

## PROGRAM PLANNING & RESEARCH CORRESPONDENCE, 1905-1959

### Box # Description

10/05/09

- 1
  - 620. Denali Highway Survey, 1937-1956
  - 620. Fairbanks-Nenana
  - 620. Fairbanks-Nome Route. Hough's Diary
  - 620. Glenn Highway 1940 Survey
  - 620.050. Juneau-Taku Survey
  - 620.050.1. Dyea Road
  - 620.85. Edgerton Cutoff-Liberty Falls
  - 620.310. Bypass on Glenn Highway, Mt. View (Glenn A2-A)
  
- 2
  - 620. Surveys. Golovin-White Mountain
  - 620. Gulkana-Chisana
  - 620. Haines to William Henry Bay
  - 620.950.2. Haines-Chilkat River
  - 620. Haines-Skagway Reconnaissance
  - 620.510. Houston-Willow-Talkeetna Aerial Survey
  - 620. Survey Homer Airport to Millers Landing
  - 620.050. Juneau-Skagway
  - 620. Kasilof-Kenai-Sterling Survey
  - 620. Livengood-Umiat (into Arctic)
  - 620. Livengood-Wiseman
  - 620. Livengood-Rampart
  - 620. Nabesna-Chisana Reconnaissance
  - 620. Surveys. Nome-Ft. Davis Relocation
  - 620. Surveys. Nome-Solomon
  - DES 12. Livengood-Eureka-Manley Hot Springs-Tanana
  - 620.030.6. DES 12. Nenana-McKinley Survey
  - 620. Pittman-Willow Survey
  - 620. Point Barrow Area (Nome). Oil Development
  - 620. Nome-Teller Survey
  - FAP#37. Fairbanks-Nenana
  - 620.030. Rampart-Eureka Hot Springs, Livengood Road
  - 620.050.1. Reconnaissance Reports on Eagle River, Sitka Nat'l Monument, Saw Mill Creek, Herring Cove. Kent Fuller
  - 620.050.1. Report of Aerial Reconnaissance from Skagway to Carcross, Y.T. by K. Fuller
  - 620. Tasnuna & Copper River
  - 620. Valdez Survey 1905
  - 620. Tiekel River & Kimball Pass Routes
  - 620.050. Unuk Valley Route

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- 2      620. Survey, Tiekel Canyon  
620. Skagway-Carcross Survey
- 3      620. Taku-Atlin-Hazelton  
620. Seldovia-Jackalof Bay  
620. Snug Harbor Road  
620. Stampede Creek to Toklat Road  
620.511. Sterling Highway, 1954 Survey Homer Area  
620. Sterling A-B1  
620.120. Valdez to Dayville (Fort Liscum)  
Proposal for Eureka-Tanana Highway Project  
Proposal for Bering River Highway Project  
Proposal for Mitkof Highway (Stikine River Route) Project
- 4      814 Fairbanks Petition 1956  
814 Fairbanks Farm Road Petition 1957  
814 Farm Road Program  
814 Haines Petitions 1953-1954  
814. Haines Petitions 1955-1956. FAH 5  
[Petitions for roads 1956]  
814 Juneau Petitions 1955  
814 Petitions for Roads-Nome. 1951. 1953-1954  
814 Juneau Petitions 1957  
814 Nome Petitions 1957  
814 Valdez Petitions 1951  
818 Fairbanks. Petition Status Report  
818 Anchorage. Farm Road Petition Status Report  
814 Fairbanks Petitions 1955
- 5      FAH 5 Vol. 1, 1958  
FH 14. 610.050 Correlation of BPR & ARC  
FAH 9. Capital Outlay by State. Highway Departments, 1958  
FAH 8. Summary of Proposed Projects, 1958  
FAH 9. Existing Mileage of Federal, State, Park, Forest, Reservation & Other Roads  
[1957]  
FAH 9. Mileage Built 1957 by State Highway Dept.  
FAH 9. PR-25. Contracts, Force Account 1957  
FAH 9. Reports & Statistics General 1957
- 6      FAH 14. Fairbanks - 1957-1959  
[?]-050. General FAH 14

<u>Box#</u>	<u>Description</u>
6	<p>FAH 14. Valdez 1958  FAH 14. Juneau District 1957-59  FAH 14. Nome District 1957-59  FAH 14. Anchorage District 1959  [FAH 15 Systems]  [029. Fed. Reg.]  Hwy. Fin. 3. Diversions Transfer &amp; Reductions  FAH 14. Programs 1956-1958  023. Reg. Of Transportation in AAA Fitch.  Hwy Fin 9. Alaskan Highway Revenue. 1953-1958</p>
7	<p>[Contract bids]  "C" Street Extension 94, 1954  Richardson C-1  [728. Contract 94 C Street Extension]  [728. -131 Rich. C-1]  [718. Rich. C-1, -131]  Moose River Bridge -132  [738.-132 Moose River Bridge]  [718. Moose Bridge -132]  S-0130(6) Nome-Council Riprap  331.2 Eagle-Correspondence from Biederman re: Eagle  331.2 Eagle-Maintenance of Road to Eagle School  \FAH 15. ARC Order 40, 1957. 331.2 Eagle - Maintenance of Road to Eagle School</p>
8	<p>610. 411.1 Spenard Loop-Hood Lake. FAS 528  610.411.1-2 Sylvan Way 536-5361  610.511 Kenai-Moose Pass Road ARC Contract, Clearing 1946  610.511 Kenai-Moose Pass Road  610.630.1 Bentley Island (Island Homes) Territorial  610.631.11 Birch Hill (Territorial)  610.631.3 Cleary Creek Road  610.631.3 Gilmore Area.  610.631.36 Old Chatanika Road  610.631.4 2 Bell &amp; Sourdough Creeks  610.731.1 Murphy Dome  No. S-0504(2) Hillside Road, (South)  No. S-0510(2) Wasilla-Big Lake Road Paving Survey  No. S-US-0536(1) Northern Lights Blvd.  No. S-0562(1) Edlund Road-Wasilla-gravel surfacing  S-0570(2) Palmer-Matanuska Road-Echo Lake Survey</p>

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- 8      S-0580(1) Deception Creek  
      No. S-0639(1) Nenana - McKinley Park  
      No. S-06645(1) Chena Pump Road  
      No. S-0645(2) Chena Ridge Road  
      No. S-0645(3) Chena Pump Relocation  
      S-0650(2) Chena Hot Springs Road
- 9      FAP 11. AD-N-D-AD-2(2) & (1)  
      FAP 11. Ad-N-D-AD-2(3) Vol. 1  
      610.010.2 Lignite-Kantishna  
      FAP No. 21. Sterling Highway B1, E  
      610.040 White Mt. Golovin  
      610.310.1 Potter Wells  
      610.511 Homer East-West Hill Road (Kachemak)  
      610.511.2 Homer Locals-Fritz Creek  
      610.511.1 Kenai-Kasilof Access Road  
      610.040 Kotzebue Airport Road  
      610.040.1 Candle Wireless Road  
      610.040.1 Havenstrite Mining Company. Nome-Candle Creek Road. Arctic Circle  
          Exploration, Inc.
- 10     610.041 Nome-Solomon River Road-Safety Lagoon  
      610.042.2-3 Little Creek-Bessie  
      610.010.4-2 Hangar Lake (Natl. Guard Seaplane Base)  
      610.030.6-1 Nenana-Cemetery Road  
      610.040 Nome Locals  
      610.043 Nome Tram  
      610.043 Nome Tram-Correspondence  
      610.010.2 Healy-Lignite-Cripple Creek  
      FAP11 AD-N-D-AD-2 (1) Vol. 2 Kodiak  
      FAP11. Kodiak-Naval Station (Albert Road)  
      610.511.1-11 Skilak Lake  
      610.511.1-12 Hidden Lake, Alcatraz Lake
- 11     610.511 Sterling-Reconnaissance File  
      610.511.2 Homer Road Extension  
      610.511 Homer Dock Road  
      610.014.1-9 Mission Road (Spruce Cape) (Community Garden)  
      723 Sterling D (1251)  
      FAP No. 21 Sterling Highway (Maintenance)

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- 11    FAP No. 21 Sterling Highway. "As Built"  
FAP No. 21 Sterling D1, D2, C.  
FAP No. 21 Sterling Highway  
FAP No. 21 Sterling Highway B2  
FAP No. 21 Sterling Highway  
Rte. 610.331. Forty Mile District  
610.511.2 Homer Airport By-Pass Road Miller Landing  
610.512 Kenai Dock Road  
610.512.1 Seldovia Bay Packing Co. Request for Spur Road  
610.513 North Kenai Road & East Kenai Road  
FAP#31 Dedication Seward-Anchorage Hwy.  
610.514 Kenai Spur  
814. Fairbanks Petitions 1953
  
- 12    814. Anchorage. U.S. Department of the Interior. Alaska Road Commission. Petition  
      for Roads. Supplement to file for petition roads of the Anchorage District  
814. Anchorage Petitions 1953  
814. Farm Roads  
814. 13/48-10 Anchorage Loop Road, Mt. Urban Road. 13/310.3  
814. Beaver to Chandalar. 13/1060-20  
814. Gearhart Request for Road 3 miles south of Anchor Point at Troublesome Creek,  
      1952  
814. 13/66-36. Kasilof - Road to Cannery (Alaska Products Co., formerly Polar Sea  
      Foods)  
814. 13/196-8 Misc. Requests for short roads branching from Homer-Kenai-Moose Pass  
      Road  
814. Petition of Ed Lovedall of Kasilof, 1950  
814. Petition Branch Road 13/191-20  
814. Petition 13/66-37  
814. 13/90-2-G Summit Lake Roadhouse  
814. Petition for road in Spenard area. 13/48-37. Request for road construction against  
      ~ policy  
814. R. D. Parrott. Request for access road. 13/90-4-F  
814. Request for road for Mr Davidson. 13/90-4-C  
814. Request for road for J.G. Rivers. 13/90-4-D  
814. J.V. Fowler. Request for access road. 13/90-4-E  
814. (Kenai) Cunningham Road 13/196-7  
814. Request for road by Fur Farmers at Mile 286. 13/90-4G  
814. Yukon-Golden Creek. 13/107-3  
814. Tanana Village Road. 13/102-24  
814. Anchorage 1955. Supplement to file for petition roads of the Anchorage district

<u>Box#</u>	<u>Description</u>
12	814. Anchorage-Paving of Sterling Highway-Petition 814. Fairbanks Petitions 1952 814. Fairbanks Petitions 1954
13	814. Mt. View Appendix A. Petition for Roads Assigned Priority Ratings Anchorage District 1951 E.J. White, District Engineer. Dec. 15, 1951 814. Anchorage Petitions 1952 814. Anchorage. Petition for Roads assigned priority ratings, Anchorage District 1954.
13	E.J. White, District Engineer 814. Anchorage Petitions 1954 814. Petition for Roads. Supplement to file petition roads of the Anchorage District 1955 814. Anchorage Petitions 1955 814. Anchorage Petitions 1956 814. Anchorage Petitions 1957
14	669. Various Requests 639. Anchorage Bridge Data. #2 New File. 1950-51. (Corres. Prior to 1-1-50 on old file #1) 13/197-3. 640 Maps. All Districts [requests for and replies] #2 New File. 6391 Fairbanks Bridge Data 1950-51; 1952-53 #1 Old File. 639. Fairbanks Bridge Data 1925-1949
15	13/45-21. 314 13/72-4 Old File. (1927-1944 Kodiak Roads 7 Cooperation w/Navy) See 13/72-31 for new corres. re: Naval Station 13/72-0 [includes <b>photographs</b> -Kodiak, 1925]: July 4, 1925. Views on ARC section of road looking NE towards Kodiak Views taken on section of road built by KGRC July 4, 1925. Looking NE to Kodiak Lily Lake on Mill Bay section of Road View on Shelikov Highway overlooking Gibson Bay. English Bay in distance View of Kodiak from Near Island showing route of road from Kodiak to Abbert Ranch. Shows road work done in 1922 and in 1924. The 1922 road was located along the beach for some distance south of the cannery, then carried onto the bluff by a rock cut as indicated. Aside from the cut there was little work done in 1922 except clearing some rocks off the beach. The 1924 road is located along the bluff, as indicated, and the work done was mostly in the cut along the face of the slide. This would seem to

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- 15                    indicate the permanent grade for this part of the road and the best route.  
Band of sheep on the Abbert ranch about five miles from Kodiak. Mr. Abbert  
                         has a splendidly equipped ranch whee he has been successfully raising  
                         cattle, horses and sheep for seven years.  
Young cattle for shipment from Kodiak by the U.S. Experiment Station.  
**Glimpses of the Old Russian Road north of Kodiak. This road is the oldest in  
Alaska.**  
U.S. Experiment Station at Kodiak  
Homestead log cabin near Kodiak.  
Kodiak from Near Island looking out through north entrance of harbor.  
Standard Oil Co. Station and Russian Greek Church at Kodiak.  
A Kodiak residence  
Kodiak from Near Island [panorama]  
[Panorama-Kodiak, 1923]  
13/72-7 [Afognak petition, 1930]  
13/72-2 [Kodiak petition, 1934]  
13/72-g  
13/72-3  
13/72-28  
13/72-27 Kodiak Electric Association-Right of Way  
13/71-0 [correspondence for improvements at Sand Point, 1931]  
13/69-0 [correspondence re: road construction in the Cold Bay region, 1922]  
13/69-3 [Kanatak report, 1923]  
13/69-7 [Naknek-Egegik road report and correspondence, 1935]  
13/69-8 [correspondence re: road from lake to Naknek]  
13/69-9 [petition for road, Kodiak, 1936]  
13/70-0 [Sand Point petition, 1929]  
13/70-1 [Chulitna bridge, 1923]  
13/70-2 [petition for Colorado Creek, 1923]  
13/70-3 [petition for ferry over Chulitna River, 1921]  
13/70-4 [Cripple Creek/Takotna area. Reports from assistant engineer on survey of need  
                         for trails to miners in the area, 1929, 1933.]  
13/70-5 [footbridge over Costello Creek, 1932]  
13/70-6 [correspondence on trails for the Cripple Creek district, 1938]  
13/70-8 [correspondence on the Golden Zone road, 1942]  
13/67-0 [correspondence re Valdez Creek, 1921]  
13/67-1 [correspondence re Valdez Creek, 1921]  
13/67-2 [correspondence re Valdez Creek, 1921]  
13/67-4 [same above]  
13/67-3 and 5 [same above]  
13/67-6 Jack River Bridge (also see 13/194-4 for new Jack River Bridge)

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- 16   13/67-8 [correspondence re Valdez Creek, 1932-35]  
13/67-9 [bridge trusses correspondence, 1931]  
13/67-10 [correspondence re Valdez Creek, 1936]  
13/68-0 [correspondence re road construction between Sutton and Jonesville, 1921]  
13/49-0 [correspondence re Cache Creek, 1917]  
13/49-3 [correspondence re Cache Creek, 1920]  
13/66-31 [correspondence re Homer private roads snow removal, 1945]  
13/66-32 [correspondence re Red Mountain road, 1943]  
13/49-8 [correspondence and petition, etc. Cache Creek area, 1935-1940]  
13/49-9 [correspondence re Cache Creek, 1924]  
13/49-10 [Talkeetna/Cache Creek correspondence, 1926]  
13/49-12 [Cache Creek area correspondence, newsclipping, and sketches, ca. 1928-29]  
13/49-13 [Talkeetna-Iron Creek, ca. 1930]  
13/49-15 [correspondence, reports re Talkeetna bridges, 1939]  
13/49-17 [correspondence re ferry at Talkeetna, 1947]  
13/49-18 [correspondence re Talkeetna area roads, 1938]  
13/49-19 [correspondence re Mills Creek area, 1945]  
13/50-0 [correspondence re Talkeetna-Iron Creek road, 1922]  
13/54; 27/7; 27/38 [petitions Cache Creek, 1916]  
13/58-1 and 35/8 [correspondence re trails, ca. 1915-1923]  
13/58-2 [correspondence re Rainy Pass Trail, 1921]  
13/58-3 [correspondence re trails, 1921]  
13/58-15 [correspondence re corduroy trail, Knik area, 1926]  
13/61-7 [Iliamna Road, 1929]  
13/61-8 [Iliamna, 1929]  
13/61-11 [correspondence and sketch of bridge on Iliamna road, 1932]  
13/62-7 [correspondence Eagle River Road, 1935]  
13/63-0 [Chitina Native School Road, 1927]  
13/64 [correspondence re road along Grass Creek, 1918]  
13/66-6 [correspondence re Homer, 1943]  
13/66-9 [correspondence re road connecting Homer and Seward and other areas,  
ca. 1939-1944 including petitions]  
13/66-10 [correspondence re Homer area roads, ca. 1932-1943]  
13/66-11; 13/66-13B [correspondence re Homer area roads, 1935-1948]  
13/66-13 Homer-Kasilof-Kenai  
13/66-14; 13/66-15; 13/66-11 [correspondence re bridge over slough at Seldovia,  
1934-1938]  
13/66-16 Right of Way-Homer roads  
13/66-19 [correspondence re Homer roads, 1938]  
13/66-21; 13/66-18 [same above, 1939]  
13/66-22; 13/66-17; 13/66-19 [same above, 1936-1939]



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- 16 13/66-23 [correspondence re Homer roads, 1939-1949]  
13/66-24 [correspondence re Homer road, 1940]  
13/66-25 [same above]  
13/66-26A [correspondence Red Mountain project, 1942-43]  
13/66-26B [employment reports on Federally funded projects, 1943-44]  
13/66-27 [correspondence re proposed road between Kasilof and Kenai, 1945]  
13/66-28 [correspondence re proposed road at Red Mountain Chromite, 1943]  
13/66-29 [petition for road, Homer area]  
13/66-30 [correspondence re Homer roads, 1943-1947]
- 17 13/52-4 [correspondence re Springer Road (Matanuska area), 1922-1928]  
13/52-6 [correspondence re wagon road from Rawson mine on Moose Creek to the railroad, 1924-25]  
13/52-7 [correspondence re Moose Creek road and bridge, 1924, 1942]  
13/52-9 [correspondence re Palmer-Moose Creek road, 1927-1940]  
13/52-10; 13/52-11; 13/52-14; 13/52-15; 13/52-16 [correspondence and petitions re a road for the Matanuska Valley farmers, 1921-1936]  
13/52-17; 13/52-17A; 13/52-20; 13/52-19; 13/52-22 [correspondence and petitions re roads and trails in the Matanuska Valley, 1927-1936]  
13/52-21; 13/52-23; 13/52-25; 13/52-26; 13/52-29 [petitions and correspondence re roads in the Matanuska Valley, 1933-1935]  
13/72-11; 13/72-12; 13/72-13; 13/72-14; 13/72-15 [correspondence and petitions for a road at Ouzinkie, 1934-1940]  
13/72-17; 18/72-18; 13/72-20; 13/61-6 [correspondence and petitions re roads in the Kodiak area, Iliamna and Lake Clark area, 1932-1947. Includes four **photographs** of goods on riverbank, Iliamna, ca. 1930s]  
13/72-21; 13/72-22; 13/72-23; 13/72-24; 13/72-25; 13/72-26; 13/72-29 [petitions and correspondence re Kodiak area roads, 1939-1947]  
13/48022; 13/52-A; 13/52-5 [correspondence re bridge(s) in the Anchorage, Palmer area including **photographs** of : 1) Building road on Metal Creek, 2) Grading completed on Metal Creek, and 3) Grading and rock cut completed on Metal Creek, Aug.-Nov. 1922; 1933-1947]  
13/49-4; 13/49-7; 13/48-6; 13/52; 13/52-0 [correspondence and petitions re Anchorage and Palmer areas including some correspondence re Palmer Bridge and **photographs** re same; 1917-1938]  
13/49-5; 13/49-6; 13/49-14; 13/49-20; 13/49-21 [correspondence re Talkeetna area roads, 1922-1948]
- 18 13/45-18; 13/45-19; 13/45-21; 13/45-22; 13/45-25; 13/45-26; 13/45-27; 13/45-29;  
13/45-35 [correspondence re Wasilla, Willow Creek, Gold Chord Creek roads,

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- 18            1927-1949]  
13/45-5; 13/45-6; 13/45-7; 13/45-13; 13/45-13; 13/45-16; 13/97-0; 13/96-41; 13/96-41  
[correspondence and petitions for roads re Willow Creek area and roads re  
Nenana and Hot Springs trail and from the Steese Highway to a homestead on  
Noyes Slough (Fairbanks area), 1921-1941]  
13/58-14; 13/53-0; 13/55-1; 13/52-42; 13/52-41; 13/52-40; 13/52-37; 13/52-36;  
13/52-35 [correspondence and petitions re roads in the Willow area , Nilichik  
area, Palmer area including Moose Creek, 1918, 1933-1938]  
13/58-9; 13/58-10; 13/58-12; 13/58-13; 13/58-16; 13/58-17; 13/58-19 [correspondence  
re contract work on Rainy Pass Trail (1922); shelter cabin on Moore Creek;  
Flat-Tacotna summer trail work; petitions for roads Happy and Chicken Creek  
areas; Iditarod road work; petition for road work at Susitna; 1925-1929]  
13/58-22 [correspondence re bridge at Flat and petition for roadwork, 1930-1949]  
13/50-20; 13/6604; 13/61-5; 13/61-1; 13/59-0; 13/61-2; 13/66-3 [correspondence and  
petitions re Nance-Susitna winter trail, Homer, Iliamna trails, Port Chatham-  
Red Mountain road, Seldovia plank walk petition; 1918-1928]  
13/61-3 [correspondence re roads and telephone line needed at Iliamna 1921-1924]  
13/96-40; 13/96-38; 13/96-39; 13/41-3; 13/41-4 [correspondence and other material  
for Faith Creek Bridge, Steese Highway to Bachelor Creek; Russian River-Kenai  
Reconnaissance (1923); Kenai winter trail with **photographs** ca. 1923 in-  
cluding "U.S. Mail Crew at Mail Tent No. 2 on Kenai Winter Trail," 1923-  
1941]
- 19            13/45-5; 13/41-6; 13/26-31; 13/26-31A; 13/26-32; 13/26-36; 13/26-37; 13/26-38;  
13/26-39; 13/27-0 [correspondence and petition re Kenai roads; Fairbanks  
roads; road from Mile 28 to Grant Lake; 1923-1945]  
13/25-40 Miscellaneous Requests & Petitions for Roads Fairbaks area  
13/28-0; 13/28-1; 13/28-2 [Portage Chulitna correspondence, 1923-1930]  
Route 93-E; 13/28-3; 13/28-4; 13/28-5; 13/29-0; 13/31-0 [correspondence re  
Hidden River tram; Chulitna River correspondence; repair of Salmon river  
bridge, and Seward-Nash road; Fairbanks area correspondence; Nome wharf  
correspondence; 1923-1931]  
13/23; 13/24-0; 13/25-1; 13/25-2; 13/26-0; 13/26-3; 13/25-5; 13/26-7; 13/26-8;  
12/26-9; 13/26-10 [correspondence re Juneau-Douglas crossing with **photo-**  
**graphs**; road between Fairbanks and Agricultural College; Shageluk-Iditarod  
trail; correspondence and petition re Happy Station to St. Patricks Creek road  
and other Fairbanks area work; 1927-1946]  
13/26-11; 13/26-14; 13/26-15; 13/26-6; 13/26-20; 13/26-21; 13/26-22; 13/26-25;  
13/26-26; 13/26-27 [correspondence and petitions for roads Fairbanks area,  
1926-1936]  
13/26-28; 13/26-29; 13/26-30; 13/42; 27/1; 13/41-9; 13/46-1; 13/47-1; 13/47; 13/48-11;

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- 19            13/48-36 [correspondence and petitions re Fairbanks area including Eva Creek and Ester road; Seward-Nash road; Seward Radio Road; Valdez roads including a list of "Mining claims in vicinity right limit Shoup Glacier," ca. 1927; Broad Pass Trail project; Anchorage area correspondence including Mt. View; 1918-1950]  
13/48-6A; 13/99-3; 13/100-0; 13/95-42 [correspondence and petition re Anchorage Palmer Road; petition for extension of the 70 mile road, Eagle; 1937-1947]
- 20            13/94-2; 13/94-4; 13/94-5; 13/94-6; 13/95-0; 13/95-1; 13/95-2; 13/95-3; 13/95-4  
13/95-5; 27/52 [correspondence re Tazlina bridge; road through Ft. Egbert; miscellaneous correspondence re trails in the Fairbanks District ca. 1916-1917; Eagle and 70 mile road; Eagle-Forty Mile road; Report on progress of work, 1921; Eagle District; Chicken-Tanana trails; 1916-1937]  
13/95-6; 19/95-7; 13/95-8; 19/95-9; 13/95-10; 13/95-11; 13/95-12; 13/95-13A; 13/95-14; 13/95-15 [correspondence re Slana River crossing; Eagle area roads/trails; Forty Mile District including Jack Wade area; report of the Eagle sub-district for 1925 including **photograph**: "Cable Ferry on 70 Mile River near mouth of Crooked Creek & Eagle Distr. Alaska;" mail routes Eagle- Circle Trail, 1927; Ferry at Steel Creek; 1922-1950]  
13/95-17; 19/95-19; 13/95-20; 13/95-21; 13/95-22; 13/95-23; 13/95-24; 13/95-25; 13/95-26; 13/96-27; 13/96-28 through 13/96-32 [correspondence and petitions re Forty Mile district; telephone line in Eagle district (1929); and road construction, Eagle; 1929-1936]  
13/95-34; 13/95-43; 13/96-1 through 13/96-12 [correspondence and petitions re Forty Mile district including Eagle; road between Fairbanks and Circle City; "Report on Chatanika-Miller House Reconnaissance," 1923; road to Circle Hot Springs ca. 1920; Chatanika district road; Fairbanks Creek-Flat Creek; Steese Highway-Rhoads Hall Road-Red Rock Creek & Chatham Creek; "Report of Survey Chatanika Circle Line Season 1925"; Nome Creek Road]  
1/96-13 through 13/96-20 [correspondence and petitions re Deadwood Creek; Fairbanks -Circle Road; Birch Creek (bridge); naming of Steese Highway (1928); 1927-1929]
- 21            13/98-3 [Correspondence re: Kaltag Portage bridges; road for Kaltag Pass; 1925-1937]  
13/95-35; 13/95-2; 13/95-36; 32/85; 13/95-37 through 13/95-39 [correspondence re road from the Yukon boundary to Jack Wade; roads for the Forty Mile district; Chicken Airfield road; petition for road from Chicken to Nabesna Highway; 1937-1940]  
13/96-22 through 13/96-25; 13/96-27 through 13/96-29; 13/96-31; 13/96-34 through 13/96-37; 13/96-43; 13/97-1 through 13/97-8 ["Winter Trail Inspection Report Chatanika to Ft. Yukon" ca. 1929; correspondence re Steese Highway, ca. 1930;

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- 21            Fairbanks-Chatanika road; Boulder Creek and other trails; Dunbar-Ft. Gibbon sled road; "Nome City Dock Constructed Season Year 1924"; "Report on Winter Sled Road Between Nenana and Tanana" ca. 1928; American Creek Road; 1918-1942] 13/40-0; 13/45; 35/44; 27/40; 26/15; 21/22; 13/13; 26/5; 13/1; 13/40-1 through 13/40-13 [correspondence re Seward-Kenai Lake road; roadwork at Sunrise (1916); correspondence and petitions re: mail trail Anchorage to Seward (1915); Resurrection River bridge; Seward-Kenai Lake project; Girdwood road; petition and correspondence re: road from Kenai to Moose Pass; Skilak Lake Trail; 1915-1940] 13/40-14; 13/40-15; 13/40-18; 13/40-22; 13/41-0 through 13/41-2; 13/44-0; 13/45-0; 13/45-2; 13/45-32 through 13/45-34; 13/46-0; 13/36 [correspondence and petitions re Kenai-Moose Pass road; Russian River road; McPherson-Resurrection River road project ca. 1919; Wasilla road ca. 1925; Archangel Road; Willow Creek Road; Wasilla-Palmer Road; Knik Road; Fairview district petition ca. 1946; Seward Radio Road; 1915-1940]
- 22            **[EMPTY BOX]**
- 23            13/30-6A; 13/90; 75/9; 13/90-92; 13/90-74' 130-79; 13/90-36; 13/90-86; 13/90-89 13/90-83 [correspondence re Valdez area bridge, ca. 1940s; bridges on Richardson Highway ca. 1950s; Richardson Highway Freight Toll Report, ca. 1940; tonnage hauled over ferry from Valdez to Fairbanks, ca. 1935-1940; brief history of the Richardson Highway; 1906-1945] 13/90-81; 13/90-73A; 13/90-72A; 13/90-85 [correspondence re washouts on Richardson Highway, 1944; administrative procurement correspondence, ca. 1945; preference rating correspondence, ca 1942; repairs to bridges-Tanana, Big Delta] 13/90-54; 13/9-7; 13/90-1 through 13/90-3; 13/90-10 through 13/90-12; 13/90-18; 13/90-23; 13/90-26; 13/90-41 [correspondence re Richardson Highway; bridge over the Gastineau Channel ca. 1931-34; Fairbanks-Chitina] Wagon Road damage, 1916; correspondence re laws governing the Board of Commissioner's powers in Alaska ca. 1916, proposed crews for 1918--by J.H. Ingram; Valdez-Fairbanks Road ca. 1919-22; bridge work ca. 1922 including "Summary of Bridge Report Richardson Highway"] 13/90-16; 13/90-6; 22/38; 13/90-21; 13/90-2F; Tourist Traffic; 13/90-19; 13/90-27; 13/90-2C; Traffic Data (1923); 13/90-39; 13/90-48 [correspondence re Baker Creek bridge ca. 1921; correspondence re road work, Richardson Road; narrative reports for June, July, and August, 1918; telegraph line, Richardson Road, 1923; traffic data for Richardson Road, ca. 1923; completion improvement Richardson Highway - 3 Year Program, ca. 1927; Condition of the Richardson Highway, May 10, 1929.]

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- 23    13/90-53; 13/90-65; 13/90-38; 13/82-0; 13/90-35; 13/90-13; 13/90-72; 13/90-73A-1; 13/90-2D Descriptive Outline of the Richardson Highway (1943); [correspondence and petition re bridge on Richardson Highway, 1940; Salcha River road repairs, ca. 1922; costs of the Richardson Highway, ca. 1920; reports and correspondence on Bear Creek Bridge, ca. 1925; 1921-1943]
- 24    13/172-1 through 13/172-3; 13/174-2; 13/174-0; 13/174-3 through 13/174-7; 13/174-9 through 13/174-12 [correspondence on Kusilof-Haystack Rapids Road ca. 1927; petitions for road between Matanuska and Anchorage ca. 1925; cost estimates of Matanuska-Anchorage road; newsclippings on Matanuska-Anchorage road; minutes of the Territorial Road Board re Matanuska-Anchorage road; "Statement of the Alaska Road Commission's Attitude of Anchorage-Matanuska Road, 1928"; 1927-1928]
- 13/147-15 through 13/147-17 [correspondence re: Knik River Bridge ca. 1936; report of materials for the Knik River Bridge, 1935; construction reports and costs of Knik River Bridge; 1935]
- 13/174-21 through 13/174-23; 13/175-32; 13/177-0; 13/177-2; 13/181 through 13/181-6; 13/181-9; 13/182; 13/183; 13/184; 13/194-2; 13/159-48; 13/191-10; 13/191-4; 13/195-0 [correspondence re: Richardson Highway extension connecting to the Matanuska-Anchorage Road ca. 1937; Willoughby Avenue fill; road work city of Juneau, ca. 1950s; Glacier Bay National Monument trails, ca. 1930s; improvement of streets at Unalaska, ca. 1938; power line on Fairbanks Bridge, ca. 1920s; repairs to dock at Haines, ca. 1945]
- 13/196-3; 13/173-0; 13/173-2 [correspondence re: Kenai-Moose Pass road--freighting; transport of materials; Strelna-Kuskulana route ca. 1917]    13/186; 13/187; 13/32-3; 13/73/7; 13/6-0 through 13/6-4 [correspondence re: the Sitka National Cemetery; Strelna-Kotsina River Valley; wagon road between Haines and Rainey Hollow ca. 1922; petition for roads at Haines ca. 1922; correspondence and petitions re: other road improvements at Haines, ca. 1916 - 1919; Chilkat River Bridge; undated **photograph** of "Site of Proposed Bridge, Sitka, Alaska," ca. 1917]
- 13/6-5; 13/6-8; 13/6-10; 13/6-12; 13/6-14 [correspondence re: Haines-Pleasant Camp Road Ca. 1912 -1919; "Visit of Inspection of the Haines-Chilkat Road" 1920; Winter work- Klehina River Valley, 1923; Alaska-Canadian Highway, 1926; petition re: Andway Garden Tracts Wagon Road 1921; petition for bridge across the Klenini River, 1922-1927]
- 13/6-11; 13/6-14A; 13/6-15 through 13/6-23 [correspondence re: Haines-Pleasant Camp Road, 1922-1931; **photograph** of the Klehina cable tram (or car) and correspondence re: same, 1923]
- 13/6-25; 13/6-24; Wells Bridge-Haines; 13/6-26; 2/16; 20/17 [correspondence re: Chilkat

<u>Box#</u>	<u>Description</u>
24	Bridge, 1933-1948; Wells Bridge, 1933-1949; Haines-Pleasant Camp Road, 1933; Road reconnaissance-Shelton to Candle and other points, and correspondence ca. 1923] 20/22; 20/18; 2/20; 13/60; 22/38; 13/90-7; 13/60 [correspondence re: Ester Dome Lode mining camp, 1922; report of winter trail Ruby to Nenana, 1922; Report Kuskokwim District, 1922; map of Crooked Creek-Kuskokwim Winter and Summer Trails; projects, Kuskokwim district, 1922; Chitina corresp. ca.1919]
25	13/186; 13/187; 13/32-3; 13/73-7; 13/6-0 thru 13/6-4 [correspondence and other papers re Strelna-Kotsina Road, Haines-Rainy Hollow Road in the Haines District including petition. 1918-1928]
26	13/5-30; 13/7-7; 13/6-37; 13/7-2; 13/6-27 through 13/6-29; 13/6-31 through 13/6-33; 13/8-17 [correspondence and other papers on Haines-Pleasant Camp ca. 1942; Correspondence on Haines roads in general ca. 1927-1940; dyke on property of Mrs. Young, [Little Boulder Creek]1946; Porcupine Trail work, 1949; Denver Glacier Road work, (Skagway)1934] 13/8-16; 13/8-18; 13/8-20; 13/8-10; 13/8-22 through 13/8-24; 13/8-29; 13/9-15; 13/9-17; 13/9-18 [correspondence and other papers re Skagway Glacier Road, ca. 1933; bridge across the Dyea River, ca 1947-1948; Skagway small boat harbor, 1949] 13/8-7; 13/8; 13/8-6; 13/8-3; 27/19; 13/8-2; 16/64; 16/5; 34/3; 13/8-1; 13/8-4 [correspondence and petitions re: the Skagway-Denver Glacier Road, 1916-1922; proposed wagon road, Skagway to the summit, 1916; Skagway River bridge, 1915-1919; Skagway Valley Road, and others, 1916-1919] 13/8-13; 13/7-8; 13/7-5 through 13/7-6 [correspondence and other papers re: Skagway roads and trails ca. 1922-1939; Juneau - Haines car ferry; Glacier Highway, extracts from annual reports 1909-1912; Juneau Eagle River Road ca. 1920s] 13/8-9; 34/56; 13/7-4; 13/7; 13/71; 13/7-3; 13/6-35 [correspondence re White Pass Highway, ca. 1927; Mendenhall Bridge, ca. 1916-1918; correspondence and petition Auk Bay-Mendenhall Road, ca. 1916; <b>photograph</b> and negative of "Old Mendenhall Bridge,"ca. 1918] 13/9-10; 13/9-12 athrough 13/9-14; 13/9-1[correspondence re: painting of Juneau Douglas bridge ca. 1935-1937; minutes of hearing on bridge across Gastineau Channel, 1933; administrative records including payroll re: Juneau-Douglas Bridge]
27	13/9-10; 13/9-13 through 13/9-14; 13/9-1 [correspondence and other papers re: Douglas Highway, Douglas Bridge ca. 1938-1946; requests for permits from the Army for Gastinaeu Channel from various groups, 1927-1950] 13/9-2; 19/9-0 [correspondence and other papers re: construction of bridge across Gastineau Channel 1915-1935]

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- 27 13/9-6 [correspondence and other papers re: Juneau Douglas bridge, 1934-35]  
13/9-3 through 13/9-5 [correspondence and other papers re: Juneau Douglas bridge  
1934]
- 28 13/9-19; 13/9-8 through 13/9-11; 13/12-17; [correspondence and other papers having  
to do with the Juneau-Douglas bridge, ca. 1935; work on Silver Bow Basin  
Road ca. 1919-1920; Juneau Sheep Creek Road, 1951; Thane Road, ca. 1919-  
1920; road work at Sitka, ca. 1926-1929; petition for trail and shelter cabins  
between Shageluk and the Iditarod, 1923]  
13/25-0; 866.3 Livengood (Brooks) Tram-Tofovana Tram; 865.3 Trail & Shelter  
Cabins. Bettles Trail [13/102-1]; 13/12-0; 865.1 Mills-Twin Creek-Yentna River  
[13/49-11] ca. 1920s  
Project 5-A5, Kenai river Bridge, Kenai Highway; final construction report Seward-  
Anchorage Highway. **Photographs:** [road construction on the Kenai River  
Highway, ca. 1950s] and, 1) No. 7546 Turnagain Arm Section D, August 28,  
1950. View showing completed grading and disposal of muskeg stripped from  
roadway areas. Wasted materials were side-cast from a large dragline. The waste  
piles have been shaped and smoothed by bulldozers and are quite inconspicuous.  
2) No. 7543 Turnagain Arm Road Section E, Main Placer River Crossing. View  
showing completed pile trestle with concrete deck over Placer River.  
3) Turnagain Arm Road, Section E, Placer River Bridge. View showing precast  
concrete stringers in place. 4) No. 7358. Turnagain Arm Section C, Station 150,  
May 28, 1949. View of contractor's vehicle crossing Granite Creek in the vicinity  
of new bridge. Turnagain Arm Road. Section E. Photo taken from plane. Ingram  
Creek bridge shows at bottom left. Portage Glacier in middle background. Portage  
Junction of the Whittier Branch and Seward main line of the Alaska Railroad are  
near the edge of timber at the left edge of photo. Turnagain Arm Road, Section C,  
Canyon Creek Bridge. View showing completed structure and north approach.  
"Alaska Department of Public works Engineering Report on Location Studies.  
Federal Aid Secondary Route 650. Chena Hot Springs Road Near Fairbanks,  
Alaska, 1959."
- 29 Angoon Village Street (report, 1929). Tenakee Inlet-Idaho Inlet, Preliminary Investigation  
Report, 1928 and weekly reports. Trocadero Road, Report of Preliminary  
Investigation, 1924. White Sulphur Springs, 1922.  
Report of Reconnaissance on Route No. 5. Chugach National Forest. Kenai River  
Highway, Quartz Creek Section, Alaska, 1949.  
Report of Reconnaissance on Route No. 5, Chugach National Forest, 1949; Kenai  
River Highway, Quartz Creek Section, Alaska, 1949. **Photographs:** 1) 7297 -  
Kenai River Highway, April 20, 1949. Looking northeast. Confluence of Johns  
& Quartz Creeks. 2) 7298 - Kenai River Highway, May 20, 1949. Looking

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- 29 southwest at confluence of Johns & Quartz Creeks. 3) 7299 - Kenai River Highway, May 21, 1949. Quartz Creek Canyon. Looking up stream about 1 1/4 miles below Junction of Johns and Quartz Creeks. 4) 7300 - Kenai River Highway, April 21, 1949. Looking down Quartz Creek in open valley of Daves & Quartz Creeks.  
Sketch map of Kenai River Highway, 1949.  
Unuk River Road, 1923-1930. Solomon Gulch Rd., 1922. Stikine River. Strawberry Point, 1923. [Tenakee Village Street, 1922-1929] Tenakee Cannery, 400.29. Endicott River, 1927-1928. Blind River Trail, 1927-1931.
- 30 Forest Road History Card (Cordova, 1922); Cordova Wharf; Daly-Alaska Trail, Hyder, 1929; El Nido Road, 1923-correspondence and preliminary investigation reports, Chichagof Island (Cann Creek); Port Alexander, 1931- field notes, reports and correspondence; Portage Road-Forest Road History Card, 1920-1922.  
Resurrection Creek Bridge-Exeter, Nebr.; C. Smith, Exeter, Nebr., U.S.; LeDue River; Crow Creek Pass Trail-GCS-12; Lena Point Trail-GCS12; Maybeso Creek; Montana Creek Road. Ketchikan Cemetery Road, ca. 1929.
- 31 North Arm-Lisianski Inlet; Patterson B. - Sister Lake; Farragut River Project; Fish Creek; Grant Lake; Hyder Campground; Kasaan Village Street; 1922-1931.
- 1.1 Access Alaska Book No. 1 [list of access roads in Alaska and correspondence, 1945-1946]  
1.3 Alaska. Forest Highways and Federal Aid #1. [list of roads in the Federal Highway System, and routes no longer included]  
21 Alaska. Maps-General. Jan. 1, 1947 to --. #1 [ correspondence re requests for maps ca. 1947-1948]  
27.1 State Motor Vehicle Tax and Expenditures, 1947 -- #1.  
39 Alaska. Miscellaneous-Addresses #1. [correspondence, 1945-1946]
- 32 [The material in this box consists of correspondence and authorities for road work]  
Ex-Officio commissioner of Agric. For Alaska; Lump Fund Adm. & Engr. Invest. Authorizations; Alaska Aerial Photographic Expedition [no photos]; Reserve for Impounded Balances; Katalla-Chilkat-Softuk; Cordova-Eyak Lake Secs. H2, No 400; 1923-1937.  
Glacier Highway, Tee Har. & Eagle River Sec. No 401; Glacier Highway, Juneau Sec. No. 402; Tongass Highway Ketch. Wards Cove Secs. 1 & 2, No. 405; Petersburg Scow Bay No. 406; 1922-1926  
Salmon River Road. Imp. & Prot. No. 408; Seward-Kenai Lake Sec. 1-3, No. 409; Wrangell Highway, Oil Dock Sec. No. 410; Yakutat Cannery, No. 411; Sitka Power Station, No. 412; White Pass Highway No. 413; Girdwood-Crow Crk. No.



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- 32            415. 1922-1936
- Tongass Highway, Saxman Sec. No. 419; Salmon River Dock Approach, No. 420; Salmon River Reconstruction No. 421; Wrangell Highway, Wrangell Cemetery Sec. No. 422; Moose Pass-Railroad-Sunrise Secs. 1 & 2, No. 423; Hope-Palmer Creek, No. 425; Seward-Kenai Lake Sec. 1 Reconstruction No. 442. 1923-1926
- Cordova-Eyak Lake Sec. 3 No. 446; Sitka Power Station Surfacing No. 447; Petersburg-Scow Bay Surfacing No. 450; Tongass Highway Ketchikan-Wards Cove Sec. 1, Surfacing No. 451; Wrangell Highway Cemetery-Shoemaker Bay, Sec. 1, No. 455; Girdwood-Crow Crk. Surfacing No. 456. 1923-1926
- Moose Pass-R.R. Sunrise Sec. 3 No 457; Glacier Highway Eagle Rv. Landing No. 458; Tongass Highway Saxman-Mountain Point, No. 460; Glacier Highway Mendenhall Loop. Ext. No. 462; Glacier Highway Reconstruction No. 463; Mill Creek Beach -Virginia Lake Sec. No 464; Moose Pass Sec. 3-Surfacing No. 465. 1925-1928
- Moose Pass Sec. 4 Reconstruction No. 466; Moose Pass Hope-Sunrise Sec. No. 467; Salmon River Cemetery-Fish Crk. Sec. No. 468; Salmon River Reconstruction-Surfacing No. 459; Ketchikan-Wards Cove Reconstruction No. 470; Cemetery-Shoemaker Bay Sec. 1, Surfacing No. 471. 1926-1928
- Seward-Kenai Lake Reconstruction Bridges No. 479; Moose Pass Hope-Sunrise Surfacing no. 480; Petersburg-Scow Bay Widening & Resurf. No. 481; Cascade Cr. -Pt. Agassiz Pt. Agassiz-Muddy River No. 482; Salmon River Cem.-Fish Crk. Surf. No. 483; Texas Crk. Salmon R.-Texas Bridge No. 484. 1927-1930.
- Tongass Highway Mt. Point-Power Plant No. 485; Tongass Highway Saxman-Mt. Point Surfacing No. 486; Tongass Highway W.C. Trestle-Reconstruction No. 487; Tongass Highway Mt. Pt. -Power Plant Surfacing no. 3404.1927-1928
- Glacier Highway Fritz Cove Sec. No. 3405; Petersburg Highway Scow Bay-Cannery Sec. No. 3406; Point Agassiz Highway, Pt. Agassiz-Muddy River Sec. No. 3407; Tongass Highway No. 3410 Territorial Sec.; Texas Crk. Highway Texas Bridge-Summit Sec. No. 3416; Seward Hiway. Seward-Radio Station Sec. No. 3426. 1926-1928
- Eyak Lake Highway Cordova-Eyak Lake Reconstruction No. 3427; Crow Creek Highway Girdwood-Cache Sec. No. 3428; Afognak Lake Highway Afognak Bay-Hatchery Sec. No. 3429; Kenai River Highway Schooners Bend Bridge Sec. No. 3431; Texas Creek Highway Texas Bridge-Ibex Creek Surfacing No. 3432; Texas Creek Highway Ibex Creek-Summit Sec. No. 3433. 1929-1931
- Tongass Highway Ketchikan-Wards Cove Widen No. 3443; Glacier Highway Mendenhall Glacier Sec. No3444; Wrangell Highway Cem.-Shoemaker Bay Sec. 2 No. 3445; Tongass Highway I-G Wards Cove-Mud Bay Sec. No. 3457; Glacier Highway Switzer Bridge Fill No. 3466; Salmon River Highway Riverside-11 Mile Sec. No. 3467. 1930-1932
- Moose Pass Highway Secs. H-22 Reconstuction No 3468; Tongass Highway #1-H

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- 32 Herring Bay Sec. No. 3475; Glacier Highway #2-D1 Mendenhall River Bridge No. 3476; Glacier Highway #2-K Point Lena Sec. #3477; Seward Highway #30A3 Resurrection River Bridge No. 3478; Wrangell Highway #16-B1 Wrangell-Cemetery Sec. #3479; White Pass Highway #17-A1 Skagway River Bridge. 1930-1933
- West Coast Highway #28A Craig Village Road No. 3481; West Coast Highway #28-B Klawack Village Road No. 3482; Petersburg Creek Hwy #15A Cemetery Boundary Sec. No. 3483; Yakutat Highway No. 488 Yakutat Cannery Sec.; Kake Highway No. 489 Kake cannery sec.; Glacier Highway No. 3490 Juneau-Thane Sec.; Katalla No. 418 Chilkat Softuk; Moose Pass Hope-Sunrise No. 424. 1926-1933
- Glacier Highway No. 426 Berners Bay Sec; Moose Pass No. 439 R.R. Sunrise, Secs. 3 & 4; Seward-Kenai Lake Relocation No. 443; Wrangell Highway No. 445 Cemetery-Shoemaker Bay; Sitka Power Station No. 448; Girdwood-Crow Creek No. 449; Hope-Palmer Creek No. 452; Tongass Highway No. 453 Ketchikan-Saxman. 1926
- Salmon River Relocation No. 459; Glacier Highway No. 461 Mendenhall Loop Ext.; Texas Creek No. 472 Salmon River-Texas Bridge; Mill Creek No. 473 Beach-Virginia Lake; Petersburg Highway No. 478 Petersburg-Scow Bay Rel.; Point Agassiz Highway No. 488 Pt. Agassiz-Muddy River Sec.; Chikamin River No. 489; Endicott River No. 490. 1926-1930
- North Arm-Lisianski In. No. 491; LeDuc River No. 493; Patterson Bay-Sister Lake No. 494; Tenakee Inlet-Idaho Inl. No. 495; Unuk river No. 496; Faragut River No. 492; Glacier Highway No. 498 Fritz Cove Sec.; 18-Texas Creek Highway No. 3401 Texas Br.-Summit Sec.; Petersburg Highway No. 3403 Scow Bay-Cannery Sec. 1928-1930
- Crow Creek Highway No. 3422 Crow Creek-Cache Sec.; Afognak Lake Highway No. 3425 Afognak Bay-Hatchery Sec.; 1-Tongass Highway No. 3430 Wards Cove-Mud Bay Sec.; 2-Glacier Highway No. 3440 Mendenhall Glacier Sec. 1929-1930
- El Nido No. 416; Johnson Pass Highway No. 499 Forks-Lynx Creek Sec.; Blind River Trail No. 3412; Craig-Klawak Trail No. 3413; Montana Creek Trail No. 3414; Resurrection Creek Bridge No. 3415; Daly-Alaska Trail No. 3434; Hyder Camp-ground No. 3435; Point Lena Trail No. 3436; Montana Creek Road Surfacing No. 3495. 1926-1931
- 33 1.11 Wage Rates Alaska #1. December 1946 to [1948]  
1.13 Alaska Forest Highway and Federal-Aid Expenditures #1. 1946-1949  
1.14 Alaska #1. [correspondence and other papers re proposed projects and plans, 1945-1948.  
26 Alaska. Administrative - General #1 Jan. 1, 1946 to [Sept. 1948]

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- 33     Reports on Eagle River-Echo Cove Sec. 4457 LS  
Report of Survey and Proposed Construction on Sections E and H of Route 1 Alaska Forest Highway in Tongass National Forest. 1949. **Photographs:** 1) South Tongass Highway L.S. March 13, 1950. South from Station "P" 310+00 showing typical solid rock excavation that will be encountered during construction along the existing road. 2) March 13, 1950. South from Station "P" 364+75 showing typical work that will be encountered during construction. 3) March 13, 1950. South on "P" line from Station 384+83.6. Existing road and Ketchikan Public Utilities power pole in foreground. 4) March 13, 1950. South on "P" line from Station 384+83.6. 5) March 13, 1950. South on "P" line looking across Herring Cove at low tide from Station "P1" 391+85. 6) March 13, 1950. Partial view of the existing Herring Cove Bridge. Buildings behind the bridge are the New England Fish Company's power house and employee's houses. 7) March 13, 1950. South across Herring Cove Creek at low tide. This is practically a view of the projected 10 [degree] curve crossing.
- Report of Survey and Proposed Construction on Sections B and L, Glacier Highway, Alaska Forest Highway in Tongass National Forest. 1950. **Photographs:** 26 prints showing existing road.
- Report on Survey and Proposed Construction on Sections A-1, A-2, B-1, B-2, and B-3 on Seward-Anchorage road in the Chugach National Forest. 1951. **Photographs:** 1) 1029 Snow River Flats. Bridge in foreground constructed 1949-50. 2) 1031 Taken from Snow River Bridge, showing present highway and railroad along sidehill. Kenai Lake in foreground. 3) 1027 Snow River Bridge. 4) 1028 Present road from Snow River Bridge and ahead. Solid rock exposed in cut. 5) 1026 Taken ahead of Station "P" 890, showing medium heavy clearing. 6) 1032 Present Victory Creek Bridge. 7) 1034 Snow slide area at Mile 21. Note the grass covered slope. 8) 1036 Present Ptarmigan Creek Bridge. 9) 1038 Grade crossing at Lawing. 10) 1039 Taken at Station "P" 932, showing tangent ahead. Course gravel exposed in cut on right. 11) 1040 Taken at Station "P" 960, showing tangent ahead. Note the gravelly soil. 12) 948 R.R. Bridge over Trail River. View South. 13) 918 Rock cut at north end of Trail River R.R. bridge. 14) 1020 Rock point at north end of Trail River R.R. bridge. Lower Trail Lake on right. 15) 1044 Present road vicinity Mile 28. View North. 16) 1046 Moose Pass. Garage on right to be moved during construction. 17) 891 Forward tangent from Station "P" 989. Lower Summit Lake on right. 18) 893 Forward tangent from Station "P" 1000. Lower Summit Lake on right. 19) 918 Back Tangent from Station "P" 1140, vicinity Mile 52. Muskeg on right. 20) 886 Pass Creek Bridge. 21) 887 Frenchy Creek Bridge. 22) 888 Typical picture of rock formation at Frenchy Creek Bridge. 23) 905 Winding road between Frenchy Creek and Donaldson Creek. 24) 889 Donaldson Creek Bridge. 25) 910 North view at Station "P" 1425, vicinity Mile 57. Slide on lower side of road

- 33 shown in picture below. 26) 890 Slide at Station "P" 1425, caused by earlier mining operation. Material: silty sand and gravel. 27) 911 Rock point at Station "P" 1448, vicinity Mile 57 1/2. South view.
- Tank Farm Data. "Report on Planning, Construction, and Operation of Asphalt Bulk Storage Facilities at Anchorage and Valdez ..." 1950. **Photographs:**
- 1) Anchorage Plant-Oct. 8, 1949. Small tanks in foreground are 1,000 barrel working or "Hot" tanks for asphalt. 2) Valdez Loading Facilities. 8 Scales. Note flooded road way from scales in left middleground, Oct. 8, 1949.
  - 3) Valdez Plant. Oct. 8, 1949. Small tank at right of pump house is 1,000 barrel working tank for diesel flushing oil. Large storage tanks on both sides of roadway. Ship unloading line, steam and flushing lines in center foreground.
- 34 1 A-5, B8, G4, 12 [Cannery Creek Bridge project. Administrative material, 1952.]  
 Balance Sheets-1951 Juneau Equipment Depot. 1951  
 401.1 Memorandums & Instructions on bids, contracts, irregularities [1949-1950]  
 Route 3 Seward-Anchorage [construction record, 1950]  
 Highway Research Board. [Bulletins; circulars, abstracts, 1953-1954]  
 Letters to D.O. 1-C4, D7, E5, H2. [1952-1954]  
 Route 5-Kenai. [maintenance inspection work sheets, 1953]  
 Report of Survey and Proposed Construction on Sections E and H of Route 1, Alaska Forest Highway in Tongass National Forest. 1950. **Photographs:** 1) March 13, 1950. #233 South from Station "P" 310+00 showing typical solid rock excavation that will be encountered during construction along the existing road. 2) March 13, 1950. #234 South from Station "P" 364+75 showing typical work that will be encountered during construction. 3) March 13, 1950. #235 South on "P" line from Station 384+83.6. Existing road and Ketchikan Public Utilities power pole in foreground. 4) March 13, 1950. #236 March 13, 1950. South on "P" line from Station 384+83.6. 5) March 13, 1950. #237 South on "P" line looking across Herring Cove at low tide from Station "P1" 391+85. 6) March 13, 1950. #238 Partial view of the existing Herring Cove Bridge. Buildings behind the bridge are the New England Fish Companys power house and employee's houses. 7) March 13, 1950. #239 South across Herring Cove Creek at low tide. This is practically a view of the projected 10 [degree] curve crossing.
- Mileage-Route No. 32 Copper River Highway.  
 Report on Survey and Proposed Construction-Tongass Highway Clover Pass-Lunch Creek Section. Territory of Alaska--1952. By James O. Page.  
 Report of Survey and Proposed Construction on Sections G, I, and J-Alaska Forest Highway in Tongass National Forest. 1949. **Photographs:** 1) March 6, 1950 #203 Typical Rock Point along existing road opposite Station "P" 415+00. 2) March 6, 1950. #204 North from Station "P" 414+75 showing typical rock cuts encountered along the existing road. 3) March 6, 1950. #205 North from Station "P" 524+50 showing existing road between Miles 11 and 12. 4) March 6, 1950. #206 Looking North across existing Trollers Creek Bridge. 5) March

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- 34            6, 1950. #207 Looking North across Mud Bay at high tide from Station "P1" 417+80.6. Salmon traps in foreground are on dry ground at low tide. 6) March 6, 1950. #208 Looking south across Mud Bay at high tide from Station "P1" 426+50. Salmon traps in foreground are on dry ground at low tide.  
["Computations and Construction of the Slope Rounding Rule Circular Type"]  
Project E5, H2. Daily report for gravel base & surface course material, 1952.  
Shortage of Stockpiled Aggregate. 1-A6-I3. [reports and change orders, 1954]  
Contract No. CPR 10-156. Tongass Highway (Herring Bay Bridge) [correspondence and other papers, ca. 1953]  
Tongass-Test Reports, 1-A6, B9, etc. [test reports, 1954]
- 35            Tongass Highway 1-A6, B9, C5, etc. [test reports, sample cards]  
Talbots Quarry. Item 140. [Laboratory reports, tests, sample identification cards, and correspondence, 1954]  
[Talbots Quarry-daily reports for gravel base & surface course material, 1954]  
Washington and Oregon Forest Highway Reports, 1947  
[Seward-Anchorage A5, B4. Project status reports, 1953-1954]  
401[correspondence of an administrative nature, ca. 1950-1953]  
Report on Reconnaissance Survey for Proposed Highway Hollis to Klawak and Hollis to Craig--on Prince Wales Island, Alaska. **Photographs:**  
1) Typical clearing on the West Coast of Prince of Wales Island along Klawak Lake. 2) Klawak Village and Harbor [showing totem poles]. 3) Typical clearing in Harris River Valley on east side of Prince of Wales Island. 4) Typical clearing on the West Coast of Prince of Wales Island, along Klawak Lake. Note size of tree at left. 5) Klawak Village as it appears when arriving from Hollis and Klawak Lake. The Lake is a salt water chuck at high tide. River [o?]uters at left. Lead would swing around to the right. Bridge across outlet of salt water chuck may be seen at left. This bridge is on the road leading to Criag. 6) Harris River at the proposed crossing. The present trail crosses on the log in foreground. 7) Typical section of road between Craig and Klawak. 8) Craig Village.  
Report of Survey and Proposed Construction on Sections F1 & F2 of the Turnagain Arm road (Seward-Anchorage) in the Chugach National Forest.  
**Photographs:** 1) #6592 Looking ahead on line from Station P407+00, approximately Mile 67.5 on the Alaska Railroad. 2) #6595 Looking ahead from a point on the Alaska Railroad opposite Station P405+00. Roadbed throughout this section will be a borrow fill. Extreme high tides cover the grassy flats but only under the worst conditions will there be any appreciable washing along the toe of the fill. 3) #6596 Looking up Peterson Creek from railroad bridge. This proposed pit is estimated to be able to yield 30,000 c.y. of materials. 4) #6599 Site of proposed borrow pit at Station P645 about 0.8 mile north of Kern Section House. Material has been produced through the erosive action of snowslides.

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- 35        5) #6600 Looking ahead on line from Sttion P638. Railroad eliminated several snowslides and a very dangerous hazard by moving their line out into the arm. 6) #6602 Looking back on line from hillside above Station A100 towards Girdwood. Between the snowshed and Girdwood Flats is a particularly bad snowslide area. There is considerable action from the tide in this vicinity and heavy riprap will be necessary to protect the fill slopes. 7) #6607 Looking up the Arm (Southeast) from Station A2322. Line climbs up high on hillside to get over several very bad cliff sections. Railroad spur line running through old railroad rock quarry shows in left foreground while main line of railroad continues along shore of Turnagain Arm. 8) #6609 Looking ahead beyond Station A406+95.7. Survey line lies immediately adjacent to railroad fill in order to stay away from bad snowslides. 9) #6610 Looking ahead on line from hillside opposite Station A410. Extremely bad snowslides occur on steep mountainsides throughout this area. 10) #6611 Bird Creek crossing. Note railroad bridge and Turnagain Arm in background. A line was run upstream in an attempt to find a crossing for a shorter structure but the alignment was poor and heavy grading would still be required, Therefore the lower crossing with its good alignment was chosen. 11) Looking back on line towards the Girdwood flat from a point opposite Station A70. Note railroad fill built out into Turnagain Arm to avoid the bad snowslides in this area. Tide action is strong against the railroad fill and heavy riprap will be required in this vicinity. June 1948. 12) Looking toward Bird Point from about Station A190. Worst of snowslides are between this area and the Girdwood flat. June 1948. 13) Looking ahead on line from Station A239 toward Bird Point which can be seen in the left center of the photograph. Evidence of snowslides can be seen in the grassy slopes through this section. June 1948.
- 36        13/110 Grael Bridge; 13/111 Yukon-Circle; 13/112 Chena River Road; 13/112-12 [correspondence, newsclippings, reports, petitions, ca. 1921 - 1939]  
13/112-1 and 2; 13/112-5 through 13/112-7; 13/112-10 through 13/112-12 [correspondence and other papers re LaZelle Road, 1940; Chena Hot Springs road petition, 1927 and correspondence 1928-1938; correspondence re bridge over Little Chena River, 1934; correspondence re Chena Hot Springs road, 1945-46]  
13/113 Moose Creek Road; 13/115 Woodchopper Creek (near Circle); 13/118 Goldstream Bridge; 13/120 Valdez-Mineral Creek Road; 13/114 Nenana-Knight's Trail; 13/114-2 [correspondence and other papers, 1920-1941]  
13/115 [Correspondence re bridges over Woodchopper Creek, 1922-1923]  
13/120-0 [Correspondence and other papers re Mineral Creek Road and Valdez-Glacier Road, 1922-1930]  
13/120-1 through 13/120-8 [Correspondence and other papers re Mineral Creek Bridge, ca. 1922-1936; **Photographs:** 1) Mineral Creek Looking down stream about 600' above old site. View of two bridge sites on Mineral creek, Oct. 1924.

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- 36 Part of new road required for new location shown in red. Bridge seat will require an elevation of about 15 ft. above high water to secure solid rock for seat. Several hundred feet of road will have to be built before the upper bridge material could be placed. 2) Mineral Creek 1924. Looking upstream from old bridge site. Rock to Rock 50'. Solid to solid, 85'. Span required 90'. Snowslide Gulch, Valdez, 1931-1934]
- 13/121-0 through 13/121-3; 13/138-7 [Correspondence and other papers re Bonnifield Wood River district, 1922; Totatlanika district; Ferry-Eva Creek district, 1922-1947; Serpentine Taylor Trail, 1938]
- 13/122-0 through 13/122-2 [Correspondence and other papers re Nome light house; Nome channel buoys, ca. 1920-1932]
- 13/123 Kokrines-Melozi Hot Springs Trail; 13/124-2; 13/124-4&5; 13/125-0 through 13/125-1 [Correspondence and other papers re Melozi Hot Springs Trail; Fairbanks Creek; Holy Cross Iditarod trail; Flat-Crooked Creek, ca. 1922-1947]
- 37 13/125-2; 13/129-0 & 1; 13/130-1 through 4; 13/131-1 through 3; 13/131-5; 13/132-0 through 3; 13/133-0; 13/134-0 & 1; 13/132-5 [Correspondence and other papers re Georgetown Road project; Flat-Holy Cross project; Kaltag-St. Michaels mail trail; Unalakleet-St. Michael mail trail; Fortuna Ledge-Stuyahok trail; Solomon-Golovin Bay road; Wade-Hampton Recording district; Scammon Bay trail; tractor at Marshall ca. 1939; correspondence and petition dated March 21, 1916 for roads on the Seward Peninsula-Nome-Candle-Deering and others; Casapaga project, 1919-1938]
- 13/134-3; 13/135-0 through 7; 13/136-1 through 4 [Correspondence and other papers re Safety ferry operation, 1919-1941, **photographs:** 3 prints of ferry; telephone service between Safety and Bonanza ca. 1920; traffic census for Sinrok, 1928; other ferry operations; ferry traffic census, Nome district 1935; "Location of Ferries, and Cost of Upkeep, and Maintenance, Operated by the Alaska Road Commission" and "Trolleys and Foot Bridges"; ferries in operation for 1921; mail service, ca. 1923 re Yukon-Kuskokwim portage; map 1919-1936]
- 13/136-5 through 7; 13/136-9 [Correspondence and other papers re Kuskokwim-Yukon portage, 1928; Russian Mission; Mud Creek portage; "Report of Investigation of Yukon-Kuskokwim-Russian Mission Portage," 1927 and 1928; 1920-1939]
- 13/137-0 through 2; 13/137-5; 13/137-7; 13/138-0 through 2; 13/138-4 & 5; 13/158-2&3 [Correspondence and other papers re Cripple River foot bridge petition, 1916; staking of trail from Teller to Cape Prince of Wales, 1922; Mary's Igloo trail, 1924; road to Ungalik, 1937; "Reconnaissance Survey, Nome-Teller and Nome-Solomon," 1946; requests for road improvements in the Nome district, ca. 1916; Nuka Bay trail and other requests from miners for trails, 1929-1935; ca. 1916-1945]
- Rules and regulations-Nome Team. 13/138-0 [Authority Sec. 2, Chapter 39, Session

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- 37           Laws 1921, Alaska Territorial Legislature.]
- 38       13/139-1 through 4; 13/139-6&7; 13/139-9; 13/139-14 [Sept. 7, 1915 letter on Territorial Fund with bids for construction of Cape Nome road; 1916 correspondence re Candle Road; **photographs:** 1) 11/22/23. Showing general appearance of bridge looking northeast. This rail has been off the bridge all summer on this side. Rocker Creek Bridge, Route 8, Nome, Alaska 2)11/22/23. Showing drop off from roadway to bridge floor. In this picture you are looking east. 3) Looking south at the broken railing through which the car broke and showing the debris into which it landed. 4) Looking north showing general appearance of bridge. You will note the higher level of the roadway than the bridge floor; recommendations on road work needed, Nome district, 1924; petition for road between Keewalik and Candle, 1926; work on the Deering-Inmachuk road, 1929]
- 13/140; 13/141-1 through 13/141-5 [correspondence and other papers re bridges in the Nome district, ca. 1916-1944; **photographs:** 1) Mi. 3 Storm Damage to Rd. - Rt. 80-10/10/36 Nome Dist. 2) Mi. 3-Storm Damage Rt. 8, 10/10/35-Nome District; #1 Taken from beach about 800 ft. East of bridge, showing channel before we turned its course. #2 Closer view taken from where channel turned toward sea, about 500 ft. east of bridge. #3 Showing sandbag dam covered with sand by dozer to divert river. #4 Showing new channel out through sand spit. [no numbers] Nome Riv. Br-Rt. 8 Mi. 3 7/20/39; Nome Riv. Br. Rt. 8 Mi. 3, 7/20/39; [no numbers] General view of the Bridge from the south side; Looking at floor of bridge from west approach; Looking from the east abutment toward the west abutment on the north side of the bridge; Looking at sill from South side west abutment]
- 13/145; 13/144-2 & 3; 13/148-0; 13/150-35; 13/50-7-1; 13/63-2 [correspondence and other papers re Koyuk trails, 1916-1921; general report on Route 92Q Upper Landing-Bear Creek, 1932; Stuyok River routes/trails, including petition, 1922-1938]
- 13/150/14 through 13/150-20; 13/150-23 through 25; 13/150-27 through 29; 13/150-31; 13/150-33 & 34; 13/151 [correspondence and other papers re Bethel trails, 1930; Russian Mission, 1930; Goodnews Bay road, 1937; Platinum Road, 1932-1934; various trails in Kuskokwim District, 1932-1934; Dillingham road work, 1934; Bethel bridge, 1935-1948]
- 13/152-0; 13/153-0; 13/156-0 through 2; 13/158-0&1; 13/197-3; 13/144-1 [correspondence and other papers re Fairbanks Radio Road, 1923-1939; Nome District roads, 1923-1924; Haines to Chilkoot road, 1925-1928; Nuka Bay projects, 1925-1929]
- 13/150-a; 13/150-0; 13/149-13 through 16 [correspondence and other papers re Dillingham trails, Akiak-Russian Mission work, administrative materials, 1922-1924; roads in the Nome District, ca. 1940]



- 39 13/146 & 1; 13/146-3 through 13/146-6; 13/146-10 [Correspondence and other papers re Nome Shelton railroad ca. 1922-1926; Tram road and wagon road Shelton to Candle, 1926-1945; Kougarok district, ca. 1926]
- 13/145012 through 13/146-14; 13/145-16; 13/146-18 through 23 [Correspondence and other papers re Nome-Sheldon Tram, ca. 1925-1927, and two **photographs:** 1) View of E.B. O'Connor's home on Pilgrim R. near Hot Springs. Nome District. Telephone at this point which is on trail to Candle. 1925. 2) Duffy O'Connors home, E. B. O'Connor, on Pilgrim R. near Hot Springs. 1925. Nome District and two **photographs:** 1) Lashed on a stretcher across the top rail of a large basket sled of Duffy O'Connor's with 19 dogs to haul him, and a man on each side of the sled to keep it from upsetting while going over the rough trail from the Springs to the railroad a distance of about seven miles, which it took five hours to negotiate, is the condition of the Mail Trail from the railroad to the Pilgrim Hot Springs Post Office, which is practically level ground, 1925. 2) Rig used by Duffy O'Connor and Pete Yeager to bring Cap Sundback to Nome from Pilgrim Hot Springs, 1925; freight and passengers hauled over tram road during 1939 and for 1927 and 1929; Iron Creek road, 1928-1937]
- 13/146-24; 13/146-26 through 13/146-31; 13/147-0; 13/148-1; 13/149-2; 13/149-4; 13/149-6; 13/149-8 & 9 [correspondence and other papers re roads/trails in the Nome District, including the Seward Peninsula Railroad containing an "Historical Back-Ground of the Seward Peninsula Railroad," 1931-1948; Civil Aeronautics Administration power line, 1942; Holy Cross mail trail, 1922; appropriations for Snake River/Sunset Creek road, 1930-1933]
- 13/149-10 through 13/149-12; 13/150-1 through 13/150-5; 13/150-9; 13/150-12 [Correspondence re Nome district roads, 1922-1946; mail trail between the Yukon River at Bennett's Point and Bethel, and other roads/trails in Bethel district, 1922-1935; Quinhagak-Good News Bay winter mail trail, ca. 1923-1925; roads in the Arolic River Region, Goodnews Bay District, ca. 1925-35]
- 13/171-7 through 13/171-10; 13/171-12; 13/160-3; 13/161; 13/162/13/161-0;
- 40 13/166-1; 13/164; 66/0-A [correspondence and other papers re Government dock at Juneau, 1927-1942; Shungnak trails, 1935-1938; trails in the Kotzebue /Barrow district, 1925; Nugget Creek cable tram, ca. 1925 including "Table of Trail Distances;" roads at Kotzebue, 1931; cable crossing at Nenana River, 1926; cost accounting materials, ca. 1928]
- 13/171; 19/171-2; 13/171-4 through 13/171-6; 13/163; 13/166-2 & 3; 13/167 [correspondence re Government wharf at Juneau including copies of Acts and Bills re funding, 1922-1941; roads and trails in Chickaloon district, 1923-1940]
- 13/168-2; 13/168-0-A; 13/168-2 through 4; 13/168-7; 13/169-1; 13/170 [correspondence and other papers re roads/trails in the McGrath, Candle, Takotna area, ca. 1932-1937; Klery area road, ca. 1935-1937; maps; Squirrel River trail, ca. 1934-1935; correspondence and petition re road between Takotna and McGrath, 1933;

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- 40            Lowell Creek flood control, 1932]  
13/160-0 & 1; 13/171-1 [correspondence and other papers re Klery Creek area trails, roads, 1925; Kiana, Selawik, Shungnak trails/roads, 1931-32; Government dock at Juneau, 1920-1941]  
104-Resident Engineers Conference 1953-1954. Mtg. 1. [correspondence and minutes of the conference]
- 41            151 Katmai National Monument [1955]  
151 NPS Estimates, Roads, fiscal 1952  
151 NPS ARC Gas Storage Tank [McKinley Park, 1952]  
East Fork River Bridge [engineering drawing, 1952]  
150 NPS [trails, Mt. McKinley National Park, 1924. **Photographs:** 1) Sta. 244-237, McKinley Park. 2)Sta 249-244. 3) On Anderson Pass, looking West. 4) Sta. 213 to 216. 5) From Anderson Pass, looking east. 6) From Anderson Pass, Looking east. 7) On w. Fork Chulitna Glacier, looking toward Pass. 8) Looking up Muldrow Glacier from Anderson Pass. 9) Bull River Bridge, Route 93A. 10) Forks, Bull River and Chulitna. 11) Bull River Bridge, Route 93A. 12) Bull River bridge, Route 93A. 13) Bridge over Middle Fork Chulitna, Route 93 A. 14) Bull River Bridge, Route 93 A. 15) Part of Camp 3, McKinley Park. 16) Sta. 2540249 McKinley Park.]  
151 Gustavus Report [1954]. Quarterly Report [ca. 1954]. NPS Monthly Reports [ca. 1951-1956]  
Maps. "Headquarters--McKinley Park Station Area" 1951. 151 Nat'l Park--Hotel and Station Area. [drawings]  
151 NPS R & T Maintenance Plans & Estimates [1955-1956 Mt. McKinley National Park]  
151 NPS. Gustavus Bartlett Cove Road [1951-1956]  
151 McKinley Park Expenditures [1947-1953]  
151 NPS. Final Report East Fork Toklat River Bridge. U.S. Dept. Of the Interior-Alaska Road Commission. Anchorage District, 1954.[Maps, drawings, **photographs:** 1) East Fork of the Toklat River Bridge showing tower used support girders until field joint is bolted, June 30, 1954. 2) East Fork of the Toklat River Bridge showing the form work on the horizontal beams of the piers, June 30, 1954. 3) East Fork of the Toklat River Bridge looking southwest form the down stream side, June 30, 1954. 4) East Fork of the Toklat River Bridge looking north]  
NPS Administrative Manual. Vol. 12, chapter 2.  
Old File 1950-1951. Mt. McKinley National Park--General Correspondence. Cooperation with National Park Service. Mr. Faires has "Project Construction Program" (Corres. Prior to 1/1/50 on old file 2).

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- 42    NPH General, 1953-1954  
      NPH General, 1955  
      104 Conferences-District Engineers. Mtg. 1. ArC 134 D54 [1934-1954]  
      728. Coho Extension w.o. #1342 [1956]  
      728. Sterling Highway "O" Line [1957]  
      861.0. Schoenbar Road (Wards Cove) [1951-1954]  
      861.1. Palmer Farm Roads [1935-1952]  
      861.1. Wasilla Townsite [1950-1954]  
      728. Nome Area [1958]  
      728. Homer Airport [1957]  
      861.1. City of Palmer [1950-1953]  
      13/72-30. Kodiak Road Cutoff Between Mill Bay & Mission Road (City of Kodiak  
              Cooperative) [1950-1952]  
      861.1. Kenai [1954-1955]  
      Mtg. 1. Conference - District Engineers, 1954  
      Mtg. 1. Conference - District Engineers, 1955  
      Mtg. 1. Conference - District Engineers, 1956