

1- suggest an immediate letter to Fed Reserve Council
 indicating letter referred to in the previous letter RRC was
 transmitted to BFD on Sept 16 - note that Mar 13 is deadline
 for protests on indication of further letter as later date
 2. then Fed projects to make some more study of
 possible routes + costs + send to APE info on report
 on new program of the proposed dam construction
 3. I have some further info + maps in reference to
 assigned by you to the job. ^{W. H. Jones} Turner

Wm. Williams

FORM CD-14 (10-27-53) DEPARTMENT OF COMMERCE

TRANSMITTAL SLIP

DATE 11/14

TO: *W. H. Jones*

FROM: *Wm. Williams*

REF. NO. (If any)

REF. NO. (If any)

ACTION

COMMENTS:

NOTE AND FILE
 NOTE AND RETURN TO ME
 RETURN WITH MORE DETAILS
 PER YOUR REQUEST
 NOTE AND SEE ME ABOUT THIS
 SIGNATURE
 PLEASE ANSWER
 FOR YOUR APPROVAL
 INVESTIGATE AND REPORT
 PER OUR CONVERSATION

I have no con - or should -
 that an internal memo
 be to status of the report
 the present letter - print
 would have on the first one
 prepared to be built blocks one

COMM-DC-3822

40-00

November 13, 1956

Mr. Leon M. Fugate, Secretary
Federal Power Commission
Washington 25, D. C.

Dear Mr. Fugate:

Reference is made to your letter of September 13, 1956, to the Secretary of the Interior, relative to the application of the Central Alaska Power Association, Incorporated, of Anchorage, Alaska, for a preliminary permit for a proposed hydro-electric project No. 2215, which would be located on Copper River in the Third Judicial Division, Territory of Alaska.

Until recently, highway matters in Alaska under the jurisdiction of the Department of the Interior have been handled by the Alaska Road Commission of that Department. Section 107 of the Federal-aid Highway Act of 1956, approved June 29, 1956, provided for the transfer of the Alaska Road Commission from the Department of the Interior to the Department of Commerce. By agreement between the two Departments, the transfer became effective September 16, 1956. Concurrently, the Secretary of Commerce took action incorporating the Alaska Road Commission within the Bureau of Public Roads and transferring all of the functions and responsibilities of that Commission to the Bureau.

Because of the agency transfer, your letter of September 13 to the Secretary of the Interior has been held in abeyance and was not received by the Washington office of the Bureau of Public Roads until last weekend. We have noted your request that a response be furnished within 60 days of the date of your letter or in the event it cannot be submitted within that time, we so advise the Commission. Under the circumstances, we can only present the following brief comments at this time.

The proposed dam, if constructed, would result in the inundation of portions of the Edgerton Highway extending between Chitina, near the dam site, and the connection with the Richardson Highway at Willow Creek. It would also affect the location of a highway proposed to be constructed along the Copper River from Cordova to connect with the Edgerton Highway at Chitina, inasmuch as a portion of the proposed route south of Chitina would also be inundated.

As explained, we have not yet had time to fully consider the effect of the proposed dam on these highways, nor whether it would be feasible to relocate the highways outside the proposed inundation area and have them still serve their intended purposes. It is believed that some satisfactory solution can be worked out, and we do not expect to protest the construction of the proposed dam. We shall, however, expect the agency constructing the dam to bear the cost of any highway relocation that may be required as a result thereof.

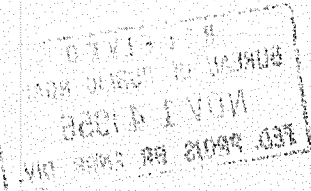
We shall write you again concerning the matter after we have been able to give it further study.

Very truly yours,

C. D. CURTISS
C. D. Curtiss
Commissioner of Public Roads

MEChristensen:nc

cc: Files-2
Mr Volpe
Mr Clark
Mr G. M. Williams
Mr Christensen
Mr Echart ✓



September 11, 1956

EEE

Route No. 1, Richardson Highway - Valdez to Fairbanks

The entire route has been reconstructed and is now paved from Valdez, Mile 0 to Mile 36, from Mile 70 to Mile 128 and from Mile 227 to Fairbanks, Mile 365. The sections between Miles 36 and 70, and Miles 128 to 227 are under contract for paving. It is not believed that the paving will be completed before the end of the 1957 season.

Route No. 2, Alaska Highway - Canadian Border to Big Delta

It is expected that the reconstruction of the section between the Canadian Border, Mile 1221 and Northway at Mile 1265 will be completed this fall, including base course of crushed gravel. The section from Northway, Mile 1265 to Mile 1296 has been regraded and widened prior to paving. We have no information on the paving of this section which was originally planned for 1957 with completion scheduled for the fall of 1958. The section from Mile 1296 to Big Delta Junction, Mile 1429 (Richardson Highway, Mile 268) is paved except for a short line change between Halfway House, Mile 1391, and Johnson River, Mile 1385. This line change and portions of the section from Tok, Mile 1318 to Johnson River, Mile 1385 under contract for repaving are scheduled for completion by fall of 1956.

Route No. 3, Glenn Highway - Anchorage to Tok Junction

The paving of the section between Gulkana Junction and the Chistochina River was completed in the fall of 1955 and the entire highway is now paved and in good condition.

Taylor Highway

The Taylor Highway, extending from Tetlin Junction, Mile 1306 on the Alaska Highway to Eagle, and by side road to Dawson, is completed and open to traffic during the summer months. Some stage construction work involving widening and grading in perma frost areas continues on this gravel-surfaced road.

Route No. 4, Seward-Anchorage Highway

Paved from Seward to Anchorage - no major improvements contemplated.

Route No. 5, Sterling Highway

This route, from Soldotna to Homer, is a gravel-surfaced road in fair condition. The reconstruction and paving of the Kenai spur and a portion of the main highway from Soldotna eastward some ten miles will probably be completed this fall. The section between this

project and the Forest Boundary, Mile 58, is under contract for reconstruction and a major portion of this section will be relocated to avoid long and steep grades on the present highway. The portion from Mile 39 to Mile 58 (Forest Highway Route 5) is under contract for paving and will probably be completed in August 1957.

Route No. 6, Steese Highway - Fairbanks to Circle and Circle Hot Springs

The first two miles out of Fairbanks have been paved and the next three miles are under contract for grading. The remainder of the route is low standard gravel-surfaced road in fair condition.

Route No. 7, Elliott Highway

This gravel-surfaced road extends from Fox, Mile 10 on the Steese Highway, to Livengood. No major improvements are contemplated. However, the Territory is initiating construction of an extension of this road to the mining communities of Eureka and Manley Hot Springs west of Fairbanks.

Route No. 8, Denali Highway

This route includes the McKinley Park roads as well as the new access road being built from Paxson, Mile 186 on the Richardson Highway, to Mt. McKinley Park. Construction, which has been performed by Force Account, is complete from Paxson west for 40 miles to the MacLaren River, and from the Susitna River, 56 miles east of Cantwell, to Cantwell and to McKinley Park, connecting there with the Park Highway extending west to Kantishna. The reconstructed section of this highway between the Susitna and MacLaren Rivers is under contract for grading and the Alaska Road Commission expects that the road will be open for traffic by June 1, 1957.

Route No. 9, Haines Highway

The Haines Highway from Haines to the Alaska-Canada Border at Mile 40 is paved. The Canadian section from Mile 40 to the Alaska Highway Junction at Mile 160 (Alaska Highway Milepost 1016) is a gravel-surfaced road kept open to travel only during the summer months. No major improvements are contemplated.

Copper River Highway

The route has been constructed between Cordova and Alaganik Slough at Mile 22 and this portion is on the Forest Highway System and maintained by the Bureau of Public Roads. The roadbed is the old Copper River Railroad which has been converted to highway. The road is narrow with no surfacing of any kind except pitrun gravel.

The project covering the section between Mile 22 and Mile 39 and crossing the Copper River delta is under progress but will probably not be completed this fall as anticipated. It is most likely that it will be well into 1957 season before the project is completed.

The Alaska Road Commission has under progress, a location survey from Mile 39 towards Katalla.

The section between Mile 39 and Mile 51, "The Million Dollar Bridge", has been surveyed and Alaska Road Commission has, at the present time, a crew surveying north from Mile 51. Some surveying has also been done from Chitina south.

The present route between Chitina and Willow Creek is an old, very low-standard road with grades up to 15-18 percent and about a 12-foot width with no surfacing of any kind. The bridges are in particularly bad condition and are all posted for a 5-ton load limit and a 5-mile per hour speed limit. The present road is of no particular value in connection with the proposed through highway between Cordova and Willow Creek except as an access road.

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FEBRUARY 1957
ALASKA ROAD COMMISSION

80-49
08-00

BUREAU OF PUBLIC ROADS

C
O
P
Y

August 24, 1955

Mr. F. E. Andrews, Division Engineer

Chr. F. Wyller, District Engineer

We are in receipt of your memorandum of August 19, 1955 with a copy of Deputy Commissioner Clark's memorandum of August 17th concerning the status of principal routes in Alaska. The following is a supplementary report covering the status of the route between Cordova via Chitina to Willow Creek on the Richardson Highway.

copy
The route has been constructed between Cordova and Alaganik Slough at Mile 22 and this portion is on the Forest Highway System and maintained by the Bureau of Public Roads. The roadbed is the old Copper River Railroad which has been converted to highway. The road is narrow with no surfacing of any kind except pitrun gravel.

do not copy
The section between Alaganik and Mile 39 on the west side of Copper River delta is now under contract by the Alaska Road Commission with a completion date set in the fall of 1956. This section also follows the old railroad utilizing old railroad steel bridges. The section between Mile 39 and Mile 51, "The Million Dollar Bridge", has been surveyed and Alaska Road Commission has, at the present time, a crew surveying north from Mile 51. Some surveying has also been done from Chitina south.

copy
The present route between Chitina and Willow Creek is an old, very low-standard road with grades up to 15-18% and about a 12 foot width with no surfacing of any kind. The bridges are in particularly bad condition and are all posted for a 5 ton load limit and a 5 mile per hr. speed limit. The present road is of no particular value in connection with the proposed through highway between Cordova and Willow Creek except as an access road.

stop here
Alaska Road Commission officials are not very optimistic about getting any substantial appropriations towards completion of this route. Their present plan is to use what funds they can obtain to improve the present road between Chitina and Willow Creek. Apparently they do not contemplate the reconstruction to through-highway standards, but merely improvement of the present road, including new bridges.

An alternate route from Mile 101 on the Copper River route up the Tielke River to Mile 46 on the Richardson Highway has been considered for the past few years. This route is only 16 miles long, but would require very heavy construction for about 10 miles. The alternate is still being considered, particularly since the construction of a dam at Wood Canyon, a few miles below Chitina, has been suggested. The

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WASHINGTON, D. C.

construction of this dam would create a lake about 90 miles long and place the proposed highway on the old Copper River Railroad, the town of Chitina and portions of the present road between Chitina and Willow Creek under 300 to 400 feet of water. A very expensive relocation of the highway would be necessary.

Another alternate under discussion is to leave the Copper River Railroad at Mile 70 and construct a road up the Tasnuna River, a distance of about 30 miles, and connect with the Richardson Highway at Mile 24, a few miles south of Thompson Pass. This alternate would probably be the least expensive, but it defeats one of the original arguments for the Copper River Highway, which was that it would not be necessary to cross any high pass and eliminate the need for long and steep grades.

In connection with this route should be mentioned the possibility of construction of a road between Mile 39 on the east side of the Copper River delta and Katalla and then east towards Icy Bay. An extensive oil exploration project including the drilling of test wells is now underway in the area between Katalla and Icy Bay. If a major oil field should be discovered in this area, it would unquestionably result in heavy pressure for the construction of a highway to connect the area with Cordova, the nearest feasible deep water harbor. The Alaska Road Commission has at this time a reconnaissance party in the field together with a party from the Geological Survey investigating possible routes between Mile 39 on the Copper River Highway and Katalla. If the need for the construction of this route should become urgent, it will probably mean deferment of the construction north towards Chitina from Mile 39.

The plans for the Copper River Highway are, as can be seen from the above, very indefinite, and are to a certain extent, dependent on other developments in the area. It is for this reason that the route not mentioned in our previous report.

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ED. BEARS BY ENCL. 11/1/55

08-19
08-00

BUREAU OF PUBLIC ROADS

See Aug. 24, 1955 report
Wyller to Andrews
supplementing this report.
July 20, 1955

To: Mr. F. E. Andrews, Division Engineer
From: Chr. F. Wyller, District Engineer

Filed General
Alaska Correspondence

alt.
10/25

In response to your memorandum dated June 17, 1955, we are listing below the status of the principal routes in Alaska along with plans for future improvements. There is enclosed a map showing the locations of the various routes.

Route No. 1. Richardson Highway - Valdez to Fairbanks

Paved from Valdez, Mile 0, to Mile 36; from Mile 80 to Gulkana Junction, Mile 128, and from Mile 229 to Fairbanks, Mile 365. The sections from Mile 36 to Mile 80 and from Gulkana Junction, Mile 128, to Paxson, Mile 186, have been regraded and widened and are under contract for paving, with completion scheduled for the fall of 1956. The section from Paxson, Mile 186, to Rapids, Mile 229, is under contract for regrading and widening the completion scheduled for the fall of 1955. This section will be placed under contract for paving in 1956 with work to be completed in the fall of 1957.

Route No. 2. Alaska Highway - Canadian Border to Big Delta

The section from the Alaska-Canada Border, Mile 1221 to Northway, Mile 1265, is under contract for regrading and widening, with completion scheduled for the fall of 1956. The section from Northway, Mile 1265, to Mile 1296 has been regraded and widened prior to paving. It is contemplated that the section from the Border, Mile 1221, to Mile 1296 will be placed under contract for paving in 1957 and completion scheduled for the fall of 1958. The section from Mile 1296 to Big Delta Junction, Mile 1429 (Richardson Highway Mile 268) is paved except for a short line change between Halfway House, Mile 1391, and Johnson River, Mile 1386. This line change and portions of the section from Tok, Mile 1310, to Johnson River, Mile 1386, requiring repaving, will be placed under contract early in 1956 and scheduled for completion by the fall of 1956.

Route No. 3. Glenn Highway - Anchorage to Tok Junction

Paved from Anchorage, Mile 0, to Mile 189, the intersection with the Richardson Highway. The Tok Cutoff portion of this route, from Gulkana Junction on the Richardson Highway to Tok is paved except for the section between Gulkana Junction and the Chistochina River, Mile 35 on the Tok Cutoff. This section is under contract for paving, work is proceeding rapidly, and will be completed by late summer of 1955.

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PER ORDER OF ENGR. DIV.

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10-21-55
Rec'd. Fed. Proj's.

The Taylor Highway, extending from Tetlin Junction, Mile 1306 on the Alaska Highway to Eagle, and by side road to Dawson, is completed and open to traffic during the summer months. Some stage construction work involving widening and grading in perma frost areas continues on this gravel-surfaced road.

Route No. 4, Seward-Anchorage Highway

Paved from Seward to Anchorage - no major improvements contemplated.

Route No. 5, Sterling Highway

This route, from ^{Soldotna} Mile 39 on the Seward-Anchorage Highway, to Homer, (including the branch road from Soldotna to Kenai, is a gravel surfaced road in fair condition. A program covering regrading, widening and paving this highway has been inaugurated, and the first contract for this work, covering the Kenai Spur from the military base at Wildwood Station, just north of Kenai, to its junction with the main Sterling Highway at Soldotna, and extending approximately 10 miles eastward toward the Forest Boundary, has just been awarded. Completion of this work is scheduled for the fall of 1956. It is contemplated that two other sections of this highway, including the remaining portion to the Forest Boundary and a section on the Homer end will be placed under contract during 1956.

Route No. 6, Steese Highway - Fairbanks to Circle and Circle Hot Springs

This route is a low-standard gravel-surfaced road in fair condition. It is contemplated that regrading and widening to Feeder Road Standards will be performed in the near future, with some paving performed in the vicinity of Fairbanks where traffic density warrants.

Route No. 7, Elliott Highway

This gravel-surfaced road extends from Fox, Mile 10 on the Steese Highway, to Livengood. No major improvements are contemplated. However, the Territory is initiating construction of an extension of this road to the mining communities of Eureka and Manley Hot Springs west of Fairbanks.

Route No. 8, Denali Highway System

This route includes the McKinley Park roads as well as the new access road being built from Paxson, Mile 186 on the Richardson Highway, to Mt. McKinley Park. Construction, which has been performed by Force Account, is complete from Paxson west for 40 miles to the MacLaren River, and from the Susitna River, 56 miles east of Cantwell, to Cantwell and to McKinley Park, connecting there with the Park Highway extending west to Kantishna. The remaining uncompleted portion, the 39-mile section between the Susitna and MacLaren Rivers, will be constructed by contract, with bids invited during the winter of 1955-56 and completion scheduled for the fall of 1956.

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Route No. 9, Haines Highway and Southeast Alaska Roads

The Haines Highway from Haines to the Alaska-Canada Border at Mile 140 is paved. The Canadian section from Mile 140 to the Alaska Highway Junction at Mile 160 (Alaska Highway Milepost 1016) is a gravel-surfaced road kept open to travel only during the summer months. No major improvements are contemplated.

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Washington, D. C., September 4, 1956

ANDREWS
PUBLIC ROADS
PORTLAND, OREGON

FOR USE AT THE MEETING TO BE HELD HERE NEXT WEEK WITH MR. GHIGLIONE AND OTHERS RELATIVE TO THE ALASKA HIGHWAY SITUATION, PLEASE HAVE MR. WYLLER PREPARE AND AIRMAIL DIRECTLY TO WASHINGTON A REPORT BRINGING UP TO DATE THE DATA IN HIS REPORT OF JULY 20, 1955 AND SUPPLEMENTARY REPORT OF AUGUST 24, 1955 TO YOU RELATIVE TO THE STATUS OF EACH OF THE PRINCIPAL HIGHWAYS IN ALASKA. THIS REPORT SHOULD REACH HERE NOT LATER THAN FRIDAY THIS WEEK.

CLARK

A. C. CLARK

MPCChristensen:nc

cc: Files Mr Clark Mr Williams Mr Erhart Mr Christensen

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SEP 4 - 1956
DIV. OF HIGHWAYS

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PUBLIC ROADS
SEP 4 - 1956
DIV. OF HIGHWAYS

MBC —

Pls. prepare
brief report on
status of each
Route combining
the attached with
previous reports
as necessary.

AAA
9-10

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. C. Clark, Deputy Commissioner,
 FROM : Chr. *F. Miller*, District Engineer,
 SUBJECT: Juneau, Alaska

DATE: September 5, 1956

In response to your wire to Mr. F. E. Andrews, Division Engineer, we are submitting the following report on the Alaska Highways, bringing up to date our reports of July 20, 1955 and August 24, 1955:

Route No. 1, Richardson Highway - Valdez to Fairbanks

The entire route has been reconstructed and is now paved from Valdez, Mile 0 to Mile 36, from Mile 70 to 128, and from Mile 227 to Fairbanks. The sections between Mile 36 and 70 and 128 to 227 are under contract for paving. It is not believed that the paving will be completed before the end of the 1957 season.

Route No. 2, Alaska Highway - Canadian Border to Big Delta

It is expected that the reconstruction of the section between the Canadian Border, Mile 1221 and Northway at Mile 1265 will be completed this fall, including base course of crushed gravel. The section between Tok at Mile 1314 and Halfway Inn, Mile 1385 is under contract for repair and patching of pavement.

Route No. 3, Glenn Highway - Anchorage to Tok Junction

The paving of the section between Gulkana Junction and the Chistochina River was completed in the fall of 1955 and the entire highway is now paved and in good condition.

Taylor Highway

Some stage construction is still in progress on this road through permafrost areas.

Route No. 4, Seward-Anchorage Highway

No change since reports of 1955.

Route No. 5, Sterling Highway

The project which was started last year including reconstruction and paving of the Kenai Spur and a portion of the main highway from Soldotna eastward will probably be completed this fall. The section

between this project and the Forest Boundary, Mile 58 from Seward, is under contract for reconstruction and a major portion of this section will be relocated to avoid long and steep grades on the present highway. There is no change from Soldotna to Homer.

Alaska Forest Highway Route 5, Kenai River Highway, is part of the Sterling Highway. The Forest Highway section is now under contract for surfacing and paving, which will probably be completed by August 1957.

Route No. 6, Steese Highway - Fairbanks to Circle and Circle Hot Springs

The first two miles out of Fairbanks have been paved and the next three miles are under contract for grading. Otherwise there is no change from the report of last year.

Route No. 7, Elliott Highway

There is no change on this route.

Route No. 8, Denali Highway System

⁷²⁰
A reconstructed section of this highway between the Susitna and MacLaren Rivers is under contract for grading and the Alaska Road Commission expects that the road will be open for traffic by June 1, 1957.

Route No. 9, Haines Highway

No change since 1955 reports.

Copper River Highway

The project covering the section between Mile 22 and Mile 39 and crossing the Copper River delta is under progress but will probably not be completed this fall as anticipated. It is most likely that it will be well into 1957 season before the project is completed.

The Alaska Road Commission has under progress, a location survey from Mile 39 towards Katalla.

Otherwise, there is no change on this route, including the section between Chitna and Willow Creek.

*do not
copy
last
paragraph.*

4/12/59
given to Mrs. Almon

① on Climatological
data in Alaska in

Mrs. Almon's
Office.



10-30 SPECIAL RPM MOTOR OIL

ROAD MAP OF SOUTHERN ALASKA

SCALE OF MILES
0 10 20 30 40 50 60 70 80 90 100
ONE INCH EQUALS APPROXIMATELY 46 MILES

Map Explanation

PRINCIPAL THROUGH ROUTES ARE SHOWN IN RED

- - - Paved Roads
 - - - Improved Roads
 - - - Graded Roads
 - - - Dirt Roads
 - 15 - Total Mileage between Dots
 - 8 / 7 - Mileage between Towns and Junctions

- - - Trails
 - - - Railroads
 - - - Steamship Lines
 x Airports
 ■ Points of Interest
 (C) Capital Cities

POPULATIONS OF CITIES AND TOWNS

○ Under 250
 ⊙ 250 to 1,000
 ⊙ 1,000 to 2,500
 ⊙ 2,500 to 5,000
 ⊙ 5,000 to 10,000
 ⊙ Over 10,000

This Map is drawn on a Lambert Conformal Conic Projection.

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Route No. 1

" 2

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" 9

Richardson
Alaska
Glenn
Seward
Sterling
Steele
Elliot
Denali
Haines

(Jik, 10)	McCallum, 9	Hennah, 46	Pikmialik, 11	Shageluk, 11	Tanana, 228	Washington Bay, 11	Dease Lake, 11	Taliskit, 11	Hutchinson, 11
Gilgrah, 11	Makana, 11	Kikak, 11	Shoktok, 11	Sheldahl, 11	Wasilla, 97	Defat, 11	Dofot, 11	Winton, 11	Jakes Corner, 11
(Lilimo, 11	McCallum, 11	Nikola, 88	Pitman, 11	Sherman, 11	Tazlina Glacier, 11	Dicoover, 11	Dicoover, 11	Yonkers, 11	Johnsons Crossing, 11
Chisham Cove, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	Wells, 11	Engineer, 11	Engineer, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
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Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
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Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11
Chisham, 11	McCord, 11	Nitche, 97	Pitman, 11	Sherman, 11	White Horse, 32	Fowl, 11	Fowl, 11	Knocks, 11	Keno Hill, 11



of Alaska

1030 SPECIAL RPM MOTOR OIL

ROAD MAP OF
SOUTHERN ALASKA

SCALE OF MILES
0 5 10 20 30 40 50 60 70 80 90 100
ONE INCH EQUALS APPROXIMATELY 46 MILES

Map Explanation

PRINCIPAL THROUGH ROUTES ARE SHOWN IN RED

	Paved Roads		Trails
	Improved Roads		Railroads
	Graded Roads		Steamship Lines
	Dirt Roads		Airports
	Total Mileage between Dots		Points of Interest
	Mileage between Towns and Junctions		Capital Cities

Route No. 1

" 2

" 3

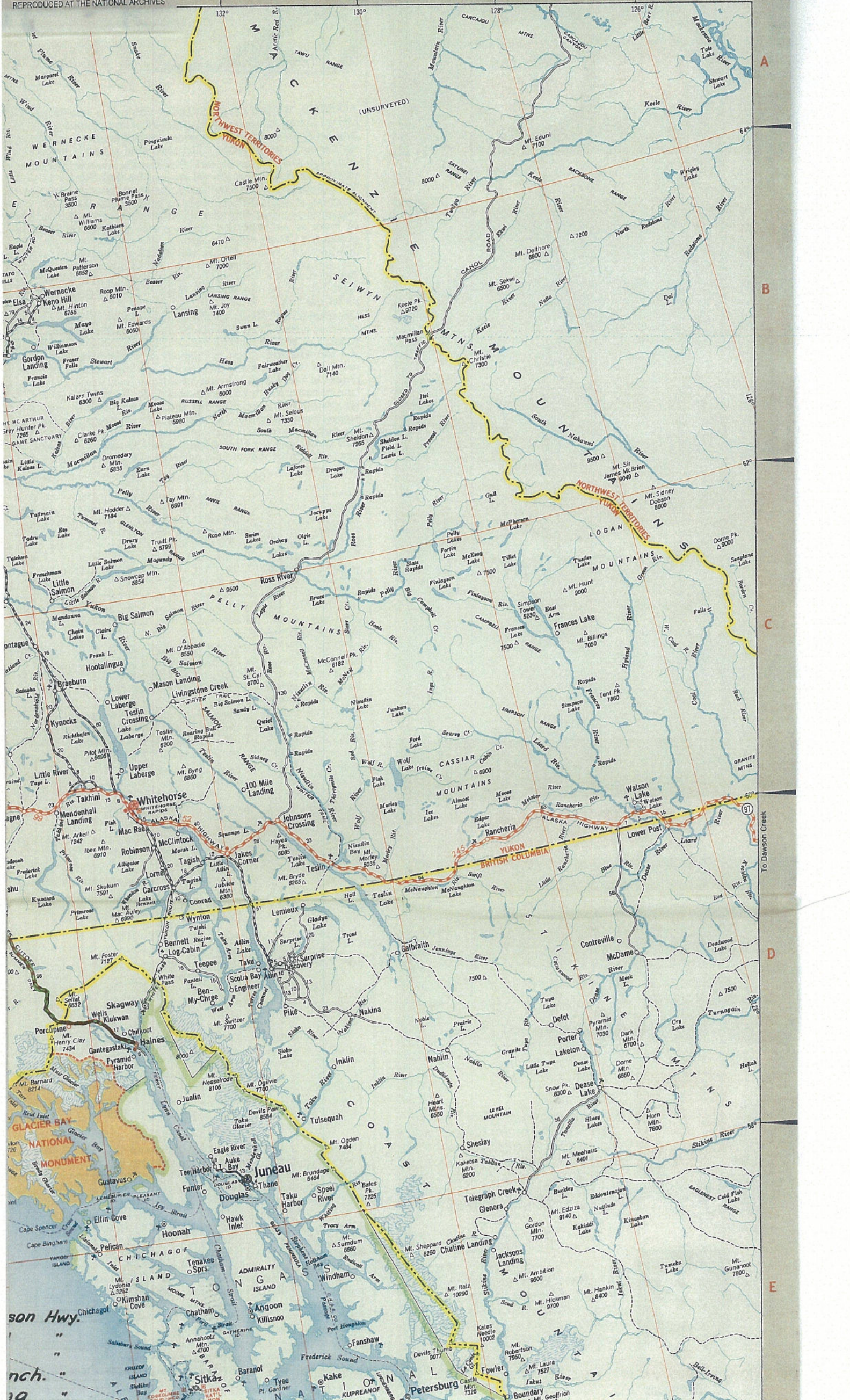
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ALASKA STEAMSHIP COMPANY

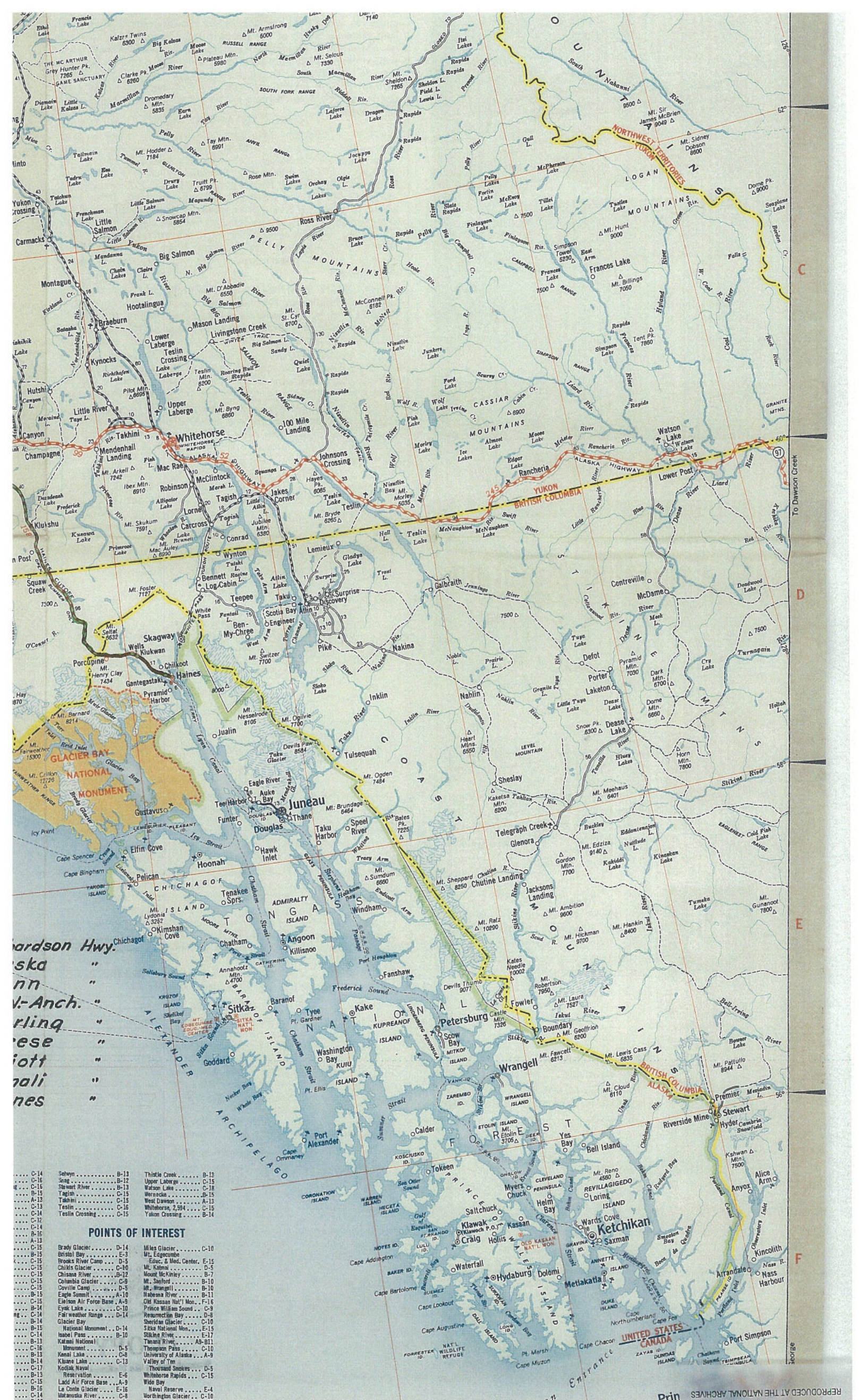
**Richard
Alaska
Glenn
Sew-A
Sterli**





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C
D
E

son Hwy.
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