

d. Anchorage Depot:

One drainage culvert was installed between the garage and warehouse over the water line and work was started on completion of the quonset hut. A contract was awarded Pioneer Electric for installation of electrical wiring in the garage for operation of lathe, milling machine, overhead crane, lighting fixtures and elevator. Work is to be completed during the month of October.

e. Valley Roads:

Motor graders performed necessary maintenance during the month on all the Valley roads. One 32" culvert was installed on 75-L to replace an old log bridge and 105 yards of gravel was hauled for the fill. Two necessary culverts were installed on Edlund road. Clark road was spot gravelled where the surface had gone to pieces.

f. Mountain Roads:

Necessary motor grader maintenance was performed on the mountain roads during the month. Roads were flagged with poles for winter snow removal.

g. Glenn Highway:

That section of Glenn B-1 from Palmer to Kings River, Mile 67, was turned over to the contractor for maintenance and our crew at 88 Mile was cut down to two men. The camp is also handling the Glenn B-1 engineers on that end of the work. At Mile 115 we have one maintenance man with a grader. The engineering forces for Glenn B-2 are headquartered at Mile 115 camp. The road was maintained in good condition during the month.

h. Homer Roads:

Ditches on all the East road and the worst sections of the Hill road were cleaned out and all culverts have been cleaned and staked on all the local roads. The maintenance crew was laid off late in the month to remain off until winter conditions warrant their rehire.

i. Russian River-Homer Road:

Lumber ordered early in the season finally arrived at Seward and has been hauled over the road to Kenai. With old timbers on hand we have enough material to complete bridges at both Ninilchik River and Deep Creek. Plans are to contract the lighterage of the lumber from Kenai down Cook Inlet to the bridge sites rather than try to move it overland over 15 miles of ungraded road. Piling for both bridges will start about October 15 with completion in about one month. Stripping between Homer and Kenai was completed early in the month but grading is going very slowly due to almost continuous rains. Crews have been reduced to a minimum and all graveling shut down for the season. All efforts are being concentrated on drainage and

working down dry cuts. Regrading will be necessary before gravel surfacing next spring, but a passable road will be available for use after the freezeup. At Homer a gravel pit has been secured from Mr. Crosby a homesteader. The pit has been stripped but due to wet weather late in the month the gravel crew was laid off before any materials could be taken for the road.

The Gruendler crusher was put in operation early in the month for an extended test but after several days operation the gears in gear boxes wore out due to lack of lubricants. This has been discussed in previous correspondence, and replacement will be made by the supplier of the machine due to inadequate design for proper application of lubricants.

J. Farm Roads:

Work on the Pittman Road was carried through to completion early in the month. Grading went very well, and that portion of the road that was not built on gravel was gravelled with the carryalls. The first section of this road, which was merely stripped last season, was graded and ditched. As this was all gravel base very little work was needed to make a good road out of it. Motor graders finished the ditches and grade after rough grading was done with the cats and carryalls. The dozer-blade width road from Pittman to Big Lake, approximately $8\frac{1}{2}$ miles in length, is passable to passenger cars and it is planned to send a grader down the road to the lake when one is available in that area.

Bruhn's grading crew moved from the Pittman Road with their equipment and started work on the Jonesville-Eska Mine Road early in the month. The old camp at Sutton was placed into operation, with equipment working on the road from both the Sutton and the Jonesville ends. Although the work consisted of some heavy cuts and fills, haul distances were very short and in most instances the work could be done with the dozers. The route is the most part in gravel except for about one half mile in the flats bordering Eska Creek. Some difficulty was experienced in getting a right-of-way for a railroad crossing from The Alaska Railroad on the steep grades of this spur railroad but a satisfactory location was agreed upon. Our forces will have to keep the crossing clean of snow during the winter months. The new route is approximately 3.5 miles in length and eliminates all the steep grades and blind curves on the old route. Completion is expected in late October.

At Kasilof work was started on the South Kasilof Road early in the month. Four tractors and two graders have done most of the work on this road which will be approximately seven miles long in good to excellent ground. Actual work accomplished this month on the route is 4 miles cleared and stripped with 2 miles graded and 1 mile surfaced.

Work has started on graveling the remaining 10 miles of the ^{Wasilla-Knik} road during the last week of the month. The one half yard truck mounted Bay City shovel has moved from Anchorage to this job, together with the new Ford trucks. Ralph Dye, local foreman, is handling the work with the crew of drivers from Palmer. Work is progressing very satisfactorily and should be completed during October.

k. Dillingham:

Crew at Dillingham is down to one man, Foreman-mechanic E. R. Palmer. Work on the roads consisted of grader maintenance and spot graveling. On those days when it was impossible to do road work, due to weather, completion of the shop is the alternative. Insulation of the building was completed during the month and parts bins and storage racks started. Minor repairs were made on the Snogo in anticipation of the winter season. It is planned to build a V-type plow for the dozer out of old boiler plate available from the canneries to take care of heavy drifting where the Snogo is unable to handle removal alone and in case of a breakdown. It appears that we have the right man on the job at Dillingham, and complaints should decrease.

l. Bethel:

Work at Bethel this month consisted of filling ruts in the center of the airfield with sand which resulted from runoff this spring and during subsequent rainstorms during the summer.

A local contribution of \$300 was made for building an extension from the end of the slough bridge to two stores a distance of approximately 200 yards. This work was started during the month.

m. Kodiak:

Maintenance with motor patrols kept the Kodiak roads in good condition during the month. Some ditching and spot gravelling was done on Mission Bay road and the Base road was kept clean of sluff and falling rock.

n. Takotna and Flat Roads:

Routine maintenance was performed on all the road at both Flat and Takotna and the crew reduced to 3 men on the 15th. The latter part of the month Takotna crew worked on the house and garage, getting them ready for winter. Plans are now to complete the interior of the garage and move in during October, ready for spring overhaul.

o. McKinley Park:

On the 1st of September the crew was cut down to 5 men and overhaul and repair work was started. Some gravel was hauled into the shop area and the equipment parking strip was moved back from the airfield. Equipment repair for the month includes mounting thaw boiler on Truck #2105 and painting both boiler and truck, minor overhaul of D-8, repair to both maintainers, repair to welder and miscellaneous repairs on the 5 Chevrolet Dump trucks.

Sable Pass closed on the 29th of the month. Inventory was completed on the 29th and the crew returned to Anchorage on the 30th.

2. By Contract:

a. Glenn Highway Section A:

Paving has been completed from Palmer to Spring Creek with one lane being completed almost to Chugiak, of approximately 28 miles of paving. Rough grading is almost complete with the contractor now reworking the Eagle River cuts. Their crusher is set up in the pit at Fort Richardson producing plant mix aggregate. Work of preparing the subgrade for crushed base is getting under way. Present plans call for moving the hot plant early in October to the Monument pit in Fort Richardson. Final paving will be made from this setup.

b. Glenn Highway B-1:

Work on the Glenn B-1 section of the highway has been satisfactory during the month from our standpoint, although the rock work has been slow through lack of sufficient equipment. Additional equipment has now been moved in and the work is picking up. The contractor is now maintaining 22 miles of the Glenn Highway during construction.

Engineering is moving along very well with the work keeping well ahead of the contractor's operations.

c. Glenn Highway B-2:

Engineering on this section is progressing fairly well with 43% of the center line being completed.

d. Anchorage Apartment Houses:

Contractors work on the Apartment Houses was satisfactory during the month. Block partitions in the basement were finished, all framing of both buildings was complete, plumbing and wiring was roughed in in one building and roofing was started on the second building.

Force account work at the site completed during the month consisted of excavating both sewer and water trenches, laying both lines and backfilling, installing one manhole complete with cover, placing oil storage tanks for all apartments and backfilling the area around the apartment basements with select gravel borrow.

3. Weather.

Exceedingly wet weather during the first week of the month hampered field work considerably. The remainder of the month has been fair for construction but plagued with intermittent rains which kept the ground soaked up. No freezing weather, however, which is unusual for September.

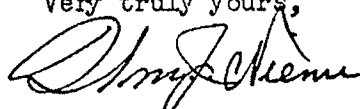
4. Miscellaneous:

Harold Miller arrived on the 3rd from Cantwell having remained later than his crew to complete inventory and to store supplies for the winter. He is working on notes and maps at Anchorage.

Hatchett made a reconnaissance of a possible route down the East side of the Nenana River between Cantwell and McKinley Park. Also a route over Carlo Pass on the West side. A complete report will follow.

Niemi accompanied Assistant Interior Secretary Wm. Warne on a flight down the route of the old Copper River Railroad to Cordova. The flight plan was reversed at the last minute due to weather, leaving D.B. Stewart at Cordova to meet the plane after completion of the flight instead of accompanying Secretary Warne.

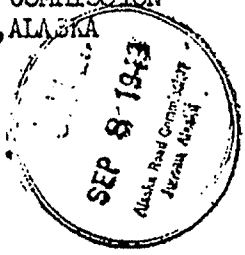
Very truly yours,



Wm. J. Niemi
District Engineer

copy sent to J.R.H.
back

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA



September 6, 1949

Col. N
IPTR
3 AFG
2 WFD
GHS

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

SUBJECT: Monthly progress report for Aug. 1949, Anchorage District, Anchorage, Alaska.

1. By Government Forces:

a. Anchorage Roads:

Routine maintenance with motor patrols kept all the Anchorage roads in good condition during the month. Some roads at Mountain View were graveled by interested parties and at the same time spot gravelling was also done on the main loop which we maintain.

Numerous requests are being received for the installation of driveway culverts on the Spenard Roads. Many of these are on the main road and we are recommending that the people concerned bridge the ditch rather than install an expensive culvert which must necessarily be torn out next year when the main road is regraded and paved.

b. Potter Road:

Early in the month the grading crew finished earth movement on the Potter Road and Foreman Bruhn's crew was moved out to the Matanuska Valley to work on new farm roads. Ed Ueek returned from Dillingham and the gravel crew was turned over to him to continue widening and bringing up to grade both Potter and Sand Lake farm road. About one mile remains to be brought up to grade across swampy ground on the Potter road and some widening of fill on the Sand Lake farm road. Both should be complete in late September. Grader maintenance over the route kept it in fine condition during the month. People of Anchorage are developing the habit of driving to Potter, and the road carries heavy Sunday traffic.

c. Anchorage-Palmer Highway:

Maintenance during the entire month was performed by the contractor on the job and although the road became rough at times it was at no time impassable. The Goat Creek bridge was completed during the month and traffic routed over it on the 16th. Trouble was experienced in getting decking as it was the last item of bridge lumber received, not arriving in Anchorage until the 13th. As it worked out, however, Knik Glacier did not break until the 14th and water did not cover our Bailey Bridge detour until the 15th, after the new bridge was open. After the waters receded the Bailey was taken up and removed to Ship Creek where it will be erected as a detour during replacement of the old bridge at that point of the Anchorage-Palmer Highway.

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35/81

The Matanuska River Bridge was redecked while the crew was waiting for the decking for Goat Creek to arrive. Running plank and wheelguard were removed and new planking was laid longitudinally for the full width of the deck before replacing the wheelguard. Repairs were made on the south portal of the Knik River bridge.

d. Anchorage Depot:

Work around the depot this month consisted of erecting one quonset hut on the platform built last month, laying the foundation for another and hauling topsoil into the yard between the garage and warehouse. This last was raked down and leveled off. It is not planned to complete this project until next spring, when more funds will be available. Storage racks were built in the warehouse and the moving of parts and non-perishables into the quonset was started. Missing elevator parts for the garage finally arrived. One of the guide rails was two inches too narrow and a piece had to be scabbed on for the full length to make it useable.

e. Valley Roads:

Other than grader maintenance on the main travelled roads very little work was done in the valley this month. Three miles of brush were dozed off the sides of the Palmer-Matanuska road and 3/4 of a mile of fence erected where the plows tore it down last winter. Barbed wire was furnished two farmers who put up their own fences which we tore down last winter. In the future we do not plan to furnish any more wire or labor for fences damaged by snow removal. Farmers have been requested to move all fences back to give us a sixty foot right-of-way — otherwise winter snow removal may not be possible without damage to fences.

f. Mountain Roads:

Only necessary maintenance was performed on the Mountain Roads during the month.

g. Glenn Highway:

Regular maintenance with the motor patrols kept the road in good condition during the month. Late in the month the Vigdahls from Camp 88 mile went on leave and Foreman Stadler moved down from 115 mile to take over the maintenance on the entire route. Mrs. Stadler is doing the cooking for the maintenance crew and also the engineering crews on the upper end of Section Glenn B-1.

h. Homer Roads:

Regular maintenance was performed during the month with motor patrols. Soft spots in the completed section of the East End road were filled with gravel and the hill road was reditched where sluffing had occurred during the rains. The roads remained in good condition all during the month.

i. Russian River-Homer Road:

On the Kenai end maintenance with the motor patrols kept the road in good

shape. Fine weather during most of the month aided grading and that part which had to be left last month due to mud was graded up and ditched ready for graveling. Stripping was advanced 1/4 mile beyond the Ninilchik River. The river was down and the equipment was forded easily. Work continued very satisfactorily until the last few days of the month when steady rains turned the ground into a quagmire, slowing operations almost to a standstill. The Deep Creek River crossing was investigated by Niemi and Soberg together with the engineer and a more suitable crossing was located upriver from the original one. Although the change will entail several hundred feet more of construction it will eliminate heavy fills in overflow flats and possible future bank protection. Construction costs should be less, with no appreciable disadvantage in grade and alignment. After a study of both the Ninilchik and Deep Creek crossings it was decided to bridge both streams instead of attempting to use elephant huts as suggested. Both streams will require 100 feet of pile driven trestle, with a 100 foot steel span to eventually replace trestle on Deep Creek.

Gruendler crusher representatives and mechanics flew to Kenai early in the month with repair parts for the crusher. The machine was extensively altered with many of the v-belt drives being replaced with gear boxes and chain drives. Repairs were effected too late in the season to warrant setting up a camp and putting the machine in operation. Test runs were made, however, and it is felt the machine should be put on full scale operation for a period of about a month before any reports can be made on it.

On the Homer end, the work has been going somewhat slower than at Kenai due to the fact that some of the equipment was kept busy on farm road construction. Gravel crews moved ahead to Starisky during the month. A pit was located ahead of Starisky Creek and negotiations are in progress to get five acres from the homesteader concerned. Stripping is beyond Happy Valley, with five miles remaining to join with the Kenai end.

j. Farm Roads:

On 98 East End road at Homer 0.1 miles of road was graded and 2.0 miles were gravelled during the month. All soft spots on the road were covered and the grading is now finished for the year. All the homesteaders in this area are taken care of with the exception of one homestead that would need an additional 2 miles of road. This road is not believed justifiable until more of the intervening land is taken up.

The East Hill Road at Homer was extended 1.6 miles to take care of additional homesteaders in that area. Grading was completed but no attempt was made to gravel this road due to long haul from the Homer spit.

The Anchor Point Road was completely gravelled. The graded surface became impassable under the increased traffic which a new road invariably attracts.

Location survey has been completed on the access road down the south bank of the Kasilof River. It is believed further study, and some improvement in the located line, will be necessary before construction of this road begins in late September.

On the Sand Lake Road, trucks worked from the Wells pit on the Potter Road to finish gravel fills over the swampy sections. One carryall and cat were used early in the month to cut down several of sand and gravel hills on this route. The road was connected about the 15th of the month when the trucks moved onto the Potter Road to augment our equipment there. Altogether 3.5 miles of road have been completed with an all weather gravel surface. It is believed that more work will be necessary next month after present fills settle across the swamps.

The Airport Heights Road, 1.5 miles in length, was built with one dozer and one carryall and cat in 4 actual working days during the month. Motor graders followed with ditches. Soil material was removed to gravel, thereby eliminating necessity for surfacing. This road, besides giving an access road to the people in the area, was needed by the ARC as an access from the Spenard area to our gravel pit located in the school section at the end of Merrill Field. A small timber trestle bridge was built across Chester Creek and approach fills were pushed out with the dozer.

During the good weather, the work on the Schrok Road was carried through to completion for the season. Although all the people in the vicinity are taken care of, there seems to be an influx of settlers in this area and a reasonable assumption is that we will be called on to extend this road in the future.

Equipment was moved from the Shrock Road to the Davis Road or Route 35-J. Three families that have made a full-time effort to farm the land have no access road and consequently lost most of their produce last year through their inability to get it to market. This project was promised for last season but was overlooked in 1949 plans. Work was started late in the month on a road for them and should be completed early in September. Length of road to be constructed is approximately one mile and the settlers are assisting in construction.

Work was started on the Pittman Road early in the month. Ray Bruhn's grading crew moved from the Potter Road with grading equipment to do the work. During the early part of the month, work progressed so satisfactorily that it was decided to continue on to Pittman. Jack VanZanten and his crew worked both on location and construction on this project. Sections of swampy ground encountered along the route proved to have sound gravel bottoms and did not slow the work materially. A standard width gravelled surface road has been completed to within one mile of the Pittman Station. Numerous settlers at Big Lake requested that the road be extended to the lake. Lack of funds and other priority jobs made this impossible; however one tractor worked 3 days filling swampy ground on the 11 mile route so the old road is passable to truck traffic. Homesteaders concerned paid all operating expenses with the tractor being donated free of rental by the Commission.

Surveys were started on the Sutton-Jonesville Road. Present plans are to follow up the east side of the ARR tracks, staying outside of their right-of-way, cross the tracks approximately one mile from Sutton and continue on the west side of the tracks. Grading crews will be moving into the Sutton Camp early in September.

k. Dillingham:

Ed Ueek reported back to the Anchorage Office on the 1st of the month. Work was turned over to Mr. Ernest R. Palmer, of Dillingham, and the quonset type shop has been completed. Other work consisted of ditching and maintenance with the motor patrol.

l. Bethel:

Work at Bethel consisted of hauling sand to patch up the road where it showed signs of going to pieces. Our foreman, Mr. Marsh, recommends that we plan on cribbing the approaches of the slough bridge with logs which could be obtained locally. This will be investigated when someone gets down that way and recommendations made in future programs.

m. Kodiak:

The only report received from Kodiak for the month was given verbally from a Captain Bucy, ACS Station Chief from Kodiak. He stated that Stover was doing a fine job and the roads are in excellent condition.

n. Takotna and Flat Roads:

Ditching and improvement of the road between Candle Hill and the landing was continued. Additional gravel was placed at the landing. Routine maintenance was performed on all Flat roads and a powder house 4x4x5 was built during the month.

o. McKinley Park:

Work during the month consisted of filling washes and sags in Miles 58, 59, 69, 72, 75 and 79. Bridge approaches were raised at Miles 87.8, 41.7 and 42 miles. Necessary bridge repairs during the month were as follows:

Mile 1.8 decking and running plank at approaches
Mile 3.5 repaired abutments
Mile 12.8 decking and running plank renewed
Mile 16.6 repaired abutments
Mile 19.5 and 19.6 running plank and railings replaced
Mile 20.4 decking and running plank renewed
Mile 30.9 running plank replaced
Mile 41.7 repaired abutments
Mile 43.2 piling braced and repaired
Mile 60.8 replaced one bent and abutment braces
Mile 87.8 replaced approach decking and running plank

Two culverts were extended to take care of shoulder washing, one at mile 46 and the other at 13. Brush was cut along the road in miles 1 and 2, and all streams and wash channels cleaned and re-ditched.

Early in the month about 3 inches of snow fell at Camp Eilson but it melted soon after it hit the ground.

p. McKinley Park-Susitna- River Survey:

A contract for supplying Miller's survey party by air from Anchorage was awarded early in the month and first flight made August 3, landing at a small field built by survey dozer. On the 24th Niemi flew in but was unable to land due to failure to cut brush on the end of the field which was requested by the pilot on the previous flight. Purpose of the flight was to look over the route and also to pull in the survey crew which was bogging down due to constant trouble with tractor equipment, long supply lines, and poor communications. Thirty miles of location was also deemed sufficient ahead of construction, since the route has been definitely determined to the Susitna Crossing.

Personnel from this crew, together with badly needed survey instruments, were moved to Section Glenn B-2 at the end of the month. Miller is expected down in a few days after storing supplies at Cantwell and taking inventory.

q. Talkeetna:

Work at Talkeetna consisted of routine maintenance with gravel trucks and maintainers. Niemi made an inspection tour of the work on the 24th and at that time it was decided to shut down the work the 1st of September. Mulvaney will take over the job of maintenance man at 115 mile camp, Glenn Highway, and Mrs. Mulvaney as cook for the survey party on Glenn B-2 now working from that camp.

r. Anchorage Asphalt Plant:

A scale repair man was borrowed from the ARR to check the scales both at Anchorage and at Valdez. He was taken to Valdez on the 14th and was back to work on the Anchorage scales on the 17th. Tests proved that our scales were badly out of adjustment and upon raising the deck it was found that one of the pivot points was broken. No replacements were on hand so one was made from some stock that was available from the ARR. Upon Mr. Erwin's suggestions, a complete set of pivots were ordered to be carried in stock at Anchorage. The parts will fit both sets of scales and in case of another breakdown can be installed immediately. It was believed that the scales breakdown was due to the trucks running over the corner when pulling out. A piling was set at the corner of the pit to remedy this. The pit approach, which was soft and filled with large rock was also dug out and replaced with select gravel.

Work is still being carried on by the operators in painting the pipe lines with a water proofing compound. Almost daily deliveries of asphalt are being made to contractor on Section Glenn A.

2. BY CONTRACT

a. Glenn Highway, Section A:

Paving has been completed on that section of the highway between Palmer and one half mile South of Knik Bridge. The asphalt plant was moved

.. down to 18 mile and the Eklutna flats have been paved for about 4 miles. The contractor's plans are to do only such paving as is ready in the vicinity of the present plant set-up, and get the crushed base course down on the rest of the road and leave it until spring. The crusher was moved to the Merrill Field pit late in the month and it is the contractor's plans to lay crush from the City limits towards Chugiak. Although the road is in better condition than during previous month, it still is rough over the first 15 miles from Anchorage. An inadequacy of road construction and slow signs is also very noticeable all through the contract. Progress estimates show the work as being 55% complete.

b. Glenn Highway, B-1:

Work on this section of the highway is moving along satisfactorily, the operations being concentrated between Palmer and Sutton. Some rock drilling is in progress on the rock bluffs a few miles south of Chickaloon. Actual construction on the project is approximately 8% complete. Construction engineering on the contract is moving along well after a poor start, although the crews are still handicapped somewhat by shortage of vehicles. The contractor has started erection of construction camp at Mile 95.

c. Glenn Highway, B-2:

Mr. McAlister, Resident Engineer, for this work started survey work on the 23d to obtain data for design during the winter. Miller's crew, complete with cook, was sent to 115 Mile Camp on the 31st of August to augment McAlister's single party. Present plans are for him to operate from 115 Mile Camp for the entire project until weather forces a shutdown.

d. Anchorage Apartment Houses:

Work of preparing the site for the apartments was completed and the contractor started actual construction on the 13th of the month. Since then work has progressed very satisfactorily with both basements being poured complete with floors and walls. Concrete block partitions in the basement have been completed in one building.

3. Weather:

Weather has been exceptionally good for the month of August with rainfall below normal for most of the period. The 27th proved to be the second hottest day of the year. Since the 29th, rain has been falling, with resultant hindrance and slowdown of construction.

4. Miscellaneous:

On August 8, the earth auger hit a power line on the Post road, while it was moving from one hole to the next. Lines were broken and the auger was overturned but very little damage occurred.

Merle Harding, P-2, Inspector for Glenn B-1, arrived from Seattle via PNA on the 10th.

The Knik Glacier broke August 14th. Water rose 13 feet 3 inches before reaching its crest at noon of August 22nd.

Dorn L. Ellery, P-3, Engineer for Glenn B-2, arrived on transfer from Bureau of Reclamation on August 23.

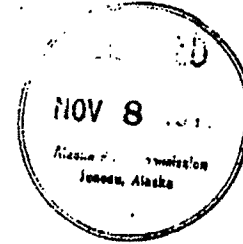
Louis P. Hendricks, Engineer P-2, arrived on the 31st and has been assigned to Foreman Soberg at Kenai to replace Chester F. Ricker, resigned.



Wm. J. Niemi
District Engineer

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~
Anchorage, Alaska



Col. N 023
IPT
AFG 05
MT
LR

November 5, 1948

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

Dear Sir:

Following is the situation report from the Anchorage District for the month of October, 1948:

Palmer Roads

The Palmer roads were maintained throughout the month and evidently are in fair condition. No opportunity for an inspection has arisen yet. Foreman King has been on leave for several weeks, but Foreman Dye reports that graveling on the Knik road and the Hayfield road has been completed, and that the crew was moved to Matanuska to fill in a small bridge which is being replaced with a culvert.

A new crossing of the main line of the Alaska Railroad was put in by making a short line change just east of Wasilla. Better visibility is given by crossing the railroad at right angles.

Grading operations were carried out on the Pittman road, about three quarters of a mile being complete by the end of the month.

McKinley Park

Operations in this area were suspended the latter part of the month. Inventory of parts was completed, and equipment for spring snow removal overhauled. Foreman Diess was transferred to the Anchorage shop.

Russian River - Homer

An inspection trip was made to this area the last few days of the month, flying first to Homer, then to Kenai, by car to Seward, and plane back to Anchorage.

The grading and graveling camp is set up at Anchor Pt. River, with graveling nearly complete to the camp. The Northwest dragline was still on the south side of the river, but will be moved across in a few days. Wet ground on top of the hill north of the river has been corduroyed and is ready for gravel. The stripping camp is located at Stariski and has worked to a point about a mile and one half north of the creek. The camp will move up there in a few days. The weather has been very wet but is beginning to tighten up now.

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35/79

An inspection was made of the proposed East End extension, and it was found that the "L" line, as submitted on our sketch, is definitely the best location. As there are a number of homesteaders on east of Fritz Creek, most of whom have children of school age, it would be most desirable to at least put in the creek crossing this fall and rough in the grade so it can be used during the winter months. Please advise us about this as soon as possible.

It was found that the heating plant in the Homer garage is very crude and dangerous, consisting of a drum with a piece of pipe dripping oil into it. An effort is being made to secure something more suitable.

At Kenai, graveling is still being done with the two Euclids, the carryalls are working out of the camp at the Kasilof bridge, and the clearing crew is still working. There is a large swamp to be corduroyed and then this crew will be laid off. Work on the Kasilof bridge was completed the last week in the month. Due to heavy rain during the month, it was necessary to go back and regrade about four miles of road that had been completed in September. Mud was hauled off the grade and sand hauled in with carryalls.

The road from Kenai to Kasilof is now open to all traffic, also, of course from Seward to Kasilof.

A trip was made to Mile 58 on the Seward-Hope road, where it was found that Munter was putting in footings for the first large bridge, and Lytle and Green had several miles of road roughed out but less than a mile completed.

Surplus equipment stored in Seward was inspected and a decision made on what to ship to Anchorage and what to take to Kenai. District Mechanic Peterson accompanied me on the trip.

Anchorage Roads

The Anchorage local roads are in fair condition. Efforts have been made to blade up as much road as possible before freeze-up, especially the most traveled sections. Graveling of part of the Spenard road, from the top of Romig's hill to Deadman's Curve was started but has been hampered by breakdown of the shovel and a shortage of trucks. Foreman Bilodeau was placed in charge of the local work, with headquarters at the new garage yard. Intermittent snow storms and thawing weather during the day resulted in all roads being very slippery at times, with consequent trouble from inexperienced drivers. Sanding was done as time and personnel permitted.

Anchorage - Potter

Work on this section was suspended on October 20th. At this time a passable road had been secured as far as the Potter section house. About three quarters of a mile remain to be completed to grade and width on that section. The grading equipment was moved to the new garage yard and tank farm site, with the gravel crew going to the Spenard job.

Anchorage - Palmer

This section of road was in good shape all month. The Eagle River bridge was placed in service early in the month, to the great relief of all concerned.

Done

Not much progress

How about signs

The public experienced considerable difficulty on the new grades on either side of Eagle River during the latter part of the month. It was impossible to keep ahead with the sanding due to the many snow storms, and traffic became snarled up several times on this section.

The contractor on Section A has been hauling gravel from the pit in Mile 45, widening and raising the grade between Palmer and the Butte road, and has dozers and carryalls working on the line change east of Fort Richardson East Guard Station. The Resident Engineer is preparing an estimate on a proposed grade reduction on the west approach to the Eagle River span, and this will be submitted when completed. It is recommended that this grade change be made, due to extreme icing conditions found on this road during the winter months.

*Arrangement with A
for section from Post*

Anchorage Depot

Work on this project is proceeding rather slowly. The first interior coat of paint in the garage building is not yet completed. Some welding remains to be done, wheel guards poured around columns, insulation to be put on steam pipes etc. In the warehouse building, work is progressing more satisfactorily, though some materials are still short, including some of the glass and doors. The heating plant fuel tank is being welded, the stack is not yet up, and work will soon begin on excavating for the fuel tank.

Grading operations in the yard area were begun late in the month, two carryalls being used on the job. The areas immediately north and east of the garage have been brought to grade, and the equipment is now working on the north side of 4th Ave.

Miscellaneous

Grading operations at the Tank Farm site were begun late in the month and are nearly complete. The only plat available is very vague as to exact dimensions, but it is believed that the grading we have done will be satisfactory.

The bridge at Bethel was completed during the month, and repairs to the bridge at Flat were made.

Foreman Stover is proceeding to Karluk to make repairs to the bridge damaged during a storm.

No reports have been received from Dillingham.

Very truly yours,

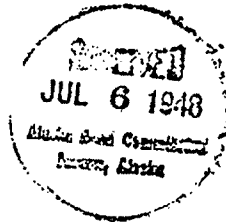
B. D. Stewart, Jr.

B. D. Stewart, Jr.
Acting Superintendent

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

June 30, 1948

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



Dear Sir:

The situation report for the Southwestern District for the month of June is as follows:

Palmer Roads.

Maintenance was performed upon the local roads, and some gravel and crushed material hauled to soft places where required.

The roads during the month were repaired so that they were in good condition by the end of the month.

Two carloads of lumber for bridge material arrived at Palmer and were unloaded during the month.

The Sno-Go plow returned from work at McKinley Park.

The Quickway shovel has been down waiting for parts since the 8th of the month.

Mountain Roads.

Roads to various mining properties were opened up on a cooperative basis during the month, and the road over the Hatcher Summit cleared of snow on the 18th.

Lucky Shot-Willow Station.

Materials were hauled to make repairs to the bridges at 8 mile and Deception creek during the month.

Both of these bridges were found to be in very poor condition when the road was opened up this spring.

Wasilla-Pittman.

Corduroy was cut to cover 900 feet of swamp during the month.

McKinley Park

Considerable delay was caused in opening up the road this spring due to

abnormal late heavy snow. A rapid run off caused a lot of damage to bridges and many slides to come down in sidehill areas, closing the road beyond the Toklat River.

A bridge crew was sent up from Anchorage, bents redriven on the Toklat bridge and repairs started on the Savage River bridge.

Slides were cleared up, and the road opened up for traffic at the latter part of the month.

Due to non arrival of lumber for repairing the decking and installing a guard rail on bridges, it is planned to bring the bridge crew, with the exception of a couple of men, to work on bridges, to Anchorage, for duty in this or the Kenai area.

Newhalen Roads.

A small crew is working on this project. They are using CAA equipment and are experiencing many breakdowns.

It is expected that this work will be completed the first week in September.

Talkeetna.

Maintenance is being performed upon these roads. Several small washouts were repaired and slides removed.

Some work is being done on the winter road between Peters Creek and Cache Creek as considerable freight is moved over this road during the spring for operations to the West of Cache Creek.

Russian River-Homer Road.

Kenai:

The summary of the work reported from Kenai is as follows:

Cleared by Hand	50 feet wide	.4 Miles
Cleared and Stripped	70 feet wide	11. "
Graded	24 feet wide	7. "
Moved by Carryall		125000. Cu. Yds.
Corduroyed	18 feet wide	3000. Lin. feet
Gravelling	24 " "	3. Miles

Steel for the Kasilof River bridge was unloaded.

Homer:

A summary of the work reported from Homer follows:

The first twelve miles out of Homer are graded, with the exception of mile 8.

Swamps have been corduroyed and culverts installed for a distance of 14 miles and graded sufficiently so that this distance can be travelled with a pickup when conditions are favorable.

Russian River-Homer Road - cont'd.

Homer - continued

The dragline has been moved from the beach to a new pit at 11 mile. It is planned to use the large gravel carriers to connect with the gravel hauled from the beach.

The shovel and trucks are being moved ahead to cover swamp that is being corduroyed.

Graded	24 feet wide	0.5 miles
Corduroyed	30 feet wide	860. lin. feet
Culverts Installed		470 " "
Ditched with Powder		900 " "

A checkup is being made of the progress of the work to date. As soon as this is done a report covering this will be forwarded to Juneau.

Surveys:

The survey of the missing link South of Kenai was completed during the month.

Anchorage Roads.

The Anchorage roads are in fair condition. There has been very little precipitation for the past three months, which is hard on maintenance of a gravel surfaced road.

Repairs were made to bridges in the railroad reserve, the army road and the Palmer road.

The surface was maintained on the main roads and the roads in Mountain View in which Mr. Metcalf was interested, and some culverts installed.

Anchorage-Palmer Road

The gravel crushing plant was operated during the early part of the month but was idle due to breakdown the last two weeks. Parts arrived the end of the month and it is expected the machine will be working in a couple of days.

Two miles of road between the two railroad crossings were covered with crushed material, and one mile covered with pit run material between Peters Creek and the military gate.

The hopper in the pit at Mile 15 was rebuilt before it could be used.

During the time the trap was being rebuilt considerable gravel was hauled on the road. This material was loaded by the portable loader out of banks adjacent to the road.

The bridge crew moved to Potter early in the month, finally ending up at McKinley Park.

Anchorage-Palmer Road - cont'd.

The road was maintained with patrols during the month, brush cut along the berm, some bank sloping done, and the fill at the lake in Mile 24 raised by dozer and visibility improved considerably.

The Army is placing a base of coarse material on the road North of the monument in the course of processing this road for surfacing.

Anchorage-Potter Road .

The work on this project is making fairly good progress. 0.4 miles of road was stripped and 1.7 miles graded during the month.

Culverts were installed in both Rabbit and Little Rabbit Creeks. Trucks are now able to travel South of Little Rabbit Creek without any hazard, and ~~work~~ also about one-third of a mile beyond this creek to where tractors are working.

Some bad ground is encountered, possibly 1500 lin. feet, between stations 492 and 517, where solid ground is overlaid with black muck. About half of this ground has been removed and work is underway clearing off the balance.

Surveyors are running out new lines between the end of the work and Potter station. Van Zanten is back in town now and will be probably be put on this work. So far we have not been advised by the Railroad forces where their line will end.

Farm Roads.

Palmer-Edlund Road:

The progress on this road during the month consisted as follows:

Graded	.75 miles of road
Surfaced	1.25 "

Potter-Wells Road:

The work accomplished on this road is as follows:

Cleared	30 feet wide	0.5 miles
Graded	16 " "	0.5 "
Surfaced	16 " "	0.75 "

Medfra.

The work at Medfra is being closed, and it is expected that our equipment will be shipped down to Takotna about the middle of the month.

A tractor belonging to Walter Culver, a Caterpillar D-6, was purchased during the month and will be stationed at Takotna.

Dillingham.

Maintenance is being performed upon these roads.

The two new trucks arrived at Dillingham, and it is reported that the Sho-Go was delivered at Naknek, where it will be picked up by a local firm freighting in the Bay.

Kodiak.

Maintenance is being performed, and the roads are reported in good condition.

Glenn Highway.

Maintenance is being performed, and the roads are reported in good condition.

Homer Roads.

Maintenance was performed with patrols, and 645 cubic yards of gravel hauled to soft places.

The local roads are not in good condition.

It is planned to start working on a farm road in the vicinity of Fletchers early in July, provided a satisfactory agreement is made with Fletcher regarding the route to be followed in crossing his land.

So far no word has been received regarding plans for the construction of a new dock.

Seldovia.

Some material for the bridge across the slough is arriving. As soon as deliveries are completed arrangements will be made to construct the bridge.

The old bridge has been damaged further and is getting more dilapidated all the time.

Anchorage Depot.

The new garage is making good progress. The iron skeleton work is completed, and a Septic tank is under construction.

Mr. Gothberg has moved on to the site and has erected a small building for office and workshop.

General.

We still seem to have plenty of most kinds of labor available, altho we have difficulty in getting some men, such as pull grader operators, who have been scarce now for some years.

General - cont'd.

Newcomers are still coming in over the highway, and new settlers along the roads are increasing all the time.


We are hiring a married woman to work in the office. Her husband works in a local garage, and we do not have the acute housing problem to contend with that we usually have with employees hired elsewhere.

FWA Men visited this district, going over the roads with Mr. Taylor, looking over the local roads with the view of calling for contracts for grading and asphaltting. Since Mr. Taylor left they have not contacted this office.

We have been in touch with the Army regarding a cooperative agreement on black topping local roads. So far letters have been exchanged and many conversations taken place, but no definite agreements or plans have been made so that the work can be started.

Hatchett is still tied ~~xxx~~ down to the Kenai job, and is not getting familiar with his new duties. Van Zanten returned to the office on July 2nd and will be used on some of the engineering work which has been postponed in this area.

Mr. Ed Taylor, of the Division of Territories, has been in this district for some time, and visited the local roads.


M. C. Edmunds,
Superintendent.

ALASKA ROAD COMMISSION
ANCHORAGE ALASKA
NOVEMBER 30th, 1947

Copy sent
11/30/47
5

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



MT
B
JV

Dear Sir:

The situation report for the Southwestern district for the month of November is as follows:

Palmer Roads.

Palmer Fishhook Road.

Three miles of brush was cut with dozers on one side of the road during the month.

Palmer- Matanuska Road.

One mile of brush was cut on one side of these roads.

Wasilla- Finger Lake- Palmer Roads.

One mile of brush was cut on one side of the road, and 6 yards of cinders hauled to slippery places.

Palmer RR Crossing-Moose Creek.

A sump was constructed in the vicinity of the Buffalo junction. to get rid of water which collects in low places during the runoff in the spring. Ditches were deepened and two culverts installed to lead water into the sump. 6 yards of cinders were hauled to slippery places,

Edlund Road. (New work.)

A hopper was constructed on this road during the month, and 722 cu yds of gravel placed.
One culvert was installed.
Brush was cut along the old road for a distance of 1/2 mile on both sides of the road, and 6 yards of cinders hauled to slippery places.

All the Palmer roads were maintained with patrols and snow removed

21/105

Anchorage Roads.

Mild weather and rain has caused the roads to become sheets of ice, and crews are kept busy putting cinders on curves and hills.

Anchorage- Palmer Roads.

Same as the Anchorage roads, except that some gravel had to be hauled in the vicinity of Palmer when the roads became soft.

Eagle River and Peters Creek Revisions.

The grading work on these projects was completed during October.

Anchorage- Potter.

No construction work done on this route. The survey of the proposed revision at Potter was completed and the map forwarded to Juneau.

Russian River- Homer.

The work on this project was completed in October, and equipment and supplies were hauled to the shops at Kenai and Homer for overhaul. This work is now on a winter basis.

The surveyors are working on maps.

Maintenance was performed upon both ends of the road, due to very mild weather

Cantwell.

Miller is working on the maps at home in Ketchikan, where he is working in the Forest Service quarters, where draughting equipment is available

Dillingham.

Maintenance is being performed upon the local roads.

Kodiak.

Maintenance is being performed.

Homer.

The soft weather of the past month caused some soft places to develop in the local roads, which were repaired by gravel haul.

The crib on the road across the slough was filled with gravel where it had settled.

Takotna.

The work at Takotna is closed down, everything put away, and Bayless is spending the winter at Fairbanks with his family.

Flat.

A request has been made to have the airfield cleared of snow occasionally and I have assumed an obligation not to exceed \$100.00 for this work.

General.

The weather during the month was quite mild, with rain and occasional snow, making the roads icy and hazardous.

Jack Coats is making good recovery as far as his limbs are concerned, he now sits up in a chair. His mind however is not functioning up to normal. I am informed that it takes much longer for the brain to clear up than the body.

I am afraid he cannot be considered as available for returning to work with the ARC, at least not for a very long time.

Ghiglione left for the States on vacation on November 15th, expecting to be away about three months.

Grammer is working on maps of the survey between Paxsons and the Susitna River with C'Malley helping on the drafting.

Harry White left for the States on November 28th, for a months vacation.

Harry White Jr, is going down to Kenai to take charge of the overhaul work early in December, which I believe will work out alright.

The office force working on routine work. It is expected that the Annual Report and Recommendations will be forwarded to Juneau within one week.

The garage force busy overhauling equipment and helping the maintenance crew take care of the local roads.

Emil Schupp left about a week ago for Portland, where he is to be operated upon for Hernia, and Ralph Soberg plans on getting married about the middle of December.

Arrangements have been made to have Fred Poorman take charge of the work in the Takotna District during the coming summer.



M.C. Edmunds, Sup't

TELEGRAM

ALASKA COMMUNICATION SYSTEM
ENGINEER CORPS, UNITED STATES ARMY
ENGINEER BLDG., JUNEAU, ALASKA 1: 8
TEL. 891

WF101

WEB15

PP UWKHC

FM UWE 85A/EDMUNDS ANCHORAGE

TO TAYLOR JUNEAU

25

INT GR 45

REURAD REPORT MAILED YESTERDAY PD THERE IS NO FURTHER PROGRESS TO REPORT
ON NEW CONSTRUCTION WHICH CLOSED DOWN IN OCTOBER EXCEPT FOR ONE
CULVERT INSTALLED CMA ONE HOPPER BUILT AND SEVEN HUNDRED TWENTY
TWO YARDS OF GRAVEL PLACED ON ONE HALF MILE OF EDLUND ROAD

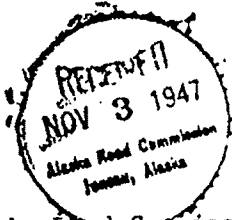
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UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
~~XXXXXXXXXXXX~~
ANCHORAGE, ALASKA

October 31, 1947



Alaska Road Commission
Juneau, Alaska

Gentlemen:

The situation report for the Southwestern District for the month of October is as follows:

Mountain Roads

Some gravel was hauled on this route during the month, and stakes set up to mark the road during the winter.

Palmer - Fishhook

Brush was cut alongside the road, with dozer, for a distance of 1/2 mile on both sides of the road, and for 2 miles on one side, during the month, and the surface maintained with patrols.

Palmer - Matanuska Roads

Brush was cut by hand and moved by dozer for a distance of 1 mile on one side of the road on this route and the surface patrolled. One-half mile of snow fence erected for winter.

Palmer - Moose Creek

The surface of this road was maintained with patrols, and 70 yards of gravel hauled to a soft place which rutted up.

Edlund Extension (Farm Road)

Due to inclement weather, and the lack of equipment to load gravel, no surfacing was done on this route. A quarter mile of side hill road was graded, and timber cut for corduroy. Some sections of the road are very wet, and it is doubtful whether we will be able to do much more work on this route this year.

The work accomplished to date follows:

Cleared	2.75 miles
Stripped	2.75 "
Graded	1.00 "
Surfaced	None

McKinley Park

The bunk house was removed to a new location North of the warehouse and garage and connected with the hotel water and power. A septic tank was built; the temporary garage was completed, and electricity installed. The work in the Park was completed and the crew returned to town on October 28th.

Talkeetna

The work in the Talkeetna area closed down, and the crew returned to town early in the month.

Anchorage Depot

According to advices received from the Juneau office, bids were awarded to the J. B. Warrack Company for the erection of a new garage in the vicinity of Fourth Avenue and the Airport.

Two quonset huts are being erected on the site for warehousing our supplies and the one now used in the railroad yards for a bunkhouse is also being moved to the new site.

Anchorage Roads

The Anchorage roads are in good condition. A considerable number of culverts were installed and ditches cleaned out, particularly in the vicinity of the airport, where there is a heavy run-off during the breakup.

Spenard Roads

The Spenard roads were maintained in good condition. Some culverts were installed, ditches cleaned out by shovel on Chester Creek and some surfacing placed.

Anchorage - Palmer Road

Maintenance was performed with patrols, brush removed from the side of the road with dozer and culverts were cleaned out.

Peters Creek Revision

Rains hampered operations a great deal during the past month, but grading operations were practically completed by the end of the month. The status of the Eagle River and Peters Creek revisions are as follows:

Cleared	2.3 miles
Stripped	2.3 "
Graded	2.3 "
Surfaced	None

No further work is contemplated on these two projects until steel arrives for the bridges to be erected. Piling for falsework has been cut.

Anchorage - Potter

The work on this project was brought to a close at the end of the month. Most of the work done during the month consisted of widening and raising the surfacing, doing a little grading and moving material off the top of some steep knolls into low places so that settlers in the vicinity of Rabbit Creek could use the road during the winter. A road was dozed out South of Rabbit Creek to permit travel up on the bench.

It is surprising the number of new settlers homesteading along this route.

The work accomplished to date on this route is as follows:

Cleared	6.1 miles
Stripped	5.1 "
Graded	3.7 "
Surfaced	2.5 "

A preliminary line is being run between Little Rabbit Creek and Potter in accordance with instructions from Mr. Taylor, who questioned the original location.

Russian River - Homer

Fairly good progress has been made on this route during the month, after the rainy weather stopped.

Moose Pass

Camp was moved to Moose River, where grading is completed to within 2 miles of Moose River. One grading crew with carryalls is working between Moose River and Kenai, working out of Moose River the greater part of the month and Kenai at the end of the month. One crew was working out of the rock camp finishing up grading.

Cleared and Stripped, 70 feet wide	0.8 miles	
Grading, 24 feet wide, about 90% completed	6.3 "	
Moving by carryall		80,000 cu. yds

No gravelling was done during October.

Kenai

Steel and piling have all been hauled to the bridge camp, site prepared and some tent frames moved.

Two mechanics have been busy getting ready for the winter, hauling oil, steel and making up requisitions for winter overhaul.

Homer

The grubbing and stripping crew were camped at Anchor River at the end of the month. It is hoped that they will be able to get to the bridge site before work closes down so that the bridge crew will be connected with Homer by truck after freeze-up.

The work accomplished is as follows:

Cleared, Grubbed and Stripped, 80 ft. wide	3.5 miles
Grubbed and Stripped	1.5 "
Graded	.5 "
Graded, 25% completed	2.0 "

The lumber stored on the spit at Homer was hauled to the depot. Repairs were made to the lower end of culvert in No. 1 fill which was extended 10 feet, hauled 60 yards of gravel to fill and put 32 feet of culvert in road above fill to take care of drainage.

Surveys

At the end of the month, Fuller tied in to Wilson's line at his stationing 4570 plus 00 which is approximately 5½ miles south of Deep Creek. This was station 1976 plus 99 on Fuller's line, which started 5.2 miles north of the Kasilof River. Fuller has completed an additional 5 miles of "p" line north of his 00 station towards the Kenai River which will be "L" line when curves are run in, leaving approximately 4 miles unsurveyed. This line is mostly tangent. It is planned to complete the unsurveyed portion in the spring when the bridge is completed, working out of Soldotna.

Camp is closed down, equipment sent to Homer and Fuller moved to Kenai.

The work accomplished to date is as follows:

Cleared	62.2 miles
Stripped	56.9 "
Graded	39.6 "
Surfaced	19.7 "
Surveyed	120.6 "

CANTWELL

The survey work on this route was completed during the month and the crew returned to town. Supplies were stored in the quonset hut erected at Cantwell.

Arrangements were made for us to get a lease of land from the Alaska Railroad for depot purposes. Deeds were also obtained from John Carlson for a Right of Way for the road where it crosses his property and for a plot of land for depot and storage facilities. Deeds will be forwarded to Nenana in a few days for recording.

Miller is leaving for Ketchikan on the 31st. In view of the housing situation, arrangements have been made for him to make the maps at home in Ketchikan.

Total length of located line 11 miles

Dillingham

Work on repairing the Klondyke bridge was abandoned due to heavy snow. The Scandinavian Creek Flat was covered with gravel and raised about 1½ feet and the roads opened up for traffic.

Kodiak

Maintenance was performed upon the local roads, buildings from the Anton Larson Bay area erected adjoining the garage and the work on repairing the Cape Chiniak road for the army completed. The crew is now reduced to two men who will be on a 40 hour week basis after October 31st.

Glenn Highway

Maintenance was performed upon this route during the month and some brush cut. The weather tightened up during the month and some snow fell. The Quickway shovel cleaned out ditches and slides.

It is planned to leave the crew at mile 41 and have two additional men at mile 115 during the winter.

Homer

Maintenance was performed upon the local roads, leaving them in good condition. Logs and stumps were removed from both sides of the Spit road to widen it and prevent snow from drifting across the road.

Now that the fill across the slough is used as a dam for the lake constructed above for a pontoon plane landing, the wave action erodes the upper side of the road. 300 feet of cribbing was constructed to protect the fill, and no doubt, more will be required in the future.

20 feet of 15" culvert was installed and 362 cu. yds. of gravel placed on the Diamond Creek road.

Takotna

Maintenance work at Takotna closed down during the month. Inventories are being taken and supplies stored for the winter.

Bayless had been offered a job on the Glenn Highway, but preferred to stay in the Takotna district for the winter, where he has acquired an interest in a mining prospect near Medfra.

It is planned to make a change in the Takotna setup next summer. So far, no definite plans have been made but we are considering putting Poorman in charge of this work. He has done very well at Flat, is energetic, interested, gets along well with people, keeps everything ship shape and is good at paper work.

Flat

The main work done at Flat during the month consisted of freighting materials for and erecting the Otter Creek bridge, which was finished except for the decking and completing fills at abutments.

Inventories were taken and the work closed down around the 10th of the month.

General


The weather during the fore part of the month was quite wet, but tightened up later, with frost gradually going down deeper into the ground. With the exception of a few small jobs, which may be continued for a couple of weeks, all of the ~~major~~ major construction projects are being closed down this month. While the weather is clear and fairly good, it is believed good business closing down and not try to keep working. The last day the shovel worked on the Potter job we lost half a day getting started.

Jack Coats had a slight stroke on October 30th, and it appears now that he will not be able to return to work with us.

Cunningham is working a half day each day at the garage and apparently getting along all right.

Lottsfeldt started working for us at the garage about the middle of the month.

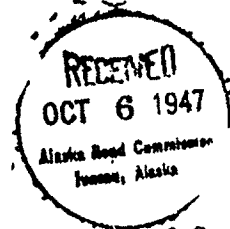
Grammer returned from the Park - Richardson Highway survey early in the month, and is working on the maps for this project keeping O'Malley, who is a good draftsman, on to help with this work.


M. C. Edmonds
Superintendent

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

September 27, 1947

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



Dear Sir:

The situation report for the Southwestern District for the month of September is as follows:

Mountain Roads.

Heavy continuous rains caused some slides on this route, which were removed.

Palmer Roads.

The roads in the Palmer area were maintained with patrols during the month, and are in good condition.

Repairs were made to the two bridges across Wasilla Creek, on the Palmer-Fishhook and the Wasilla-Palmer road.

Repairs were made to the bridge across the outlet of Wasilla Creek, on Route 35-H.

Heavy rains caused washouts along the Little Susitna River, at the site of the bridge crossing and near Monument rock, which were repaired.

Palmer-Moose Creek, 35-I.

On September 18th heavy rains caused Moose Creek to leave its regular channel about 1/4 mile above the bridge and run down by the old railroad grade, washing out 160 feet of road. The creek was changed back to the old channel and the road rebuilt. The road was closed to traffic for two days.

Some gravel was hauled to a soft place on one of the farm roads.

Edlund Road Extension, 35-J.

Completed clearing and stripping on this route--2-3/4 miles 60 feet wide corduroy laid 300 lin. feet.

3/4 of a mile graded 24 feet wide from the end of the Edlund road.

McKinley Park.

The two miles of road in the vicinity of miles 70 and 72 were gravelled during the month.

Brush was cut in the worst places between Igloo and the Railroad Depot.

600 cubic yards of rock was hauled to the center fill on the Toklat River where the West stream had run along the bank and caused erosion.

The small office building was removed to a new position in line with the warehouse.

A tent garage, boarded at the sides, size 18' by 30' was erected for a temporary garage.

The parking place for planes was constructed alongside the field, in the vicinity of the railroad depot.

Maintenance was performed with patrols, keeping the road surface smooth.

The crew was reduced to four men on the 27th of the month, and it is expected that the work will close down by the end of October.

Talkeetna.

Maintenance was performed upon this route, and surfacing hauled in the vicinity of mile 13.

It is expected that this crew will close down early in October.

Iliamna.

Some surfacing and ditching was performed upon this route during the month.

Russian River-Homer.

The work accomplished during the month, which was retarded by steady rains, is as follows:

At Moose Pass:

Cleared and Stripped	70 ft wide	15 miles
Graded	24 ft wide	5 miles
Moving with carryall and dozers		
Gravelled	24 ft wide	2 miles

The main camp was moved from Hidden Creek to Moose Creek during the month.

At Kenai:

Repair of equipment is under way.

Steel is being hauled to the site.

Russian River-Homer - continued

At Kenai - cont'd.

The two quonset huts were erected.

At Homer:

Cleared	70 feet wide (on line change)	1 mile
Grubbed and Stripped	70 "	2 "
Graded	24 "	1 "

The stripped section North of Diamond Creek graded sufficiently to move camp.
Corduoyed 24 ft wide 2000. lin ft
Ditched South of Diamond Creek, and installed 3500. "
culverts

Will be moving Diamond Creek camp 4-1/2 miles at the end of the month and continue grubbing and stripping.

There has been a lot of rain during the month and it was not practical to attempt to do too much grading. The work of grubbing and clearing is not interrupted too much by wet weather.

Surveys:

The survey has been completed to Ninilchik, and camp was moved at the end of the month to Deep Creek.

Located 13 miles

The total accomplished to date on this project is as follows:

Cleared	57.9 miles
Stripped	52.6 "
Graded	32.8 "
Surfaced	19.7 "
Surveys	29.0 "

Anchorage Roads.

The Anchorage roads have been maintained with patrols, and are in fair condition.

Anchorage-Palmer Road.

Maintenance was performed with motor patrols, brush cut with dozer, and some sections scarified and large rocks removed, in some cases powder was required.

Culverts were cleaned and some extensions made.

A line change was made in the vicinity of Mink Creek.

Knik Bridge.

Soundings were taken of the stream bed of the Knik River after the annual high water.

Farm (Clark) Road.

The surfacing of this road was completed during the month, 636 cubic yards of gravel being hauled from the Matanuska River bar, loaded with the truck shovel.

The total work accomplished on the two farm roads in the Palmer area at the end of the month as follows:

Cleared	5.55 miles.
Stripped	5.55 "
Graded	3.55 "
Surfaced	2.8 "

Eagle River Revision.

Grading reported completed last month.

Peters Creek Revision.

Grading on this project is 65% completed.

Continuous rains retarded operations a great deal, and tractors were moved away from this job to make emergency repairs where high water had washed out the road, delaying this project.

The total work accomplished on these two projects to date as follows:

Cleared	2.3 miles
Stripped	2.3 "
Graded	2.1 "
Surfaced	0. "

Potter Creek Road.

Work progressed steadily on this project, gravelling was completed to Campbell Creek on the 16th, and cars now travel by means of the Spenard road.

Work is underway widening the gravel surface, low places which settled during the heavy rains are being raised and additional culverts are being installed.

A small amount of work was done with the tractor, but considerable mechanical trouble occurred.

The way things are shaping up, it seems that it will take the greater part of October to complete the Peters Creek Revision, and that it will not be worth while to move the grading camp to Rabbit Creek this year, as the camp will be required for putting in the bridges next spring.

Potter Creek Road - continued

The status of the completed work to date is as follows:

Cleared	5.8 miles
Stripped	4.3 "
Graded	2.5 "
Surfaced	1.8 "

Cantwell.

Reconnaissance trips were made during the month, and the route over the Windy Creek summit and down Riley Creek was accepted as being the most feasible route for the road to McKinley Park.

A quonset hut was erected at Cantwell station for sleeping quarters, and for storage of supplies when the work is completed.

Four miles of line was located during the month.

At the end of the month camp was moved to one of the ranger cabins, about six miles from Cantwell.

Total line surveyed at the end of the month 9 Miles

Dillingham.

The main work accomplished at Dillingham consisted of completing the repairs to the Scandinavian Creek, the Andrews Creek and the Klondyke Creek bridges.

Maintenance was performed, and some low swampy places raised.

Kodiak.

Maintenance was performed upon the local roads.

Buildings from the Larson Bay area were moved to our depot.

Repairs to the Cape Chiniak road, undertaken for the army on a reimbursement basis, was started during the month, with the crew camping with one of the farmers in the vicinity.

Glenn Highway.

Maintenance was performed with motor patrols.

Brush was cut with mowing machine between Sutton and 41 mile.

Heavy rains during the middle of the month caused considerable sluffing on sidehill sections and filling of ditches.

Erosion occurred at the right limit of Granite Creek bridge, where 75 yards of rock was hauled to the bridge end to replace material washed away.

Homer.

The main work done in the Homer area consisted of regravelling approximately two miles of the spit road with carryall, gravelling 3/4 mile of the Brandvold road and corduroying 300 feet of swamp connecting the Diamond Ridge road with Route 55-C.

Culverts were cleaned, extended and staked where necessary.

The surface was maintained with motor patrols.

Takotna.

Maintenance was performed upon the local roads, chiefly repairing bridges and surfacing soft places.

Flat.

Light maintenance was performed upon the local roads, and preparations made to get started on replacing the Otter Creek bridge when the materials arrive.

Flat Airfield.

The grading and surfacing of the field is completed, and levelling with the motor grader is under way.

More surfacing should be placed next year. All the fine material that was available was cleaned up and new roads will have to be built to get additional gravel.

A total of 1700 cubic yards was put on the field.

A strip fifty feet wide was cleared of brush the entire length of the field, making the width 200 feet, clearing four acres.

Medfra.

The work at Medfra was completed on the 11th of the month, when Ueck left for Anchorage.

Brush was cut on shoulders from the landing of the 7 mile post, and used for corduroy in mile 5. and 600 feet of brush laid in miles 2, 3 and 4.

Bridge approaches were filled in, ditches cleaned out and material hauled on road. Lateral ditches were cleared of snags, opened up and deepened, culvert markers put up, and 600 feet of new road built around a wet place.

A portable loading trap was constructed.

Two bridges were repaired, one in mile 1 and the other in mile 4.4 and a new bridge constructed at mile 4.8. Two timber culverts were replaced with 100-gal oil drums.

Medfra - continued

Latest reports from the Kuskokwim indicate that the river boat will not make a trip to Medfra again this season, therefore, our equipment will have to remain there until the boat goes up next spring.

Medfra Airfield.

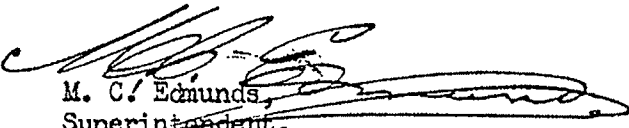
Brush, which was encroaching on the field, was cut for a width of fifty ft. of approximately 2-1/2 ares, leaving this field in good condition.

General.

Jack Coatz and Cuningham have both returned to work, putting in half a day only. Both men seem to be getting along alright.

Five contractors have obtained plans and specifications for bidding on the new buildings.

Weather during the month was generally wet, and detrimental to construction activities, with damage occurring to the roads in the Little Susitna canyon and on 96-B.


M. C. Edmunds,
Superintendent.

ALASKA ROAD COMMISSION
ANCHORAGE ALASKA
AUGUST 31st, 1947

113

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

Dear Sir:

The situation report for the Southwestern District for the month of August is as follows:

Mountain Roads.

Light maintenance was performed upon these roads during the month.

Palmer Roads.

These roads were maintained with patrols during the month, and are in good condition. Gravel was removed from some sections of road which were abandoned during the construction of the Glenn Highway, in accordance with the recent request from Mr Don Irwin.

Edlund Road Extension. 35-J.

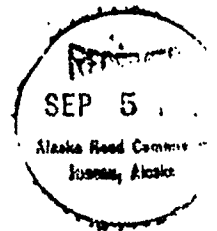
A bridge 14ft by 36 ft was constructed across Cottonwood Creek, one quarter mile of road cleared and 500 ft of corduroy laid.

McKinlev Park.

Maintenance was performed upon the Park roads, including repairs made after high water had run across the road in the vicinity of 9 mile. Tests were made for bridge foundations at the Toklat River. A HD7 tractor, dump truck, camp outfit and sundry tools and supplies were shipped to Cantwell for use of the survey party. Asnowfall on August 3rd closed the road for one day to traffic.

Talkeetna.

Maintenance was performed upon this route, chiefly between Elwells and Cache Creek.



Iliamna.

Light maintenance was performed upon this route.

Russian River- Homer.

The work accomplished during the month follows.

At Moose Pass.

Cleared and stripped,	70 ft wide		2.7 miles
Graded,	26 "		2.1 "
"	24 "		3.0 "
Gravelled	24 "		7.0 "
Moved with carryall scrapers		125,000 cu yds	
" " dozers		52,000 "	
" " Shovel and trucks		4,500 "	
Rock, Excavated			4500.0 cu yds

At Kenai.

Repairing of equipment is under way, with Darnell in charge of this work.

Steel for the Kenai River bridge is being hauled to the bridge site. Two quanset huts, from Seward, are being erected.

At Homer.

Cleared	80 ft wide	3. miles
Grubbed and stripped	70 "	3.25 "
Graded	24 "	.25 "
Gravelled	24 "	1. "

The portion cleared is in heavy timber, North of Diamond Creek, close to the clearing done by contract last winter.

The gravel was hauled between four and five miles. on grades between 4 and 7 per cent. It was loaded and hauled with equipment brought from Haines and the two DMI0 wagons purchased from Putnam.

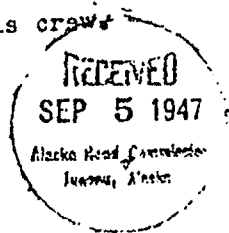
There is one mile of very wet ground between the end of the grading and the ridge on the North side of Diamond Creek. There is a gravel deposit near the creek which will be available for filling the swamp when accessible.

Surveys.

8 miles of located line was run and 2-1/2 miles of preliminary line, bringing the line to a point approximately half way between Kasilof and Ninilchik.

Camp was moved from Clam Gulch to within two miles of Ninilchik, travelling by way of the beach.

Some trouble was experienced with the dozer tractor used by this crew.



The total work accomplished to date on this project follows:

Cleared	41.9 miles	
Stripped	35.6 "	
Graded	26.8 "	
Surfaced	17.7 "	
Surveys	16.0 "	(this year.)

Anchorage Roads.

The Anchorage roads have been maintained with patrols and are in good condition.

A small washout on the KFD road was repaired

Anchorage - Palmer Road.

Maintenance was performed with patrols, spot surfacing placed and brush cut by hand and by dozer.

Clay was hauled from Palmer to the Marsh homestead, in mile 46, covering an area where pole corduroy, which was continually coming to the surface, was removed.

A stretch of road between the Eklutna Bridge and the railroad crossing near the Anchorage Power station, was scarified and considerable oversize rocks thrown off the road. Clay was hauled on this section and some fine material on a part of the road as an experiment towards improving the surface,

Farm Road. (Clark road.)

Some additional surfacing was placed upon this road during the month, covering 0.4 miles.

The work accomplished on the two farm projects at Palmer to date follows:

Cleared	3.8 miles	
Stripped	3.8 "	
Graded	2.8 "	
Surfaced	1.4 "	

Eagle River Revision.

The grading on this project is completed as far as practicable until the bridge across Eagle River is constructed.

The grading is 95% completed.

Peters Creek Revision.

A good start has been made on this line change. Fills have been started on both ends, the creek water diverted to a new channel, and the connection at the Anchorage end stripped and partly graded. Carryall scarapers from Eagle River will be moved to this job in a few days. It is estimated that the grading on this project is 20% completed.

Anchorage-Potter

Fairly good progress is being made on this job. Most of the work accomplished during the month being the continuation of the gravelling, laying of corduroy, installing culverts and completing the grading started last month.

The work done during the month follows:

Cleared	0.5 miles
Stripped	0.3 "
Corduoyed, 10 ft wide	3200. lin feet
Gravelling, placed	3720. cu yds
Culverts, installed	6.
Graded	0.4 miles

At the end of the month there was a gap of one half mile to connect the gravelled surface with the existing road at Campbell Creek.

The road being pushed thro to connect with the Anchorage system of roads is narrow, it is settling considerably during rains, and much more work will be required before the road will be brought up to the standard of other roads in this vicinity.

When a mile of road is reported as being gravelled, this applies to a low standard road and is not intended as a report on a finished road.

Gravelling is applied to both grading and surfacing.

The work accomplished to date follows:

Cleared	5.8 miles
Stripped	4.3 "
Graded	2.2 mi "
with grader	0.4 miles
with shovel and trucks	1.8 "
Surfaced	1.4 "

Cantwell.

Due to difficulties in keeping the survey crew moved and supplies freighted, it was decided to work from the Cantwell end, revising the line already located and investigating the possibilities of finding the best route to continue the road to McKinley Park.

A reconnaissance trip was made over the head of Windy Creek down Riley Creek where a crossing was made in the vicinity of the railroad bridge. Miller reports that the route as feasible and that a very good location could be worked out.

Five miles of preliminary line was run on the right limit of Jack River, with the intention of crossing this stream below the present bridgesite.

Mr Been, in conversation with Ghiglione regarding the Park connection, stated that as far as he was concerned he would prefer the location to follow the Nenana River than Windy Creek.

According to the map the railroad route would be about 8 miles shorter than the Windy route.

Two quancet huts are being erected at Cantwell station, for quarters and for warehouse purposes.

The items of work accomplished follows:

Surveyed, located line	5 miles
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Dillingham.

The chief work at Dillingham during the month consisted of repairs to the Scandinavian Creek bridge.

Lumber arrived at Dillingham this summer, but we were short 70 stringers out of 100 ordered, so will have to quit finishing other bridges. Unless Larson is able to get timber locally he will have to cut down on the number of stringers on the Scandinavian bridge. So far we have had no report as to what action he has taken.

Kodiak.

Maintenance has been performed upon the base road, and improvements made to the Mission road, consisting of widening and surfacing.

Some buildings which were abandoned by the Army at the end of the Anton Larson Bay road are being moved to our depot in town.

A request has been made by the Army for us to make repairs to the Chiniak Cape road, and for us to take over the maintenance of this road in the future.

Homer.

The main work done at Homer during the month consisted of grading 1/2 mile of road and sanding 2-3/4 miles on the Diamond Ridge road, and gravelling 1/2 mile of road on both roads leading to the upper bench.

There remains 600 feet of swamp to be corduroyed and covered to complete the connection of the Diamond Ridge road and the new main road.

No further work was done on the road to the East, on the lower bench.

Glenn Highway.

Maintenance was performed upon this route, which is in good condition.

A start was made cutting brush near Kings River, but wet weather kept the crew busy on other work.

In several places the river is encroaching on the road, altho not enough to cause hazard.

Takotna.

Maintenance was performed upon the local roads, ditches cleaned out, bridges repaired and soft places surfaced.

The bridges across the Tataline River and Gaines Creek were painted, and part of the Takotna bridge painted.

Arrangements were made to convert an old building, size 16 ft by 20 ft used as a warehouse, into a garage, and to build a lean-to on to it for a parts room.

It is proposed to transfer Bayless to the maintenance camp at Mile 88, on the Glenn Highway at the end of the seasons work and send another man to Takotna next sea:

Flat.

Maintenance was performed upon the local roads, which are in good condition.

Beams and lumber for the Otter Creek bridge were shipped from Anchorage near the end of the month.

Flat Creek Airfield.

A start was made widening this field to a width of 150 feet, brush was cut and some deep dredge ponds filled. One of the local miners, Pete Miscovich, gave us the use of a D-8 tractor for three days, without charge, for this work.

Some further levelling will have to be done, and fine material hauled for surfacing.

Medfra.

The status of this work is uncertain. A tractor used at the mine to furnish power broke down, and the tractor we were using had to be taken to the mine.

Parts laying around here for a week waiting for Clint Minans were finally shipped by Alaska Airlines. Whether they moved out of McGrath is not known.

If parts did not arrive and Ueck ran out of work, he will probably return promptly.

General.

Our offices were moved from the railroad yards to the West Penthouse of the Federal building on August 3rd, making a big improvement as far as the business and force is concerned.

The ACS has been very helpful, installing a telephone connection with their switchboard at a time when the city operators were on strike, and having their men install our wireless telephone, which is underway at this time.


We have no word as to Coats and Cunningham returning to work. Coats seems to be getting along quite well--probably while he is resting up at home--but I doubt whether Cunningham will come back. While he seems to be getting along fairly well at time other times he is not so good. He is getting along in years and does not pick up like a younger man.

Specifications for the depot were sent to Juneau on the 14th of August.

General Steese left for Fairbanks by plane late in July.

The weather has been generally favorable for construction work during the month, with occasional heavy rains.

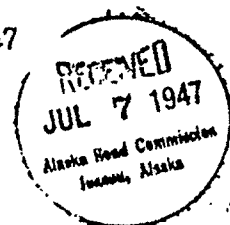
There are no surplus men available for most classes of labor. Repeated calls to the employment office fail to get results, with the exception of truck drivers.


M. C. Egan,
Superintendent.

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

July 3, 1947

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



Dear Sir:

The situation report for the month of June is as follows:

Mountain Roads

Some snow removal work was done during the month, the road to the Gold Chord Mine, on the Little Susitna watershed, and the Lilo Kelly Mine on the Willow Creek slope, were opened up.

The road over the Hatcher Pass was opened up on June 13th.

Palmer Roads

The roads in the valley were maintained during the month, and are in good condition.

McKinley Park

A small crew is engaged at the Park maintaining the road. It is planned to erect a tent garage near the site of the old garage to take care of repairing equipment this summer.

A D-8 tractor was shipped from the Park to Fairbanks during the month.

The road was graded to the Park boundary, spot gravelled and regraded to Mile 17. The side road around Park headquarters was gravelled.

The unsightly remnants of the fire at the depot was cleaned up, leaving the place presentable looking.

Edlund Road Extension

and

Apart from scouting around to find a suitable route, the cutting of corduroy cover 200 lin feet, no work was done on this project during the month.

When the Clark road is completed the crew will move down to work on this connection.

Talkeetna

A small crew under foreman Mulvaney left Anchorage on June 3rd, to work in this vicinity.

No report has been received regarding the work done. The mail service is very

Talkeetna - continued

erratic and uncertain, depending to a great extent upon travellers passing by.

Russian River-Homer

Moose Pass

A fire of undermined origin caused considerable damage to the country between Moose Pass and Kenai during the month, causing loss of tent buildings, one truck and one pickup, considerable parts for repairing equipment, construction materials, including 8 tons of dynamite, and some personal losses amongst employees.

A great deal of time was lost fighting fire and trying to prevent it from spreading, mostly without avail.

The work accomplished at this end follows:

Rock Drilled	4000 feet
Rock Blasted	1600 cu. yds.
Corduroy laid, 12 feet wide	700 lin feet
Cleared, by hand, 60 feet wide	800 lin feet
Stripped, 60 feet wide	5300 lin feet
Graded, 25 feet wide, completed	1.5 miles
Graded, 26 feet wide, 50% completed	1. mile

One pickup truck was shipped to Moose Pass from Anchorage.

A wireless telephone was installed at the Hidden Creek camp. It is now working fairly satisfactory. Our present office in the railroad yards, with equipment and high voltage lines, is not ideal for radio reception but on the average we manage to carry on conversations which facilitate our operations.

Kenai end

The work at the Kenai end consisted chiefly of repairs to equipment, working on the tote road, unloading of materials, including steel for the Kenai River bridge, and fighting fire.

Four D-8 tractors, five trucks, a motor grader and one pickup were moved over the Tote road to the crews at Moose Pass, arriving there on July 1st.

Two tractors, one four-by-four truck, camp equipment and supplies were shipped to Kasilof for use of the survey party, by barge.

Homer

Four D-8 tractors have been operating, two with carryalls part of the time, working on four large fills.

Fill No. 1	is	80% complete
Fill No. 2	is	60% "
Fill No. 3	is	90% "
Fill No. 4	is	25% "

226 lin feet of 24" culvert has been installed in Fill No. 1, and 120 lin feet of 15" culvert in Fill No. 4.

Russian River-Homer

Homer - continued

Fairly good progress is being made, a great improvement over last years work.

Surveys

A crew under Kent Fuller is engaged in surveying the route between Kenai and Kasilof. It is believed that 8 miles of located line has been run.

Hatchett is engaged with the Moose Pass crews, lining up the rock and other work ahead of the construction crew.

Lowell Point Project

Good progress has been made on this work--it is expected that it will be completed by July 15th.

Anchorage Roads

The Anchorage roads have been maintained in fairly good condition.

Considerable work has been performed upon bridges in the vicinity of Anchorage. Several of the bridges over the years have been getting into a bad state of disrepair, finally getting to a point where they were dangerous and something had to be done.

A bent was placed under the Chester Creek bridge, on the Spenard road.

The abutment of the bridge across Ship Creek, on the Fourth Avenue Road was planked up and a hole under the black top filled with gravel. Traffic was carried by the blacktop until it failed and a hole appeared.

The Bents of the Ship Creek bridge, in the railroad yards, were blocked up so that the caps rested on the piling, and the piling braced so that they supported the caps.

The Peters Creek bridge, on the Palmer road, was raised and timbers which had failed replaced, leaving this bridge in good condition.

The bridge across the tail race, the filling of which was delayed waiting for elephant huts to be freighted from Kenai, was braced up and gravel hauled at the ends of both abutments, removing the hazard of this bridge breaking down.

The caps of the Goat Creek bridge were braced to prevent further movement.

A bent was placed under the bridge across Campbell Creek, at the end of the Lake Otis road, to permit settlers to the South to connect with the Anchorage system of roads, and permit light equipment to cross the bridge. Running planks were also placed on the bridge.

Large convoys are frequently going over the roads to Fairbanks, loads frequently reach 20 tons, some heavier. The lack of lumber has held back repairs for some years, which makes a bad situation, particularly in view of increased and heavier traffic.

Anchorage Depot

Plans for the new Depot and estimates are about completed. A separate letter is being forwarded on this subject.

Anchorage Palmer road

The main work done on this route consists of the line change at Eagle River where a camp was established early in the month.

Two small carryall tractors, with D-7 tractors, and one D-7 with dozer, have been engaged on this work. Considerable time was lost waiting for parts to repair tractors. One carryall was used fixing up the tractor road to our camp at Potter Creek and also in eliminating a frost hazard on the Fourth Avenue road in readiness for blacktopping.

8500 cubic yards was moved by carryalls, the road opened up on the left limit so that trucks could travel to camp, and a temporary road constructed from Eagle River bridge to camp, which is located near the location on the river bottom.

With the arrival of the four new tractors, it is hoped to make a better showing on this project.

Some brush was cleared off the side of road in the vicinity of Mile 24, with the small D-4 tractor, and a gravel trap constructed near the Power Plant, where material is available for filling the tail race.

Considerable work was done on the Clark road, in the vicinity of the Katamaska bridge, as follows:

Cleared and stripped, 60 feet wide	2.75 miles
Graded, 18 ft top	2.25 miles
Corduroyed, 13 ft wide	320. lin feet
Gravelled. None placed.	
Culverts installed 56 feet of 21"	
Culverts installed 71 feet of 18"	

Knik River Bridge

We have not been able to get any more lumber for decking the Knik River bridge. Chiefly on account of forest fires destroying timber.

Fourth Avenue Road

Considerable work was performed upon this road, eliminating a section which contained clay, ^{causing} a high bump to appear in the road during the winter months.

A railroad hoe was used on this job. A ditch which drained a lake was excavated to a depth of six feet, and the material in the road in the vicinity excavated and replaced with gravel.

A stratum of clay crossed the road at this point, preventing the free flow of drainage water which froze during the winter months, when surface drainage closed up.

Medfra

It is planned to complete the gravelling of this road during July, when the Culver tractor will be available for this work.

It is expected that this work will be started about July 8th, after the holidays.

Ed Ueck is being sent over to take charge of this work.

Dillingham

Maintenance was performed upon the roads in this vicinity, which are in good condition.

Anchorage-Potter

The work on this project is well under way. The tractor road from Campbell airport has been put in shape so that it can be travelled by cars.

The Speeder shovel was hauled to the location on a trailer borrowed from the Alaska Railroad, and trucks and other equipment moved over this road. There was no siding on the Alaska Railroad in the vicinity, and this was the logical way to move our equipment.

The crew is camped near mile 105.5 on the Alaska Railroad, boarding at one of the settlers.

The road has been stripped from sta. 265, where our gravel pit is located to sta. 327, at Faroe Creek, and a road dozed out down to Little Rabbit Creek, sta. 473, which trucks can travel over, permitting settlers in this area to connect with the road system and travel to Anchorage.

The road has been surfaced 16 feet wide from sta. 230 to sta. 265, crossing the first swamp, and the swamp at Faroe Creek covered.

The items of work accomplished follows:

Cleared, grubbed and stripped, 60 ft wide	1.2 miles
Graded	none.
Gravelled, 16 feet wide	.67 "
Tractor road, in shape for trucks--good weather	5. miles

Colorado

A small crew of 5 men are engaged in maintenance work at Colorado. It is expected that this work will be finished about July 7th, when foreman Ueck will go to Medfra.

Kodiak

The work at Kodiak is getting along well, the main road to the base has been widened. Apart from stringing cable, the guard rail along the road to the base has been completed.

Kodiak - continued

Gravel was hauled to the Mission road, and three culverts installed.

The Navy has been very co-operative in furnishing equipment for widening the road and loading trucks.

The Army was tentatively enquiring regarding the possibility of the Alaska Road Commission maintaining some of their roads outside the Navy reserve on a reimbursement basis. I informed them that we would be glad to do this work provided that we were able to get equipment.

Glenn Highway

The Glenn Highway has been maintained and is in good condition. Heavy rains in the vicinity of Long Lake caused several small road and mud slides during the month.

Takotna

The roads in the Takotna area have been maintained, and are in better condition than they have been for some years at this time.

Bayless has made an informal arrangement with the owners of a sawmill for us to get lumber. The bridges are all in very poor condition and lumber is needed badly to repair them.

He is also in hopes of getting some lumber for the construction of a garage but it is doubtful whether we can get sufficient for this purpose.

Flat

Maintenance is being performed at Flat, and the roads are in good condition. As soon as the steel beams arrive at Flat the bridge across Otter Creek will be replaced. It is planned to send Mackey over to do this work.

General

The weather generally has been dry and hot, favorable for construction activities, but bad for forest fires, particularly in the Kenai area.

Jack Coats is recovering rapidly, his condition is very encouraging, and it is now expected that he will be able to return to work before too long.

Mr. Cuninghame has been under the weather the past few days, in the hospital. It looked bad for him for awhile, but he has had two blood transfusions and is now much better. It is hoped he will be able to return in a week or ten days.

There are lots of new people coming to this vicinity, and there is a surplus of most kinds of labor, except grader men.

Mr. Sterling left for Juneau on the 20th. He has been in poor physical shape all summer and used good judgment in taking steps to correct his condition.

M C Edmunds
M. C. Edmunds, *1079*
Superintendent.

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

June 6, 1947

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

Dear Sir:

The situation report for the month of May is as follows:

Mountain Roads

Maintenance was started on the mountain roads during the month, with ditches and culverts being opened up, and water drained away from the roads.

The road to the Mabel and the Snowbird mines, on the Archangel branch, was plowed out during the month, on a cooperative basis with miners interested.

The road to the Gold Chord mine and the one leading to Willow Creek, will be opened up early in June, on the same basis.

Palmer-Wasilla Road

The road from the Four Corners to the crossing of Wasilla Creek, was raised one foot by gravel haul, to get away from ice conditions during the winter and spring.

Wasilla-Matanuska Road

A new gravel trap was constructed on this route, and the branch road raised in a low place in section 18, to eliminate glacial conditions which caused hazards during the winter months.

McKinley Park

A small crew was engaged in overhauling equipment, maintaining the road and plowing snow, opening up the road to the Kantishna during the month.

A fire destroyed the ARC garage and blacksmith shop on May 23rd. While a few small tools were saved, everything else was a total loss.

The mechanics kept busy working on the road with the maintenance crew for the time being until such time as plans are formulated to suit changed conditions.

Talkeetna

A small crew of five will be leaving Anchorage on June 3rd to take care of the maintenance on the Talkeetna roads.

It was intended starting a week earlier, but due to the ferryman being out of town we had to wait a week for him to return.

copy
Smith
JUN 6 1947
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

Russian River-Homer Road

The main work done at the Moose Pass end consisted of getting organized for repairing equipment, erecting a garage, maintaining the road and starting up a rock crew.

328 lin feet of holes were drilled, 75 feet of corduroy laid, 12 feet wide and 75 feet of 18 inch culvert installed.

The main work done at Kenai consisted of overhauling equipment, three tractors were dismantled and partly overhauled.

Two barge loads of lumber were unloaded, and a floor put in the blacksmith shop.

A man was sent to Kenai to replace Ben Peterson in taking charge of the overhaul work, and Foreman Teague was employed as a foreman in opening up and putting the tote road in condition for summer travel.

On the Homer end the main work consisted of grubbing and stripping one mile of road, and making a fill with dozers. Two D-8 tractors were engaged in this work, and it is expected that a third one will be in shape about June 2nd.

A meat house was built and a platform constructed for handling diesel oil. The Creuger clearing contract has been completed, and vouchers are being prepared so that payment may be made for the work.

Surveys

A survey crew, under Kent Fuller, is engaged in surveying a location between Kenai and Kasilof, and the crossing of the Kasilof River. Five miles of line was located during the month.

Lowell Point Buildings

It is planned to start dismantling these buildings early in June, getting a local man, Malcolm, to do this work.

Anchorage Roads

The Anchorage roads have been maintained, and some surfacing placed to take care of soft places which developed during the breakup.

Anchorage Depot

Plans for the new depot are nearly completed, waiting for Van Zanten to get some levels of the proposed site, so that foundations and sewage disposal can be figured on.

According to reports, we should be able to move into the Federal Building some time in June.

Anchorage-Palmer Road

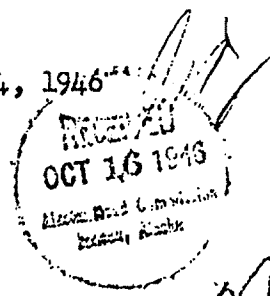
Considerable soft places developed between Eagle River and Peters Creek during the month requiring surfacing.

A start was made opening up the proposed revision at Eagle River. The entire

35/75-211 ✓

U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

October 14, 1946



Copy given Smith 10/16/46

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

Dear Sir:

The situation report for the Southwest district for the month of September is as follows:

Palmer-Matanuska Roads

Repairs were made to the road from the foot of Cobbs Hill to Matanuska, to permit the use of the road during the winter months and assist children in getting to school.

182 yards of gravel was hauled on this road during the month. The roads were maintained with patrols, and are in good condition.

Wasilla-Finger Lake - Palmer Roads

One half mile of brush was removed with dozers, three sharp turns widened, the roads patrolled with motor grader, and 48 yards of gravel placed.

Wasilla-Matanuska Road

A portion of the old road which was abandoned some years ago was repaired to serve settlers who have moved into the area adjacent to the Alaska Railroad.

A short road was dozed out 1200 feet long below the experiment farm to avoid snow conditions during the winter months.

Two miles of road was brushed out with dozers, 184 yards of gravel placed and the roads maintained with patrols.

Palmer Roads

The roads around Palmer have been maintained in good condition with patrols.

McKinley Park

Decking on bridges between mile 30 and mile 51 were redecked during the month.

The piledriver was dismantled, and the hoist and rigging sent to Colorado to erect the 100 foot wood span across the West Fork.

The work was closed down, and it is expected that with the exception of seven men who will overhaul equipment, take inventory etc., the crew will be laid off around the 10th of October.

Talkeetna

The road was maintained between the river and Peters Creek, and gravel hauled around bridge ends and low places.

A pump was installed in the cabin at the landing.

The crew will finish up and return to town early in October.

Homer -- Russian River

Fairly good progress was made on this route during the month.

Fullers crew at Kenai has completed the located line to station 762, a distance of 14.4 miles.

Sandin, who left our service the latter part of the month, had 13 miles of road located, and Wilson, at Homer had 19 miles located.

Johnsons rock outfit has moved down to Moose Pass from the Park moving 600 yards of rock during the month.

The progress of the work at the Moose Pass end as of the end of the month is as follows:

Cleared from Sta.	00 to 342	6.5 miles	80 feet wide
"	342 to 390	0.9 "	40 " "
"	00 to --8	.15 "	40 " "

Grubbed and stripped	00 to 342	6.5 miles	80 feet wide
"	342 to 390	0.9 "	40 " "
"	00 to --8	.15 "	40 " "

Levelled and graded with dozer.

Sta	00 to 342	6.5 miles	24 feet wide
	342 to 390	0.9 "	12 " "
	00 to --8	0.15 "	20 " "

The road from 00 to minus 8 is being built to connect with the PRA road. Camp is being built at station 390, at "Hidden Creek."

At Kenai 10 miles of main road was cleared, 8 miles graded and six miles gravelled in addition to three miles gravelled around the town.

Four bridges were constructed, with a total of 46 feet.

The dock and camp buildings are completed, with the exception of doors, windows and plumbing.

Two gravel traps were constructed, and two fuel tanks of 4000 gallon, capacity erected.

The sizes of the various buildings at Kenai follows:

Mess and bunk house	20 x 100
Warehouse, warm storage	30 x 30

Garage	40 x 60
"	20 x 30
Blacksmith Shop	20 x 30
Power House	20 x 20

The work at Homer has been delayed considerably on account of soil conditions, and large gullies which have to be filled, and shortage of metal culverts.

Homer - Russian River Continued

The work accomplished consisted of 1.75 miles of road being cleared 80 feet wide with 1.5 miles being graded.

Two, 4000 gallon tanks were erected on the spit at the dock.

The garage was completed except for inside work, and a water line connected up. Plumbing was completed in the cook house with toilet, showers, lavatory, and water tank installed.

An oil range was installed, and a septic tank built to handle waste.

4666 cu. yards of gravel was placed on the roads, 664 lin. feet of metal culverts installed and 338 feet of timber culverts constructed.

Anchorage Local Roads

The local roads have been maintained with patrols, and a small crew cutting brush and opening up culverts.

Low places across the Ship Creek flat on the Palmer road, were raised during the month.

Mountain View Road

The grading and gravelling of these roads were completed during the month leaving the streets worked over in good condition. Two metal culverts were install

Gov't Hill Road

The work of constructing this road was started during the month, and it is expected that it will be completed early in October.

This road connects with the dock road near the Standard Oil Depot.

Anchorage-Palmer

The crushing outfit broke down on October 26th, and while waiting for parts moved into the pit at Goat Creek.

4392 yards of crushed material was placed upon the road during the month, and there remains 2 miles of road to be surfaced between the Alaska Railway at mile 146 and the Knik Bridge, to be finished.

The road was maintained with patrols, and gravel hauled to soft places.

Three metal culverts were installed with a total of 60 lin. feet of 18" culver

The portal brace on the South end of the bridge was repaired, but due to large army convoys using the road the brace near the middle of the span was not touched for the time being. Soundings were taken of the ground line under the Knik bridge and shown upon the map kept for that purpose, and a print sent to the Juneau office.

Gantwell Airfield

We were not able to do any work on this field this fall, owing to early snow and frost.

Dillingham

Foreman, Ed Ueek returned to Anchorage early in October, but maintenance work is still under way with one of the older residents, Albert Larsen in charge.

Dillingham-Continued

Considerable damage was done by a high tide on October 6th which raised Scandinavian Creek Bridge about two feet at one end, breaking up some planking.

One end of the Klondyke Creek Bridge was washed out, and both ends of the Bradford creek bridge at Kanakanak.

No word has been received regarding repairs, but it is assumed that the road will be restored so that it can be used during the winter.

Colorado

The work of erecting the 100 foot Howe truss over the West Fork of the Chulitna is underway.

This work is being done by the bridge crew from McKinley Park under foreman, Harry Mackey.

In addition to the span, there are several piles which have been damaged in various bents which will have to be repaired.

Curry Airfield

At the request of the Alaska Railroad we will be cooperating with them in repairing the Curry Field, and putting it in shape for small planes to land. This work will be done in October.

Brush will have to be cut, some levelling done to fill low swales, and the surface smoothed up with grader.

Arrangements have been made for the mowing machine and the motor grader from McKinley Park to be shipped down for this project.

All equipment is being moved without charge, and the men subsisted at Curry while engaged on this work.

Glenn Highway

Maintenance was performed upon this route which is in good condition.

The motor grader operator moved up to camp 115 for the winter, and three men are camped at Long Lake.

Homer

The local roads have been maintained with patrol, with some soft places being surfaced.

Flat

The work closed down at the end of September, except for one man who is working on equipment until parts arrive, which can be checked in.

Takotna

Most of the field work has been completed. The main interest now is the arrival of the last boat up stream with groceries and the grader, which according to latest reports was having difficulty getting up river.

Medfra

Three trucks and supplies have been landed at Medfra in readiness to work on the road and the airport.

The doing of the work, however, depends upon the arrival of the Culver tractor and it is not known whether it will get up this fall or not.

Valdez Creek Airfield

Some work was done on the Valdez Creek during the summer, but this work was handled direct through Mr. Smith and local people.


General

The weather generally has been favorable for construction work, with very little snow or frost South of the range.

With crews coming in from isolated places, the labor situation is improving.

Sandin, locating engineer, came in from the field and left for the outside at the end of the month.

River boats on the Yukon are tied up along the river, and boats in the Kuskokwim area are having difficulty getting up river on their last trip.


M. C. EDWARDS
Superintendent

MCE/ng

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
March 31st, 1946

Mr Ike P. Taylor
Chief Engineer
Juneau



Dear Sir:

The situation report for the Southwestern district for the month of March follows:

Palmer Roads.

Winter maintenance was performed upon the roads, ice picked and slippery places sanded. A lot of snow fell intermittently, which drifted during high winds, requiring the roads to be plowed out, the mileages on the various routes being as follows:

Route 35-A	4 miles.	Route 35-H	92 miles
-B	28 "	-I	8 "
-F	6 "	-J	16 "
-G	127 "	75-L	104 "

Anchorage Roads.
area

The roads in the Anchorage/were maintained in good condition. Some snow fell at various times which was cleaned off the surface and ditches cleaned out. Hills and curves were sanded and ice picked, particularly in the vicinity of Chester Creek.

The road to the Campbell airport was plowed out, to permit settlers to come to town.

Mileage plowed out during the month 24 miles

Anchorage- Palmer.

Consistent cold weather kept glaciers active and crews busy picking ice. Some snow fell but not enough to bother, except at the end of the month, when a high wind caused the road to block up in the vicinity of the 9 mile post.

Some busses and cars were stuck for three or four hours, while men were rustled and a tractor sent out.

After we opened up the road the army came along with two large snow gobs and cleaned out the berms.

This is the second time in recent years that the road has been blocked at this place. A regular blizzard seems to blow in this section when conditions are right.

We are very poorly equipped here in Anchorage for such emergencies. Usually we are able to handle most drifts with our motor graders, but sometimes we have to use tractors. As we have no way of transporting tractors on wheel trailers they have to travel on their own power, which is hard on the tractor and unsatisfactory due to the time consumed in travelling.

It would hardly seem advisable to have a snowgo standing by for emergencies when it might only be needed for a short period every two years or so, but it might be smart to have a small D-4 tractor available, which could be loaded on one of our freight trucks and moved around to places where tractors are required, both summer and winter.

There is a large number of these tractors available from surplus, and it is recommended that one be purchased for this area.

The gravelling of the flat at mile 146 was completed during the month, 9354 cu yards of gravel being placed.

The construction crew moved camp from Palmer to Aklutna, and started in on the revision at mile 25, grubbing and stripping 1/4 mile of road 100 ft wide.

Cinders were placed upon slippery places, and culverts thawed out

McKinley Park.

Elmer Hosler and a few men are going to McKinley Park on April 16th, to take care of the run off and start in taking care of the road.

McDonald, in charge of the hotels for the Alaska Railroad, informed me that they would like to have the road open to mile 66, where they are going to have a small camp, by May 15th, so that they could build up the camp and have it ready for the opening of the season by June 10th.

Dillingham.

Parts were finally obtained for the tractor, and the roads opened up on March 21st

Glenn Highway.

Glaciers were active, and the small crew at Long Lake kept busy keeping ice off the road.

While considerable snow fell it was not enough to bother travel, except at the end of the month, when high winds caused snow to drift in several places making travel heavy, but not closing the road.

Homer.

Homer.

No report has been received from Homer, so it is assumed that everything is alright in that area.

Anchorage- Potter road.

Due to heavy snow in the woods, we have not been able to do anything towards starting surveys. While the weather is beginning to warm up in the afternoons, the mornings have been consistently axax cold, between 5 and ten above, and very little thawing has taken place.

Kuskokwim.

The overhaul done during the month consisted of completely overhauling one Ford truck and two others, less motors. work was started on one of the KO tractors.

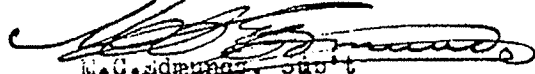
Arrangements have been made to bring Soberg out of Takotna after the new man has arrived and gone over various activities. It is planned to have both of them go to Flat and overhaul the equipment in that area. He reports that while the radio is working but up to the 24th of March he had been unable to contact Flat, and I am informed today that a message sent to him yesterday via Flat has not been delivered. (April 3rd.) so evidently no contact has been established.

General.

The office force has been busy on routing work and reports during the month. The sub project sheets pertaining to the cost accounts were forwarded during the month.

The surplus property has been keeping two and three men busy most of the time, at the present time it appears that we are going to get the following machines.

- | | |
|-------------------------|--------------------------------------------------------------------------|
| 2 only Cat D-7 tractors | 1 only B.E 15 B. shovel with dragline boom and bucket, also shovel front |
| 3 " D-4 " | 2 " Cat 66 pull graders |
| 2 " D-8 " | 1 " P and H welder |
| | 1 " Hobart " |
| | 1 " Carryall, 8 yards. |


M.C. Adams, Sup't

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
February 28th, 1946.



Mr Ike P. Taylor
Chief Engineer
Juneau

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B

Dear Sir:

The situation report for the month of February follows:

Palmer Roads.

Winter maintenance was performed upon the roads, which were in good condition.

Considerable snow fell during the month, the mileages plowed out being as follows:

Route 35-a	5	miles
-B	156	"
-F	17	"
-G	74	"
-H	146	"
-I	30	"
-J	89	"

Anchorage Roads.

The roads in the Anchorage area were plowed out several times, hills and curves sanded, and glaciers picked in the vicinity of Chester Creek. The mileage of snow plowed out follows:

Route 75	16	miles
" 75-A	98	"

Anchorage-Palmer.

Glaciers were particularly active between the Alaska Railroad at mile 146 and the Knik Bridge, requiring continuous work keeping ice off the road.

The usual snow slide came down in the vicinity of the Knik Bridge on January 15th, covering the road in three different places. One of the slides was 250 feet long by 8 feet deep, one 200 feet long by 10 feet deep, and the other 240 feet long by 20 feet deep. This slide was cleared off by the night of the 17th.

On the morning of the 18th another slide came down, covering the road for a distance of 350 feet long and from 2 feet to 6 feet deep. This slide was cleared out by noon of the same day.

Glaciers were kept off the road, and the road plowed out three times during the month.

Cinders were placed upon curves and slippery places

11,020 cu yds of gravel was hauled from the pit at mile 146 during

the month across the swamp. It is expected that this work will be completed by the middle of March.

159 miles of road was plowed out during the month, the surface maintained and rocks removed from sidehill sections.

Dillingham.

The tractor has been broken down for some considerable time waiting for parts from the states. In the meantime snow blocked the road and there was no way of opening it.

One small tractor and dozer was available, but the owner said it was too small to do any good and would not tackle the job.

Parts have been rustled from here and shipped over to Snag Point (~~xxxxx~~ given to avator on March 9th.) which should take care of this situation.

Glenn Highway.

Glaciers were taken care of and the road plowed out during the month, 284 miles of road being opened up.

Rocks were removed which fell down on sidehills.

The inside of the garage at mile 88 was lined with celotex, making it much warmer.

This road was in good condition during the month.

Homer.

The local roads were maintained and snow removed, 100 miles of road being opened up, including roads on the upper bench.

There are a few children attending school on the hill. The school teacher informed Sholin that they were not particularly interested in the road being kept open for auto traffic, as the children all travelled to school on ski's.

Kuskokwim.

Soberg and one mechanic worked overhauling equipment during the month.

Mrs Soberg left for the states, leaving Ralph available for work on the Russian River-Homer road, if required, and we are able to get someone to replace him at Takotna.

General.

The office force have been busy on routine work and gathering data for reports.

Donald Brown arrived the middle of the month, reporting to work on the 18th when Miss Becker was laid off.

Gniglione, Coats and Peterson working on the surplus property board and investigating equipment and property which we hope to acquire to prosecute our construction programs this summer.

So far we do not seem to be making much progress. Miners seem to have the first priority on equipment, and a large part of the first shipment from the Aleutians, which has not arrived to date, altho due early in February, is earmarked for miners in the Fairbanks area.

Most of the equipment looked at needs repairs. Some outfits around town picked up some of the best D-cs before we started in. It is reported that some of these were picked up the moment they were declared surplus.

Some items shown as good on the classified list are in very poor shape, and every thing has to be inspected carefully so that we know we are getting stuff we can use.

M.C. Edmunds, Sup't

