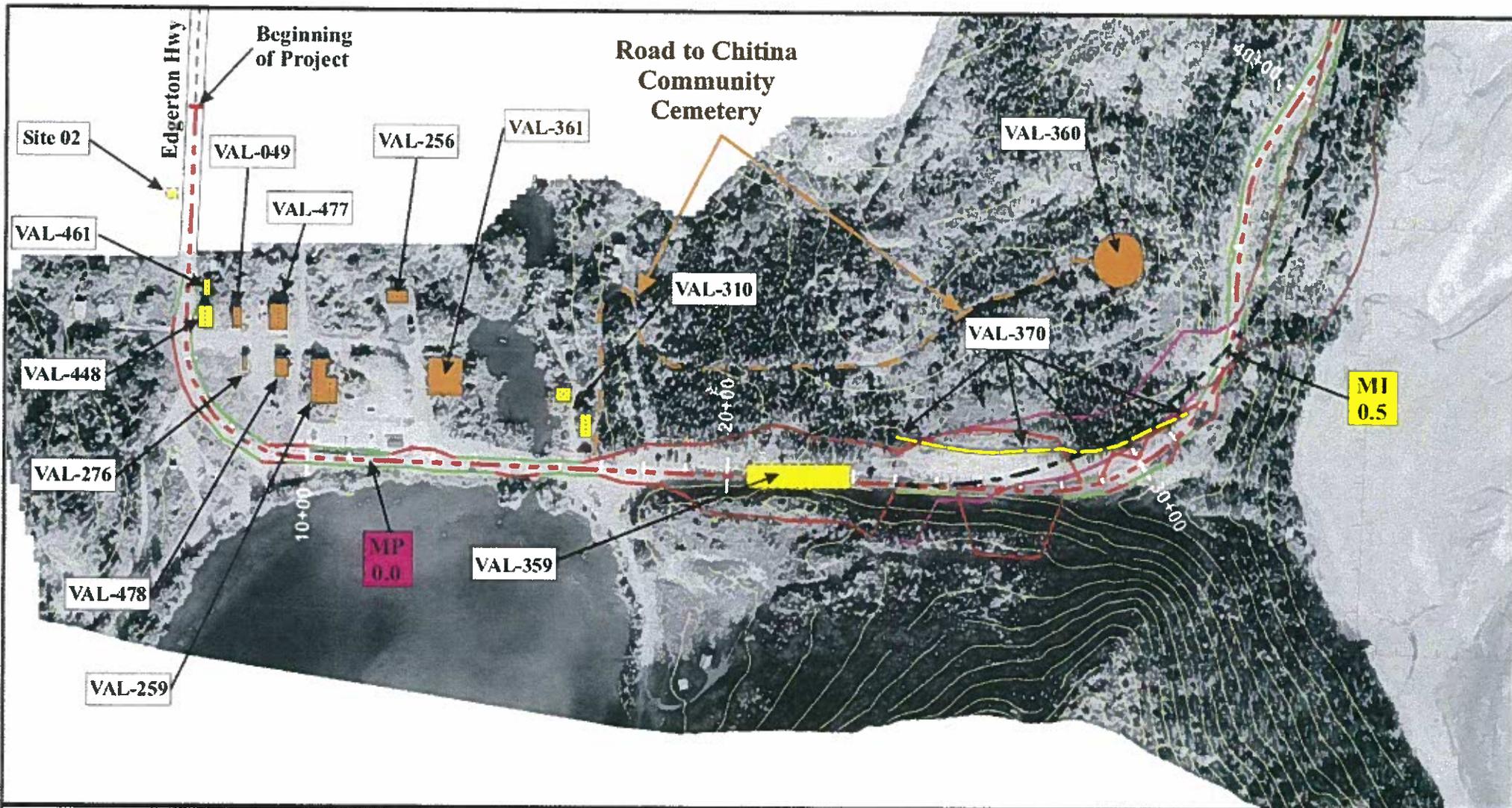


**Chitina Cemetery Road  
Proposal to Identify as a  
RS 2477 Right of Way**

State of Alaska  
Department of Natural Resources  
Division of Mining, Land and Water  
Public Access Defense Unit  
March 2010

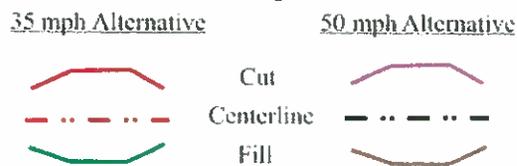


**McCarthy Road Improvement Project, Cultural Resource Survey, September 2003**

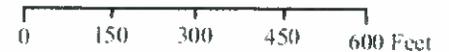
- = Buildings/Sites likely to be impacted by the project
- = Buildings/Sites not likely to be impacted by the project
- = Existing McCarthy Road Alignment
- MP = Mile Post Markers, 2003
- MI = Mileage Reading

Alaska Heritage Resource Survey Sites:  
 VAL = Valdez Quad  
 XMC = McCarthy Quad

**Proposed Alignments:**



Mapping Datum: NAD83  
 Contour Interval: 25 Feet



**Figure 3. Cultural resource sites in the Chitina area from Mile 0.0 to Mile 0.5 of the existing and proposed realignments of McCarthy Road.**

## History of the Chitina Cemetery Road

The history of the Chitina Cemetery Road began with the construction of the Copper River & Northwestern Railway that connected the rich copper deposits at Kennecott Mine to tide water at Cordova. Construction of the line began in 1908 and the train reached Chitina on September 12, 1910. The train left Chitina for the first time on January 7, 1911 after completion of the tunnel and the Chitina Bridge. The copper spike was driven to commemorate the completion of the Kennecott to Cordova rail on March 29, 1911. The Kennecott mine was closed and the last train left Kennecott on November 11, 1938 and the railroad was soon abandoned. Although Chitina was mostly abandoned when the railroad was abandoned, use of the Chitina Cemetery Road, which began during railroad construction, has continued on to today.

### The Railroad

There are two physiographic features that were significant to the construction of what would become the Chitina Cemetery Road: Trout Lake and the ridge between the town of Chitina and the Copper River. The elevation at Chitina and the bridge at the Copper River are similar and there is the ridge in between. In the fall and winter of 1910, the railroad construction crews worked at cutting a tunnel through the ridge and building a bridge over the Copper River.

A flurry of construction activity occurred at Chitina in 1910. During the summer, while construction crews were laying track up the Copper River toward the proposed townsite of Chitina, steamboats traveled up the Copper River carrying supplies to construct buildings in Chitina. During the time the tunnel was under construction, a temporary rail line extended from Chitina at the east side of Trout Lake and crossed over the ridge to the Copper River. The locals called this temporary line the "switchback." Temporary lines were common during the railroad's construction era. The rail line over the ridge was sufficient to handle "dinkie locomotives" that were routinely used during construction. At times, temporary rails were constructed over ice. The Chitina Cemetery Road connected up with the "switchback" a short distance from where the cemetery would later be located. The road to the switchback begins at the mouth of the cut/tunnel, goes north up the hill, then loops south, then turns east, and eventually turns south to connect to the switchback. The lower part of the road goes along the side of the hill facing Chitina. Numerous photos, beginning in 1910, clearly show that the road was constructed by a blade cut. As demonstrated by the Photo Index below, there are at least six photos that show the road prior to July 1912 and an additional eight before 1919. The railroad construction crews constructed the access road that would become known as the Chitina Cemetery Road sometime

in 1910. The road was likely used for all the following: construction of the switchback, the final rail lines, buildings in the town of Chitina, the tunnel, and the railroad bridge over the Copper River.

### Dwelling Access

The community used the trail for purposes other than for construction. Photographs show dwellings on the hill along side the railroad cut/tunnel in Chitina beginning in 1910 and continuing to the present. Numerous photos through the years and including today document the dwellings on the hill that were accessed by the road. As early as 1910 the road connected occupants of the dwellings to the town, and connected them to commerce, transportation and employment in Chitina.

### The Cemetery

The first person known to be buried in the Chitina Community Cemetery was Marie Sherman. She died on February 12, 1911 at 1:15 p.m., from a morphine overdose that was administered by Mrs. St. Clair to relieve chest pains. Marie Sherman was forty-nine years old when she died. Her husband operated several businesses in Chitina. On February 15, 1911, Mrs. Sherman was buried in a plot of land recently set aside by Chitina's residents as a community cemetery. The February 18, 1911 edition of the Chitina Leader's front page headline read "PROMINENT RESIDENT DIES VERY SUDDENLY" and went on to state:

The funeral took place on Wednesday afternoon at 2 o'clock, and the remains was the first to be interred in the new cemetery site on the hill overlooking the great Copper River.... A large funeral procession paid their last sad respects to the dead and Mr. Sherman has the deep sympathy of all in his bereavement.

In 1995 historians Rolfe Buzzell and Lia Ribacchi from the Office of History and Archaeology, Alaska Department of Natural Resources, mapped and did an inventory of the Chitina Community Cemetery. They found 27 graves or suspected graves. Buzzell and Ribacchi documented only 8 graves that had markers with legible dates. The oldest legible marker was for a ten year old boy, Edward M. Diffley, who died in 1920. Ten markers were no longer legible and nine had no marker at all. It appears that the grave of Marie Sherman is now either just a depression or has a marker that is no longer legible.

Buzzell also documented the road that led to the cemetery. The road is shown in recent aerial photography. The only noticeable difference between that alignment and the alignment in the 1910 photo is at the eastern end. In the 1910 photo, at the eastern end the road turns to the south to meet up with the switchback. In the cemetery alignment at the eastern end of the road continues northeasterly for a short distance to the cemetery. The photo appears to have been taken two to four months prior to the burial of Marie Sherman. The January 7, 1911 edition of the Chitina Leader noted that the tunnel had been completed and that "the engineers and trainmen had quit 'cussing' the switchback". This indicates that the switchback was abandoned as soon as the tunnel was complete. The community later selected the cemetery site because it was accessible from Chitina by road. The cemetery road includes a short northeasterly extension beginning where the road had previously connected to the switchback.

The large funeral procession from Chitina, in which W. A. Sherman accompanied the body of his wife Marie, used the Cemetery Road to access the new community cemetery site overlooking the Copper River. The road, which had its beginnings in railroad construction, has continued to be used to access the cemetery from that day when Marie Sherman was buried on February 15, 1911 until the present.

### Ownership of the Land

The land on which the Chitina Cemetery and the cemetery road are located was first identified and surveyed as U.S. Survey 596 in August 1908. U.S. Survey 596 contained 159.98 acres within Sections 14 and 15, T. 4 S., R. 5 E., Copper River Meridian, and extended to the right bank of the Copper River. The survey plat identifies the subject property as the homestead claim of Stephen Birch. The earliest record at the U.S. Bureau of Land Management (BLM) shows N. L. Burton filed the homestead for the Katalla Company in Juneau Alaska on July 13, 1912. The Katalla Company, of whom Stephen Birch was a director, was the successor in interest to Wilson Speakman (deceased), George Meyer (deceased) David Ron Campbell (deceased) Wm. H. Badger and Wm. P. Johnson. The initial entry at BLM indicates that field notes and evidence of rights were filed along with the application.

U.S. Survey 596 was amended on June 29, 1914 and reduced to 80.98 acres. The parcel no longer extended to the Copper River and it consisted of the rights of Speakman for 37.67 acres, Dargitz for 7.95 acres and Campbell for 35.36 acres. The patent was recorded on May 3, 1916 (Patent No. 527307)<sup>1</sup>.

The Chitina Townsite was platted September 8, 1919 on behalf of the Alaska Development and Mineral Company. The townsite is completely within U.S. Survey 596 as amended on July 29, 1914 (the plat states that it is U.S. Survey 596, but the plat map only includes lands also in Amended U.S. Survey 596). That portion of land that was a part of U.S. Survey 596, but removed in Amended U.S. Survey 596 was conveyed<sup>2</sup> to the Chitina Native Corp. on September 28, 1984 by Interim Conveyance No. 947. The cemetery and a little more than one hundred foot of the road are part of this conveyance. The remainder of the road is in the Chitina Townsite and the lots have various owners.

### **TIMELINE**

- 1910- Summer: Materials brought up the Copper River for buildings in Chitina  
September 12: Train arrives in Chitina  
Fall: Chitina Cemetery Road has been constructed from the tunnel to the switchback
- 1911- January 7: Tunnel complete, switchback is soon abandoned

---

<sup>1</sup> This was a soldiers additional homestead which do not segregate the land until final action is taken on the application. This is explained in an order dated September 12, 1908.

<sup>2</sup> Interim Conveyance No. 947 excluded U.S. Survey 596 without making mention of the amendment. Technically the BLM has reserved that portion between the lands in Amended U.S. Survey 596 and the Copper River to the United States. The intention was clearly to convey this land and presumably it will be accurately stated in the forthcoming patent.

February 15: Marie Sherman is buried in the Chitina Cemetery  
1912 July 13: The Katalla Company files for homestead on U.S. Survey 596  
1916 May 3: Amended U.S. Survey 596 patent is issued  
1919 September 8: Chitina Townsite is platted

## SOURCES

Buzzell, Rolfe G., Ph.D.; Cultural Resources Survey for the Relocation of McCarthy Road (Project No. 66008), Report and Compendium; Office of History & Archaeology Report No. 107, June 2005; Alaska Division of Parks and Outdoor Recreation.

Buzzell, Rolfe G., Ph.D.; Chitina Community Cemetery (VAL-360), 1995 DNR/Park/OHA Map

Chitina Leader (a weekly newspaper for Chitina Alaska printed from 1910-1928?) September 24, 1910; October 1, 1910; November 19, 1910; November 26, 1910; January 7, 1907; February 18, 1911.

Janson, Lone E., The Copper Spike, Alaska Northwest Publishing Company, Anchorage, Alaska, 1975.

Photograph Collection; State of Alaska, Public Access Assertion Defense; Chitina Photo Index attached

## Maps

Chitina Townsite Overlay on 2005 Aerial Photo; Copper River Basin Regional Housing Authority in cooperation with the State of Alaska, Department of Commerce and Community Development.

Chitina 1974 Aerial with overlay; State of Alaska, Department of Commerce and Community Development

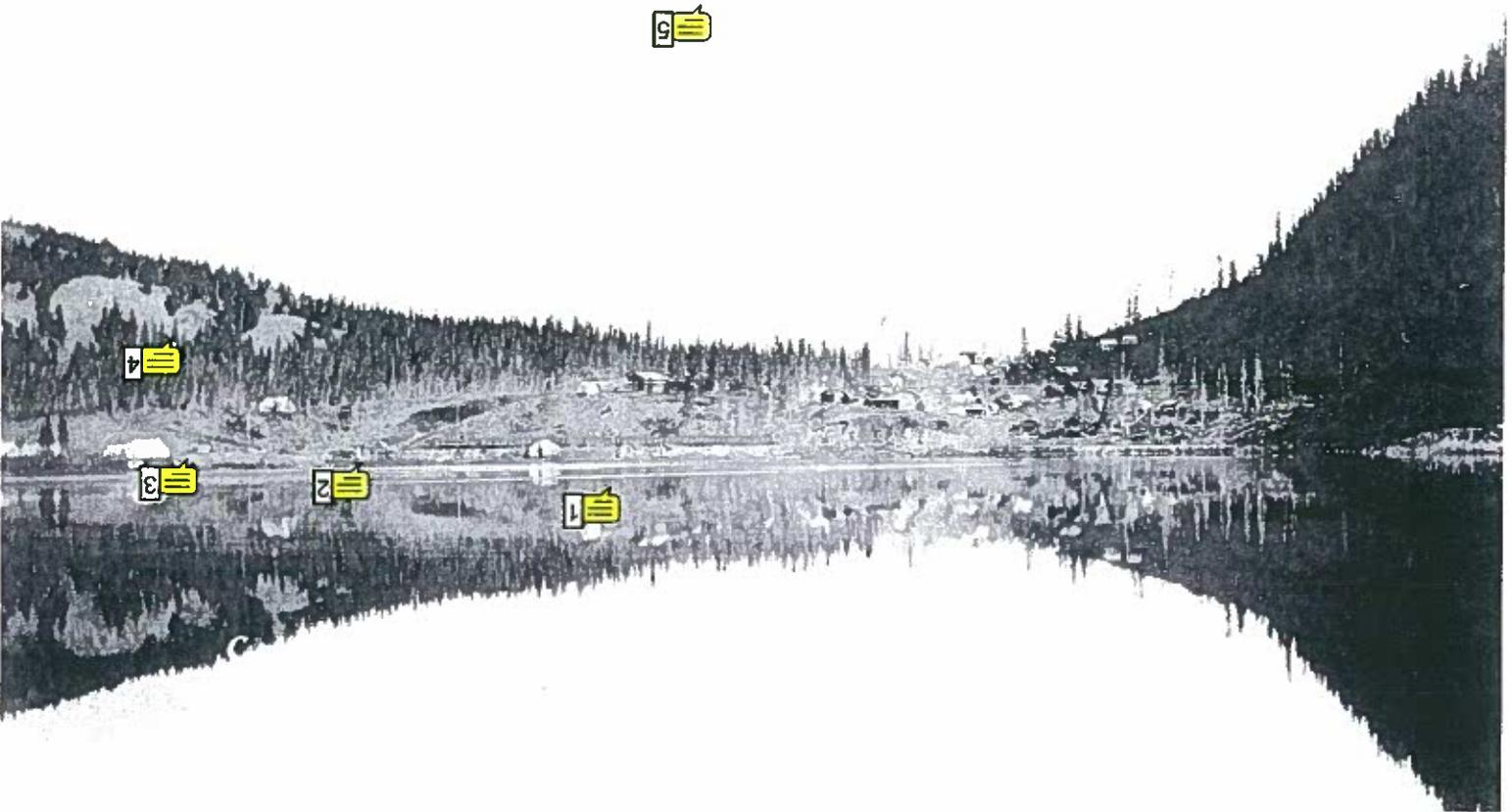
Chitina Townsite Plat; The Alaska Development and Mineral Company, 1919, copy of trace from original 1923.

McCarthy Road Improvement Project, Cultural Resource Survey, September 2003; Created by ADOT&PF in 2005. The historic sites were based on the work of Rolfe Buzzell as described in the work above. This version has the Chitina Cemetery Road delineated by Rolfe Buzzell in 2009.

# Chitina Cemetery Road Photo Index

Photo	Date	Date Determined	Significance	Source
1	1910	Tunnel and no maintenance bldg.	Road is visible despite poor quality	Block
1.1	<b>Sept. 25, 1910</b>	<b>Railroad Day- Chitina Leader</b>	<b>Road may be visible, dating</b>	<b>Block</b>
2	1910	Tunnel not complete, RR lines on top, Maint. Bldg.	Road visible, blade cut, connect to switchback	Buzzell
2.1	<b>Sept. 25, 1910</b>	<b>Photo dated</b>	<b>Dating, RR in Chitina</b>	<b>Block</b>
3	1910	Station almost complete, Hotel complete, RR in Chitina	Road visible, appears blade cut	Block
3.1	<b>1910</b>	<b>Station almost complete, Hotel complete, RR in Chitina</b>	<b>End of Road at RR track by maintenance bldg.</b>	<b>Block</b>
3.2	1911	Station, Hotel complete, little cabin by road	Road visible, ends at RR staging area	Block
4	<b>1911</b>	<b>Little cabin by road</b>	<b>Dating, road not visible</b>	<b>USGS</b>
5	Mar. 1, 1912	Photo dated little cabin gone	Road has faint outline	Block
6	<b>1912-1919</b>	<b>Station in, tunnel noted, new buildings not in</b>	<b>Road visible</b>	<b>Block</b>
6.1	1912-1919	No bunkhouse	Road visible	Block
7	<b>1912-1919</b>	<b>Compared to photo #6 particularly around maint. bldg</b>	<b>Slight evidence of trail</b>	<b>Block</b>
7.1	1912-1919	No little cabin, bunkhouse or new bldgs	Road visible	Block
8	<b>1911-1912</b>	<b>Old maint. bldg. bldg to the NW partially roofed</b>	<b>Road not visible, dating</b>	<b>Buzzell</b>
9	1912-1919	No new bldgs	Road visible	Block
10	<b>1912-1919</b>	<b>New maint. bldg. sect. house, bunkhouse, roof on tunnel</b>	<b>Road visible</b>	<b>Block</b>
11	1912-1919	New maint. bldg. section house, tunnel	Dating, road slightly visible leading from tracks	Block
12	<b>1931</b>	<b>Alaska Digital Archives dated</b>	<b>Dating, road visible despite very poor quality</b>	<b>AK Digital</b>
13	circa 1930	Spruce by Tower	Bend in road visible	Block
13.1	<b>1927</b>	<b>Photo dated, Spruce by Tower</b>	<b>Dating</b>	<b>Block</b>
14	circa 1930	New growth in cleared area small, Tower spruce gone	Road visible	Block
14.1	<b>circa 1930</b>	<b>New growth in cleared area small, Tower spruce gone</b>	<b>Road visible</b>	<b>Block</b>
14.2	circa 1930	New growth in cleared area small, Tower spruce gone	Upper Road faintly visible	Block
14.3	<b>circa 1930</b>	<b>New growth in cleared area small, spruce tree by tower</b>	<b>Road visible</b>	<b>Block</b>
14.4	circa 1935	New growth is large, Tower spruce gone	Road visible	Block
15	<b>circa 1940</b>	<b>Hotel, Station and main tracks are gone</b>	<b>Road visible</b>	<b>Buzzell</b>
16	circa 1940	Hotel is gone, automobiles present	Road visible	Block
17	<b>2009</b>	<b>Photographer (Schade)</b>	<b>Road still well defined and recently blocked</b>	<b>AK DNR</b>
18	2008	Photograph	Road and Cemetery visible from the air	AK DNR
19	<b>2008</b>	<b>Photograph</b>	<b>Road and Cemetery visible from the air</b>	<b>AK DNR</b>
20	2010	Photographer (Sorensen)	Old Abandoned House Along Road	AK DNR
21	<b>2010</b>	<b>Photographer (Sorensen)</b>	<b>Homesite at Bend in Road</b>	<b>AK DNR</b>
22	2010	Photographer (Sorensen)	Upper Road	AK DNR
23	<b>2010</b>	<b>Photographer (Sorensen)</b>	<b>Lower Road</b>	<b>AK DNR</b>
24	2010	Photographer (Sorensen)	Chitina Cemetery overlooking the Copper River	AK DNR

↑  
UP



5

4

3

2

1

# Summary of Comments on Chitina 01

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/24/2009 8:04:30 AM

 Railroad cars on track along Trout Lake. The RR first reached Chitina September 12, 1910. The tunnel was complete by January 7, 1911.

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/23/2009 1:33:35 PM

 Tunnel begun, but no maintenance building which shows this photo predates photo #2

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 9/16/2009 9:10:31 AM

 Little cabin along road

---

Sequence number: 4

Author: klsorensen

Subject: Note

Date: 9/23/2009 1:23:10 PM

 Road is visible note the cut along hillside

---

Sequence number: 5

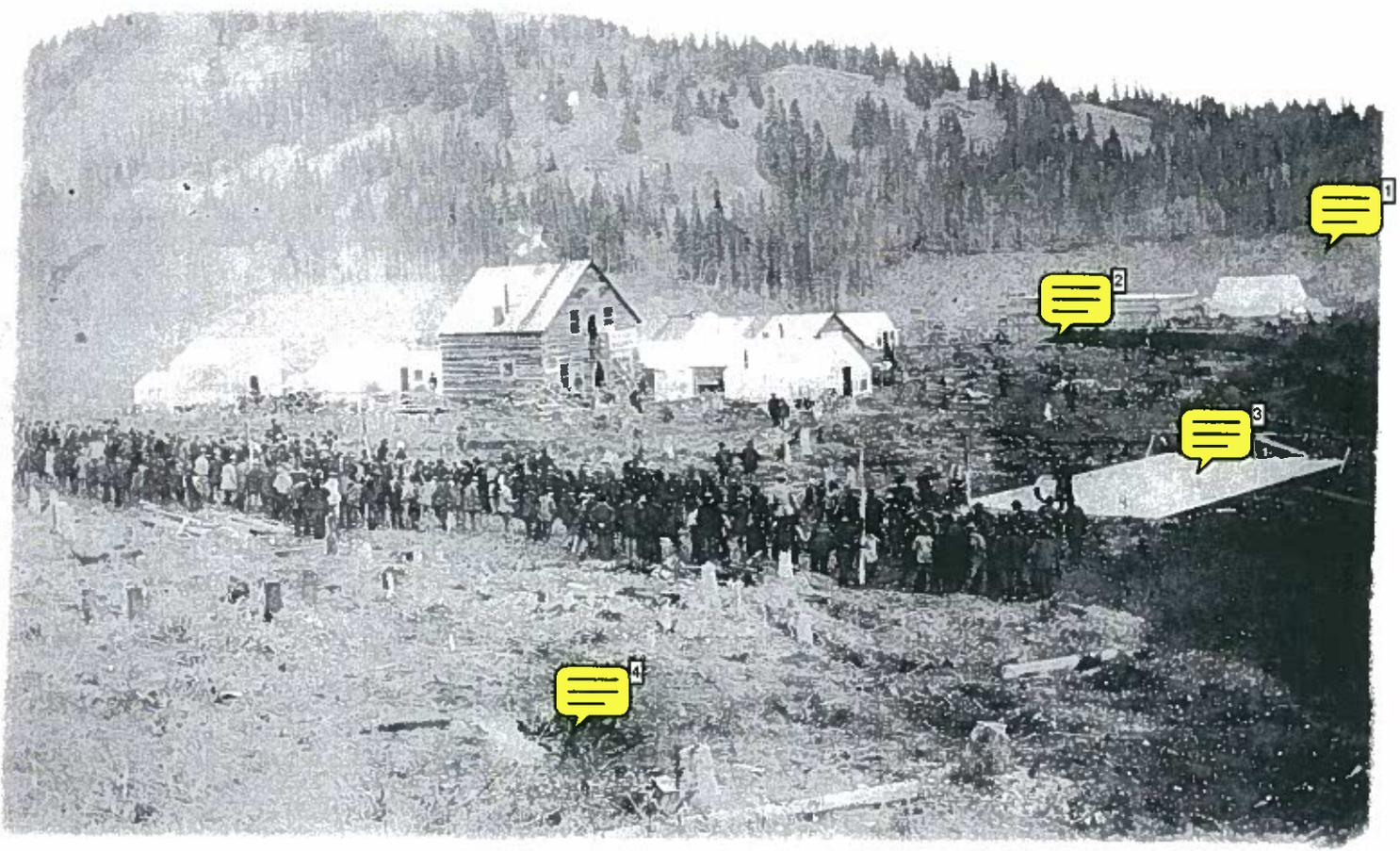
Author: klsorensen

Subject: Note

Date: 10/26/2009 10:38:33 AM

 THIS SIDE UP

---



# Summary of Comments on Chitina 01.1

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 8:05:40 AM  
 High point of trail? May need to enlarge

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:29:32 PM  
 Hotel is under construction

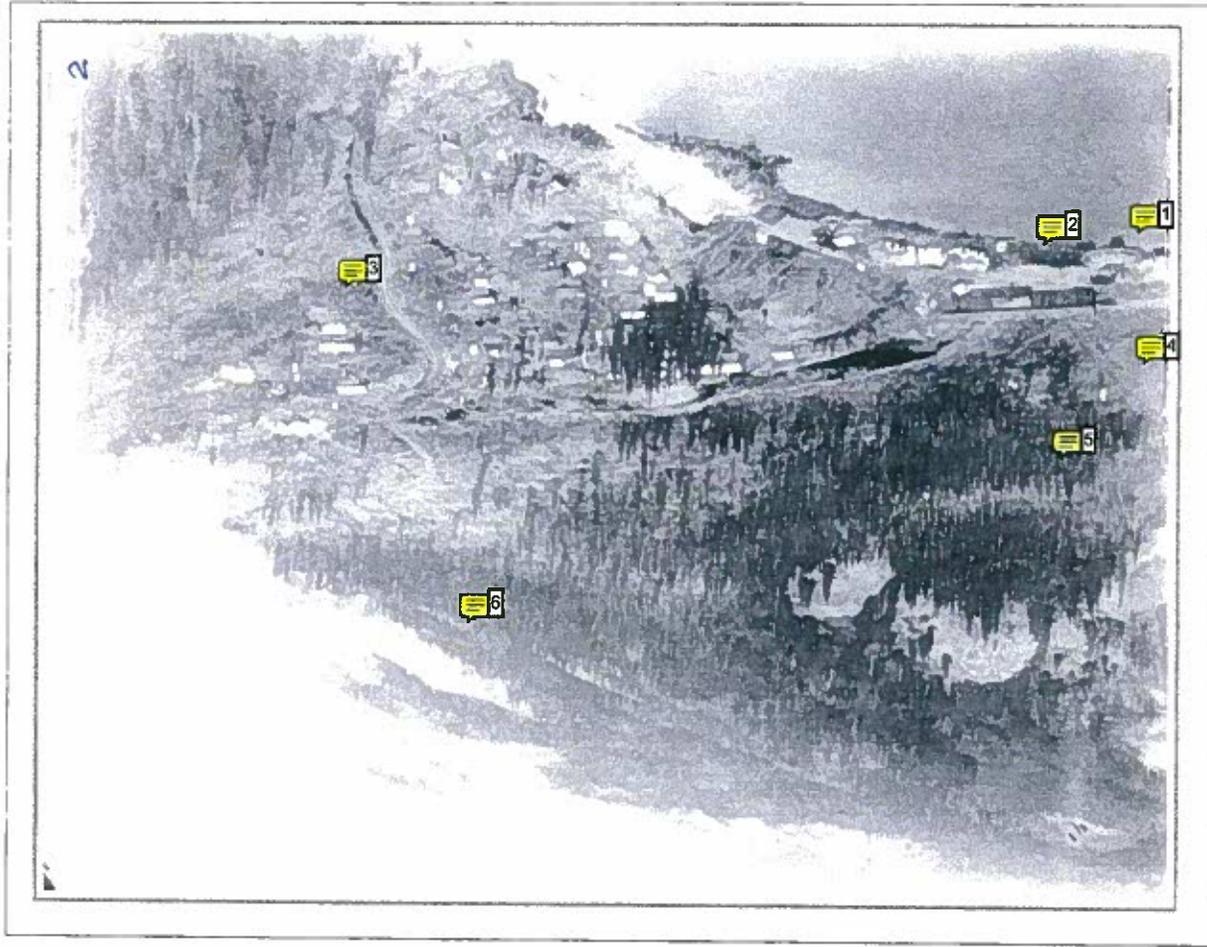
---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:29:12 PM  
 Construction beginning on RR Station

---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 10/12/2009 9:11:17 AM  
 "Railroad Day" September 25, 1910 123 people came from Cordova for a day of celebration, which was the first passenger train to Chitina. See Chitina Leader October 11, 1910 and September 24, 1910

---



# Summary of Comments on Chitina 02.

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/23/2009 12:29:16 PM -08'00'

 Status of RR station is unknown since it is not in the picture

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/16/2009 8:06:05 AM -08'00'

 Structures, most notably the maintenance building, are in place that are not in Photo #1

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 2/3/2010 1:03:01 PM

 Switchback goes over area where tunnel would be located indicating the tunnel is not yet complete. Tunnel was completed by 1/7/11 and switchback was abandoned.

---

Sequence number: 4

Author: klsorensen

Subject: Note

Date: 2/3/2010 1:06:02 PM

 Small cabin by road probably belonged to Way Bowker.

---

Sequence number: 5

Author: klsorensen

Subject: Note

Date: 9/16/2009 8:01:30 AM -08'00'

 Road is clearly visible and footpath comes off it and up hill to dwelling

---

Sequence number: 6

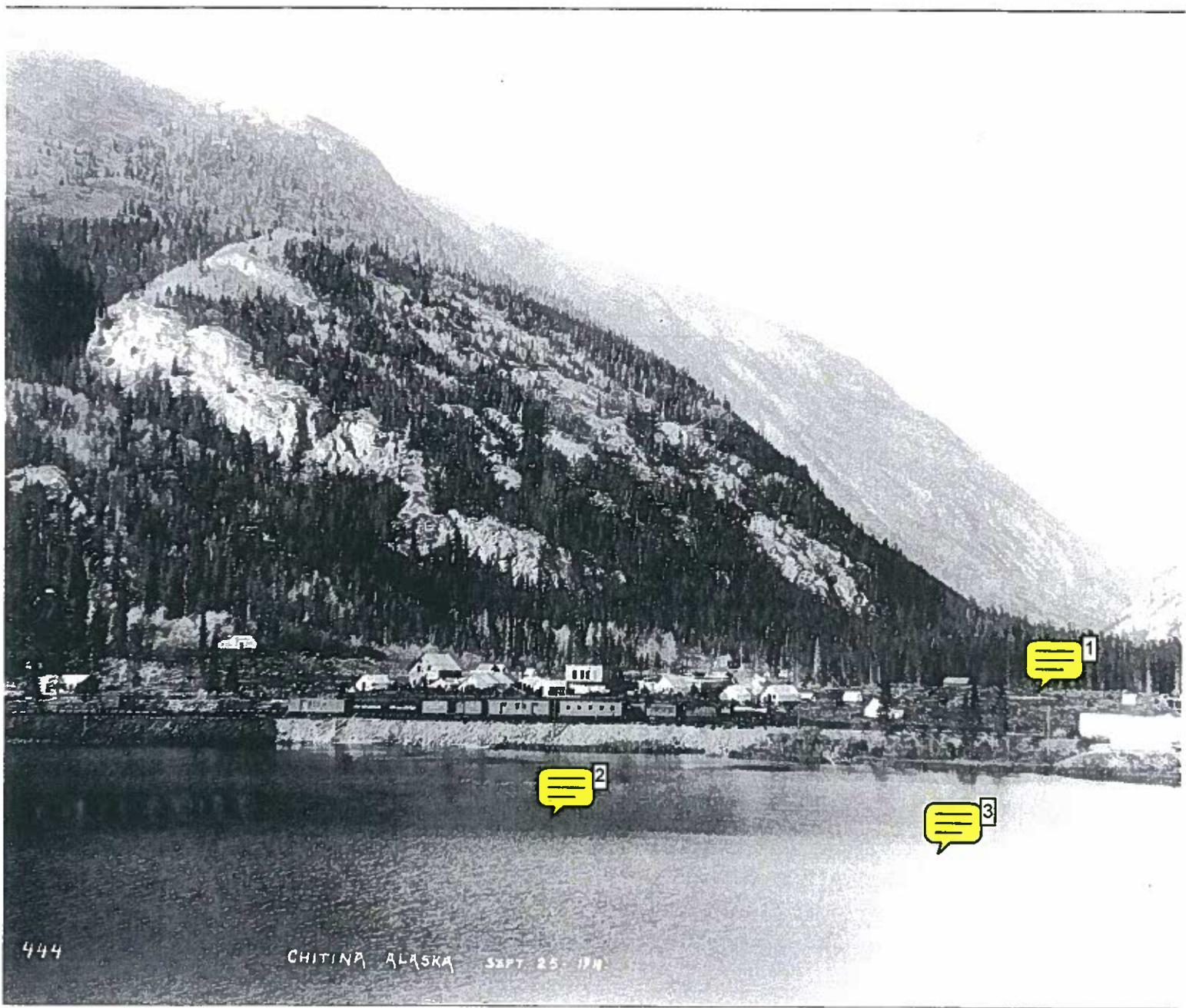
Author: klsorensen

Subject: Note

Date: 10/12/2009 8:25:01 AM -08'00'

 Trail connects tunnel to switchback. This is a temporary construction track used by the "dinkies" or small engines. At times they placed track on top of the river ice and ran the dinkies on it for construction work. This track allowed them to work on the Chitina bridge at the same time as the tunnel. This track could also have been used to bring materials to Chitina that came up the river in the summer of 1910. The bridge was completed 1/1/11. The switchback was abandoned as soon as the tunnel was completed on 1/7/11. The last portion of the cemetery trail is not visible, but the cemetery was not put into use until February 24, 1911.

---



444

CHITINA ALASKA SEPT. 25. 1911

# Summary of Comments on Chitina 02.1

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:45:19 PM

 No Hotel

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/30/2009 11:30:46 AM

 RR is to Chitina, it first arrived September 12, 1911

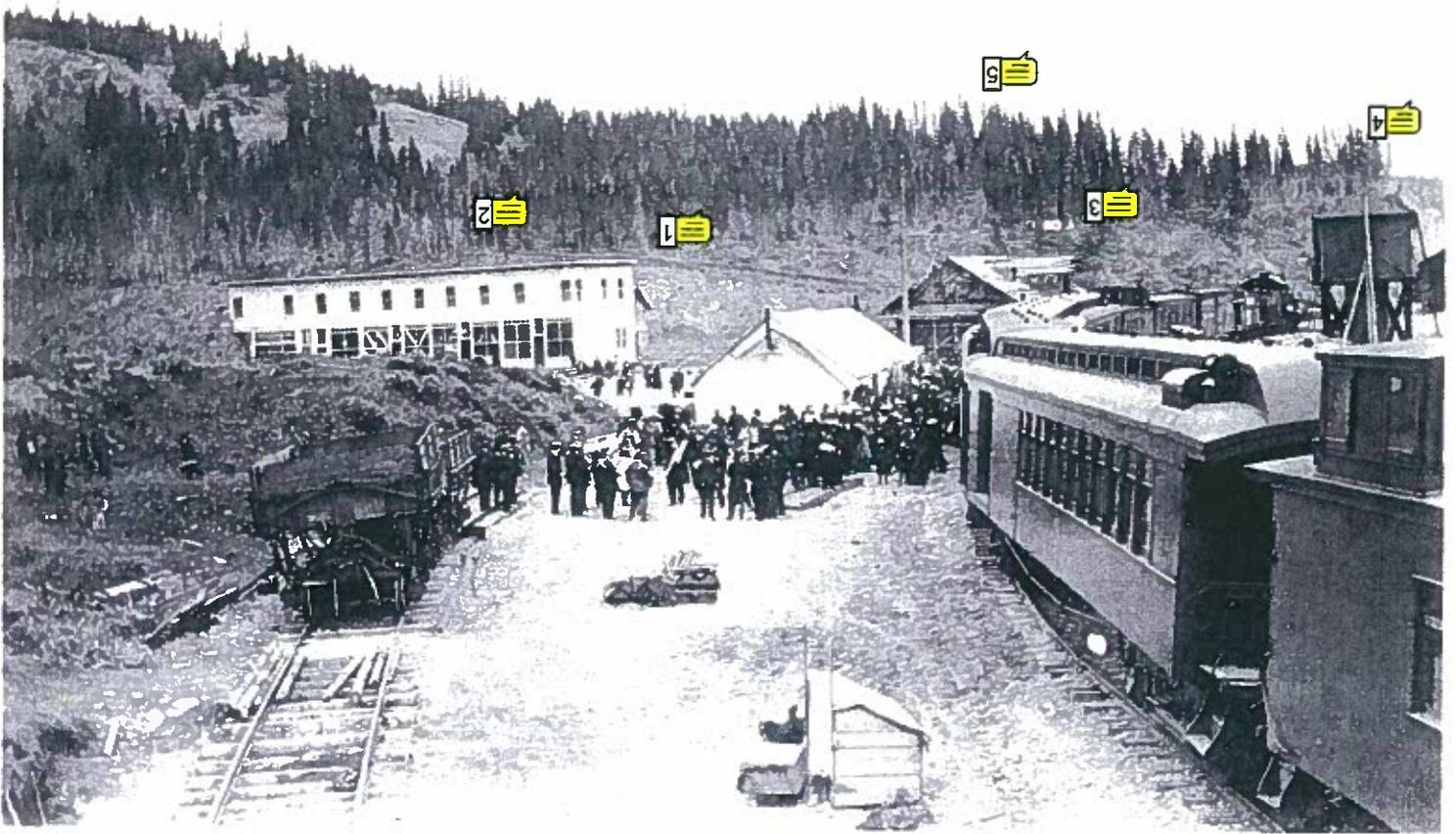
---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:37:14 PM

 No RR Station

---

↑  
UP



# Summary of Comments on Chitina 03

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 12:56:20 PM  
 road visible

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 10/12/2009 9:39:43 AM  
 Hotel is in use. It opened November 26, 1910

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 12:53:31 PM  
 dwelling

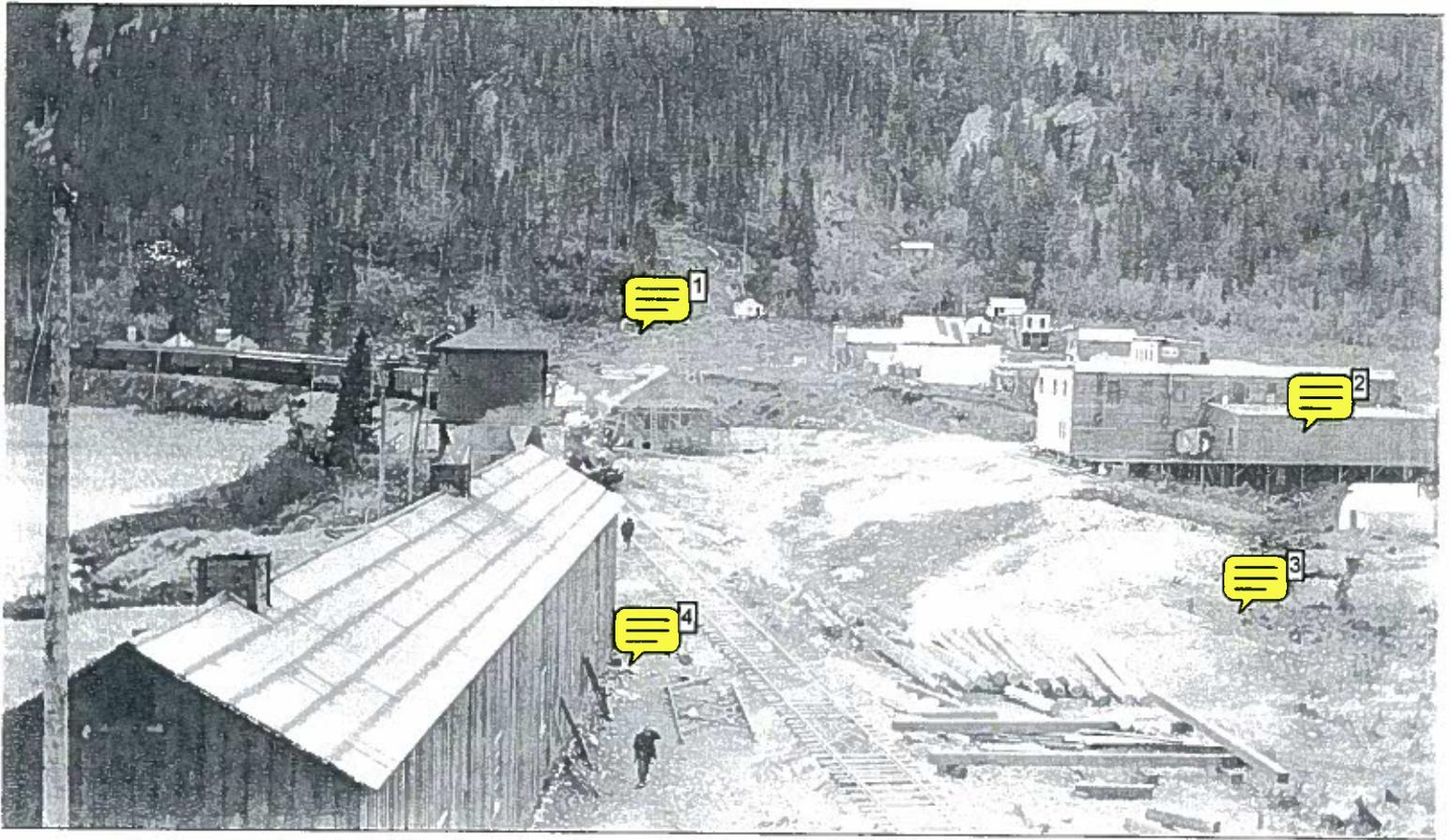
---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 12:52:50 PM  
 maintenance Building in place

---

Sequence number: 5  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 12:52:16 PM  
 Station under construction, secondary building is a temporary structure

---



# Summary of Comments on Chitina 03.1

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 10/12/2009 9:28:37 AM

 RR Station is under construction. Chitina Leader mentions depot on 11/12/10

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 10/12/2009 9:29:32 AM

 Hotel opened 11/26/10

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 9/28/2009 12:51:22 PM

 Beginning of trail.

---

Sequence number: 4

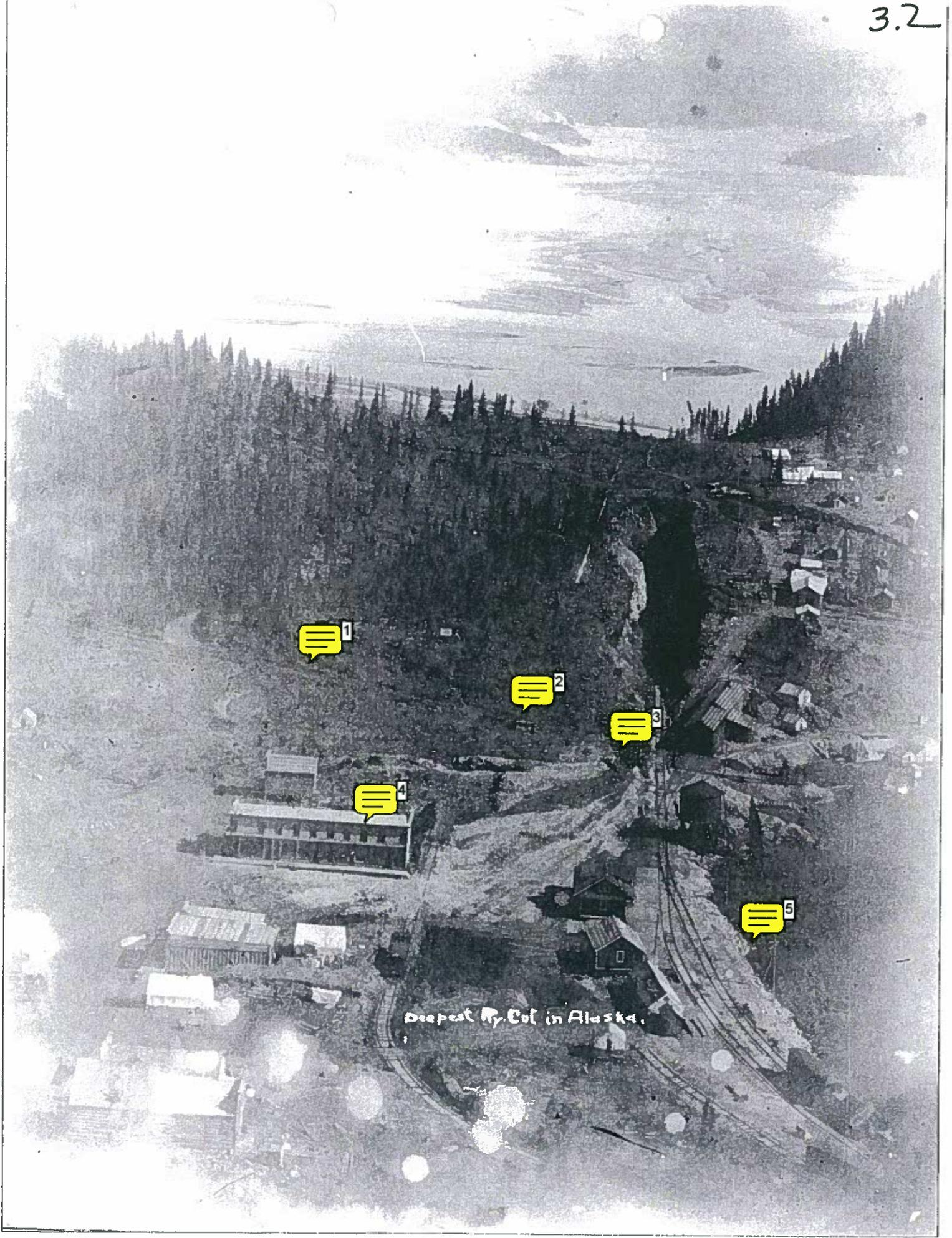
Author: klsorensen

Subject: Note

Date: 9/28/2009 12:52:53 PM

 Maintenance Building is build

---



1

2

3

4

5

Deepest Ry. Cut in Alaska.

# Summary of Comments on Chitina 03.2

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:55:56 PM

 Trail

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 10/15/2009 8:14:36 AM

 Small cabin by trail. Could possible belong to Way Bowker. The Chitina Leader reported he was one of Chitina's earliest residents and his cabin burned down in February 1911

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:05:41 PM

 Trail leads to what appears to be a staging area for timbers along the RR track at the mouth of the cut. It seems to indicate that the trail has some kind of role in the ongoing construction.

---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 10/12/2009 9:33:16 AM

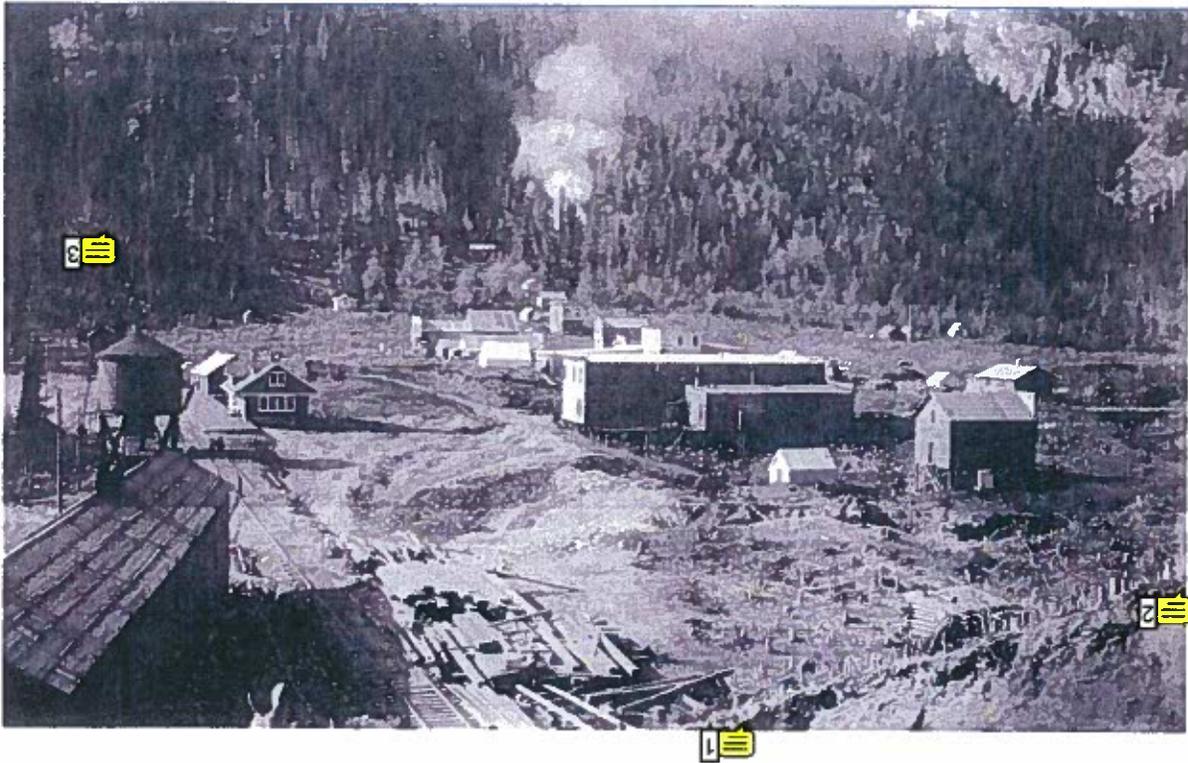
 Hotel opened 11/16/10

---

Sequence number: 5  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 1:57:42 PM

 RR Station

---



## Summary of Comments on Chitina 04

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/30/2009 11:17:41 AM

road is not visible, but staging area is, this is basically the other end view of Photo 3.2.

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 10/26/2009 11:03:29 AM

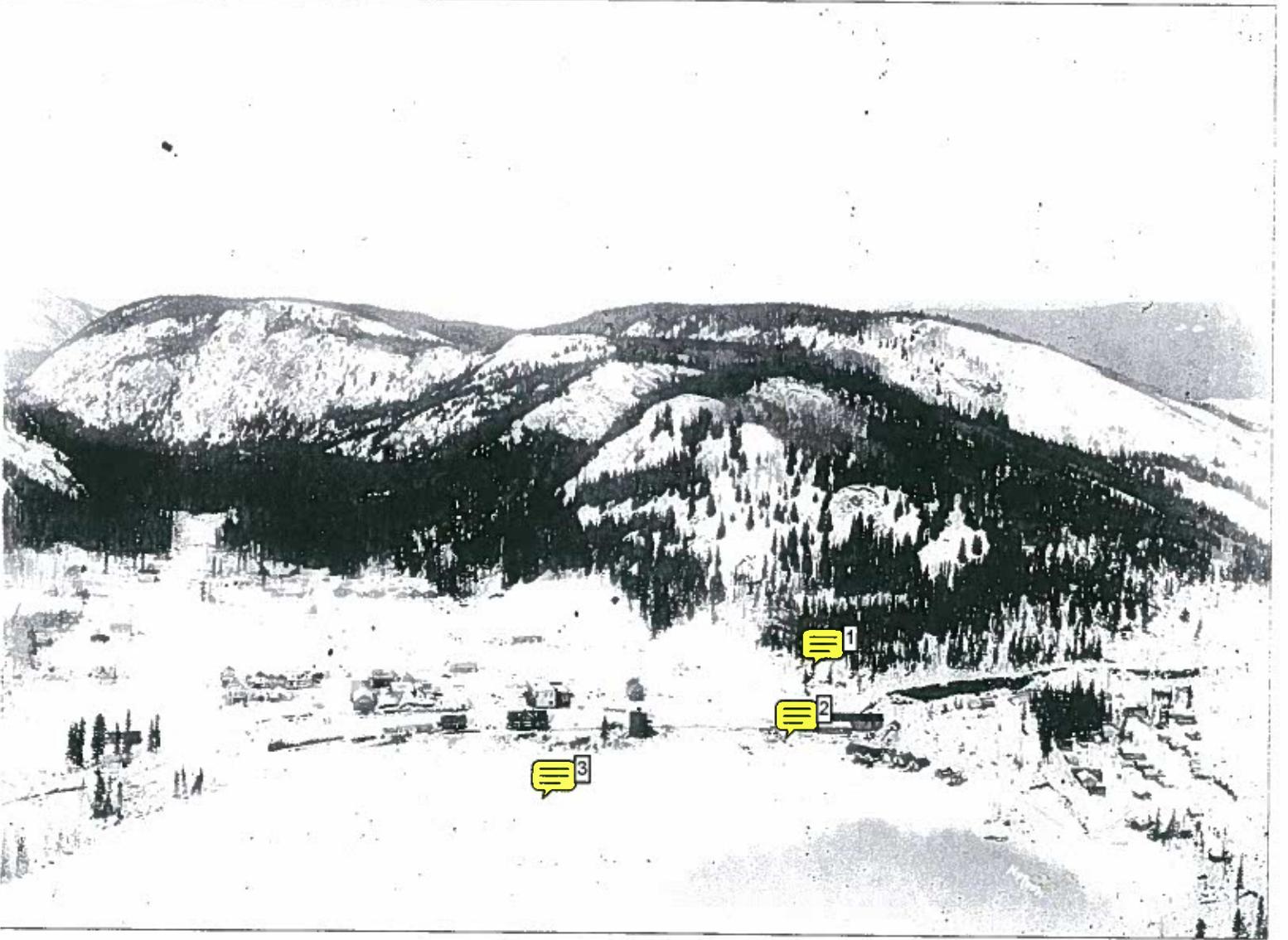
log cabin of unknown origin in same location as bunkhouse. Obscure object in photo #1 and 2 is likely this cabin. It could have belonged to Way Bowker which burned down.see Chitina Leader 2/18/11

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 1:02:09 PM

Station and secondary building complete

---



# Summary of Comments on Chitina 05

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/28/2009 2:52:11 PM

 Faint outline of Trail is visible. May need to enlarge.

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/28/2009 2:53:41 PM

 Small cabin along Trail is gone.

---

Sequence number: 3

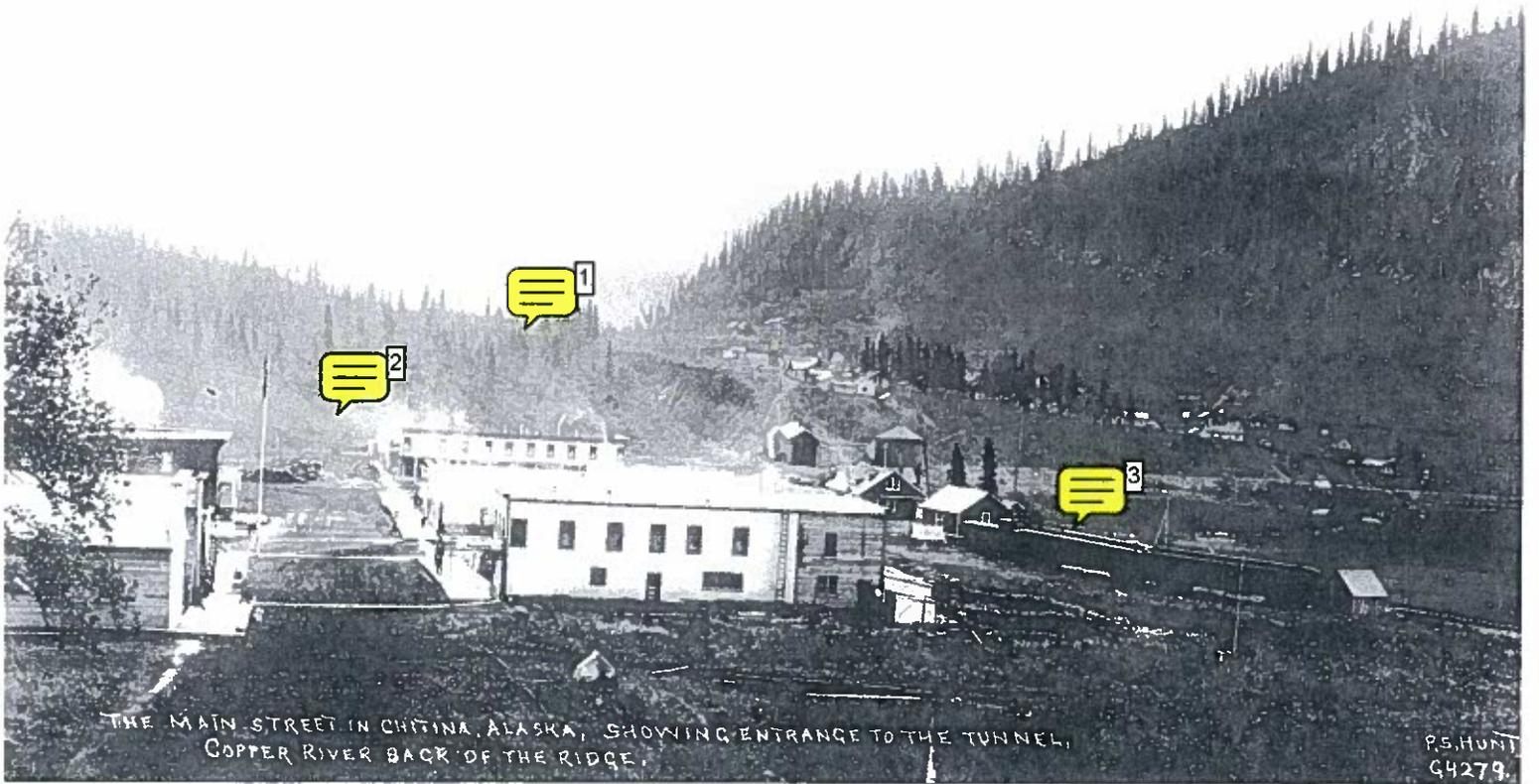
Author: klsorensen

Subject: Note

Date: 9/28/2009 2:54:15 PM

 RR Station is complete

---



THE MAIN STREET IN CHITINA, ALASKA, SHOWING ENTRANCE TO THE TUNNEL,  
COPPER RIVER BACK OF THE RIDGE.

P.S. HUNT  
64279.

# Summary of Comments on Chitina 06

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/30/2009 11:39:26 AM  
 No Bunkhouse

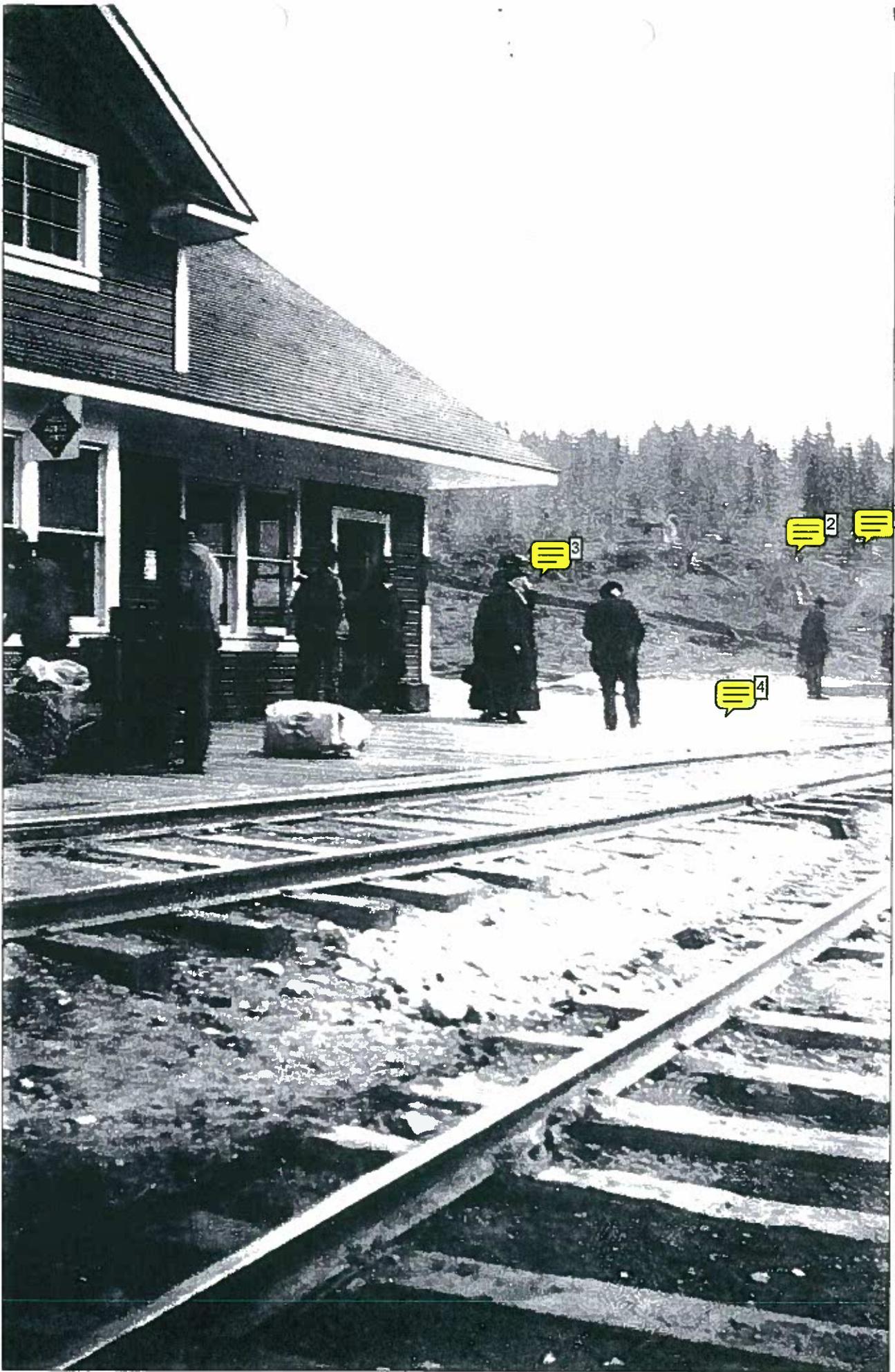
---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:44:50 PM  
 Trail is visible

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:45:51 PM  
 Old Old Maintenance Building

---



# Summary of Comments on Chitina 06.1

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/30/2009 11:37:44 AM  
 No Bunkhouse

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 1:13:33 PM  
 Trail from Road to dwellings

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 1:14:30 PM  
 Road visible, can see that it was mechanically constructed

---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 1:13:35 PM  
 Little Cabin gone

---



## Summary of Comments on Chitina 07

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Page: 1

---

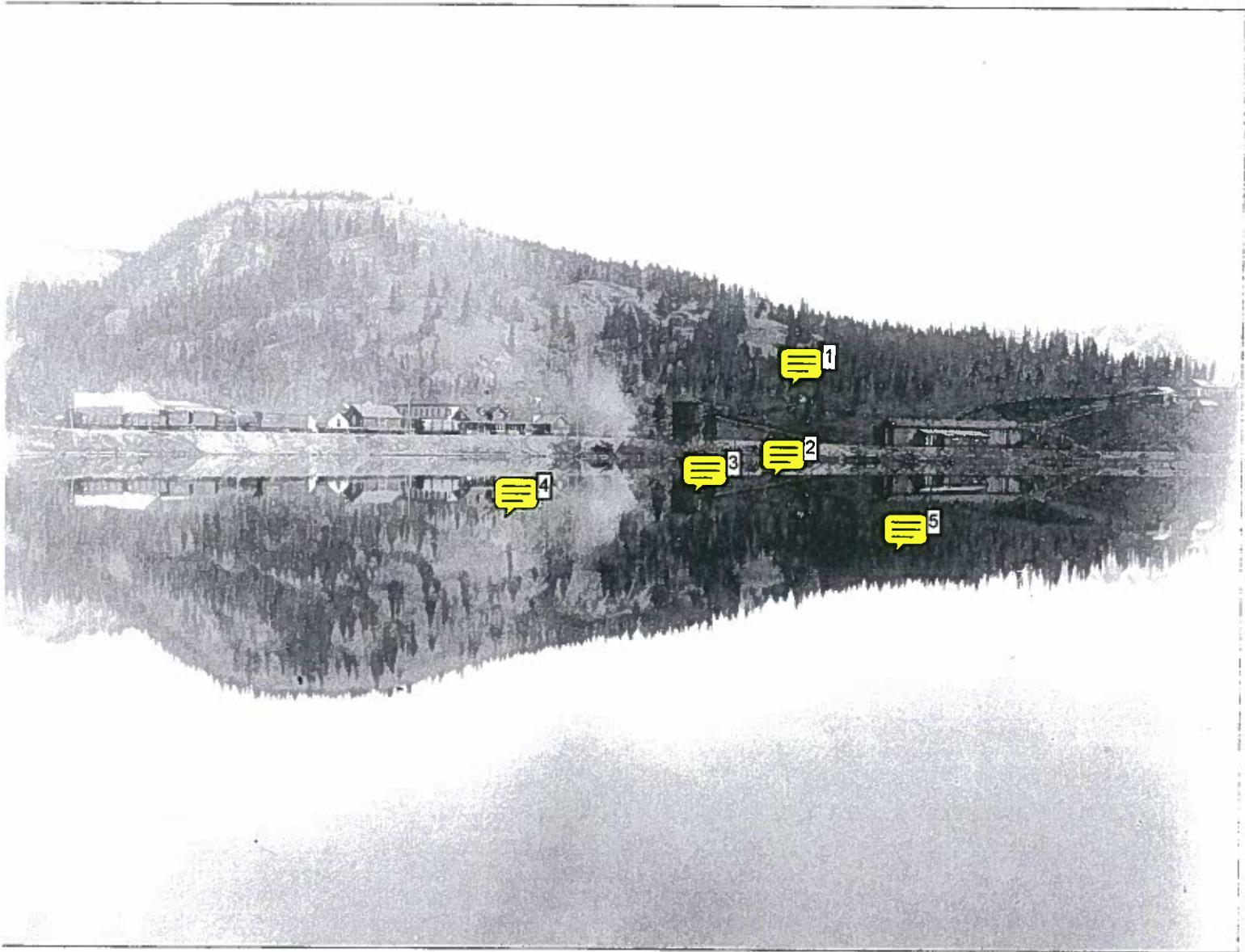
Author: klsorensen

Subject: Note

Date: 9/23/2009 1:51:21 PM

 appears to be the road, may need to enlarge

---



# Summary of Comments on Chitina 07.1

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:30:45 PM  
 Trail is visible

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:31:52 PM  
 Small Cabin is gone

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:32:36 PM  
 Spruce Trees by Watertower

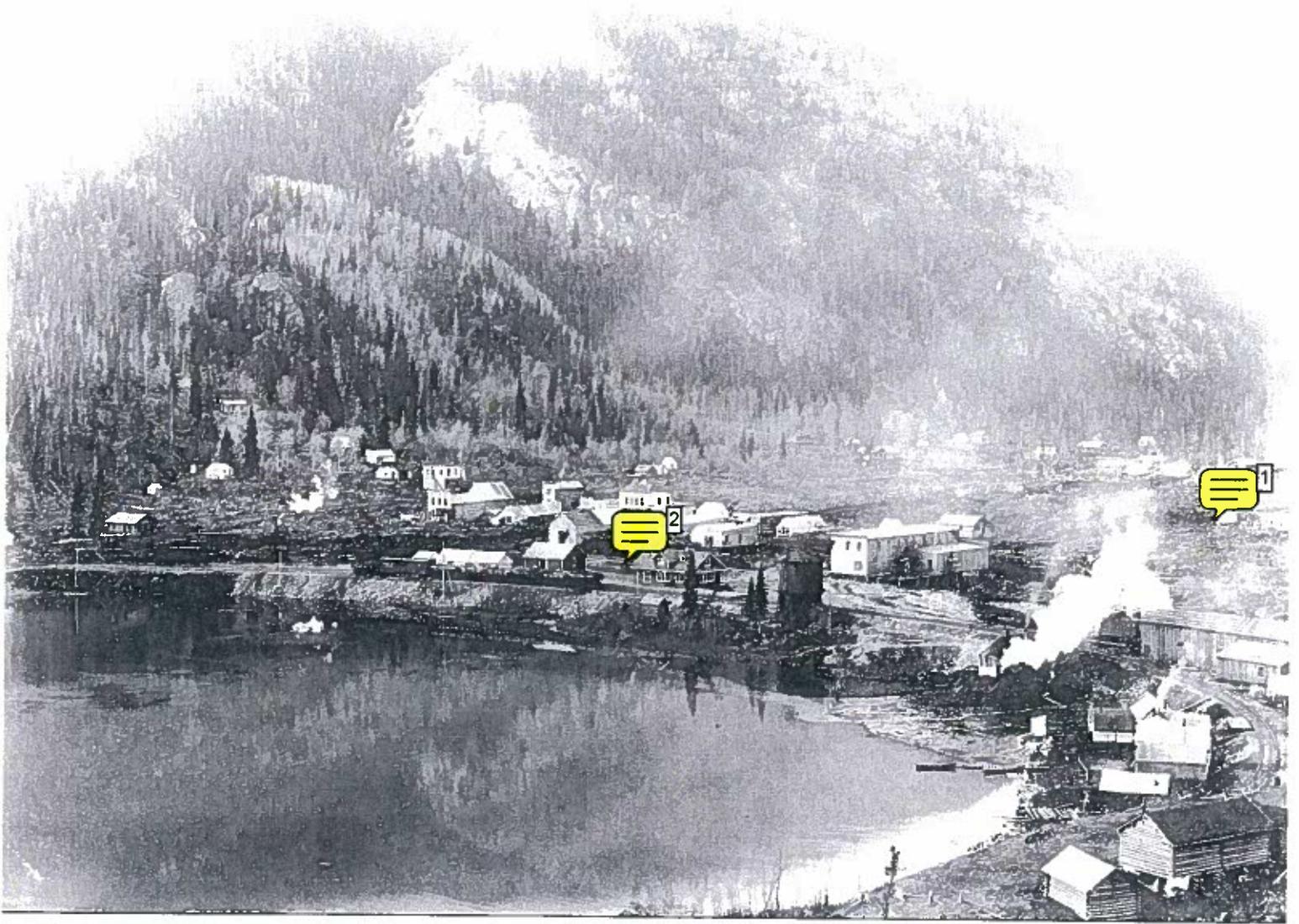
---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:32:56 PM  
 RR Station

---

Sequence number: 5  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:31:11 PM  
 Old Maintenance Building

---



# Summary of Comments on Chitina 08

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/29/2009 10:51:47 AM

 Road not visible

---

Sequence number: 2

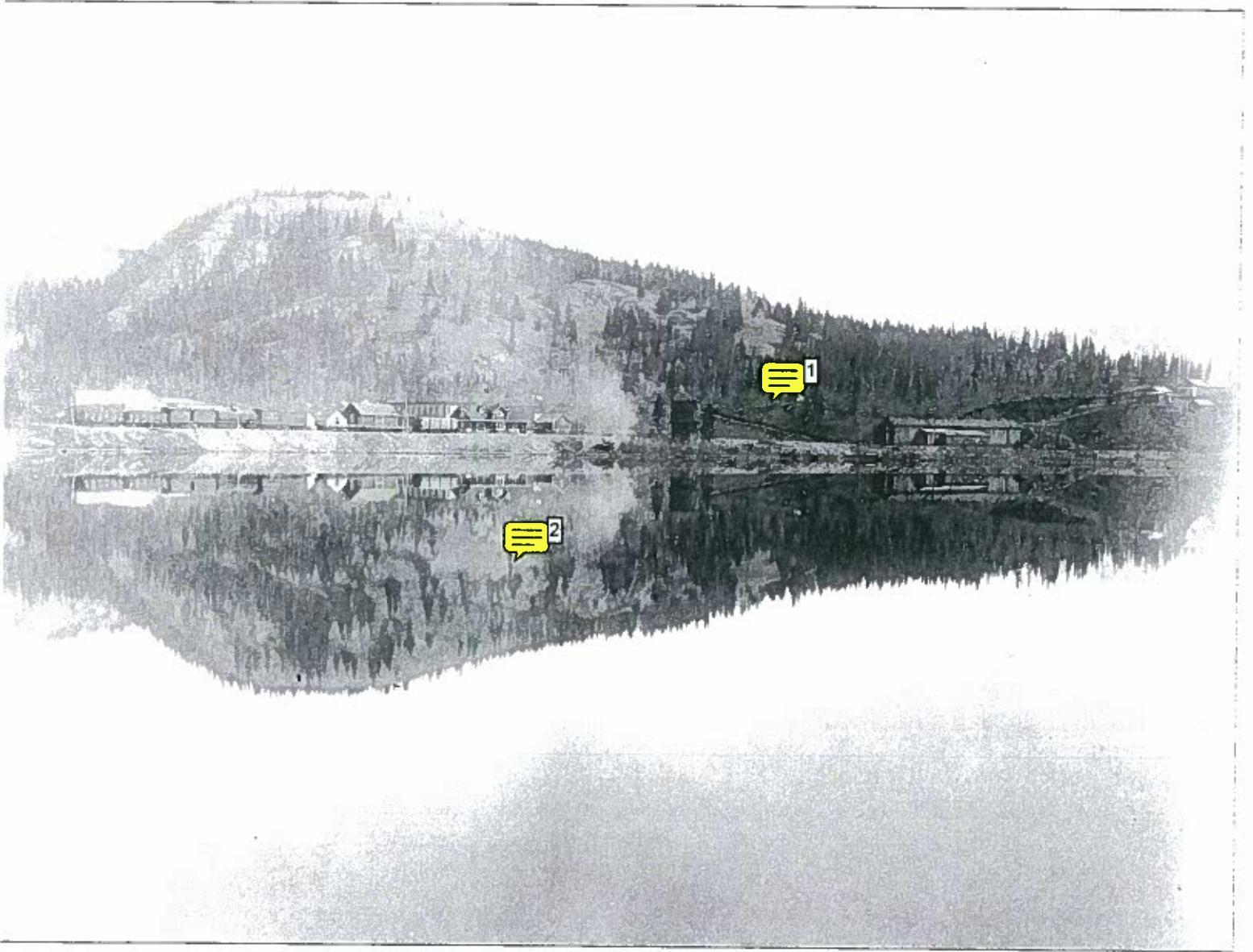
Author: klsorensen

Subject: Note

Date: 9/29/2009 11:18:17 AM

 This bldg's roof is partially done, it was complete by 3/1/1912

---



# Summary of Comments on Chitina 09

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/28/2009 12:43:54 PM

 Trail visible, old maintenance building

---

Sequence number: 2

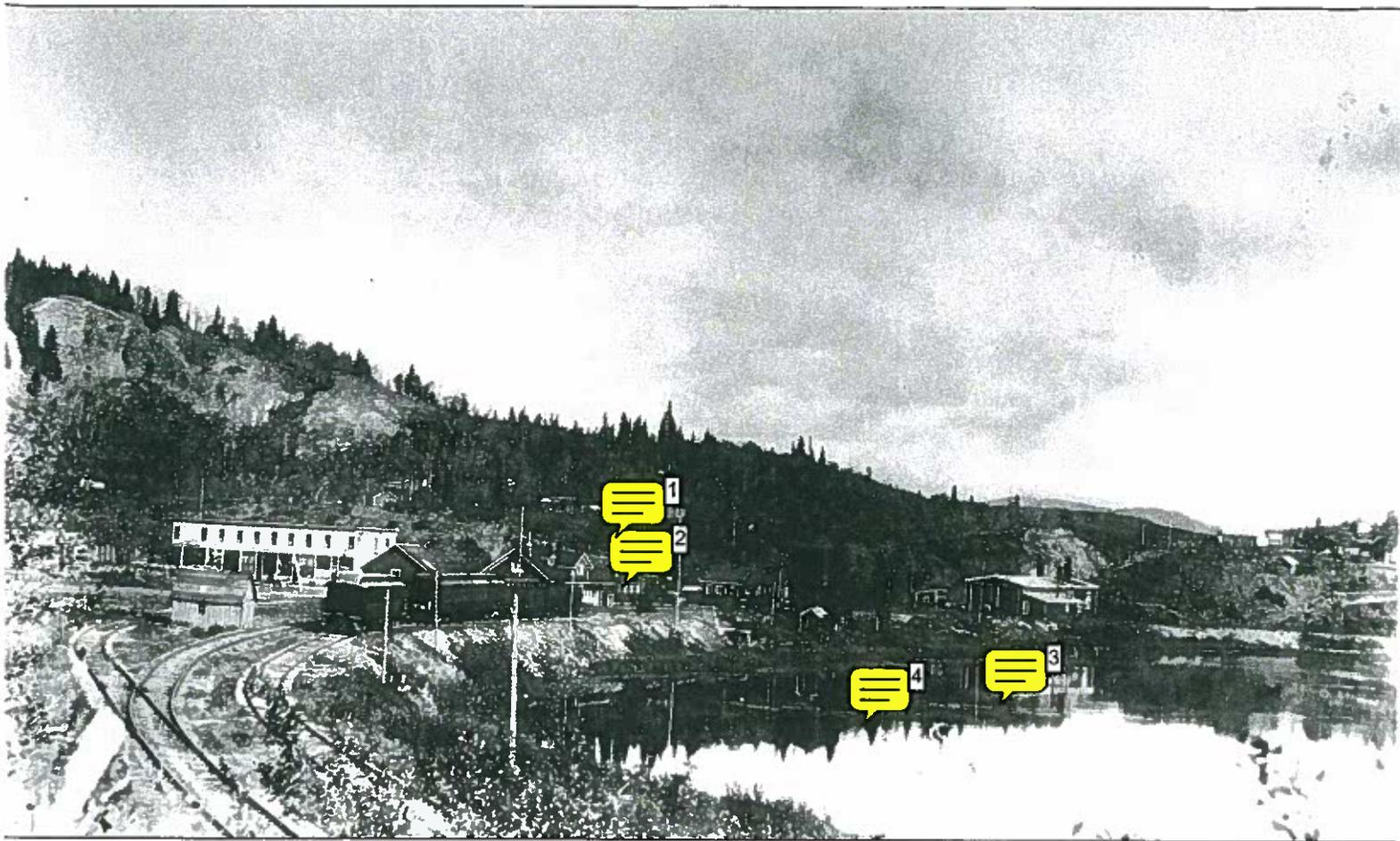
Author: klsorensen

Subject: Note

Date: 10/12/2009 9:52:29 AM

 RR station

---



# Summary of Comments on Chitina 10

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 2/3/2010 1:51:42 PM

 Numerous structures in vicinity of trail

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/28/2009 1:39:17 PM -08'00'

 Trail is visible

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 9/28/2009 1:41:14 PM -08'00'

 New Maintenance Building, Section House and Bunk House

---

Sequence number: 4

Author: klsorensen

Subject: Note

Date: 9/28/2009 1:40:08 PM -08'00'

 Trees in front of Watertower

---

The Copper River crossing resulted in a four percent grade on either side of the bridge. To minimize the steepness of the grade on the east side of the river (called the Kotsina grade), the line traversed and gradually ascended the side of the bluff overlooking the mouth of the Kotsina River (Figure 32). This bluff was unstable, so log cribbing supported the railbed along the edge and at the base of the steep bluff. Elements of the cribbing at the base of the bluff (VAL-325) were still intact in 2004.

Line shacks, also known as section houses and track-walker shacks, were located every ten miles or so along the route to provide shelter for employees who maintained the tracks. The first line shack on the Chitina Branch was located at Mile 137 at the end of the steep grade on the east side of the Copper River. A spur line or relay siding at Mile 137 was 925 feet long (CR&NW 1911a) and it was used to concentrate loaded cars headed east. A single locomotive was unable to pull a fully loaded train up the grade on the east side of the Copper River, so a locomotive took some of the cars to Mile 137, then returned to Chitina to bring more cars. The train then reassembled and continued the journey east (McCracken 1961:5; Marshall 1994). The siding was located at a trailhead leading to the

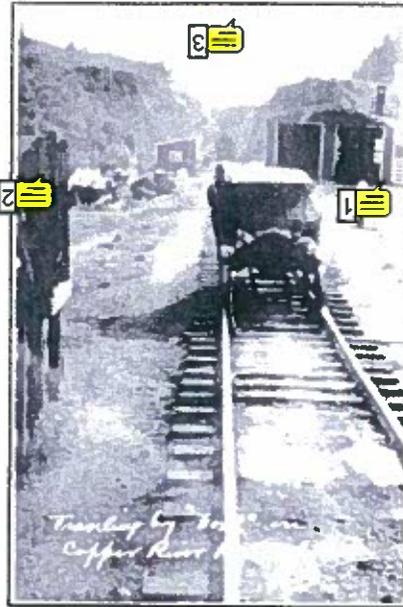


Figure 31. A CR&NW speeder, Chitina, after traveling through the tunnel (background), early 1910s. Photo courtesy of Cliff Collins, Cordova.

## Summary of Comments on Chitina 11

---

### Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/16/2009 2:06:44 PM

 new maintenance building- notice it is two bays and painted and section house

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/16/2009 2:13:44 PM

 appears to be a road coming from the RR tracks along the base of the hill

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 9/16/2009 2:14:06 PM

 Tunnel is still intact so this is pre-1922

---

Alaska's Digital Archives  
Aerial view of Chitina, Alaska, 1931.

More about this item



Archives, University of Alaska Fairbanks

Collection Name  
Identifier  
Title

Walter W. Lodge Papers, ca. 1925-1948  
DAF 2003-63-269

Aerial view of Chitina, Alaska, 1931.

Title by metadata. Br The village, hotel, town, lakes, depot and the railroad are viewed from above.

The writing at the bottom of the photo is obscured but may read in part "heads, jets of Chitina".

Creator

Hodge, Walter W.

Villages

Cities & towns

Lakes & ponds

Railroads

Railroad stations

Valleys

Mountains

Lakes & ponds

Valleys

Chitina (Alaska)

Southcentral Alaska

1913 to 1930

1931

Image (Photograph)

Image (Aerial photographs)

For information on ordering and using this material:

[http://www.uaf.edu/library/apr/photo\\_use\\_form.html](http://www.uaf.edu/library/apr/photo_use_form.html)

Subject TGM

Location

Region

Time Period

Date original

Type

Ordering & Use

# Summary of Comments on Chitina 12

## Page: 1

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/23/2009 2:01:28 PM

road visible from RR tracks along bunkhouse up hill and the bend even though very poor quality

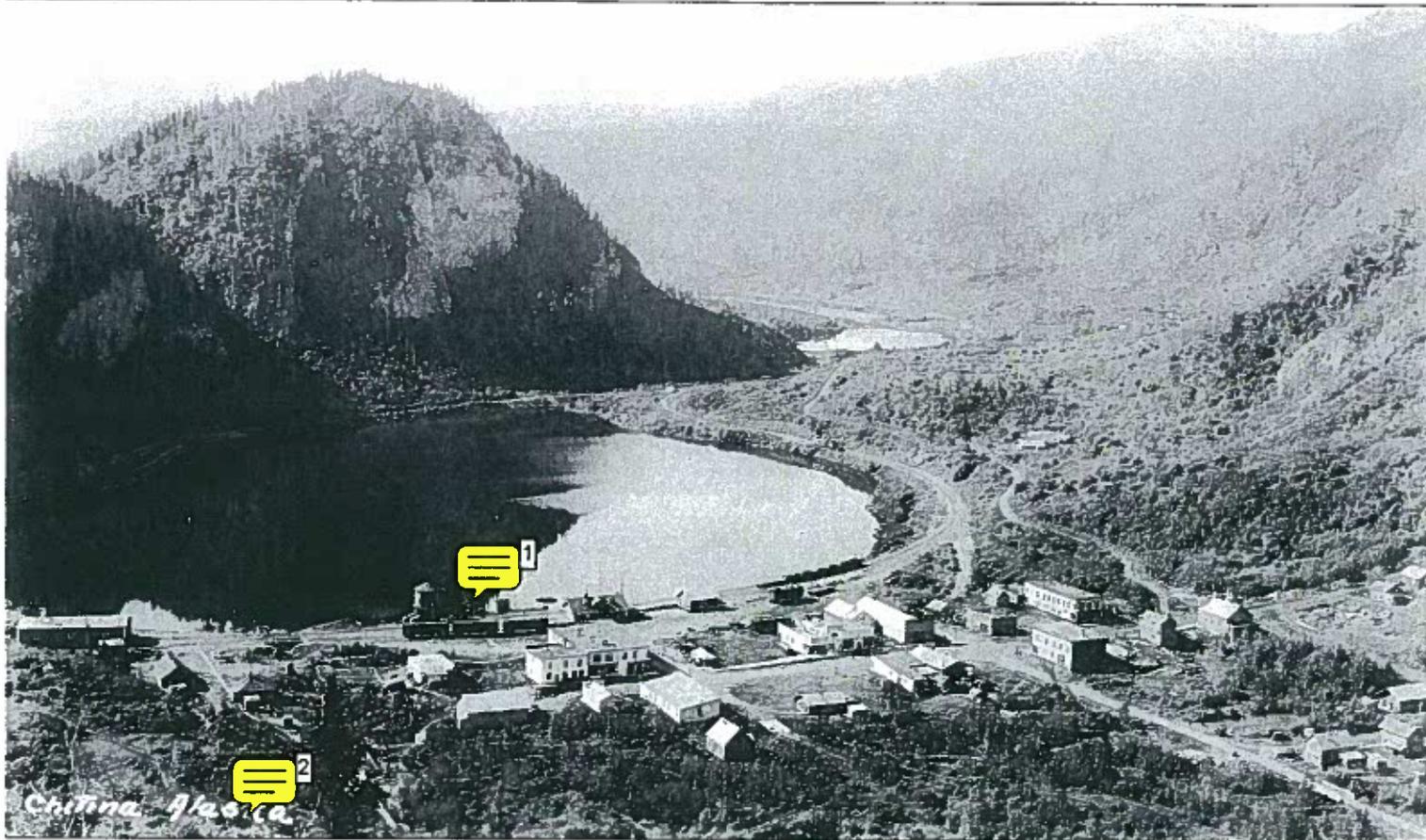
Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/24/2009 8:38:16 AM

New maintenance Building and bunkhouse visible when enlarged



## Summary of Comments on Chitina 13

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/28/2009 2:59:56 PM

 Spruce Trees in front of Watertower

---

Sequence number: 2

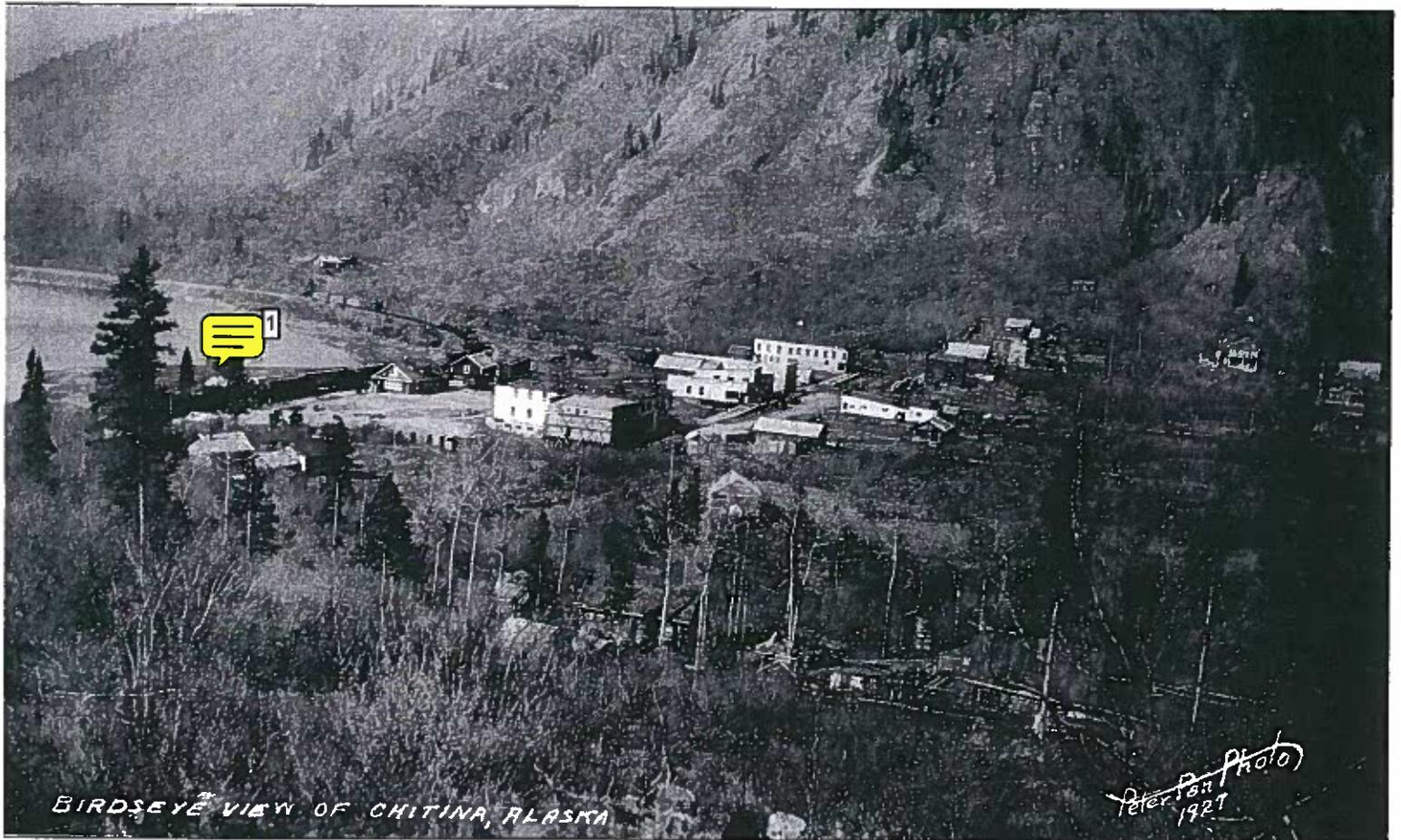
Author: klsorensen

Subject: Note

Date: 9/28/2009 2:59:59 PM

 Upper portion of trail at bend is visible.

---



## Summary of Comments on Chitina 13.1.

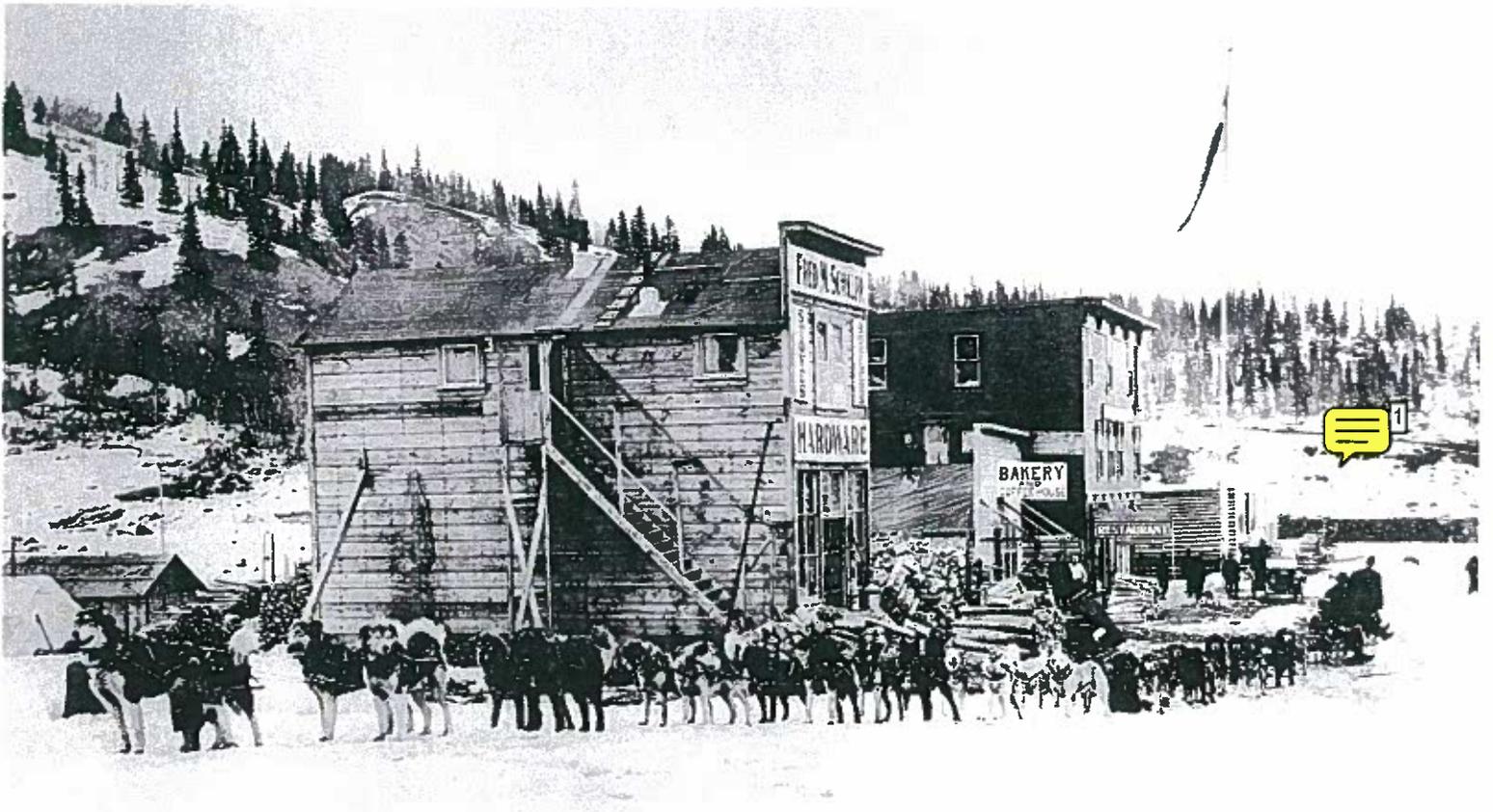
---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 12:02:56 PM  
 Spruce Trees by Water Tower

---



## Summary of Comments on Chitina 14

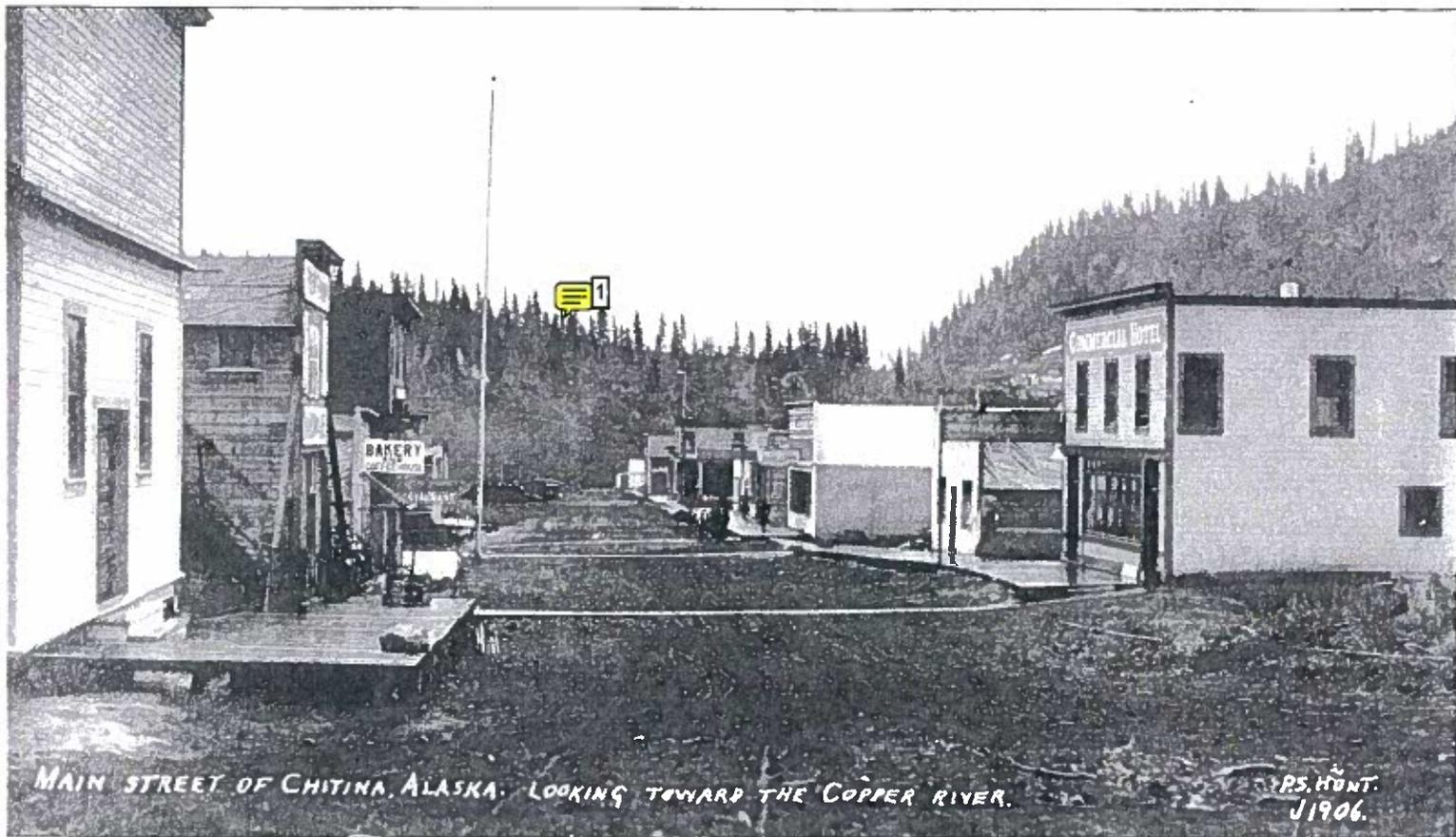
---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 10/12/2009 10:02:33 AM  
 Trail

---



## Summary of Comments on Chitina 14.1

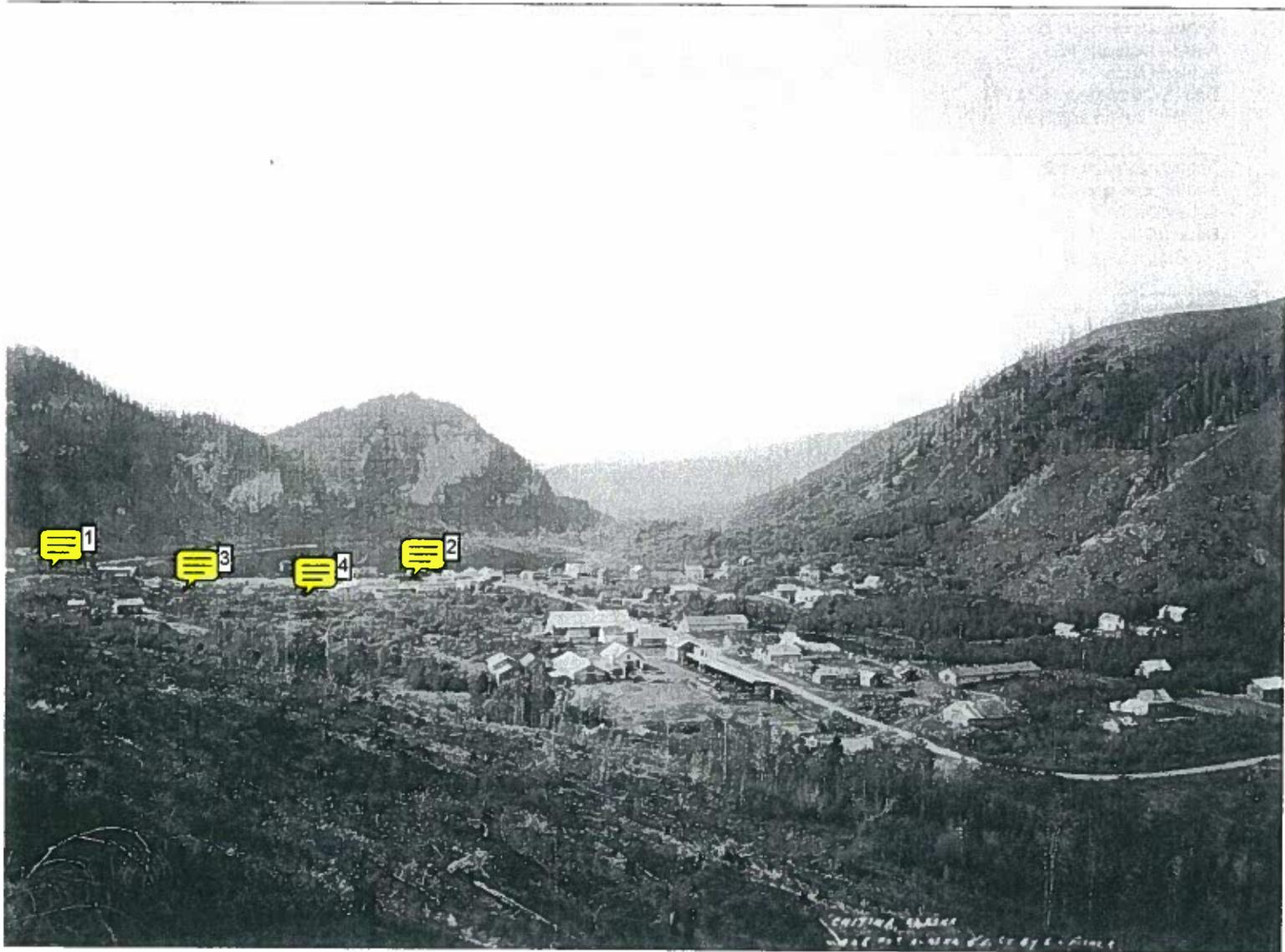
---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:25:56 PM  
 Trail is visible

---



# Summary of Comments on Chitina 14.2.

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 9/28/2009 11:50:01 AM

 Upper portion of trail is visible

---

Sequence number: 2

Author: klsorensen

Subject: Note

Date: 9/28/2009 3:34:34 PM

 RR Station and Hotel are in place

---

Sequence number: 3

Author: klsorensen

Subject: Note

Date: 9/28/2009 11:50:04 AM

 Bunkhouse, Section house and new Maintenance Building

---

Sequence number: 4

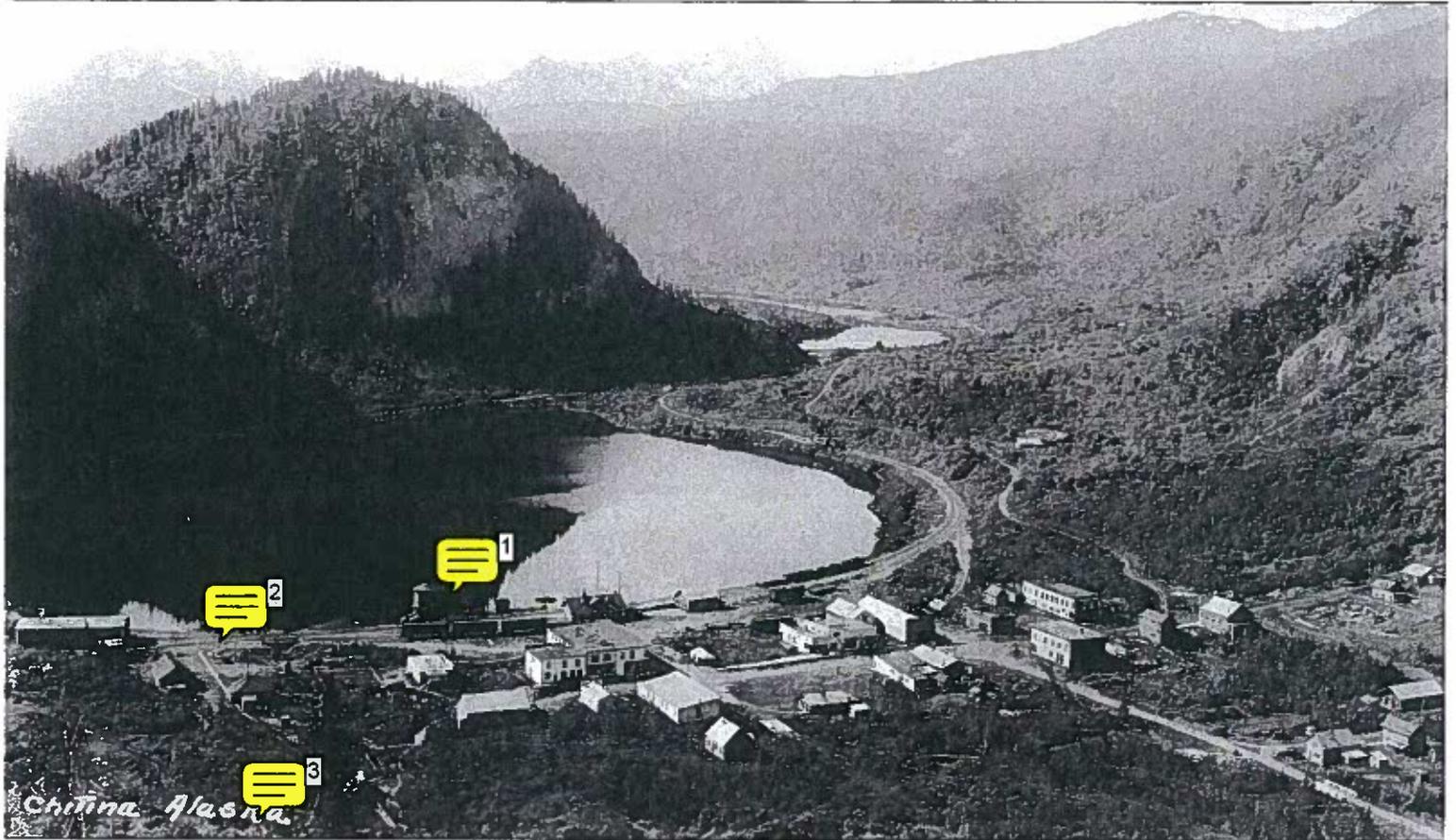
Author: klsorensen

Subject: Note

Date: 9/28/2009 3:33:23 PM

 No Spruce Trees in front of Watertower

---



## Summary of Comments on Chitina 14.3

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 10/26/2009 2:31:28 PM

 Spruce by Tower

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 10/26/2009 2:31:06 PM

 Bunkhouse and Mess Hall

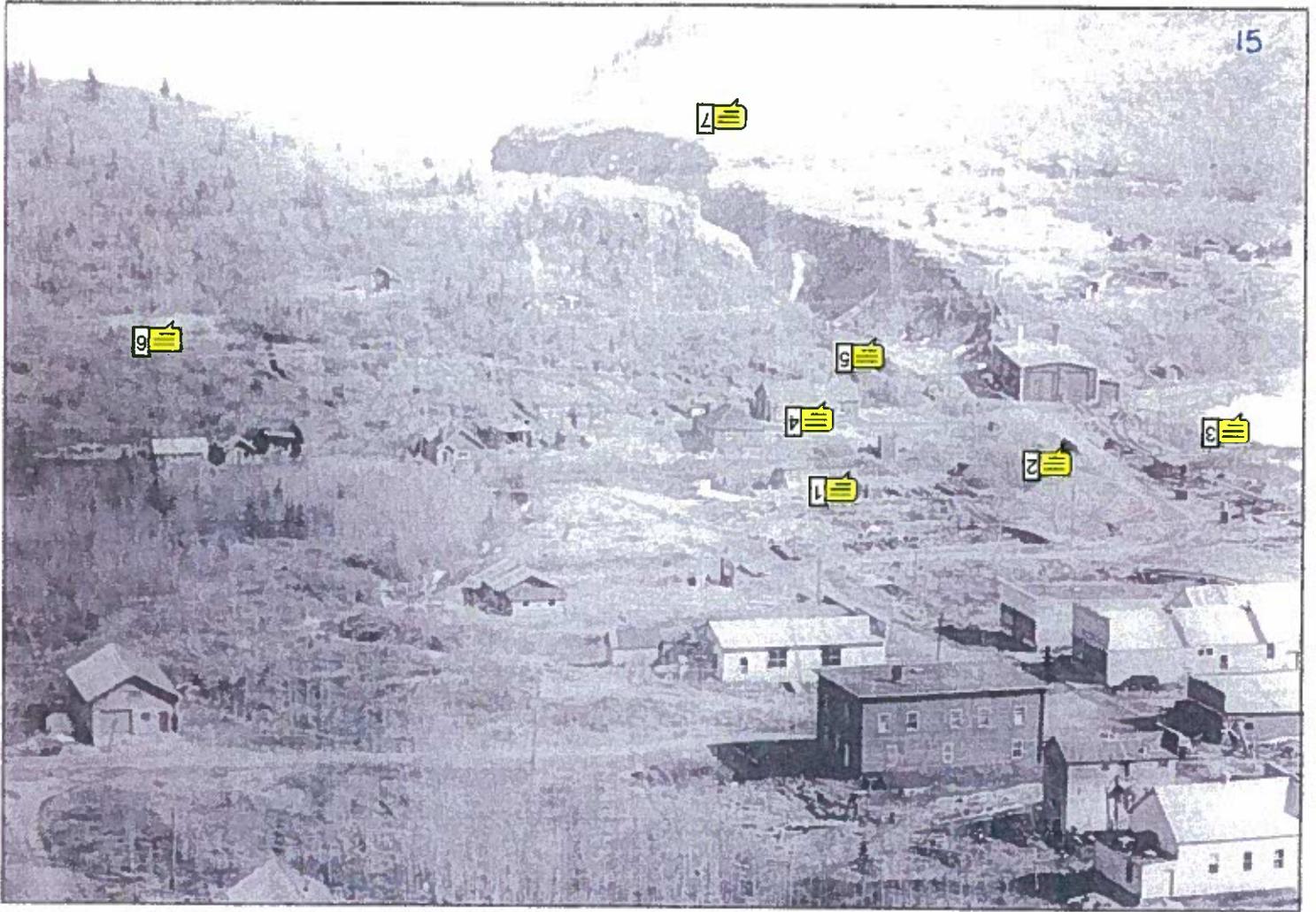
---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 10/26/2009 2:30:18 PM

 Location where road bends

---

↑  
UP



# Summary of Comments on Chitina 15

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:35:45 PM

 hotel removed

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/23/2009 2:09:09 PM

 RR tracks from cut removed. Last train ran on November 11, 1938 so this photo is later.

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:34:02 PM

 station removed

---

Sequence number: 4  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:37:21 PM

 bunkhouse

---

Sequence number: 5  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:38:05 PM

 beginning of road by bunkhouse

---

Sequence number: 6  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:34:37 PM

 road visible

---

Sequence number: 7  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:39:25 PM

 portion where top of tunnel was removed

---



## Summary of Comments on Chitina 14.4

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Page: 1

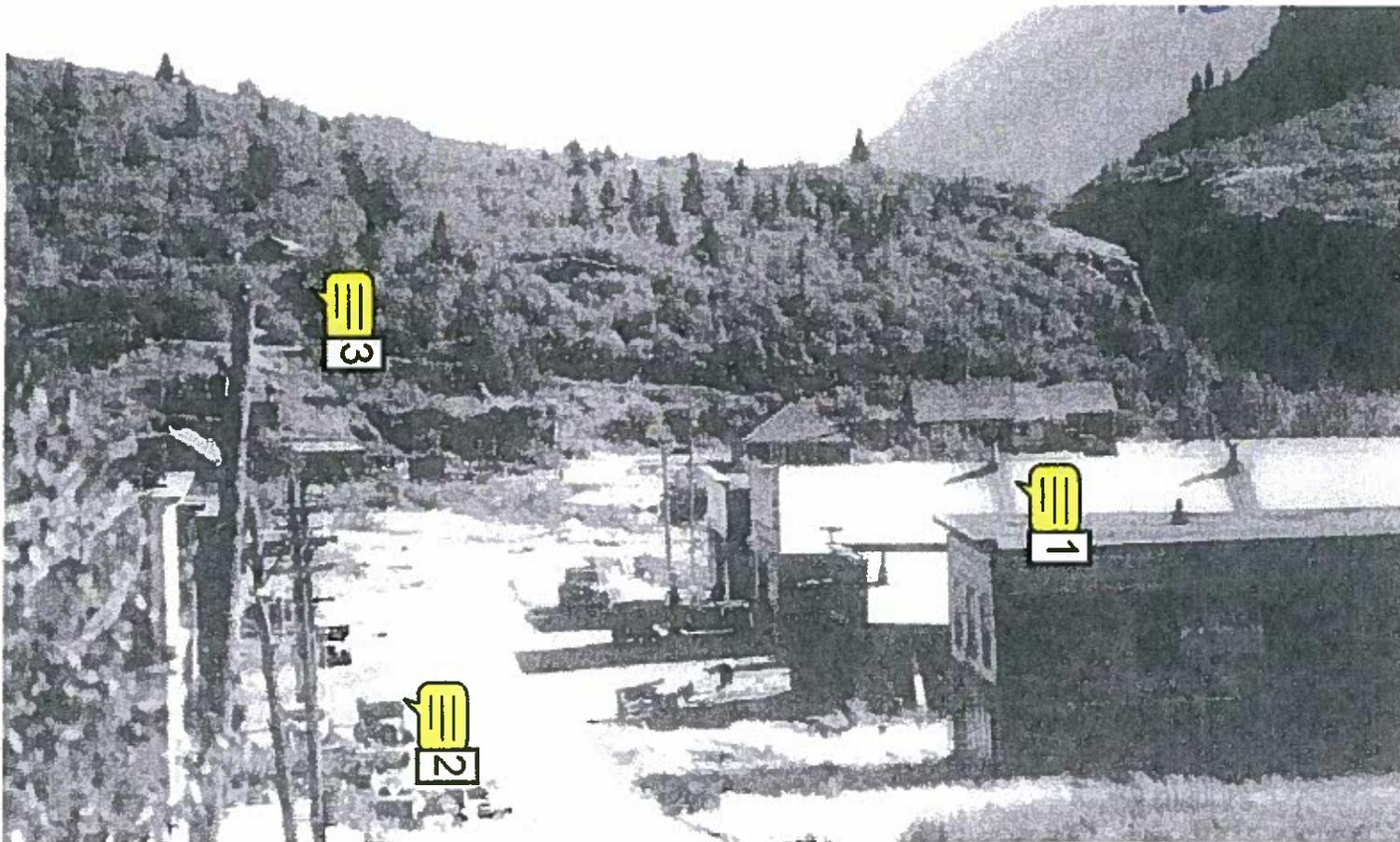
---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:22:09 PM  
 Trail?

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/28/2009 2:22:47 PM  
 Spruce Trees in front of water tower are gone

---



## Summary of Comments on Chitina 16.

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:42:15 PM  
 hotel gone

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/29/2009 10:07:51 AM  
 Automobiles

---

Sequence number: 3  
Author: klsorensen  
Subject: Note  
Date: 9/16/2009 2:41:53 PM  
 road visibe

---



## Summary of Comments on Chitna 17

---

Page: 1

---

Sequence number: 1  
Author: klsorensen  
Subject: Note  
Date: 9/23/2009 2:25:38 PM  
 Old Bunkhouse

---

Sequence number: 2  
Author: klsorensen  
Subject: Note  
Date: 9/23/2009 2:25:15 PM  
 Chitina Cemetery Trail

---



N↑

19





## Summary of Comments on Chitina 20

---

Page: 1

---

Author: klsorensen

Subject: Note

Date: 1/26/2010 9:37:24 AM

This small abandon house almost certainly dates to the early Chitna development. The house is approximately thirty feet from the road and would have used the road for access. This house is not apparent in other photos in index. This photo was taken January 22, 2010.

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## Summary of Comments on Chitina 21

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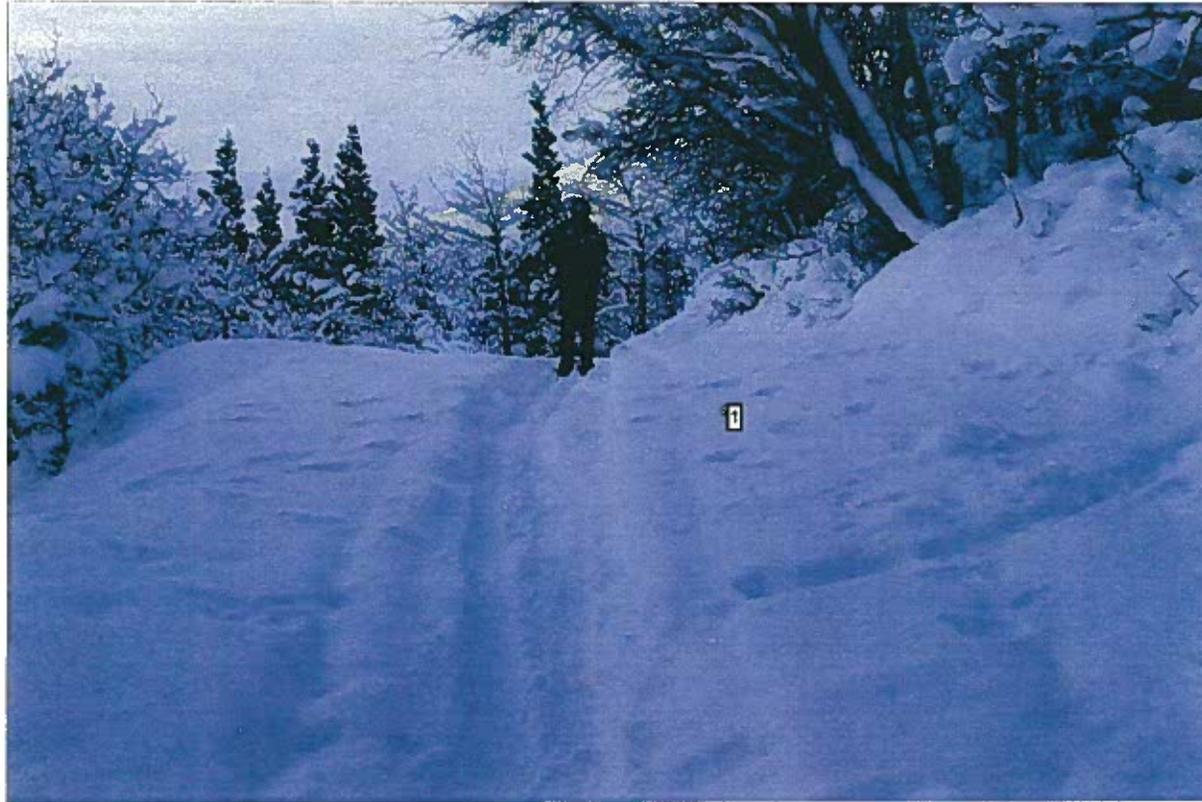
Page: 1

---

Sequence number: 1  
Author: kisorensen  
Subject: Note  
Date: 1/26/2010 9:58:45 AM

 This is the homesite with multiple buildings at the bend in the road. This homesite is visible in earlier photos. The building in the foreground is probably newer and not in early photos.

---



## Summary of Comments on Chitina 22

---

Page: 1

---

Sequence number: 1

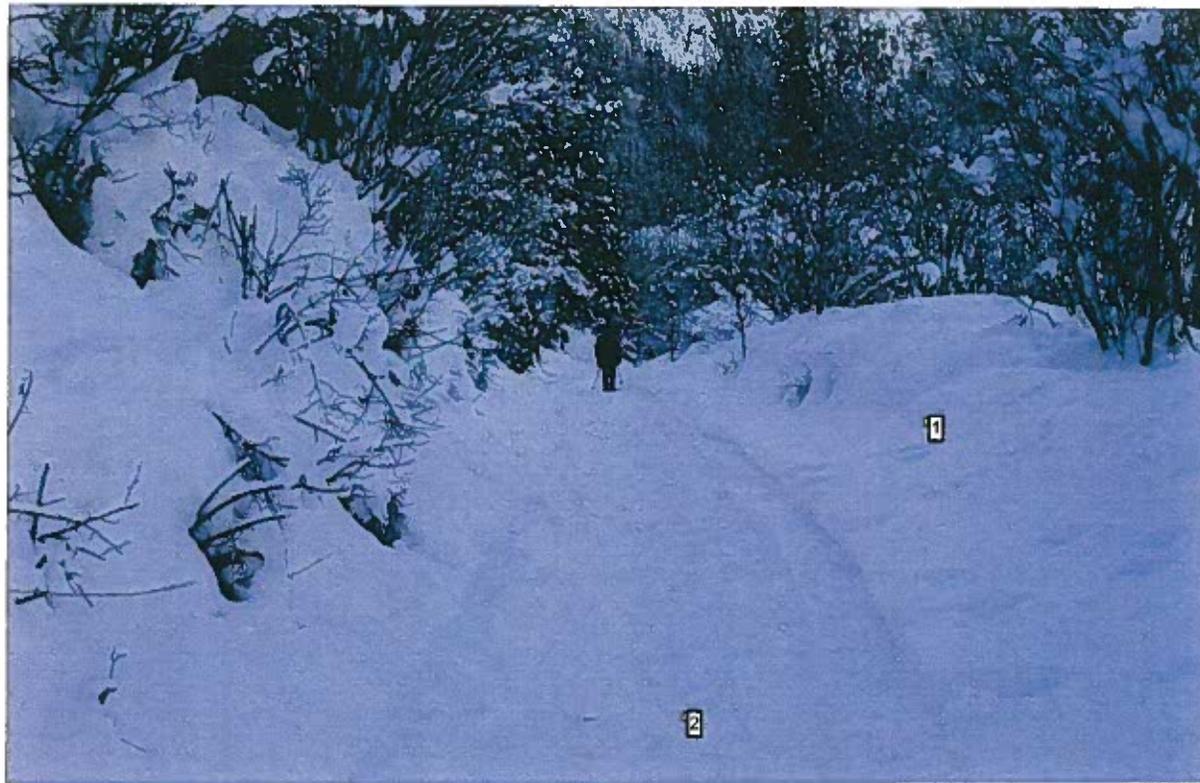
Author: klsorensen

Subject: Note

Date: 1/26/2010 9:29:41 AM

 Road shows signs of mechanized blade construction. This photo taken January 22, 2010 in the upper portion not far from the cemetery.

---



## Summary of Comments on Chitina 23.

---

Page: 1

---

Sequence number: 1

Author: klsorensen

Subject: Note

Date: 1/26/2010 9:26:50 AM

The cuts from being constructed by a mechanized blade are still apparent. This is the segment where the cut is on the downhill side also.

---

Sequence number: 2

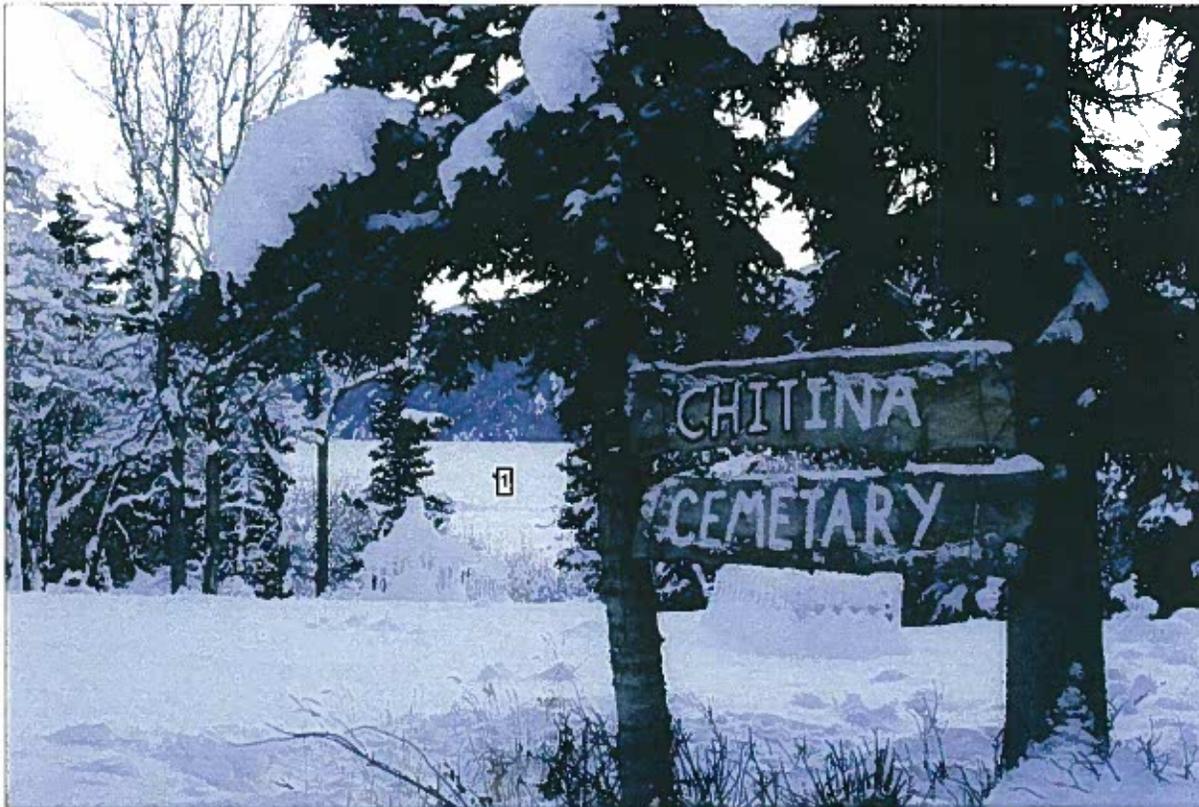
Author: klsorensen

Subject: Note

Date: 1/26/2010 9:26:47 AM

Photo taken January 22, 2010 standing just before the bend where the homesite is located.

---



## Summary of Comments on Chitina 24

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Page: 1

---

Sequence number: 1

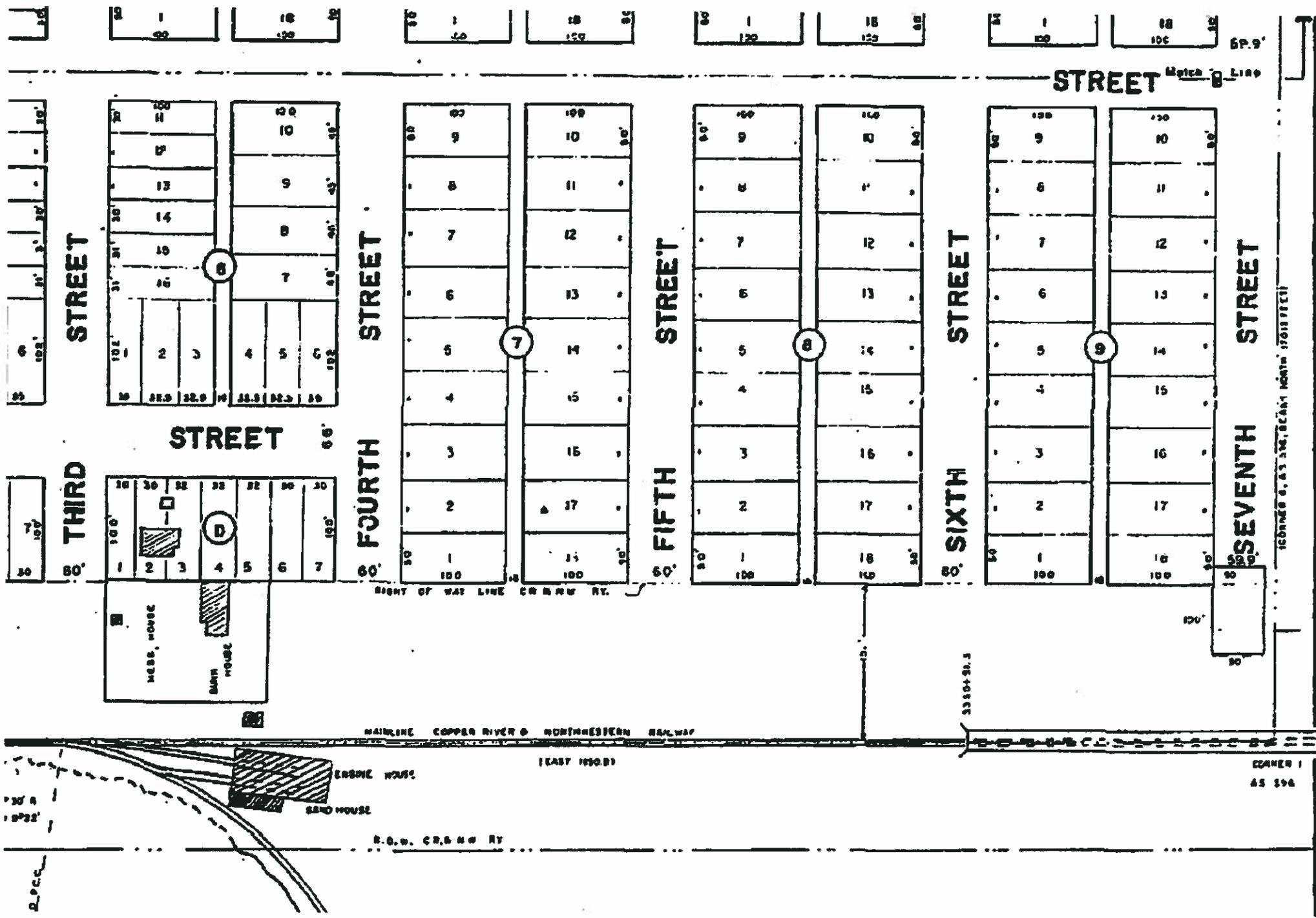
Author: ksorensen

Subject: Note

Date: 1/26/2010 9:21:49 AM

 When Marie Sherman was buried the newspaper noted that she was the first buried in the cemetery overlooking the Copper River

---

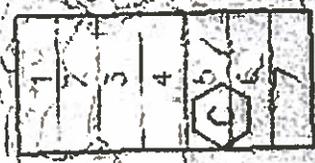


CORNER 6.43 530, 534, 534, 534 NORTH 17013 FEET

CORNER 1  
45 596

14  
13

MAIN STREET



THIRD STREET

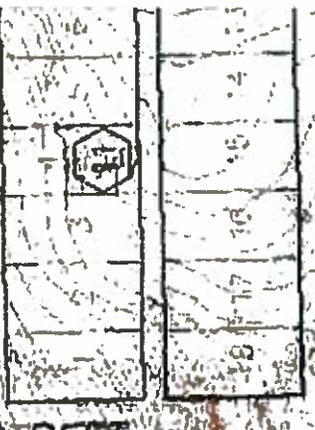


FOURTH STREET

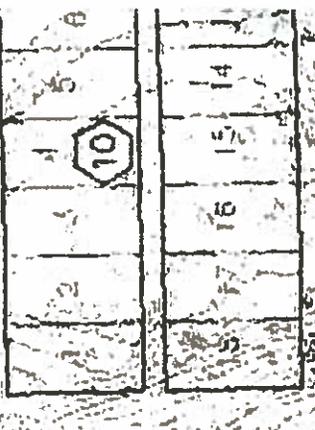


"A" STREET

FIFTH STREET



SIXTH STREET



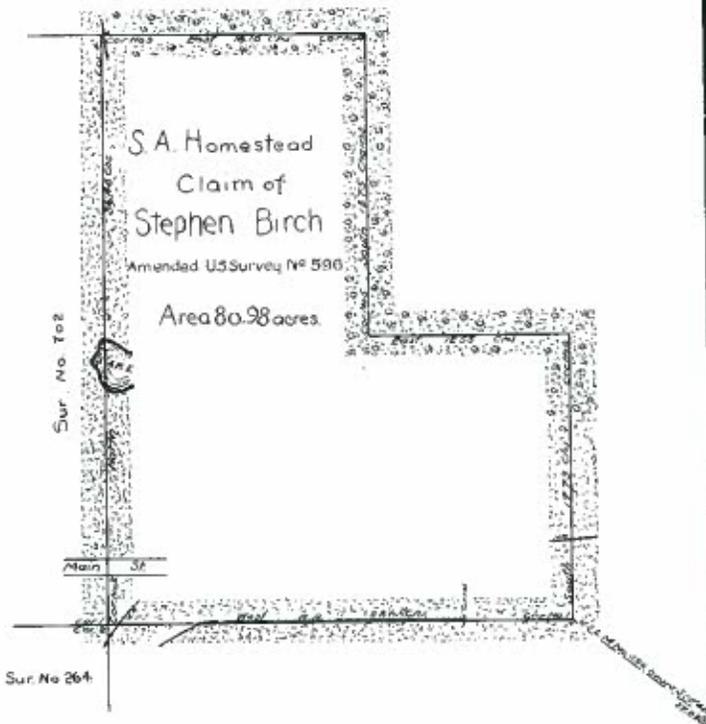
SEVENTH STREET

The Alaska Development & Mineral Company, a corporation organized under the laws of the State of New York, surveyed, laid out, and platted all of the lands within U. S. Nos. 264, 585, 702, and the southerly and easterly portions of U. S. No. 597, as the "Chitina Town Site" in 1919. Easements and right-of-ways within this area were dedicated to the public at that time.



AA 6653  
V/Sel 4pin

DUMP



**PLAT**  
of AMENDED  
**U. S. SURVEY NO. 596**  
OF THE  
S.A. Homestead Claim of  
Stephen Birch.

SITUATE  
IN  
CHITINA

TERRITORY OF ALASKA  
Lat. 61° 32' N Long. 144° 30' W  
SCALE OF 400 CHS. TO INCH  
VARIATION 31' 00" EAST  
AREA 80.98 ACRES

AS  
SURVEYED BY  
V. H. WILHELM

U. S. DEPUTY SURVEYOR

June 25-29 1914.

U. S. SURVEYOR GENERAL'S CERTIFICATE

Surveyor General's Office

Fairbanks, Alaska, January 26, 1915.

The original field notes of the survey of the S. A. Homestead Claim of

Stephen Birch from which this plat has been made have been examined and approved and are on file in this office; and I hereby certify that they comply with all accurate descriptions of said claim as well, if incorporated into a patent, serve fully to identify the premises, and that such reference is made therein to natural objects and permanent monuments as well as to monuments and to the LOCUS thereof.

And I further certify that this is a correct plat of said claim, made in conformity with said original field notes of the survey thereof. And the issue is hereby approved.

*Charles E. Davidson*  
Surveyor General of the District of Alaska.