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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Yellowstone NATIONAL PARK

FILE NO.

*from [unclear]
18 Oct 1967*

Report of Roadside Cleanup

Report on Roadside Cleanup
Yellowstone National Park
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This is my first report on roadside cleanup work for 1927. A winter of heavy snow, and a late spring which kept our roads blocked with snow until the tourist season opened, prevented our doing any work on the roadsides until autumn.

The 1927 Program

On May 26, 1927, I wrote you telling of our situation and recommending that you authorize us to plan continuation of our cleanup program this fall. I suggested finishing the one and one-half mile section of the Lake Shore road from the end of last fall's work to the beginning of our new construction at Arnica Creek. This is on the piece of road running north from West Thumb, the station where we had our first picnic luncheon the day we went to Jackson Hole. I also recommended working on the uncleaned portion of the newly constructed road which you said you would be glad to help us with to the extent of \$3,000, we to do the remainder with the unexpended balance of the construction funds allotted to this project. This is the project that was estimated and authorized in 1924 before cleanup of roadsides was allowed as a proper item in road construction.

These two cleanup projects along the Lake Shore road we estimated to cost \$5,000 of private funds. Then, in my letter of May 26th, I suggested the beginning of a project on the west side of the park from West Yellowstone (western entrance) to Old Faithful, except the sections we have recently rebuilt and cleaned with Government construction money. I thought we could economically expend \$3,000 on this project this fall.

This latter project, I should not have recommended at this time. I

got it confused with our own cleanup program for 1927 as submitted to me by our engineer. I had not yet been able to see all of the work of last fall as it was completed after I left for Washington, and I did not correctly visualize the program for this year as suggested to me by the engineer.

The third project should have been the completion of the Yellowstone River project from Lake to Canyon which you approved last year. Five miles of this section is still untouched. It was our plan to begin the West Yellowstone - Ol Faithful project ourselves, in connection with reconstruction of a section of this road toward West Yellowstone. This we have done.

At any rate, it seemed that we would be able to do work estimated to cost \$8,000 and in your letter of June 3, 1927, you authorized this expenditure.

Summary of Costs of Work Previously Done

Summarizing the cost of work previously done, the following table shows all expenditures from your contributions:

1924	Fall\$ 3,491.72
1925	Spring	855.14
1925	Fall	3,879.11
1926	Spring	5,189.11
1926	Fall	8,953.29
		<u>\$ 22,368.37</u>

Our estimate for fall work in 1926 was approximately \$9,500, of which we had \$953.29 balance from spring work and \$8,500 as authorized in your letter of November 4, 1926. However, we actually expended \$8,953.29 and called for only \$8,000 of the \$8,500 pledged.

Results of These Expenditures

With the funds shown in the above table, we cleaned up the roadsides of thirty-one miles of the Yellowstone road system at an average cost of \$721.56. Only the burning of some piles of logs and brush remains to complete this work, and such burning will be done by rangers this fall.

Cleanup of roadsides with Government funds done in 1926, totals fifteen and one-half miles, but we cannot state the cost of all this work because it was included in the cost of clearing and grubbing of right-of-way for new sections of road and for widening old sections. These projects were Lake Shore road six miles, Inspiration Point road at Grand Canyon two miles, road to Canyon bear feeding grounds one mile, Firehole River road four miles, and Cody road, Cub Creek section two and one-half miles.

Present Status of Yellowstone Roadsides

The attached map shows the present situation of Yellowstone's roadsides. Starting at Gardiner, the north gate, the roadsides are naturally clean to Mammoth Hot Springs. From Mammoth to Norris - 20 miles - the cleanup was made and completed with private funds. From Norris to Madison Junction, where the west entrance road comes in, no cleanup work has been done and most of this will be included in a road construction project in 1928. From West Yellowstone to Madison Junction, no work has been done except that we are now cleaning up seven miles of this fourteen mile stretch as a part of a reconstruction job. From Madison Junction to Old Faithful - 16 miles - we have cleaned up four miles in connection with new construction work. After we get done with all construction work likely to be authorized in the next few years between West Yellowstone and Old Faithful, there will remain nineteen miles (out of thirty) to be cleaned up, which will cost \$14,000.

From Old Faithful to West Thumb - 19 miles - no cleanup work has been planned because ultimately this road must be built on a new route. From West Thumb to South Entrance no cleanup work has been planned, but some will be needed.

From West Thumb toward Lake Hotel and Lake Junction, with contributed funds, three and one-half miles north of West Thumb were finished in 1926, and one and one-half miles are being finished now under 1927 private funds. Then comes six

miles of work in the new section - the Lake Shore road cleaned up by the Government funds in 1926; leaving several miles of unfinished work between the work of the two Government crews, which is being attacked now. Then comes nearly four miles of road cleaned up by contributed funds, and this bring us to Lake Junction and the Cody road. All cleanup work on the Cody road is included in Government construction projects.

One mile north of Lake Junction, the cleanup was done in 1926 with contributed funds. Next comes about five miles of untouched work which we would like to do this fall and which I should have presented to you in my letter of May 26, 1927. North of this section is a long stretch of open meadow land - Hayden Valley - seven miles in extent which will not have to be cleaned. Following this is a three mile section finished in 1926 with contributed funds and ending at Canyon Hotel. The Inspiration Point road was cleaned up with Government funds. From Canyon Hotel to Mammoth, - 37 miles - there is little cleanup needed and it will be done with Government funds. A mile of this section was rebuilt and cleaned this year with Government funds. The short cut road, Canyon to Norris - 11 miles - is the one I showed to you and described as the worst littered road in the park. I hesitated to recommend it for consideration, but we agreed to let this go until every other road was taken care of, then bring it up for further consideration.

Resume of 1927 Work

The work we are anxious to do this fall as set forth above is as follows:

✓ 1½ miles West Thumb to new Lake Shore construction	\$ 2,000
2½ miles of new Lake Shore road for which there are no Government funds available	3,000
✓ 3 miles Lake Junction toward Canyon	<u>3,000</u>
Total. . .	\$ 8,000

The first item has been completed but final costs are not in yet.

The second item is being started with the crew that finished the first item.

The third item is to be started next week, but it cannot be finished unless we can get more men or unless good weather prevails for another month.

Therefore, of your \$8,000 pledge, Mr. Rockefeller, we will need only \$5,000 at this time with the prospect of not requesting any more this fall, unless weather is exceptionally good.

Future Work - 1928

Depending upon weather conditions this fall and the work that we can accomplish, there will remain to be done next spring a certain amount of work on the Lake Shore road under your pledge of \$3,000 and two or three miles of the Lake & Canyon section. Therefore, we will have left of the \$8,000, approximately \$3,000 for work next year, and, to finish all of the work on the east side of the park system before going to the West Yellowstone - Old Faithful job, we will need an additional \$2,000, with the understanding, of course, that for work along the Lake Shore road for which there was insufficient Government funds, we will not exceed the limitation of \$3,000.

Results of Previous Roadside Cleanup

This was an unusually wet season. Only during part of July were we free of rain. Most of the storms were in the late afternoon or at night so travel in, and enjoyment of, the park was not materially interfered with.

The unusual precipitation aided the growth of wild flowers and grasses, and never have I seen such beautiful exhibits of native plants. The roadsides that had been cleaned up were exquisite wild flower gardens most of the summer. They seem to have had richer soil probably due to the long rotting of dead timber.

While we were stopping in one of these areas of clean and fresh roadsides when President Coolidge was here, I had an opportunity to tell him and Mrs. Coolidge about your generous aid in this work of clearing the roads and forests adjacent of unsightly litter, and they were greatly interested. Several times

later, Mrs. Coolidge mentioned the park landscape improvements you are authorizing and paid high tribute to both your father and yourself for your wonderful work for humanity.

Oiling of the Roads

This year, for the first time, we tried oiling the roads merely as a dust palliative. We did not have sufficient funds to oil all the roads, nor did we have sufficient equipment to keep the areas we did cover patched up all the time, but anyway we greatly relieved the situation most of the season, and besides the oil helped to hold together the road surface. Of course, largely eliminating the dust on the roads resulted in our keeping the roadsides fresh and green, and protected the wild flowers.

Next year, our oiling will be more efficient because we know more about using it and we will have adequate equipment to care for it.

Telephone Improvement

We continued our work of removing telephone lines from the park roads. The entire loop road system except nine miles of the Mammoth - Tower Falls line, five miles of the Canyon - Dunraven Pass line and four miles of the Lake - West Thumb line is now on new location off the road. We expect to complete this work next year. We also hope to get part of the line from the Cody entrance to Lake Yellowstone removed next year.

Removal of Old Buildings

Both the Government and its park utilities have done much this year in landscape improvement through removal of old buildings. The Yellowstone Park Hotel Company has removed the Fountain Hotel, the big yellow hotel abandoned in 1916, which stood in the center of Lower Geyser Basin near the Mammoth Paint Pots. It has also razed the big lunch station at Norris Geyser Basin and cleaned up the site. The remaining buildings at West Thumb hotel site have also been torn down.

The old boats at the Lake fish hatchery have been destroyed and a new boat house erected on the site where they stood. Next spring a new fish hatchery will be built at Lake Yellowstone, and then the three unsightly buildings of the Bureau of Fisheries will come down.

New Buildings

Old Faithful Geyser Basin was greatly benefited this year by the erection of a new lodge building of most attractive design. A new wing of 150 rooms was built on Old Faithful Inn.

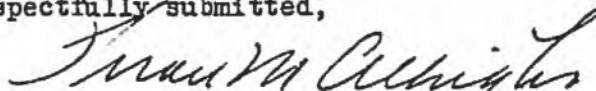
Camping Restrictions

We extended considerably the restrictions on camping along river and lake shores where camps could be seen from the road. Next year roadside camping will be practically eliminated through preparation of more camp grounds in the timber away from the highways.

In Conclusion

Director Mather is just completing the first inspection of the park that he has made since July, 1926, and judging from his surprised comments on the landscape improvements as seen from the roads, I feel sure you will be delighted when you come next year, with what we have been able to accomplish in two seasons. We will be keenly disappointed if you are not planning a visit to Yellowstone in 1928.

Respectfully submitted,



Horace M. Albright
Superintendent
Yellowstone Park



#28-1 - View No. 1 - Thumb-Lake Shore near 4 mile post, looking out over the lake. The opening in the timber is a swamp. Notice the heavy debris, also note the many old snags that are leaning against the green trees. We will take them down during the clearcut.



#28-2 - Thumb-Lake Shore near the 4 mile post, north. Note the criss-crossed windfalls typical of this section.



#27-19 - View No. 3 - Thumb-Lake Shore near $3\frac{1}{4}$ mile post, south, showing the Lake Shore. Note the tangled mass of debris.



#27-20 - View No. 4 - Thumb-Lake Shore near 4 mile post looking north showing the section of road across from the swamp shown in picture No. 1.



#27-18 - View No. 5 -Thumb-Lake Shore near 4 mile post looking north.
This is typical for this section, dense timber and many
windfalls.



#27-19 - View No. 6 - Lake Shore Road, mile one, 7.5 miles north of
Lake Junction. Old cuttings line the road and then timber
has rotted logs scattered throughout.



#27-11 - View No. 7 - Lake Shore Road, mile 2 near 8.5 mile post.
Notice the tangled debris. This is the heaviest work in
the project.



#27-12 - View No. 8 - Lake Shore Road, mile 2 looking north at pre-
vious view from 8.7 mile post.



#27-13 - View No. 9 - Lake Shore Road, mile 3. This is typical of the next two miles, heavy to medium work.



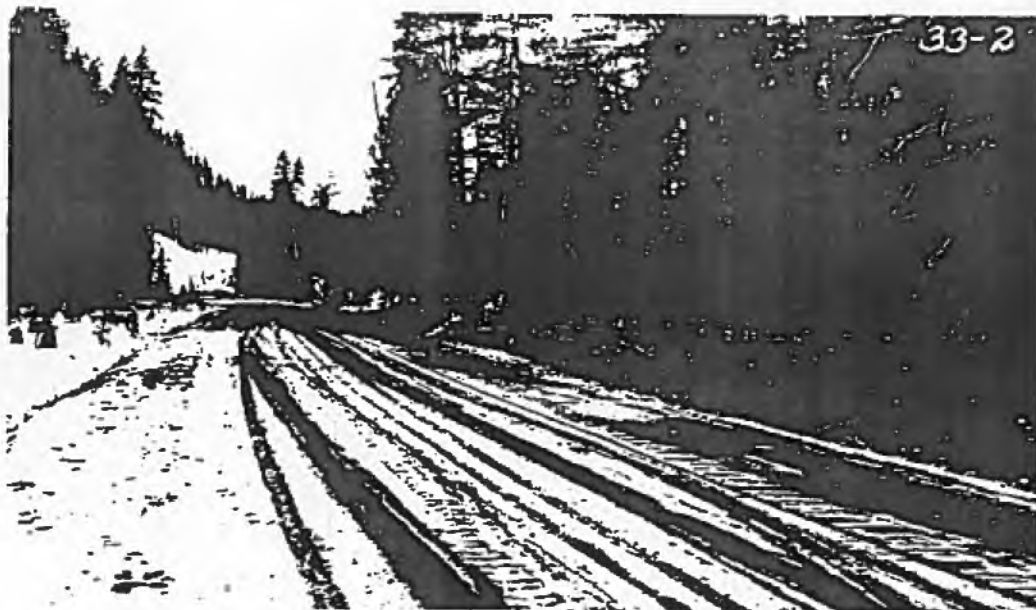
#27-15 - View No. 10 - Lake Shore Road, mile four, through the Spruce Forest showing the old cuttings that line the road for the next half mile.



#27-16 - View No. 11 - Lake Shore Road, mile 4, showing the old cuttings that have been there since the nineties. The timber is dense and the windfalls are rotted and hard to handle.



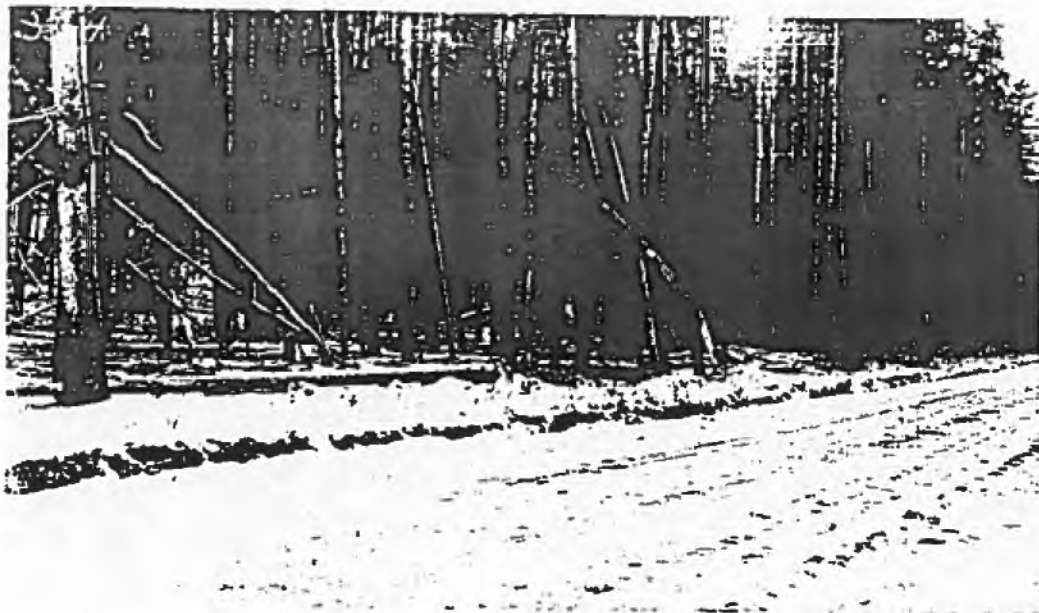
#27-17 - View No. 12 - Lake Shore Road. From the junction of the old road towards Pumice Point, typical of the last two miles of work, scattering debris.



33-2 - View No. 19 - Lake-Canyon is from same point as No. 18 but shows the river side of the road.



33-1 - View No. 20 - Lake-Canyon showing the hillsides in the background of No. 18 and 19.



33-4 - View No. 17 - Lake Canyon, near 3 $\frac{1}{2}$ mile post, typical of the heavy debris between mile post 3 and 4. The riverside of the road has very little debris in this mile.



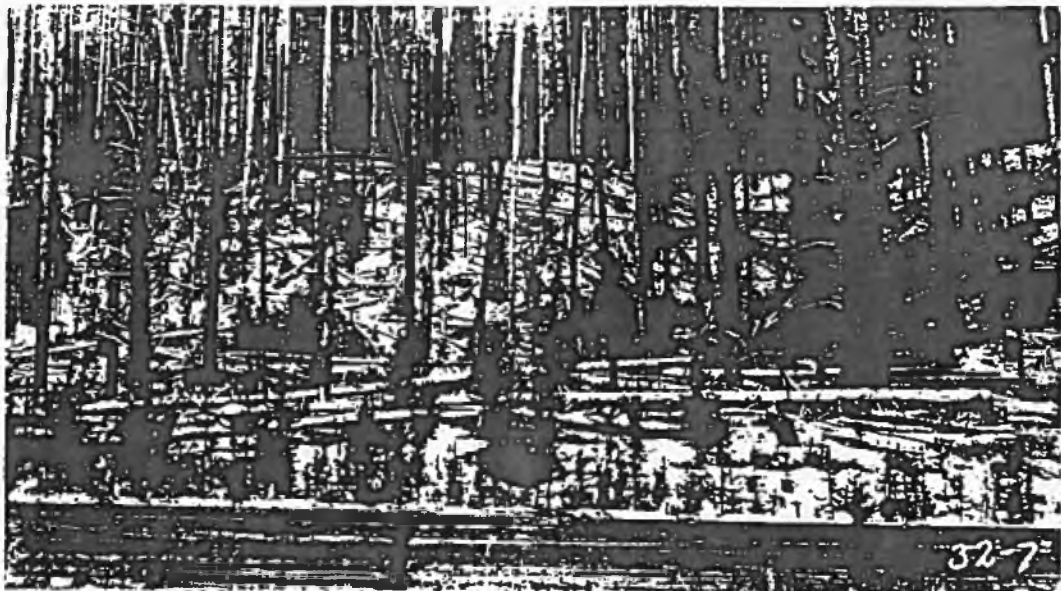
33-3 - View No. 18 - Lake Canyon near 4 $\frac{1}{2}$ mile post, typical of this debris between mile posts 4 and 5.



32-5 - View No. 15 - Lake Canyon near two mile post. Altho the road is through a meadow, yet the debris in the timber as shown will be removed.



32-4 - View No. 16 - Lake Canyon. This view is taken from the top of the slope above the road of the previous view and shows a continuation of the work.



32-7 - View No.13 - Lake Canyon one mile north of Lake Jct.
showing the nature of the debris that is typical of
mile two.



32-6 - View No. 14 - Lake-Canyon one mile post north at Lake
Junction, showing the same section as view No. 13.

MAP OF ROADSIDE CLEAN-UP WITH DONATED AND GOVERNMENT FUNDS

