

December 12, 1949

Mr. B. D. Stewart, Jr.,  
District Engineer  
Alaska Road Commission  
Valdez, Alaska

Dear Mr. Stewart:

Please refer to our letter of October 11 regarding vicinity map and data for the proposed relocation of the Tolsona bridge on the Glenn Highway.

It is requested that this information be furnished as soon as the data can be compiled. The map should show the proposed channel change and the proposed alignment and grade. Also, all data available as to foundation conditions and penetration of the steel piling in the existing bridge should be furnished.

It is realized that your engineering staff has been engaged in field work until recently, but in order that decision may be made and materials ordered, it is desirable to have the data for the new bridge as soon as you can arrange to have it worked up.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:yk

*[Handwritten signatures and scribbles]*

*[Handwritten initials]*

13/191-5  
14/100 - 32

October 11, 1949

Mr. B. D. Stewart, Jr., District Engineer  
Alaska Road Commission  
Valdez, Alaska

Dear Mr. Stewart:

Reference is made to your letter of October 5 regarding work on Section B-2 and B-3 of the Glenn Highway.

*copy on 10/11/49*

The work on Section B-2 has been assigned to the Anchorage District. They now have survey crews obtaining data for final projection. The elimination of the "S" curves at about Mile 133 is included in the plans for this work. Should you have survey help that can be spared for a short time after completion of your work on Glenn B-3, it is suggested that you contact Mr. Niemi as it is possible he could use some help for a short while in order to get all the data on Glenn B-2 before the severe weather starts.

In connection with the proposed relocation of the Tolsona Bridge, it is requested that you submit a plan showing the proposed location for review in this Office. It will not be possible to include the construction of this bridge even if approved in the invitations for bids soon to be issued. If the bridge is relocated the actual construction of the bridge will probably be handled by Alaska Road Commission forces.

*13/11/49-6*

Very truly yours,

*Handwritten initials*

Ike P. Taylor,  
Chief Engineer.

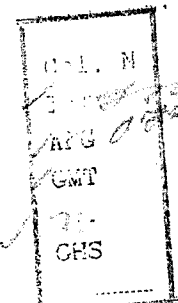
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gdy

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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~  
Valdez, Alaska  
5 October 1949



Mr. Ike P. Taylor  
Chief Engineer, A.R.C.  
Juneau, Alaska

Dear Sir:

Prior to calling for bids on sections Glenn B-2 and B-3, it is desired to point out some line changes which it is believed will be advantageous to make at the time paving work is performed.

On Section B-2, "S" curves in the vicinity of Mile 133 should be eliminated, and this can be done by means of a short line change through good ground.

In connection with this matter, it is desired to know which District will handle Section B-2 as evidently the contract will be half in the Anchorage District and half in the Valdez District. Please advise in the near future on this, as if we are to handle any of it, it is desired to have survey crews now working on B-3 continue on to B-2.

On Section B-3, it is strongly recommended that the bridge across Tolsona Creek, at Mile 172.6 be relocated across a new channel, the new channel to be cut through the present road just east of the present bridge site. The road just east of the bridge is much lower than the creek channel upstream from the bridge and continual trouble has been had with this stream during periods of high water. The proposed channel change would straighten the creek, lower the present high bridge abutments, and eliminate danger of overflow waters washing out the road. At this time the bridge and fills have again moved, evidently breaking the tie-back cables, and it will be necessary to dig out both ends of the bridge and pull the bents back into position. It has been decided to postpone this work until spring, as the bridge should be all right during the winter, with the hope that a relocation can be made before spending more funds on the present site.

Very truly yours,

*B. D. Stewart, Jr.*  
B. D. Stewart, Jr.  
District Engineer

BDS:pra

*Copy to  
13/1191 Sec. B  
" " "*

*13/1191*

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

DATE August 20th, 1947  
FILE NO.  
SUSPENSE—

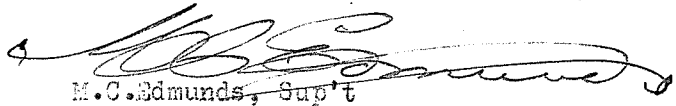
Juneau Office . . . . . DISTRICT

REFERENCE—

Letter from Mr Taylor to Don L. Irwin  
dated June 30th, 1947

I am enclosing correspondence regarding the removal of gravel from the old road between Palmer and mile 53, on the Glenn Highway.

With the arrival of the truck shovel this spring, equipment was available and this work completed a few days ago.

  
M.C. Edmunds, Sup't



*H*  
*JMT*

13/191-2



June 30, 1947

Mr. Don L. Irwin, General Manager  
Alaska Rural Rehabilitation Corporation  
Palmer, Alaska

Dear Mr. Irwin:

I am requesting Mr. Edmunds to take care of the situation to which you refer in your letter of June 24, as soon as practicable.

If it is desired that the gravel on the old road be recovered and entirely removed from the area, it will require the availability of suitable loading equipment and this may occasion some delay until such equipment is available.

Very truly yours,

Iko P. Taylor  
Chief Engineer

IPP:lmh  
cc:Edmunds

Note: Note enclosed letter from Irwin. Please return his letter and advise when it will be possible to do the work requested.

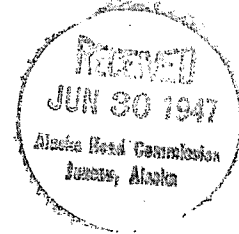
See 30  
~~July 30~~

# Alaska Rural Rehabilitation Corporation

MATANUSKA VALLEY COLONIZATION PROJECT

Palmer, Alaska  
June 24, 1947

Mr. Ike Taylor, Chief Engineer,  
The Alaska Road Commission,  
Juneau, Alaska



Dear Mr. Taylor:

At the time the Alaska Road Commission put the Glenn Highway straight through on the section line at Palmer, Alaska, they promised to remove the gravel from the old highway.

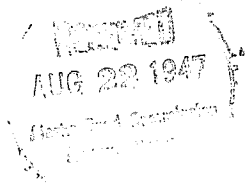
Up to this date this has not been done. I have approached Mr. Edmunds and Mr. King several times about this and have been told by them that when the equipment is available in the Valley that it will be taken care of. The equipment has come and gone several times. We would like very much to have this done this summer if possible.

Kindly let us know if this matter can be taken care of.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Don L. Irwin".

Don L. Irwin  
General Manager



APR 29  
1944

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

With reference to the crusher operations in the vicinity of Palmer, there is eight miles of road between the Knik Bridge and Palmer. The ditches will have to be cleaned out, clearing on the berms widened, and rubbish already on the berms flattened out.

A line change will be required south of the Matanuska Bridge of about one-quarter mile where the river is encroaching on the road in the vicinity of the Brix Homestead. As long as we are going to put crushed material on the road a change should be made before any surfacing is done. This only leaves us seven miles of road to be surfaced until we arrive at the Matanuska Bridge. The road between the Matanuska Bridge and Palmer should also be fixed up before surfacing is applied; there are several unnecessary sharp turns and low places which should be improved, and the road which now wobbles on both sides of the section line, should be straightened out so that it is in the proper place. This is particularly important near Palmer where the land has been subdivided into lots and houses built adjacent to the road.

We usually plan on working in the high altitudes during the spring and early summer, returning to lower lands in the vicinity in the fall where conditions for working are more favorable and we have a much longer season in the fall. If we follow this procedure we would not get back to make the revision north of Palmer in time for the crushing outfit to cover this new road and all the road we could cover with crushed material around Palmer would be that between the Knik Bridge and Palmer, a total distance of eight miles, which would probably take about six weeks time.

If we plan on leaving the work around Palmer go until the fall, which I believe we should do, using pit run material to cover the road for a base before putting on crushed material, we would have the choice of two plans, either working down the road towards the railroad at Mile 146 or skipping the section of road which is being revised and moving towards Moose Creek with crushed material. I think we should continue down towards the railroad as this roadbed has been in use for many years, it is more or less stabilized and with the exception of some minor changes the alignment is all right. This section of road needs surfacing badly, there is no material for patrols to work with and I think we would get more benefit from graveling this section than any other.

Another problem we have to contend with on the Glenn Highway is sidehill sections of road, which keep sluffing and cozing down on the road continuously. We have very flat slopes which keep running down on the road especially during the spring when thawing starts, and the natural slope for much of the cuts indicates that one would have to go up a very long way on some of the slopes in order to eliminate the hazard of sluff coming onto the road, and it seems that we would lose the benefit of crushed material if

*Ans. Reply of 5-1-44 - Filed 13/74-20*

15/191-2

Mr. Ike P. Taylor  
Page #2  
April 28, 1944

put upon roads under these circumstances.

A slide covered the road on the left limit of Caribou Creek recently for a distance of four hundred feet. It was about seventy-five feet high in the center and carried the road away down to the river. While this is unusual we can expect smaller slides which will cover the road in many places causing us to lose a great part of the surfacing.

The main thing I am concerned about at this time is where to set up the gravel plant and this is the reason of this letter. If we surface on both sides of the Knik Bridge we might place the crusher at the bridge where we would have a maximum haul of eight miles but if you do not approve of graveling down towards the railroad we would then put it somewhere between the bridge and Palmer, giving a maximum haul of four miles.

It might be advisable to move the crusher in any event half way between the bridge and the railroad as the shortening of the haul would save a lot of wear and tear on our trucks which have had a lot of hard usage during the past few years and are not in very good shape.

Yours very truly,

M. C. Edmunds,  
Superintendent.

MCE:p

December 20, 1943

Mr. M. C. Edmunds,  
Superintendent, A. R. C.,  
Anchorage, Alaska.

Dear Sir:

We have your reply to our memorandum on the Glenn Road of October 7, and we are answering same to clear up some evident misunderstandings.

It is common knowledge that graveling will have to be done between Miles 54 and 68, but it cannot all be done next season because you will have neither the men, the equipment, nor the money to do it with. You will have only one gravel outfit on the road, working west from 88 as stated. There may be some necessary patch work graveling, of course, which will be done by other than this crew. We find nothing in our letter which indicates that we intended doing all the graveling from a camp at Mile 68--in fact, it plainly states on the last page of the Valdez memo that the crusher camp would be at Mile 88.

On this subject it is desired to emphasize the point that crusher gravel for the section from 88 to 76 is to come from the pit at Mile 86. A rather thorough inspection was made of all the gravel pits in this area last summer and, unless some new pit is found, the pit at 86 is the only one that is suitable for crusher. It is not only suitable, it will make excellent surfacing.

13/191-5 { This crusher crew will be recruited at Valdez and will arrive at 88 with everything necessary to set up and start the operation of the camp, including the tent frames from 49 and tents from Glenallen. Thereafter your district will operate the camp and supply it with anything required.

The suggestion of using the Northwest shovel for sloping banks is based, as stated, upon an extension being improvised for the boom, of which you make no mention. We know the present boom is too short. True, it is experimental but if it worked it would be worthwhile. The "hard cemented gravel which stands up in the banks" would not have to be sloped since it stands up.

You do not specifically state that the railroad bridge at Granite Creek has been cleared out. If it hasn't, you are cautioned that this should be done before the next flood or you will have a repetition of Kings River. You are again cautioned on the importance of getting the protection to fill ends down well below the scour line, as you will find that the channel will be cut deeper when confined. We believe this is also true of Kings River--though it has never been measured to my knowledge, there must be at least 15 feet drop between the bed of the stream at the bridge and its

bed at the confluence which, if true and channel is clear, provides a steep grade. This scouring action certainly would take place, particularly if you have high water in Kings River and normal water in the Matanuska, which is possible.

We cannot agree that "the proper way to make the fill at the west end of the Chickaloon Bridge would be by carryall scrapers", for the simple reason that it costs 30 to 50 cents a yard to move material 1,000 feet with a carryall and about 15 cents to move it up to 200 feet with a dozer. So long as there is available material from the sloughings at the bluff it should be secured with a dozer. The finishing, it is true, could probably be done better with scrapers, only because of securing finer materials from the place you speak of.

Regarding the placing of mile posts, only if Grammer has the opportunity this can be done next season. Mileage will begin at Anchorage city limits and will include prospective changes on the Anchorage-Palmer road, which it is contemplated may be done within the next five years. Also, it will include the realignment, Miles 0-5, from Palmer--and mileage will be continuous to the Richardson Highway. This does not necessarily mean that the entire road must be re-run and re-chained. Assuming your existing mile posts are reasonably close, final locations using above conditions can be spotted close enough by interpolations from existing mile posts. Posts similar to those used on the Steese Highway should be used, extending 6 feet above ground. It is suggested that fir material could be mill sawed from some of the pieces in the Granite and Kings River bridges.

Regarding the labor situation, it is agreed that next season will be more serious than last and that we will again have to put up with the antics of high school boys, Indians and unknowns. This, however, is something for which we have no remedy.

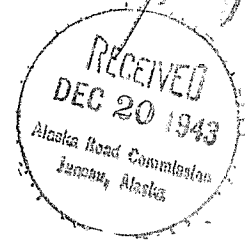
Very truly yours,

Hawley Sterling,  
Acting Chief Engineer.

HS:JJ

ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
DEC. 10, 1943

Mr. Hawley Sterling  
Acting Chief Engineer  
Alaska Road Commission  
Juneau, Alaska



Dear Sir:

With reference to your "MEMORANDUM ON PRESENT CONDITION AS OF OCTOBER 7, 1943, OF GLENN HIGHWAY WITH PROPOSED FUTURE OPERATIONS", the following comments are offered:

Item 1: From Mile 54 to Mile 68 will have to be graveled. While most of the surfacing done between Chickaloon and Mile 54 and some places between Kings River and Chickaloon is composed of argillaceous rock which was handled by shovel without blasting with the exception of a short distance in the vicinity of Packsaddle Gulch and Pinochle Creek, it was found that this material while excellent in dry weather was not satisfactory during rains when the roads generally became slippery and in some particular places rutted up badly. While this material is all right temporarily, it will have to be covered with better material which can be done when finishing up the road with crushed gravel.

Item 2: After discussing the way to do this work, it is agreed that the best way in most cases would be to use dozers, starting at the top of the slope and coming down by steps. Most of the mechanics and foremen believe that a slope could not be taken down by a dragline. While the length of the boom is 40 feet, at an angle of 60 degrees the end would be about 37 feet from the ground, the approximate length of the three-quarter yard scraper including crotch chains, is 12 feet cutting down the length of the boom to 25 feet. When a ditch is made the shovel will be another 8 feet from the bank further reducing its reach on high slopes.

It would also be experimental work, draglines usually have a solid bank to pull towards the machine, and it is very doubtful whether the hard cemented gravel which stands up in the banks could be worked by this method. The question is, would a dragline work satisfactorily on a sloping hard bank? To get the proper slope in many instances trees will have to be removed and it is believed that the most satisfactory way would be to use dozers for this work.

Item 3: Is practically completed; the fill is made and the bridge is being used, some smoothing up and finishing will have to be done.

Item 4: Moose Creek should have cement and rock walls built around present steel piers, and rock placed on upper side of the fill for protection against high water with sloping rock walls at the east end of the bridge and near the railroad to form a revetment.

Granite Creek at the bridge is about 75% completed, Kings River steel piling is protected, but no revetment made. It is believed

that if the slopes of the fill are protected, either with wire "sausages" or large rock, that this is all that is needed. The channel is confined and the only way for the water to go is under the bridge. This stream is crossed near the mouth and it seems to me that there is very little chance for a deep channel to be cut under the bridge.

The loose dirt around both ends of the Chickaloon bridge should be excavated to solid rock on which a short rock and cement wall could be built sufficiently high to catch the toe of the slope. The base of this wall would be about 20 feet above the high water mark and serve as a retaining wall for the fill. Rock could be obtained by drilling one hundred yards from the west end of the bridge.

Item 5: The proper way to make the fill at the west end of the Chickaloon Bridge would be by carryall scrapers, and good material could be obtained about one thousand feet from the bridge on the west end on the main road.

Item 6: Bank protection at Mile 29, material to protect the bank should be taken from the dyke material available which makes good rock for bank protection.

Item 7: Could be done late in the season when other work in the higher altitudes is completed.

Item 8: The cleaning out of the Jackass Gulch culvert will be completed in December and the cribbing constructed as instructed. If the cribbing is unable to be built on account of frost conditions this fall, it will be built before the water runs in the spring.

Items 9, 10 and 11: This work will be done first thing during the season, also the final removal of frozen sections between Miles 68 and 74. The frozen ground which was excavated to get on the proper location in several places was too soft and wet to hold up gravel trucks and the road which was in use was surfaced. The problem of having to keep a road open for traffic during the time construction is under way complicates the work to a great extent.

A crib could be built at the narrow cut on the right limit of Caribou Creek fastened with steel dowels. The face of the rock drops straight down at this place.

Item 12: The grading has to be completed from Miles 48 to 64.

Item 13: With reference to this bridge, while the sills should be about four feet below the ground at the outlet, our experience at Mc Kinley Park where we have similar conditions, shows that these washes keep building up and filling instead of washing bridges out.

Item 14: A culvert has already been installed at the mouth of this gulch near Mile 56 which is believed is ample to take care of this



drainage; however, if it is found that it is not satisfactory a bridge can be built to replace it. Material can be hauled to this point by truck later and it would be a simple matter to construct a bridge if it is found necessary.

Item 15: The building at Mile 68 is completed with the exception of chinking which will be done by the men taking care of winter maintenance.

Item 16: No instructions have been given concerning mile posts, whether zero will be at Palmer or the Richardson end of the road. While we have started our mileage from Palmer and the Valdez crew their mileage from the highway, it is assumed that the mileage will be continuous throughout and not broken up.

With reference to the conduct of the work during 1944, it is believed that the grading crew should start at Mile 48 when frost conditions are favorable and work up to Mile 64 during the spring and early summer, doing all the work on the higher ground when the weather is favorable, the best months being the latter part of May to early in July.

The work done last fall west of Caribou was done during wet weather. The work took much longer than would have been the case if the weather was more favorable and delays were also caused by having to keep traffic moving and was unsatisfactory.

Some more grading will have to be done between Miles 68 and 74, where the road is not on the location although a new line may be run so that as much of the present road as possible can be utilized. Grades can probably be widened where necessary in the spring with dozers while frost is in the ground.

The ground at Jackass Gulch which was thawed by steam last year and is now on grade with a narrow road can probably be worked all right as the ground thaws but Bug Lake will probably have to be thawed similar to Jackass Gulch.

There is work to be done in the vicinity of Caribou Creek which will probably keep a shovel busy for two weeks cleaning out slides on the east side which is continually sloughing and the upper end of the west end.

The clay at the top of the west approach should be taken down into the fill, raising this part of the road to grade. If this material is not sufficient to build up the grade there is ample slide material available in the adjacent sidehill.

From Mile 50 to Mile 59 most of the grading has been completed; ditches will have to be deepened, some sidehills sloped and a fill made near Mile 54 about 150 feet long and 10 feet high.

From Mile 48-1/2 to Mile 49-1/2 west of Hicks Creek is in solid rock and has been drilled to width and below grade. This section should be covered with an average of one foot of surfacing.

There is ample slide rock available on the steep sidehill east of Packsaddle Gulch. This is a shovel and truck job with the maximum haul about one mile.

So far we have kept the two carryall scrapers together; with these machines, two dozers and the three-quarter yard shovel, the work of cleaning up and widening and backsloping between Mile 31 at Chickaloon and Mile 48-1/2 should be accomplished in good time and the equipment be available for the work between Chickaloon and Moose Creek.

With reference to crushed gravel, it is believed that it would be better for this crew to camp at Mile 88 instead of 68 at least until the road is graveled to Mile 76, when the camp would be moved to Mile 68 for the balance of the season.

King could start preliminary work of clearing, grubbing and striping of the section between Palmer and Mile 5, including moving fences after right of way has been decided upon, but it would probably be as well for the regular grading crew to do the grading, if funds are available after other work is finished.

Work in the Palmer area can be prosecuted late in the fall, possibly to the end of October or early November, thus giving crews that live in this vicinity, as most of our key men do, a long working season.

The main grading crew should have the following equipment?

- 2 Carryall scrapers,
- 4 Large dozers,
- 2 Shovels, N. W. and 20 B.,
- 2 Motor graders, Adams,
- 1 Pull grader, 12',
- 1 Compressor,
- 3 Trucks, miscellaneous jobs,
- 1 Ripper,
- 1 Grease truck,
- 1 Pickup motor grader,
- 1 " mechanic.

A couple of dozers could be working between Sutton and Moose Creek, working independently, taking down the slopes on sidehill sections, during the season, and a small maintenance crew with motor grader operator, would be required starting out early in the season from Sutton and working their way out the road as far as required, finally camping at Hicks Creek after the road had been opened up to the Little Nelchina River.

The question of personnel will probably be acute during the coming season; several of our key men have left - two of our best mechanics, Mitchell and Whittier on account of the draft. One of our best shovel men, Fitzgerald, has told me that he would not be back next summer, and numerous others have gone for similar reasons and some to take other work for contractors who offer more inducements as to pay and bonuses than we do.


We have a few faithful employees who live around here and in the Palmer area whom we can depend upon for some of the key jobs, but it looks as though we will have to import others, unsatisfactory as this method is, particularly mechanics and operators, although the extent of this can be determined in time before operations open up in the spring.

We are even finding it difficult to keep a maintenance crew at Palmer, farmers are getting good prices for their products. Many men who used to work for us now prefer to work on the farms entirely and some of our men work intermittently on the farm during spring when planting, in the fall when harvesting, and in between times for us.

Another development is the longer employment and high wages paid to construction men who have more money these days than they ever had, causing a tendency even amongst good men to want to quit work when conditions get disagreeable.

In other years one could figure on certain jobs being done after the season's work was over, when men were glad of the extra work during the winter season, but now the majority of the men are ready to quit when the work on which they have been engaged during the summer is completed and prefer to loaf around during the winter. This attitude is understandable amongst the older men who cannot stand the rigors of the winter out of doors but the situation is general. One of our mechanics, who worked about nine months, made a little less than \$5,000, leaving for the States as soon as the season was over, and many other younger men prefer to loaf around or go out in the hills rather than work during the cold weather.

Yours very truly,

  
M. C. Edmonds,  
Superintendent.

MCE:p

November 18, 1943

Mr. M. C. Edmunds, Supt.  
Alaska Road Commission  
Anchorage, Alaska

Dear Sir:

30/39  
Your working drawings of the proposed location of the road from Palmer to the beginning of the new Glenn Highway are returned under separate cover. The location as proposed is tentatively approved subject to ground inspection.

If the cattle pass is necessary it is anticipated this could be constructed in the low part of the fill, principally from large timbers salvaged from Granite and Kings River railroad bridges.

Regarding the right of way it is agreed that 100 feet is desirable. However, if we cannot get 100 feet we will have to take less and if necessary, rather than pile moss and stumps alongside, will have to burn everything clean, in which case 60 feet would suffice. Where fill or cut demands it right of way would have to be wide enough to cover.

No funds particularly for this work are being requested, and it is unknown at this time whether it can be undertaken in the spring. Since the road is passable, our first duty will be to entirely complete the work already undertaken.

Very truly yours,

Hayley Sterling  
Acting Chief Engineer

HS/BL

13/191-2

UNITED STATES OF AMERICA  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
NOV. 12, 1943

Mr. Hawley Sterling  
Acting Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Sir:

Your letter requesting plans of the proposed relocation of the road from Palmer to Mile 5 on the Bern Highway has been mislaid; however, as we do not have tracings made of this project, I am sending you the working drawings and profile made up by Clifford which should be returned when approved.

The proposed change near Mr. Albrecht's house calls for a large cut and fill to which the various parties concerned have agreed.

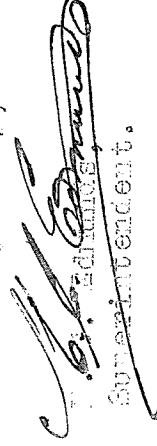
Mr. Bailey who is in the house building business stated that he would move his barn away from the present location to one near the existing road out of the way of our operations but that he expected to be paid for the work. He also stated that he wanted a cattle pass out under the fill so that the cattle could be moved from the pasture to the barn without having to go out of the way and be crossing the road all the time and be on other people's property.

I do not anticipate any difficulties with the farmers concerning right of way although the Directors of the Iatanuska Corporation objected to giving us a hundred foot right of way, notwithstanding the fact that all the farmers with whom they were concerned were agreeable to this distance.

It may be that in cases where the land is already cleared, where we have no clearing to do and very little rubbish to pile up on the side of the road, that the distance they are agreeable to - sixty feet - might be satisfactory, but where we have to pile stumps and sods of dirt from the striping on a 60 foot right of way this is not enough.

Where we have to keep roads open all winter and right glaciers, we should by all means get as much ground as we will need so that we have a chance to maintain the roads adequately which we cannot do unless we have plenty of room. Most of the ground taken is not utilized and there should be no legitimate objection to our getting a hundred foot right of way.

Yours very truly,

  
W. B. Edmonds  
Superintendent.

RECEIVED  
NOV 15 1943

Public Highways Division  
Anchorage, Alaska

*Handwritten notes:*  
made 11-11-43  
W.B.  
EAT

November 10, 1943

Mr. M. C. Edmonds,  
Superintendent, A. R. C.,  
Anchorage, Alaska.

Dear Sir:

Reference your October situation report, last paragraph, it is requested that under the circumstances you try to get along without replacing Mrs. Darnall.

35/35  
By comparison, Fairbanks has only three people and Valdez three people doing identical work while you still have four. In addition, both Fairbanks and Valdez have just finished seasons entailing more work than you had in your district. If it develops that you will have a large program in 1944, an endeavor will be made to secure a replacement for you.

Regarding Jackass Gulch culvert, you said nothing about the proposed closed log crib to be placed around the upper end of the culvert. After the culvert has been cleared of stulls and all rock, this crib should be constructed while the water is down. It is suggested that the crib be built 3' square with a foundation below the bottom of the culvert and built up at least two feet higher than the level of the small bars formed by the creek immediately above the culvert, in order to take care of any sudden freshet when no one is around to handle the situation. It is also suggested that the crib be practically water-tight, with the idea of eventually filling up the area above the fill with material washed down from the stream.

The bottom should be solid logs to take care of eventual high fall of water through the crib. A good solid foundation should be provided so that no settlement will occur, and the whole structure well built. The side logs from the foundation to the top of the culvert should be dug into the fill. Once above the top of the culvert, the crib will be nothing more than a four-sided log box, three feet square inside.

Very truly yours,

Hawley Sterling,  
Acting Chief Engineer.

MS:JJ

Copy filed  
12/25/35

Memo similar to this on Valdez end  
of Glenn Highway filed 13/191-5

97

MEMORANDUM ON PRESENT CONDITION AS OF OCTOBER 7, 1943, OF GLENN  
HIGHWAY WITH PROPOSED FUTURE OPERATIONS, INCLUDING  
ESTIMATE FOR 1944.

Section Palmer to Mile 76

The newly constructed road from Mile 5 to 76 could be called completed except for the following items:

1. A suitable final gravel surface where required.
2. The back sloping of cuts and sidehill sections to prevent sloughing.
- ✓ 3. The completion of the approach fills to Granite Creek Bridge and removal of old railroad trestle.
- ✓ 4. The protection of bridge foundations and fills, particularly Granite Creek, Kings River and Chickaloon River.
5. The completion of the west approach to Chickaloon River Bridge and suitable fill to take off of main road toward Chickaloon.
6. River protection at Mile 29.
7. The widening of certain fills between Moose Creek and Sutton and between Miles 26 and 27.
- ✓ 8. The cleaning out and protection of Jackass Gulch culvert.
9. The completion of the road to grade and alignment at Jackass Gulch, Bug Lake, a couple of spots between 70 and 74 and Caribou hill east from bridge to top of hill.
10. The widening of rock cuts to provide the minimum 24-foot width adopted as standard for the road.
11. The lowering of the mud cut at Mile 59 to provide suitable sight distance.
- ✓ 12. The completion of the grading from 54 to 58.
- ✓ 13. The construction of a small bridge in the wash at Mile 66.
14. Ditto at the mouth of the gully about Mile 56.
15. The construction of a winter station for snow removal at Mile 68.
16. The placing of standard mile posts.



It is expected that items 3, 4, 8, 12, 13 and 15 will be completed this season with available funds. In reference to item 4, the importance of securing depth for protection work to pile bents at Granite and Kings River has been verbally emphasized and is again emphasized here. Anything which is not so constructed as to provide protection to maximum scour line is futile. It is believed the work done on the west pier at Kings River will prove useless, since the river will eventually reach that side, scour out the gravel under the cemented rock, thereby breaking it up and letting it wash away. At Granite Creek once the channel is confined and has a get away below, it can be expected that a deep and permanent channel will be formed under the bridge. In regard to item 8, the condition on October 7 is contradictory to that stated in your situation report; the condition is unchanged as of 30 days previous except the pool of water at the upper end was higher, probably from increased rainfall, as apparently as much water was passing thru the culvert. You can realize the importance of attending to this matter.

Reference item 13, you are cautioned regarding setting the sills for this bridge at least 6 feet below lowest existing point in wash, as once the waters are confined the tendency, due to grade of stream, will be to cut a deep channel under the bridge. Posts of bents should be well braced against fills by using strong longitudinal members between them.

On item 2 it has been suggested that the Northwest shovel with dragline boom and an extension to same, using a drag scraper, might make a suitable tool for the purpose, the idea being to pick up the spoil with carryall and to place it in nearest narrow fill. See also item 7. Decision as to angle of slope would be made by inspection. This shovel would also have to be used for item 6 in loading trucks with large broken rock.

Item 5 can probably all be done with dozer, using the accumulated sloughings from the bluff. The final work should leave a vertical curve beginning at bridge end and a safe takeoff to Chickaloon.

Reference item 9, as you were verbally informed Bagoy constructed the alignment at Jackass and Bug Lake according to his own ideas and did not follow the stakes, making a passable road but a poor engineering job -- at the same time making the engineer feel both sore and useless. These places should be run in according to plan and so constructed. East Caribou hill should be rerun for alignment and grades.

Item 10 - we cannot conscientiously advertise a 24-foot road for the Glenn Highway if narrow spots are left. There are now but very few places under 24'. One on Caribou Hill was noticed; this particular place could probably be more economically fixed with a good crib, using steel pile ends for support if available. It was only a very narrow gut in an otherwise solid rock roadbed.

The sight distance at the mud cut is very poor and a sharp piece of grade was left on the west end. This cut was ordered ditched (and a good job was done), so that it might dry for lowering. Nothing was ever done, probably

because there were too many other things to do. This cut and fill below it should be profiled and worked up accordingly. Except for the additional cost of moving to and from it several times, it can be done without the least trouble and as cheaply as any common excavation. It should be watched closely and taken down in steps, one half longitudinally at a time; when the side being worked shows signs of being wobbly, get out of it and let the sun dry it out. If this cut was taken from nothing at edges to 6 feet at deepest place and material placed in fill you would have a good job.

Reference item 14, it is believed you will eventually be convinced that

a bridge is necessary at this place. The road passes the mouth of a fairly large, well defined creek which has been cut deep into the hillside. Apparently the waters drained into this creek seep into and run under the ground; at times the underground channels become choked and during a heavy rain or in the spring a heavy flow of water comes down the creek on top of the ground, carrying a lot of fine gravel with it which would choke a culvert. In lieu of a bridge a two by two box culvert with top level with road surface is suggested, the top of culvert to be easily removable for cleaning out. Incidentally, you will find a wonderful and unlimited deposit of gravel below the road at the mouth of this creek. Three inches of this crushed to 3/4" on 6" or whatever is required for subbase will make a fine road.

The placing of mile posts cannot be done until Miles 0 to 5 have been located and constructed. This work will be done next year if funds are available. In this connection, we would be pleased to see a plat of your proposed location showing also the existing road over these five miles. Maps of the two remaining sections, Carbon to 76 and 76 to 77 mile, should be forwarded as soon as completed. The Division is requesting copies of these maps.

Item 1 - Graveling has been partially covered by memorandum of proposed work for the Valdez district. It is tentatively contemplated that this outfit will work continuously the entire season. It should be able to work over at least 30 miles if no serious times are encountered with the crusher. Four spreaders should be required. It has been suggested that in case funds are available, a second purely crushing layout commence at Kink River bridge, working east. The crusher from the Park would be utilized. No other gravel operations other than these should be planned.

The section from Palmer to Mile 5, if funds are available, is to be entirely rebuilt to standard, including such relocations as are necessary and from work to be done east of there.

Estimated Cost 1944 Operations.

It appears that once the road has been opened, a comparatively small crew (aside from graveling operations) could very well do all the work outlined from Mile 5 to 76 in sixty to ninety days. The crew would at times be fairly widely separated. Equipment required, approximately as follows:

Memo on Glenn Highway - #4

- 1 - 5/8 yard shovel (for bank sloping and loading rock)
- 1 - carryall w/HDL4 (to work part time with shovel)
- 1 - compressor (for drilling for river rock and widening)
- 2 - dozers, as required (Caribou Hill and rock work)
- 7 - trucks (for approximately 20 days hauling rock)
- 5 - pickups (one each for mechanic, timekeeper, Petersen, foreman and Bagoy)
- 1 - dump truck (for compressor crew)
- 1 - 3/4 yard shovel (ditching 68-74 Mile - 30 days only)

Requiring following crew:

- 1 general foreman
- 1 foreman
- 1 rock foreman
- 2 mechanics
- 1 grease monkey
- 1 cook
- 1 flunky
- 1 laborer
- 1 skilled laborer
- 2 drillers
- 2 dozer operators
- 1 timekeeper
- 2 shovel runners (as required)
- 7 truck drivers ( " " ).

This outfit, figuring the work could be done in 75 days, except as noted, would cost \$48,000 on a ten-hour basis. It would work out of Sutton, camp for a short time at Hicks Creek, then Caribou Creek. The equipment would move to Palmer about July 10th.

A small maintenance crew consisting of working foreman, 1 truck driver, 1 laborer and a cook would cost about \$15,000 for the season. This crew would first be stationed at 68 Mile, later at Hicks Creek.

The operation of the Sutton camp with warehouseman, cook and freighter would run about \$10,000 for the season.

The work from Palmer to 5 Mile could be supervised by King until he was required in the mountain area, about the time the crew on the main road finished and moved to this job. His work would consist of clean burning all trees, brush and moss within the acquired right of way, grading of flat work, establishment of fences where necessary and a start toward dozer and carryall work, leaving the bulk of the work for later crew.

Estimated Equipment

- 2 dozers
- 1 carryall
- 1 pickup

Estimated Crew

- 1 dozer operator-graderman
- 1 dozer-carryall operator
- 2 laborers

Memo on Glenn Highway - #5

Estimated Equipment, Cont'd.

1 grader

Estimated Crew, Cont'd.

8 semi-skilled laborers (75 days only)  
1 cook (75 days only)  
1 flunky (75 days only).

This outfit for 75 days would cost \$25,000 and that portion of it used the balance of the season an additional \$15,000.

If a crusher crew starts work east from Knik River, it could utilize the camp at Palmer. This crew would be small compared with the crusher crew on the east end of the road, as the Park crusher will not average 50% of the production of the new crusher.

Estimated Equipment

1 crusher  
1 dozer (part time for stripping)  
10 trucks  
1 motor grader

Estimated Crew

2 crushermen  
1 mechanic  
1 hoist operator or dozer operator  
1 foreman  
8 truck drivers  
1 dumpman  
1 motor grader-dozor operator.

This outfit would cost \$75,000 for a 150-day season and would, with luck, do 15 miles of top surfacing. Pits not more than 4-mile intervals would have to be used to hold down the haul.

Summary of Proposed Estimated Expenditures

1. West end crusher unit .....	\$75,000
2. Preliminary work, Mile 0 to 5 .....	25,000
3. Portion of preliminary crew July 15-Oct. 1 .....	15,000
4. 10,000 yds. pit run gravel for Miles 0-5 @1.50 .	15,000
5. Operation and maintenance Sutton camp .....	10,000
6. Miscellaneous crew Miles 0-5, July 15-Oct. 1 ...	48,000
7. " " Miles 5-76 .....	48,000
8. One only maintenance crew .....	15,000
9. East end gravel crusher crew - May 15-Oct. 15 - 150 days @ \$1,250*.....	187,500
10. Two motor graders for surface maintenance, April 15 - Oct. 25 - 200 days @ \$65 .....	13,000
	<u>\$451,500.</u>

\*Would be reduced some at last half of season because haul could be shortened account frequency of gravel, thus reducing number of trucks required. This item cancels proposed expense on memo to Stewart, of which you have a copy.

Memo on Glenn Highway - #6

This memorandum with suggestions included is sent you at this time for discussion with your assistants, and for consideration in making up your recommendations for 1944. Of course, at this time we have no idea as to what our appropriation will be.

Hawley Sterling  
Acting Chief Engineer.

Original to M. C. Edmunds,  
Supt., A. R. C.,  
Anchorage, Alaska.

Copy for HS  
File ✓

HS:JJ  
15-19-43

Black

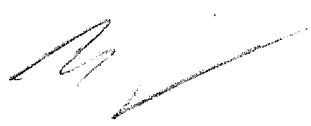
Juneau Alaska Sept 6 1943

Sterling  
Road Comm  
Valdez

Unable film Jackass Gulch map last record is you returned to Anchorage December  
thirty first nineteen forty one

Skinner

GIS:lw



ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY  
ALASKA COMMUNICATION SYSTEM ALASKA COMMUN  
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ALASKA COMMUNICATION SYSTEM ALASKA COMMUN  
SIGNAL CORPS U. S. ARMY

JVK 63 11 INT

VALDEZ 6 0220Z

SKINNER 13

JUNEAU

IF MAP OF JACKASS GULCH THERE FORWARD IT TO EDMUNDS ADVISE

STERLING

0441Z D

*[Handwritten signature]*

RECEIVED  
SEP 6 1943  
Alaska Road Commission  
Anchorage

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
June 14, 1943

*Handwritten initials/signature*

TO ALL CONCERNED:

Due to the necessity of supervision and coordinating details of the construction work on the Glenn Highway, requiring a person to be around the work continuously, the work of looking after the two camps at Lilla Lake and the Little Melchins is being assigned to Mr. Peter Bagoy, and Mr. James Mulvaney and Mr. Peter Nelson will take orders from him from this date.



Yours very truly,

M. C. Edwards,  
Superintendent.

MCE:p

13/191-2



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
June 4, 1943

RECEIVED  
JUN 8 1943  
Alaska Road Commission  
Juneau, Alaska  
*[Handwritten initials]*

Mr. Ike P. Taylor  
Chief Engineer, A. R. C.  
Juneau, Alaska

Dear Sir:

With reference to your second letter concerning the right of way for the proposed rehabilitation of the road from Palmer to the commencement of the Glenn Highway, I have again contacted Mr. Hanson and he informs me that as far as the farmers interested are concerned, there is no objection to our putting in the road and obtaining a right of way of one hundred feet. He told me, however, that some of the members of the Board believe that one hundred feet was excessive and that they figured that eighty feet should be sufficient.

No doubt we could get along with eighty feet in some cases. Where the ground is level and already cleared this distance would be satisfactory. In lots of places however the road goes through land that is covered with brush and cottonwoods and there is no reason why we should not have the additional width especially if the farmers concerned are agreeable to our getting it.

Yours very truly,

*[Handwritten signature]*  
E. C. Edmunds,  
Superintendent.

ECB:r

13/191-2

2-161/51

WOLF: 2

Superintendent.

*[Handwritten signature]*  
W. C. Williams

Yours very truly,

In further compliance with your instructions in your letter of May 19th, I will again take up with Dr. Hanson the proposed changes in the Palmer area for the rehabilitation of the old road between Palmer and the junction of the Glenn Highway.

Dear Sir:

Mr. I. E. Taylor  
Chief Engineer, W. R. O.  
Fairbanks, Alaska

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
May 28, 1945

RECEIVED  
MAY 2 1945  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA

*[Handwritten initials]*

*PAID  
MAY 19 1943*



May 19, 1943

MEMO to the Governor.

The attached copy of a letter from Mr. Edmunds is furnished for your information. A copy of my letter of May 11 to Edmunds was furnished you.

Ike P. Taylor,  
Chief Engineer.

Enc.  
IPT:IW

13/191-2

May 19, 1943

Mr. M. C. Edmonds,  
Superintendent, A. R. C.,  
Anchorage, Alaska.

Dear Sir:

Please refer to your letter of May 17 in reply to my letter of May 11 regarding right of way between Palmer and Moose Creek.

In discussing this matter with the Governor I received the impression that both Dr. Hanson and the colonists were still concerned about the proposed changes and that they were apparently under the impression that we intended to force thru a right of way along the lines of our proposed changes. I wanted it understood that such was not our intention. While we desired to provide the best alignment possible, the changes would be made only with the consent of the colonists affected. Since the title to this land still rests with the Government, the only thing we could obtain would be an agreement voluntarily signed by the colonists allowing us to occupy a portion of their allotment for a road right of way.

The authority in the Operations Orders to do the clearing on these line changes was predicated, of course, on the right of way having been previously acquired or the necessary easements obtained.

I believe it would be good policy for you to again discuss this with Dr. Hanson to clear up any possible misunderstanding regarding our attitude.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

IPF:IW

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
May 17, 1943

Mr. Ike F. Taylor  
Chief Engineer, U. S. R. C.  
Juneau, Alaska


Dear Sir:

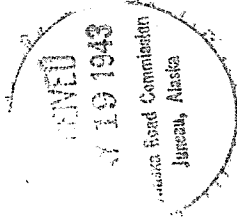
In reply to your letter of May 11th concerning right of way for the proposed line changes between Palmer and Moose Creek, before any work was done on clearing the matter was discussed with Dr. Hanson. He and I went to see the colonists concerned regarding the obtaining of their consent to the proposed changes. All of the men concerned were heartily in favor of giving us right of way. The authority to start clearing was given in the operation orders for this year's operations.

I am requesting a hundred foot right of way for this important road as it is impossible for us to maintain the roads during the winter months without having adequate right of way. In the farming area we have to have sufficient room to get rid of our moss and stumps as we will not be permitted to push this material onto the farmer's land.

So far all the farmers talked to are agreeable to giving us the required right of way.

Yours very truly,

  
M. C. Edmunds,  
Superintendent.



EOB:p

May 11, 1943

Mr. M. C. Edmunds,  
Superintendent, A. R. C.,  
Anchorage, Alaska.

Dear Sir:

From a discussion with the Governor today it appears that some of the colonists who will be affected by the proposed line changes between Palmer and Moose Creek are somewhat concerned as to the attitude of the Alaska Road Commission.

I believe you thoroughly understand that it is not our intention to undertake any of these line changes unless full agreement can be obtained from the occupants of the land involved.

Your last report indicated that you were doing some clearing on these line changes. I see no reason to undertake clearing until the status of the right of way is definitely determined.

It is requested that before any further work is done on these changes you discuss with Dr. Hanson and the colonists concerned the matter of obtaining their agreement to the proposed changes.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

CC Office of the Governor

IPT:JJ

January 20, 1943

Mr. R. J. Shepard  
Superintendent, A. R. C.,  
Valdez, Alaska.

Dear Sir:

The dividing line between routes 96B and 4DB has been definitely fixed as mile post 76 from Palmer. Though, due to other work, you will in all probability do very little west of Nelchina River this summer, after this season the portion of the Glenn Highway from Nelchina River west to Mile Post 76 will be improved and maintained by the Valdez District.

Very truly yours,

IKE P. TAYLOR,  
Chief Engineer.

CC Edmunds  
HS:JJ

Original filed 13/1-1B

*SS*

ARC

*B*

DL

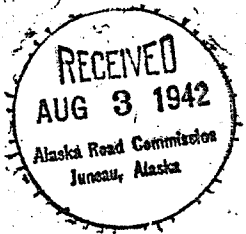
VALDEZ  
JULY 20 1942

*W*

EDMUNDS  
ANCHORAGE

RETEL SIXTEENTH OK TO USE BROWN AS SUGGESTED BUT SOME EQUIPMENT SHOULD  
CONTINUE WORKING IN GULCH AND CULVERT SHOULD NOT BE PUT IN UNTIL ALL  
NECESSARY BOULDERS ARE IN PLACE

STERLING



*Edmunds*



# Signal Corps, United States Army

## Telegram

Received at VALDEZ, ALS.  
28E D 71 INT NL GENWXE

ANCHORAGE ALS JULY 16 1942

STERLING

VALDEZ ALS

191  
RECEIVED  
AUG 3 1942  
Alaska Road Commission  
Juneau, Alaska

AS LITTLEJOHN NOT GETTING ANY RESULTS ACCOUNT WEATHER AND NECESSITY OF OPENING UP NEW GROUND HAVE INSTRUCTED HIM TO MOVE TO

MELCHINA STOP SUGGEST WHEN BROWN RETURNS FROM PARK END OF MONTH THAT HE TAKE JACKASS GULCH CREW AND MOVE TO

LEILA LAKE TO WORK ON THIS SECTION STOP WILL HAVE CULVERT PLACED JACKASS AND NO NECESSITY OF DOING

FURTHER WORK THERE BUT URGENT NEED OF GETTING GRADING WORK UNDER WAY

EDMUNDS 2050Z

*gn ✓*

Juneau Alaska July 8 1942

ARC  
Valdez

For Sterling have mailed reply your letter second stop Glenn will have preference on men based on present equipment plan but desire do all work possible on south end Richardson as well as essential maintenance

Taylor

IPT: IW

A handwritten signature in dark ink, appearing to be 'Taylor', is written over the typed name. The signature is stylized and includes a long horizontal stroke extending to the right.

July 7, 1942

Mr. Hawley Sterling  
Assistant Chief Engineer, A. R. C.  
Valdez, Alaska

Dear Hawley:

I have just received your letter dated July 2, with copy of letter to Edmunds. As I see it, it is our job to attempt to get some sort of a passable road thru on the Glenn Highway and do as much as possible of the Richardson Highway improvement. If, as you say, it is impossible to obtain enough labor for the Glenn Highway job, then I would say that this job should take preference over the Richardson Highway work. However, your outline on equipment indicates that it is your desire to use a large part of the equipment planned for the Richardson Highway work on the Glenn Highway. We could not reasonably claim that there was a shortage of labor for the Glenn Highway if it was based on using equipment not originally planned for this job. We have gone on record repeatedly in attempting to obtain this equipment that it was urgently needed for the Richardson Highway work. I intend to make every effort to obtain more men and while we may not be successful in this, until we have made every reasonable effort I do not feel that we should give up trying to get somewhere on the Richardson Highway program.

I had already discussed with Shepard--and I assumed that he would inform you of this--a plan somewhat as follows:

To continue the rock crews on as large a basis as possible.

To start one shovel crew with whatever trucks were needed on work in the Thompson Pass summit area where gravel fills will be necessary to widen and straighten the road.

Another shovel crew to go in at Tonsina to resurface this season as much as possible of the road in this section which proved to be weak.

To do some spot graveling in the section north of Sourdough if this proved to be necessary, and

To do the necessary grading on relocations in connection with those bridges for which it appeared likely that we might receive the steel. This would include, first of all, the cut on the south approach to the Bear Creek Bridge, which would probably have to be taken out by shovel and trucks and would be done by the Thompson Pass shovel crew late in the fall. According to the latest information the HDL4 tractors have not yet left the factory, the Lomen advised that they expected shipment any day.

I have no objection to the diversion of some of the new equipment to the Glenn Highway providing the Richardson Highway is not left too short.

13/191-5

13/191-2

I do not believe that we would be justified, however, in taking three of the new HD10 tractors on to the Glenn Highway in view of the fact that we have nothing on the Richardson Highway now except two broken-down 40's. In my opinion it will be necessary to reach some sort of a reasonable compromise between the two jobs. Had we not received the funds for the Richardson Highway and been able to obtain the equipment for this project, it would have been necessary to get along with what equipment we had on the Glenn Highway. Certainly, it would be unreasonable to have some of the new equipment standing idle on the Richardson Highway while you had broken-down equipment on the Glenn Highway for which operators were available. However, this could be carried to the extreme if all the new equipment were placed on the Glenn Highway leaving the wrecks for the Richardson Highway work.

According to your estimate of progress it would appear that you would not be so short of tractor equipment as you would of shovel and truck equipment to assure a passable road on the Glenn Highway. I do not believe we would be justified in robbing equipment off the Richardson Highway to assure a road thru on the Glenn Highway by September 30 if we could by the use of the equipment already available on this route get a road thru by the end of October. In other words, I see no reason to sacrifice any prospective work on the Richardson Highway in order to get a slightly earlier connection on the Glenn Highway.

All this may sound somewhat involved but I thought that from our last discussion it was agreed to be necessary that we make every effort to carry out as much of the Richardson Highway program as possible, based of course on our success in obtaining men.

The gravel problem west of the Nelchina certainly sounds serious and if we have to haul gravel twelve miles it appears unlikely that we will have a graveled road all the way by the freeze-up.

Your comments to Edmunds regarding obtaining rock at Jackass Gulch are noted. From what I was able to observe of the sides of the gulch I saw no possibility of obtaining suitable rock nearby. It may be that if you consider it essential to have a greater depth of rock than merely fill the creek channel you will have to have a shovel and trucks to haul the rock in. If this work is delayed until you are able to move the Northwest shovel up it would appear that the filling of the gulch would not be completed this season.

I realize that the situation must be very discouraging and I sympathize with your feeling in the matter but I still feel that we will have to give some serious thought to accomplishing a part of the Richardson Highway program. In view of the above I will leave it up to you to decide on the ground what you think is best and will abide by your decision. It is requested that you give some thought to the Richardson Highway work as well as to the Glenn Highway.

HS - #3

7/7/42

There are a number of problems to be encountered in connection with the construction of foundations for the various bridges and plan for erection. This is true especially of Bear Creek. It is unlikely that we will receive any of the fabricated material until late fall. We have been unable to obtain any promised delivery date from the contractors.

My plans are not yet definite. I hope to be back in the Valdez District by the end of this month.

We are still able to obtain a few men here and have ten signed up for this boat. This number, however, may not be available by the time the boat sails. We have requested Seattle to ship 10 dozer operators, 25 truck drivers, 25 laborers and 2 automobile mechanics. Have heard nothing from them as yet and I think it unlikely that they will have much success in obtaining men or space on the boats. We will continue our efforts along this line anyway.

Sincerely,

Ike P. Taylor  
Chief Engineer

IPT:IW



Copper Center  
July 2, 1942

gjm  
mb

Dear Mr. -

You can see from the enclosed that we are really up against a tough proposition for gravel, right square in the middle of <sup>this area</sup> finish, and in high part of country. Some gravel may be found but I'm very very doubtful of it. Now we are going to gravel 24 miles of road on that long haul with the run down equipment we have to work with is one I have not been able to figure out.

We have had two mechanics continuously at Tolome repairing trucks; so far they have never caught up and right now we could not put on more drives if we wanted to as there are no more trucks that will run. Lee Albin so far, with Bill Berry, at Ryebarrow has been unable to keep up with repairing tractors. When I came thru he had 3 waiting for repairs.

The labor situation remains unchanged & I could easily use 25 men right now and there is not one in sight. Now anything is to

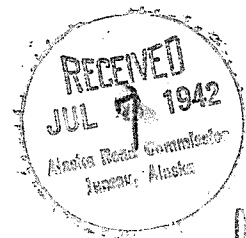
(2)  
be done on the Highway is more than I  
can figure out. Maybe you can. The 4<sup>th</sup>  
of July is just ahead of us and you can  
count on an average at least 4 days shut  
to hell particularly with the waters which  
makes up 50% of the Glenn Highway Run  
in this end.

From the angle of the labor situation some-  
body has got to decide whether the connection  
to Anchoy is paramount or whether you  
want it unpunished and a dash of work  
on the highway. That decision is yours  
and it should be made now. If you  
want the connection made you will have to  
put out a definite order that that road  
is to be given priority for labor and  
that the highway becomes secondary. It is  
plain that both cannot be done.

Furthermore, if there continues to be a  
shortage of labor and you give priority to the  
Glenn Highway, there will be equipment schedules  
for the Highway available. We are using the  
meets and Shepard says there will be more when  
the new stuff arrives, as they can be released.

ALASKA ROAD COMMISSION

Glenallen, Alaska.  
July 2, 1942.



Mr. M.C. Edmunds, Supt.,  
Anchorage, Alaska.

Dear Sir:

There are a few things which I wish to bring to your attention since walking thru the last time. As near as I can determine and to the best of my belief there is no gravel from your mile 70 to Shepards Mile  $47\frac{1}{2}$ , a distance of  $24\frac{1}{2}$  miles. There may be a deposit near 71 or 72 but aside from that there is a grave possibility that none whatever will be found. This fact is going to prevent the possibility of having a wet weather road connection unless some action is started at once.

You can readily see that it is imperative that you have a graveling outfit primed and ready to go the minute that Hosler gets a passable hole thru to the most easterly gravel that he can find from his camp. Ahead of this must come a start on the grading and shaping of the work now being done by Littlejohn. Littlejohn is not leaving his work in such condition that it will be all ready and waiting for gravel. The entire ten miles he is now working on will have to be graded and shaped ahead of the gravel outfit. The ground is so bad in spots and will continue to be bad even when Hosler get there that he will have to have a grader prepared with skis to take care of it and he will have to have the grader working continuously double shift for at least a month in order to do the work. This means that you should start at once making preparations for the grader and trying to secure a couple of grademen.

You will positively have to have a shovel for this work and a good one as a trap will not turn out the gravel as fast as you need it. I do not know whether you have a shovel available that can be used on this work in addition to the three now on the job. If you have none, then all you can do is to take the Speeder and let Pete get along the best he can. Even if you have another shovel I would suggest that the Speeder be sent to the front when it is required and that Pete take the old shovel, as breakdowns on his work would be of lesser importance than the stoppage of getting the mud country graveled. If you send the Speeder the operators should go with it. If the old shovel needs any work done on it in preparation for this work, now is the time it should be done. You should also see that you have plenty of trucks in readiness for this work; tho you wont need many at the start, if we have to haul gravel 12 miles you will eventually need as many as 25 in order to keep going.



It was noted that Harry Mackey is working with a very small crew of men and consequently is not making the progress that the job demands. Unless something is done to increase his crew he will not get the bridge work done until after the first of the year. We have made tentative plans to use Mackey for bridge work on the Richardson Highway as soon as he can be spared from where he is. There is no reason, if you can secure the men, why Mackey's crew should not be doubled at once as he can be driving one little bridge while others can be finishing up. He could work on two or three bridges at the same time. You have Muddy, Pinochle Creek, Pack Saddle and at least five little spans besides these before reaching Nelchina. I will bring the required information on these spans on my next trip over. I think you should now definitely plan on taking a chance on the temporary bridge over Hicks Creek and leaving it to be done on the way back. It seems at this time that you will have to figure on Mackey doing the Nelchina Bridge. We have hopes on this end of being able to land the lumber and steel for this bridge at the site by the time Mackey gets all the little spans done up to the Nelchina.

As mentioned in my note to you I am wiring Ike to-day regarding the location approaching the long steep grade to Caribou. This ice hump has thawed down, has only a three foot cut for 150 to 200 feet and there is no reason whatever why it cannot be worked up at no more cost than on the proposed location. Certainly, the original alignment is far better and in my opinion is of real importance at the head of this long grade. Frankly, we are doing miles of ground like that short stretch over on this side. This hump can be done intermittently by the tractor widening the grade if you watch it close enuf to get some body on it when it is ready to work.

Also as I mentioned in the note I looked over the Jack Ass Guch project. At that time there was a small tractor in the bottom of the gulch digging into the hillside and getting an occasional boulder. In addition there were two men besides Martens picking up rock by hand, ( the size of your head or smaller ). From the top of the creek this looked like a few dwarfs trying to build the pyramids and, indeed, that is what it amounts to. It is true that there are a few good sizeable boulders upstream in the bottom which it will be worthwhile, tho costly, to secure and since they now have a winch they should be secured. But, if a side cut on the hillside above the solid is mad, on both sides of the creek, a large number of boulders will naturally roll down the hill, many of them landing exactly where they are wanted, while most of the fines will stay on the hillside. If sufficient boulders cannot be secured in this manner, there is a good deposit of large boulders  $\frac{1}{4}$  mile east of the gulch which can be loaded with a shovel and hauled on an easily made road on the right of way. It is believed that it would pay to get the Northwest up to do this work after they are thru with the Long Lake Grade. There is plenty

of other work in this vicinity for the shovel when finished with the bowlders.

In checking over Littlejohns work, I found that he is leaving too much moss in the grade, that he apparently opened too much ground at a time, has insufficient drainage and is now unable to get his drainage ditches down to where they should be. He is, as a consequence, having more trouble with the mud than he otherwise would have had. You will have to have a large number of metal culverts hauled out to Hoslers, of all sizes, ready to put in to replace the wooden ones that Littlejohn has installed. Unless Hosler hits this work of Littlejohns as soon as he gets a hole thru to it, he is liable to have a great deal of difficulty in working it up for the gravel.

Yours very truly,

Hawley Sterling,  
Asst. Chief Engr.

CC Juneau

May 12, 1942

AIR MAIL

Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska



Dear Sir:

In reference to the work on the Glenn Highway. I went out with Grammer a week ago to get him started on the survey from Leila Lake to the Little Nelchina River. While at Leila Lake we made a trip down to the River to get some idea of where the road would be located and to see how the changing of the bridge location two or three miles down stream would affect the survey.


We found that the old location was the one Shepard was planning upon and we were very glad to see that this was the case as the change would have thrown us into some very bad ground.

Upon looking over the ground it seemed to me very evident that we would not be able to construct much of a road to the Nelchina by fall without additional equipment being provided which of course is out of the question at this time. We might have obtained some equipment from McKinley Park which could have been used to good advantage but most of this equipment is being transferred to Fairbanks in accordance with your instructions.

The conditions have not been very favorable for accomplishing much work this spring but with Bagoy, Hosler and Littlejohn in charge of our main camps it is expected that good progress will be made as soon as the frost is out of the ground and we are able to travel over the roads without losing too much time.

I suppose we will be seeing you up this way before very long. I would like to get an itinerary so that I will be here when you arrive. With the necessity of my being out on the Glenn Highway more or less it is not likely I will be out of Town for any extended period but it is as well for me to know when to expect you so that I may plan accordingly.

Very truly yours,

  
M. C. Edwards  
Superintendent

April 1, 1942

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Last summer construction work on the Glenn Highway was interfered with daily by unnecessary traffic over the uncompleted road. The foremen did all they could to warn the drivers, traffic continued in spite of signs and verbal warnings. There is no reason why progress should be interrupted by this traffic.

It is suggested after the Chickaloon Bridge is completed and the road completed to  $1\frac{1}{2}$  mile creek that a heavy chain, with padlock, be put across the bridge, with keys furnished to each foreman and others necessarily traveling the road. An additional emergency key should be placed in each camp.

At the time you do this it will be necessary to block the temporary road up the hill. This could be easily done with a dozer in a few minutes at a steep point half way up the first grade.

Should the Army personnel have occasion to use the road beyond the padlock, it is suggested you supply them with a couple of keys and they in turn could circularize their various contingents that the key was available.

When the road is completed to Hicks Creek, the padlock could be moved to that bridge, etc. The usual warning sign should be placed near the lock.

Very truly yours,

Ike P. Taylor  
Chief Engineer

HS:IW

13/191-2

43  
JMT  
113

March 17, 1942

Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

JMT

Dear Sir:


In reference to the last paragraph in your letter of March 3, the supplies enumerated-

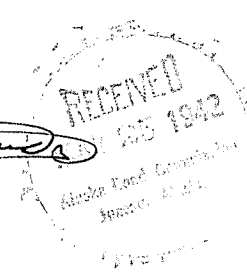
- 1 pack board
- 1 Sleeping bag
- 1 Boys axe
- 1 Brown warbag, containing clothes
- 1 Mess outfit for two men with two extra pots

have been shipped to Valdez on Government Bill of Lading #1165338, this date, marked "Hawley Sterling".

We had the sleeping bag cleaned so that Hawley would make a good start.

Very truly yours,

  
M. C. Edmonds  
Superintendent



MCE:ls

CC: Valdez

2-161/CT

March 24, 1942

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

With reference to the copy of the letter from the Northern Commercial Company which was recently forwarded to you, concerning the delivery of the  $\frac{3}{4}$ -yard Bucyrus Erie 20B shovel, it is suggested that since this shovel is being purchased principally for the heavy work along 8-Mile Lake, that this work could be left until the shovel arrives, providing of course that the narrowest rock points are widened to enable you to get your wanigan camp over the road when required. You are apparently doing this now. As it is almost a separate operation, it could be worked if necessary even from a Hicks Creek camp should Bagoy be camped that far out when shovel arrives.

This 8-Mile Lake section was discussed with Clifford and Bagoy and it was agreed that after the experience of last summer that it is decidedly a tough job for dozers, particularly the boulder section. The job is one to which a shovel is adapted, with perhaps one dozer to push boulders over the bank after they have been loosened by the shovel. There will also be a little truck haul, requiring a shovel, for filling across the lake. The fill is too long to be handled entirely by dozers.

This suggestion is made on the assumption that you are now having and will continue to have plenty of work for the Northwest.

Very truly yours,

Ike P. Taylor  
Chief Engineer

HS:JJ

2-161/91

March 3, 1942

Mr. H. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Reference yours of the 26th regarding location Lella Lake to Nelchina, Starling will go into Valdez about May first, from there through to the Nelchina and on to Grammer's camp if Grammer is in camp by that time. Though Grammer is familiar with the country and can go ahead if he is able to get on the ground, Starling will take the responsibility for the final location. You have already been instructed to have Grammer first run his suggested alternate line in the vicinity of Lella Lake.

Obviously it is not believed that a new lower crossing on the Nelchina will affect any of Grammer's line so far as he has gone, including the preliminary line.

As previously stated, if snow conditions are similar to last year, it is believed that Grammer could not get located in his last camp much before May 15th. It would probably pay you to make an air trip to this locality around May 10th or a little earlier to determine this, or better still, with a pair of snow shoes (if required) Grammer could walk from a camp at Jackass Gulch to a point a couple miles beyond Trail Creek cabin and stop at the cabin overnight. The trip on foot would give much better information.

The completion of the survey should not require more than 30 days as it is comparatively easy country. This should give you ample time to strip the entire area if you have sufficient equipment available.

Starling requests you ship Government bill of lading to Valdez, tied securely in one bundle, the following items at your warehouses:

- 1 - Pack Board
- 1 - Sleeping bag and small canvas tarp.
- 1 - Saddle axe
- 1 - Brown warbag containing clothes
- 1 - Mess outfit for 2 men with 2 additional pots used last year.

Due to irregular boat service, this should be done soon. Mark ARC, Valdez, for H. S.

Very truly yours,

Ike P. Taylor

RECEIVED  
FEB 2 1942  
Alaska Road Commission  
ANCHORAGE, ALASKA

Anchorage.

February 26th, 1942.

Mr. Ike P. Taylor,  
Chief Engineer, A.R.C.,  
Juneau, Alaska.

Dear Sir:

In reference to the location of certain portions of the "Glenn" highway which have not been definitely decided upon, and the possible necessity of doing work on some of this ground before the ground thaws out in the spring.

I would like to know whether Mr Sterling is planning on coming up here to look after this end of the work, or whether it will be up to this office to make the decision.

The sooner a definite location is made and approved, the better, in order that we may know what kind of ground we are going to encounter and what work is most necessary in order to make progress.


Since the location of the bridge across the Little Nelchina river has been changed we will have to revise the line run by Grammer last fall to the new location farther downstream, with the possibility that we may have some wet ground lower down, which might be worked to much better advantage before the frost goes out, and, in that case the sooner it is done the better after the survey is made.

Personally, I have never been over this section, so it is hard for me to estimate when the snow will be off sufficiently so that a survey may be made, but I would estimate that the earliest one could tell anything about the ground would be about the 25th of April.

By the time a location was made one would not have much time to spare if it was necessary to ditch wet ground before the water ran.

Mr Sterling is the logical man to decide where the location should be, he has been over the ground and is acquainted with the whole route, but if he cannot be spared we will have to make the decision promptly in order to get to work in the areas which are now indefinite as far as the location is concerned.

Yours very truly

  
M. G. Edmunds  
Sup't.

Grammer informs me that he believes we will have a lot of frozen ground in the vicinity of Leila Lake.



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

*Extra Copy*

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February 5, 1942

Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska



Dear Sir:

In reference to your letter of January 27, forwarding operations order for the conduct of the work on the "Glenn" Highway.

SURVEY WORK

We intend to find out later when it is possible to start a survey crew out East of Caribou Creek so that we may have a survey crew out as early as practicable.

The Jackass Gulch section should be completed as soon as possible so that we have a definite location made. Grammer informs me that he believes we will run into considerable rock on the higher crossing, but the only thing to do is to run out the line and have some definite information to make studies of.

If the location of the bridge across the Little Nelchina is changed it will make considerable difference in the preliminary line. Here, again Grammer thinks that the original location worked out alright from this end and that we will probably encounter worse ground farther down; although again, a survey would have to be made to determine the relative values of the different routes.

CLEARING

The burning of brush is already under way. A few men are stationed at the bridge camp at Chickaloon and are engaged in this work.

When the bridge crew moves a small crew will keep working at the clearing and burning until it is completed and other men put in other crews to do the work ahead.

ROCK WORK

It is planned to move a rock crew up to Caribou Creek as soon as the work at Moose Creek is completed in order to complete the road on the location down to the river so that it can be used.

13/191-2

We will probably have to construct a temporary skeleton pile bridge across Caribou Creek in order to keep supplies moving ahead. I do not think we can depend upon getting the bridge steel on the ground for some considerable time, judging by past deliveries, and the pile trestle could afterwards be used for false work for steel erection.

This depends, of course, on steel deliveries.

If necessary to do rock work on the temporary road up Jackass Gulch this could be done at the time the Caribou Creek work is under way and before the compressor is moved back.

I do not believe there is any immediate hurry about Hicks Creek, taking into account the fact that we only have two compressors on the ground it would probably be as well to work two outfits until such time as the new compressor is available, one at Caribou Creek and the other in the vicinity of eight mile lake.

#### GRADING WORK

The main consideration for early work is grading and ditching wet areas. The selection of this ground depends upon surveys which are not made and will have to be determined later.

As much of this work should be done on the frost as possible so that drainage may be obtained after the frost is out of the ground.

It is planned to have Littlejohn take charge of one of the advance crews, burning brush, freighting, etc, so that he can keep informed of ground conditions, and be ready to start grading as soon as conditions are favorable.

In the second paragraph of your letter, under grading, you mention that in one of the situation reports I brought up the subject of "keeping a passable truck road open to the Easterly advance camp".

This, no doubt, refers to my letter of December 19, written about new equipment for this road.

I had no intention of giving the impression that it would be advisable to build a narrow road for the purpose of advance freighting. What I recommended was that we build the road to a narrower standard in the first place, in order to get mileage and then work to the higher standard on the way back.

If Spach is out in the field this year no doubt the map work could be kept up to date; otherwise it is believed that it will keep him busy with general supervision of the work, and that he would not have much time for this work.

*Clifford*

Grammer is planning on taking about two weeks leave of absence early in March to make a survey of the Evan Jones Coal Mine, which should not interfere with our plans.

The labor situation is not encouraging. We are losing single men all the time. It is getting to be a problem to keep the Garage going and I have had to wire Outside for Mulvaney to return as I have not been able to get a man that is any good to work with McClure here on maintenance which is too much for one man to handle.

Latest reports of Ben Peterson indicate that he may be off the job three months instead of one month or six weeks, leaving us short a good man at a critical period.

If there is very little work at the Park this summer, and it could be arranged satisfactorily, I am planning on bringing Hosler down to work on the new road and trying Brown out at the Park as it is poor policy leaving a good man handle a small job when his services are needed elsewhere.

I would like to bring Rogers up from Kodiak also, now that his family are evacuated no doubt he would be glad to make the change but with activities of the Navy and Army going on there do not think it would be the smart thing to do at this time.

Very truly yours,

M. C. Edmunds  
Superintendent

MCE:ls

CC: Clifford

February 25, 1942

Mr. M. C. Edmunds  
Supt., A. R. C.  
Anchorage, Alaska

Dear Sir:

o o o o

o o o o

o o o o

It would appear your best plan at this time would be to erect Purinton Creek and some of the other wooden bridges enroute to Caribou, at the same time planning on having the false work in at Caribou about the time the steel reaches there.

Very truly yours,

Ike P. Taylor  
Chief Engineer

Original filed 13/191-8

13/191-2

January 28, 1942

Mr. M. C. Edmunds, Supt.  
Alaska Road Commission  
Anchorage, Alaska

Dear Mr. Edmunds:

Enclosed is picture #1124 together with an enlargement of that part of it showing Jackass Gulch.

This enlargement plainly indicates the proposed crossing discussed in our last letter on this subject and we have indicated in pencil the approximate location of a curve fitting the natural bowl in the west hillside of the Gulch. No pretense is made of saying that this curve and the approaching tangents to it are exactly where they should be but the opinion is that this picture with the penciled curve proves that the immediate vicinity affords the best crossing.

We are unable to determine the exact scale of the enlargement but from comparisons estimate it to be about 600 feet to the inch. This being true, since the central angle is about  $126^{\circ} 50''$ , and 660 feet of semi-tangent are available, permits a  $20^{\circ}$  curve. At any rate it is a certainty that no curve greater than a  $30^{\circ}$  will be necessary.

You will also note that the tangent from the east crosses the Gulch at the narrowest place between its mouth and the very high crossing which was abandoned. As near as we can tell from the topography, Clifford's  $40^{\circ}$  curve crossing is approximately  $1/3$  of the distance between (north of) the limestone outcrops and this east tangent.

It is believed that from this picture alone, the alignment shown could be laid down on the ground. It is requested, therefore, that you confine your location to this immediate vicinity from which, after several trials, you can select the best line.

If it is possible to locate the tangent headed west on a direct line cutting the center of the limestone outcrops, it might, for future years, be desirable to do so as these outcrops seem to afford a foundation for a shorter bridge than can be found elsewhere.

Very truly yours,

Ike P. Taylor  
Chief Engineer

I+S  
EES/EM  
Enc

January 27, 1942

Maj. Frank A. Pettit, 29th Engineers, Commanding  
Company "D"  
Yuma, Arizona

Dear Frank:

This will acknowledge yours of January 15 together with the four photographs and topography showing the Gulch. The topography on a 100-foot contour interval was not of a great deal of use to us but nevertheless we are sincerely appreciative of your efforts toward helping out. The pictures themselves have been of inestimable value not only in helping to select the location of the road in the pass section but as mute witnesses that our finished location is in the right place.

We had an enlargement made of the Gulch section, scale about 600 feet to the inch, and it is believed that this is going to help lick the problem of this crossing.

Thanks very much for your kind assistance (in which Ike joins me). Regards from both of us until next summer.

Sincerely,

Hawley

HS:IN

2-181/CT

COMPANY "D", 29th ENGINEERS  
Yuma, Arizona

FAP/jm

January 15, 1942

Mr. Hawley Sterling,  
Alaska Road Commission,  
Juneau, Alaska.

Dear Hawley:

Shortly prior to our departure from Alaska you asked if it would be possible to have contoured a small area along the proposed route of the Matanuska cut-off. In connection with this request, I took with me several of the photographs in the vicinity of the area concerned.

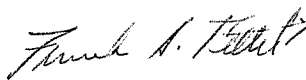
Upon our arrival at Portland, I dropped these off at the Photomapping Company with the request for the contouring of area in question. They apparently forgot about my request and their memory had to be jogged. However, I now have finally received the sketch and this I am sending on to you together with the photographs.

You will note the contour interval indicated as 100 feet. There was no datum from which to work and as a consequence no elevations were possible. I hope that this sketch may be of some use in the matter of location.

We plan to return to Alaska in the spring. Present plans contemplate our basing at Seward this year as most of our work will be in that area.

Please convey my regards to Ike Taylor and all others in the office.

Sincerely,



FRANK A. PETTIT  
Major, 29th Engineers  
Commanding

2 Incls:  
#1 Sketch  
2 Photos 1123, 1125,  
1128, 1129.

1-27-42

Operations Orders for 1942 season's  
work on this road filed 55/66,

also, Edmunds reply of  
Feb. 5 + our letter of  
Feb. 27 - re work on  
Glenn Highway.



January 14, 1942

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

It is requested that you furnish a print of  
your 400-foot map of the road location from Mile 5  
to Chickaloon to each of the following:

Mr. W. J. McDonald, Alaskan Fire Control  
Service, Anchorage

Register and Receiver, General Land  
Office, Anchorage.

This action has been requested by the General  
Land Office in Washington.

Very truly yours,

Ike P. Taylor  
Chief Engineer

CC Mr. Parks, Public Survey Office, Juneau

IPT:IW

2-1687/CT

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

5  
9/1/41  
1/4  
[Signature]

December 29, 1941


Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Sir:

In compliance with the instructions in your letter of December 2, I am forwarding two blue prints of the 400' map for the first thirty-one miles of the Palmer-Richardson Highway.

This takes in the area up to the Chickaloon River. The balance of the map is being made and copies will be sent to Juneau when it is completed.

Very truly yours,

  
M. C. Edmunds  
Superintendent

2 blue prints under separate cover.



MCE:ls

15/191-2

COPY

National Archives and Records Administration  
Pacific Alaska Region  
654 West 3rd Avenue  
Anchorage, Alaska 99501-2148

Record Group No. 4636  
Box No. / Location Box 83 10/16/10 (6)  
Additional Information Passed Comexp  
Juneau AK 1916-1959  
File: 100-310 Classen Hwy  
Old Palmer - Rich

ALASKA ROAD COMMISSION

Anchorage  
December 31st, 1941


Mr Ike P. Taylor  
Chief Engineer  
Juneau.

Dear Sir:

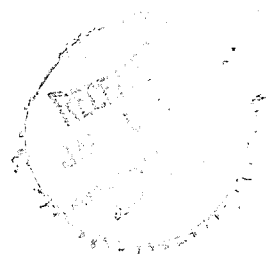
As soon as a decision has been reached concerning the type of crossing to be constructed across Jackass Gulch, I would like to be advised so that requisitions may be made and checked against material on hand.

The lumber situation is not encouraging, we have requisitions made up during various times this summer which have not been completely filled, one requisition made up in August was not delivered until the last freight, when three carloads arrived at Sutton, and it is not known yet whether the requisition was filled.

Yours very truly

  
M.C. Edmunds  
Sup't.

2-1681/GT



December 31, 1941

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

Since there is nothing more that can be done on the Jackass Gulch projection from this end we are returning herewith all of your maps and profiles on same.

On your tracing is placed in pencil, the line, with 30° curve, referred to in ours of December 30 requiring a fill of 45,235 cu. yds.

There is also enclosed a short piece of profile showing grades on this crossing.

Very truly yours,

Hawley Sterling  
Assistant Chief Engineer

HS:IW

Enc. maps

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

December 30, 1941

Dear Sir:

Since returning to Juneau I have projected several lines on the topography of Jackass Gulch without any great success in reducing the yardage.

It appears because of the impossibility of securing steel, or even timber, within a reasonable time, that the filling plan should be adopted. However, before definitely deciding on this it is requested you make a point of having someone take observations of this stream during the breakup. It is essential to know how much glaciering, if any, takes place and how much water comes down at the peak of the runoff. While this is being done, or before if most of the snow is then off, other trial lines can be run in on the ground in order to definitely determine the best one.

Of the lines I projected, the best one from a yardage standpoint is based on a 30° curve, using the same center point as Clifford used for his 40° curve, and with the approaching curves slightly altered. My cross sections were based on 30-foot roadway in both fill and cut with 1 to 1 slopes for cut and 1½ to 1 slopes for fill. Clifford's report did not state slopes used in computing, but in checking his yardage on the same basis for the 40° curve, I find a wide variance from his figures. Disregarding the proportion of rock, which at best is only a guess, the comparison of present possible filled crossings follows:

Clifford's tangent .....	67,500 cu. yds.	
"    40° curve .....	52,000 " "	(he states 24,000)
My 30° curve .....	45,000 " "	

From the topography available and from what I have seen on the ground, I am convinced that the best crossing for filling (from a cost standpoint), will be found at the place which in the beginning looked the best to me on the ground. This place is above Clifford's crossing, outside the limits of available topography and approximately 1100 feet above the trail. The considerable effort has already been expended in securing topography, due to the character of the country, it is not believed that the right location will be found until actually running some trial lines (including the one suggested above) on the ground and figuring yardages from them.

It is suggested therefore that when a camp is erected at Caribou, these lines be run in so that it will be definitely settled and clearing can get underway before snow is off. Naturally a filled tangent over the gulch would be preferable but because of the lay of the country at the proposed site, it cannot be done with the economy of a curve. If we can secure a crossing on a 30° curve or less, with less than 50,000 yards based on the slopes mentioned, it is believed it will be satisfactory and the best that can be done. It is realized

MCE - 2

12-30-41

of course that actually much of the cut will stand on  $\frac{1}{2}$  to 1 and the fill will probably not be more than  $1\frac{1}{2}$  to 1, so the total actual yardage should not be more than 35,000.

Very truly yours,

Hawley Sterling  
Assistant Chief Engineer

~~HS:IN~~  
HS:IN

December 23, 1941

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

You are advised that \$500,000 has been appropriated for the Palmer-Richardson Road and is now available for expenditure.

Tho it is believed your balance from the last allotment is sufficient to see you through until spring work opens up, you are advised of the new money in order that you may be assured of not running short of funds for any work which can be done to advantage between now and spring.

We refer particularly to any parts orders which may be required for the equipment on the new road, considering slow deliveries, and to any additional mechanical force which may be necessary to assure your having all equipment completely overhauled before work begins.

Also, if your rock crew at Hicks Creek is still there and if, in your opinion, they are working to advantage, and can be supplied without too much difficulty there is no reason, so far as funds are concerned, why they should not continue through the winter, making a full width road in the rock both east and west of Hicks Creek on work which can be reached from that camp. A great deal will depend of course on local conditions. It is not the intention of this letter to advise you to work against a serious weather handicap.

The nearest guess we can now make upon the arrival of the 200' Kings River span is March 25. There is nothing even remotely definite on the spans for Hicks, Granite and Caribou.

It is further suggested that you now plan on moving into Caribou Creek Camp earlier than anticipated, probably the latter part of February, depending upon conditions. Consideration should be given to erecting a small camp for the rock crew to be later used by the bridge crew on the east side of Caribou Creek near the bridge site where it is believed a suitable place may be found above overflow area. If this is done Martens' old tent frames should be left intact for later use by grading crew. As soon as Caribou Camp is erected you should start truck freighting diesel oil, gas, lub oil, bridge lumber, culverts, etc., to be hauled by tractor to various points between there and Melchina. This stuff should be unloaded above high water on the Cat road on the east side of Caribou Creek and should be moved on by tractor to the various locations before the snow leaves. It is believed you have sleds.

The above plans call for widening the temporary road on the east side of Jackass Gulch, which will undoubtedly be used until around July 1. Tractor freight beyond Caribou Creek should be landed at proposed camp sites.



MCE - #2

12-23-41

Grammar can furnish information on this.

Due to the possible shortage of diesel oil there is no objection to filling all of your drums any time. You should at once forward requisition for a carload of lubricating oil unless you can obtain sufficient locally for your needs.

Very truly yours,

Ike P. Taylor  
Chief Engineer

HS:IN

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~JUNEAU, ALASKA~~

December 12, 1941

Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska




Dear Sir:

In reference to your letter of December 2, concern-  
ing the 400' map of the first eight or ten miles of the Palmer-  
Richardson Highway.

It is expected that the map will be completed as far  
as Chickaloon within a few days. It will be forwarded to  
Juneau as soon as received.

Very truly yours,

  
M. C. Edmunds  
Superintendent

MCE:ls

Alaska Road Commission

Anchorage  
November 24th, 1941

Mr Hawley Sterling  
Ass't Chief Engineer  
Juneau

Dear Sir:


In your "Outline Proposed Operations on 96B" in the last paragraph ~~xxxxxx~~ but one on page 6, you mention that "It is suggested that on these short spans 8 to 13 feet, the large sticks, 9" x 17" etc, be laid directly on caps, thus requiring no decking".

Upon inspecting the work yesterday, I noticed Mackey was using timbers on end, solid all the way across, and he insisted that you had told him that that was the way they were to be used.

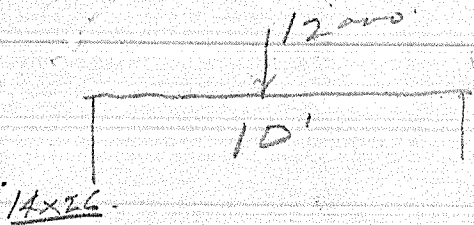
I could not agree with him that you intended the timbers to be laid on end, but that they should be put down with the large dimension flat on the caps, and am checking up with you to find out whether I am correct.

The timbers he was using were about 14" x 26", and the cost of using timbers this size the way he had done is prohibitive, and I have instructed Clifford to use native timber temporarily on any other bridges he might construct.

Am still waiting word that steel for the Moose Creek bridge has left Seattle, so that arrangements can be made to start in on steel bridge erection.

  
M.C. Edmunds  
Sup't.

See answer to this on  
file 15/191-8, Sterling's  
letter of December 13, 1941.



$$\frac{6000 \times 60}{\frac{36}{6} \times 14^2} = 425^{\#}$$

$$\text{Imp } 35\% = 150$$

$$\frac{575^{\#}}{\text{per sq. inch}}$$

9x17

$$\frac{6000 \times 60}{\frac{17}{6} \times 9^2} = 1580^{\#}$$

$$\text{Imp } 35\% = 550$$

$$\frac{2130^{\#}}{\text{per sq. inch}}$$

16x17

$$\frac{6000 \times 60}{\frac{16}{6} \times 17^2} = 465^{\#}$$

$$\text{Imp } 35\% = 165$$

$$\frac{630^{\#}}{\text{per sq. inch}}$$

O  
P  
Y

Sutton, Alaska  
October 20, 1941

*[Handwritten signature]*  
1/8

Mr. M. C. Edmunds, Superintendent  
Alaska Road Commission  
Anchorage, Alaska

Dear Sir:

I am submitting maps and profile of proposed crossing on Jackass Gulch, also topography on two other possible crossings. Line "A" is a low crossing of the Gulch on a 40° curve with side hill cuts of black shale rock on 80% slopes which can be daylighted. It is approached from the West on a 3% grade and left on the East with a plus 7% grade. The alignment approaching and leaving the crossing has very little curvature. This crossing I have worked up an estimate on both a trestle crossing and a fill. The fill having a 30' road bed.

Line "B" is a straight tangent crossing on a high trestle also worked up on the basis of a fill. This crossing is in through cut with good alignment. With 7% grades approaching and leaving the crossing. Grading on both A and B lines very light.

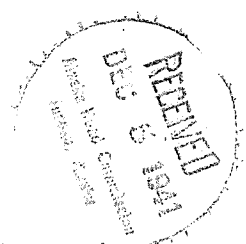
Line "C" is a crossing on a 20° curve on a steel trestle up high on the creek. The line approaching from the West is on 40 to 50% slopes and a plus 7% grade. Leaving to the East it is on 70 to 80% slopes. Making it necessary to bench the road bed in. This line is just under the cliffs and would run at least 30% solid the East section.

16-191-67

I also enclose topography of country below the proposed crossing "A".

Estimates on the crossings are-

"A"	50'	high trestle	\$70,000	Length of road
	55'	fill	\$46,000	11,000 lin. ft.
"B"	100'	high trestle	\$130,000	Length of road
	95'	fill	112,000	10,400 lin. ft.
"C"	50'	high trestle	.....	12,000 lin. ft.
		(steel)	\$161,000.	
		(wood)	120,000	



In my opinion the best route would be to use location "A" on fill.

Sincerely yours,

(Signed)

Paul N. Clifford

December 2, 1941

*gm*

Mr. M. C. Edmunds  
Superintendent, A. R. C.  
Anchorage, Alaska

Dear Sir:

It is requested that as soon as you have completed the first eight or ten miles of the 400-foot map of the Palmer-Richardson Highway you send us two prints of same as we are now in the process of securing a right of way from the General Land Office and must have the map, showing ties to support the request.

Very truly yours,

Ike P. Taylor  
Chief Engineer

HS:IW

*Recd  
Jan. 1  
30*

ALASKA ROAD COMMISSION  
Anchorage, Alaska

November 4, 1941

Mr. Ike P. Taylor, Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Sir:

I am forwarding two copies of right-of-way deed obtained recently for right-of-way on the new road from Palmer to Richardson Highway, as follows:

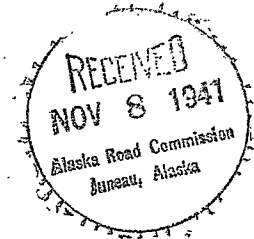
<sup>SAM</sup> William E. Bieri	Sec 27 T-19 North	Range 3 East	Seward Merid.
C. A. Wagner	Sec 29 T-19 North	Range 3 East	" "

Very truly yours,

*M. C. Edmunds*  
M. C. Edmunds  
Superintendent

Enc: 2

MCE:ls



13/191-2

*only 1 ea. rec'd. Jw*  
*in vault*  
*as they*  
*W*  
*Signature of Sam Bieri*  
*Plot is correct*

Department of the Interior  
ALASKA ROAD COMMISSION  
Anchorage, Alaska

September 18, 1941

Mr. Paul N. Clifford  
Foreman, A.R.C.  
Sutton, Alaska

Dear Mr. Clifford:

I have to make a report at the end of each month showing the progress of the work on the various roads in the district and wish you would send me in a very brief account of the progress of the work as of the end of the month. This report should be in the office not later than the 27th of the month.

I should also have the total amount of all the men's payroll, together with the number of men employed in each crew.

In reference to the winter work for the engineers after they are through with the work in the field, I am planning on having some of the men work on a map of the new road. In order to do this it is necessary that we have all of the alignment, together with length and location of bridges, culverts, etc. In addition to the alignment levels should be taken so that the profile may be made.

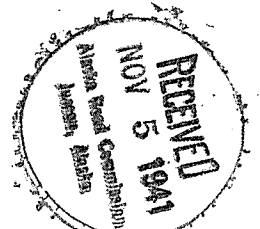
Usually our engineers are so busy during the summer months keeping the construction crews working that they neglect records necessary for the making of maps. Heretofore this has been excuseable as our engineering forces have always been very limited. But on the Palmer-Richardson highway it seems to me that we have sufficient men available so that this information should be on hand when we start making the maps. If we do not have sufficient information it will mean that the maps will be held up as it is not possible to do any checking during the winter months.

I do not know how busy Spach is but it seems to me any information that is required should be obtained by him at this time as he is not tied down to any construction crew. Spach is more or less lax and someone who is familiar with the work should see that he gets the necessary information.

Very truly yours,

M. C. EDMUNDS  
Superintendent

MCE/BH





Headquarters Alaska Defense Command  
OFFICE OF THE COMMANDING GENERAL  
Fort Richardson, Alaska

JGH/nrh.

File No. 231.77

September 12, 1941.

Mr. M. C. Edmunds,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Mr. Edmunds:

I wish to acknowledge receipt of your letter of September 8th, 1941, requesting the services of three soldiers as guards for the purpose of preventing unauthorized persons from travelling over the portion of the new highway from Palmer to the Richardson Highway under construction.

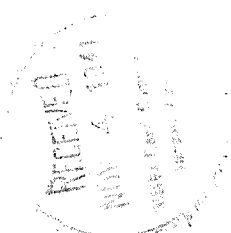
The law prohibits the use of soldiers for such purposes off of military reservations, except:

- a. In acute emergencies for the protection of life or Government property.
- b. In connection with maneuvers or military exercises under the supervision of their own officers.

I am sorry that I am unable to grant your request, and I am sure that you can understand my reasons for refusal, as set forth above.

Very truly yours,

S. B. BUCKNER, Jr.,  
Major General, U. S. Army,  
Commanding.



OUTLINE PROPOSED OPERATIONS ON 96D

November, 1941 - June, 1942

*W. J. ...*

*W. J. ...*  
*B*

ASSUMPTIONS

Moose Creek steel to arrive December 1  
Chickaloon steel " " December 15  
Other steel bridges to arrive Feb. 1 to March 1, 1942  
Not more than 25 men can be employed November 15,- Apr 1.

WORK TO BE DONE

Tractor Trail to be carried to Melchina River Bottom including dozing on location from top of bench to flat. Approximate date completion, November 10.

Martens' Camp at Mile 57, to close down night of October 27, except for foreman (or Craig), 2 men and cook. These men to be employed burning brush and, if possible, to continue dozing side-hill into Caribou Creek with one tractor but only until survey crew comes through, which is main object in leaving them there, to assist, if necessary, in getting survey crew and tractor trail crew on Caribou Creek.

Littlejohn's Camp at Mile 50.5 to close down into October 29, except for foreman, one tractor driver, cook and rock crew with cat. This outfit to remain until a 12 to 14 foot road is opened through the rock West of Hicks Creek, assuring a passable road on location from end of furnished work to Caribou Creek. Approximate date of completion November 15.

Bagoy's Camp at Mile 33 to close down night of October 31, except for foreman, cook and flunkey, and four men on rock work. Foreman to handle tractor on rock work. Approximate date completion, November 15.

MACKAY'S WORK

Two or three men should be placed at Bagoy's Camp noon getting out piling for Chickaloon Bridge. In meantime, pile driver to be moved up to West approach of bridge and leveled off for driving false work.

As soon as Martens is released from his Camp, (assuming it is okay for Craig to remain), he should take over rip rap work at Granite Creek now being done by Mackey. Because of money situation, it is not considered important to do more than the 1350 foot dike, laid out 1/2 mile up stream from the bridge. If, when this is finished, the funds seem to be okay, work could be continued on lower dike at Granite and dike at Kings River.

13/191-2

Mackey should continue work at Chickaloon Camp until following work is accomplished, or until Moose Creek steel arrives:

1. Drive false work out to edge of stream only.
2. Drive and cut off; if necessary, steel piles on West bank.
3. Get out and yard all necessary false work piling. Haul lumber to site.
4. Drive piles and construct small spans at 1 1/2 and 4 mile creeks, but only if driver and crew not able to continue work on steel bridges.

Above work would be dropped, if not completed, as soon as Moose Creek steel arrives. Should work be completed before steel arrives, dike work could be continued, also dismantling of Kings River Bridge.

As soon as shovel is through at Granite Creek, it should be moved to Moose Creek Bluff to take out sloughings. When this is done the boom should be put on for erecting steel. Upon completion of Moose Creek bridge, the Bluff on east side is to be shot out and pushed in for the bridge approach with some of the material or other material, hauled for west approach.

It is estimated that by time Moose Creek Bridge is completed, river conditions at Chickaloon will be such that false work can be set up on ice or driven through holes in ice and work continued on erection the bridge. Depending upon other work, time, etc., it might be wise to keep a watchman at Bagoy's Camp during erection Moose Creek Bridge who could be doing some burning or, if piling is not all out, a couple of men could be employed there.

It appears that not more than 25 men can be employed after November 15, including mechanics.

From latest advices, bridge steel for Granite Creek, Kings River, Hicks Creek, and Caribou Cree, will arrive about Feb. 15, or just about the time the Chickaloon Bridge should be completed. Serious highwater trouble can be expected at Kings River in the Spring, ie our temporary bridges will not stand the Spring freshet. It appears therefore that the Kings River Bridge should then be erected, which would occupy the time up to April 1st.

Unless 2 bridge crews are to be employed from April 1, on, which probably is not necessary for the eventual completion of all bridge work by October 1, 1942, —it will be essential to do the rest of the bridges in the following order after Kings River:

1. Caribou Creek (it is anticipated no crossings of this stream can be made between April 10, and June 10, and unless the bridge is in, no advance work can be done beyond this point).

2. Hicks Creek (it is estimated that the temporary bridge will hold though it should be watched).

3. Granite Creek

4. Pinochle Creek  
Pack Saddle Gulch  
Muddy Creek  
Winding Creek  
Cascade Creek  
Puritan Creek

Note: should the Granite Creek RR bridge continue to give service, Item 4 can be done before Item 3.

5. All small bridges east of Caribou Creek

Note: possibly Granite Creek could be done last thing to save moving back from Purintan, 28 miles.

There is a large amount of rock work to be done adjacent to the West approach of the Caribou Creek bridge and the bridge cannot be used until this work is done. Plans should be made, therefore, to put a rock crew, double shift, into Caribou as soon as new funds are available, even as early as March 15, if funds are then ready.

Due to an exceptionally dry season this year, very little slashing was burned east of Chickaloon River, leaving a great deal of cleaning up to do. The only time to do this is early in the spring when the right of way is bare and snow still lays in the woods affording a natural barrier to fire. To take care of this clearing and burning, camps should be established early at several locations; if possible, when they can be later used for grading camps. Furthermore, early clearing should be done beyond this year's grading, so that all clearing to Nelchina River could be finished not later than June 15, or July 1, at most.

Camp sites are suggested at following locations:

Mile 33 Bagoy's wanigans--later to be occupied by finishing crew.

Mile 43 Purintan Creek--2 large cook tents should be erected here to be later occupied by Bagoy when his 33 mile cook tents could be moved to Hicks Creek.

50.5 Hicks Creek--small camp about 10 men .

Mile 57 Martens Present Camp--A large camp will be required here beginning early, as there is no satisfactory place to camp closer to Caribou or in the bottom of Caribou Creek. It will have to be used by a clearing crew, rock crew and bridge crew and would later be occupied by a finishing crew.

Mile 64 Jackass Gulch--for survey camp, clearing and later, grading.

Mile 71 East End Creek  
 " 75 Leila Lake  
 " 80  
 " 85

Assuming that Shepard will be erecting the Nelchina Bridge between May 20, and June 20, it is probable he can do clearing while on this work from Mile 89 (Nelchina River), west to Mile 87.

It appears from above that none of Bagoy's present camp need be dismantled during winter and that camps at 43, 50.5, 57, and 64, would be erected at about the same time, between March 15, and April 15; camps erected at 43 and 50.5, could be moved, after burning done to 71 and 75. Tents, stoves, etc., cached by survey crew and tractor trail crew should take care of camps at 80 and 85.

RE NORTHWEST SHOVEL AND OTHER EQUIPMENT

The present plan is to use the Northwest for bridge erection and for digging foundations for steel bents. This plan is satisfactory up until the time shovel is required for grading work, which would be just as soon as money is available though probably not before April 1. Between now and that time it will have to be free for some overhaul work. Probably a new track is required. If the expense of purchasing new track and otherwise overhauling the shovel is excessive, it should be parked at Mile 30 for River protection work only and a new shovel purchased, preferably 3/4 yard. It appears therefore that after the Kings River bridge is erected the shovel could no longer be used for bridge erection and therefore, a derrick for this purpose should be constructed and in readiness for the Caribou Creek bridge. No digging for foundation will be required at Caribou and should any be required at Hicks Creek, since only one bent will be effected, it could be done by other methods.

The Northwest or some larger shovel will be badly needed as early as possible to side cast the section from 39 to 41, along 8 mile lake. Assuming Granite Creek Bridge to be erected last, the boom could again be put on next fall on the digging of foundations at this place.

Between June 20, and November 1, Bagoy will have done 28 miles of final grading of which several miles along the RR was easy work,—or at the rate of 6 1/2 miles per month. The easy work along the RR will be off set by several easy miles east of Furintan Creek and east of Pinochle Creek, so assuming he will be able to get fully under way by May 1, and that conditions average up he would by October 1, time road is to be completed, wind up only 1 1/2 miles east of Jackass Gulch or ten miles short of Leila Lake.

On the one hand, the two advance crews now April 15 to November 1, will have opened up 60 miles of road or at the rate of 9.23 miles per month. Assuming, because of higher altitude, they cannot get under way until May 1, they would be able to do 46 miles before October 1, or to a point 15 miles east of Little Nelchina River.

It is not believed at this time that it will be necessary for the Anchorage District to do any work east of the Nelchina River. But in order to complete the road to the Nelchina River by October 1, it will be necessary to (1), either increase the amount of equipment in Bagoy's crew or (2), have two finishing crews. In addition, the two advance crews will be obliged to all but complete the road from Jackass Gulch to Nelchina River up to the limitations of the equipment they have to work with, in other words, they must move at least 85% of the yardage involved.

Increasing equipment and using one finishing crew is believed preferable. The following additional equipment is required:

- 1 D8 Tractor with 12 yd. carryall
- 1 Large Ripper for D8
- 1 210 Cu. Ft. Compressor

The advance crews, unable to rely entirely on equipment already used the equivalent of 2 road seasons should each be equipped with an additional large tractor and if either of the 75 are discarded they will have to be replaced making two to four additional D8 tractors, or a total of up to six. Nothing less than the above equipment will complete the road to the Nelchina River, working 2 shifts from May 1 to October 15.

Next year's work involves considerable wet ground, none of which has been encountered this year and it will be most desirable to get the entire line from Carbon Creek to Nelchina River stripped and drained before July 1. In order to accomplish this it will be necessary to temporarily move stripping tractors ahead to follow directly behind clearing, afterward taking them back to the two advance grading camps for moving yardage.

### SPRING FINISHING OPERATIONS

As previously stated, due to large amount of rock work at Carbon Creek and necessity of erecting bridge as soon as possible after the Kings River Bridge, it will be necessary to open the road from Chukaloon River east around March 15, and keep it open. Between this time and time frost starts to go out, there will be a vast amount of freighting to be done including Carbon Creek Bridge, Hicks Creek Bridge, dynamite, bridge lumber for all small bridges between Carbon and Chukaloon, fuel oil, gasoline and groceries.

Sufficient fuel oil, gas, and groceries should be landed and stored at Mile 57, to last operations east of there until June 20, so that during the soft period not more than one weekly trip will be required.

Due to the fact that survey will be completed and that bad ground conditions will be encountered on next years operations it is not considered necessary or practicable to attempt to keep a truck road open up to or beyond the front construction camp. The road should be opened for truck traffic from the end only as rapidly as possible and all freight beyond moved by tractor.

#### ERRORS OF 1941

Construction was constantly crowding the surveyors, resulting in short stretches being changed after road was opened on original alignment. Sufficient time was not available to make thorough study of location.

Burning was done in very dry period; fires were started resulting in much damage from scenic standpoint in the most attractive part of the location. All burning should be done before dry season starts.

Drilling crews were almost continuously short of large bits and certain lengths of drill steel. All bits should be sharpened during the winter; careful inventory taken of both bits and steel, and sufficient ordered for stock to last at least half the season; recheck to be made later. Likewise, much unnecessary trouble and expense was experienced in keeping drilling crews supplied with dynamite. There is no reason why we should pay the RR 10% on dynamite. No 60% was ordered. Approximately 1/3 of order should be 60% for hard rock and springing holes.

Much dozer time and money was lost the latter part the season because though 7 HD-14s were being used, there was no extra track available. Track links were constantly breaking.

Further, in regard to possible shortage of materials, though at present we appear to be well stocked on lumber,—since survey will be completed, openings should now be checked on profile and against lumber stock to be assured that sufficient will be on hand next season when wanted. Some orders placed 4 months back are not yet filled. In this respect, it is anticipated that a large amount of material can be salvaged from the Kings River Bridge, even tho it is more than 20 years old. Large sticks can be used for false work caps, sills, caps for wooden trestle bents, bulkhead material, and the best of it even for stringers on short spans, not to exceed 13 feet. It is suggested that on these short spans 3 to 13 feet, the large sticks, 9 x 17, etc., be laid directly on caps, thus requiring no decking. Pieces so used should be thoroughly inspected.

It should be noted, in passing, that the present stock contains 2 grades of 4 x 12 x 20, the close grain for decking, the coarse grain for bulkheads.

Latest advices are that steel for Granite, Kings, Hicks, and Caribou will leave factory December 22, which should land it at Sutton by January 22. It is possible under certain conditions, that Moose Creek and Chickaloon bridges could be completed by that time, thus allowing sufficient time to do Granite and Kings before moving to Caribou which would be much the better way.

This would require the immediate construction of an erecting rig, if none now available so that steel erection, pile driving, and foundation work could be carried on simultaneously working on 2 or even 3, bridges at once. It would also require the employment of 10 to 15 more men on bridge work instead of 15 as calculated. If funds will stand this it should be done.

Hawley Sterling, October 22, 1941

Assistant Chief Engineer



# SEES NEW HIGHWAY AS PREMIER TOURIST AID

13

The Chickaloon Highway connecting Anchorage with Valdez and Fairbanks will be the greatest tourist attraction in Alaska," said Herbert Hilscher, editor of Alaska Life Magazine upon his return yesterday from a trip to the end of the construction road with Hawley Sterling, assistant chief engineer of the Alaska Road Commission.

"The route up the right limit of the Matanuska River combines every type of spectacular scenery anyone could hope to see. At numerous points the road rises to panoramic summits, skirts sheer cliffs and winds along the shores of picturesque mountain lakes," Hilscher said.

Accompanied by Sterling, Hilscher went 57 miles beyond Palmer to a point opposite the far end of Matanuska Glacier.

"When the road is open in 1942 Alaskans driving over the highway at 45 miles an hour will have little idea of the difficulties encountered in construction by the crews of the Alaska Road Commission. They have done a great job and have shown

remarkable progress since the first survey gang started above Palmer on April 1, 1941," Hilscher continued.

Sections of the highway as far as Chickaloon are completed to their full width of 24 feet and will give residents an idea of how the mountain boulevard will be when it is open for traffic. The road beyond Chickaloon is closed to all civilian traffic. In sections temporary cat-trails must be used to by-pass areas where blasting and grading are now going on.

It is anticipated that the survey crews will reach the summit of the watershed before winter weather makes further work impossible.

The highway will be approximately 145 miles long and at no point will it exceed a seven per cent grade. It will be one of the finest roads in the Territory.

The reconnaissance for the highway was made last September by Hawley Sterling, who broke trail and walked from the Richardson highway to Sutton in 13 days.

Alaska Road Commission

Anchorage  
October 6th, 1941

113

Mr Ike P. Taylor  
Chief Engineer  
Juneau

*Copy sent  
I.P.T.  
air mail  
10-18-41*



Dear Sir:

*File 35/64*

In reference to your telegram of October 2nd concerning the funds and status of the work on the road from Moose Creek to Liela Lake.

Providing that weather does not interfere, it is planned to close down the construction work as far as the grading is concerned at the end of this month, cutting out the night shift on the 15th.

We are planning on keeping about 25 men working all winter providing that the steel arrives for the bridges that have been ordered about 15 men being engaged on the bridge crew and others on mechanical overhaul, freighting etc.

Harcob's survey crew is thro on location, and he is now engaged on construction work and obtaining information required for making maps and profiles- it is doubtful how much longer his service will be required, I would say that that after six weeks or two months we would not need him any longer.

Grammer is engaged and will be thro with the location to Liela Lake about the middle of next month, as soon as he is thro with the field work he will be brought into the office and kept busy all winter, either on cost accounting or engineering work.

Spach will be brought into the office as soon as he can be released from the field, and will be engaged on cost accounting work which is away behind as far as the records are concerned.

Clifford will probably work on the maps, perhaps with one transitman to help him who will be available for field work in staking out bridges, giving cutoffs and so forth, providing that Harcombe is terminated, if he is not laid off he would be engaged on the maps.

The only work we have in mind at the present time and for which we may reasonably expect supplies on hand consists as follows

1. Driving steel piling and erecting Moose Creek bridge
2. " " " " " Chickaloon River "
3. Completing Survey to the Nelchina river.
4. Constructing "Sausage" dykes at Moose Creek bridge
5. " " " " Granite "
6. Overhauling equipment
7. Miscelanepus work on warm storage warehouse, garage, fixing up wanagins for winter occupancy, inventories and so forth.


A survey is being made of Jackass Gulch, and Mr Sterling is due to arrive in Anchorage today to report to you concerning the bridge to be constructed at this point.

We are basing our plans on the assumption that the other steel bridges on order will arrive here in time for erection- so far I have had no advice concerning the orders being placed or when delivery may be expected.

We might have considered working the construction crews longer but in view of the state of the funds that it better to stop the work at the end of October and leave enough money for us to get the bridges in- this also will permit us to take care of some of our "Key" men who otherwise might have to be laid off.

It is very doubtful whether we could work to advantage beyond the end of October, we have had a lot of rain in Anchorage recently which turns to snow in the higher altitudes, and the snow line in the upper Matanuska is already getting quite low.

I trust that this will give you the information requested

  
M.C. Edmunds  
Sup't.

Original filed Sterling Suspense

IKE P. TAYLOR  
Chief Engineer

Very truly yours,

o o o o o

The data on the gulch makes this a pretty tough proposition. While I agree with you that a trestle on a 40 degree curve is very undesirable, the estimate of \$160,000 for the 2 miles of road and the steel trestle on the tangent seems to preclude consideration of this solution at this time. In fact, even if we receive an additional \$500,000 it is doubtful if there would be sufficient funds to allow us to adopt the latter solution. In view of all this I thought it best to advise you to use the wooden trestle plan; especially if you found it desirable to work on this section this fall.

o o o o o

Dear Hawley:

Mr. Hawley Sterling, Assistant Chief Engineer  
c/o Alaska Road Commission  
Anchorage, Alaska

October 8, 1941

2  
1  
1  
1  
1

Juneau Alaska Oct 7 1941

Sterling  
ARC  
Anchorage

BLACK

If construction advanced to Gulch before shut down and decision on location necessary this fall take the wooden trestle and forty degree curve as in view of uncertainty as to future funds necessary keep costs down stop See my radio to Edmonds essential work be reduced to keep within those balances as all available funds allotted and Shepards work to be reduced to minimum requirements after November first stop [ Am leaving for Washington

tenth

*Sterling  
Suspense*

IFT:JJ

Taylor

2-1-41

Form 125 K  
(Revised 1936)

S' 'NAL CORPS, UNITED STATES AR  
ALASKA COMMUNICATION SYSTEM  
TELEGRAM

U. S. GOVERNMENT PRINTING OFFICE

3-8481

RECEIVED AT

153D B 124 INT NL

ANCHORAGE ALS OCT 7 1941

TAYLOR A R C 83

JUNEAU



ARRIVED LAST NIGHT AND RETURNING TO LEILA LAKE TOMORROW STOP CLIFFOR.  
MADE SURVEY OF GULCH AND TENTATIVE ESTIMATES INCLUDING TWO MILES ROA.  
ARE SEVENTY TWO THOUSAND FOR TWO HUNDRED TWENTY FIVE FOOT WOODEN  
TRESTLE FIFTY FEET HIGH ON FORTY DEGREE CURVE AGAINST ONE HUNDRED  
SIXTY ONE THOUSAND FOR TWO HUNDRED EIGHTY FIVE FOOT STEEL TRESTLE  
ONE HUNDRED FEET HIGH ON TANGENT STOP IF WEATHER HOLDS GOOD THERE IS  
POSSIBILITY OF GETTING INTO THIS AREA BEFORE FIRST OF MONTH TRUCKS  
TRAVELING TO WITHIN FOUR MILES CARIBOU CREEK NOW STOP THOUGH MUCH

Form 125K  
(Revised 1938)

SIGNAL CORPS, UNITED STATES ARMY  
ALASKA COMMUNICATION SYSTEM  
TELEGRAM

U. S. GOVERNMENT PRINTING OFFICE

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PAGE TWO #153D B/

DISLIKE FORTY DEGREE CURVE BELIEVE MOST PRACTICABLE ACCOUNT COST AND  
STEEL DELIVERIES STOP IF YOU CARE MAKE DEFINITE DECISION NOW WITHOUT  
HAVING DETAILS BY MAIL PLEASE ADVISE STOP LEAVING FOR JUNEAU LAST  
BOAT OCTOBER ]

*Suzanne*  
STERLING

1230PM

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS  
WASHINGTON

July 18, 1941.

Mr. Ike P. Taylor,  
Chief Engineer, Alaska Road Commission,  
Juneau, Alaska.

My dear Mr. Taylor:

In reply to your letter of June 11 requesting the withdrawal by Executive Order of a strip of land 200 feet wide for right-of-way for the construction of the Palmer-Richardson Highway, I am enclosing a copy of a memorandum from the Commissioner of the General Land Office, dated July 12, stating the reasons why the withdrawal in advance of a survey or actual construction of the highway cannot be accomplished.

Sincerely yours,

*Ruth Hampton*  
Ruth Hampton,  
Acting Director.

Enclosure.



SECRET



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
General Land Office  
Washington

C O P Y

1877260 "F"

JUL 12 1941

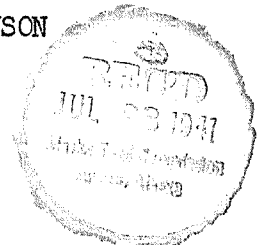
MEMORANDUM for the Director,  
Division of Territories and Island Possessions.

Reference is had to your memorandum of June 26, 1941, transmitting for appropriate action a copy of a letter from the Chief Engineer, Alaska Road Commission, dated June 11, 1941, requesting the withdrawal by Executive Order of a strip of land 200 feet wide for right-of-way for the construction of the Palmer-Richardson Highway in Alaska.

In the absence of maps showing the location of the highway or such other data as would serve to identify the highway on the ground and the land to be reserved, it is not seen how the withdrawal would serve any useful purpose. The withdrawals made by Executive Orders of May 24, 1905, and October 14, 1915, to which you referred, were of lands desired for rights-of-way for the operation and maintenance of apparently existing telephone lines and a road sufficiently described to enable identification on the ground of the areas withdrawn. In the instant case there is nothing by which the proposed highway or a reservation for the right-of-way as suggested could be identified on the ground so that a withdrawal in advance of survey or actual construction of the highway would have no effect.

In this connection see our letter to you of January 20, 1939 (1751330 "F") with respect to rights-of-ways for roads and highways in Alaska.

(Sgd.) FRED W. JOHNSON  
Commissioner.

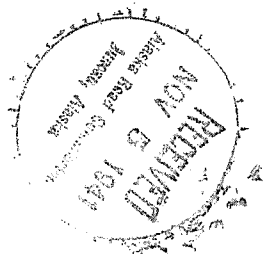


cc: H. H. [unclear]

Department of the Interior  
ALASKA ROAD COMMISSION  
Chickaloon, Alaska

July 16, 1941

MESSERS. GRAMMER  
BARCOMBE  
CORKY



B

Dear Sirs:

Following is a brief sketch of location of road and tractor trail from Purinton Creek to Leila Lake.

Purinton Creek to Muddy Creek (4-1/2 miles)

Between these points, while travelling east, there is a definite 75 to 150 foot bench within 100 to 1000 feet of the location of the cat road. The cat road and road will be parallel with each other from Purinton to Cascade Creek. From Cascade Creek to within 1 mile of Muddy Creek the cat road will follow the low flat ridges within 1/2 mile of the high bench above mentioned. From there on to Muddy it will follow the trail. The road location from Cascade Creek to Muddy Creek will be governed by the crossing of Muddy Creek, which has not yet been determined but which appears will be approximately 1/2 mile below the trail crossing. The vicinity of Cascade Creek marks the high point of the road location between Chickaloon and Hicks Creek. The road locations from Cascade Creek to Muddy will therefore start dropping and bear off to the right from the cat road.

Muddy Creek to Hicks Creek (2 to 3 miles)

The cat road will follow the trail except for short stretches to eliminate heavy work and soft spots. Side bulldozing will be necessary in both Muddy Creek and into Hicks Creek. The drop into Hicks will be on approximately a 23% grade. A bridge will be required over Hicks Creek, the construction of this bridge should be left until it is assured there is sufficient trail ahead to allow surveyors to move.

The road location, again depending upon Muddy Creek crossing, will probably cross thru the figure "2" in Section 27 (see map) and thence skirt the knoll shown, in an east north easterly direction to the foot of the hill. It will then follow around the south side of this hill in Section 26, keeping below the cliffs in the beginning and above the cliffs as the swing is made into Hicks Creek. Approximately 1000 feet, of more or less rock, is unavoidable getting into Hicks Creek. The Hicks Creek road bridge crossing (125 foot span) is *marked* on the ground.

2-101/c-1

Hicks Creek to Caribou Crossing (10-1/2 Miles)

The cat trail and road location will be practically identical but separated from 100 to 1000 feet in places.

Leaving Hicks Creek the route follows up right limit of Pinochle Creek (locally called Muddy Creek). This creek is a wall canyon at its mouth but there is room for a cat trail along the right limit except for about 100 feet where it may be necessary to shoot some rock to get onto the bench. Do not attempt to go up creek bottom. Get onto bench. In the next 2 miles, between the break-off of the bench and the high mountain north of this creek, is a low poplar covered hill. Between this hill and the foot of the mountain is a narrow opening which should be investigated for both cat road and road. However, it is believed this is only the head of a small creek emptying into the main creek. In that event the cat road would go over the hill and the location around it on the south side. The top of this hill is approximately 1 mile from Hicks Creek and the whole picture can be seen by walking up the trail from Hicks Creek for 3/4 to 1 mile.

At a point 2 to 2-1/2 miles from Hicks Creek, on the right limit of Pinochle Creek, on the edge of an open gravel bench, approximately 50 feet above the valley floor is a marker consisting of a narrow strip of red bandana handkerchief tied to a burnt pole 6 feet high, sticking erect in an overturned root. Before starting cat trail from Hicks Creek or road location, walk to this marker and look over country.

It appears that from the top of the poplar covered hill heretofore mentioned, the cat trail would finally drop into the creek bottom about opposite this marker or a little above it, where a suitable camping spot will be found, then cross the creek and doze a road to the top of this gravel bench. From there on it is an open road to Caribou Creek.

Due to grade and good alignment it appears from cursory examination that the road location would leave the right limit of Pinochle Creek and cross to the left limit about a quarter of a mile below this marker. It also appears that to get down (running southwest) from the marker as quickly as possible that the centerline would be in a low spot in the bench 50 to 100 feet to right of marker and that a 10 to 12 foot cut should be employed at this point. On this location, some frozen, rocky line will have to be taken on the left limit.

This marker is on the end of a flat ridge which leads northeast to another ridge which skirts the north side of a lake located 4 miles from Hicks Creek. This ridge runs to the ~~sunny~~ *Sunny* slope of two hills which carries on to the point where it is necessary

- 3 -

to drop into Caribou Creek.

It is possible two or three miles of the present trail may be used as cat road after a point 5 miles from Hicke Creek is reached, but this should be thoroughly looked into before trying it. The trail has some good stretches and some very bad stretches.

The road location will probably not touch the trail at any point, but in the last 4 miles will be very close to and north of the trail.

I have not seen the trail dropping into Caribou Creek but once and cannot say at this time whether it can be dozed out as a cat road. As I remember it, I would say not, as it is too steep, has a switchback and probably some rock. This will have to be decided later. Caribou Creek may, therefore, mark the end of the cat road until a located and graded road is put into it.

#### Caribou Creek to Leila Lake (14 miles)

A steep cat road can be dozed up the hill on the left limit of Caribou Creek without encountering rock. From the top the cat road will more or less follow the trail to a point 1 mile west of Trail Creek Cabin (last ABC cabin). From that point it would probably go right over the top of the hill, passing to the right of a small lake on the summit, thence down the ridge toward the north end of Leila Lake. Wet ground for tractor prevents going around foot of hill.

The road location from the top of the east bench of Caribou Creek also follows fairly close to the foot trail, except as it would be governed by grades and alignment. Generally speaking, the road will be above the trail, tho' there are places where maximum grade may throw it temporarily below the trail.

The toughest piece of road location in this entire stretch is the crossing of Jackass Gulch, approximately 2-1/4 miles east of the east bench of Caribou Creek. This is a deep cut thru the bench from the mountain to the Matanuska River, (a distance of about one mile), ranging from 80 to 250 feet in depth. There are at least 5 different ways of doing this location, none of which are any good, but at least 2 of which are worth trying. These two involve the running of two lines which would probably begin at, or near, the top of the east Caribou bench and converge approximately 1 mile west of Jackass Gulch. The only good way of crossing this gulch for alignment is to jump it with a high trestle, probably using a cut on both sides to lower the trestle. However, if any reasonable alignment can be secured by methods other than the straight, trestle crossing, it would be preferable, because of cost.

At a point approximately one mile west of Trail Creek Cabin, which in turn is about 2-1/2 miles southwest of the north

- 4 -

end of Leila Lake, the road location will hug the foot of the hill at an elevation of around 3100 and will drop to Leila Lake only when it must, on a maximum grade, the reason being that the gently sloping spruce covered hillside is wet. The section from Leila Lake southwest should be backed in from the Lake, to a point where good ground can be secured.

At this time camp locations are placed as follows:

Cascade Creek	- Harcombe
Peck Saddle Gulch	- Grammer
2 Miles up Pinchle Crk.	- Harcombe
West Bench Caribou Creek	- Grammer
2nd Creek Beyond Jackass Gulch	- Harcombe
Trail Creek	- Grammer

Depending upon the work, these locations may be changed later.

The tractor crew will move oftener as their work progresses.

It is planned at this time that the survey crews will continue east beyond Leila Lake to the Little Melchins River, if time and weather permit.

Yours very truly,

HAWLEY STERLING,  
Asst. Chief Engineer

HS:E  
cc- M.C. Edmunds

ALASKA ROAD COMMISSION

Anchorage, Alaska.  
June 30, 1941.



Mr. L.E. Gremmer  
Mr. W.H. Harcombe,

Chickaloon, Alaska.

Dear Sirs:

You have already been given some instruction in writing concerning type of survey required and information wanted; other instructions have been given verbally. It is believed at this time to be a good idea to consolidate all data in one letter.

The limitations on the final line consist of curves not exceeding 40 degree, grades not exceeding 7 per cent and when at all possible to secure a sight distance of not less than 650 feet. These limitations should be used only when absolutely necessary.

There is no objection whatever to rolling grades when such will shorten the distance or improve ground conditions.

A stadia survey is all that is required with stakes 4 to 5 feet high put in on curves by tangent offsets and placed on tangents at approximately 100 foot intervals. All stakes on final line to be marked "L", as there has been some confusion by clearing foreman in picking up final line.

All P.I.s and any necessary P.C.T.s are to be referenced in such a manner that they will not be interfered with in clearing, stripping or grading operations, and well marked.

Before leaving the section you are working on, a map on scale of 100 feet (not 400 feet) to the inch is to be made showing curve data and a strip of topography not less than 250 feet each side of the center line. Elevations used should be actual when such can be secured from authentic bench marks; otherwise used assumed elevations interpolated from existing maps as nearly accurate as possible. Contour interval in flat country to be not more than 5 feet. In steep country a larger interval may be used, but contours to be marked on the map so that they can easily be picked up by someone not familiar with the notes etc. This need not be a fancy map; just an ordinary penciled working map, on manila paper when you get it, otherwise on any paper available, so long as it has all the required information.

A profile is also wanted on a scale of 400 feet to the inch horizontal and 40 feet vertical showing curve data, gradients, type of clearing, ground conditions, size, location and types of bridges culverts, names of crossings etc.

On important stream crossings such as Chickaloon, Hicks, Caribou situation maps and profile are to be made showing stream above and below the crossing, type of foundation required, class of material in foundation and all other information available. This map should be on scale of either 50 or 100 feet to inch with profile on such scale as will clearly show the situation.

Upon leaving section worked on forward maps, profile and note books to Mr. Paul Clifford, Field Engineer, Sutton. Before doing this check over notebooks so that you are sure that they are legible and that a man not familiar with the ground can easily understand them.

True northings can be secured from section lines so far as the country has been sectionized and all corners within a reasonable distance from the line are to be tied in to your nearest P.I. or P.O.T. by CHAINED DISTANCES.

Edeavor should be made to miss as much rock as possible so long as it does not seriously impair your alignment. Some of it, naturally cannot be missed.

Yours very truly,

Hawley Sterling,  
Asst. Chief Engr.

Anchorage, Alaska.  
June 29, 1941.



Mr. Ike P. Taylor, Chief Engr.,  
Juneau, Alaska.

Dear Ike:

I came in here last nite from Chickaloon preparatory to flying into a lake northeast of Leila Lake on a ten day trip to wind up the reconnoissance work and to get the balance of the information on bridges. We leave Tuesday morning and will get back to Chickaloon on shanks mare. Fay Durand, one of the survey boys is accompanying me.

The area from Chickaloon River to Hicks Creek, about 20 miles has been thoroely looked over.

At this writing the tractor trail crew is about Mile 10 beyond Chickaloon River, Grammer at Mile 8 and Harcombe STILL at the river.

Harcombes first line up the Matanuska after crossing Chickaloon was out of the question, as I felt it would be, after taking shot with Abney level on a  $10\frac{1}{2}$  per cent grade to top of bluffs. So we went back to the original place Grammer had tried, thru the gap, crossed the river slightly on the diagonal in order to get away on this side and have what I consider a satisfactory location tho it will require a bridge about 25 feet above the valley bench and a cut of about 20 feet thru the gap for 150 feet. The original line hitting into the bluffs called for 2000 feet of rock work with slopes up to 80 on poor alignment along the bluff and a bridge equally as long but not as high. I decided after getting the line thru the gap not to even run the one I had in mind, that is up Chickaloon River, using the first railroad bridge, a 180 degree turnaround with a 30 degree curve and then up the hill. There is no doubt that this line would be the cheapest but one would have to travel over at least an additional 1 1-3 mile of road forever after. Besides that the south abutment of the railroad bridge is undermining, tho still plent safe, and a new one would be required.

The first  $6\frac{1}{2}$  miles out of Ckickaloon is remarkably direct. I doubt if it would be over 1000 feet shorter in a straight line from the railroad to the control point at  $6\frac{1}{2}$ .

With what I have seen on this job in the way of labor coupled with the increased prices of all commodoties, I would now see that the estimate should be increased to 2 million dollars. Also as mentioned in my original report it appears we will hit more rock than can be seen or anticipated from the surface. Except for a few of our old employees and a very few of the new ones, it is the largest bunch of incompetents ever gathered together on one job, even tho the smallest wage being paid is \$5 net.

*Answer to this letter filed Sterling Suspense.*