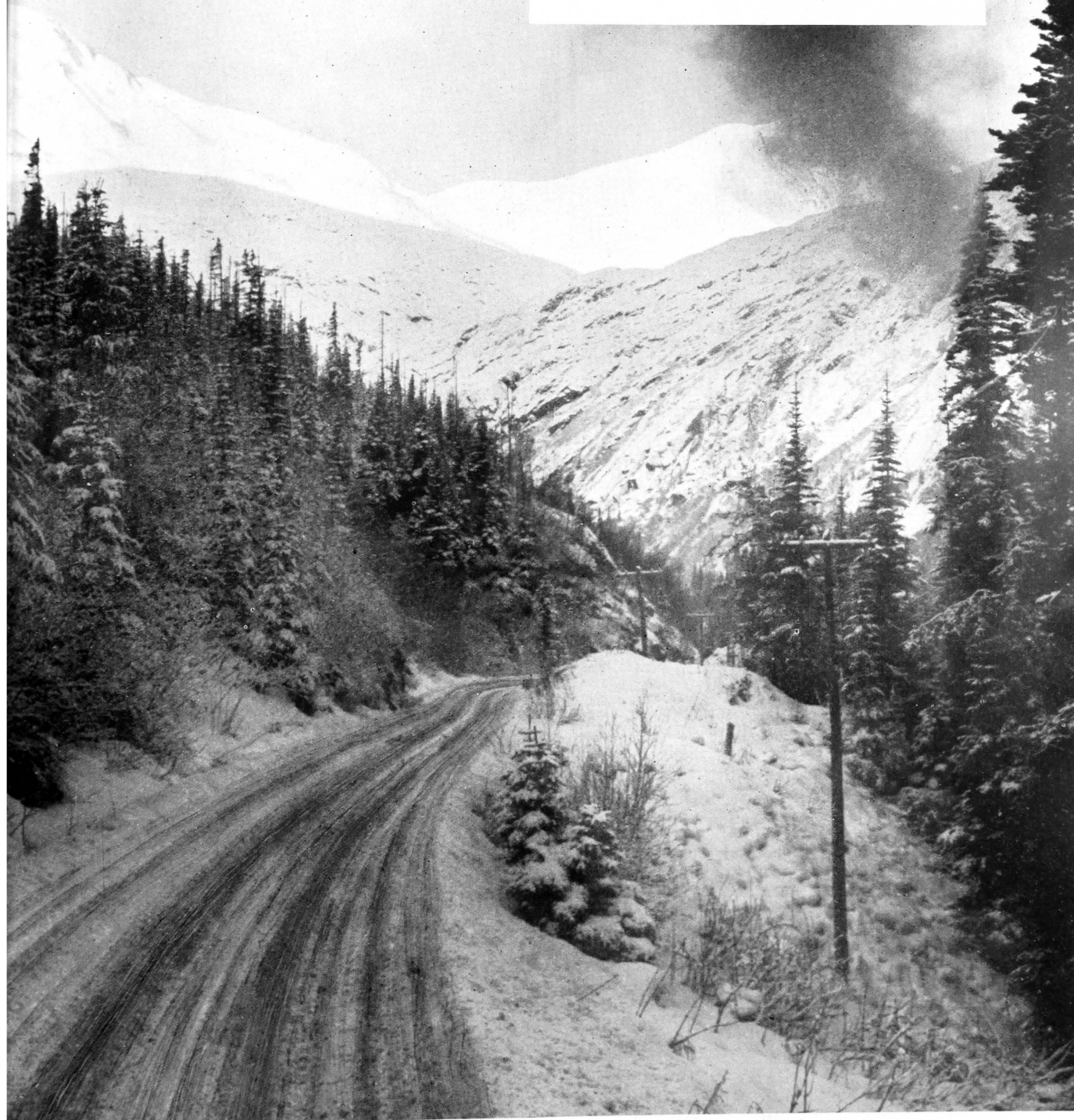
Swift River gets ready to work, left to right: Pvt. James B. Blythe, Hot Springs, N. Mex.; Pfc. Wallace Young, Bayfield, Wis.; Sgt. Robert Robb, Riverdale, Calif.; Pfc. James P. Johnson.



SIGNAL CORPS repeater stations along the road relay telephone, radio, and teletype messages. Through these means, Alaska Highway Headquarters is able to keep its fingers on the pulse of a 1523-mile artery. Crew at Brook's Brook, near Teslin Relay Station, includes, left to right: T/4 E. H. Guthelet, Hemp-

stead, N.Y.; T. Sgt. Donald C. Mathewson, Cooperstown, N.Y.; Pvt. J. B. Curry, Oklahoma City, Okla.; Pvt. Guy Hall, Battyville, Ky.; T/5 Wm. S. Loft, Sterling, Colo.; T/3 Benjamin Henry, Kingston, N.Y.; S. Sgt. H. H. Lang, New York, N.Y. These men are on duty or on call 24 hours a day.

ARCTIC LIFELINE



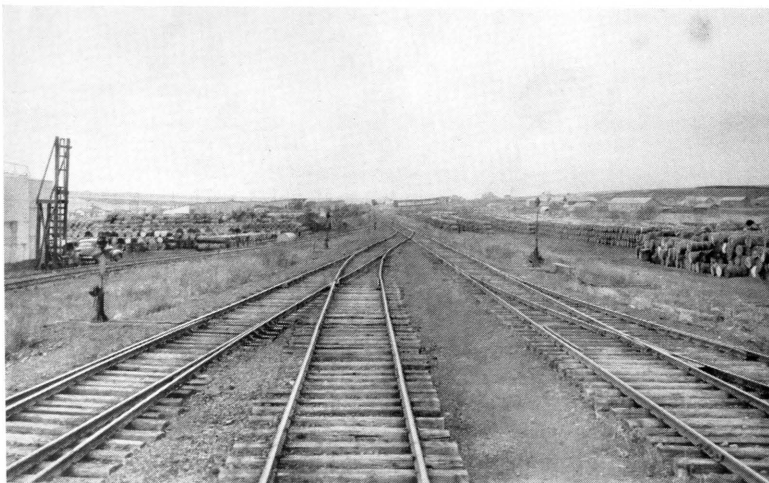
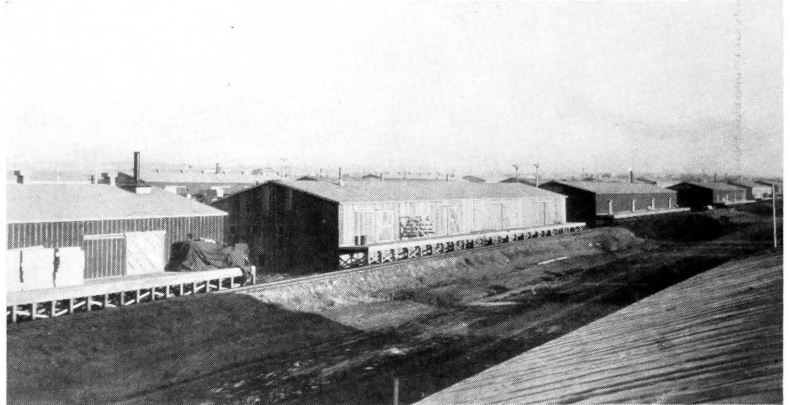
TOWERING MOUNTAIN PEAKS, snow-laden spruce forests, rolling terrain and, always, the winding, beckoning strand of

the Alaska Highway that opened the hitherto impenetrable fastness of the Northwest, now to armies, later to pioneers.



DEEP - THROATED, powerful cargo trucks, from the Army's ubiquitous "jeep" to the ten-ton diesel mastodon pictured, left, rumble constantly over the 1523 miles of surfaced roadway hacked through lands ungazed upon by white man until Japanese aggression focused attention upon the strategic importance of Alaska and the Northwest. Food, clothing, medical supplies, petroleum products, building materials and every other type of commodity necessary to fulfill the mission of the Alaska Highway have rolled northward in these vehicles.

LONG LINES of laden freight cars, having reached the "end of steel" at Dawson Creek, southern terminus of the Highway, are unloaded into newly constructed, block-long warehouses, right. From these the trucks are loaded with their cargoes, possibly perishable fruits, vegetables or meats, or, maybe, automotive parts, bales of clothing, cases of canned goods. Parts for airplanes have been hauled, as have blood plasma and vital serums needed to combat sickness.

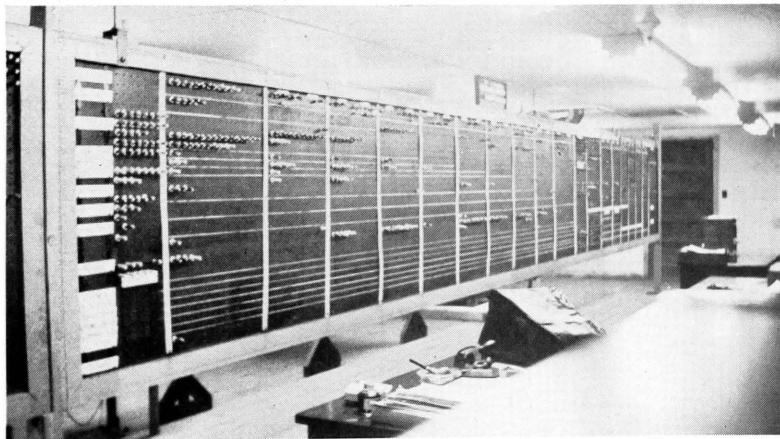
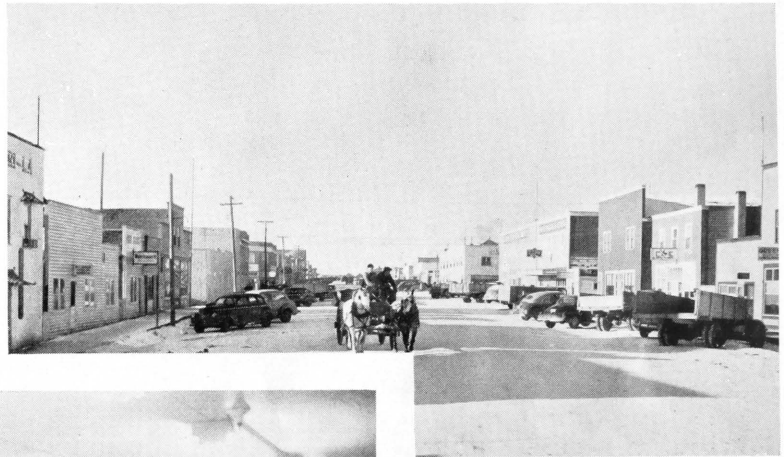


PETROLEUM products are the life-giving fluids without which the operations on the Highway would prove impossible. Prior to the laying of a pipe-line, adjacent to part of the Highway, all gasoline and lubricating oils used to service the trucks were transported in 55-gallon oil-drums, shown on both sides of tracks, left. Huge tanks provide adequate storage at key points along road to satisfy all needs.



DRIVER, about to begin trip up Highway, is dispatched from terminal relay station at Dawson Creek, left. Every vehicle moving on road is logged and driver impressed with importance of mission. Safe driving admonition and vehicle maintenance are constantly stressed to men.

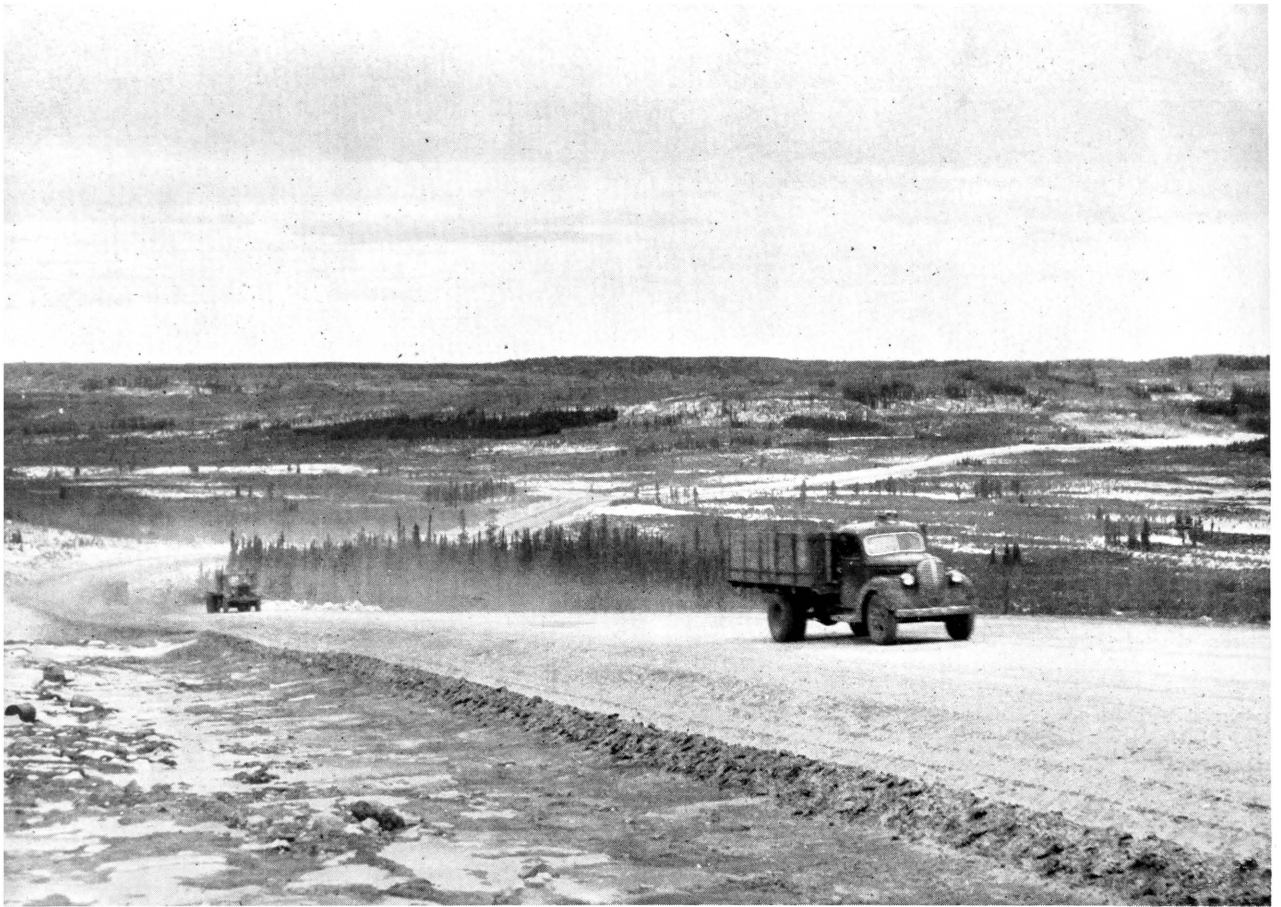
PLACID LITTLE Dawson Creek, 475 miles from Edmonton, northernmost city in western Canada, became a boom-town overnight as construction crews of Army soldiers began invading the territory early in 1942. Town is typical of early frontier days of United States: dirt roads, boardwalks, clapboard buildings and colorful natives. A big fire early in 1943 nearly proved disastrous when a whole block—a quarter of the business section—burned.



MASTER CONTROL BOARD in Alaska Highway Headquarters at Dawson Creek plots movement of every vehicle between initial relay station and Fairbanks. At any time location of all trucks operating on Highway can be spotted on this board, left. Furthermore it can tell you whether any particular truck is loaded or empty, whether northbound or southbound, and whether disabled or on ready line.

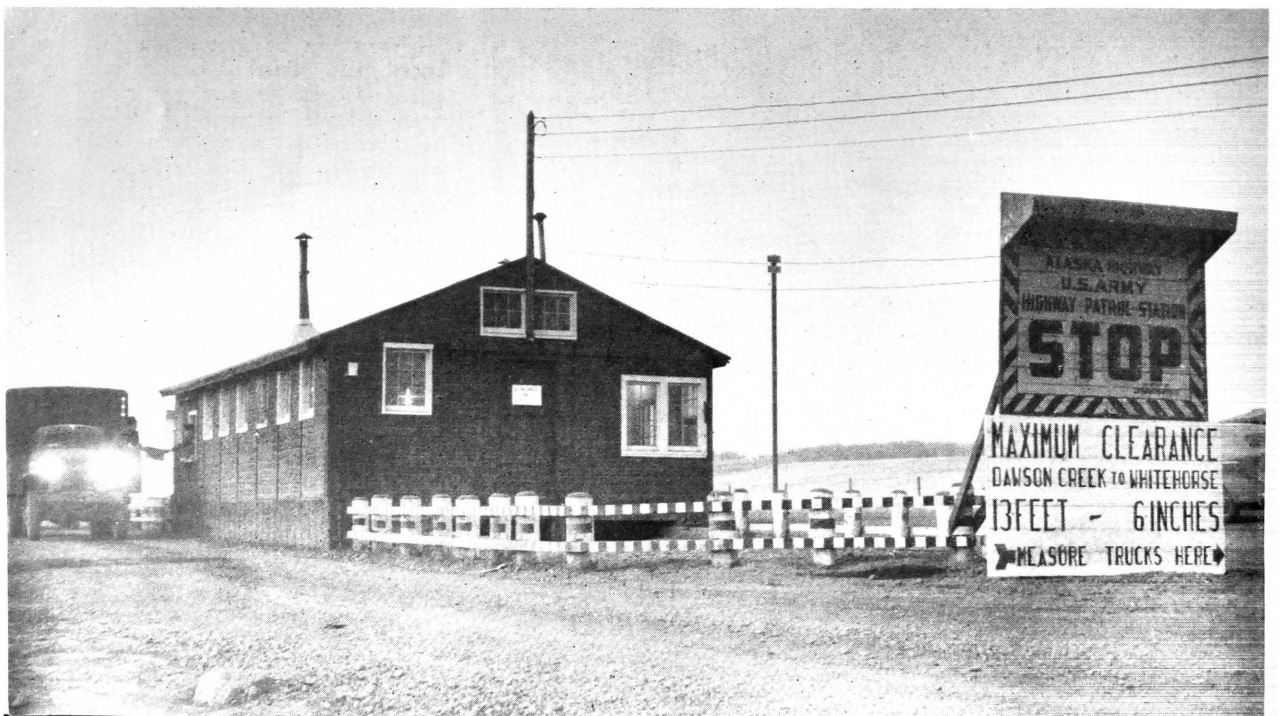
LAST MINUTE instructions to group of drivers is given by First Sergeant before leaving relay station, right. Men always carry sleeping-bags and toilet articles when setting out on trip. Mess gear and sleeping bags are most vital of all equipment used by men in region. A sleeping bag is to a truck driver on the Alaska Highway in Arctic weather what a parachute is to an airplane pilot.





FROM DAWSON CREEK the Highway, above, graded, gravel-surfaced, and excellently maintained wends its way north through the amazingly fertile farmlands of the Peace River valley. In this section wheat productivity per acre surpasses that in any part of the continent. Soil is black and rich and the short summer season but long days yields abundant crops. A few miles out of Ft. St. John the road leaves farm lands behind.

CONTROL STATIONS located every hundred miles assure that only authorized vehicles and those properly dispatched are using highway. Station below, at Dawson Creek, makes final check of driver's papers before "logging" vehicle through station. Movements of trucks are accurately maintained in records compiled by these stations and forwarded to Highway Headquarters for statistical purposes.



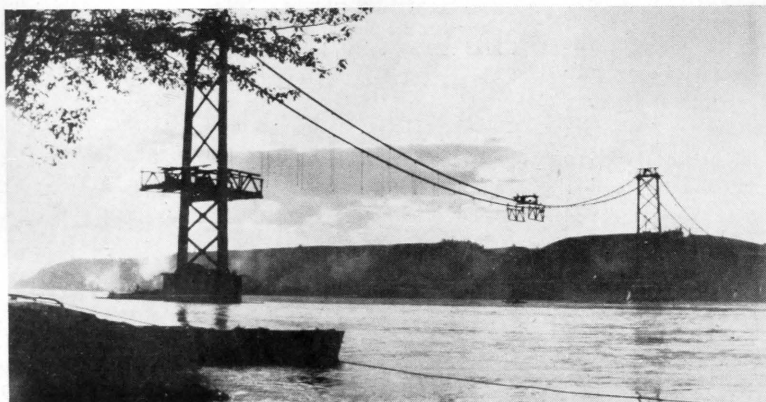
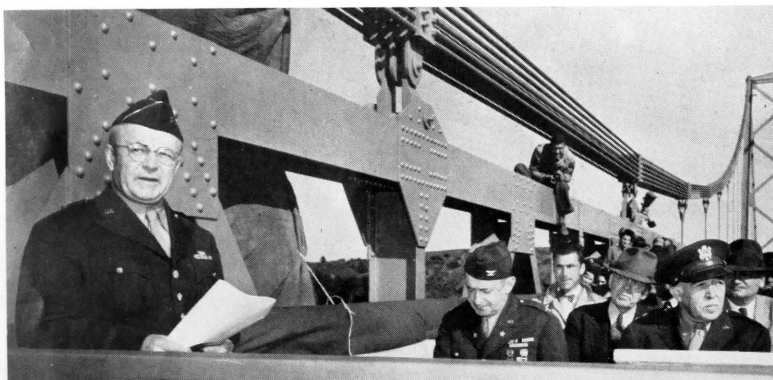


GRADUALLY, FARMLANDS and prairie give way to rushing streams, verdant spruce forests and, in the distance, shadowy outlines of the foothills leading into the Canadian Rockies. Many of the streams and rivers, raging torrents in spring and early summer as mountain snows melt under the warming sun, are reduced to mere trickles during the dry August and September days. Bridging such streams with native timber proved one of greatest feats in construction of Highway. Later these hastily constructed crossings were replaced largely by steel. Some of the first bridges were so well constructed, however, they stand to this day.



CONSTRUCTION CAMPS such as above, operated by civilian contractors are similar to those used by the Army. South-bound convoy, below, halts briefly for instructions from leader.

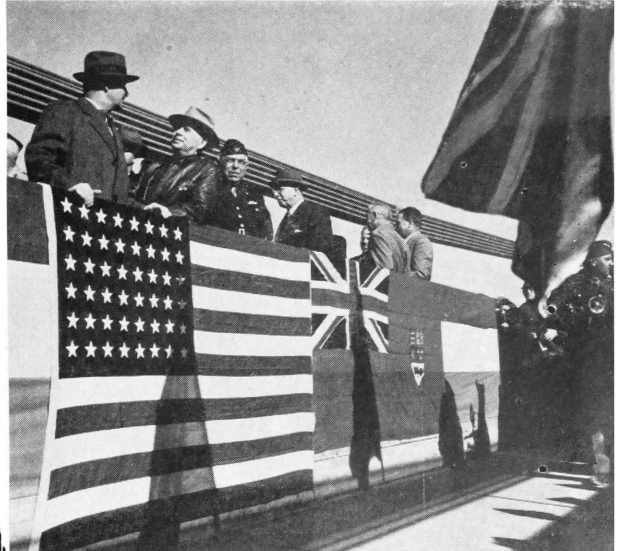




SPANNING THE MIGHTY Peace River, thirty-eight miles north of Dawson Creek, the steel and concrete bridge, above, stands as one of the most inspiring achievements in the building of the Alaska Highway. Begun in sub-zero weather the bridge was completed in eighteen weeks, prompting the New York Times to classify the undertaking as "A wonder of the world". The Peace River bridge, crossing 2,000 feet of navigable water is high enough for river-craft to proceed unmolested beneath its span.

General O'Connor addresses gathering at official dedication of bridge, in photo left. Seated are Col. K. B. Bush, Chief of Staff to the General; Maj. Gen. Phillip B. Fleming, Administrator Public Works Agency and, over his left shoulder, Senator Carl Langer of North Dakota.

Picture, lower left, shows bridge during early stages of construction. Supporting towers and cables have just been completed.



BRIDGE WAS dedicated on Monday, 27 August, 1943 with ceremonies participated in by governmental dignitaries and Army officials of the United States and Canada. Above, left, Col. K. B. Bush, Chief of Staff, Northwest Service Command, addresses gathering on bridge.

Speakers were flanked by the friendly flags of the two great North American democracies, during proceedings. Picture, above, right, shows officials on platform before start of program. They are (L to R) Major Robertson of the Canadian Army; Senator Buck, of Delaware; Thomas H. McDonald, Federal Commissioner of Public Roads; and Colonel Joseph P. Glandon, Commanding Officer of the Alaska Highway.



The bridge was officially opened with the cutting of the tape by representatives of the United States and Canada. Photograph at right shows Brig. Gen. O'Connor; James G. Scrugham, U.S. Senator from Nevada; Herbert Anscornb, Minister of Public Works for British Columbia, who represented Canada; and Maj. Gen. Philip B. Fleming, Administrator of the Federal Works Agency.

First official cargo crosses the Peace River bridge, lower right, as cameras click and spectators at the historic ceremonies cheer the initial truck to make crossing.





DIFFERENT types of construction employed in the bridging of the rivers of the Highway are shown in these two scenes. Above, the Sikanni Chief bridge is example of wooden construction adequate for all traffic using the Highway. Below, steel and concrete suspension bridge over the Liard River, 210 miles north of Fort Nelson, is similar to larger span crossing Peace River.

First bridges fording streams and rivers on Highway were built by Engineer troops from native timber. During winter of 1942-43 Army drivers often crossed on frozen ice. Spring thaws of 1943 washed out most of the temporary bridges but construction crews had planned for such eventualities and within hours replacements were in use.





ONE OF THE famous Hudson's Bay Company stores is visited by a group of army officers. The store, left, is located in the tiny Indian settlement of Lower Post, near Watson Lake. Here the natives trade their winter's catch of furs for food, clothing and the other necessities of life. Company was organized in 1670 and branches still flourish throughout the Canadian wilds.



MOST CAMPS along Highway have constructed rustic theaters in which twice-weekly movies, amateur shows and frequent touring USO troupes appear. Shown above is theater built by camp personnel at Trutch Way Station. Civilians in picture are members of USO unit making "one night stand" at camp. Performers travel up road by carryall stopping at every station, where their efforts are warmly applauded by the men. Comedians, singers and acrobats are favorites of soldiers eager to be entertained.



MINERAL spring adjacent to Highway 213 miles north of Fort Nelson is one of nature's phenomena. Here in a pool, always bubbling at 105° F., men from neighboring camps enjoy therapeutic baths despite Arctic temperature.

WILD GAME is plentiful along the road but few of the bears are more vicious than a household pet. Bruin, below, had just invaded garbage pit at Swift River camp in search of tid-bit when snapped by camera.



"BETWEEN the mountains and the sea" Highway makes breathtaking curve around Muncho Lake, right. Scene near Toad River, below, shows trapper's cabin, at right, and cache for protecting food, furs and game against prowling animals.

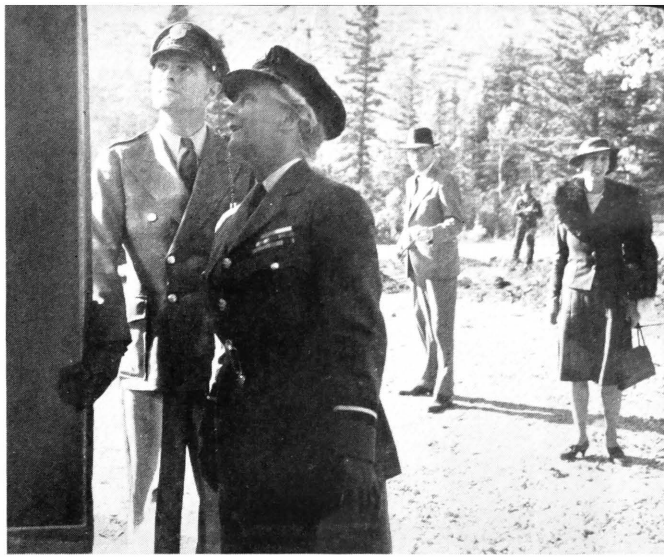


THROUGH THE gorgeous Canadian Rockies, ever northward, the Highway winds its way. Scene, below, 143 miles north of Fort Nelson shows mountainous barrier through which road traverses. Enjoying beauty of country is (R to L) Col. J. P. Glandon, Commanding Officer of the Alaska Highway, Mr. Mitchell White, prominent Missouri newspaper publisher, and drivers Pvt. John Kendel and T/4 Douglas Dunford.





EACH HUNDRED miles along the Highway a relay station, complete with housing facilities, mess hall, shops and dispatch office functions 24-hours daily. Here drivers are changed, repairs made on vehicles and cargo sped on its way toward its destination. Scene above shows McCrae Relay Station parking lot with shops in background.



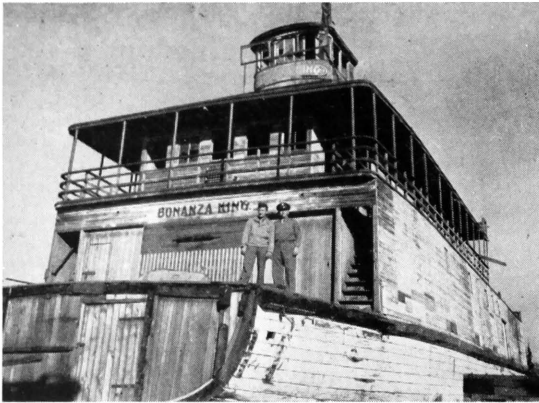
ALTHOUGH the Highway is closed to all except military traffic many distinguished visitors have travelled the road, either on official missions or as guests of the United States Government. Princess Alice of Britain's Royal family, above, accompanied by the Earl of Athlone, Governor General of Canada, center, inspects camp while making trip north.



CASUALTIES on the Highway have been amazingly low, but, nevertheless, accidents did occur on occasion. Below are shown the results of two incidents in which trucks were badly damaged. Luckily, in both mishaps pictured, drivers of the vehicles were uninjured. Wreckers are in readiness at all stations to pull disabled trucks to the nearest shops where repairs are immediately made.

DRIVERS HAVE thrilled to many experiences on the Highway but one which none will ever forget was the descent of Suicide Hill, south of Trutch Way Station. Graders and construction gangs have since removed most of the hazard from this section of the road, but until the summer of 1943 a ride down the mountainside proved a heart-thumping adventure in itself.

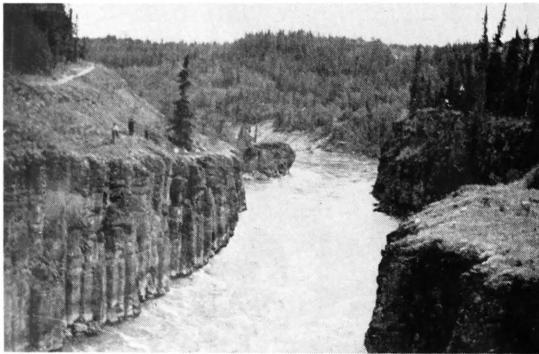




PADDLE-WHEEL river boats did much to settle the Northwest, following the gold rush of '98. At Whitehorse, Y.T., many of the craft still follow the Lewes River current to Dawson City during the summer months. Above is shown the hulk of the famed "Bonanza King" which, at the turn of the century plied regularly between the gold fields of the Yukon and Whitehorse.



COMPARABLE in beauty to anything that nature has to offer is the view from the "Skyline Drive", a section of the Highway south of Whitehorse. Here the road winds its way along the brow of a mountain range affording an unobstructed view of endless miles of forests, lakes, streams and snow-crested peaks. This section is one of most photographed along the Highway.



POST-WAR travelers to the Northwest are certain to include the Miles Canyon, at Whitehorse, pictured above, in their itinerary. Here turbulent rapids cascade through a rocky gorge emptying into the Lewes River, and rolling mountains provide backdrop for one of nature's masterpieces.



NATIVE TIMBER is largely used for building purposes by troops stationed along the Highway. Log cabins are the particular pride of many camps, and the results attained have often proved superior to anything provided by building contractors. Above shows interior of officers' quarters at Coal River, built by Quartermaster troops stationed on the Highway.



SOLDIER at Watson Lake gazes longingly at sign pointing out distance to home, sweet home. From this point New York is 3,600 miles; Chicago 2,700 and even Edmonton, only "back the road a piece", is 1,215 miles away. Tokyo, heart of the Japanese empire is just 4,000 miles by land and sea from this point. Sign was erected by Engineer troops while constructing road.



EVEN BATTERED oil drums, prosaic and colorless, blend with nature's wonderland to provide a scene of enchantment and

Arctic splendor. Scene above was photographed, just off Highway, 50 miles south of Northway.



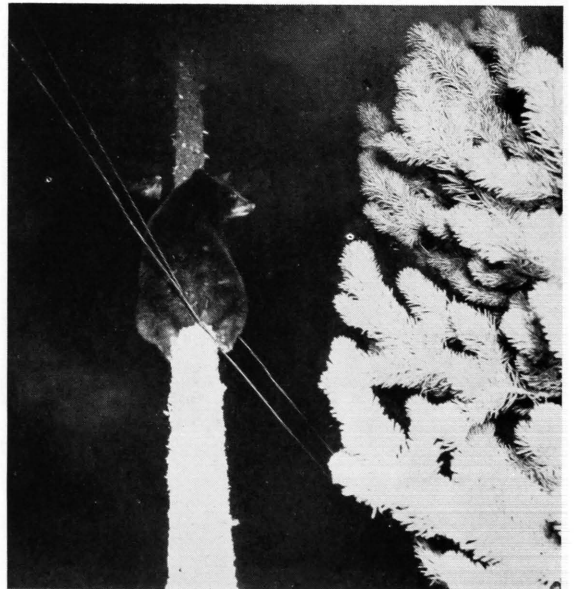
CONSTANT threat to safe operations on the Highway are glaciers forming on mountainsides adjacent to road. Molded by springs bubbling from the earth only to freeze upon reaching the surface the icy formations continually inundate sections of the Highway necessitating constant maintenance.



CREWS OF maintenance men, busy during the summer months improving the Highways are employed as soon as the snows begin to cover the terrain in sanding icy sections of the road. Curves, grades and bridges are kept safe for travel by frequent applications of gravel.



"BUTCHER, baker and candle-stick maker" to natives of this frozen land, McIntosh's trading post, 112 miles north of Whitehorse is only market majority of people of region have ever seen.

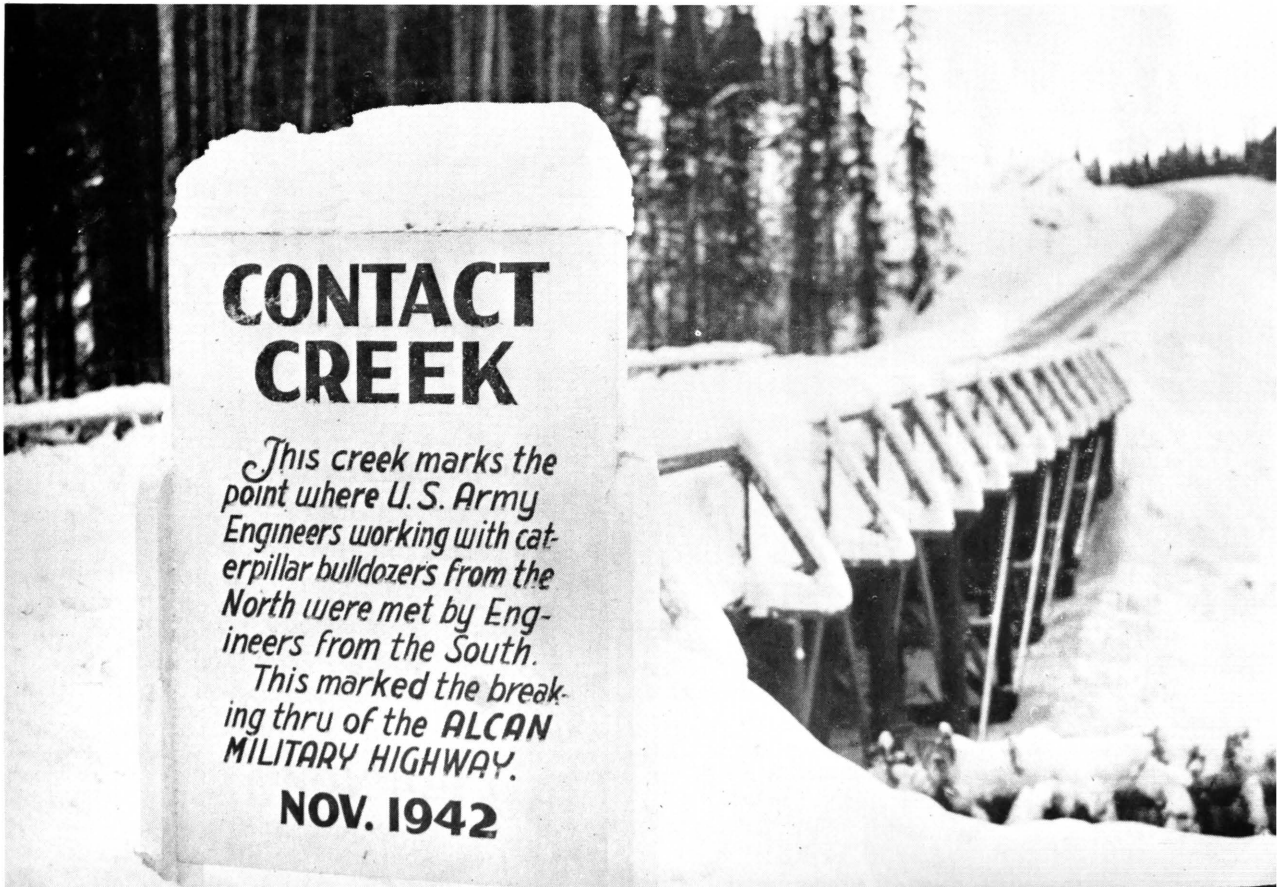


BEAR CUBS, pets at many of the camps along Highway, provide much amusement, little trouble. Animals, when frightened, will climb first tree available, remaining until satisfied that it is safe to descend.



NATIVES of the Northwest, untouched by civilization, lost little time in making use of the Highway for travelling. Dog-sleds found the going much easier on the graded roadway and trappers made detours to travel on the "white man's trail".

SIGN, below, marks historic spot on Highway 334 miles below Whitehorse where construction crews working from opposite ends of road crashed through forest to complete the road between Dawson Creek and Whitehorse on 26 September, 1942.



CONTACT CREEK

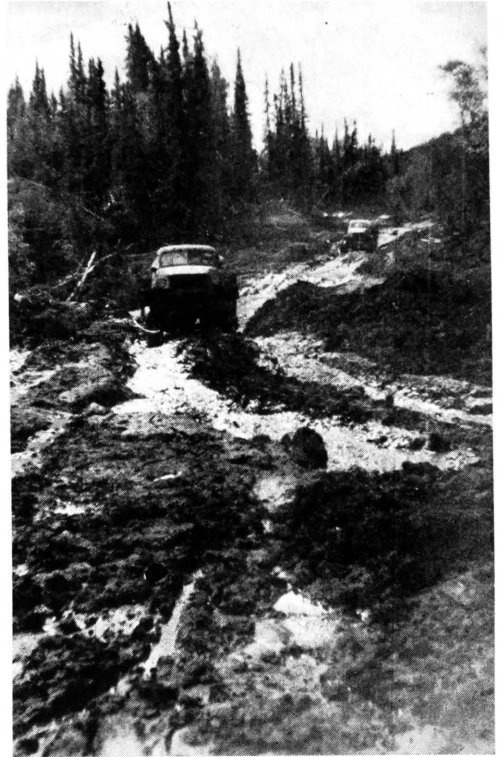
This creek marks the point where U. S. Army Engineers working with caterpillar bulldozers from the North were met by Engineers from the South.

*This marked the breaking thru of the **ALCAN MILITARY HIGHWAY.***

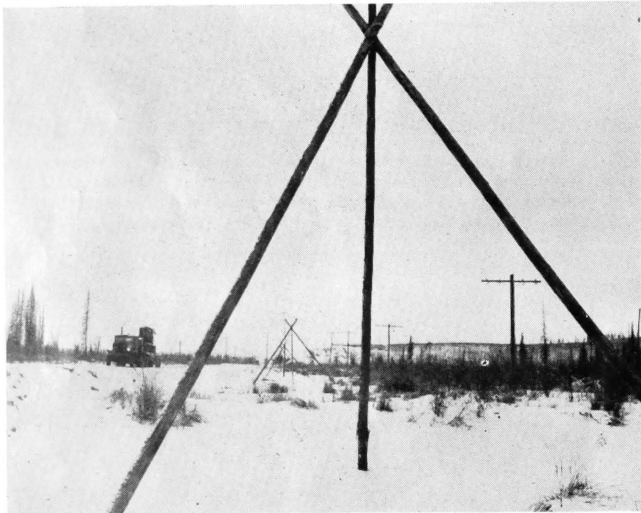
NOV. 1942



AS THE short Arctic day draws to a close, sky, horizon and terrain softly blend into a bewitching scene, above. Here the days, in winter, are short and often sunless while the nights, afire with the brilliance of the aurora borealis, find preference for operations by many drivers.



SHARP contrast of road conditions of today is given by photograph, above, taken between Northway and Beaver Creek, where road was closed during summer of 1943. A small detachment was almost completely isolated at Beaver Creek for 5 months.



IMPROVISED supports for telephone line, now in operation between Fairbanks, Alaska, and the United States, still serve to keep the "lines open" along northern sections of the highway.



INDIANS, many of whom viewed their first white man with the start of construction on the Highway, still live in primitive fashion in the region. Scene shows lean-to cabin and group of natives dressed in typical costumes.



CONSTRUCTION camps too were distinguished by names, usually of contractors. Signboard, above, near Tok Junction, directed many a truck to its destination.



CANADA is left behind after 1000 miles of Highway with its prairies, mountains, rivers, forests and tiny settlements. Ahead is Alaska, America's last frontier and the bastion from which

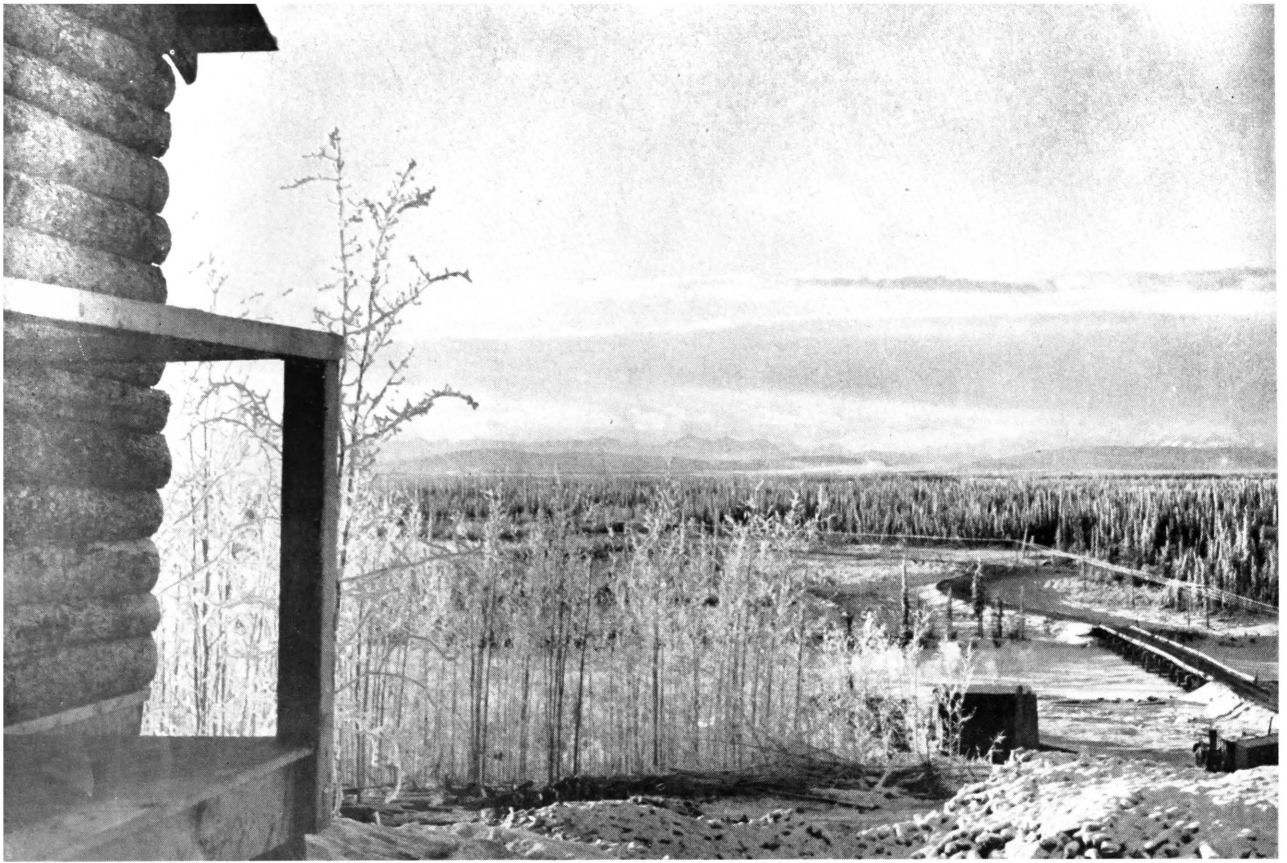
our Pacific empire gains security from the enemy. Above, Col. J. P. Glandon, Commanding Officer of the Alaska Highway, is seen next to sign marking boundary between two countries.



THE HIGHWAY, despite temperature and weather conditions is always passable, through continuous efforts of maintenance crews. Snowfall, except in remote valleys, never exceeds twenty-five inches per year and equipment for its removal is kept in readiness at camps along the Highway. Scene above shows road condition after snowfall.



THE ROUTE of the Alaska Highway is dotted with lakes, the beauty of which is indicated by picture above, taken at Teslin Lake, 100 miles south of Whitehorse. Summit, where the road reaches its highest altitude (4,212 ft.), Muncho, Watson, LeBarge, where the poet Robert Service drew the setting for his rollicking "Cremation of Sam McGee" and Kluane are entrancing lakes.



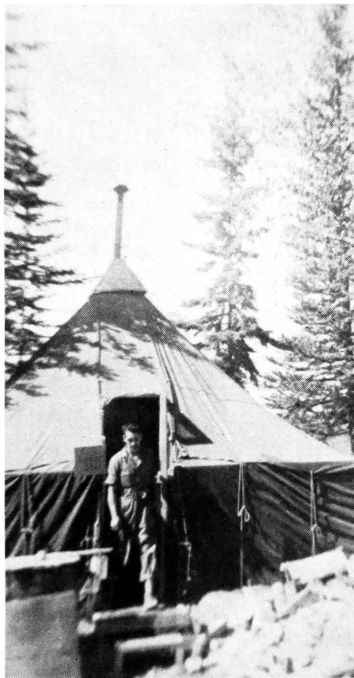
NORTHWAY, in Alaska, shown above, is initial relay station to be reached after crossing border. Here U.S. troops are camped on American soil and drivers, reaching the station, thrill to the knowledge that in this picturesque corner of the world they are "home" once more.

FAIRBANKS! Glamorous city of the North and "end of the trail" for drivers on the Alaska Highway. Bridge in picture, below, crosses famous Chena River and leads to the heart of the city. Fairbanks combines the modernity of a midwestern metropolis with the rugged charm of a pioneer outpost.

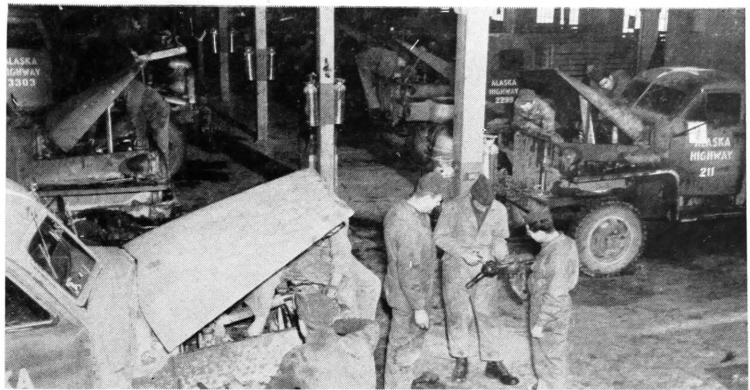




NOT ONLY driving occupies the entire attention of troops on the Highway. Camp duties, recreation, athletics and the usual army routine all find their place in the lives of the men. Above, in relay station headquarters at Dawson Creek, 1st Sgt. John E. Viscount, of Chicago, Ill., and Capt. Clyde A. Christ of Rock Springs, Wyo., are shown at board on which distribution of camp personnel is broken down into the various details that make up the station.



FIRST HOMES on the Highway for most of the troops were squad tents, pictured above. These, later giving way to comfortable barracks, were usually "winterized" with insulating board and heated by small wood-burning stoves.



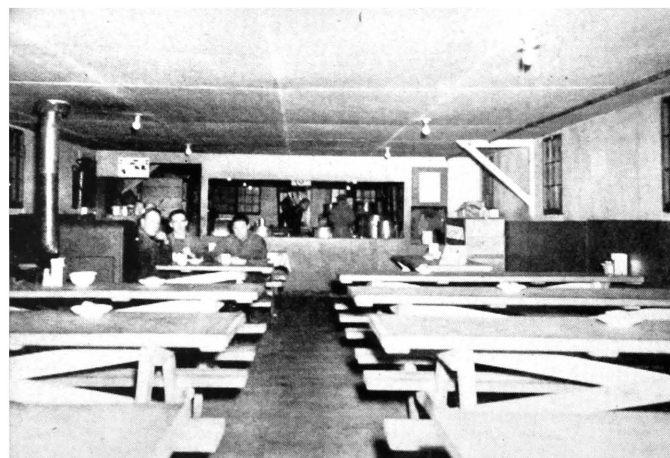
SECOND only to driving is the maintenance of the vehicles used on the Highway. Every station is fully equipped with shops, inspection pits and highly trained mechanics where the repair of disabled trucks continues on a round-the-clock schedule



OUTDOOR sports find great favor with the men, weather permitting. Picture, above, shows group of men at Summit Lake camp participating in volleyball game on court rigged up between barracks.



RARE IS the barracks that is not liberally decorated with "pin-ups". Above photo shows corner of quarters with Cpl. George J. Festa and David Fisher, oblivious to art, concentrating on checker game.



MESS-HALLS are large, clean and fully equipped. Men eat cafeteria style using mess kits although many camps are now using regulation porcelain dishes.



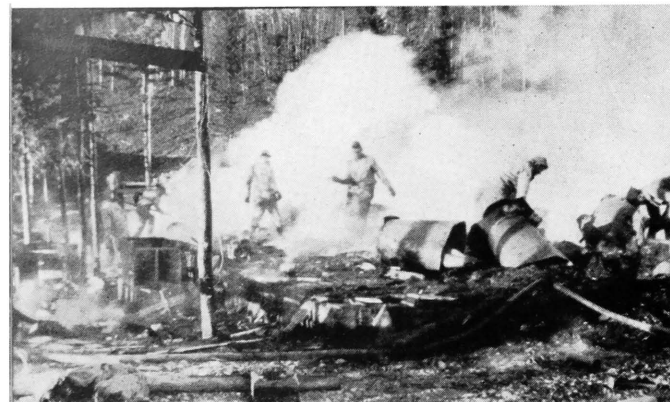
MAIL-CALL is still the most important moment of the soldiers' day, even on the road. Mail service from the States is excellent with the greater volume arriving on regularly scheduled planes.



FIELD OVENS, operated by specially trained baker troops, supply fresh bread regularly to all personnel on the Highway. Men in the most remote of camps are supplied regularly with fresh meat, vegetables and other foodstuffs. Menus conform to those used in the States.



WASH-DAY in camp takes place any time that men find opportunity to get at tub, stream or, as in case pictured above, modern washing machine. Several government laundries are in operation at key points along road but isolated camps still use own cleaning equipment.



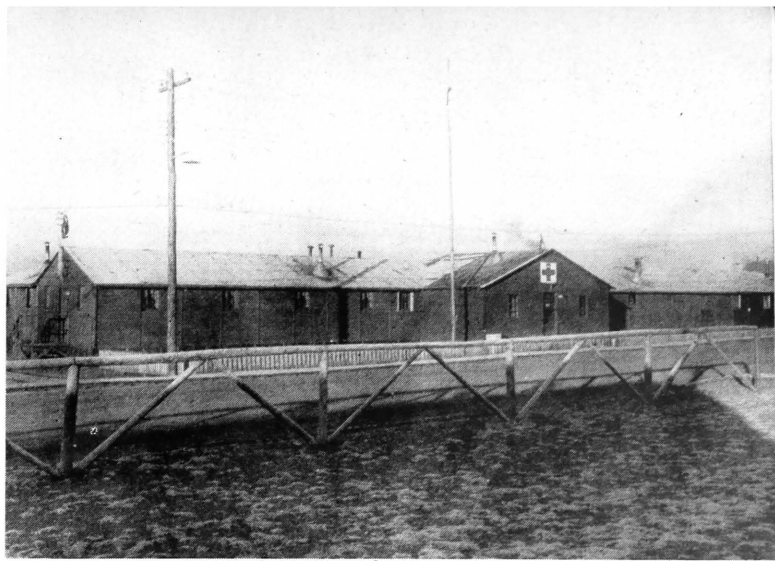
FIRE-FIGHTING is an extra duty for all personnel. Forests and wooden buildings present a constant menace to troops and every camp is always ready to combat an outbreak that could possibly leave troops homeless in Arctic temperatures.



PHOTOGRAPHY is one of the leading hobbies of the men in the region. At Swift River camp, a lensman got above close-up of young moose browsing in bush. Scenery along the Highway has been a favorite subject for all camera owners.



TROOPS arriving on the Highway lost little time in making themselves comfortable. Buildings of the type shown above were rapidly assembled by the men. This type is particularly adaptable for use in Arctic regions; due to its rounded architecture it is able to withstand gales and drifts of snow.

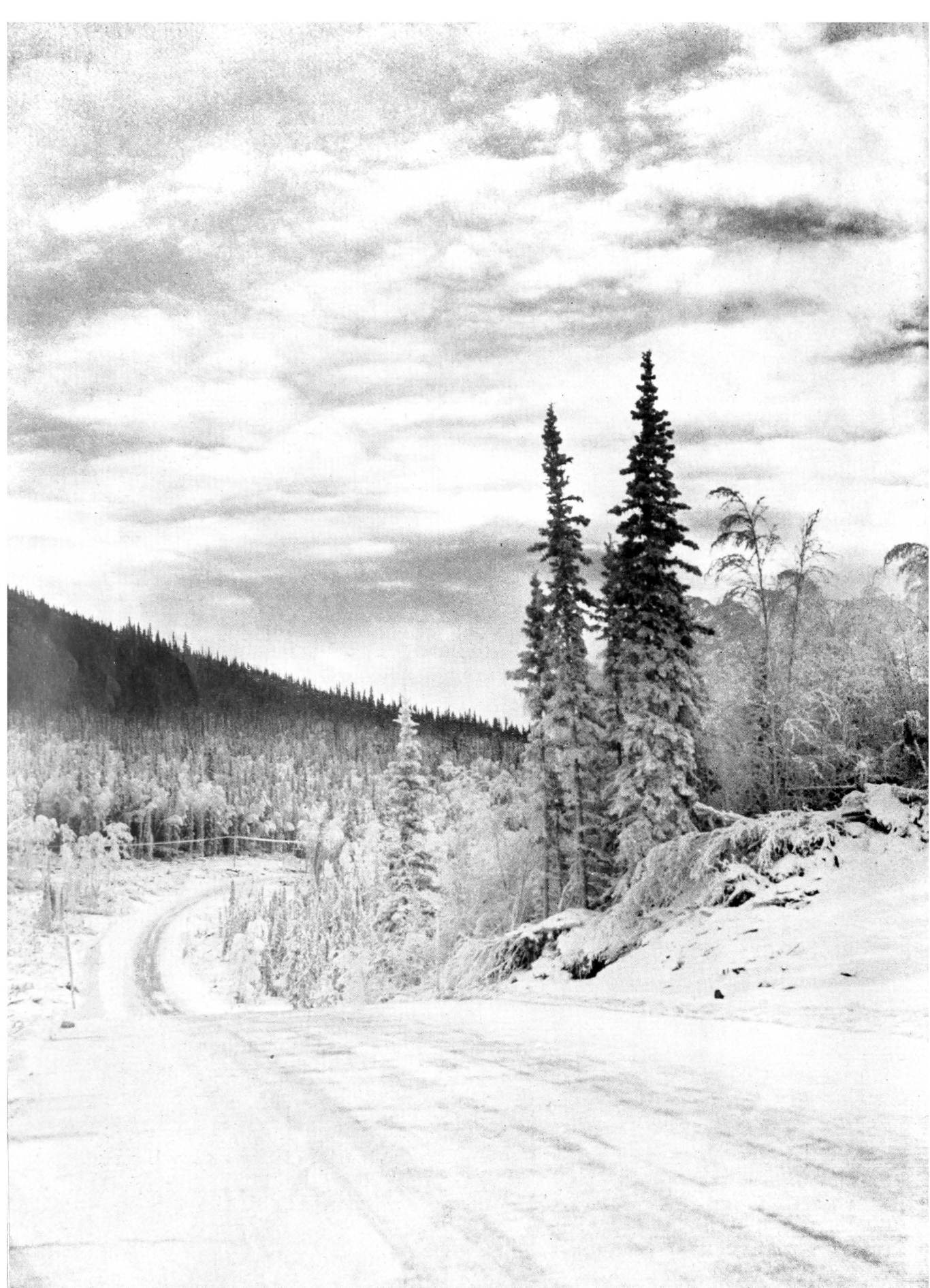


DAWSON CREEK, Whitehorse and Fairbanks have fully equipped Red Cross service clubs where soldiers are entertained and welfare problems solved. Club, above, is located in Dawson Creek. In addition, Red Cross representatives are assigned to various camps on road aiding in recreational and welfare problems. Chaplains of all denominations are regular visitors at camps where services are held in mess halls, recreation buildings and in barracks. At left, Catholic priest stationed at Fort Nelson visits one of camps. The Post Exchange is the drug store, soda fountain and department store for all soldiers. Below, exchange at Dawson Creek, is typical of branches located in every camp on Highway.



TROOPS fortunate enough to be stationed near one of the many lakes along the road take full opportunity to fish and enjoy relaxation of boating. Above photograph shows soldiers on Muncho Lake.







COMBINATION "coppers", repair men, rescue parties, small travelling spare parts depots, and safety directors are the patrolmen on the Alaska Highway. Chief duty is aiding drivers on the trail, once rough and ready, now smooth, though winding and full of steep grades. When the truck of T/5 Marion J. Hall,

Lott, Tex., became disabled between stations in weather far below the zero mark, Patrolmen Sgt. Charles C. Higgs, Sturgis, Miss. and T/5 Ted H. Folkerte, Emery, S. Dak., came to his rescue. They poured him some hot coffee from their thermos bottle, and then helped him get his vehicle in running order.

HIGHWAY PATROL TO THE RESCUE!



HEADING the Highway Patrol as Commanding Officer of Alaska Highway is Col. J. P. Glandon. Director of Highway Patrol is Capt. Frank J. Jury, for 13 years a member of the New Jersey State Police.

A GROUP of Highway patrolmen from the Southern Division, with Capt. Jury and 1st Lt. Charles Schwenker, assistant director. Standing, left to right: T/5 Charles N. Gray, Dermott, Ark.; Cpl. Joseph J. Heinrich, Chicago, Ill.; Cpl. Daniel W. Cannon, Greenville, N.C.; Capt. Jury, Cliffside Park, N.J.; Lt. Schwenker, Columbus, O.; S. Sgt. Earle E. Wright, Kansas City, Mo.; T/5 Folkerte; Sgt. Higgs. Kneeling: Cpl. Willie A. Donaldson, Cornelius, N.C.; Cpl. Orlando Petrillo, Youngstown, O.; T/5 Preston M. Brown, Greenville, S.C.; T/5 Joe M. Perez, Denver, Colo.; Pvt. Aaron H. Meyer, Pierce, Nebr.; and Pvt. Gerald E. Pletcher, Goodland, Minn.

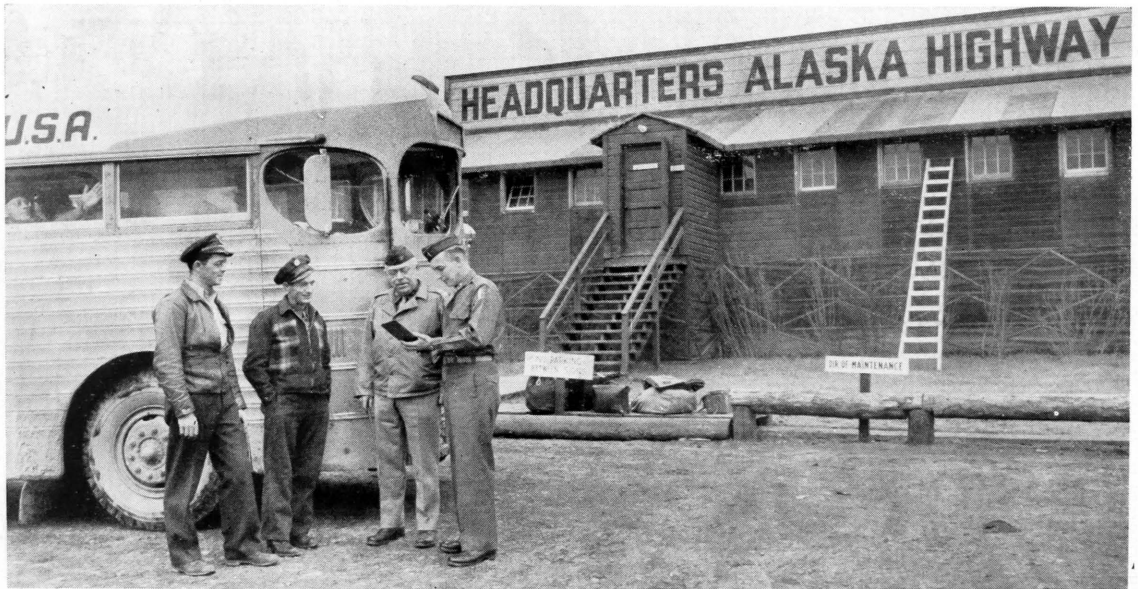


ALASKA HIGHWAY BUSES SERVE NORTH COUNTRY



ONE OF THE big Northwest Service Command buses crosses an old, temporary wooden bridge, with the new steel span waiting for service in the background. Operated by Commanding

Officer, Alaska Highway, the bus service was organized on 21 June 1943, by Norman Lord of the Western Canadian Greyhound, Ltd., and 1st Lt. Willard G. Graham of Headquarters.



COL. J. P. GLANDON and Lt. Graham dispatch a bus from Dawson Creek, bound for Fairbanks, 1523 miles away. Drivers are, left, Ted Bavin, Fort Saskatchewan, Alberta, and Grant

Thompson, Cranbrook, B.C. Bus service was the natural result of a need to have troops and civilian workers transported expeditiously from one point to another over great distances.

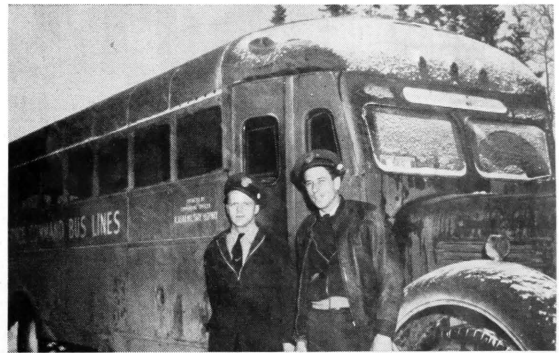


MOST FAMOUS bus trip on the Alaska Highway. Left to right: Constable F. Van Gastle, R.C.M.P.; Lt. Col. Eugene J. Stann; Earl of Athlone, Governor General of Canada; General James A. O'Connor; Col. K. B. Bush; Princess Alice, wife of the Governor

General; Inspector H. H. Cronkhite, R.C.M.P.; Capt. Richard L. Neuberger; Col. J. V. Johnston of the Northwest Service Command; and Constable R. R. Johnson, R.C.M.P. The trip was made in September 1943.



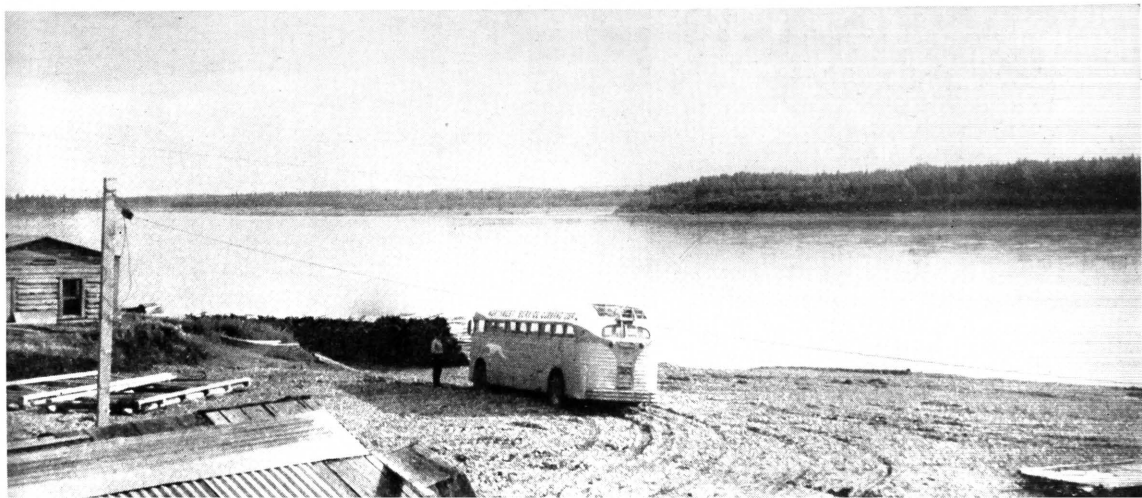
ONCE IN A WHILE, a bus slipped into a ditch, but the safety record of the Northwest Service Command Bus Line is astounding. In more than 1,000,000 miles of operation, no passenger has been injured.



SMALLER BUSES are used for shorter runs, particularly around Whitehorse and Dawson Creek. Stewart Russell, left, of Moose Jaw, Sask., and Ross Craig of Regina, Sask., are two of the drivers who pilot these vehicles through Arctic weather.

FARTHEST NORTH that a big Greyhound bus has ever travelled! At Circle, Alaska, near the Arctic Circle, a bus from the Alaska Highway met troops ferried down the Lewes and Yukon

rivers from Whitehorse. Tourists will have to postpone their trips until after the war, but buses have already invaded the banks of the Yukon.





ALASKA HIGHWAY EXPRESS

TO PROVIDE a more rapid and efficient delivery of priority supplies, the Alaska Highway Express was organized on 14 May, 1943. The first trip to Ft. Nelson was made the next day. Service was extended to Whitehorse on 12 June and to Fairbanks on 10 October. The first run to Edmonton was started on 14 September. Drivers of the two trucks to Edmonton, shown above, were, left to right: Sgt. James L. Summers, T/5 Joseph G. Kielar, Pfc. William M. Gordon, and Pvt. Hayse E. Moorhead.

EXPRESS AGENT Pvt. Edwin T. Shalley, New Orleans, La., right, is assisted in handling express at Watson Lake by Pfc. George Pinkham, Anson, Me. The service has grown from 101 shipments in May to a grand total of 12,827 shipments through January 1944.



MAIL TRAVELS OVER ROAD



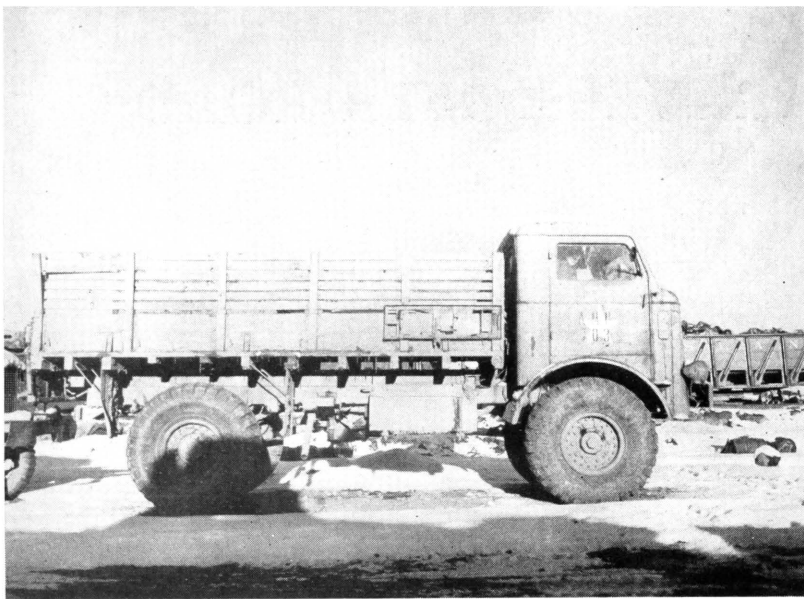
ALASKA HIGHWAY Postal Service is operated by the Commanding Officer Alaska Highway. The overland motor vehicle route from Dawson Creek to Whitehorse was opened on 23 September, 1943. Meeting the train at Dawson Creek to load the first Alaska Highway mail truck between that point and Whitehorse, Y.T., were, on truck, left to right: Pvt. Joseph Shorps and Cpl. Edward McClafferty. Standing, left to right: Col. J.

P. Glandon, Commanding Officer, Alaska Highway; 1st Lt. Floyd C. Olsen, Postal Officer, Alaska Highway; Mrs. M. A. Giles, Canadian Postmistress at Dawson Creek; Miss Ann Bullen, Assistant Postmistress, Dawson Creek; Col. (then Lt. Col.) J. E. Canary, Commanding Officer, Post of Dawson Creek; 2nd Lt. R. M. Hollis, Postal Officer, Post of Dawson Creek. Canadian mail is carried by the U.S. Army as well as American mail.



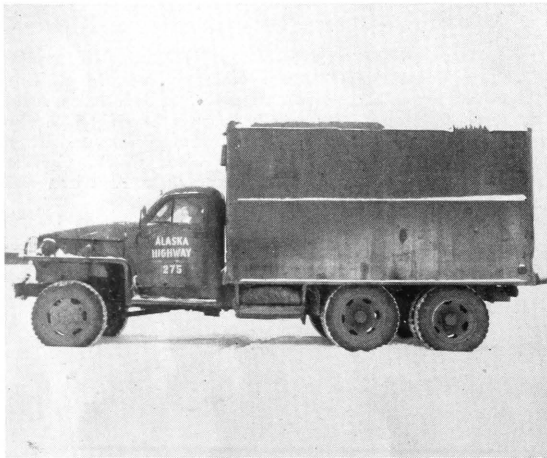
COL. J. P. GLANDON enroute to Fairbanks meets the first truck inaugurating mail service over the Alaska Highway from Fairbanks to the United States. Inspection of truck, personnel and papers was made at point 43 miles north of Whitehorse at 1020 hours, 4 December, 1943. The truck left Fairbanks on 2 December. Left to right: Col. Glandon, Cpl. Herman Hanson,

mail guard, and Pfc. Wayne C. Hoke, driver. "Amounts of mail carried on the Alaska Highway reach tremendous proportions," says Maj. H. C. Walters, San Francisco, Calif., Postal Officer of Northwest Service Command. "Mail is carried not only for the U.S. Army, but for Canadian Army and U.S. and Canadian civilians as well."

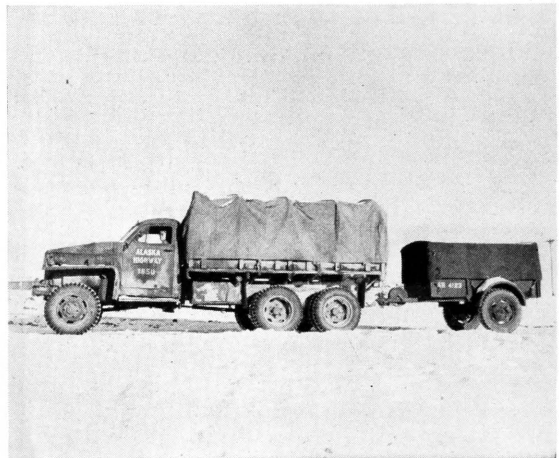


**FAMILIAR
AND
FAITHFUL
FRIENDS**

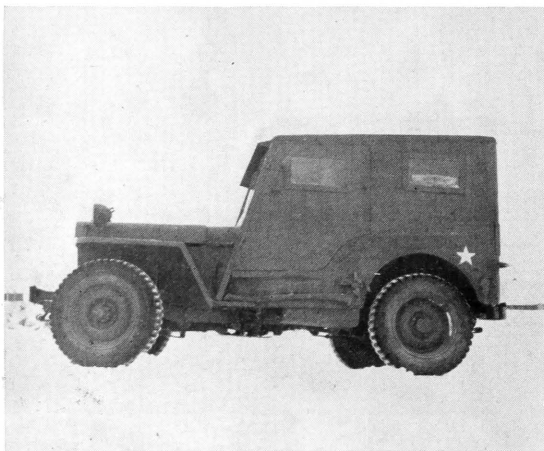
FWD, 4x4, 6-ton cargo truck, built by British specifications for African deserts, even having a right-hand drive. It hauled many thousand tons of freight on the Alaska Highway.



PERISHABLE rations and other goods were hauled in these Studebaker 6x6 2 1/2-ton insulated vans, refrigerated and heated, commonly called "reefers."



HERE'S THE OLD familiar Studebaker 6x6 2 1/2-ton cargo with a "papoose" on its back, a 1-ton trailer. It took an expert driver to handle these hookups on icy roads.



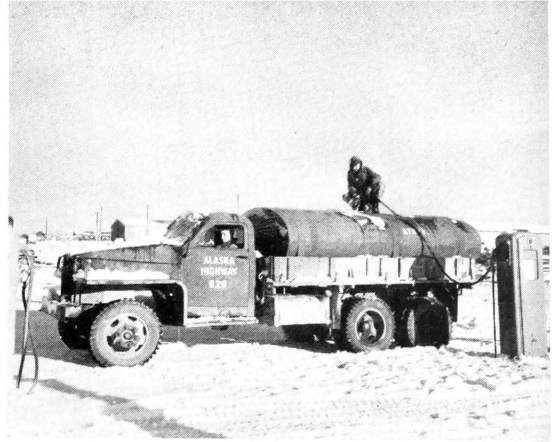
LITTLE JEEPS were the babies of the bunch. Winterized to keep out the Arctic frost, the Willys 4x4 1/4-ton trucks found hundreds of uses on the Highway.



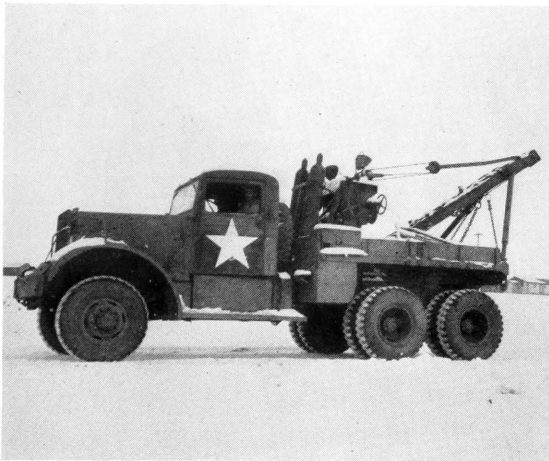
ANOTHER TRUCK built for the desert, but which pounded the icy Arctic trail was the 10-ton White truck, a 6x4 diesel cargo. It taxed skill of driver.



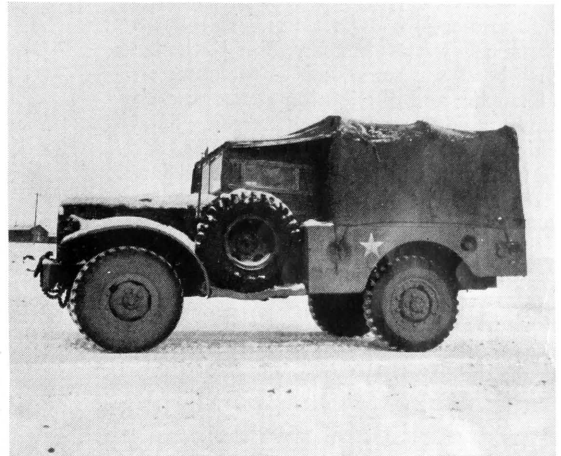
OLD STANDBY of the Alaska Highway—the Studebaker 6x6 2½-ton cargo. After a rough winter and a rough spring thaw, the boys swore by (or at) their “Studies.”



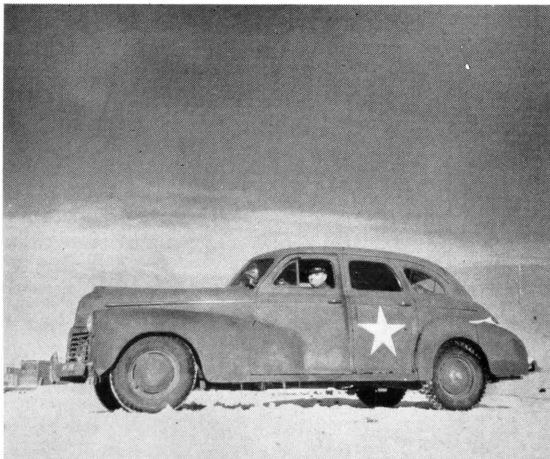
MANY THOUSANDS of gallons of petroleum products were hauled by the Studebaker 6x6 1500-gallon tankers, to supplement the pipeline deliveries.



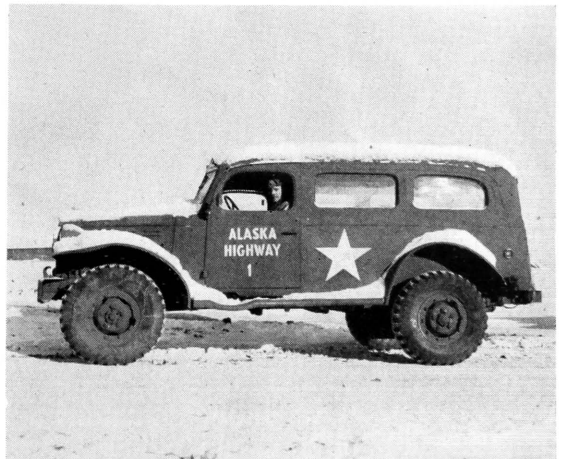
A TRUE FRIEND in need was the Kenworth 6x6 10-ton wrecker. There was no more welcome sight when the Arctic caught up with a driver than this vehicle.



USED MAINLY by the Highway Patrol, the winterized weapons carrier, Dodge 4x4 ¾-ton, was a joyful sight to the driver in need, but a “boogey” to the reckless.



WITH HIGHWAY improvements, staff officers sometimes found Chevrolet 4x2 passenger sedans expedient for negotiating long stretches for inspection and supervision trips.



CARRYALLS, as the name implies, carried all. Rough riding but well respected for its serviceability, the Dodge 4x4 ¾-ton saw much hard service.

THE SOUVENIR EDITION IS BORN

EVERYTHING must have a beginning and the birth of this souvenir edition was no exception. The germ of inception occurred but a few weeks ago when the editor, T/4 John P. Taylor audaciously cornered the "Old Man" in his lair, presented his prospectus, and waited to be thrown out. Moments later when Colonel Glandon had digested the reason for the intrusion of his den, things really began to fly. No, the editor wasn't thrown out, instead he witnessed the CO go into action, and action it was indeed!

Captain Lawrence Mallory, Post Exchange Branch head, was summoned in to confer on the financing and distribution angles to such an undertaking. 1st Lt. Cecil Barger, Public Relations Officer, and 1st Lt. Albert Allar were then called in and assigned the all important task of technical directors. Radiograms were then flashed to every station on the Alaska Highway, and soon an avalanche of pictorial and written "history" was flowing across the editorial desks.

Much has been written about the building of the Alaska Highway and rightly so. But, after all, the Highway was made practicable by an efficient system of operations utilizing

EDITORIAL STAFF wades through material for this edition, right. T/5 Alvin Walther also on staff was on furlough when this picture was taken.



"TRUCK TRACKS" Executive Staff examines mast head for special edition. Left to right: Capt. Frank J. Jury, Cliffside Park, N.J.; Col. J. P. Glandon, Mexico, Mo.; Lt. Col. Irving N. Smith, Meadville, Pa.; Lt. Cecil E. Barger, Malta Bend, Mo.; Lt. Albert W. Allar, Lindenhurst, N.Y.; and Capt. Theodore P. Petropoulos, St. Louis, Mo.



the available facilities to the utmost efficiency. In this book we have striven to tell the story of the Highway's operation and just a few of the splendid accomplishments which you yourselves have helped make possible by a steadfast devotion to duty.

Our work is now finished; whether we have been successful or not is for you, the readers, to judge. We trust this souvenir edition will merit your approbation.

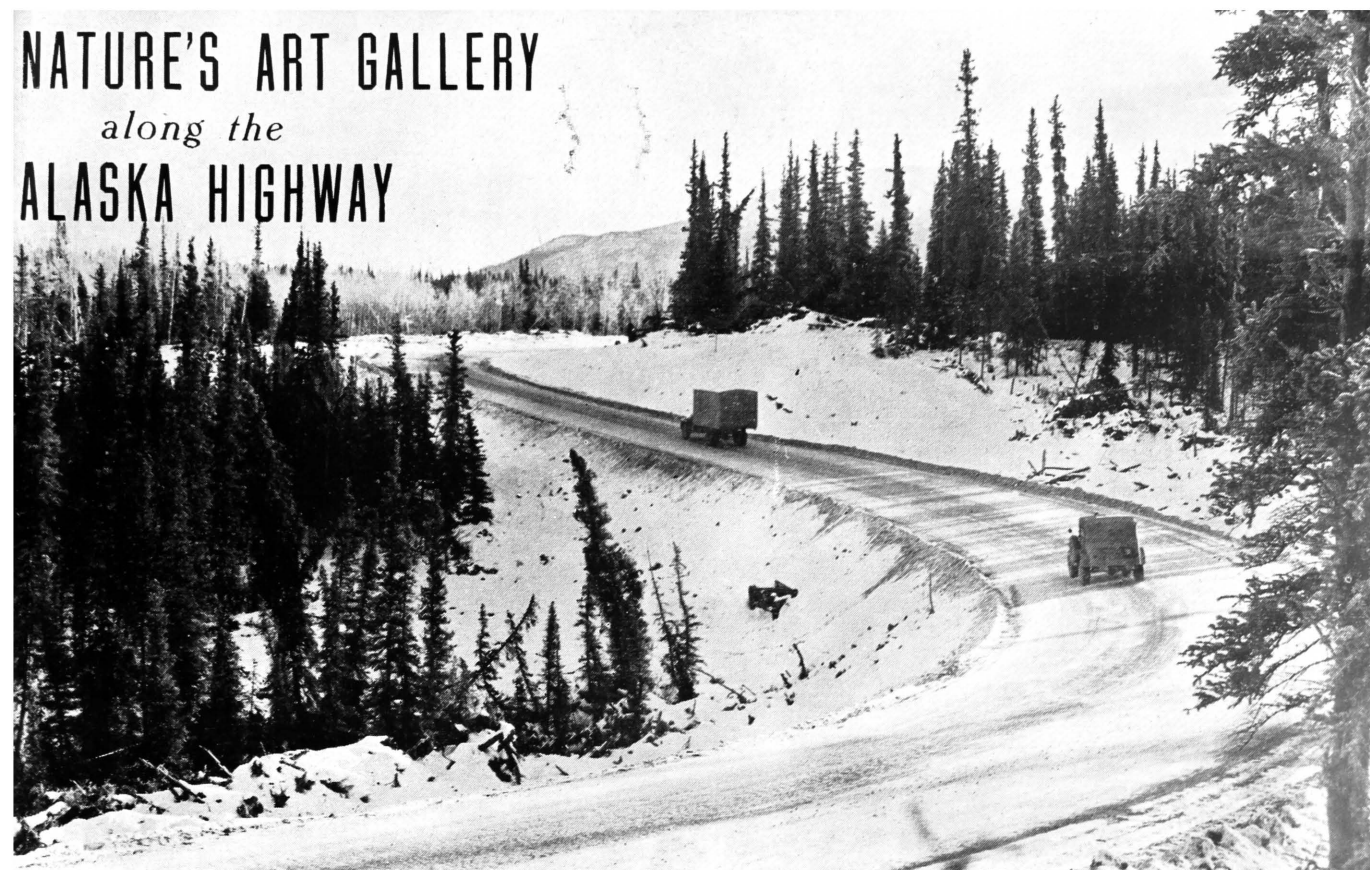
OPERATIONS STAFF, left to right: T/5 John A. Jala, Dunellen, N.J.; Miss Hope Beavers, Chicago, Ill.; T/4 John P. Taylor, Washington, D.C.; Miss Rosemary Spix, Chicago, Ill.; and Miss Helen Nelson, Manfred, N. Dak.



NATURE'S ART GALLERY

along the

ALASKA HIGHWAY



Highway winds through spruce forest just west of Whitehorse, Y.T., above.

Scene below shows Teslin Lake with pile-type bridge and trapper's cabin.





Above, a sweeping curve in the road 45 miles south of Teslin.

Ice had not yet blocked current of Coal River when picture, below, was taken.





Midway Lake, 26 miles above Northway, nestles in shadows of Alaska mountains.

Weighted by snow, spruce tree, below, frames approach to Coal River bridge.





Old road, foreground of picture, above, was replaced by new route, 45 miles south of Teslin.

Bridges span streams as well as mighty rivers. Below, 100 miles north of Whitehorse.





Trucks cross ice on White River, 30 miles north of Koidern, above.

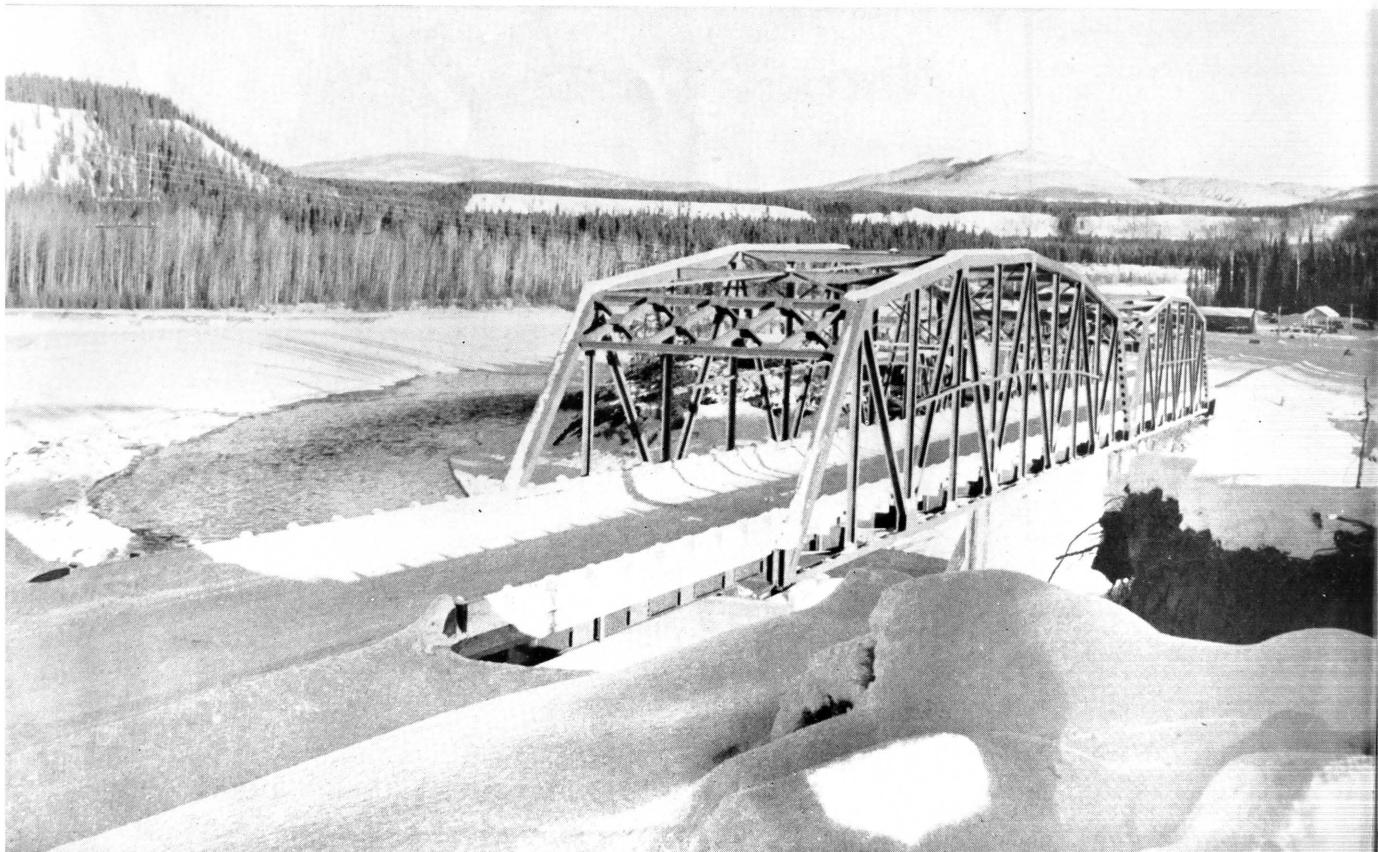
Coal River, below, is named after anthracite deposits discovered in region.





Indian settlement of Burwash Landing, above, 197 miles north of Whitehorse.

Close-up of Coal River bridge, below, 243 miles north of Ft. Nelson.





St. Elias mountain range towers over Koidern River, above, 22 miles south of relay station.

Emptying into Teslin Lake is little Brook's Brook, below, one of Highway's beauty spots.





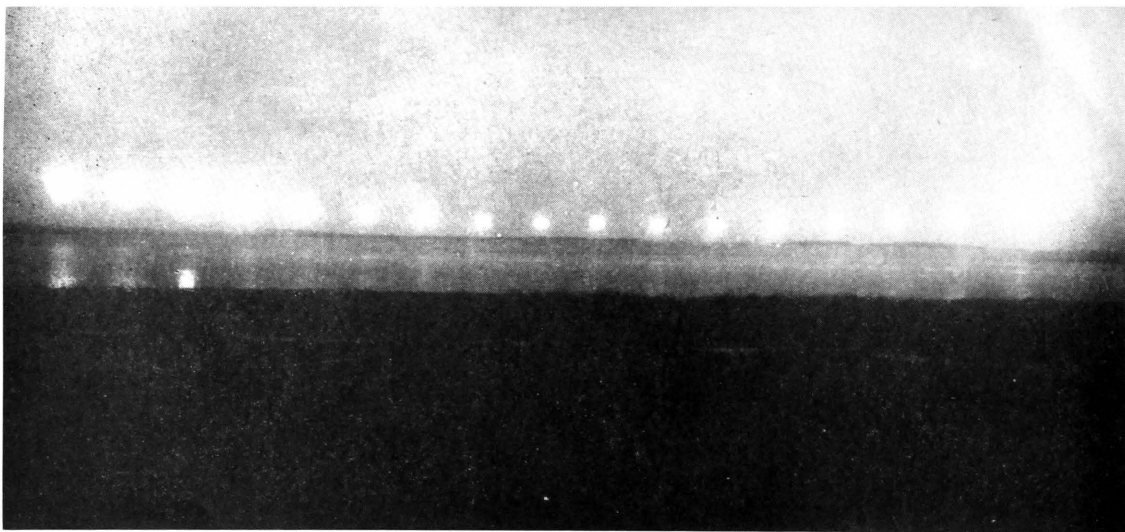
Open water weaves pattern in Coal River ice, above, 264 miles north of Ft. Nelson.

A scene of unsurpassed beauty, below, at Summit Lake, highest point of Highway.





Box Canyon on the Richardson Highway. Alaska Highway drivers operated trucks on this road.



SOLE HABITAT of the "Kee bird" is the land of the midnight sun. Picture above was taken near Fairbanks, at midnight, late in June, 1943. Actually, picture is a series of 17 exposures taken at 15 minute intervals with the film exposed several seconds

for each exposure. Center of picture shows sun as it approaches the horizon but never sinks below it. It is here that the 'Kee bird' is heard wailing its plaintive cry, as the thermometer hovers at the -60° mark.

"KEE - KEE - KEE - RIPES BUT IT'S COLD"

THIS is one part of the world were Short Snorters, accustomed to flaunting dollar bills to prove that they have been in an airplane, are keeping their greenbacks in their pockets.

They have discovered, it seems, that there's too much chance they'll run into a member of the Kee Club, carrying a chunk of Yukon ice in his eye and a walrus tooth in his pocket, who will look at the Short Snorter's dollar with a glance that coats it with frost a quarter-inch thick, and say:

"Let's hear the cry of the Kee bird."

And in the Yukon, the man who hasn't heard the Kee bird wailing at midnight is just another cheechako, even if he has flown an ocean sitting on the rudder.

The Kee Club, certainly one of the most exclusive clubs in the world, is the exclusive property of the men who built the Alaska Highway, and its membership requirements are expressly designed to chill the marrow, frost the lungs, and turn the blood to red ice.

Its members are men who spent last winter in the area of the Northwest Service Command, listening to the wail of the Kee bird.

But as a club, that is only the first of the qualifications for membership. The second is that the applicant must have accomplished two of the following: (a) Travelled the Alaska Highway from Dawson

Creek, B.C. to Fairbanks, Alaska; (b) Completed a mission for the Northwest Service Command north of the Arctic Circle; (c) Flown to Fort Norman, on the Mackenzie River; (d) Travelled the White Pass and Yukon Railroad between Whitehorse, Y.T., and Skagway, Alaska; (e) Completed a mission on the lower Yukon.

And—most important of all—he must be able to give a faithful imitation of the wail of the Kee bird.

The Kee bird, patron totem of the club, is an ornithological discovery made last winter by the men who set up the headquarters of the Northwest Service Command in Whitehorse. Its wail has been enshrined in verse by an anonymous poet of the club, who, according to club legend, wrote the verses with an icicle on a slab of frozen coffee.

It's a long poem which has been gaining new verses as it goes along, but the original runs, in part:

Who has heard the wail of the siren
As an ambulance speeds down the street,
Or the deep-throated roar of the lion
Down in Africa's jungle heat;
The piercing cry of the tiger,
As nightly he stalks his prey,
Or a huge locomotive's shrill whistle,
As it runs through the night on its way?
But those sounds sink to a whisper:
You've heard nothing until I've told
Of the blood-curdling cry of the Kee bird
In the Arctic's frigid cold.
This bird looks like a raven.
Only it's large and hideous and bold.
And at night it flies 'round the North Pole,
Crying "Kee-Kee-Kee-ripes, but it's cold!"

Then the Eskimos in their igloos
Toss fretfully in their sleep,
While their huskies, curled in the snow
drifts,

Start burrowing way down deep;
For the cry is terrifying,
And it freezes their blood, I'm told,
As the Kee bird soars in the Arctic
Crying "Kee-Kee-Kee-ripes, but it's cold!"

So that's why I won't regret leaving,
When the ice breaks and we say,
"Farewell",
It will be worth the risk of a submarine
To escape the Kee bird's yell.
And if ever I get to Heaven
To play on my harp of gold,
I can be sure that I won't hear a Kee bird,
Crying "Kee-Kee-Kee-ripes, but it's cold!"

Charter members of the club include men who had a hand in establishing the Northwest Service Command in the days when the Alaska Highway was still largely an imaginary line through blank spots on the map.

Brigadier General James A. O'Connor, Commanding General of the area, is one of the notable members, with the rank of "Bull of the Reef." Gordon Hamilton of Kansas City, a member of one of the contracting firms, is "Bull Scribe." Colonel K. B. Bush, Chief of Staff of the Command, is another, and holds the post of "Keeper of the Seal."

And if anyone thinks that the wail of the Kee bird is a fictitious bit of nature-faking, there are plenty of others at the Northwest Service Command Headquarters to testify that it was heard early and often in the winter of 1942-43.

It wasn't merely the exclamation of the man who comes in stamping off his boots at 10 or 20 below.

Up here, the Kee bird doesn't really start wailing until the ther-

ometer hits 35 below. And plenty of the officers and enlisted men of the Northwest Service Command were still living in tents when the Kee bird made its first swoop around headquarters.

Colonel Bush, who had been sweating for months in the California desert near Indio, helping General George S. Patton, Jr., with the establishment of the desert training center, flew to Whitehorse in October after organizing the Northwest Service Command in Washington. With him came Colonel C. R. Hazeltine, deputy chief of staff.

It was December 1, and the Kee bird was soaring around in temperatures that dropped to 50 below before the officers got a roof over

their heads. And then it was half a roof, so to speak, for they slept in their office building, in sleeping bags laid on canvas cots.

They had discovered, by that time, that the cold the Kee bird sings about is a different kind of cold from anything known in such ice-boxes as Plattsburg, N.Y., or Kane, Pa.

At 50 and 60 below, they found, strange things happen.

The moisture in the wood from which their barracks were being built froze so hard that it turned the edges of saws. Nails wouldn't penetrate. And if a plank was hit with a hammer, it did not dent but shattered into a hundred pieces, like glass.

Not until February did the of-

ficers get quarters in their own building. By that time the Kee bird was really swinging into form. Through January, February and March, temperatures hovered frequently in the neighborhood of 60 below, with one record of 72.

That, according to legend, was the day when even the Kee bird couldn't take it. The bird, they say, got right down on its hands and knees and walked into the barracks, with its wail reduced to a husky whisper—"Kee-Kee-Keeribes but it's cold!"

And that's when the Kee Club was born. —By Morley Cassidy. Reprinted by permission of The Evening Bulletin, Philadelphia, Pa.; and The North American Newspaper Alliance.

HIGHWAY CLAIMS OWN FRATERNITY

PERSONNEL of the Northwest Service Command, as well as visitors, are bound together by one of the most democratic of fraternities known as "The Short Roaders". The qualifications for membership are that the neophyte has travelled at least five hundred miles, or ten consecutive hours, on the Alaska Highway and possesses certain moral qualifications divulged only to members of the organization.

In addition to the above qualifications, the applicant must possess at least three Canadian one dollar bills, two of which he is willing to dispose of to the two members initiating him. The third is autographed by the initiating members and must be carried at all times upon his person. Of course, if the "unfortunate" should be subject to initiation by more than two members, his initiation fee is increased proportionately.

Any member may be challenged at any time or place, and, if found without his Short Roader bill, is subject to a fine in an amount determined by the challenging brethren.

Membership in the Short Roaders is not limited by race, creed, color or position in life. It includes enlisted men, officers, generals, congressmen, senators and other distinguished visitors to the northwest.

MAJOR L. B. Hopkins, OD, autographs Colonel J. P. Glandon's 'Short Roader' bill, after Colonel Glandon had just initiated him into the Highway fraternity. An interested spectator to the

transaction is Sir Hubert Wilkins, famed Arctic explorer, who, shortly after the picture was taken, qualified for membership by traveling north via the Alaska Highway.



HIGHWAY SUPPLIES AIRPORTS



PRIME MISSION of the Alaska Highway is to supply a string of airports pointing toward the Northwest. These two photos

show some of the Arctic hazards which some of these airports endure, so that aid may be sent to Russia and Pacific defenses.





BRIGADIER GENERAL DALE V. GAFFNEY

COMMANDING GENERAL ALASKAN WING
AIR TRANSPORT COMMAND

Brig. Gen. Dale V. Gaffney, Commanding General of the Alaskan Wing, Air Transport Command, U.S. Army Air Forces, was born February 1, 1894, in Methuen, Mass., and began his military career as an Infantry private. He learned to fly during World War I and developed into the Army's ace cold weather aviation expert.

In September, 1940, he was ordered to Ladd Field, Fairbanks, Alaska, to take charge of operational and equipment tests in temperatures of 50 and 60 below zero. He was commanding Ladd Field at the time of Pearl Harbor and had a hand in the defense of Alaska

and the Aleutians. With the exception of a special mission to Africa in 1942, he remained at Ladd until his transfer to the Air Transport Command in May, 1943. In September, 1943, he was promoted from Colonel to Brigadier General, commanding the Alaskan Wing, ATC, with the responsibility for all cargo operations and ferrying of combat planes over the strategic Northwest route. The flying is tough and hazardous along this frozen, mountainous and often foggy avenue toward Japan and the General's long Arctic experiences made him the logical choice to take charge of the job.



MAJOR GENERAL W. W. FOSTER, C.M.G., D.S.O., V.D.

SPECIAL COMMISSIONER FOR DEFENSE PROJECTS IN NORTHWEST CANADA

Overseas in the Great War in the rank of Captain, and later during the war commanding 52nd Battalion of the 9th Brigade, and served as 9th Brigade Commander. Awarded D.S.O. and two bars, Belgium Croix-de-Guerre and French Croix-de-Guerre. Five mentions in dispatches. Following the war prominent in reorganization of non-permanent defense forces. Commanding 23rd Infantry Brigade and also appointed Honorary Colonel 15th Coast Brigade, R.C.A.F.

During present war head of Canadian Auxiliary Services, thence overseas with the First Canadian Division. Returned in 1940 to command of Military

District 12, Regina, Saskatchewan, and in February 1942 appointed to command Military District 6.

February 1943 chairman in chief Officers' Selection and Appraisal Board, and three months later to his present position. In private life managing-director of engineering and contracting firm. Associated with formation of Canadian Legion and served as its Dominion President. A fellow of the Royal Geographical Society and director of Canadian Geographical Society, also past president of Alpine Club of Canada, and associated with various expedititons, including Mt. Logan, Yukon, 1926.

HIGHWAY FIRSTS AND FACES

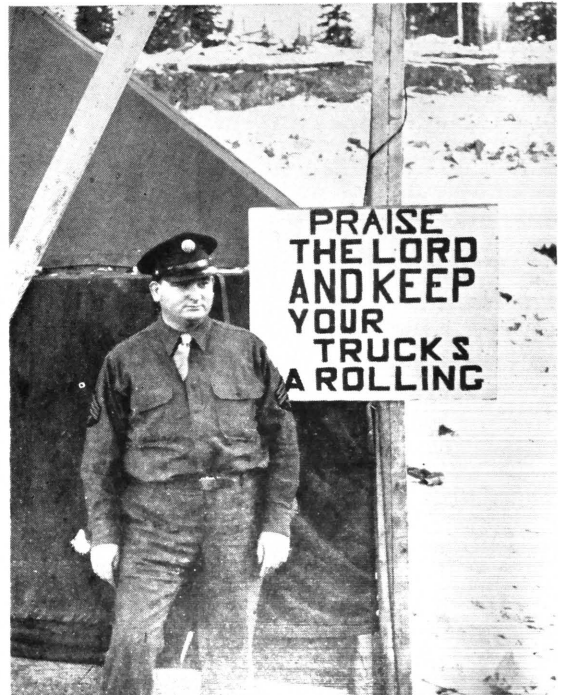


WILL E. HUDSON, well known Arctic photographer who now makes his home in Seattle, Wash., here conveyed by Maj. Freeman C. Bishop while shooting scenes for Pathe News' movie of the Alaska Highway, "Arctic Passage", were resting at a trapper's cabin in the St. Elias Range of mountains in the Yukon near the Alaskan border. The trapper also is shown.

Major Bishop has been Public Relations Officer of the Northwest Service Command since it was established and made one of the first complete trips over the Alaska Highway during the construction days in the late fall of 1942 when travel was by truck and "cat", rather than the smooth operations of bus travel today.

PRINCIPALS participating in the ceremony at the arrival of the first Overland Mail from the United States and Canada at Fairbanks, Alaska, 2 December 1943. Front row (L to R): Dr. Hughes, Mayor of Fairbanks; Mrs. Maude H. Boyle, Postmistress; Mr. Blum, president of Chamber of Commerce. Back row: Maj. H. C. Walters, Northwest Service Command Postal Officer; and Earl March, chief clerk, Railway Mail Service.

T/4 DOUGLAS DUNFORD, driver for Col. Glandon, stands by one of the many signs along the Alaska Highway which the boys found time to put up. This one is at Northway Relay Station. "Keep 'em rolling" was the slogan of the road. Tent in background is part of living quarters for the men. Even as late as December 1943 some soldiers still lived in tents, despite advanced condition of Highway.



OVER THE WHITE PASS BY RAILROAD



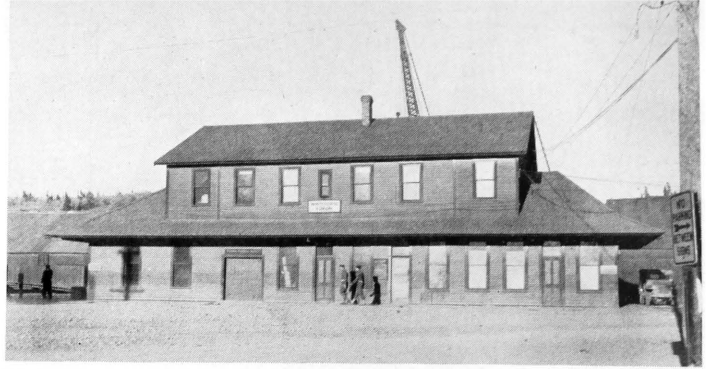
ONLY GRADE CROSSING in 1523 miles of the Alaska Highway is the little narrow-gauge White Pass and Yukon Railroad which crosses near Whitehorse. Resembling a toy train, it has,

perhaps contributed more to the Alaska Highway than any other factor. History of the Highway would not be complete without paying tribute to the "biggest little railroad in the world."



GENERAL JAMES A. O'CONNOR and Mr. Frederic A. Delano, uncle of President F. D. Roosevelt, and an outstanding railroad authority, stop at the White Pass. In the days of 1898, thousands of gold seekers made their way over the Pass to Whitehorse and thence to the gold fields of the Klondike. Outfitting in Whitehorse, they went by riverboat down the Lewes and Yukon rivers.

BARN RED, a color a little more in fashion forty years ago, in the middle of Whitehorse, stands the station of the White Pass and Yukon Railroad. The derrick behind the station lifts freight off the baby-size cars and transfers it to steamers in the Lewes River.

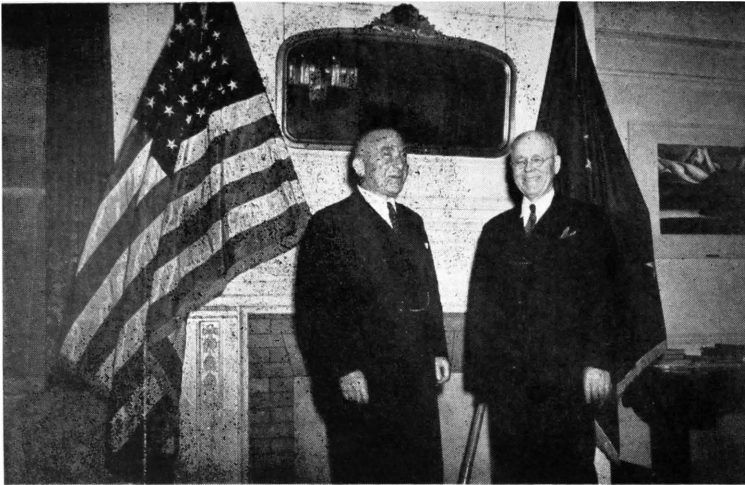


“THIS LINE'S too steep for a goat and too cold for a polar bear,” said one of the boys after the first trip over the rails. Over steep ravines and along the edges of steep cliffs the track winds its way through the mountains. Passes are often filled with snow, and the train has been snowbound for days. Sometimes the locomotive freezes to the track, securely welded to the rails.



THROUGH THE VERY middle of the town of Skagway, Alaska, the White Pass and Yukon puffs its merry way. Automobiles alongside give a comparative idea of its small size. After leaving

Skagway, the rails ascend an elevation of 2900 feet in 19 miles. Much of the grade is 4 per cent. Big snowstorm in February, 1944, had trains snowbound. Passengers burned seats for warmth.



PROMINENT FRIENDS OF THE ALASKA HIGHWAY

HOMER D. ANGELL, Representative from Oregon in the U. S. Congress, as a member of the House Committee on Territories, visited Alaska and the Alaska Highway in the summer of 1943. In the Government House at Juneau, he conferred with Governor Ernest Gruening, left. Said Representative Angell, "The Alaska Highway is truly an epic of the Northland. It was and is a great adventure in vision, endurance and indomitable courage."

AT THE BOUNDARY marker indicating the international line between Canada and Alaska on the Haines Military Road. Left to Right: E. L. Bartlett, Secretary of Alaska; Delegate Dimond; Lt. Col. T. J. Hayes and Capt. Richard Neuberger. At this point in '98 the Mounties checked in gold seekers crossing Chilkoot Pass to the Klondike. The Haines Road connects Haines, Alaska, near Skagway, with the Alaska Highway about 100 miles north of Whitehorse.



A HIGHWAY OF MANY NAMES

ALASKA Highway boasts almost as many names as Joseph's coat did colors. Its original name "Alcan Highway" dates from the time the road's construction started. The word "Alcan" was a coined short for Alaska and Canada, and was popularly accepted throughout Canada and the United States.

Due to its military characteristics the Commanding General, Northwest Service Command, designated it as the "Alcan Military Highway" on 14 April, 1943.

However, in the spring and summer of 1943 various individuals and groups within both countries started a movement looking for an improved name. It finally reached the point of discussion in official Government circles in both Ottawa and Washington.

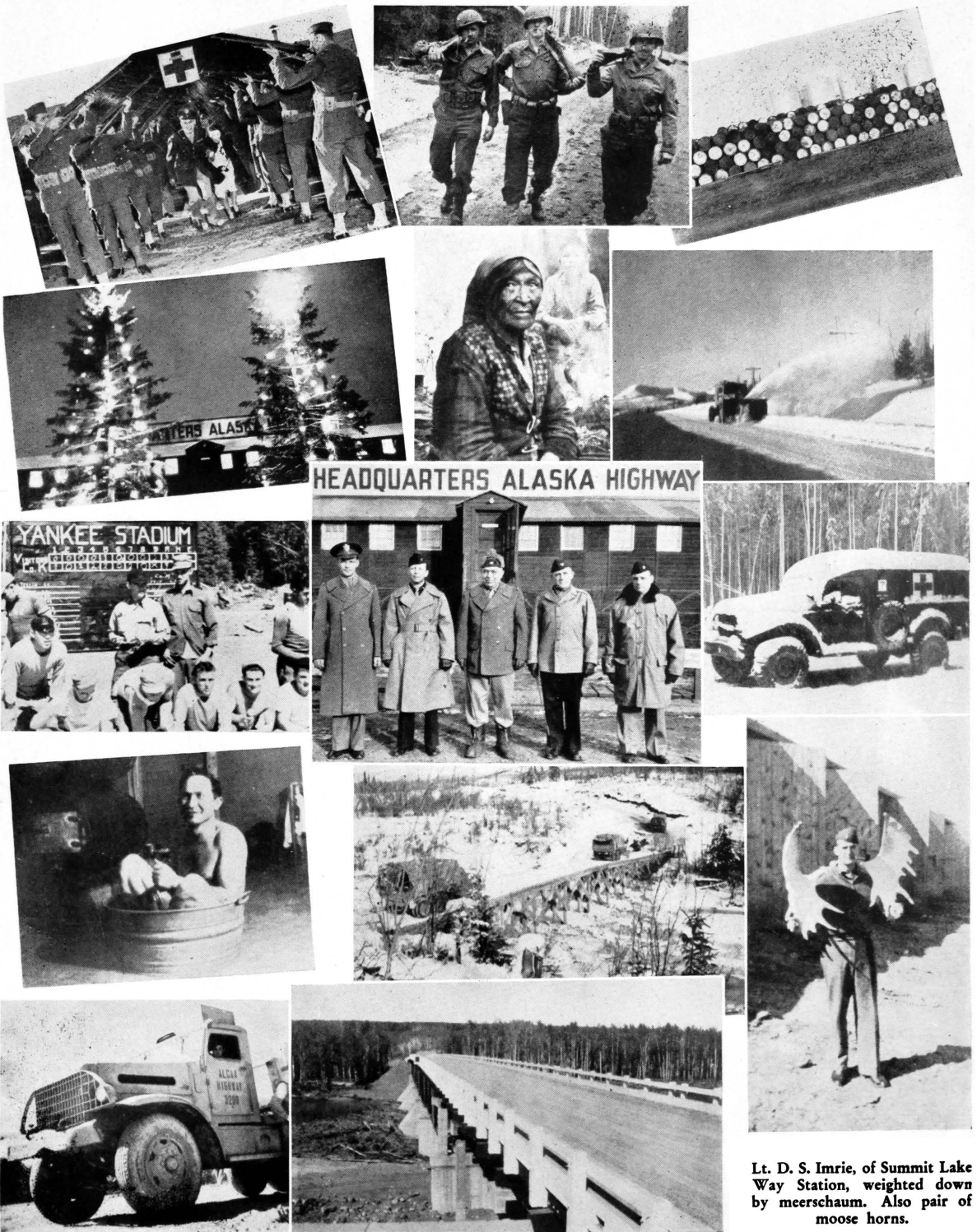
On 10 June, 1943, the word "Alcan" was first dropped on instructions from the War Department, and the name became the "Alaska Military Highway". Then, on the 28 July, 1943, after an agreement between the State De-

partments of the United States and Canada, it received its final official designation as the "Alaska Highway".

Doubtless time will firmly establish its last official designation, although to many of the men who worked and operated on the road in the early days it will always remain "Alcan". After all, the name is not so important, for the highway is still the same vital artery, joining two friendly countries.

To the Indians it is still known as the "White Man's Trail".

ALONG THE "ALCAN" TRAIL

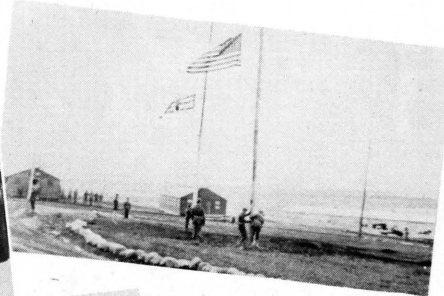
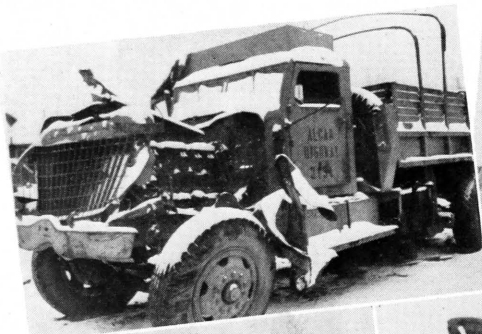
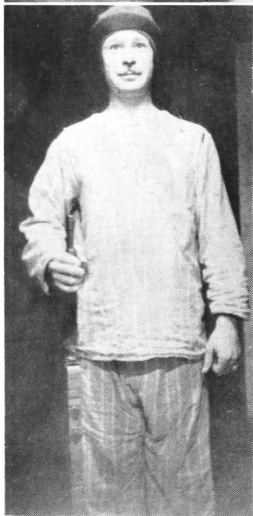


Lt. D. S. Imrie, of Summit Lake Way Station, weighted down by meerschaum. Also pair of moose horns.

ALONG THE "ALCAN" TRAIL CONTINUED



T/4 Val. R. Hawes, ace Signal Corps photographer, who took many of the photographs in this book. Left, log cabin at Beaver Creek.





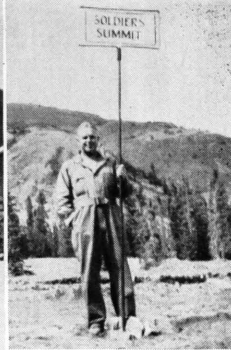
Bulkley Journal, record of U S -Russian Telegraph Expedition, is presented to Province of British Columbia by General James A. O'Connor.



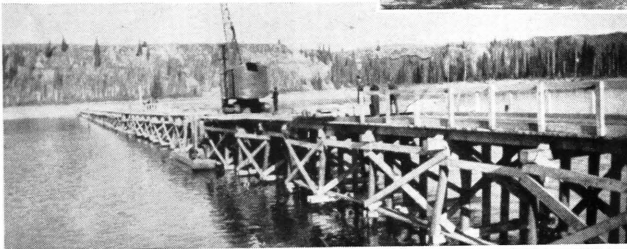
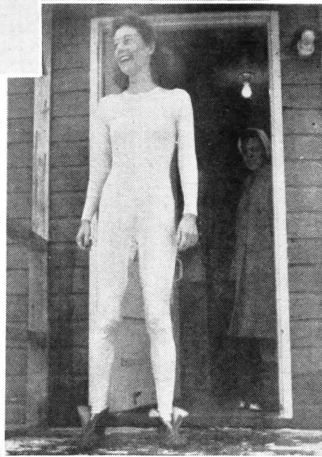
One of the "squaws along the Yukon"—which worry girls at home! Smiling above left is Lt. Cecil Carl McEwen, former Special Service Officer for Highway.



ALONG THE "ALCAN" TRAIL CONTINUED



Col. J. P. Glandon and Sgt. Otto Gronke, who won Legion of Merit for driving first Fairbanks truck.





ALASKA HIGHWAY PIN-UP GIRL

MISS SHIRLEY WHITE



MISS AUDREY ZOSEL

ALASKA HIGHWAY PIN-UP GIRL

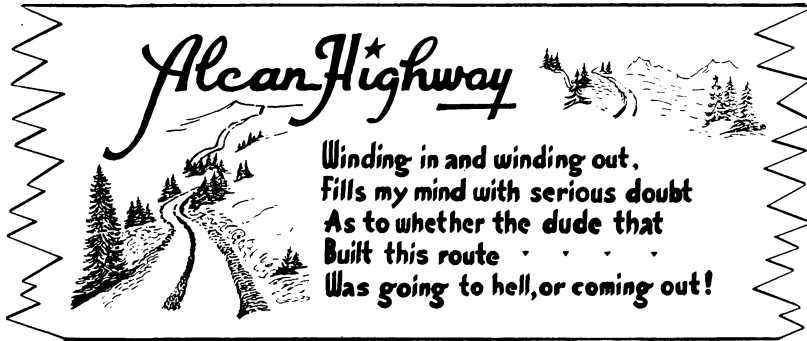
ALASKA HIGHWAY PIN-UP GIRL

MISS PAMELA CARTER



MISS ROSEMARY WINKELS

ALASKA HIGHWAY PIN-UP GIRL



The Alaska Highway

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