

Official Opening

**TACOMA  
NARROWS BRIDGE  
AND  
McCHORD FIELD**

June 30 --- July 4, 1940, A. D.



# Narrows Bridge - McChord Field Celebration

*June 30 - July 4, 1940*

**TACOMA, WASHINGTON**

NORTON CLAPP, General Chairman

## Honorary Committee

Gov. Clarence D. Martin  
U. S. Sen. Homer T. Bone  
U. S. Sen. Lewis B. Schwellenbach  
Congressman John M. Coffee  
Congressman Chas. H. Leavy  
Congressman Martin Smith  
Congressman Mon Wallgren  
Congressman Knute Hill  
Congressman W. G. Magnuson

Cliff Yelle  
Olaf L. Olsen  
Don G. Abel  
Rear Adm. Luther E. Gregory  
Clark H. Eldridge  
A. E. Blair  
Sen. Monty Percival  
Sen. Kathryn E. Malstrom  
Sen. Ted Schroeder  
Rep. Tom Montgomery

Rep. Frank A. Chervenka  
Rep. Dr. Wm. G. Cameron  
Rep. C. C. Trombley  
Rep. E. L. Pettus  
Rep. Paul Sandegren  
Rep. Gerald G. Dixon  
Rep. Hugh J. Rossellini  
Rep. H. N. Jackson  
Rep. Z. A. Vane

## Coordinating Committee

Lyle Abrahamson  
Harold Allen  
H. H. Batchelor  
A. R. Bergersen  
A. M. Borcher  
Purl Bourgaize  
A. A. Cook  
W. D. Courtney

Leander Finholm  
David Glenn  
Willis Gould  
J. F. Hickey  
C. F. Mason  
Guy L. Melton  
Capt. H. L. Merring  
Wallace Morrissette

E. V. D. Paul  
C. S. Reynolds  
Robt. A. Schroeder  
Maj.-Gen. Walter C. Sweeney  
C. E. Trombley  
E. L. Warner  
Ross W. Watt  
P. H. Winston

## Tacoma Executive Committee

**TED W. BROWN, Chairman**

Clinton S. Reynolds, Finance  
Robert B. Abel, Army  
Gus B. Appelman, McChord Field  
Arthur H. Middleton, Navy  
Lyle Abrahamson, Reception

E. L. Warner, Bridge Ceremony  
E. T. Anderson, Official Luncheon  
W. G. Bott, Last Ferry Ride  
A. O. Andreason, Water Carnival  
C. W. Van Rooy, Parade  
A. R. Bergerson, Concessions

F. Willis Gould, Penin. Coordinator  
James B. Love, Night Festivity  
W. M. Spellman, Decorations  
Leon E. Titus, Traffic and Transp.  
Harry A. D. Smith, Publicity

*Published by*

**JOHNSON - COX COMPANY**

*Producers of Fine Printing*  
Tacoma, Wash.

*Prepared by*

**SHANNON BROTHERS**



Vicinity sketch showing the Tacoma Narrows Bridge and connecting highway facilities.

### INFORMATION IN BRIEF

#### SUSPENSION SPAN

Total structure length.....	5,939 feet
Suspension bridge.....	2,800 feet
Center suspension span.....	2,800 feet
Shore suspension spans, each.....	1,100 feet
East approach and anchorage.....	345 feet
West approach and anchorage.....	594 feet
Center span height above water.....	195 feet
Width of roadway.....	26 feet
Width of sidewalks (2), each.....	5 feet
Distance between piers.....	2,700 feet
Distance to shore from east pier.....	650 feet
Distance to shore from west pier.....	1,030 feet
Diameter of suspension cables.....	17 1-2 inches
Weight of suspension cables.....	3,817 tons
Number of No. 6 wires, each cable.....	6,308
Shore span roadway grades.....	2.6%

#### BASIC FINANCING

United States P. W. A. grant.....	\$2,880,000
United States R. F. C. loan.....	3,520,000

#### PIER DESIGN

Length of piers.....	118 ft. 11 in.
Width of piers.....	65 ft. 11 in.
Total height of east pier.....	247 ft.
Depth of water, east pier.....	120 ft.
East pier penetration in bottom.....	105 ft.
Total height west pier.....	198 ft.
Depth of water, west pier.....	120 ft.
West pier penetration in bottom.....	55 ft.
Reinforced concrete in piers.....	111,234 cu. yds.
Number caisson anchors east pier.....	32
Number caisson anchors west pier.....	24
Weight of each caisson anchor.....	600 tons

#### TOWERS

Height above piers.....	425 ft.
Weight of each tower.....	1,927 tons

#### WORK PROGRAM

Construction work commenced.....	November 25, 1938
Date for project completion.....	June 5, 1940

A WORLD'S RECORD: Not one single life was lost during the construction of the Tacoma Narrows Bridge.

# THE TACOMA NARROWS BRIDGE

*Tall towers and steel strands raised and spun by men, support the new roadway that brings the arms of National Defense and two great national parks closer together.*

Today wheels start rolling over the Tacoma Narrows Bridge, and another mile stone in the path of progress is complete.

A combination of men's dreams, intestinal fortitude, American inventive ingenuity, and over six million dollars has been mixed successfully to bring new security to the Pacific Northwest and much new folding money to Tacoma business and industry.

From the standpoint of national defense, the Tacoma Narrows Bridge will provide a direct route between the Puget Sound Navy Yard and Fort Lewis, McChord Field and Camp Murray. It links closely together scenic Mt. Rainier and Olympic national parks.

It will be a magnet for tourists, making available a great area of recreational opportunity. Also the Tacoma Narrows

Bridge means the development of thousands of acres for home building, business and agricultural purposes.

The building of this bridge was advocated for many years. It was not until 1923 that any concrete move was made, when the Federation of Improvement Club committee of A. E. Sykes and C. F. Mason started an investigation into the feasibility of the project.

In 1927, Joseph B. Straus, world famous engineer visited the site at the request of the Chamber's Roads and Bridges committee.

His investigation resulted in The Tacoma Chamber of Commerce appointing a committee of Llewellyn Evans, chairman; E. M. Hayden, Thomas Carstens, D. I. Cornell, J. F. Hickey, B. A. Lewis, John Dower, and John S. Baker to raise funds for a preliminary survey. About

\$1,500.00 was raised by this group to defray the expense.

In March of 1928, public officials and The Tacoma Chamber of Commerce committee announced that J. B. Straus and John L. Harrington, another well-known bridge engineer, had rendered opinions that the project was favorable.

In January of 1929, the State granted a franchise to Evans, Hickey, and Lewis who signed a trust agreement with The Chamber of Commerce group giving that organization control of the rights established by the act.

During January of 1931, the State franchise was extended for another two years at the request of the Chamber of Commerce Committee.

Early in 1933, Modjisaki, Masters, and Chase of New York were consulted with regard to constructing a privately owned structure.

This same year, the Sixth Avenue Business Men's Club requested the Tacoma Chamber of Commerce to petition the Federal Government for funds to finance the bridge.

H. R. Gray, engineer from Seattle, reported favorably after making a traffic survey. Leon F. Mosseif of New York turned in a report stating that the project was feasible after a thorough investigation. The State franchise had expired by this time and although a number of local interests were opposed, it was extended due to the support given by a number of organizations. Lead by Roy Smith and

**Elbert Chandler, Olympia Engineer, and party made a survey for a likely site for the Narrows Bridge in 1932.**

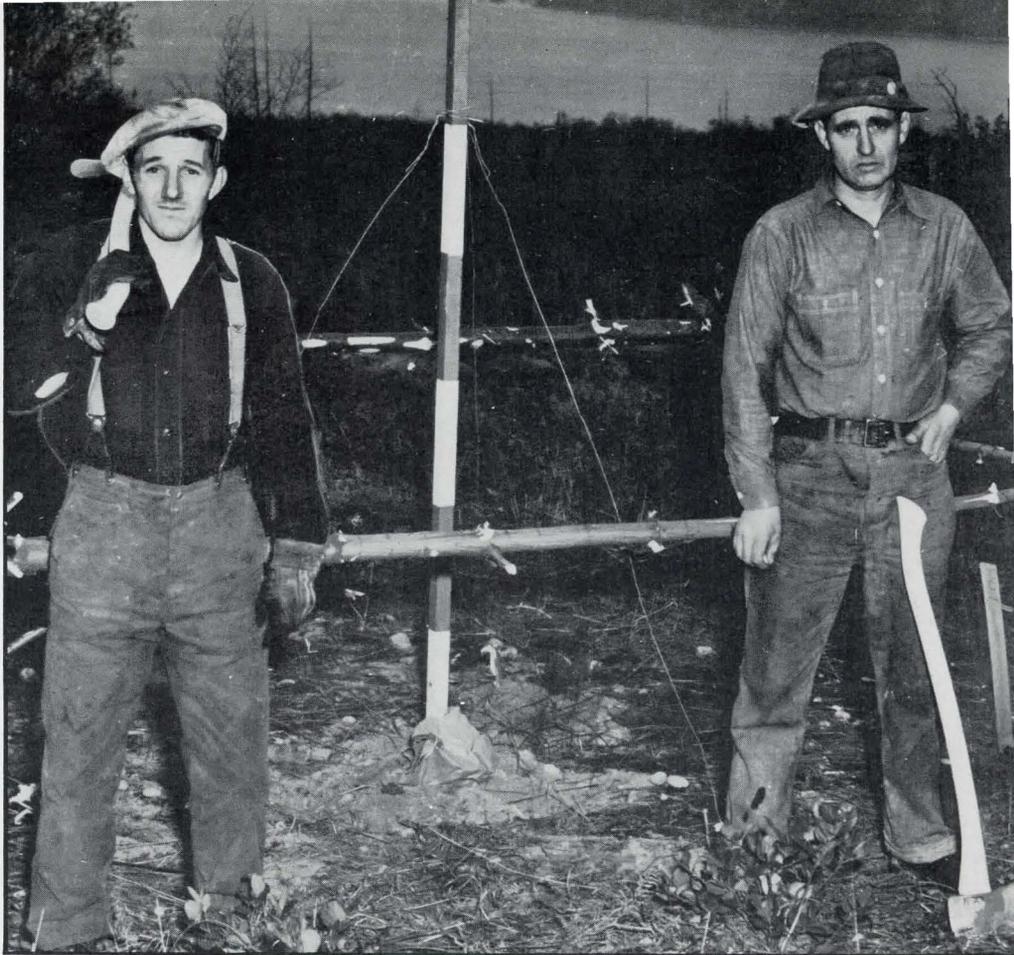


Wallace Morrisette, organized labor played a major roll in this fight. The Sixth Avenue Business Men's Club, Federated Improvement Clubs, and the Gig Harbor leaders also cooperated.

The Tacoma Chamber of Commerce sent its President, Ralph Shaffer to Washington, D. C. to consult with R.F.C. officials with regard to Federal Aid. He reported that the R.F.C. demanded a state contribution of half a million dollars for the bridge. Called on for support, Governor Clarence D. Martin caused \$700,000.00 of state money to be set aside to meet this demand.

Then the War Department requirements caused a revision of the original plans for the bridge.

The revised application was approved by all Government Departments concerned but before the arrangements were complete, all Public Works Projects were transferred to the P.W.A. This called for 70 per cent of the total cost to be born by state



Actual work began November 25, 1938.

Power shovels and heavy duty trucks played a major roll in excavating the approach anchorages.



**P.W.A.**

**FEDERAL WORKS AGENCY  
PUBLIC WORKS ADMINISTRATION**

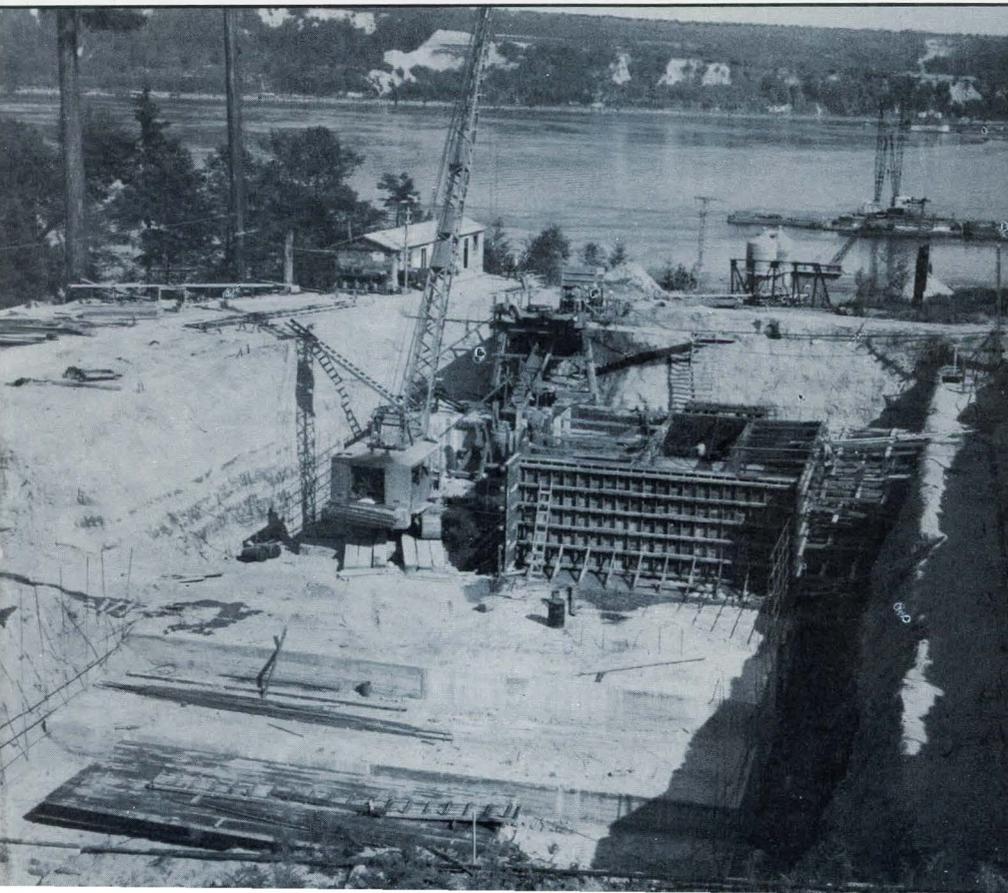
**TACOMA NARROWS BRIDGE**

PROJECT NO. WASH. 1870-F



The men who do the work and risk the danger are happy, healthy industrious Americans.

One of the approach anchorages begins to take form.



and local government with only a 30 per cent grant from Federal sources.

J. F. Hickey, chairman of the Tacoma Chamber of Commerce Bridge Committee and representatives of other local civic bodies presented the new plan to the board of County Commissioners. That group headed by R. Lester Kelley, agreed to stand behind the revised application.

A representative then made another trip to Washington, D. C. and obtained an agreement from the P.W.A. to make the grant, provided Pierce County would maintain the bridge after completion. This was passed on favorably by the County Board. Nothing concrete came of it.

In 1934, the state legislature passed a law authorizing Pierce County to construct and maintain Toll Bridges. Tacoma's Chamber of Commerce President, John Prins, traveled to

Washington, D. C. and again layed the matter before the Federal Authorities. He met with little success, however, as Federal funds had been exhausted on other projects. This nearly resulted in the loss of the \$700,000.00 state grant.

Then M. G. Tennent, Tacoma mayor, decided to go to the National Capital on a trip sponsored by citizens of the Peninsula district and Tacoma. He found that the engineering fees and the remuneration for the ferry were unacceptable because the R.F.C. had required a contract for their purchase. The P.W.A. insisted these items be omitted.

In 1935, failure of the legislature to pass the highway code killed a concentrated effort to have the State Highway Department construct the bridge with funds allocated by the Federal Government.

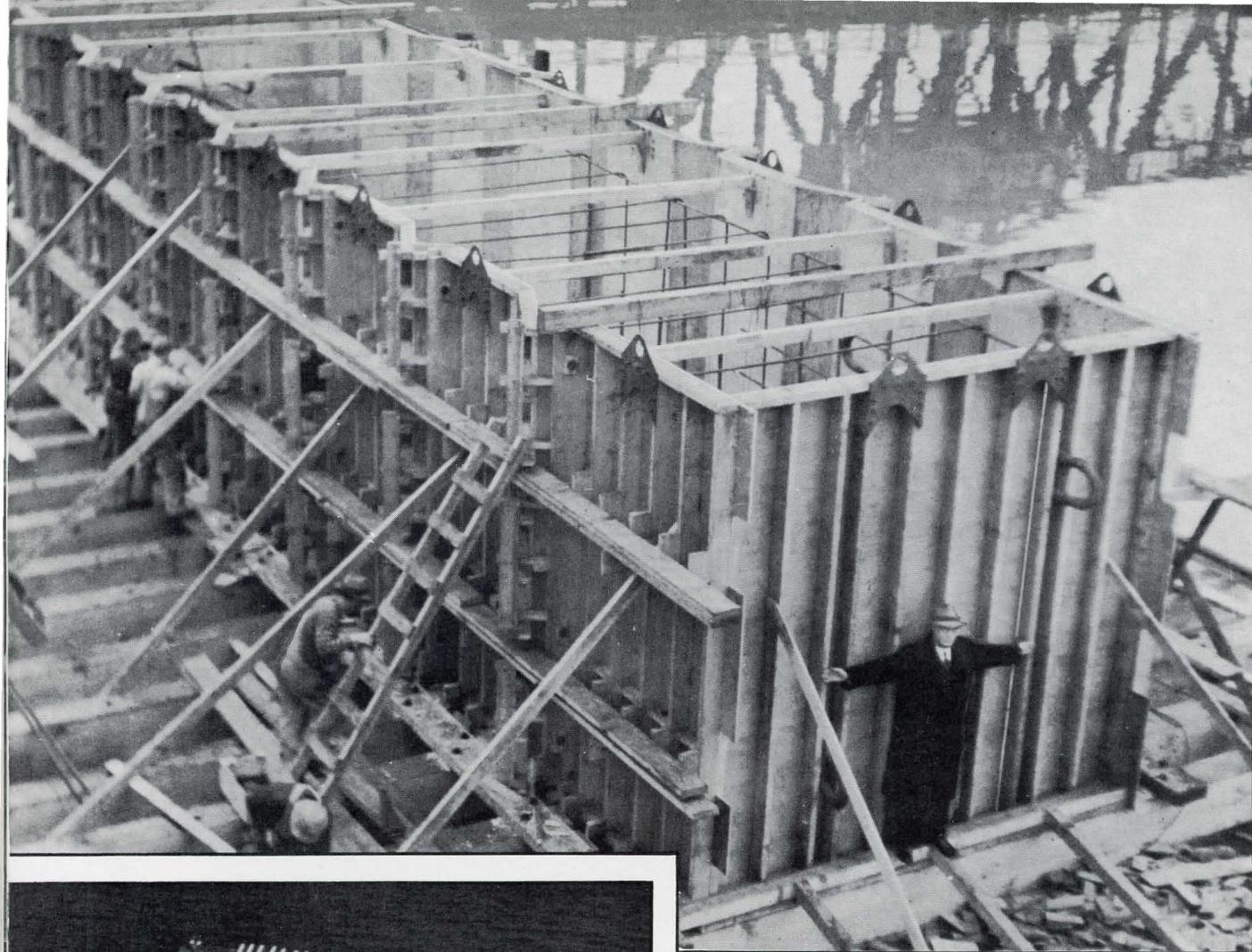
After several months of negotiation, Moran and Proctor, New York engineers, bought all



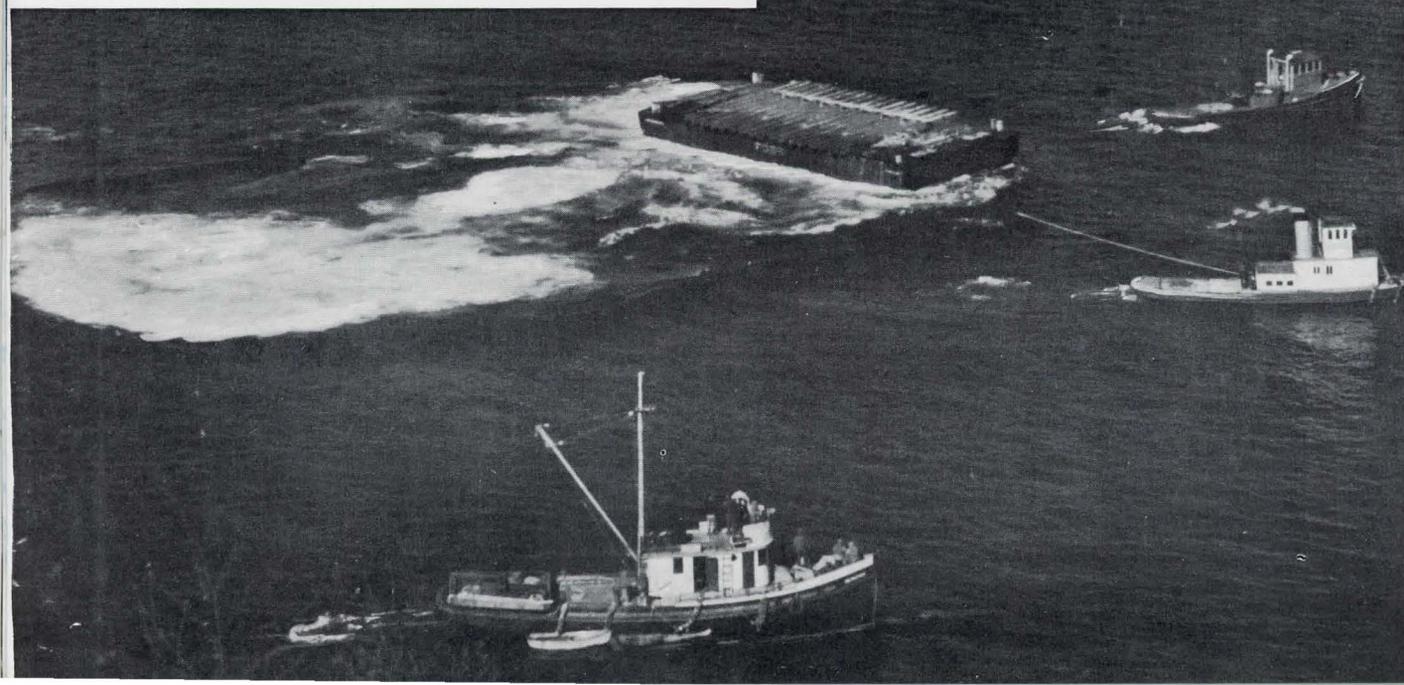
The dock where materials were assembled.

**Bridge men don't have wings—but they do have a fine sense of balance. No nets were used—no men were killed. A record in safety was made.**





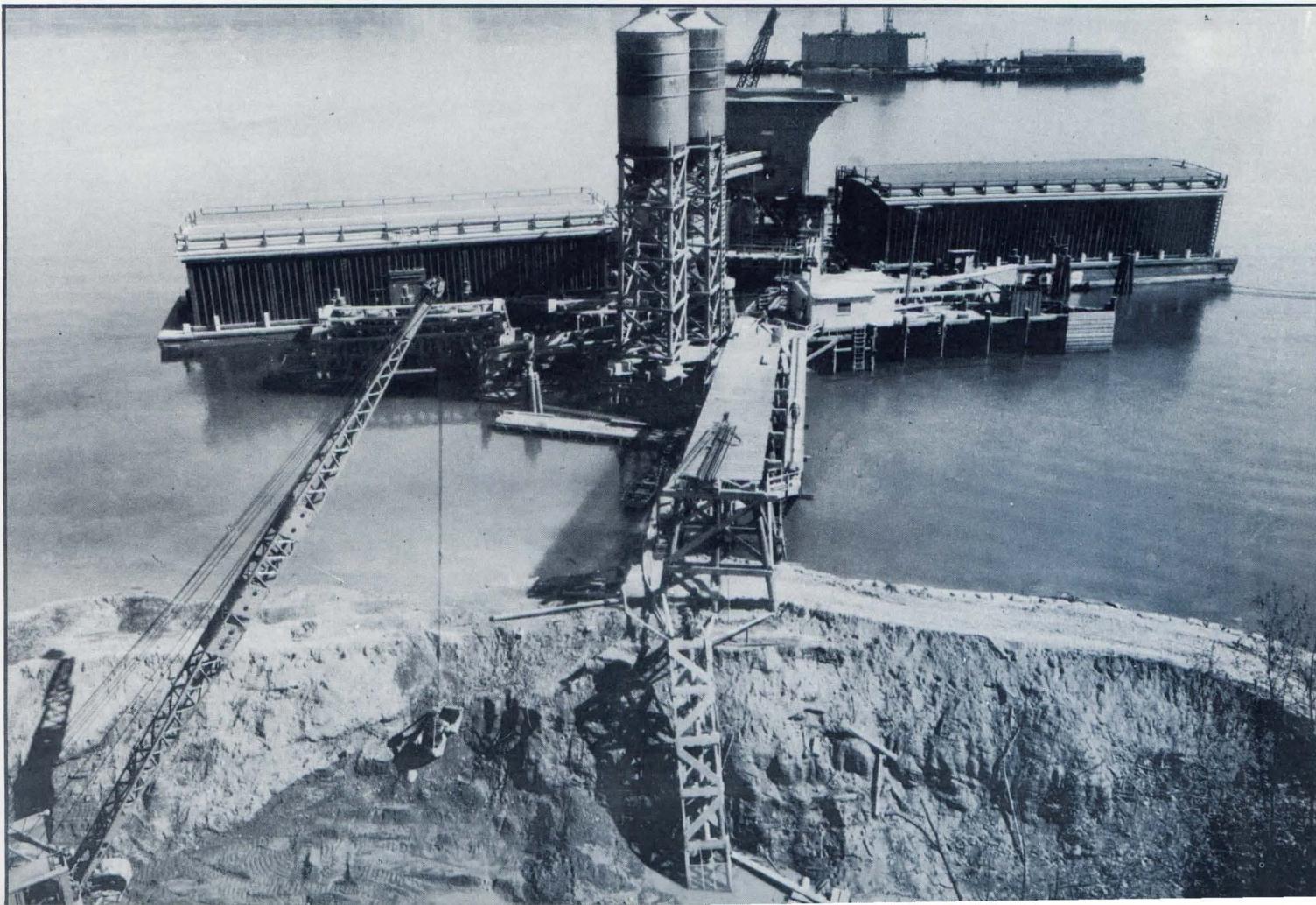
Fifty six re-enforced concrete caisson anchors weighing 600 tons each were used to hold caissons in position. These anchors were constructed in forms on barges and towed into position and dropped as shown here.





Many thousands of cubic yards of concrete came down these tracks leading from the giant mixers.

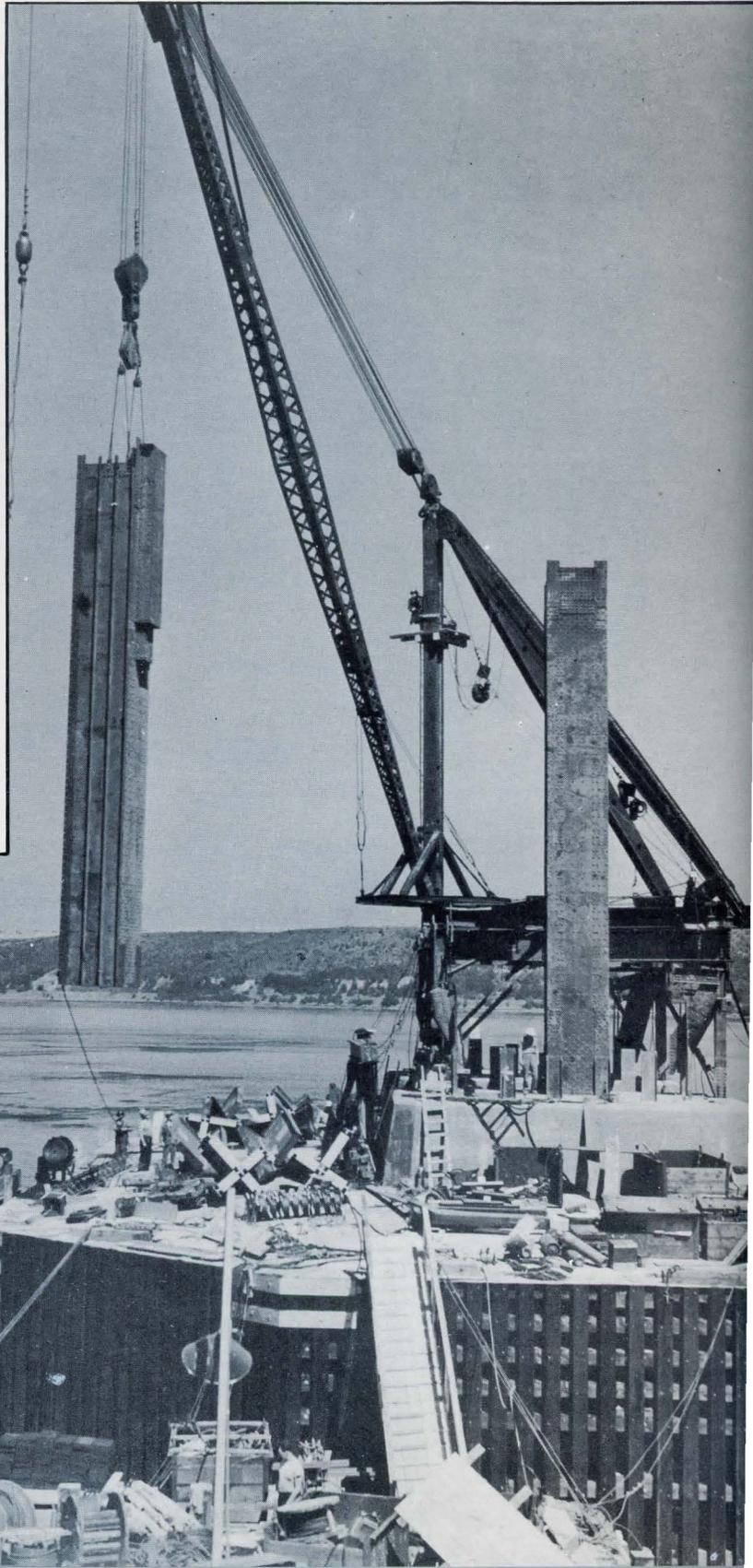
Part of excavation for shore anchorage and dock. Shore anchorages must have great stability. They must sustain a combined weight of more than 11,250 tons.





FROM THE STANDPOINT of both the layman and the engineer, construction of the deep water piers for the Tacoma Narrows Bridge presents a most interesting and intricate problem. The principle employed in the sinking of these piers was by use of false bottom floating caissons. First step in preparation of these caissons was the construction of steel cutting edges having the same shape as the designed pier and beveled to a narrow edge projecting five feet below the caisson floor.

Steel towers 425 feet high, weighing 1,927 tons were erected on each of the piers.

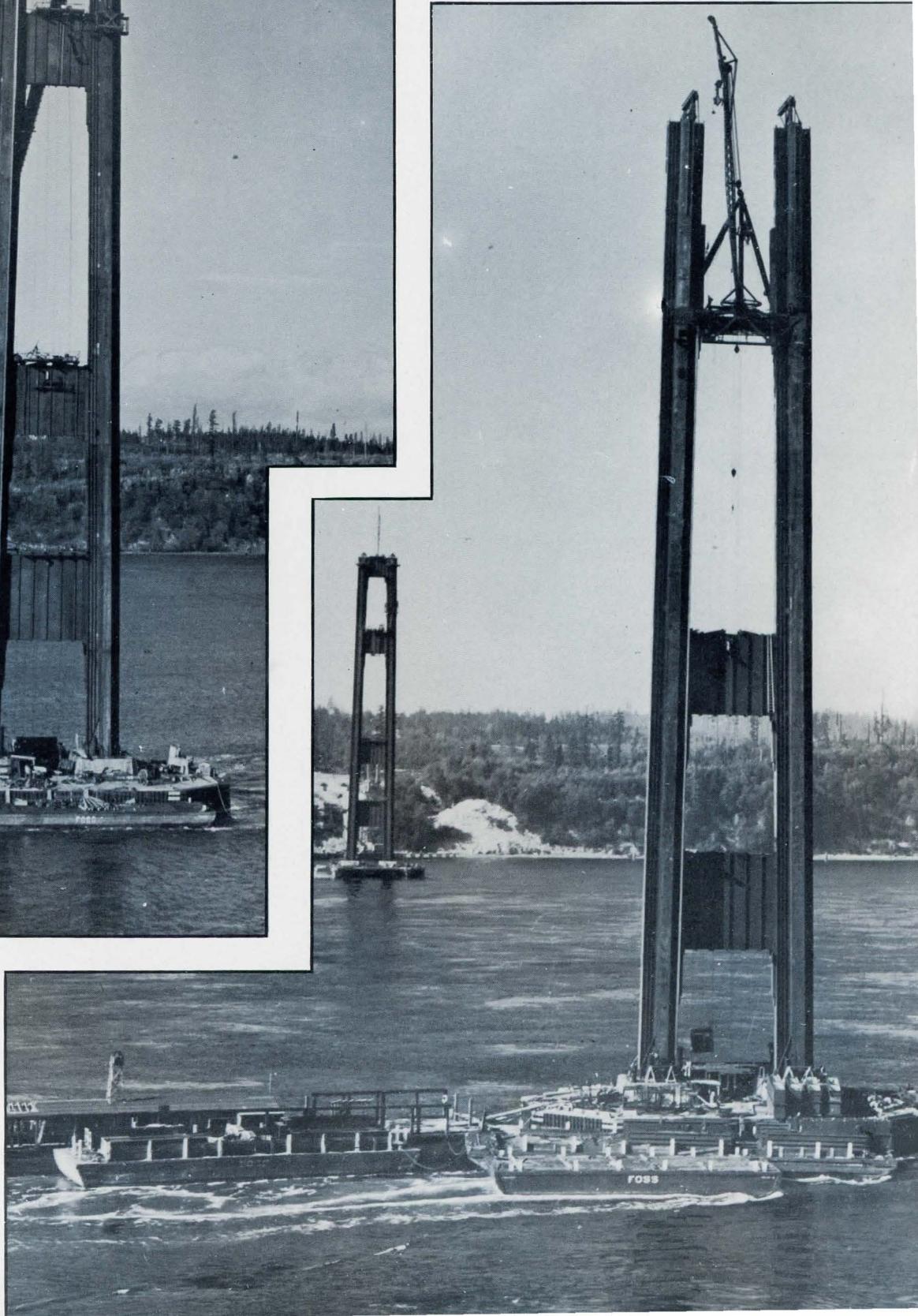


The steel was towed to the piers on barges and raised by skilled workmen using the latest in bridge building machinery.





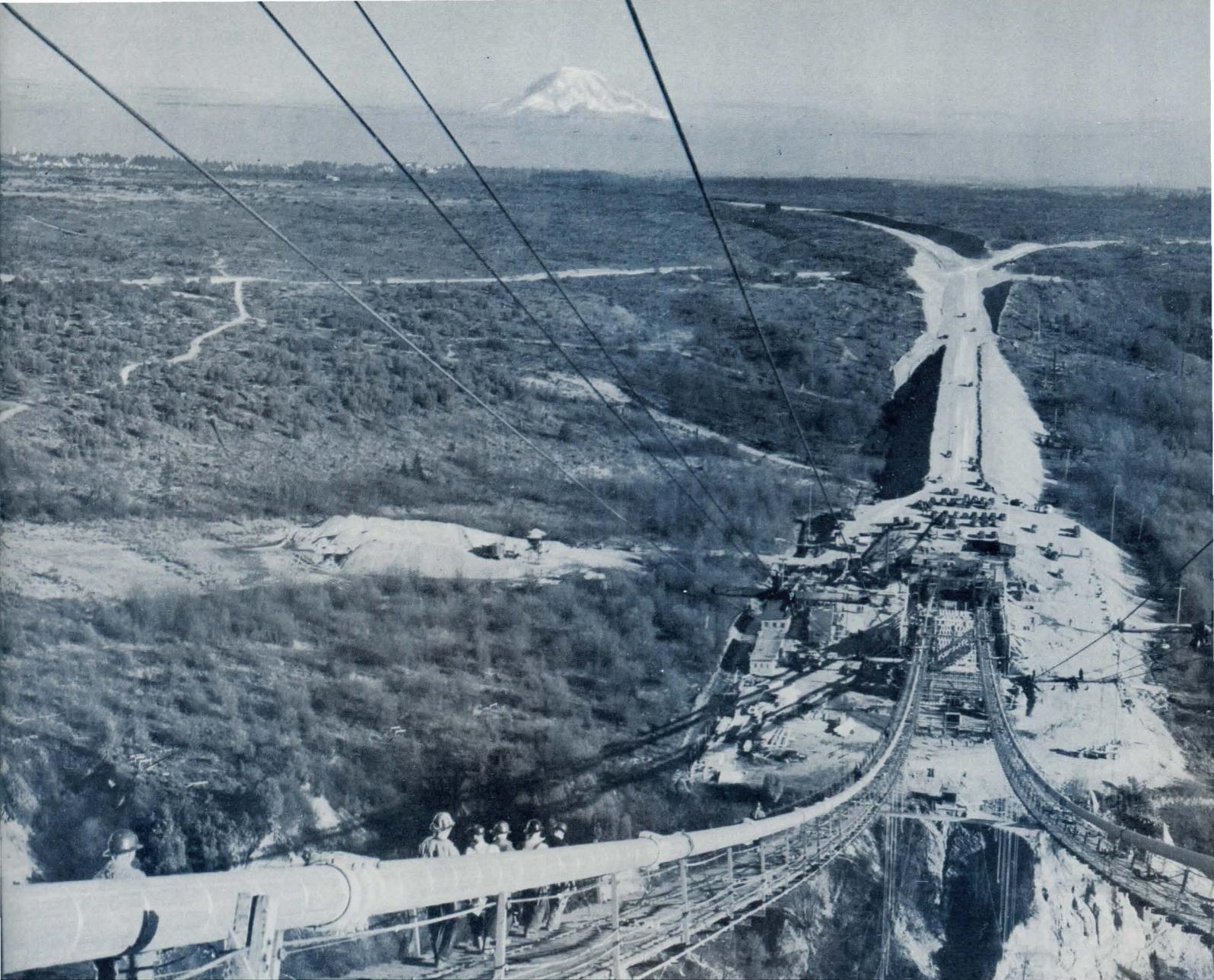
Left: The cat walk is hung on light cables preliminary to the spinning of suspension cables which are 5,939 feet long, weigh 3,817 tons and are 17½ inches in diameter.



Right: Both piers reach the final stage in construction.



The catwalk hung on light steel cable



An idea of the size of the main cables can be had from comparing cables with size of workmen going down cat walk. Snow capped Mount Rainier in background.

rights from those having investments in the project after approval by Government authorities.

The County Commissioners and the Bridge Committee still worked together in an effort to solve the question of disposition of the ferries. At their request, W. A. Dryden made a study of the problem and rendered a report showing how the purchase price could be reduced materially by County operation of the boats during the construction period.

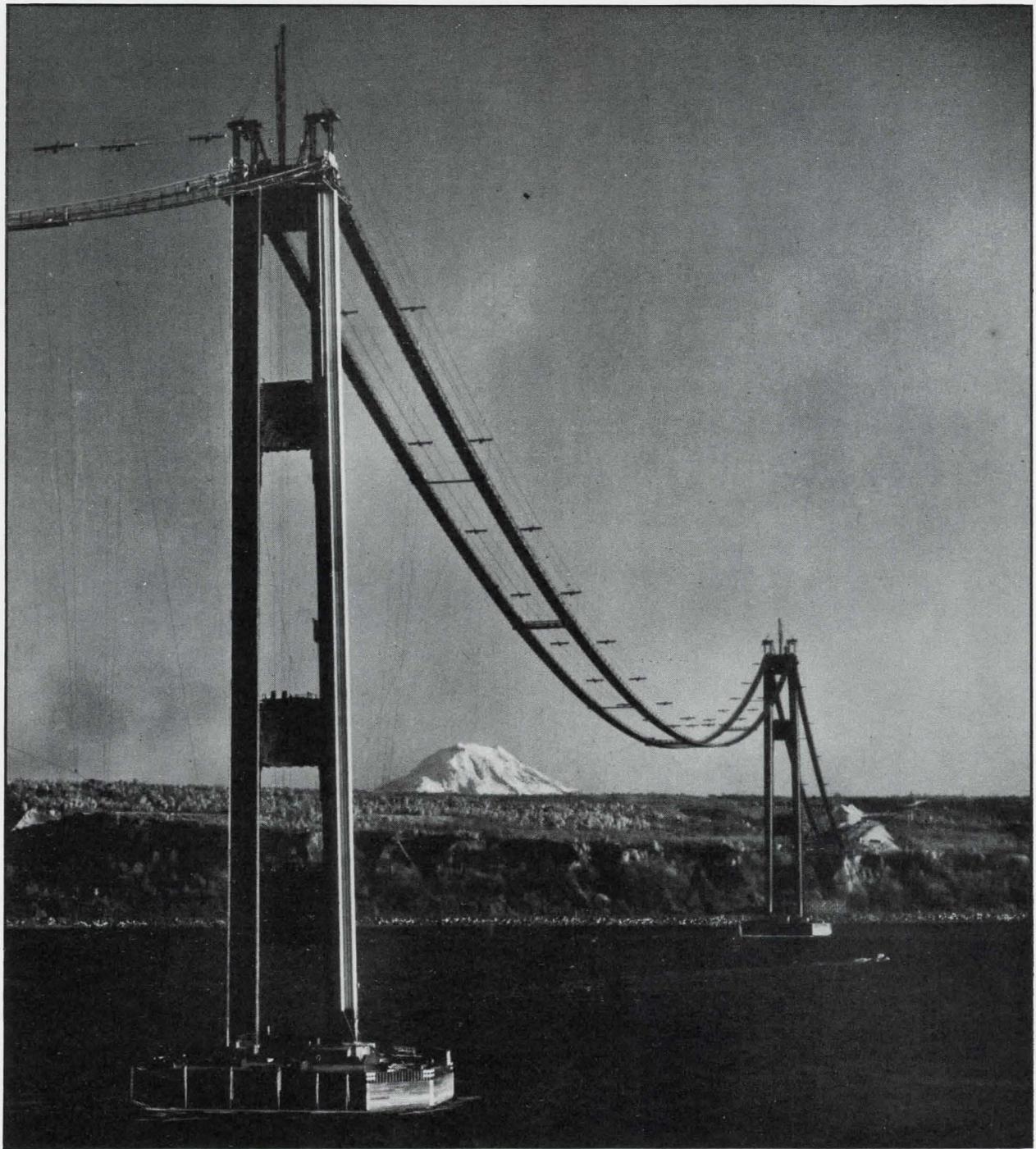
Just when the long fought for project seemed to be in reach, after the P.W.A. demands seemed satisfied, the application was again turned down because of a ruling made by President Roosevelt requiring more hours of man labor than the plans included in ratio to the amount of money involved.

These failures only spurred the sponsors on to greater efforts. The Narrows Bridge gang was formed under the leadership of Wallace Morriette. This organization aided

by the Civil Service group, Community Clubs, the grange, labor unions, and others, conducted a campaign raining a constant barrage of letters on the President of the United States and heads of Federal Departments concerned for months.

The contract with the Ferry Company expired in 1936 and it was eliminated from the new application to the P.W.A.

Harold A. Allen, then president of the Chamber of Commerce, took a new plan to Washington, where in colabor-



Views like this attracted photographers from far and near.

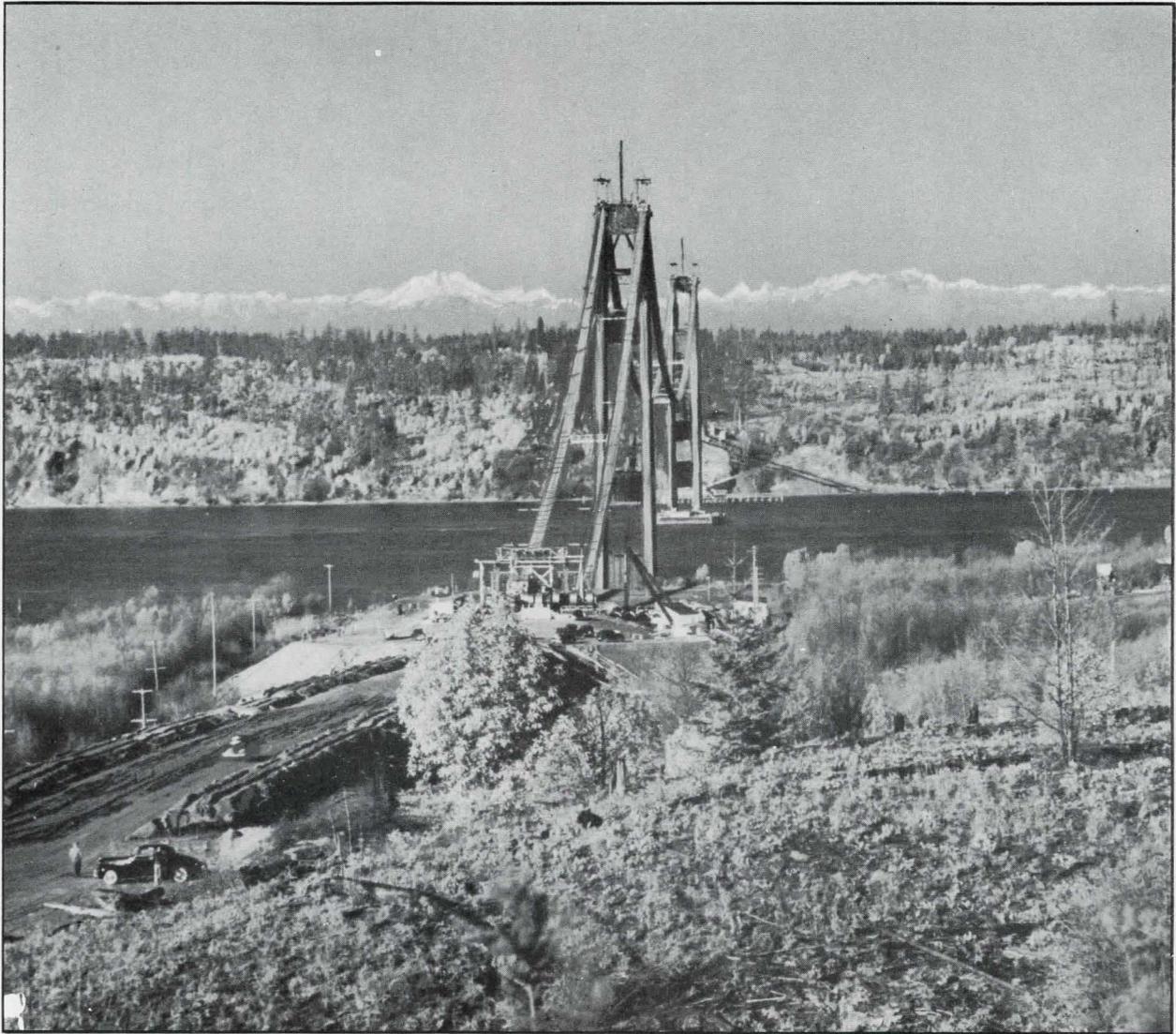
ation with U. S. Senators Homer T. Bone and Schwellenbach, and Congressman John Coffee, plans for the project acceptable to the Government authorities were worked out.

It looked at the time as

though well deserved success would crown long years of effort, but a reduction of Public Works knocked their hopes

Disappointment was keen, but that didn't stop the efforts of those who had set their hearts

on the successful completion of the Tacoma Narrows Bridge. They seemed to thrive on setbacks. Repeated failure only whetted their appetites for more punishment. If the same dreams, plans, and action had been ap-



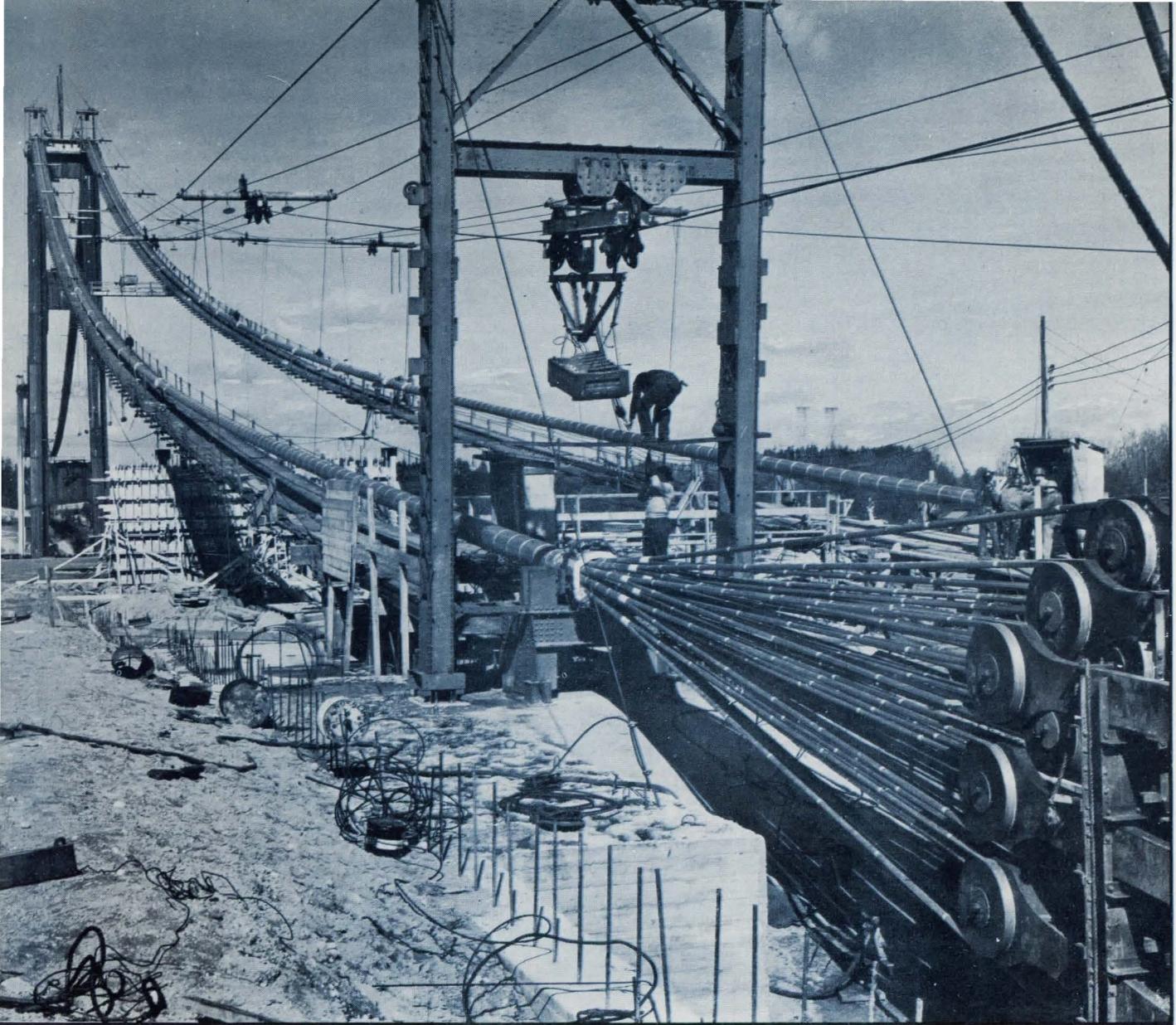
From Tacoma Narrows Bridge, some of the world's finest scenic beauty.

This attractive young lady lends a touch of animated beauty to the strong steel support on which she is sitting.

plied to other benefits for our city, Tacoma would be the greatest city on the West Coast today.

In January 1937, the Washington State Legislature passed an act creating a State Toll Bridge authority, patterned after the California Statute which preceded the securing of Federal funds for the great San Francisco-Oakland bridge. When the act became a law the Pierce County application was immediately transferred to the State Toll Bridge authority under the direction of Governor Clarence





The anchors holding the cables are of the finest steel solidly set in reinforced concrete.

D. Martin and State Highway Director Lacy V. Murrow. After the enactment of this statute by the state the Federal Government gave approval of the bridge project.

But before the work could be started, Pierce County had to take over the ferry lines that were in competition with the bridge.

County Commissioners, John Schlarb, Guy Melton, and A. A. Rankin, soon saw that this obstacle was eliminated. The County with full approval of its citizens bought the ferry lines for \$300,000.00. Shortly

after, on September 30, 1938, the Federal Government announced a \$2,880,000.00 P. W.A. allotment had been made for the building of the Tacoma Narrows Bridge. At this time R.F.C. also granted a loan of \$3,520,000.00 to the Washington State Toll Bridge Authority. An additional \$200,000.00 has since been appropriated.

Actual work on construction began November 25, 1938 and today the Tacoma Narrows Bridge begins a long life of service to the citizens and business of this area and constitutes

an important short-cut between our branches of National defense, the U. S. Army and air corps at Ft. Lewis and McChord field and our U. S. Navy at Bremerton, also between Mt. Rainier and Olympic National Parks.

The fine structure stands out as a monument to the dreams and courage of the men whose faith and fortitude through years of set-backs, have made it a reality.



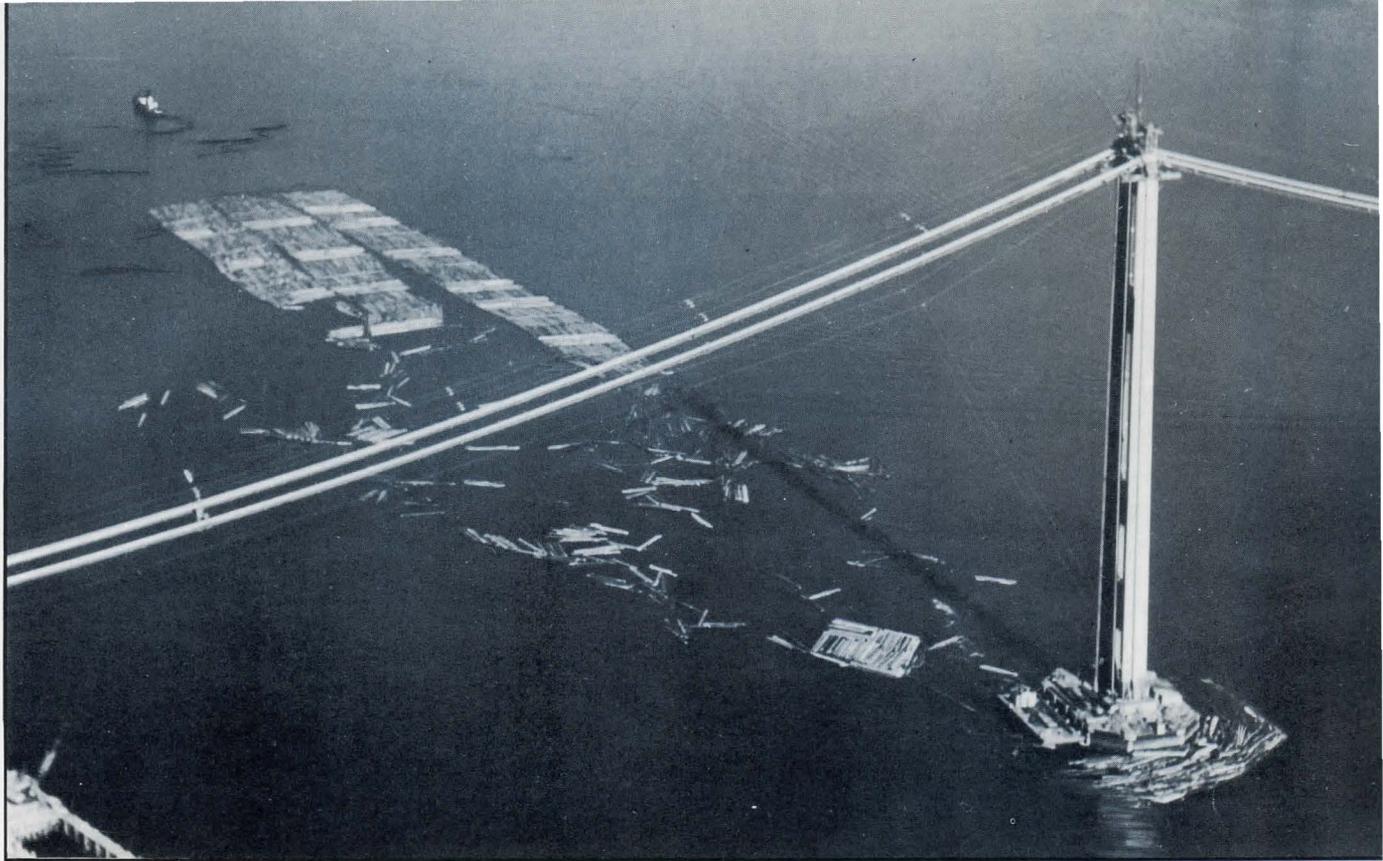
Skilled workmen spin the cables which contain 6,308 number six wires each.

THE TACOMA NARROWS BRIDGE forms a direct highway connection between the City of Tacoma and the peninsula area lying to the north. The eastern connection has been constructed from the bridge to a junction with Sixth Avenue, an arterial street leading directly to the central business district. From the west end of the structure the Department of Highways has constructed a modern roadway as a new section of the Navy Yard Highway connecting with the old route in the vicinity of Gig Harbor. The Tacoma Narrows Bridge also constitutes an important link in an attractive scenic route from the famous Mount Rainier National Park, along picturesque Hood Canal to the newly dedicated Mount Olympus National Park on the Olympic Peninsula. More locally, the bridge will render readily accessible the waterfront properties, agricultural lands and rural residential locations in the southern part of the Kitsap Peninsula.

**Strong currents failed to budge the piers, even an earthquake did no damage.**

**High winds at times threatened men working high above the water.**

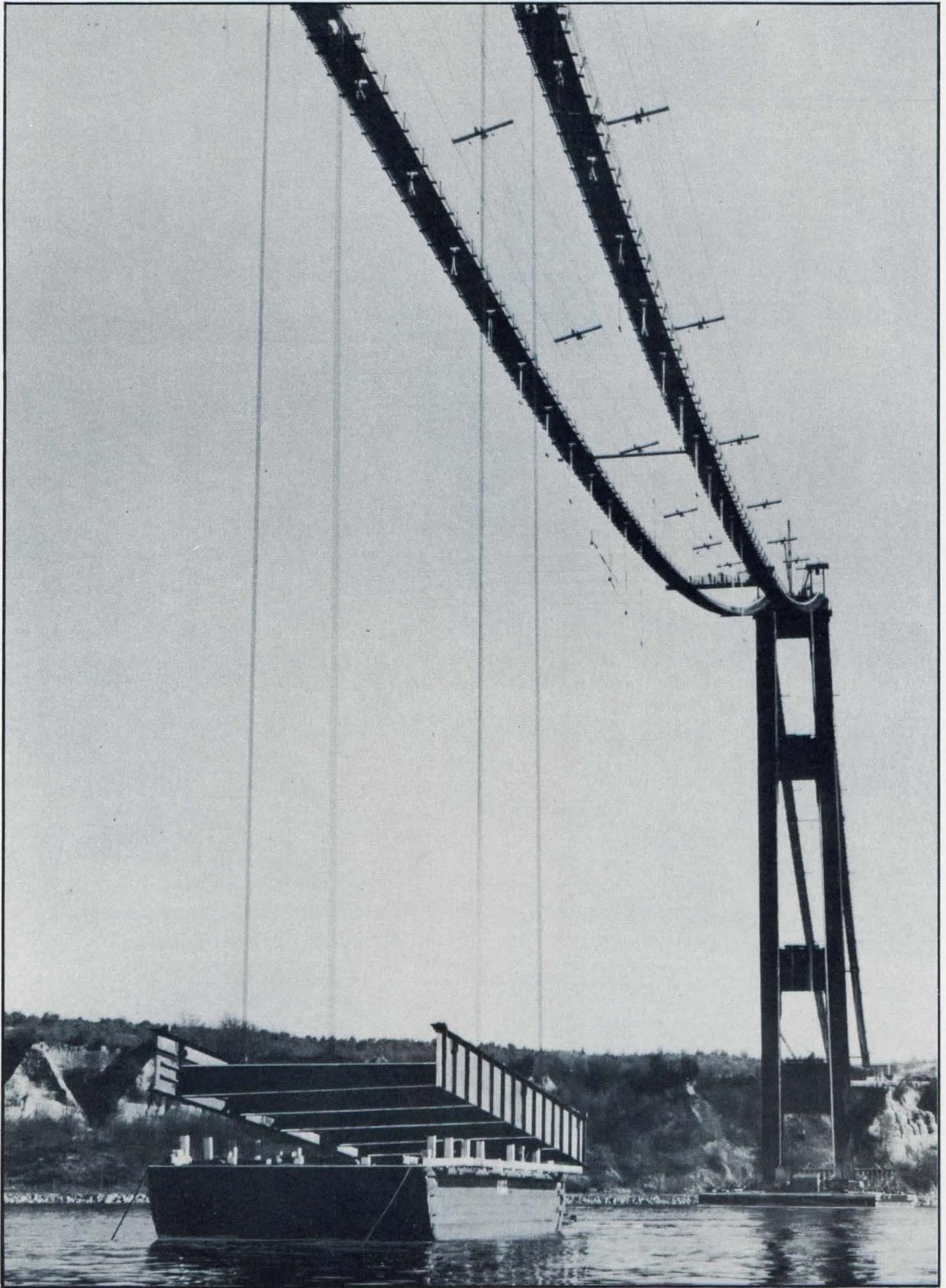




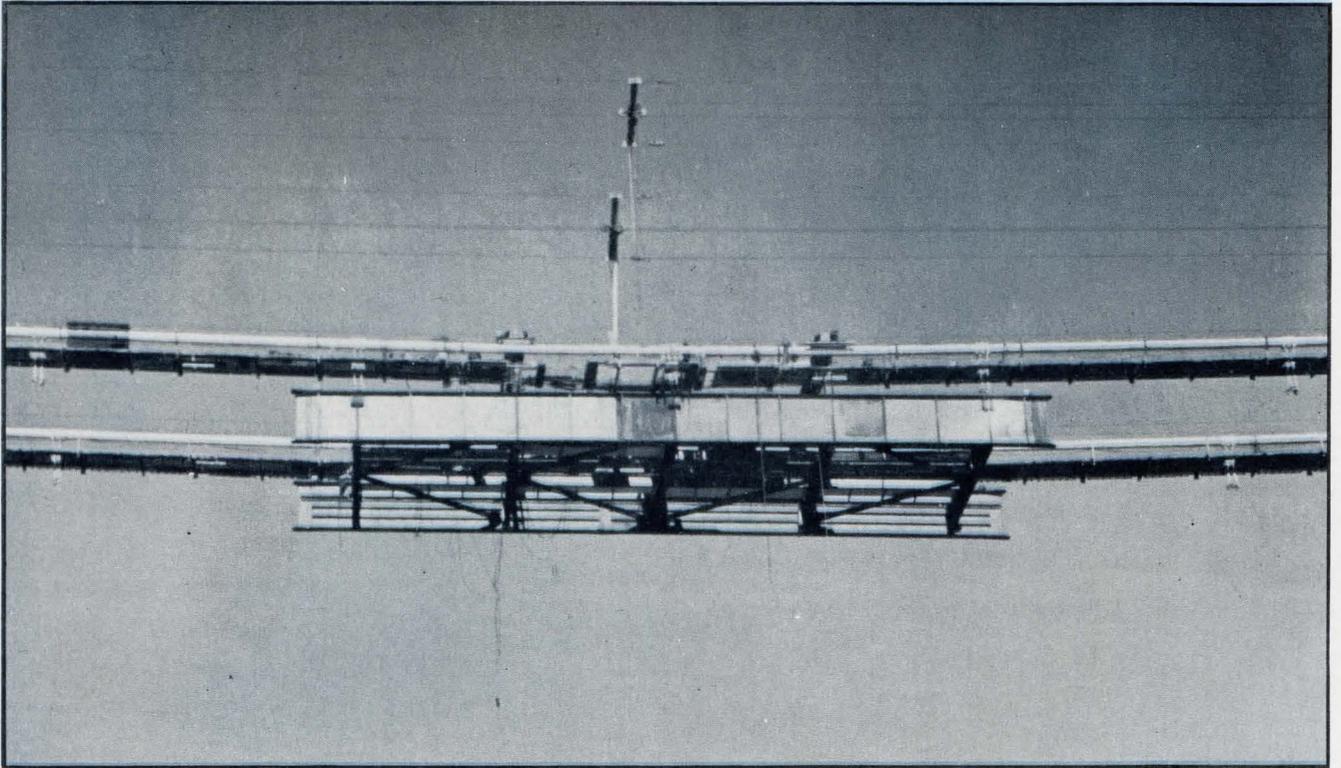
Strong currents swung this huge raft of Douglas Fir into this pier with battering force—but the foundation held

The catwalk hung on light steel cable on which men work while spinning the main cables.

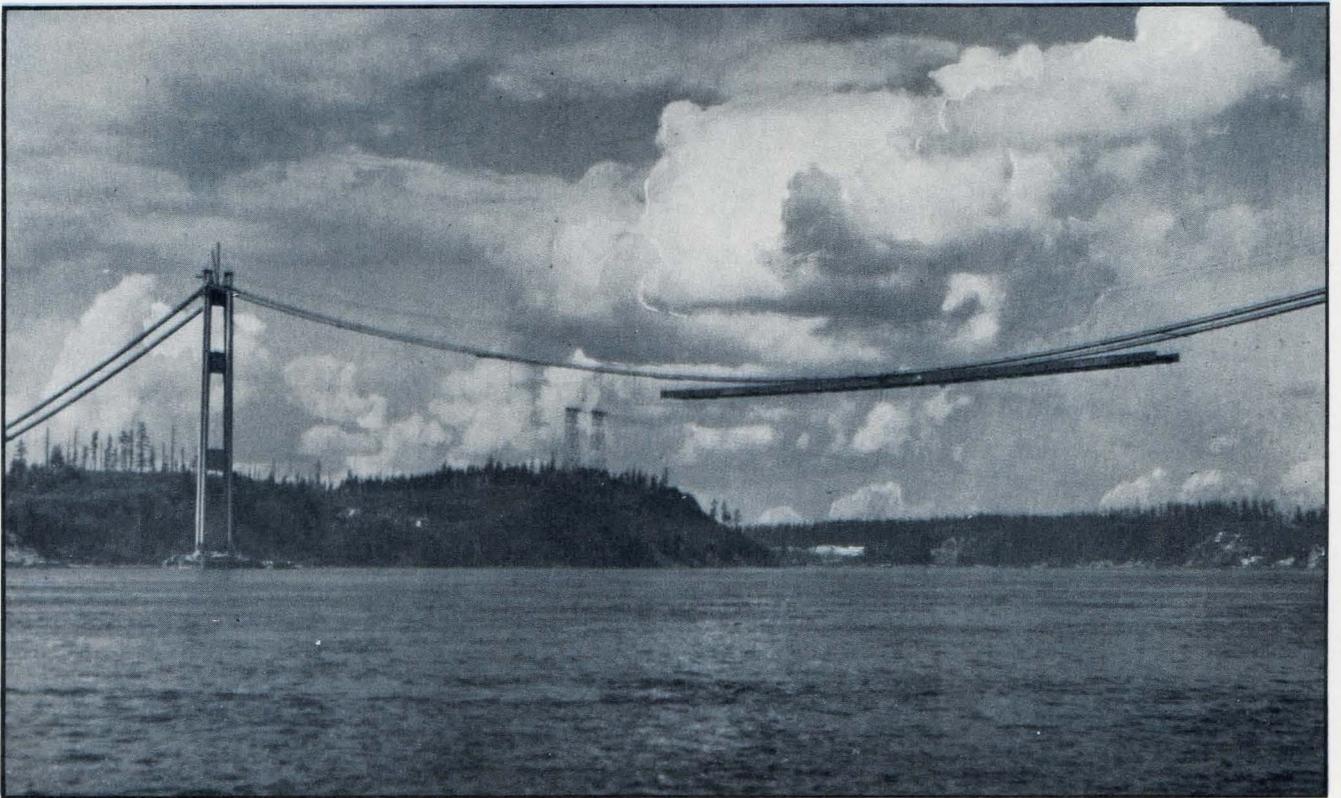


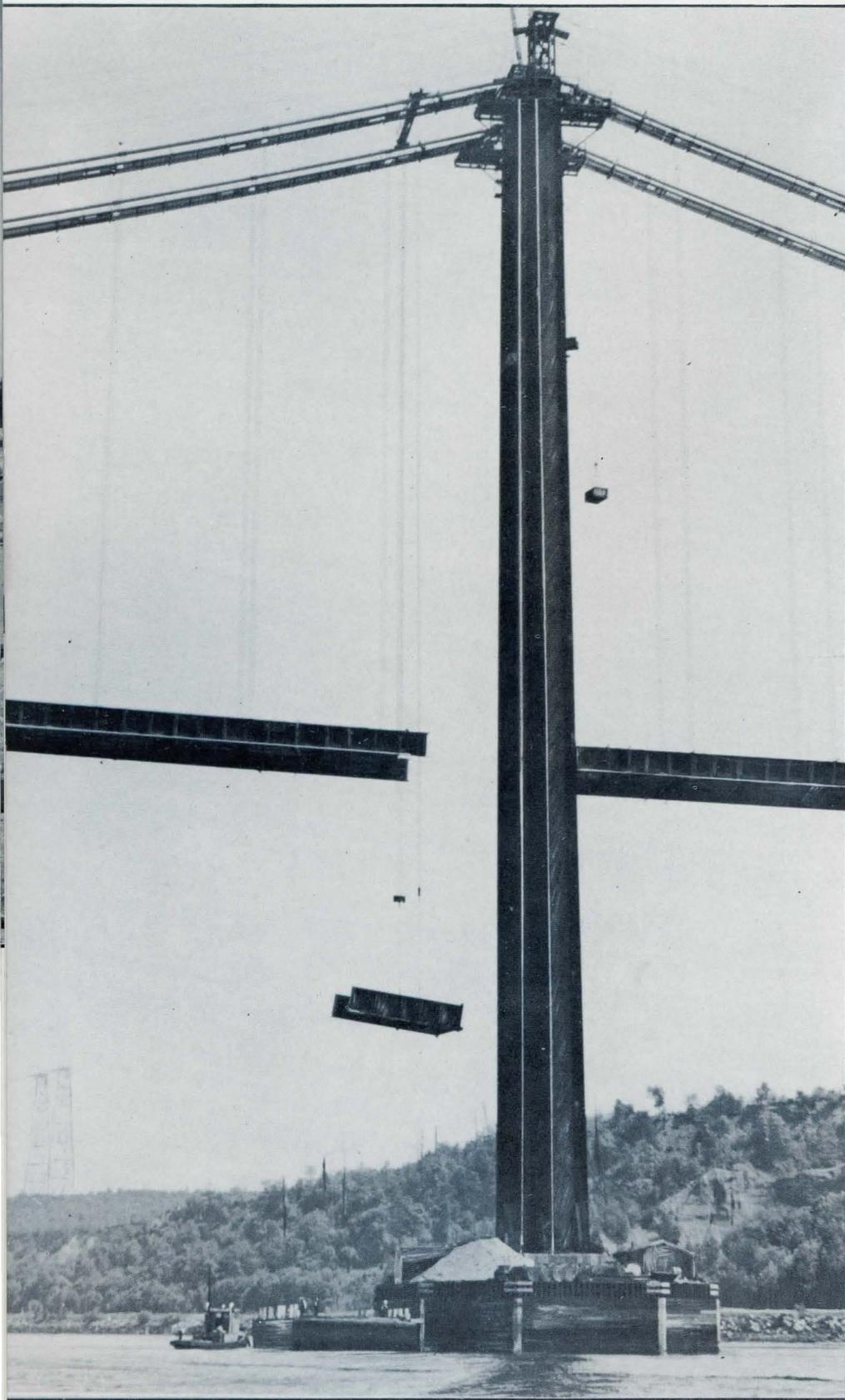


The first span goes up.



The steel base for the 26 foot roadway takes shape and begins to extend both ways from center.





The last span on the way up.

SUSPENSION BRIDGES are generally regarded by the public with a greater interest than any other type, probably because of their graceful appearance. Hung as they are in a carefully engineered suspension balance, such bridges conceal in their pleasant lines the enormous weight tensions set up and the additional stresses exerted by wind, wave and traffic for which compensation must be made. Each of the Tacoma Narrows Bridge towers stands 425 feet above the water and are equipped at the top with saddles to carry the huge suspension cables. These cables were spun in place with No. 6 parallel wires formed into 19 individual strands, each strand containing 332 wires, to make up one completed cable with a total of 6,308 wires. In the process of spinning, these wires have been strung back and forth across The Narrows from the shore anchorage on one side over the two towers to the shore anchorage on the opposite side, and the engineers must give diligent consideration at all times to the bridge weight to be carried, the weight of the cables themselves and the temperature at the time of spinning. When the two main cables were completed, they have a total weight of approximately 3,817 tons and the total suspended weight sustained by the cables is in excess of 11,250 tons. From this, it will be appreciated that the shore anchorages, to which the cables are connected, must have a massive stability to withstand the tremendous stress which is exerted by the loaded cables. Each of these shore anchorages consists of a block of concrete containing about 25,000 cubic yards and weighing approximately 52,500 tons. Deeply embedded in these concrete anchors are two sets of cable connections consisting each of nineteen eye bars extending toward the piers and to which the nineteen strands of each cable are securely fastened. The Tacoma Narrows Bridge has the longest center suspension span in the world, the horizontal length being 2,800 feet. The shore suspension spans from the towers to the shore anchorages each have a horizontal length of 1,100 feet. At the center of the main span there is a vertical clearance above the water of 195 feet and the horizontal distance between the deep water piers is 2,700 feet, abundantly sufficient in all respects for the safe and convenient passage of the largest ocean-going vessels. To accommodate vehicles the bridge carries a 26-foot roadway and on each side a 5-foot sidewalk for pedestrians. An extensive observation and toll plaza has been constructed at the Tacoma end of the bridge at a sufficient elevation to command a sweeping view of The Narrows.



The steel base is now in place. Construction nears completion.



## PROJECT PERSONNEL

### WASHINGTON TOLL BRIDGE AUTHORITY

GOVERNOR CLARENCE D. MARTIN  
Chairman

CLIFF YELLE  
State Auditor

LACEY V. MURROW  
Director of Highways

OLAF L. OLSEN  
Director of Finance, Budget and Business

P. H. WINSTON  
Secretary of Authority

### CONSTRUCTION ENGINEERING PERSONNEL

LACEY V. MURROW  
Chief Engineer of Authority

C. E. ANDREW  
Principal Construction Engineer

C. H. ELDRIDGE  
Tacoma Narrows Bridge Engineer

### CONSULTING ENGINEERING BOARD

C. E. ANDREW  
Principal Engineer  
Chairman

LUTHER E. GREGORY  
Rear Admiral, United States Navy, Retired

R. H. THOMSON  
Consulting Engineer

R. B. McMINN  
Bridge Engineer, Bureau of Public Roads

### UNITED STATES FEDERAL WORKS AGENCY

JOHN M. CARMODY  
Administrator

PUBLIC WORKS ADMINISTRATION  
COLONEL E. W. CLARK  
Acting Commissioner

KENNETH A. GODWIN  
Regional Director

L. R. DURKEE  
Projects Engineer

D. L. GLENN  
Tacoma Narrows Bridge  
Resident Engineer Inspector

### RECONSTRUCTION FINANCE CORPORATION

JESSE JONES  
Chairman

W. L. DRAGER  
Chief, Engineering Division

MORTON MACARTNEY  
Chief, Self-Liquidating Division

T. L. CONDRON  
Consulting Engineer

JAMES A. ROPER  
Inspecting Engineer

Reading from left to right: P. H. Winston, Secretary of Authority; R. B. McMinn, Bridge Engineer, Bureau of Public Roads, Member of Consulting Engineering Board; Luther E. Gregory, Rear Admiral, United States Navy, Retired, Member of Consulting Engineering Board; Governor Clarence D. Martin, Chairman Washington Toll Bridge Authority; C. E. Andrew, Principal Construction Engineer, Member of Board of Consulting Engineering Board; R. M. Murray, Lake Washington Bridge Engineer; R. H. Thomson, Consulting Engineer Member of Consulting Engineering Board; C. H. Eldridge, Bridge Engineer, Tacoma Narrows Bridge.

Today thousands of cars are traveling over the cement that was being put down by the ton when this picture was taken.





Colonel Carlyle H. Wash took over command of McChord Field Tuesday March 19, 1940. "There is every indication that McChord Field will become one of the greatest air bases in the world," says Col. Wash. Only veterans will be sent here. Our flyers start right in with bombing practice the day they arrive. If possible, I want my men in the air every day."



**Major E. P. Antonovich, Constructing Quartermaster in charge of construction, McChord Field and Fort Lewis.**

thereby bringing the field contiguous to the 62,000 acres of the Fort Lewis Reservation.

After completion of surveys and studies of the various engineering problems encountered, actual construction was begun in August 1938. The completion of the essential elements now makes possible the operation of the field as an active air base.

The flying field proper, which lies to the North of present Military Road, is comprised of the Runways, Taxiways, Hangars, Warming Aprons and Fueling Station. Just South of the flying field are the Heating Plant, Warehouses, Garages and other industrial buildings. To the South of the industrial section lies the Administrative Area, Barracks, Officers' Quarters and Recreational Areas.

There are four Runways in the landing field so laid out that take-offs and landings may be made in any direction. The principal Runway, lying Northeast and Southwest, the direction of the prevailing winds, is one of the longest in the U. S. From a point about two miles to the Southwest on the center line of Runway No. 4 extended, is located a Radio Station from which a beam may be transmitted to aid in landing ships during low visibility.

A characteristic unique to McChord Field is the glacial moraine on which the field is located. This geological formation provides a solid base and excellent natural drainage, which are of distinct advantages in the construction of a flying field.

Four Hangars arranged in two groups have been completed. Each group occupies an area of about 300 feet by 700 feet. On sides and ends of Hangars are offices, laboratories, shops, storage rooms and other installations for Air

## Development of McChord Field

By Major E. P. Antonovich

*Under a special act of Congress, the Secretary of War was authorized to establish air bases in six strategic areas in the United States for the operation of General Headquarters Air Force.*

One of these bases, designated for the Northwest, was subsequently located in Pierce County, Washington. This base, named McChord Field in honor of the late Lt. Col. W. C. McChord, a distinguished Air Corps Officer, was the first of these to get under way.

McChord Field covers an area of approximately 2,000 acres, of which 989 acres, formerly comprising the old Tacoma Airport, were donated to the Government by the citizens of Pierce County. Additional land lying to the South was purchased by the Government,

Corps operations. On top of Hangar No. 3 are located the Control Tower, Camera Obscura and Meteorological Station. Extending across the front of the Hangars is a concrete Warming Apron, approximately 600 feet wide and 2,600 feet long. This Apron, which provides space for warming up of planes, will permit the securing of ships by means of mooring anchors.

The Enlisted Men's Barracks, accommodating 1,300 men, is one of the largest and most modern in the country. The consolidated mess, 80 feet wide and 220 feet long, an unusual feature in barracks construction, has capacity to feed the entire command and at one sitting.

Extending South from the Parade Ground on the center line of the Barracks for about one-half mile is the mall, terminated by the site of the future children's school. To the East of the mall is located the Officers' residential area and to the West the Non-Commissioned Officers' Quarters Area. A number of quarters have already been constructed.

Utilities to provide for the present requirements and for future expansion have been constructed. The Electric Distribution System consists of a substation, underground distribution and Street Lighting, the energy for which is secured from the municipally owned Tacoma Light System. The Central Heating Plant, designed for an ultimate capacity of 3,000 horse power, provides heat for the Hangars, Barracks, Hospital and buildings in the industrial area. The Sewage System extends about seven miles to Fort Lewis and connects to the system at that Post. Water is secured from two deep wells on the field with a capacity of 2,000,000 per day.

Other structures completed or under construction are the

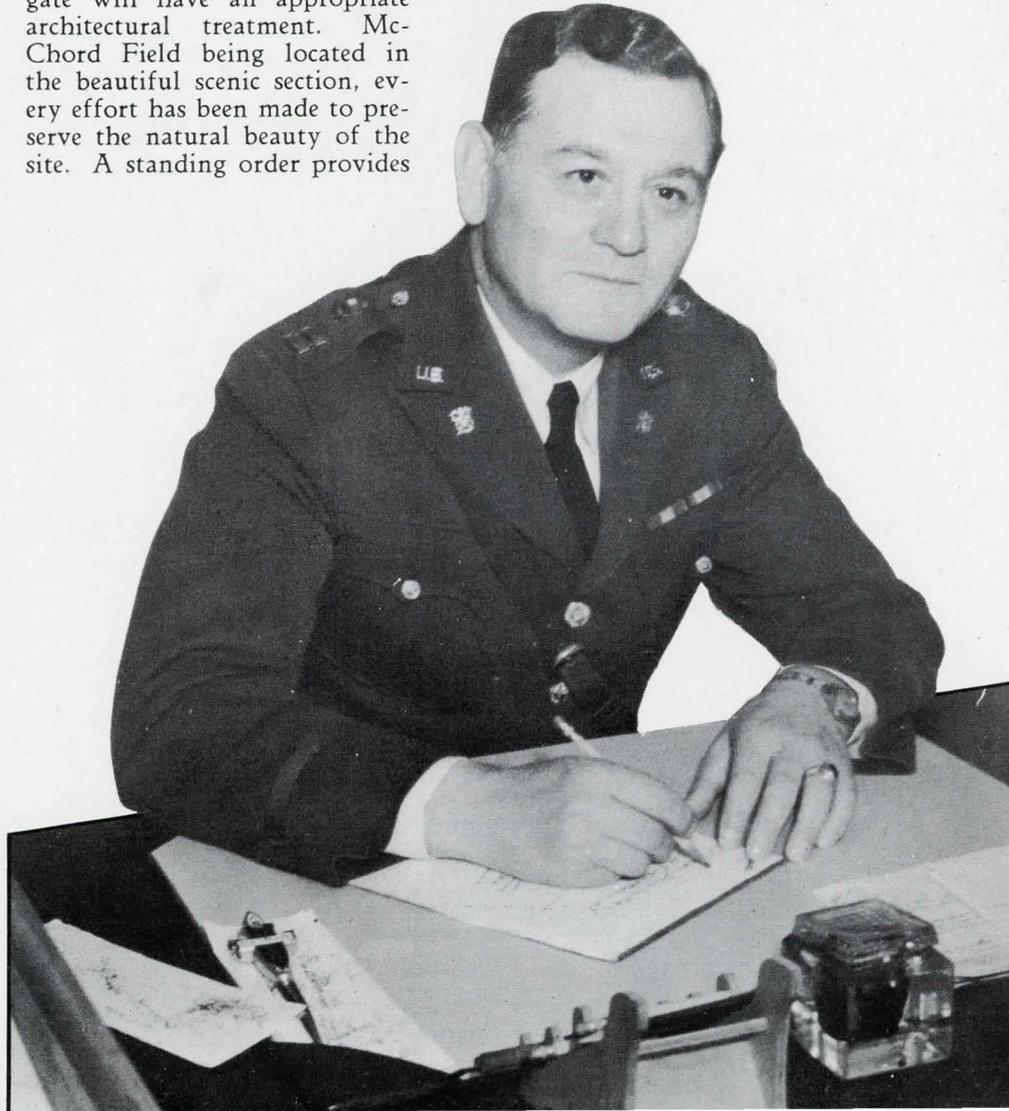
Station Hospital, Photographic Laboratory, Fire Station and Guard House, Mild Explosive Building, Warehouses, Cold Storage Plant, Maintenance Building and bridges spanning Clover Creek. A railroad spur extends from the main prairie line of the Northern Pacific through the industrial section to the terminal in the Hangar area. The ultimate development of McChord Field as projected by the present plans will include an Administration Building, additional Barracks and Quarters, a Chapel, School, and in the Recreational area a Theater, Gymnasium, Athletic Field, etc.

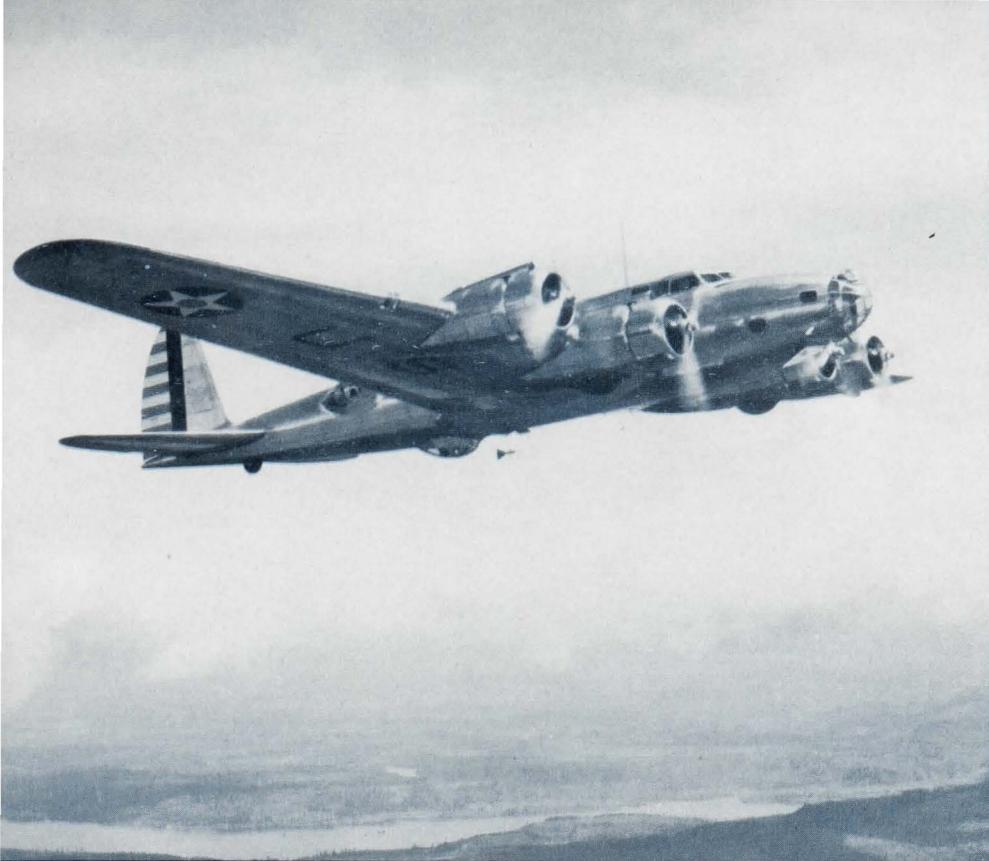
A new entrance road extending through a mile of typical Northwest forest is under construction. This road opens off National Highway No. 99 at a point directly opposite the County Road leading to the Tacoma Country Club and lakes district. The entrance gate will have an appropriate architectural treatment. McChord Field being located in the beautiful scenic section, every effort has been made to preserve the natural beauty of the site. A standing order provides

that no trees shall be removed unless it is clearly shown that they will interfere with operations.

During the period of construction this project has given employment to several thousand men, the daily average being about two thousand. To date about five million dollars have been appropriated and spent. The construction of McChord Field from its inception has had the loyal support of the citizens of this community who have given their helpful cooperation at all times, a fact recognized and appreciated by the military personnel in charge of its development. With the recent arrival of troops and air planes, McChord Field now takes its place as a highly important unit in our scheme of national defense.

**Captain John C. Gates, Ass't Constructing Quartermaster in charge of construction, McChord Field and Fort Lewis.**





This Flying Fortress carries tons of death and destruction. It was built by Boeing in Seattle.

A squadron of Douglas O. 39s on a scouting trip over the Olympic range. These planes are used for photographic and observation purposes in conjunction with ground forces.





This type of ship has become obsolete. They are being replaced by the latest models.

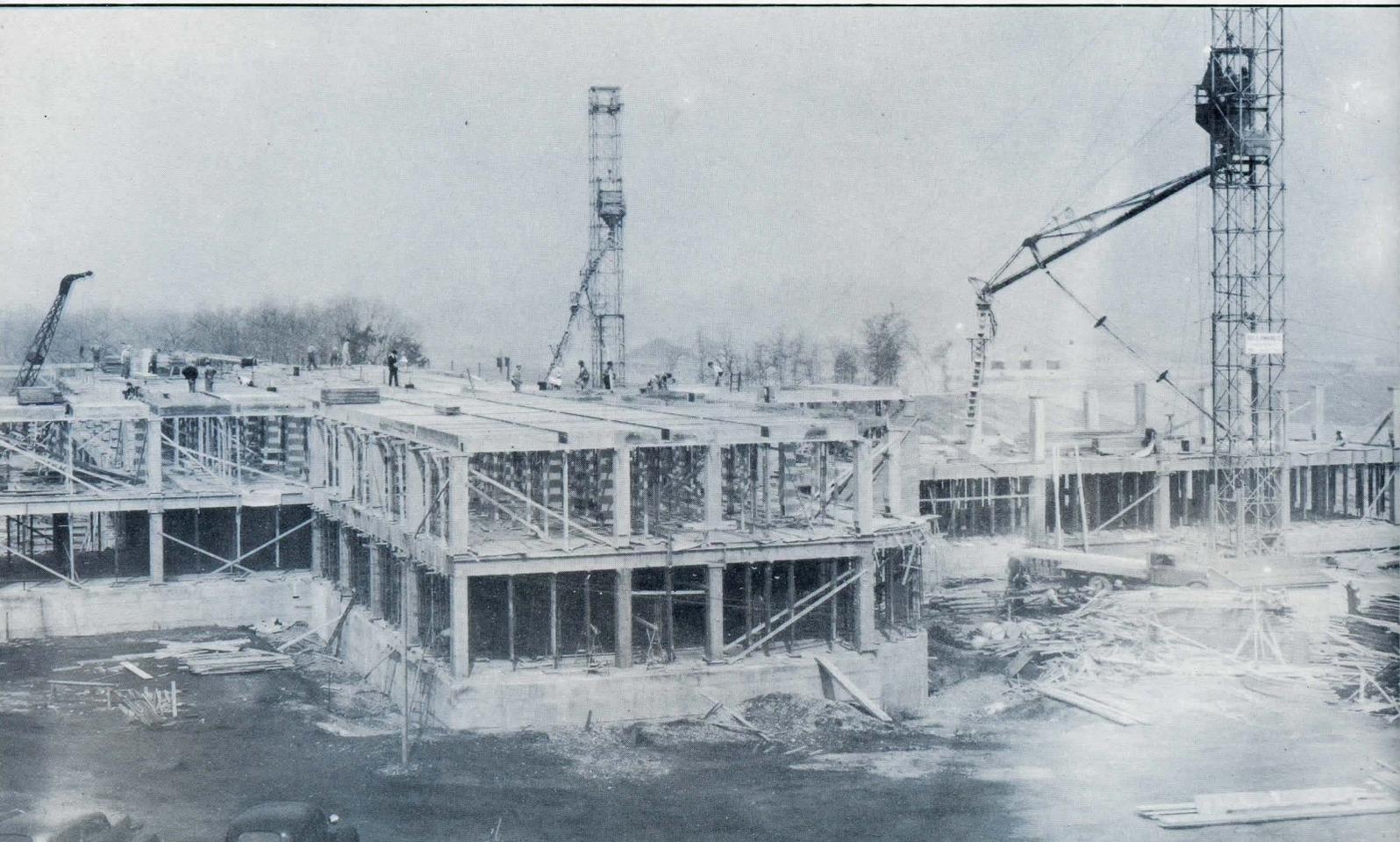
Flying over mountains unfolds a world of beauty unknown to grounded mortals.





Each of the great steel trusses for the hangars weighs 85 tons and spans 275 feet at a height of 90 feet. There are 11 trusses to each hangar.

Air Corps Barracks in the process of construction. Many tons of concrete and steel went into this structure.

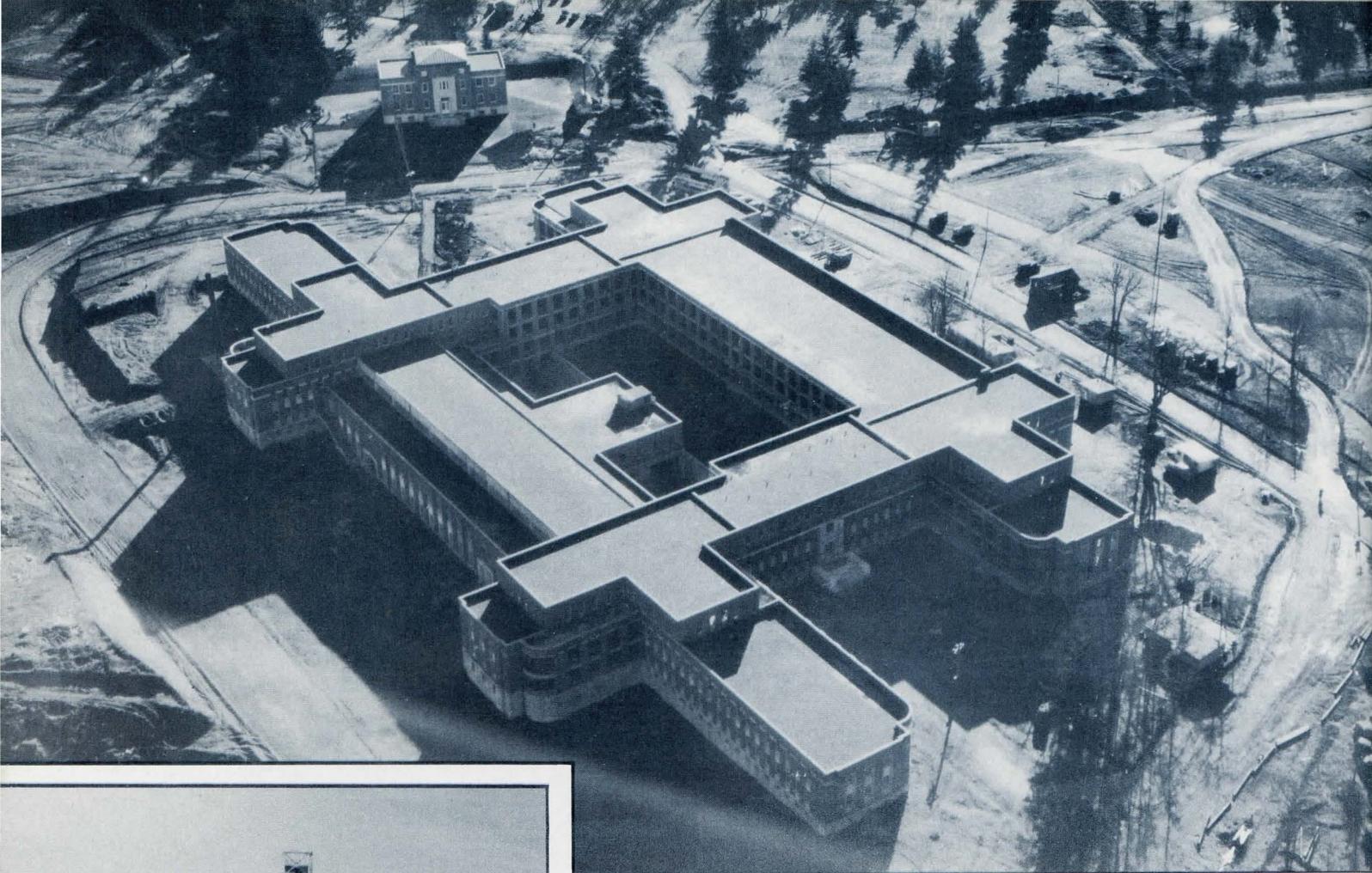




Below: The concrete mixer and paving machine, for paving the warming aprons in front of hangars will pave and finish 460 square yards of apron an hour.

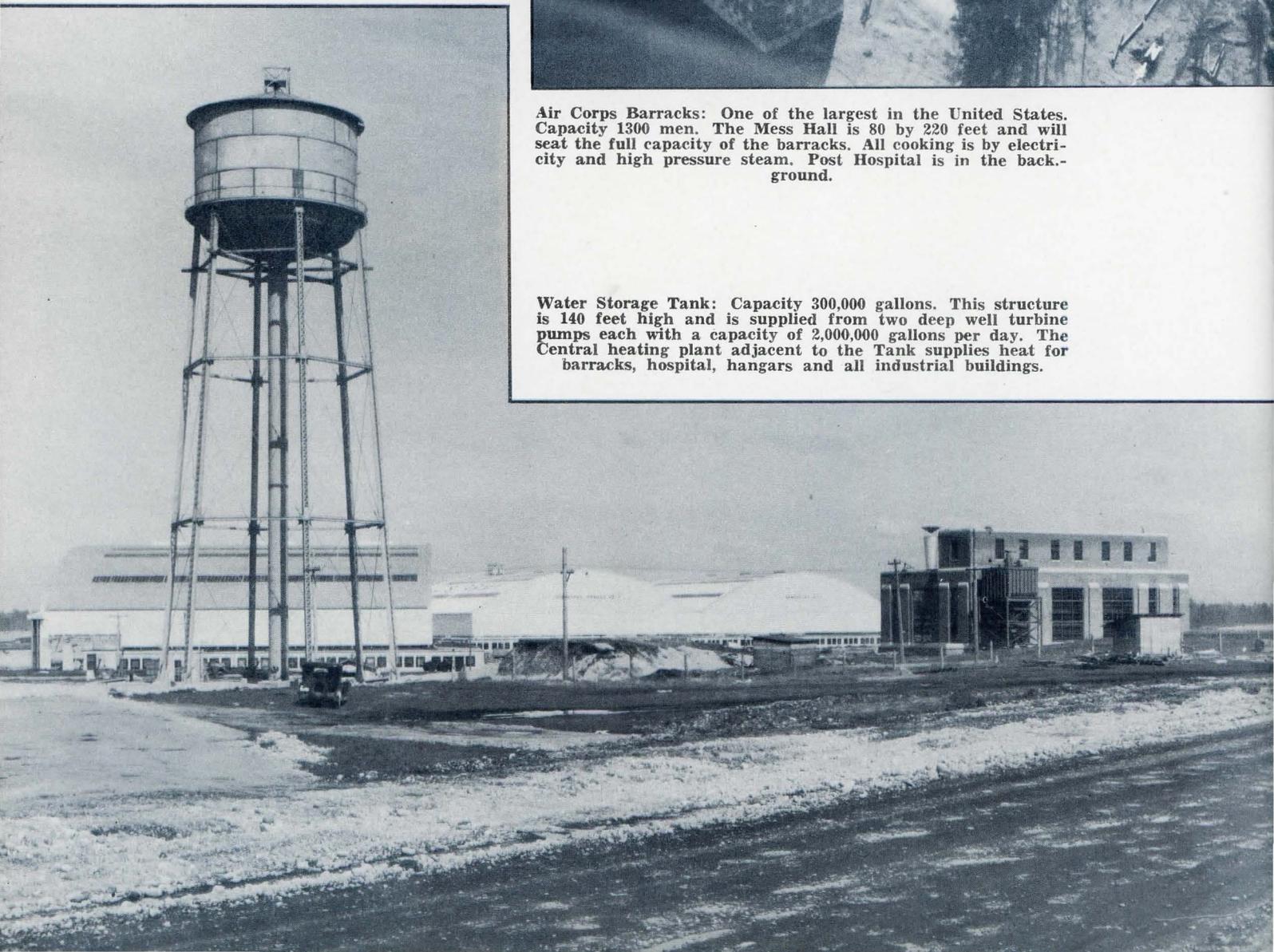
An Asphaltic Concrete Mixing Plant was set up for mixing hot asphaltic concrete for the paving of runways and taxiways. Capacity, 150 tons per hour.





**Air Corps Barracks:** One of the largest in the United States. Capacity 1300 men. The Mess Hall is 80 by 220 feet and will seat the full capacity of the barracks. All cooking is by electricity and high pressure steam. Post Hospital is in the back-ground.

**Water Storage Tank:** Capacity 300,000 gallons. This structure is 140 feet high and is supplied from two deep well turbine pumps each with a capacity of 2,000,000 gallons per day. The Central heating plant adjacent to the Tank supplies heat for barracks, hospital, hangars and all industrial buildings.





Below: Colonel Carlyle H. Wash, "The Old Man," out at McChord Field explains to Lt. Colonel Armin F. Harold, Public Relations Officer, just why the climate of Washington and particularly of Tacoma is so fine the year round. He uses the map to illustrate a point.

Above: Office and Field personnel of the Construction Quartermasters Department, McChord Field, Tacoma, Washington. This group comprises the staff that supervised the construction of what will become the greatest flying field in the world:

Kneeling in front:

O. G. Long, Engineer; Walter S. Gordon, Jr. Electrical Engineer; Harry Schmaltz, Superintendent of Construction; A. J. Pease, Chief Accountant; C. W. Neff, Inspector; F. C. Arttazia, Clerk; H. A. Butler, Clerk; C. L. Long, Clerk.

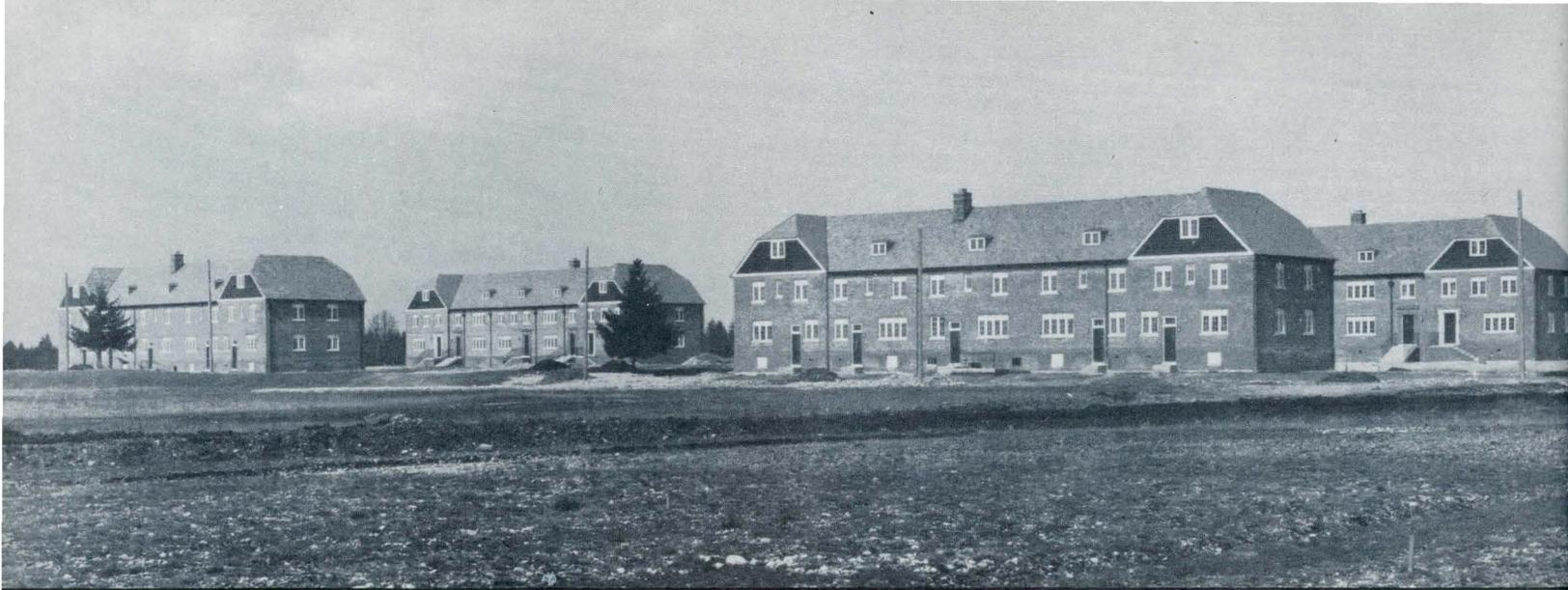
1st Row:

Mrs. Ruby P. Gloer, Administrative Assistant; Irene Pasquan, Reception Clerk; Mrs. Elizabeth Thomas, Contract and personnel clerk; Mrs. F. M. Robinson, Stenographer; MAJOR ANTONOVICH, Constructing Quartermaster; CAPTAIN GATES, Assistant to Constructing Quartermaster; Mildred Colton, Stenographer; Eleanor Foote, Stenographer; Mrs. Corrine Gaisford, Typist; Mrs. Una Herren, Assistant Clerk.

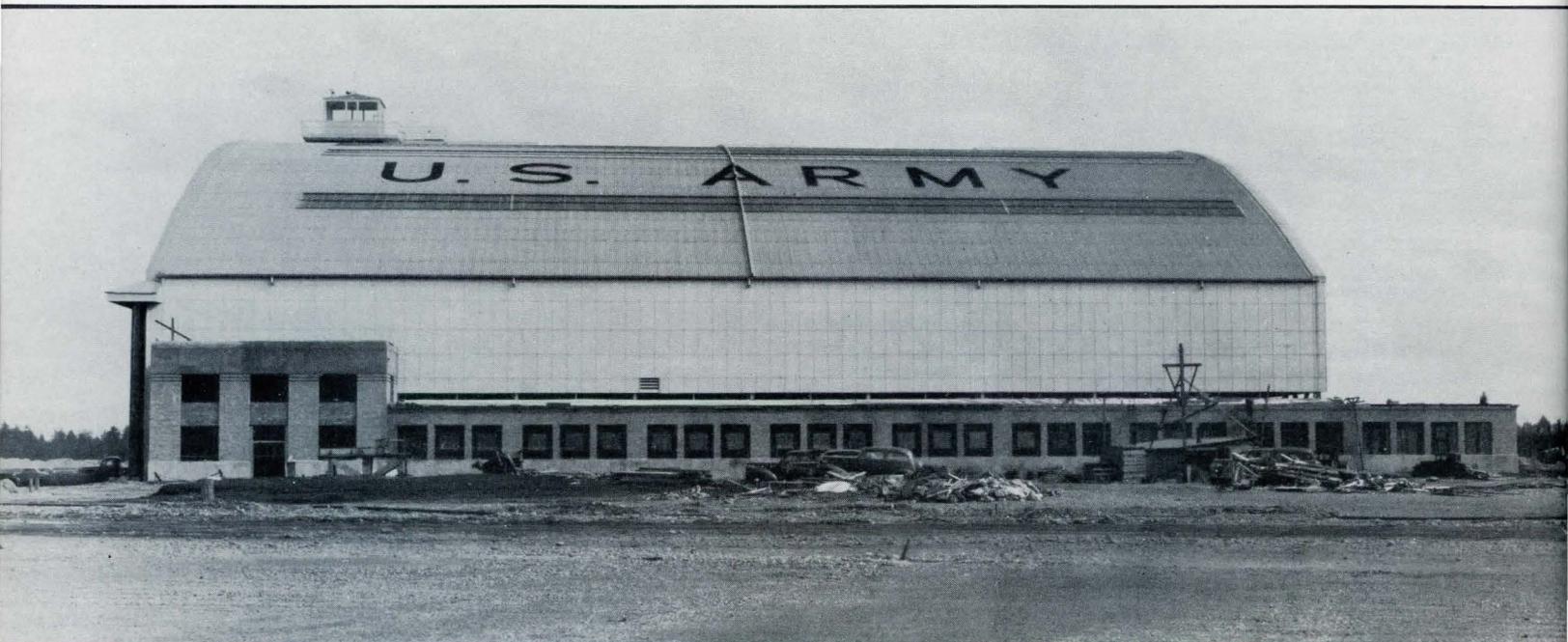
2nd Row:

C. S. Seabrook, Draftsman; L. L. Snodgrass, Clerk; Robert Terhune, Purchasing Agent; Harold H. Ginnold, Architect; Wm. A. Johnson, Draftsman; F. Maurice Robinson, Inspector; George Piper, Draftsman; LeRoy Williams, Supervising Clerk; George Oriel, Property Clerk; John W. Drummond, Mechanical Engineer.

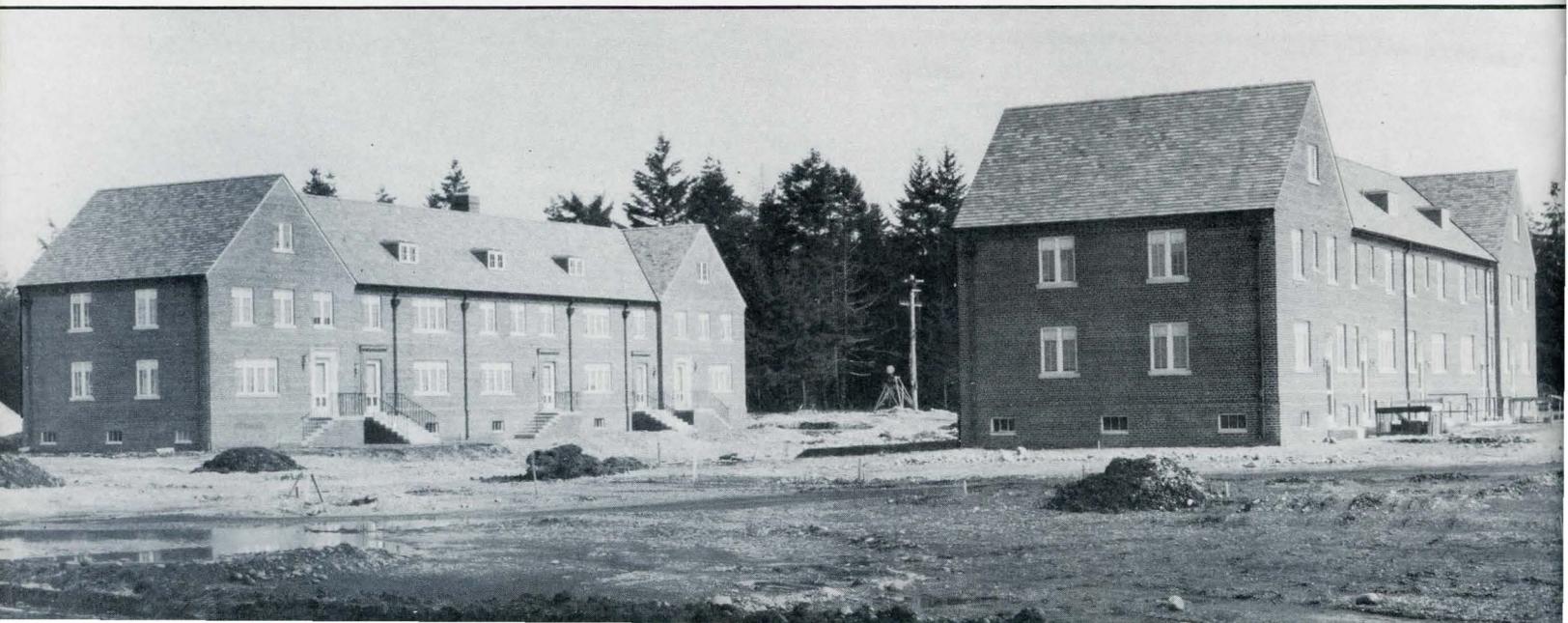




**N. C. O. Quarters contain five apartments in each building. Each Apartment consists of a combined living and dining room, hall, kitchen, three bedrooms and bath.**



**Air Plane Hangars are 300 by 325 feet and 90 feet high. There are four of these hangars arranged in two groups. Officers Quarters: There are five apartments in each building consisting of combined living and dining room, hall, kitchen, three bed rooms and two baths.**





An Aerial View of Fort Lewis, Commanded by General Sweeney.

## FORT LEWIS

Fort Lewis, home of the 3d "Rock of the Marne" Division and some non-divisional units, is located on the Northwest's largest military reservation. It is situated 16 miles south of the city of Tacoma. The Reservation consists of 66,000 acres, excellent ground for military training most of the year with open plains for maneuvering and firing exercises and wooded areas to conceal troop movements.

Camp Lewis, as it was originally designated, was named in honor of the famous explorer, Captain Meriwether Lewis of the Lewis and Clarke Expedition, and came into being in 1917 through the generosity of the citizens of Pierce County, who presented it to the United States Government for use as a military reservation.

**Fort Lewis' Commanding Officer, Major General Walter C. Sweeney** began his army career as a Private of Infantry in 1898. Besides service with the AEF during the World War, Gen. Sweeney has seen active service during the Spanish-American War and the Philippino Insurrection in 1900 and 1901; in the Pulajane Campaign in the Island of Leyte in 1906 and 1907; in the Moro outbreaks in Mindanao in 1910 and 1911; and was on active duty on the Mexican Border in 1915 and 1916. He is without a doubt the best Public Relations man the War Department has ever had in command of Fort Lewis. His friends and well wishers among civilians are legion.



**A tank traveling at high speed (better than fifty-five miles per hour) strikes a tank trap and goes right through.**

**Our Infantry at Fort Lewis is armed with the new Garand Automatic Rifle. This considerably increases the effectiveness of the ground troops who have to consolidate and hold areas taken with the help of other arms. Notice how the uniforms of the men blend into the scenery.**

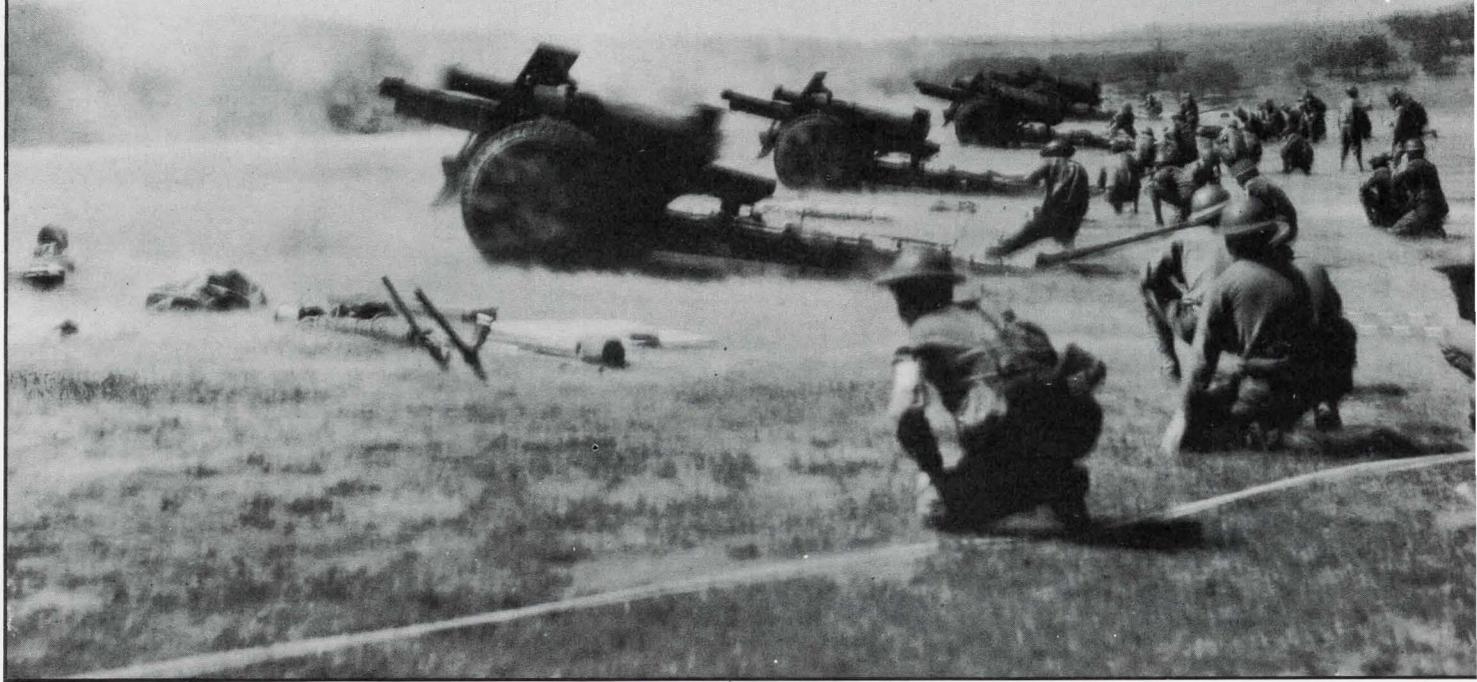


Gray Field, located on the Fort Lewis Reservation, makes available the 91st Observation Squadron and 3d Balloon Squadron for direct liaison with ground forces.

Recreational and athletic activities are stressed at Fort Lewis. Every effort is made to provide facilities for them. A number of football fields, soccer fields, baseball diamonds and tennis courts are in constant use in season. An 18 hole golf course is under construction; nine holes are now being used. Recently a gymnasium has been built which is used for basketball, roller skating, bowling, and large dances. Beach clubs, located at American Lake, provide facilities for swimming, boating, fishing and picnicking.

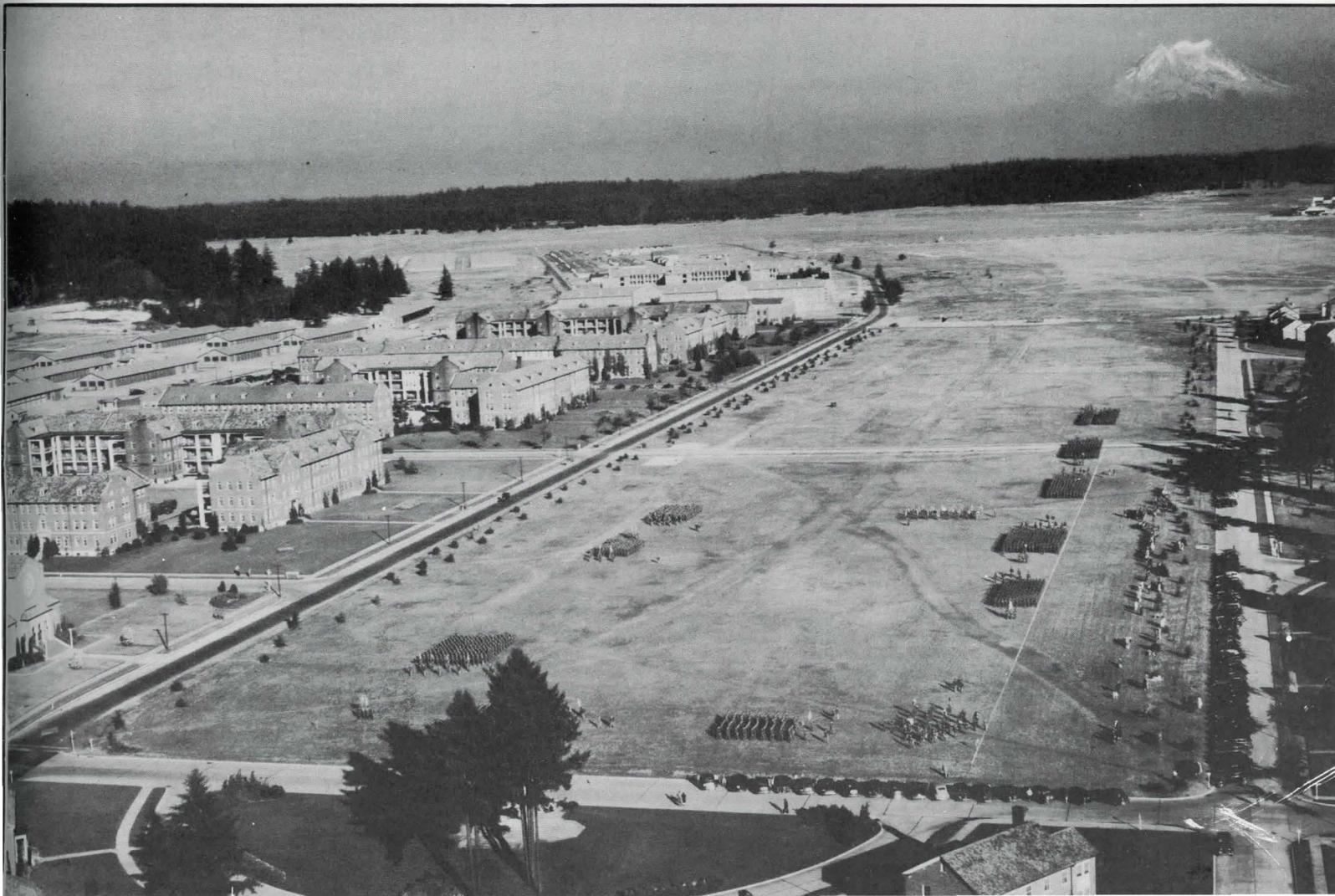
The Fort Lewis Bus Line transports a large number of soldiers from Fort Lewis to Tacoma each day.

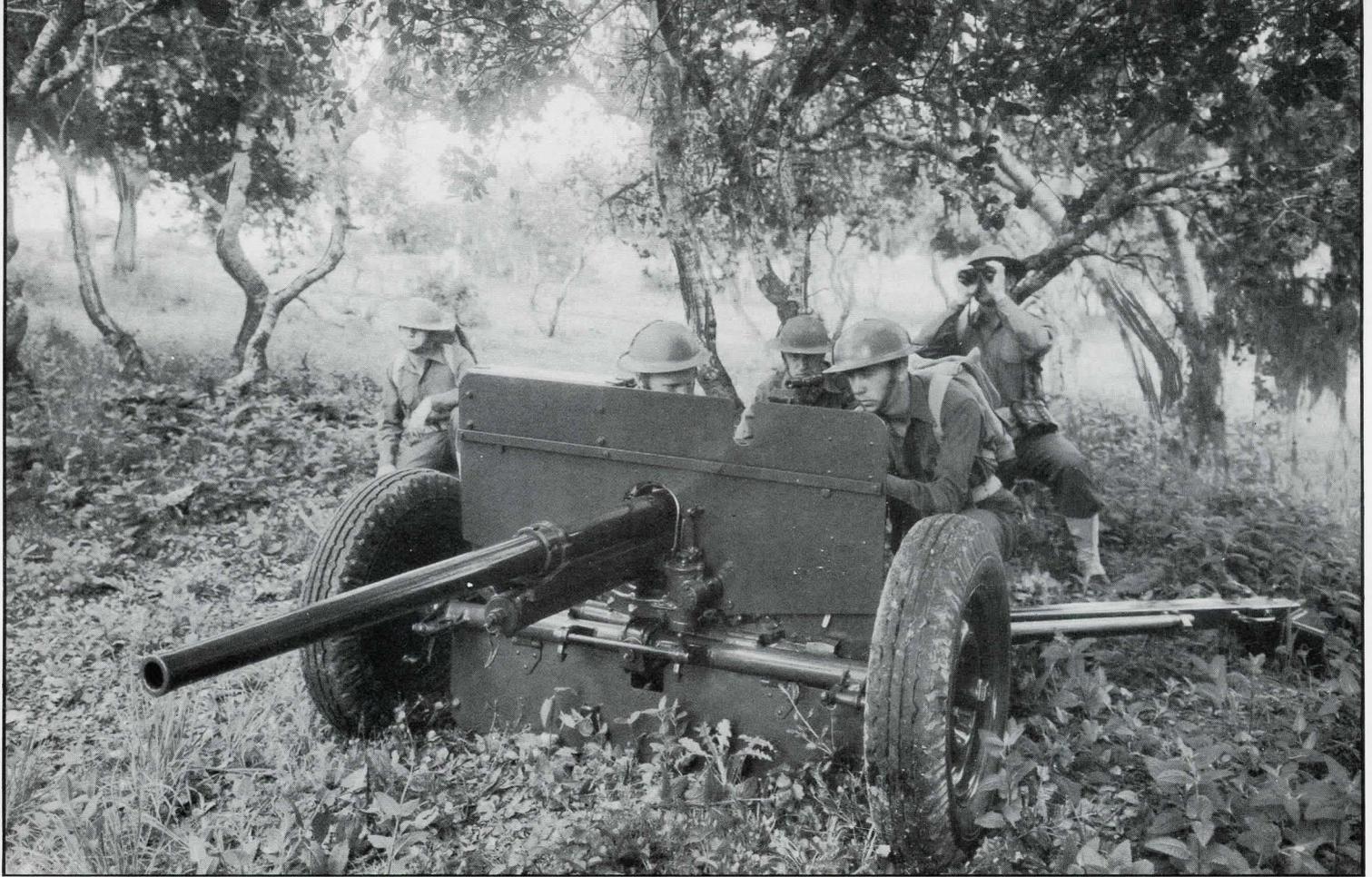
Although not a part of Fort Lewis, McChord Field, the new Northwest Air Base, now open, is located at the northeastern corner of the Fort Lewis Reservation.



A battery of 155 mm howitzers fires a volley. All four howitzers are in full recoil. The concussion shook both the camera and the camera man.

Retreat ceremony at Fort Lewis, Tacoma, Washington, is becoming more and more popular with civilians who are always welcome.





**These boys are very efficient at handling this 37 mm Anti-Tank gun.**

**Tanks of Company E., 68th Infantry (light tanks) and airplanes of the 91st Observation Squadron pass in review at Camp Ord before Lieut. Gen. John A. Dewitt, Fourth Army Commander and Major General Walter C. Sweeney, Division Commander.**

