

Box # Description

- 1 Maintenance on Chena Bridge, Cushman Street [1953-1958]
 B & S1. Chickaloon Bridge, 78.2 [1955-1957]
 B & S1. Banner Creek & Alaska C-2 Bridges [1953-1955]
 B & S1. Bear Creek, Big Gerstle, Berry Creek Bridges; Banner Crk Bridge [1954-1956]
 B & S1. Eight Alaska Bridges. Alaska Hwy. Sec. B-2 Bridge. Ahtel-Slana Creek; Anchor River [1934-1957] 1950, 1951, Five Bridges [1950-1951]
 B & S1. Alpine Bridge-Skagway District [1931-1950]
 B & S1. Alaska Hwy Small Bridges, Mi. 1338.1; Mi. 1338.65; Mi. 1338.75; Alder Creek Bridge [1952-53]
 B & S1. Alaska Highway Mi. 1305.6 Bridge; Glenn Hwy. Bridges (Palmer-Richardson); Little Chena Bridge [**Photographs:** Pictures taken 1200 hours 16 August by T. Hugh Wilson to accompany a report, Bridge Site Survey of the Little Chena River on the Chena Hot Springs Road. 1) Looking N 80 [degrees] across the Little Chena along the centerline of the location Paper festooned stake is on the far bank. Light spot above center is where the line breaks out of the birch thicket near the P.T. of a curve. The river runs south and is heavy laden with silt from F.E. Co. mining operations on Fairbanks Creek. The birch thicket on the west bank has silt deposits throughout indicating that highwater over runs the area. The distance from bank to bank on top is close to 100 feet.
 2) Looking upstream from centerline. Rope is part of rubber boat ferry system. A series of oxbows ends at the center of the picture. Note ripples indicating 4 or 5 mph current. The water is about 8 feet deep here.
 3) Looking west from near water level. Banks are about 10 feet high and all mud. Gravel can be felt on the river bottom. Light spot is opening back along the line.
 4) Looking SW from the centerline on the east shore. The river runs fairly straight at this stretch. It turns left about 200 yards away. Note willows growing right down to the water's edge. Erosion and scouring is not very extensive.
 5) Looking north upstream from the east bank from a point about 500 feet below the crossing. Where the river turns in the background is about 900 feet distant.
 6) Forest growth along east bank about 20 yards downstream from crossing. Old spruce stump in foreground is 18 inches in diameter.
 7) Looking S. 89 [degrees] from east bank. Tamrack, dwarf birch, and labrador tea, indicate frozen ground. Large spruce in bgrd marks rte of old slough filled in.
 8) Looking N. 80 [degrees] from Sta. 630+00 across river along the centerline. A small opening about 1000 feet back along the line appears just right of center.
 9) A one-man rubber boat below, May West life jackets above and ropes used to effect crossing for engineers. A taut cable with a carriage and bosun chair is suggested as a drier and more convenient device.
 10) Looking S. 80 [degrees] from the west shoreline. Willows growing to the

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- 1 water's edge eliminate the possibility of much destructive scouring.
11) Upstream from the west shoreline. The soft muddy banks should allow good penetration for piling in building a detour bridge.
12) S 80[degrees] from Sta. 627+00 in foreground. Nearest festooned stake is 627+16.7, one on opposite bank is 628+20.
13) East from Sta. 594+00. Toilet paper on right of line marks the Section line between Sections 25 and 26, Twp 1 N, R 2 E which line is the East boundary of our 60 acre Free Use area.
14) Rock hill north of Sta. 586+00. The power shovel crew passed this up in favor of more solid rock around the point. Midway up the hill this shows indications of the same hard material but with more overburden.
15) Quarry on East side of Chena Prong. Many varieties of rock have been uncovered. Most of it is too hard for the shovel to remove without blasting.
16) Rock face of the quarry. A gouge can be seen in the center where the shovel hit soft strata. Note holes drilled for blasting in left center. Some of the rock is a hard colored marble.
B & S1. Darling, Bear, 2. I Beam 130 [1950-1951]
- 2 B & S1. 4 Delta River Bridges; Phelan Creek Mi. 201.5; Miller Creek, Castner, Lower Mi. 8, Denali Bridges; Desper Creek Mi. 225.1; Darling Creek Bridge 231.0; Columbia Creek Bridge 331.; Cost of Steel Bridge on Glenn Hwy.; East Fork Bridge; Dry Creek Bridge Mi. 1378.1
B & S1. Igloo Bridge; East Fork River Bridge; Forty Mile River Bridge 331; Gakona Bridge; Little Goldstream; Glacial Fan Creek Brg; Birch Creek Brg, Mi. 147
B & S1. Glenn Highway Four Bridges. Glenn Hwy. Bridges, General 633. Klutina, Tonsina, and Moose Bridges. Gun Creek, Clear Creek Survey.
630-230. Alaska Highway Bridges--General
B & S1. Chena River-Noyes Slough Bridges; maps
- 3 001. Building Camps and Depot List 1956. B & S1 Amy Creek Bridge; Beaver (Little) Creek Bridge, 1269.4; B&S1 Cantwell Area Bridges 811. Caribou & Nelchina; Campbell Creek Bridge; Chilkoot River Bridge-Haines Lutak Road [1951-56]
B&S1. Caribou Creek Bridge. Chief Creek Bridge, 1358.6; Chitina Bridge-Copper River; Churchill Creek Bridge; Eska Creek Bridge, Mi. 60; Fish Creek Mi. 18.5, Denali Highway [1951-1957]
B&S1. Johnson River Bridge
B&S1. Jack River Bridge
B&S1. Granite Creek Bridge
B&S1. Gardiner Creek, Mi. 1246.7
B&S1. Gerstle (Little) Bridge, Mi. 1388.4
B&S1. Ghiglione Creek Bridge

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- 3 B&S1. Cascade Bridge; Upper Igloo Bridge; Chena River Bridge Dedication [1953-1957]
B&S1. Little Chena Bridge; Chena River Bridge (Wendell Street)
Big and Little Boulder Creek Bridges [1928-1951]
B&S1. Clear Creek, Mi. 355.1
B&S1. Brushkana Creek Bridge. Grand Central River Bridge Mile 36, Route 042; Moose
Creek; Jarvis Creek, 130; Jennie M.; Deadmans Slough, University, (Chena)
[1950-1957]
630. Young's Bridge, McCarthy. 020.1
- 4 B&S1. Eklutna River Bridge [1933-1955]
B&S1. Jarvis Creek [1929-1954]
B&S1. Graehl Footbridge [1929-1954]
B&S1. Gulkana River, 120 [1922-1956]
B&S1. Chatanika River Bridge, 631 [1922-1950. **Photographs:** 1) Erecting 150' span
Travellarin Forg (?). 2) Chatanika Bridge. Center Pier & end of 150' span in
foreground. 3) Chatanika Bridge. View from south end. 4) Xsing Chatanika
River Mile 11 Chatanika-Circle Road. 150' span in foreground, 100' span on
left. 5) Chatanika Bridge Mile 11. Chatanika Circle road. End view north bank.
Approach in foreground. 6) Xsing Chatanika River, Mile 11. Chatanika-Circle
Road. Showing false work.
B&S1. Chickaloon, Moose & Caribou Creek Bridges [1926-1956]
B&S1. Canyon Bridge. 4 ½ mile Denali Highway [1954]
B&S1. Dyea Bridge [1954-1955]
B&S1. Dime Creek (Haycock) [1945-1953]
B&S1. Eagle River Bridge, 310. Glenn Highway map [1951-1956]
B&S1. Chistochina [1929-1958]
B&S1. Cache Creek Bridge [1955-1956]
B&S1. Castner Creek Bridge [1955-1957]
633. Alaska and Richardson Highway Bridges
13/69-5. [Correspondence and other papers re Kanatak Bridge and road, 1924-1948;
photographs: Kanatak-Becharof Lake Road. Pictures taken June 17, 1931.
1) Erosion of roadbed. Detour around to left in grass.
2) Stream near Kanatak end of road. Would require about a 40 foot bridge to
span this. This creek easily forded.
3) Looking upstream from road as shown in 2. This stream crosses road only once
4) Road constructed along side of hill. Note that the road has the effect of a
large gutter affording drainage for the entire hill.
5) Stream crossing (Otter Creek). This is the last crossing of this stream after
leaving Kanatak. This is typical of the other 15 crossings made of this stream.
6) Mired down. Stuck here for an hour and a half, wheels on right side of wagon
down to hubs. No road constructed over this part of route. A.R.C. road terminates

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- 4 at bank on far side of stream seen in background. Becharof Lake in direction team is heading.
B&S1. Kenai River Bridge. Sterling. [1946-1947]
B&S1. King Salmon Bridge
B&S1. King Solomon Creek Bridge. 334.
B&S1. King River Bridge
B&S1. Kiwalik-Candle Road. Minnehaha Creek. [1953-1954]
B&S1. Leader Creek Bridge
B&S1. Little Nelchina Bridge [1941-1953]
B&S1. Little Salcha River. Mile 327.8
- 5 B&S1. Mile 63.6. McKinley Park Highway. Betty's Brook. McKinley-Mile 11.2. Little Susitna. Little Tanana (Mansfield) [1916-1956]
633. Upper Lowe River Bridge & Indian River Bridge, 120. Contract 4310 [1950-1952]
B&S1. Lost Chicken Creek Bridge. Lost River Bridges. Lowe and Upper Lowe Bridges [**photograph:** Lowe River Bridge-Snowslide @ Mile 16 ½ . Rte. 4BA, 5/11/46. 1945-1954]
Lower Tonsina. Manley Hot Springs. Moose Creek Bridge, Mi. 186.2. Moose Creek Bridge Mi. 12.0, Rte. 010.1. Moose Creek 54.9 [1924-1957]
B&S1. Naknek. Nelchina Bridge. New Bridge, mi. 1422.5. Ninilchik Bridge, 511. Nizina Bridge [1916-1956]
B&S1. Nome River Bridge (Nome-Kougarok). (Richardson) Porkupine. Noyes Slough Bridge-Illinois Street. Matanuska River Bridge [1916-1957]
B&S1. Nenana #1. Mendiltna River Bridge. McCallum Creek Bridge. McLaren River Bridge, 821. [1951-1955. **Photographs:** 1) Nenana #1 [view of bridge] 2) Nenana #2 [view of river with cable across]]
- 6 BS&1. Mile 18.6 Bridge 811. Miller. Miller Creek Bridge damage. Lower Miller. Moose River Bridge-Sterling Hwy. Moose Creek Brg (Talkeetna) [1946-1957]
822. Culvert. [Administrative correspondence and other papers having to do with culverts in various locations in Alaska, 1942-1959]
B&S1. Packsaddle Creek Bridge. O'Brien Creek Bridge. Pass Creek Bridge, 811. Paul's Creek Bridge. Penny River Bridge [1951-1956]
B&S1. Phelan Creek Bridge. Pilgrim River Crossing. Pinocle Creek Bridge. Ptarmigan Creek. Puritan Creek Bridge, 83.3 [1951-1956]
B&S1. Quartz Creek, Mi. 138.1. Steese (12 Mi. Creek). Raft Creek. Richardson Hwy. Mi. 35.9. Mile 1 Richardson Hwy. Richardson G Bridges [1951-1957]
B&S1. Richardson C. Richardson E Bridges. Richardson D Bridges. Richardson Bridges, Section A. Richardson E-1, Paxon. Riley Creek Bridge 811. Robe River Bridge [1949-1957]

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- 7 B&S1. Robertson River Bridge & Report Mi. 1347.4. 3 Salcha Bridges. Scottie Creek, Mile 1223.7. Seattle Creek Bridge, Mi. 24.8 [1946-1954. **Photographs:**
No. 44678-View looking down on Pier 10 taken June 23, 1946, after correction made on shoes.
No. 44675 View looking down on Pier 9 taken June 24, 1946, after corrections have been made and base plates show just having been grouted.
No. 44674. View looking South (upstream) from Pier 9 taken June 24, 1946. Contrast in depth of ice shows in photo No. 44625, taken about one month previous (5-1-46).
No. 44677. View looking north downstream from Pier 9. Portion of temporary Xing constructed in fall of 1943. Can be seen in distance.
No. 44666. View looking east shows ripped web of post at pier 9-Picture taken May 29, 1946, by Mr. Sterling of Alaska Road Commission.
No. 44671. View looking west, taken June 23, 1946. Settlement at abut. 2 is discernible.
Photographs: [Robertson River Bridge, May 23, and 29, 1946]
1) Looking upstream at Pier #9
2) From SW to Pier #9 - rocker tipped over
3) From NW to Pier #9.
4) Looking upstream at Pier #10. Note the bent fixed end bearing on left.
5) Looking upstream at Pier #10.
6) Bearings on Pier #9.
7) Expansion rocker. Note how it is wedged.
8) Upstream truss. Fixed end, span 3, pier #9. Shows 12" tear in end post.
9) Closeup of bearings on Pier #10. Temperature at the time-approx. 60 [degrees]
10) Upstream truss. Fixed end, span #2, pier #10. Shows tear 4 ½ "
11) Closeup of expansion rocker on Pier #10.
12) Closeup showing truss sole plate resting upon overturned rocker bearing.
13) Condition of road deck at Pier #9.]
- B&S1. Shaw Creek Bridge, Mi. 286.7. Sheep Creek Bridge, 120/. Skagway Bridge. Ship Creek Bridge, Post Road, Mi. 0.7. Small Creek Bridge, Mi. 55.9 [ca. 1945-1959. **Photographs:** 1) Downstream from Brg. Note settlement at Pier #3.
2) Looking upstream at Piers 6, 5, and 4. Note condition of Pile #5, Pier 5 and also diagonal bracing.
3) Closeup of Pile #5, Pier #5 showing "splice."
4) Buckling two feet below diagonal brace in Pile #2, Pier 5.
5) Effect of deadman cable on abutment bearing pile.]
- B&S1. Small Creek Bridge, Mi. 1305.6 Alaska Hwy. Small Slough, MP 323.97. Small Slough, Mi. 347.5. Salcha Mi. 323.3. Savage River Bridge. Sears Creek Bridge. [1923-1956]

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- 7 B&S1. Sanctuary Bridge. Snake River Bridge. Solomon River Bridge, Mi. 42. Sourdough Creek, 120E. South Fork Bridge. Squaw Creek Bridge, Mi. 54.8. [1944-1957. The following **photographs**, of Sheep Creek near Valdez, were included in a letter written by Hawley Sterling (Acting Chief Engineer) on 10/24/44 to B.W. Thoron, Director Division of Territories & Island Possessions, D.C.: 1) The stream is bridged at the mouth of the canyon approximately one-half mile in a direct line from Lowe River.
2) Sheep Crk. Valley from point 1/4 mile before bridge.
3) Valdez District. Up Sheep Crk. from point above canyon.
4) The stream is fed by two glaciers and their branches, only one of which can be seen in the picture below.
5) Sheep Creek Suspension Bridge, 1921.
6) 180-foot truss span , 1943, 150' below the suspension bridge.
7) 12 to 15 feet clearance [from water] as shown here.
8) Dozer Cleaning Channel-Sheep Creek-Rte 4BA.
9) same above
10) same above
11) On the evening of the 26th (the water was always higher in the evening) It was apparent that one dozer could not keep up with the amount of gravel which was being deposited, as shown in the views below.
12 and 13) [views of water washing over bridge.]
14 and 15) On the morning of Aug. 27th, though the water had subsided somewhat there was practically none going under the bridge. In fact, the two feet of rock and boulders totaling about 70 tons had been deposited on the bridge floor. Some of these boulders were as much as three men could roll. The main body of water was going around the south end of the bridge.
16, 17, 18, 19, 20 show what happened downstream from the bridge:
16) no caption
17) Old Signal Corps Station and ARC power house [surrounded by gravel]
18) Old Sheep Creek Roadhouse after flood [fallen in on self]
19) same above
20) 40' talus in Sheep Crk. Valley 1/4 mile below bridge.
21-23) Valdez District. Upper Sheep Crk. 3 miles from bridge, shows slide which caused flooding.
- B&S1. Starisky Bridge Mile 96.1. Sterling Hwy. Stewart Creek Bridge, Mi. 465. Tony Creek Bridge. Susitna River Bridge, Mile 58.0 [1940-1958]
- 8 B&S1. Tokotna River Bridge [1939-1951]
B&S1. Taylor Hwy. Bridges. Tazlina Mi. 110.4. Tangle River Bridge, Mi. 21.7.
B&G1. As-Built. Anchorage Tank Farm. Asphalt Tank Farms-General [1949-1956]

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- 8 B&G1. Big Delta Camp Residence. Big Delta Depot. Birch Lake Camp. Building and Facilities Design [1956]
B&G1. Cantwell Garage. Glennallen-Levels. Glennallen Depot [drawings; 1943-1958]
B&G1. Glennallen Boiler House (power house). Glennallen Apartment #2. Glenallen Apartments. Fairbanks Garage. Equipment Storage Building [1951-1959]
B&G1. Eureka Depot. Cantwell Site. Dillingham Depot [map; 1959]
- 9 B&G1. Glennallen Depot (Old) [1941-1949]
B&G1. Glennallen Garage. Glennallen Materials Lab. Glennallen Warm Storage. Glennallen Service Station. Glennallen Power House [1951-1958]
B&S1. Teklanika Bridge. Four I Beam & 1 Steel Arch Bridges-Eklutna. Sinoria, Tulsona, Gulkana, Noyes. Twenty Mile Creek Bridge, Rt. 410 [1950-1958]
B&S1. Tasaina Mile 37.8. Toklat Bridge, Mile 53-6. West Toklat Bridge. Tanana River Bridge, Mile 277 [1945-1956]
B&S1. Tanana River Bridges, Mile 1303.3. Tazlina, Gulkana, & Gakona Bridges. [1941-56. **Photographs:** 5 prints of contractors equip. fording the Tanana River in Dec., 1940, at a point below the ferry crossing and above proposed bridge site. Four prints of Tanana River Proposed Crossing:
1) Jan. 13, 1942, Bluff at Big Delta
2) Taken from approx. location Pier 3
3) 45+69 = North end "black" line; 44+64 = North end of "red" line; X = approx. P.I. of 30 [degree] curve
4) 45+69, 48+35 Stns. On "black" line as per print, 49+00, 44+64 = North end of "Red" line.
- 10 Department of the Interior. Alaska Road Commission. Final Construction Report. Valdez Glacier Stream, Mile 0.8, Richardson Highway [1955. **Photographs:**
1) Bailey Bridge used as detour during high water.
2) Detour bridge and new bridge-south abutment shown.
3) View looking up the hwy showing carpenters forming deck. Note ply form panels.
4) Erecting steel beams.
5) View of north abutment showing integration of salvaged steel sheet piles and concrete abutments.
6) View of upstream side of bridge showing stream while approaching high water.
7) Downstream view of flood water.
8) View of upstream side of south abutment showing scouring action of stream. Note trees and debris caught in piers. Actual high water was 15" below top of front sheet piles.

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- 10 9) Finishing up the completed bridge.
B&S1. Walkers for bridge [1950]
Tolsana Bridge. Steel & (plans for). Old File. 13/191-6. 630. Tolsona Bridge 310.
[1941]
B&S1. Valdez Glacier Bridge, Mi. 8. West Fork Bridge. Willow Creek Bridge-Edgerton
Cut-Off. Sect. B. Willow Creek-Richardson Hwy. Damage-Moose Crk. 3.10
Glenn Hwy. Mi. 54.9 [1951-1957. **Photographs:** Moose Creek Photos by K.R.
Schedler, 6/23/56.
1) Looking at wreckage from Palmer end of bridge. Mile 54.9
2) Downstream looking at wreckage.
3) Downstream looking at wreckage.
4) Upstream on alpine side of bridge. Note broken tie down chains hanging from
low-boy.
5) Upstream looking toward wreckage. Note detour bridge downstream from
bridge.
6) On bridge facing Palmer end. Close up of cut.
7) Close up of cuts & blade at point of final impact.
8) Note point of vertical member (downstream).]
B&S1. Eagle River Bridge Damage, 1955. McCallum Bridge Damage. Birch Creek
Damage [1953-1957. **Photographs:** 1) Anchorage end of Eagle River Bridge. An
overall picture of the damage to "Portal Members."
2) Looking up from just below Member PL3.
3) Looking from below and back from portal member. Please note bend in
member TL1. This is the only bend in this member.
4) This is the tournapull which struck bridge. The arrow shows point which made
contact with portal member PL3.
5) The tournapull where it now lies after being dumped from lowboy in attempt
to turn around on driveway to Eagle River Park.
6) The above picture is the lowboy which was carrying the tournapull.]
B&G1. Anchorage Depot Service Station. Anchorage Warm Storage Bldg. Anchorage
Service Shop. Anchorage Material Lab., 1194. Anchorage Garage. [1952-1955]
B&S1. Damage Timber Trestle Bridge Station 613-608, Seward-Anchorage. Storage 649.
General correspondence. Damage to Knik Bridge, Knik River Bridge 310
[1933-1956. **Photographs:** Four prints of the Knik River Bridge approach, ca.
1953. Four prints of the Knik River Bridge during construction.]
- 11 B&S1: U.S. Creek Bridge, Mi. 67. Caribou Creek Bridge Damage. Deep Creek Bridge
damage. Hick Creek Bridge damage [1951-1956. **Photographs:** Prints of Caribou
Creek Bridge by Leitzell, 5/26/53. 1) D-6 Cat in relation to bridge.
2) Sag of lower chord.
3) Point where D-6 Cat left semi.

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- 11 4) First point of impact.
 5) Sag in deck.
 6) Guard rail & broken members.
 7) Fracture of chord.
 8) Temporary repairs being made.
 9) Temporary repair.
 10) No caption
- Nine photographs of damage to Caribou Creek Bridge, Mile 107, 5/25/53.
- 1) View of damage to end post and guard rail member F6L. Minor damage to main chord section.
 2) View of damage to top bracing members K6, M6, P6.
 3) Close up of damage to vertical member F2R.
 4) View of damage to guard rail member G6F, vertical member F2R, diagonal member B2.
 5) View of damage to end post and guard rail member F6L.
 6) View of damage to portal members A-4 and D-4.
 7) View of damage to guard rail member G6R, diagonal member B2.
 8) One point of impact.
 9) View of Alaska Freight Lines trailer after being towed to top of grade.]
- B&G1-1. Trailer Houses [1948-1958]
B&G1-1. Trailers Rental of Space. Surveys & Proposals on Tank Farm by E.F. Drew Co. Rec'd.2/letter of Apr. 21, 1949 from Jenkins. Rental of Quarters [1951-1960]
B&G1. Tok Warehouse. Tok Warm Storage. Wasilla. Tok Garage. Tok Depot. Tonsina Camp [1952-1959]
B&G1. Trimm's Camp. Valdez Garage. Valdez Mile 13 Garage. Watchman's Quarters [1954-1956]
- 12 B&G1. 10 Mile Creek (formerly, Gardiner Creek). Valdez Tank Farm. Quarters Rental Agreement. Fairbanks Apartment Bldg. [1951-1960]
 B&G1. Fairbanks Depot, 1928-1959.
 Fairbanks Apartment Building (current) 521.311 [1924-1950. Drawing]
 B&G1. Anchorage Depot. 9/14 temporary [1958-1959. Drawing]
 B&G1. Anchorage Asphalt Tank Farm [1954-1959. Drawing]
 13/197-6. [Asphalt storage facilities, Anchorage. Valdez Asphalt Plant. Drawings; 1948-1949]
 Valdez Tank Farm [1948-1953]
- 13 [Asphalt Storage Facilities, 1948-1949]
 B&G1 Asphalt Tank Fams. Glennallen Main Offices. Haines Garage. Homer. Housing for BPR Employees [1948-1957]
 B&G1 Kenai. No. Kenai Camp. Materials Laboratory. McKinley Park. 221 Mile Mess-

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- 13 hall. Naknek Warm Storage & Garage. Naknek Garage [1953-1956]
B&G1. Nome Depot #401. Ninilchik Garage. Nome Repair Shop #45. Bldg. 45
Nome Garage. O'Brien Creek Camp 31. Palmer Depot [1955-1950]
B&G1. Palmer Garage. Palmer General Service Bldg. Paxson Garage. Pipeline
Crossing at Salcha. Slana Depot. Seward [1955-1956]
Sitka. 1939. Sitka National Monument
Anchorage-Elmendorf Alternate Through Route-Administrative material, 1953-54
- 14 B&G1. Skagway Powder Magazine Site. Skagway Depot Warehouse 517.
Soldotna Depot. Soldotna Garage. Soldotna Warm Storage. [1954-56]
B&G1. Soldotna Depot. Housing 1186. Takotna. Talkeetna [1926-1956]
525.230. Buildings Alaska Highway [Acquisition of surplus bldgs. on Alaska
highway, 1946-1948]
Anchorage Situation Reports, 1946-1950.
Anchorage Situation Reports, 1951
Anchorage Situation Reports, 1952
- 15 808. Anchorage Situation Reports, 1953-1956
Fairbanks Situation Reports, 1932-1938
- 16 Fairbanks Situation Reports, 1939
Fairbanks Situation Reports, 1947-1956
- 17 Situation Reports: Eagle 1930; Haines 1930; Chitina District 1931; Valdez 1934
808. Haines Situation Reports 1938-1939; 1948-1951
Haines Situation Reports 1952-1955
Nome Situation Reports 1947-1952
808. Nome Situation Reports 1953-1956
- 18 Valdez Situation Report, 1937-1938
31/. Valdez Situation Report, 1948-1956 [**Photographs:** 1) Chistochina River, Mile 36,
Tok Cutoff, breaking through its dike, Aug. 2, 1000 feet above the bridge. Dike
repaired with cabled trees by Aug. 4.
2) Chistochina River flowing through the ARC Camp below the dike. No damage.
3) Chistochina River bridge west approach washed out on Aug. 2. Roadbed
scoured down to the Sinona River. Road reopened Aug. 4. Contractor began
replacing lost gravel Aug. 10, 1953.
4) Sinon River bridge, Mile 35, Tok Cutoff. Chistochina River washing the upper
side of the road as it dumped into the Sinona. Estimate of gravel lost-4,000 yds.
5) Mud slide at 12 Mile, Denali Highway, July 31. This slide was still flowing as

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- 18 of Aug. 23, 1953.
6) Tangle River temporary bridge - 80 feet, three span with two rockfilled cribs. Opened on Aug. 18. Located just below the permanent bridge site.
7) Miller Creek Dike, Mile 217, Richardson Highway. Over 700 trees were cabled into this bank after it washed out on Aug. 3. Road Closed 20 hours.
8) McCallum Creek Mile 204.3, Richardson Highway. The center mud sill was knocked out by a private car at 7:00 p.m., Aug. 12. Note the temporary jacks under the center cap. Traffic was towed through the ford below the bridge throughout the night. Repairs were completed on Aug. 13.
809. Maintenance & Operation I&PR9. General correspondence
Chitina, Situation Reports, 1933-1938
Nome Correspondence, 1924-1949
"Application of Federal Aid to Alaska Highways including Estimate of Cost FY 1957-1969 Primary Highway System, Improvements and Status of Surveys, Anchorage District, 1957"
"American Highways," October 1959
- 19 486 Alaska. Maintenance, General. 1954-1956
Reports of Auto Freighting Operations [various locations, 1925-1950]
826. Icing Report, Anchorage, March 1953-1954. [**Photographs:**Photo Sheet 1; Glenn Mile 31.1, Mile 54.8 Moose Creek, Glenn mile 86.9. Photo Sheet 2: Glenn Mile 94.9, Glenn, mile 103.3. Photo Sheet 3: Seward-Anchorage mi. 94.6, Seward-Anchorage mi. 98.6, Seward-Anchorage Mi. 100.0. Photo Sheet 4: Seward-Anchorage mile 106.1, Seward-Anchorage mile 106.4, Seward-Anchorage mile 114.3]
827. [Flood control Fairbanks area correspondence, 1949]
808 Reports: Traffice Counts and Weights, 1953
829 General Correspondence Maintenance of Roads. Denied Requests. [1952-1957]
829 Snow Fencing, 1950-1953
#1 Old File. Flood Control, 1933-1949[drawing; **Photographs:**1) Tanana River and Chena Slough. Looking upstream from bridge across Moose Creek. In background there can be seen tripods erected for relocation of telephone wires. Dec. 27, 1940.
2) Tanana River and Chena Slough. General view of Richardson Highway Bridge across Moose Creek. 12/27/40
3)Tanana River and Chena Slough. Looking downstream at bridge across Moose Creek. 12/27/40]
24/332. Rail Shelter. Winter 1948-49. **Photographs:** Six prints of construction
- 20 802. Mileage, Seward-Homer. 804. For Col. Noyes. Traffic Count. 808. Anchorage '48
807. 22/147. ARC Proposed Layout for Weighing Stations.
807. Weighing Station-Police Junction of Glenn and Richardson

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- 20 22/147. Truck Portable Scale. Equipment
[“Erosion Control on California State Highways”]
826. Maintenance of Roads-Land Ice Control, 1952-1957
829. MacKenzie (Request for grading road, denied.)
Maintenance 8. Maintenance Inspection Report. [various routes, 1959]
8. Weekly Maintenance Report-Haines [1957-58]
8. Centerline Striping. Anchorage, Ak.
Weekly Maintenance Reports. Juneau [1957-1958]
Weekly Maintenance Reports. Skagway [1957-1958]
Weekly Maintenance Reports. Mitkoff Highway [1956-1958]
- 21 Weekly Maintenance Reports: Sitka Highway, 1957-58; Seward-Anchorage, 1956-57;
Salmon River & Texas Creek, 1956-58; Tongass Highway, 1956-58; Wrangell
Highway, 1956-58
Situation Reports: Fairbanks, 1957; Juneau, 1957; Nome, 1957-58; Haines, 1956.
- 22 Maint. 8. Valdez Situation Report, 1958
22/147. Highway Regulations, Maintenance (Loading Charts) 1950-1952.
Maint. 9. Surface Maintenance (Spring break-up) 1955
Maint. 9..Snow Removal
858. Equipment Maintenance Report. Harry O. White. [1948-1957]
- 23 Mtg. 1. District Engineer’s Annual Conference, 1957
Mtg. 1. Administrative Officer’s Conference, Reg. IV, 1956-1957
Mtg. 1. District Engineer’s Conference 1958
Mtg. 1. Division Engineer’s Conference BPR. Nov. 18-21, 1958, Reg. 10
Mtg. 1. Annual Administrative Officer’s Conf. BPR, 1957
Mtg. 1. Hydraulic Engineering Conference
Mtg. 1. Project Engineers Conference, 1958
Mtg. 1. Annual Regional Engineers Meeting 1954, Chicago
Mtg. 1. Regional & Division Engineers’ Meeting, San Francisco, Dec. 8&9, 1958
Mtg. 1. Resident Engineer’s Conference 1958. Region 10
Mtg. 1. Division Engineers Conference. Apr. 21-24, 1959
Mtg. 1. Resident Engineers Conference, 1959
Mtg. 1. Regional and District Engineers Conference, Texas, 1957
Mtg. 1. Highway Design Conference. Denver, 1958
Mtg. 1-2. Staff Meetings, 1957-58
Mtg. 2. Invitations
Mtg. 3. Meeting with Atomic Energy Officials [Project “Plowshare” 1958]
Mtg. 3. Mail management workshops

Box # Description

- 23 Mtg. 3. Interstate Commerce Commission
Mtg. 3. Interagency Advisory Group
Mtg. 4. Road Conference 1959 (Juneau)
Mtg. 4. Advisory Committee. Alaska Interagency Motor Equipment
104. District Personnel Conference
*[13/90-68]
- 24 Mtg. 4. ASP-ACSM. 1957 Meetings
Mtg. 4. American Cancer Society
Mtg. 4. Alaska Crippled Children's Assn.
Mtg. 4. American Society of Civil Engineers
Mtg. 4. ARBA
Mtg. 4. Canadian & U.S. Joint Chambers of Commerce
Mtg. 4. Alaska Management Construction Conference
Mtg. 4. Alaska Science Conference
814. Plans for Alaska's Roads
814. Alaska Road Plan, "Highway Transportation To & Within Alaska." BPR Report.
1950
NPH. General ARC Closed 1956 [including: "Report of Survey Inspections of the Mt
McKinley National Park Approach Road," 1951; drawings; other correspondence
and papers re Mt. McKinley National Park; **Photographs:** Two prints of
McKinley Park Highway [showing bridges at Mile 6 and 8] and
1) Road washed out here. Picture taken after it was made passable by Reed &
Martin equipment, Mile 36.2, 8/12/56
2) Teklanika River Bridge after reconstruction of approaches due to flood damage
Note river under all spans, Mile 31, 8/12/56
3) Slides and erosion east of Toklat River Bridge. Mile 52, 8/21/56
4) Flood damage to road east of Toklat River Bridge. Mile 52, 8/12/56
5) Rock slide at Mile 52 due to heavy rains. Looking east.
6) Traffic was crossing this bridge 6 hours earlier, Mile 11, 8/11/56
7) Looking west towards Toklat River at Mile 52. Slides and erosion of roadway
by heavy rainfall and flood conditions. Mile 52, 8/12/56
8) ARC replacing roadway embankment east of Toklat River Bridge. 8/12/56]
Plan 7. Ferry Study July 20/55 - Dec. 31/57
- 25 Plan 7. Solomon Ferry, 1956-1957
Plan 7. Ferries, Literature
Old File: 1944-1949. 13/198-1 Car Ferries-Southeast Alaska
New File. 1950-1951. 13/198-1. Car Ferries-Southeastern Alaska
13/198-1A. Juneau Car Ferry, 1949-1954
Capt. Gitkov's Report on Ferries, 1958 [drawings]

Box # Description

- 24 Danaher's Report & Encl. I (crew), 192 .["Report on Car Ferry Operation, SE Alaska,"
by John R. Noyes, 1949; Feasibility study, 1944]
Plan 7. Ferries. 1958
- 25 13/198-1. Photographs. Car Ferries. [Drawings]
- 26 13/198-1. Sketches for car ferry. [includes photographs: Pocahontas, Princess Anne,
Islander, among others; drawings]
Annual Reports. Alaska Road Commission, 1918-1923
108. Annual Reports of the Alaska Road Commission, 1918-1923
108. Annual Report, 1925
108. Annual Report, 1926
108. Annual Reports, 1927, 1929-1934
- 27 108. Annual Reports, 1935-1945
- 28 108. Annual Reports, 1946-1956
Annual Report of the Governor of Alaska, 1951
20/B. Report to the Governor, 1953
R&S1. Progress Reports to D.C.
108. General
- 29 20/A. Anchorage Districts Annual Reports, 1945-1956
Anchorage District. Work Accomplished, 1950, 1952
Haines Annual Reports, 1945, 1947, 1950-1956
- 30 Fairbanks Annual Reports, 1945-1956. Nome Annual Reports, 1945-1954, 1956
- 31 20/A. Valdez Annual Reports, 1945-1950
[Valdez Annual Report for 1951 never received]
Valdez Annual Reports, 1952-1956
109. Instructions Regarding Annual Reports
PR528 and 529. [forms regarding state highway funds, 1956]
802. Mileage of ARC roads, chart. [Maps]
- 32 R&S3. Field Trips - Safety, 1957
R&S3. Inspection of Haines Maintenance Station by Tousley, 1957
R&S3. Bales on Personnel, 1957
R&S3. Field Trip-R. Puerifoy
R&S3. Submissions to Department of Justice [none, 1952]
R&S3. Travel Costs & Allowances, 1958

Box # Description

- 32 R&S3. Field Trip by W.J. Niemi, August 1958 to Fairbanks
R&S3. Field Inspection Trip. B.D. Stewart
R&S3. R.F. Reynolds (Trip to Anchorage) Nov. 14, 1958
R&S3. Report by Kennedy
R&S3. Inspection of Finance Activities. Fairbanks Division. Shelhammer (Juneau)
SP-1. Alatna, 1945. [Map]
SP-1. American Creek. American Creek Field (Nome District) [1935-1940]
SP-1. Anchor Point. Baldwin. Biasin Creek Airfield [1936-1954]
SP-1. Beaver. Beaver Creek (Nome District). Bear Creek [1925-1940]
SP-1. Bethel [1926-1954]
SP-1. Bettles Field. Bettles River Airfield [1940-1953]
SP-1. Big Delta Air Base [1935-1951]
SP-1. Big Lake. Birchwood Airfield. Bluff [1935-1957]
SP-1. Bonnifield. Boundary Airport [1938, 1956]
SP-1. Bremmer [1931-1940]
- 33 SP-1. Candle Field [1930-1937]
SP-1. Cache Creek. Candle Landing. Cantwell [1935-1944]
SP-1. Cape Denby. Cape Prince of Wales. Caribou Creek [1926]
SP-1. Central. Chandalar. Chena Hot Springs [1925-1923]
SP-1. Chicken Aviation Airfield. Chilkoot Trail. Chisana [1926-1950]
SP-1. Chistochina. Chitina. Circle [1926-1955]
SP-1. Circle Hot Springs. Cliff Mine. Coffee Creek [1931-1955]
SP-1. Colorado Creek Airfield. Colorado Station. Mile 13, Cordova [1928-1950]
SP-1. Conrad Airfield. Copper Center. Copper Center (old) [1928-1952]
- 34 SP-1. Council [1937-1947]
SP-1. Cripple [1934-1938]
SP-1. Crevice Creek [1948]
SP-1. Crooked Creek [1936]
SP-1. Curry Airfield [1927-1941]
SP-1. Dahl Creek [1941-1950]
SP-1. Deacon Field. Deering Airfield. Dexter Creek [1927-1953]
SP-1. Dillingham [1930-1957]
SP-1. Donnelly Airfield. Eagle Creek Airfield [1930, 1940]
SP-1. Eagle Landing Field [1927-1953]
SP-1. Eureka. Esperanto [1937-1945]
SP-1. Haines [**photographs:** 1) Haines Airport 12/13/48. 2-4) other non-captioned views of the airport. 1940-1957]
SP-1. Haines Seaplane Float. Harris Creek Field. Haycock [1929-1948]

Box # Description

- 34 SP-1. Healy. Healy Airfield. Holy Cross [1940-1954]
SP-1. Homer Airfield[1928-1953; maps]
- 35 SP-1. Hooper Bay Airfield. Hughes. Iliamna [1941-1949]
SP-1. Jackson's or Totatlanika Field. Jack Wade. Juneau [1937-1952]
SP-1. Kaltag. Kako Landing. Kantishna [1927-1951]
SP-1. Kasilof Airfield. Kasilof Terr. 1935. Kenai [1927-1953]
SP-1. Ketchikan Municipal Hydro. Kiana. King Island [1929-1930]
SP-1. King Salmon. Kivalina. Kiwalik [1925, 1958]
SP-1. Knights. Kiwalik. *Candle. Kobuk [1927-1929]
SP-1. Kotsina Area [1919-1945. **Photographs:** [[illegible] pictures of the Kotsina bridge and trail construction work are shown below indicating various phases of the construction on this particular job. 1) view of Kotsina Bridge from west side of cove. 2) View from west bank. 3) View from mountain ridge east of Kotsin River. 4)View from cap of tower on east bank showing rock anchorage used on west side of river. 5) Approach view on east bank. 6) Rock anchorage on west bank and temporary scaffolding used during construction work. 7) View from east bank showing method used in locating beams and bents by temporary over-head cable (5/8"). This system of construction proved very satisfactory and efficient. 8) View of pack horse trail on grade approach to Kotsina Bridge from ridge east of river as seen from ridge on west side of Kotsina River. 9) "Go-Devil" used in transporting supplies along trail. 10) running grade for trail to top of plateau west of Kotsina. 11) Pack horse on Kotsina trail. Pictures by H.E. Fisher 1st Lt., 6th Engrs.]
SP-1. Kotzebue Airfield [1927-1959; maps]
SP-1. Kougarok. Koyuk. Koyukuk Airfield [1946-1951]
SP-1. Lake Minchumina. LaTouche Airfield. Livengood [1927-1949]
- 36 865. Kalsin Bay Trail-Abbott Ranch (Kodiak Island) [1928-1930]
13/69-6. Kanatak-Becharof [1925-1951]
13/150-11. Quinhagak-Iditarod (865) [1926, 1955]
SP-1. Ruby. Squirrel River. Palmer Airfield [1933-1956]
SP-1. Salmon Lake Airfield, 1957
SP-1. Salchaket* Caribou Trail. Seldovia-Nuka Bay [1925-1931]
SP-1. Seward Airport [1927-1959]
SP-1. Seward Aviation Field [1930-1931]
SP-1. Skagway Aviation Field [1929-1956]
SP-1. Skilak Lake and Naknek [1943-1951]
SP-1. Skwentna. Slate Creek. Sleetmute [1936-1950]
SP-1. Soldotna Aviation Field. Solomon [1954-1956]
SP-1. Spenard Lake [1933-1950. **Photograph** of proposed roads]

Box# Description

- 36 SP-1. Spenard Air Strip. Stevens Village. Steel Creek [1934-1949]
- 37 SP-1. Stuyahok. Susitna & Skwentna Crossing. Talkeetna [1927-1937]
SP-1. Taku. Tanana. Tanacross [1927-1951]
SP-1. Takotna. Tatina River. Telida [1925-1950]
SP-1. Salmon River. St. Lawrence Island. Schlitz Creek Airfield [1936-1940]
SP-1. Selawik. Seldovia Seaplane Base. Serpentine Hot Springs [1936-1945]
SP-1. Taylor Landing field. Teller Airfield. Tetlin [1927-1945]
SP-1. Thompson's Pass. Three fields. Tibbs Creek Field [1927-1940]
SP-1. Tin City. Tofty field. Tok Airstrip [1938-1954]
SP-1. Tokiak-Platinum. Tonsina Airport. Trappers Den Airstrip [1928-1954]
- 38 SP-1. Ungalik. Unalakleet. Upper Chitina [1925-1948]
SP-1. Upper Jack Wade. Upper Kougarok Landing Field. Upper Tonsina Airfield [1929-1940]
SP-1. Utica Airfield [1955-1956]
SP-1. Valdez Airport [1927-1956]
SP-1. Valdez Creek. Valdez Robe Lake Seaplane Ramp. Walkers Fork [1932-1950]
SP-1. Wasilla Airfield. Head of White River. White Mountain [1927-1957]
SP-1. Willow AF Auxiliary Base. Willow Creek. Nome [1926-1956]
SP-1. Willow Creek (Fish Hook). (Kuskokwim Dist.) Windy Creek [1934-1938]
SP-1. Willow Creek Mines [1934-1939]
SP-1. Wiseman [1925-1958]
SP-1. Wrangell Municipal Hydro. Winter Trail Noorvik-Selawik [1929-1956; maps]
SP-1. Expenditures [1938-1947]
SP-1. General [1928-1950]
- 39 SP-1. General [1930-1952]
SP-1. Government Communications Report [1953-1954]
SP-1. Report[s] of the Supervisor [Alaskan Aircraft Operations Summary Report for the year ending June 30, 1941, and 1942; Report of the Alaska Aeronautics and Communications Commission, 1943, 1944, 1945]
SP-1. Report on Utilities
[Negatives: Showing landing fields for Bremner Camp; Wiseman; Cordova; McCarthy; Mary Creek; Nome
[862. Skagway, 1948-49]
862. Index to Aviation Fields [ca. 1935?]
13/159-2. Nome City Airfield [1925-1941]
13/159-0. [Aviation Fields-General. 1925-1941]
[13/159-0-A. Aviation Fields-General. 1935-1939]

Box# Description

- 40 SP-4. Alaska Highway & Public Works [1963]
SP-4 United States Geological Survey [includes: "Geologic Interpretation of Magnetic Data in the Copper River Basin, Alaska." ca. 1954-55, with maps; "Geologic Reports Released for Public Inspection," ca. 1960, with maps; "An Aeromagnetic Reconnaissance of the Cook Inlet Area, Alaska, 1960," with maps; "Ilmenite-Bearing Beach Sands Near Lituya Bay, Alaska, 1957."]
- 41 Transp. 2-2. Authorizations and Regulations
Transp. 2-2. Travel Authorizations, 1957
Transportation of Personal Property
Transport 2-3. Assistant Secretary Wormser's [itinerary and other papers]
Transp. 2-3. Itineraries ARC. 1955-1956
410. [re streets, paving, and other general correspondence, 1950-1953]
411. [re training and schools, 1950-1953]
420. [correspondence and other papers re contract awards, copies of reports on roads in other states, "Condition of Alaskan Highways Quarterly Report, 1952"; surveys; and other administrative matters]
421. [administrative correspondence]
422. [administrative correspondence and advertising matter and procurement]
- 42 430. Access Roads [1948-1952]
430. Alaska Railroad By-Pass. From Feb. 18, 1942 to Mar. 9, 1944
430. Kodiak. From July 13, 1941 to Feb. 19, 1942
430. Anchorage [1943]
430. Chena Slough Bridge. From June 1, 1944 to Sept. 25, 1944
430. Naknek Airfield. From July 21, 1941 to Sept. 28, 1943
430. Wrangell. From Sept. 30, 1942 to May 10, 1943
430.1. Access Roads Proceedings [1951-1952]
431. International [1950-1953]
431.1. [Correspondence and other papers re international roads including a report on the Whitehorse-Mayo Landing Road ca. 1952 with **photographs**: No. 7927, Station Mile 5. Looking north following Takhini River Bridge near south end of project. Note that one-way temporary trestle has been constructed on off-set line to permit construction of permanent structure on center-line.
No. 7928. Mile 24. Typical view of highway adjacent to Richtofen Lake. This portion of highway constructed to 24' width shoulder to shoulder and has generally good standards of line and grade.
No. 7929, Mile 26. Looking south along Richtofen Lake showing typical section of better class construction.
No. 7932, Mile 55. Abandoned roadhouse used on old winter stage route. Structure probably dates back to about 1900.

Box# Description

- 42 No. 7933, Mile 63. Typical section of roadway in more rolling topography on the Whitehorse-Carmacks section of the Whitehorse-Mayo road.
No. 7934. Typical section of roadway adjacent to the Yukon River in the vicinity of Five Fingers Rapids near Mile 125.
No. 7938. View of Pelly River Ferry. Small gas engine furnishes motor power operating through slack line cable.
No. 7939. View of highway constructed through permafrost areas between the Pelly and the Stewart river crossings. The highway is constructed entirely of embankment sections using imported borrow. Minimum depth of fill appears to be 3 or 4 feet. Little evidence that construction was of any particular difficulty other than the long haul on the fill material.
No. 7941. View of Stewart River Ferry with road to Mayo branching off to the right and the Dawson Road to the left.
No. 7943. View showing main street of Mayo at the north terminus of road. Mayo is the head of navigation on the Stewart River and serves as a point of distribution to the mines north and east of Mayo. There is a system of roadways north and east of Mayo that connect with the Whitehorse-Mayo road but are not considered to be part of that road in this report. Maps]
- 43 440. [Public notices, circular letters, memorandums and other papers, 1949-1953]
441. Department of the Army Permits [1947-1951]
450. [Administrative and technical material, 1922-1949. **Photographs** in “Experimental Subgrade Stabilization with Emulsified Asphalt,” 1938: Fig. 1. Disc and spring tooth harrow pulverizing subgrade material.
Fig. 2. 60 h.p. tractor and distributor used to apply emulsified asphalt.
Fig. 3. Spreading water after application of emulsified asphalt.
Fig. 4. Mixing operations. 60 h.p. tractor towing dual drive power grader.
Fig. 5. Compaction and aeration during placing of the processed material.
Fig. 6. Final compaction and shaping of the stabilized material.
Fig. 7. Completed section. Seal coat in place.
450. Bridges, General. 1953
470. [State-Wide Highway Planning Surveys]
3473. West C[?] Craig Village Road. L.S. [1930-1931]
Craig-Klawak Trail [1928-1931]
West Coast Highway [Crab Bay Section. **Photographs** taken by Mr. White, April, 1939 of the West Coast Highway, 28-Surveys, #4432, L.S.:
No. 5862. Station 11+00, looking west.
No. 5863. Station 4+50, looking west.
No. 5864. Station 1+00, looking west.
No. 5865. Station 7+50, looking west.
No. 5866. Beginning of project, looking west.

Box# Description

- 43 No. 5867. Station 0+50, looking east.
 No. 5869. Camera No. 1 - 6' right Station 63+00, looking northeast.
 No. 5870. Camera No. 2 - 25' right Sta. 61+65, looking east along center
 line.
 No. 5871. Camera No. 3 - 25' right Sta. 61+65, looking south.
 No. 5872. Camera No. 4 - 25' right Sta. 61+65, looking west.
 No. 5873 - Camera No. 5 - Sta. 64+18, looking upstream.
 No. 5874 - Camera No. 6 - Sta. 64+18, looking downstream.
 No. 5875 - Camera No. 7 - Sta. 64+45, looking southeast.
 No. 5876 - Looking back.
 West Coast Highway, Craig Section, 28-Surveys, (#4432) by Mr. Swartz,
 August 30, 1936:
 No. 5202. Sta. 330+50 looking ahead across channel at bridge site near
 Klawak.
 No. 4422. Station 3+50 Looking ahead.
 No. 4423. Station 3+95 looking back.
 No. 4424. From left of Sta. 0+00, looking ahead from 100' north of Sta. 31.
 Looking north.
 No. 4425. Grassy area covered by high tide.
 No. 4426. Station 64+50, looking upstream.
 West Coast Highway, Craig Village Road, 28-A (#3481) by Mr. Wyller, August
 7, 1931.
 No. 4127. Shows method of repiling fires with hoist and "A" frame mounted on
 a 60 Best tractor.
 No. 4128. Taken at Sta. "W" 9+00 looking ahead. Shows method of piling logs
 and stumps on the fires with hoist and "A" frame mounted on a 60 Best
 tractor.
 No. 4129. Taken at Sta. "W" 9+50. Looking ahead on line. Shows the amount
 and size of logs and stumps to be cleared and grubbed. Smoke is from
 contractor's brush fire.
 No. 4130. Shows huge, upturned root of windfall after surrounding brush was
 cleared away. Note brush and small trees growing on the stump.
 No. 4131. Contrator's floating camp and equipment arriving in Craig.
 West Coast Highway, Craig Village Road Section 28-A (#3481) by G.E. Purser,
 October, 1931:
 No. 4025. Camera at "W" 2 [degrees] 50 looking ahead at clean up of cut by
 hand tools.
 No. 4026. Camera at "W" 5+11 looking ahead at completed subgrade.
 No. 4027. Looking ahead from "W" 10+80 thru cut being cleaned up.
 No. 4028. Looking back at finished subgrade from "W" 10+80.
 No. 4029. Ahead from Sta. "N" 0+00 at completed subgrade.

Box# Description

- 43 No. 4030. Camera at Water and Ninth looking back thru cut on "W" line.
 No. 4037. Camera on top pile driver 300' back of W0+00 Third St. in fore-
 ground. W line in center.
 No. 4038. Camera at "W" 5+20 looking ahead. Planking protecting subgrade
 during surfacing.
 No. 4041. Camera 12' left Sta. "W"0+20 looking ahead. Completed.
 No. 4042. Camera at "W" 2+50 looking ahead. Completed.
 No. 4043. Camera at "W" 4+50 looking ahead. Completed.
 No. 4044. Camera at "W" 10+80 looking back. Completed.
 No. 4045. Camera at "W" 10+80 looking ahead. Completed
 No. 4046. Camera at "N" 0+00 looking ahead. Completed.
 Sept. 1931:
 No. 3955. Camera at Sta. 2+30 looking ahead, showing hand grading.
 No. 3956. Camera at 7+20 looking back. Hand tools and dump truck widening
 cut made by caterpillar.
 No. 3957. Same as 3956.
 No. 3958. Camera at Sta. 10+75 looking ahead at hand grading methods.
 October, 1930, Craig Street Survey:
 A3633. Station F 1+0 looking left.
 A3634. Station T 3+59 looking left.
 A3635. Station W 2+60 looking back.
 A3636. Station Q 0+00 (intersection 4th & Main) looking ahead.
 A3637. Station M 9+50 Summit of Main Street. Looking back, or west.
 A3538. Station M 9+50 Summit of Main Street. Looking ahead, or east, to
 Shelter Cove.
 A3639. Station E 0+00 looking ahead. Typical section of 8th Street.
 A3640. Shelter Cove. Looking North from end of Forest Service Dock. Sand
 spit in center of view.
 A3641. Station N 1+10 Looking ahead.
 A3642. Station R 0+00 looking ahead along trestle site. R.L. Hiltz boat shop left
 foreground. Low tide.
 A3643. Station R 3+20 Looking back. Trestle site. Low tide.
 A3644. Station W 11+50 Looking back.
 A3645. Station S 0+00 looking ahead.
 A3646. Station F1+90 looking ahead.
 A3647. Station P 0+10 looking ahead.
 A3648. At beach and 2nd, looking toward 4th.
 A3649. Station B 6+80 looking back.
 Craig-Crab Bay Section Alaska Forest Project 28-C1 (#5493), taken by E.J.White,
 October 15, 1940:
 No. 6318. --planking for surfacing.

Box# Description

- 43 October 30, 1940:
No. 6230. Looking south to beginning of project from Sta. 6+25.
No. 6281. Looking north from Sta. 0+00 across fill over lagoon.
No. 6278. Showing tide water on each side of fill; looking south from Sta.
 33+00.
No. 6279. Looking north from Sta. 14+00; completed roadway.
No. 6276. Looking north from Sta. 55+50; stockpile in background.
No. 6277. Looking south from Sta. 46+00; completed roadway.
No. 6274. Looking north from Sta. 10+00, completed road.
No. 6275. Same project. Looking at bridge crossing - Crab Creek.
No. 6272. Looking north from Sta. 106+00, completed roadway.
No. 6273. Looking south from Sta. 87+50, completed road.
No. 6270. Looking north from Sta. 121+00, completed roadway.
No. 6271. Looking north from Sta. 127+00, completed roadway.
December, 1931 - West Coast Highway, Klawak Village road 38-B (3482):
No. 4072. Camera at 20+00 looking toward 13+8-, the end. Completed road.
No. 4073. Camera at 26+60, looking back. Completed road.
No. 4074. Camera at 36+80 looking back at planking used to haul surfacing.
No. 4075. Camera at 40+40 looking back. Completed road.
No. 4076. Camera at 50+50 looking ahead. Completed road.
No. 4077. Borrow pit complete.
November, 1931:
No. 4039. Borrow pit site partially cleared of brush and saplings.
No. 4040. Camera at Sta. 31+00 looking back. Difficulty encountered placing
 cribbing.
No. 4047. Borrow pit site being grubbed and burned.
No. 4048. Caterpillar "60" with A frame and hyster grubbing and piling stumps.
September, 1931:
No. 3959. Camera at Sta. 51+00 looking ahead at clearing and grubbing.
No. 3960. Caterpillar "60" with A frame grubbing.
October, 1930:
A3616. Station B 36+94 looking back.
A3617. Station P 7+50 looking back. Sand spit at low tide.
A3618. Station C 8+51.6 looking back. ANB lot and old foundation, townhall in
 distance.
A3619. Station X 5+20 looking back. House in street.
A3620. Station B 32+11 looking back.
A3621. Station B 26+30.8 looking back
A3622. Station F 22+20 + B22+20 looking back.
A3623. Station F 12+00 looking ahead. Cannery cottages on line.
A3624. Station F 12+00 looking back.

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- 43 A3625. Station C 0+00 looking ahead.
 A3626. Station F 28+00 looking ahead.
 A3627. Station F 30+00 looking to the right. Playground, schoolhouse and
 portion of townhall.
 A3628. Station B 40+60 looking back.
 A3629. Station K 3+30 10' left, looking back.
 A3530. Station B 43+50 looking ahead.
 A3631. Station P 34+60 looking back from edge of clearing, nearest point to
 Klawock Creek.
 A3632. Camera on smoke-house 80' right of Sta. P 35+60 looking ahead
 showing portion of gardens.
 August 23, 1928:
 A2065. Showing type of foot bridge installed on F.S. trail.
 A2064. Showing type of foot bridge installed on F.S. trail.]
- 44 481. From October 1933 to July 15, 1935 [memoradums and other material of an
 administrative nature]
 481. From July 1, 1935 to May 31, 1937 [memorandums and other material of an
 administrative nature]
- 45 481.1 [Journals of the House and Senate, 1949 and other legislative material]
 486. Three Year Program [1950-1953]
 486. Ten Year Program [1950-1953]
 486. November 1919 to December 1922 [General correspondence]
 486. January 1, 1923 to May 31, 1926
 486. January 1928 to March 1930
- 46 486. Alaska General. From March, 1930 to February 1932
 486. From February 1, 1932 to July 31, 1933
 486. From August 1, 1933 to October 31, 1934
 486. From November 1, 1934 to December 31, 1935
- 47 486. From January 1, 1936 to March 31, 1937
 486. General. National Forest Roads (Agriculture) from April 1937 to December 31,
 1937
 486. General. National Forest Roads from December 1937 to June 1941
- 48 486. General. From June, 1941 to November 1947
 486. Program Letters.
 486. System Letters

Box# Description

- 49 486.1. National Forest Roads. Invitations to Bid. From Feb. 1936 to July 1940
486.1. From September 30, 1948 to December 10, 1951
[486.2. "Percentage Statement-Construction Engineering-Going Projects," 1923-1926; miscellaneous correspondence]
486.2. [General correspondence, 1948-1953]
486.3. Snow Removal & Reports on Snow Removal from January 1950 to February 1953 [**Photographs:** No. 1. View taken in May 1949 at Mile 27.5 looking south. This view is included in the report to show the nature of the terrain in the vicinity of the Thompson Pass and to show the nature of road conditions as affecting of snow removal equipment.
No. 2. Another view of the highway at Mile 31 showing snow conditions in May 1949 after road was opened to traffic.
No. 3. Front view of Bros rotary snowplow. Note the addition to wings on either side. Wear that is visible on loading corners is due to lack of hardened cutting edges on these additions. There was considerable wear on the normal cutting edges. They had to be renewed often in order to keep the plow from "climbing" on packed snow.
No. 4. Front view of large Carco "V" snowplow. Note cutouts made in mouldboard to give driver visibility.
No. 5. Rear view of units. Note power units mounted side by side. Platform on back covered with snow holds 3,000 pound pile hammer for added load. Truck bed of "V" plow can be seen in background with wing attached.
No. 6. Special casting chutes. These chutes are extra long and have a comparatively flat parabolic curve. A high vertical clearance is possible.
No. 7. View of Valdez harbor and docks showing barge mounted crane used for handling trailers from ship to dock.
No. 8. Another view of Valdez harbor and dock showing unloading equipment in process of unloading trailer from ocean going barge.]
- 50 486.3. Weekly Reports--Seward Division. From July, 1937 to December, 1940
486.3. [Forest Roads Graph showing funds available for new work; new work underway; new surveys, new construction and maintenance underway; December 1926 - December 1929]
486.4. Road Sign Manual [1927 and 1930]
[486.5.] May 1934 to Dec. 31, 1935 [memorandums and other material, 1933-1935]
486.6. August 1924 to December 31, 1935 [memorandums and other material]
486.6. Memorandums and letters re bids, contracts, and bonds for Forest Road Construction
486.6. Special Forest Road Construction (FP-41) August 1939 to September 1944
486.6. [1948-1953. Correspondence and other papers]
486.6.1. (Steamflow D.) (Culvert design)

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- 52 486.7. [1948-1954 financial correspondence]
486.7. [June 22, 1932 to August 22, 1952]
486.8. Forest Road Reports (includes semi-annual mileage)
486.8. Snow Removal and Ice Treatment, winter 1935-1936
486.8. Forest Road Reports. From November 1937 to February 1943
486.8. Forest Highway System Progress Report, Territory of Alaska. Tongass and Chugach National Forests.
- 53 486.8. From June 22, 1948 to December 31, 1951 [Quarterly Report, 1951; forest highway construction data; maintenance expenditures, 1951; "Statement of Activities of the Bureau of Public Roads for the Fiscal Year Ending June 30, 1951;" other reports 1948-1951]
486.8.1. Reconnaissance Reports from Oct. 1945 to July 17, 1950
486.8.2. Construction Equipment Reports of Contractors from Oct. 1949 to Nov. 1949
- 54 486.8.3. [totals earned on projects, 1950]
486.9. [correspondence re bids, contractors, 1948-1952]
486.9. [1935-1949, same above]
486.11. [costs reports, 1948-1953]
489. Progress Reports [1948-1953]
490. Maintenance [1954]
490. Surveys [1951]
490(d). [Weekly reports, 1948-1949]
- 55 Report on Routes for Proposed Road from Seward to Anchorage via Turnagain Arm. Harry P. Hart, August 1944. [**Photographs:** No. 1. Highway 3 miles north of Seward, looking north, typical of miles 0 to 8. Routes 1-9. 1938
No.2. Highway 11 miles north of Seward, looking north. Routes 1-9.
No. 3. Snow conditions mile 12, at railroad grade crossing, auto just crossing truck. View looking south. Routes 1-9. Feb. 1944.
No. 4. Bridge over East Branch of Snow River, Mile 19. Looking SW up Snow River. Trestle is 0.3 miles long. Trestle over west branch of Snow River was taken out by ice in 1941. Routes 1-9. July 1944
No. 5. Highway at Mile 21, looking north, showing snow slide being removed. November 21, 1939.
No. 6. Highway at Mile 30, near Moose Pass Station, looking north. Nov. 1936.
No. 7. Terrain in which railroad "Loops" down to Tunnel Station, looking north from R.R. Mile 48. Railroad comes out of tunnel (not shown) onto semicircular trestle at left, descends on 2.2% grade to right, across foreground, passes in front of Bartlett Glacier (off photo on right), continues down along the cut, from right to left, makes a 360 degree loop, in center of photo, to Tunnel Station, Mile 51.

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- 55 A road would descend more directly on 6% grade. Snow lying on grade to right shows location of a timber snowshed which was removed after decay and not replaced. Snow is now removed by heavy snowplows. In some locations, nearer the toe of slope, the line has been relocated outward. Routes 1 & 2. July 1944.
- No. 8. Typical of tunnels on railroad in Mile 52, north of Tunnel Station, at present 17 feet wide, unlined. Routes 1 & 2. July 1944.
- No. 9. Looking N.W. along railroad following the northerly shore of Turnagain Arm. View from R.R. Mile 66 two miles west of Portage which is at head of Arm. Note that this end of Arm is largely mud flat. The grass probably indicates only rare inundation. Routes 1 and 2 from rear and Routes 3 to 6 from left, units to follow Arm from this point northwesterly.
- No. 10. Shore of Turnagain Arm, and railroad, looking N.W. from R.R. Mile 71.5, 1 mile NW of Kern Creek. Photo was taken in June [1944]; the remains of a snowslide may still be seen, typical of areas along Upper Turnagain Arm, between Portage and Bird. Routes 1 through 6 inclusive.
- No. 11. Shore of Arm looking N.W. toward Bird Point from R.R. mile 75. Routes 1-6. June 1942.
- No. 12. Shore of Arm looking N.W. from R.R. Mile 82.4. 1 mile N.W. of Bird. Railroad is on embankment, across mud flats to avoid showslide area on right. Routes 1-6[?]. June 1942.
- No. 13. Indian Creek, looking south, down grade, toward Turnagain Arm, from divide with Ship Creek drainage elevation approximately 2500 feet. Distance from Turnagain Arm 7 miles by trail. Routes 2, 4, 6, and 8. August 1942.
- No. 14. Road of Ship Creek, looking N.W. down toward Anchorage from divide with Indian Creek. Elevation approximately 2500 feet. Distance to Anchorage approximately 26 miles. Routes 2, 4, 6, and 8.
- No. 15. Looking north up Johnson Creek, toward Johnson Pass. Routes 3 & 4. August 1942.
- No. 16. Looking north down Bench Creek from 5 miles north of Johnson Pass Summit. Route at old stage road. Routes 3 and 4. August 1942.
- No. 17. Looking south up Bench Creek from 5 miles north of Johnson Pass Summit. Routes 3 and 4.
- No. 18. Looking south down Granite creek from 5 miles north of its confluence with East Fork Sixmile Creek. Routes 3-6. August 1942
- No. 19. Looking north up Granite Creek (routes 3-6) from 5 miles north of its confluence with East Fork. Ahead is divide with drainage of Quartz Creek No. 2. Tincan Creek enters photo from ½ inch above center of right margin.
- No. 20. Looking north down Quartz Creek No. 2 from east side of its broad divide with Granite Creek drainage. Routes 3-6. August 1942.
- No. 21. Looking north down Quartz Creek No. 2 from a point 3 miles up from

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- 55 Turnagain Arm. Quartz Creek flows in thru a small gorge in this vicinity. Routes 3-6. August 1942.
- No. 22. Looking south up Quartz Creek No. 2 from 2 miles up from Turnagain Arm. Typical terrain is shown; moderate size spruce and hemlock forest interspersed with a series of long narrow meadows somewhat wet, but underlain by gravel and sand. Routes 3-6. July 1944.
- No. 23. Moose Pass Forest Highway 32 miles north of Seward, 2 miles north of Moose Pass Station (on routes 5-9) looking N.W. across Upper Trail Lakes on far shore is railroad. Johnson Station lies about 1/2" in from left margin. From this point, railroad goes right (routes 1-2); Johnson Creek goes to left (routes 3-4). June 1944.
- No 24. Highway 52 miles north of Seward looking south. Roof of Bill Saxton's garage is seen to left. Elevation about 1000 feet. Routes 5-9. February 1944.
- No. 25. Pass Creek Bridge, Mile 54, looking N.E. Looking down Canyon Creek; at left margin East Fork (routes 5-6) comes in from the right, behind shoulder of lower slope of mountain. Routes 5-9. Nov. 1938.
- No. 26. Highway at Mile 56 looking north down Canyon Creek. East Fork of Sixmile Creek enters from right, joins with Canyon Creek, forming Sixmile Creek. Sixmile enters Turnagain Arm at Sunrise. Routes 5 & 6 go up East Fork and Routes 7, 8, and 9 go down Sixmile. July 1944.
- No. 27. Looking west down East Fork of Sixmile Creek from 7 miles up from its confluence with Canyon Creek. Routes 5-6. August 1942.
- No. 28. Looking east up East Fork of Sixmile. Granite Creek comes in from lower left (not shown). Bench Creek from upper right, Center Creek from upper left. Routes 3-4 come down Bench Creek, and go up Granite. Routes 5-6 go up East Fork, thence up Granite. August 1942.
- No. 29. Sniper's Point, looking north toward Bird Point. The white wave is a bore 4 feet high moving up the Arm. Routes 7 and 8. July 1944.
- No. 30. Sniper's Point looking north across Turnagain Arm to Bird Point showing ice, Nov. 28, 1941. Routes 7 & 8.
- No. 31. Looking S.W. across Turnagain Arm from Bird Point to Sniper's Point at the right. Tide is low showing mud flats. Routes 7,8. June 1941.
- No. 32. Looking S.E. up Turnagain Arm form 1 mile S.E. of Potter Station on north shore 14 miles from Anchorage. Tide elevation about [?] 13. Routes 1, 3, 5, 7, 9. October 1941.
- No. 33. Looking north across Turnagain Arm from between Hope and Gull Rock. Railroad and routes 1,3, 5 and 7 follow north (far) shore. Indian Station lies 1 1/2 inches off right margin. Rainbow Station N.W. mile 93.5, is in center. Heavy rock work is both sides of Rainbow. October 1941.
- No. 34. Panorama looking N.E. up Turnagain Arm from between Hope and Gull rock. Taken at low tide showing extensive mud flats covered at ordinary high tide.

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- 55 Railroad follows north (far) shore of Arm, Indian Station being 1/2" in from left margin. Routes 1 and 2 pass back of head of Arm and follow along far shore. Routes 3 to 6 cross a little lower down, 7 and 8 cross at Sniper's Point still lower. Route 9 crosses at Gull Rock. Mountains in the background rise to 10,000 feet elevation. October 1941.
No. 35. Continuation of photo 6506 to the right easterly, up Turnagain Arm. Hope lies about center of photo. October 1941.
No. 36. Looking west toward Gull Rock along south side of Arm, showing ice. November 18, 1941. Not at its worst. Route 9.
No. 37. Ferry in use between Anchorage and vicinity of Hope, powered by 3 automobile engines. The flat bottomed scow is beached on the mud flats at 1/2 or 2/3 tide, remains there over low water, and floated off as desired on the rise. July 1944. [Ferry Queen]]
490. [Wage rates and other financial correspondence and papers, 1948-1951]
"Specifications for the Complete Construction of a Joint Highway and Railway Grade Known as the Turnagain Arm Road Project." [1948]
490.1-F1. From March 15, 1949 to January 9, 1952 [correspondence re the Turnagain Arm Project, 1949-1953]
490.1 and 490.1E. From February 20, 1950 to January 9, 1952 [same above]
490.1G. [Weekly Progress Reports and related correspondence, 1949-1951]
- 56 "Report On Routes from Anchorage to Homer, on Kenai Peninsula, Alaska." Harry P. Hart. Senior Structural Engineer. October 1944.
490.1. Turnagain Arm, Sections C, D, E & F1. May 28, 1948 to March 1950
490.1. Weekly Reports [1948-1949]
490.1 F3. Weekly Reports [1949-1950]
491. Weekly Reports [1948, Richardson Highway Survey; Glen Highway Survey, 1948; Interior Contracts-Inspection Trip, 1948.]
- 57 491. Interior Work [bridge work, 1953 including 2 **photographs**: No. 8056. Alaska Highway. Shows new creosote timber treated laminated deck on Yerrick River Bridge. The deck material was assembled in 5' prefabricated sections for expeditious installation to reduce traffic interference to minimum. May 28, 1953.
No. 8057. Alaska Highway. Another view of Yerrick River timber deck showing hooks used to fasten deck to steel stringers. It has been noted that many of the hooks are rotated 90 [degrees] from traffic vibrations, thereby loosing grip on the stringers. It has been proposed to tack weld these hooks to prevent rotation. May 28, 1953. And other correspondence and papers, 1948-1950]
491.1. [Administrative correspondence, 1949-1952]
491.a. [Authorizations]
491.b. [Correspondence and other papers re reconstruction and improvement of the

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- 57 Richardson, Glenn, and Alaska Highways, 1948-50]
[491.1(B). Weekly Reports, 1949-1950]
491.1. Section B. Richardson Highway. From Nov. 3, 1948 to November 26, 1951.
- 58 491.1C. Surveys. [Richardson Highway, Sec. C. 1950-1951]
491.1C. Weekly Reports. [Richardson Highway, 1950-1953]
491.1G & H. [Keystone Tunnel, Richardson Highway]
491.1 H. Surveys. [Keystone Tunnel, Richardson Highway. 1951]
491.3A. [Alaska Highway, Section A. 1950-1952]
[491.1 H. Section H. Richardson Highway. 1949-1950]
Weekly Reports. [Kenai River Bridge and Highway. 1949-1950]
Rental Invoices. [1950]
Kenai River Bridge and Highway. Project 5-B1. [drawings]
Kenai River Bridge and Highway. Exc. Quantities. [Borrow Pit #2-chart]
Test Reports. [materials tests, Kenai River Bridge, 1949]
Meal and Lodging Supporting Sheets [1949-1950]
Monthly Estimates. [Kenai River and Highway, 5-B1 Forest Highway Project]
Snow River Bridge. Project3-E 3, 14
- 59 From August 1948 to March 1951 [General Correspondence Section A, Richardson Highway]
Richardson Highway. Section A. Weekly Reports. 1949-1950
491.1C [Richardson Highway, Section C. General Correspondence 1950-1953.
Photographs: DWE 18-1. 7/25/52. 2444. Richardson C. Showing height of splash on bulkheads Darling Creek north abutment. (Splash was 6 planks on south bulkhead. Note slash on girdies)
BMF 97-5. 7/11/52. 2368. Richardson C. View of Darling Creek Bridge from Upstream. Riprap on right washed away.
DWE 17-8. 7/25/52. 2443. Richardson C. Upstream from Darling Creek.
DWE 17-5. 7/25/52. Richardson C. Tie rods pushed in from deadman. Bear Creek.
DWE 17-3. 7/25/52. 2438. Richardson C. Bear Creek Bridge. Shows bulkhead tie rods, damage to concrete, etc.
DWE 18-2. 7/25/52. 2445. Richardson C. Bridge at Station 76. Washout of approach fill.
DWE 18-4. 7/25/52. 2447. Richardson C. Down Darling Creek Channel.
DWE 18-3. 7/25/52. 2446. Richardson C. High water at Darling Creek. Man is standing approximately 150' above bridge. Creek channel is 190' wide at this point.
DWE 16-5 7/52. 2433. Richardson C. Panorama with photo no. 4 (2432). Approach to bridge washed out by flood waters.
DWE 17-7. 7/25/52. 2442. Richardson C. Closeup of damage to piling. Bear

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- 59 Creek.
DWE 16-1. 7/52. 2429. Richardson C. Darling Creek Bridge looking south
Showing damage to wing caused by flood.
DWE 16-2. 7/52. 2430. Richardson C. Darling Creek looking downstream. Flood
waters had washed out north dike.
DWE 17-1. 7/25/52. 2436. Richardson C. Bridge at Station 426. Shows
undermine at deadman. No. End. No damage to bridge.
DWE 17-2. 7/25/52. 2437. Richardson C. Bridge at Station 426. Shows arrange-
ment of piles, bulkheads and ties.
DWE 16-3. 7/52. 2431. Richardson C. Panorama with photo#2 (2430) showing
South dike not damaged.
DWE 16-4. 7/52. 2432. Richardson C. Bear Creek Station 348 looking down-
stream showing damage to bridge after flood water.]
- 60 491.1 E. [Richardson Highway, Section E, 1951]
491.1 [F]. [Richardson Highway, Section F, 1949-1950]
491.2-B3. From Nov. 1948, to July 1949 [Glenn Highway]
[491.2A. Glenn Highway, Section C. [1952]
491.2-A1. From May 1949 to September 1949 [Glenn Highway]
491.2-B1. From February 1949 to February 1949.[Glenn Highway, Section B1]
491.2 Glenn Highway. From Oct. 1948 to March 1951
491.2A. Surveys. From August 1950 to January 1951 [Glenn Highway]
491.2A(B). From July 1949 to December 1951 [Glenn Highway]
- 61 491.2. Surveys. Oct. 26, 1949 to August 21, 1950. [Glenn Highway]
491.2A. Weekly Reports. [Glenn Highway, Section A. 1950]
From October 1948 to November 1949. [Glenn Highway, Sec. B2]
491.3. Canadian Portion
491.3. Alaska Highway
491.3 A, B1. [Alaska Highway-A & B1. 1950-1955]
- 62 491.3B. From Oct. 1948 to Dec. 1951. [Alaska Highway, Section B]
491.3C. [Alaska Highway, Section C. 1949-1953]
491.3-C1 & C2. [Alaska Highway, 1952-1953]
491.3A . Surveys [Alaska Highway, 1952]
491.3A Weekly Reports. [Alaska Highway, Section A. 1950]
491.3 A, B1. Weekly Reports [Alaska Highway, 1951-52]
- 63 802. Routes [re numbering highways in Alaska; mileage. 1950-1956]
808. Monthly Situation Reports to Washington D.C., 1954
808. Report to Washington, D.C. Narrative, 1953

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- 808. No. 1. Monthly Situation Reports to Washington. 1942-1947.
- 808. No. 3. Monthly Situation Reports to Washington. (From June 1950). Includes Report of Progress during May 1950. [Dec. 14, 1951]
- 808. Monthly Situation Reports to Washington, D.C., 1953
- 808. Monthly Situation Reports to Washington, D. C. 1956
- 809. [Alaska Highway. 1948. Report on condition of highway]

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 - 811. Program - General, 1953
 - 811. Program - Anchorage, 1953-1955
 - 811. Petitions - Haines, 1951
 - 811. Haines Program Reports, 1949-1951
 - 811. Haines - Program Reports, 1952
 - 811. Program - Haines, 1953 and 1954
 - 811. Fairbanks Program Reports, 1947-1952
 - 811. Program-Fairbanks, 1953 and 1954
 - 811. Nome Program Reports, 1947-1952
 - 811. Program-Nome, 1953 and 1954

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 - 811. Valdez Program Reports, 1949-1952
 - 811. Valdez Program Reports, 1953-1954
 - 811. Program. Headquarters, Juneau - 1952, 1953
 - 811. Program - All Districts, 1953
 - 811. Program for 1948-1952
 - 811. Program - General, 1954

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 - 811. Recommendations for Anchorage District, 1951
 - 811. Recommendations for Anchorage, 1954
 - 811. Recommendations for Anchorage, 1955-1956
 - 811. Annual Recommendations-Program - Anchorage District, 1957
 - 811. Fairbanks District Recommendations, 1951
 - 811. Fairbanks District Recommendations, 1954
 - 811. Recommendations Fairbanks District, 1955-1956
 - 811. Annual Recommendations & Program. Fairbanks District, 1957
 - 811. Recommendations-Haines, 1954
 - 811. Recommendations-Haines, 1955-1956
 - 811. Recommendations for Nome, 1954
 - 811. Recommendations for Nome, 1955-1956
 - 811. Annual Recommendations and Program. Nome District, 1957
 - 811. Valdez District. Recommendations for 1951
 - 811. Recommendations for Valdez, 1954-1956

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- 66 811. Annual Recommendations and Program. Valdez District, 1957
- 67 811. Operation Orders-All Districts, 1950
811. District Recommendations for 1951 and 1952. Program.
811. District Recommendations. 1-5. [1952]
811. Recommendations-General. 1953-1955
811. Recommendations. Headquarters. 1955
811. General Recommendations, 1956
811. Annual Recommendations and Program, Juneau District, 1957
811. General Recommendations, 1957
811. Vehicle Requirements for Coming Season. [1951-53]
861.1. General [1954, 1957]
861.1. Naknek [1954]
861.3. Fort Yukon [1954-55]
861.3. Sidewalk in Fairbanks [1950]
Transp. 2-3. Itineraries (ARC). 1951-1954. 104. ARC Itineraries & Policy on Itineraries
Transp. 2-3. Itineraries. (Non-ARC) 1952 -
- 68 864. [1940-1947]
COM. Greater Anchorage Area. [1950-1959]
COMN 1-4. Procedure. 1949-1958
COMN 1-4. Procedure. [1951-1957]
Radio Correspondence, District and General. 1948-1955
580.4. Transreceivers. COMN 6 [and] 864. Juno. From Oct. 29, 1947
COMN 6. 864. Radiotelephones-24/243-1. [1949]
- 69 COMN 6. Radio Reports, 1954 through 1959
706. Construction-Estimates, Costs, etc.
707. Construction Contracts-Specifications
E & S 6-2. Contracts - Advertising
708. Unit Bid Summaries [1950-56]
- 70 719. General Correspondence on Contracts, 1956
SP-1. Kotzebue, Contr. 4. Trail Staking AR [1954-1955]
Constr. 4. Trail Staking, 1959
Constr. 5. Performance & Bid Bonds. 1958-1959
Constr. 6. Wage Predetermination. [1950-1953]
Constr. 6. Non-Discrimination [1957-1958]
Constr. 6. [1940-1953]
Debarred Bidders, from 1939-1954

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71	<p>Constr. 6. Policies, Regs., and Procedures. Sept. 1956-June 30, 1959.</p> <p>Constr. 6. Construction Contracts-Regulations and Procedures. May 1950-Aug. 1956</p> <p>Constr. 6. Labor. 1958-1960</p> <p>Constr. 7. Materials. 1952</p>
72	<p>Constr. 7. Materials. 1953-1959</p> <p>Constr. 7.3. Testing of Asphalt & Cement. Agreement BPR & C of E</p> <p>Constr. 7.3. Arctic Alaska Testing Laboratories. Statement of Qualifications</p> <p>Constr. 7.3. Personal Property Management. Regulation #11, Supplement #1</p> <p>13/197-7. "Bituminous Construction." 13/197-7. Asphalt Load Tickets</p> <p>13/197-7. Asphalt. 1950-1951. Magazine-KOMAC</p> <p>Constr. 7-3. Testing (Asphalt, Crushed Aggregate, cement, etc.) 1948-1951</p> <p>Constr. 7-3. Report on Portable Asphalt Plant</p>
73	<p>Constr. 8. Termination. 1958</p> <p>610.50. Taku River Rd. Corres. Re Aerial Photography. Dis 12</p> <p>620. Chitina -McCarthy. Des-12. Photographs: DeLa Hunt from Cooley Dec. 1957</p> <p>1)Kuskalana Bridge as seen from across the river, right bank, looking SW at steel pier No. 2 on the left bank. Chitina-McCarthy Survey, 1957</p> <p>2) Kuskalana Bridge. Concrete abutment No. 1 (right bank) showing some spalling of the concrete cap. From abutment No. 2 (left bank) a piece of concrete one cubic foot, more or less, has fallen out.</p> <p>3) Kuskalana Bridge as seen from across the river, right bank, looking south at steel pier No. 2 from about 300' away.</p> <p>620. Clearwater Access Road</p> <p>620. Campbell Creek Site Survey [1955]</p> <p>620. Anchorage Through Route Survey [1956]</p> <p>620.030. Bettles-Tanana Trail, Henshaw Creek Trans. [1927]</p> <p>620.030. Bettles-Koyukuk-Wild River Trail [1927-1937 and petition]</p> <p>650. Chena Hot Springs [1956-1958; maps]</p> <p>[Request for files, 1965]</p> <p>708. Construction-Reports [1953]</p> <p>708. Unit Bid Summaries [1950-1956]</p> <p>DES 5. PS&E from other BPR Regions [1953-1957]</p> <p>Design 5. Plans Specifications & Estimates. 1956</p> <p>DES 7. Cadastral Survey [1954-1957]</p> <p>DES 7. "Q"</p> <p>DES 7. Cadastral Survey (Anchorage) [1948-1957]</p>
74	<p>Alaska Surveys-General. 1955-1956</p> <p>Design 7. Valley Cadastral Survey</p>

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74	Design 7. General [1954-1957] Design 7-1. Consulting Firms Design 10. Road Standards, 1953, 1957 "Proposal for Willow-Talkeetna Highway Project," 1959
75	Design 12-1. Aerial & Photogrammetric Survey. 1957-1959 [maps] Design 12-1. Aerial Maps [correspondence only, 1946-1957] Design 12-1. Aerial Maps. From Falcon Air Maps Company [1957]
76	Design 13. Flood Control 608. Bi-Weekly Engineering Reports (Winter Design) 1955-56 608. Engr. Winter Survey Activities, 1953-1954 608. Winter Design. Bi-Weekly Reports. 1958.
77	619. Road Design. General Correspondence [1953] 621. Construction Surveys, Procedures 622. Surveys-Planning 625. Location Surveys 626. Construction Survey 627. Survey Equipment 628. Report of surveys 629. Road Surveys-General No. S-0680(1). Livengood-Eureka [1957-58] FAS No. 785. [Eagle-American Summit Road, 1927-1929] FAS No. 851. (General) FAS No. 851(10). Mile 50-78 [Copper River Highway, 1957-59] FAS No. 991. [1950-1957, Haines District roads] FAS No. 997. Skagway-Dyea [1949-1956]
78	610.060.4-1. Roosevelt Drive [1953-1957] FAS 1550. Kotzebue Beach Road FAS No. 4040. Vol. I [Red Mountain, 1944-1954] No. S-6061(1). Canady-Johnson [1957-58] No. S-6181(1). Bradway-Badger [1957-1958] No. S-6204(1). Nordale-Tonseth No. S-6205(1). Woll Road No. S-6321(1). Phillips Field Road [Fairbanks, 1958-59] No. S-6361(1). Sprucewood Road [Fairbanks, 1957] No. S-6441(1). Lawlor Road [1957] No. S-6451(1). Chena Pump Small Tracts S-6502(1). Steel Creek Road (reconstruction) [1958]

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- 78 No. S-6804(1). Manley Slough & Baker Creek Bridges (R.E.) [1958-59]
 No. S-7111(1). Remington Road [1957-58]
 S-9371(1). Sandy Beach Quarry [1957]
 610.030.3. FAS 6270. Wiseman Roads, 1953
 No. S-7551(1). Tanacross Road [1957-58]
 No. S-7911(1). Northway [1957]
 No. S-8151(1). Mineral Creek Road. [1957-58]
 No. S-8153(1). Robe Lake Road [1957]
 No. S-8159(1). Blueberry Lake Road [1957]
- 79 No. S-8391(1). Chase Avenue [1957]
 No. S-8511(1). Sheidan Road [1957-58]
 S-9240(1). Klawock River Bridge [1958-59]
 S-9240(2). Klawak River [1959-1960]
 No. S-9725(1). Pt. Stephens Road [1957-1958]
 S-0999(1). Skagway-Carcross [1957-1959]
 FAP #31. Naming of Highway Seward-Anchorage [1953]
 FAP #31. Seward-Mile 58 (Paving). Sec. A5, B4 [Proposal and Contract, 1941, 1952-53]
 FAP #31. Seward-Anchorage (C, D, E, F, F1, F3) [1948-1956]
 FAP #31. Seward-Anchorage. Sec. D (Paving) [1951-52]
 FAP #31. Seward-Anchorage Hwy. Sec. F2, Girdwood to Indian [1948-53]
 FAP #31. Seward-Anchorage Project. Section G. [1948-51]
 FAP #31. Seward-Anchorage Hwy. [1950-1955]
 FAP #31. Seward-Anchorage. General Correspondence [1938-1951]
- 80 FAP #31. Seward-Anchorage. K section G. Indian - Potter [1948-1953]
 FAP #31. Seward-Anchorage Hwy. To Potter Sect. "H"
 FAP #31. Seward-Anchorage Mile 58 [1950]
 FAP #31. "As Built" Seward-Anchorage [1951-1957]
 FAP #31. Anchorage International Airport [1950-1957; drawing]
 FAP #95. Alaska, 1955-1958
 FAP #95. (Alaska-Tongass Highway) Route 1, General. 1954-1956
 F-061-1(5). Steese Highway Paving (construction) [1959]
- 81 610.120. Survey and Line Change, 1926 [Richardson Highway]
 610.120. Thompson Pass [1946-49]
 610.120. Richardson Hwy. Section G. Includes Tonsina, Bear Creek & Stewart Ck.
 610.120. Richardson Highway. General Correspondence [1952-1956]
 610.120. Improvement & Rehabilitation of Highway, 1945
 610.120. Proposed Location of a detour (Crater Lake), 1934

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- 81 610.120. Thompson Pass. 1950-51
610.120. Thompson Pass. 1952
610.120. Reconnaissance Report-from Army-Richardson Hwy. Mar. 10, 1950.
610.120. Richardson "D" [1952-1957]
- 82 610.120. Richardson "E" [1950-1955]
610.120. Richardson "E-1" [1953-56]
610.120. Richardson ["F" 1950-58]
610.120. PS&E. Papers. Richardson Highway, Section H [1965]
610.120. G-1 [1954-56]
610.130. Aurora Lodge. Richardson Hwy. General [1948-56]
610.130. Relocation of Highway to Avoid Ladd Field [1941]
610.130. Tractor Road [Ladd Airforce Base to Eielson Airforce Base, 1950-56; map]
610.130. Richardson Highway, Section A [1951-54]
610.130. -C. [Richardson Highway, 1950-57]
610.130. Richardson Highway Section B [1950-54]
610.130.4. Harding Lake-Tanana Valley. Sakhaket Townsite Petition, 149. Sportsmen's Assn. Road. [1941-1956]
610.131. Ladd Field Spur [1954-56]
610.131. Big Bend-Gaffney [1955]
510.131. Ladd Field Spur (Gaffney Road) [1940-42]
610.133. Noble St. and Gaffney Road [1953-54]
610.230. Alaska Highway-General File [1951-57]
610.230. Report on Alaska B [**photographs:** The pictures below [6] show long shot views of the extensive failure area between Sta. 2480+00 and Sta. 2500+00, Near Mile Post 1381. Note the spruce trees and boughs placed over the weak areas to keep traffic from rutting and breaking up the surface course. The close ups show the type and extent of breakup in certain areas of this section. These [4 photos] show a test area where no failure appeared. Beyond the 2 workmen in the left picture can be seen a definite failure area. These [3] pictures show the excessive rutting along the low side of a super, caused by one pass of a light Ford coupe. The others show the extreme breakup in the road mat at the same location.
610.230. General. Jan. 1935 to Mar. 1935
610.230. Alaska Highway As Built [1951-57. Correspondence only]
- 83 610.230. General. 1929-1930
610.230. A1 and B2 [1955-56]
610.230. Alaska Highway Sect. B, 1950
610.230. Alaska Highway Sect. A and B [**photographs:** Fairbanks district, July 11-15, 1956. 1)ARC crew installing cross-over at washout. [2 prints]

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- 83 2) Approaching wash-out. [2 prints]
 3) High water cut through highway at culvert. [2 prints]
 4) Flood damage. [4 prints]
 5) ARC crew installing running deck to pass traffic over wash out.
 6) Passing traffic over washed out section. [2 prints]
 7) Approaching wash-out. Damage to shoulders & edge of pavement shown on
 left.
 8) Flood damage vicinity Mile 1411. [4 prints]
610.230. Section C-1, C-2 Alaska Highway. (Tok Jc. To Northway Jc. C-1, Northway Jc
to Canadian Border at Mi. 1221, C2. [1952-1956]
610.310. Glenn Highway. Section B-2, and B-3
610.310. Glenn Highway Section A [1949-1955]
610.310. Glenn Relocation [1954]
610.310. Realignment of Palmer-Matanuska (Section A) [1935-1950]
610.310A. Glenn Alternate (Anch. Elemen. Alternate Route) [1953-56]
610.310. Glenn Hwy. (Old Palmer-Richardson) [1940-1949]
610.310A-2. (Includes Ft. Rich. Bypass). A-3 (Paving) [1950-55]
610.310. Glenn Highway Maintenance [1952-1956]
610.310. Changing of name of Tok-Cutoff to Glenn Highway [1951-1953]
610.310.A4. [Glenn Highway, 1955]
610.310. Naming of Glenn Highway
610-310. Glenn Hwy. B-1 [1949-1957]
610.310. Glenn Highway, General Correspondence [1952-1957]
610.310. Preliminary Drawings for Widening Pavement. Ft. Richardson [map]
- 84 610.310.1. Eastchester Subdivision, Anchorage [1954-52]
 610.310.1. Mt. View School Road. [1949-54]
 610.310.2-6. CAA Road [1954-55]
 610.310.2. Lazy Mt. Road (Clark) [1935-55]
 610.310.3. Glenn B1. Sutton-Chickaloon [1923-1934]
 610.312. Wasilla-Matanuska Road [1923-56; map]
 610.312.1-1. Palmer Airport Road. Springer System. [1956]
 610.314.2-1. Fishhook-Willow Creek Road. [1929-56 with petition]
 610.314.3-3. Bogard Road-5741; Enstrom Road-5742 [1934-56]
 610.314. Government Hill Road. [1946-55]
 610.320. General [1954-1956]
 610.320. Glenn Highway (Valdez District) [1941-44]
 610.320. Glenn Highway Sect. D. Valdez Dist.-Slana-Porkupine-Antel Creek [1945-
 1953]
 610.320. Glenn Highway Sect. B-3 [1949-1954]
 610.320. Glenn "C" (Formerly Tok "A") [1950-54]

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- 84 610.320. Glenn C1-D1 Paving [1953-55]
610.320.1-2. Relocation-Lake Louise [1953-55; map]
610.320. Glenn D3 [1953-54]
610.330. Glenn D2-E. Fairbanks District [1953-56]
610.330. Glenn Highway, Sect. E
610.330. Sect. E (Jillson complaint re Slana-Tok Relocation) [1950-52]
610.330. Tok-Fairbanks (Glenn Highway Sect. E) [1950-53]
610.330.1. Tok Airfield Access Road [1953-54]
- 85 402.3. [Forest Highway Projects, 1951-53]
402.4. [CMP Regulations, 1953]
403. [Conferences Correspondence & Minutes, 1949-52]
405. Wage Rates.
610.410.1. Sand Lake Road. Strawberry Road. Raspberry Road. [1938-1957]
610.410.1. ACS Road [1930-54]
412. Preliminary Report Highway Connection Anchorage to the Kenai Peninsula and Seward, Alaska, Including a Bridge Crossing Turnagain Arm.
412. Tabulation of Bids--Contracts for Turnagain Arm Road Construction [1948]
610.811.1. Summit Air Station, McKinley Park (Cantwell Summit Road) [1950-57]
610.812. (Wonder Lake Road) Roads within the McKinley Park Area [1955-57]
610.813. North Park Boundary. Kantishna Feeder [1935-56]
Bragaw (also called Portal Street) Street Extension [1953-56]
486. Alaska. Haines Cutoff [**photographs:** 1) Mile 5. Looking north showing finished Army road.
2) Mile 14. Looking ahead showing finished Army road.
3) Mile 22. Looking northerly ahead showing section of Army road that has settled out of shape
4) Mile 24. Army pile trestle over Chilkat River.
5) Mile 29.5. Showing typical resloping and cleanup work necessary.
6) Mile 31.5. Looking back (southerly) showing two single track truss bridges across Little Boulder Creek.
7) Mile 31.5. Looking upstream at Little Boulder Creek showing one of the two single track bridges washed out. The piling washed out under one end of this structure.
8) Mile 34. Big Boulder River showing washout on right. Only ½ of this bridge could be used at the time of inspection.
9) Mile 36. Looking back (southerly) showing washout of highway built in Klehini River without riprap protection. Note the hump near middle of stream which was all that was left of a mile and one-half of the Army road.
10) Mile 42.50 showing sand cut and slough.
11) Mile 43 showing road "slip out" and typical sand formation; this at approxi-

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- mately Mile 44.
- 12) Mile 43. Shows height of sand out. The slope originally was taken out on 1 to 1; it is now 1-1/4 to 1 and still sliding or sloughing back.
 - 13) Mile 47. Seltat Creek Bridge looking northerly ahead showing cleanup work required before surfacing can be done.
 - 14) Mile 48.5. Looking ahead (northerly) showing unnecessary curvature.
 - 15) Mile 50. 117 deg. 27' hairpin turn compounded with a 40 deg. curve of total [pyramid shape] of 156 deg. 56'. Note had the Army elected to cross a small creek the turn could have been made using a 12 deg. Or 16 deg. curve and slack grade.
 - 16) Mile 55 looking back showing cleanup work required before surfacing.
 - 17) Mile 55 looking ahead showing the roadway in fair condition but on a poor location.
 - 18) Mile 58.5 (= 59.5 on ground) looking back (southerly) showing cleanup work necessary and typical formation between summits 1 and 2.
 - 19) Mile 58.5 (= 59.5 on ground) looking ahead (northerly) into Clear Creek. Line shows proposed revision to eliminate Dick Creek Bridge and 10% grade on Army road.
 - 20) Mile 73.75. Last crossing of Datlasaka river showing what happens to dike on right when built from glacial gravel. Also note bridge approach partially washed out.
 - 21) Mile 114 (= Mile 119) dry wash looking back southerly. This was an easy place to initially construct the road but it cannot be depended upon to always remain dry. The road has already been constructed twice through this section. Relocation is necessary.]
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- 610.950.1. Boulder Creek. Haines Hwy. (Forest H. Young property) [1950-55]
610.950.1-5. Chilkoot (inc. Haines Dock) [1930-1956]
F-061-1(5). Steese Highway Paving (construction) [1959]
No. F-062-4(2). Replace Three Wood Bridges [1957]
Specifications for the Complete Construction of Highway & Railway Grades Known as the Turnagain Arm Road Project, Section G. April 11, 1949.
Anchorage-Houston-Willow. Houston-Willow Grading Project Report. Preliminary Materials Investigations. S-0150(1). Feb. 1958. [**Photographs:**
1-2) Equipment used in preliminary investigations: Left-BPR Highway Earth Auger equipped with 8" and 12" bits, truck mounted; BPR Caterpillar tractor with bulldozer.
3-4) General views along the proposed alignment: left, looking northwesterly along line from Sta. "L" 1013, showing clearing and loess exposed during clearing operation; looking northerly along line from Sta. "L" 1035 showing clearing, "creek" at Sta. "L" 1037, borrow pit #6 dozer cut #3 in

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- foreground, and dozer cut #4 on far side and "Army Trail" on left.
- 5-6) Borrow Pit #6: above, dozer cut #1, opposite Sta. "P" 1034, approximately 1 foot of seasonal frost encountered from 3 1/2' to 4 1/2', water at 8'; right, dozer cut #3 shows the silty, gravelly, sand with cobbles exposed, and damp soil from 6" to 10'.
- 7-8) At left, general view looking northerly along line from Sta. "L" 1059, showing gully at Sta. "L" 1062 and "Army Trail" on left; "Army Trail" cut at Sta. "L" 1059 looking northeasterly, shows type of clearing-loess, overburden, and clean sands, and gravel with cobbles exposed in cut.
- 9-10) Above photo taken from "Army Trail" looking northeasterly from Sta. "L" 1070, showing small gully at "L" 1072; below photo shows attempted dozer cut in wet side of hill at Sta. "L" 1064; wet silt with gravel and cobbles and "perched water table" approximately 20' above creek.
- 11-12) General views along cleared line; above, looking northerly from Sta. "L" 1087; below, looking southerly from Sta. "L" 1103.
- 13-14) General views along line; above, looking northerly from Sta. "L" 1103; below, northerly from Sta. "L" 1165 showing "Army Trail" crossing cleared line, borrow area near Nancy Creek shown on right.
- 15-16) Above: close up of dozer cut on "Army Trail." Left of Sta. "P" 1167, showing coarse gravels and sands with cobbles up to 13", railroad in background. Below: general view along line from Sta. "L" 1182, showing Nancy Creek in background and dozer cut in foreground, exposed materials are clean sands with gravel and cobbles.
- 17-18) General views along line: left, looking northerly, approximately Sta. 1125. Below, looking southeasterly from "L" 1245+50, in vicinity of Barrow Pit #5.
- 19-20) Above, close up of dozer cut #1, showing overburden and gravelly sands exposed; right, close up of dozer cut #2, showing silty gravelly sands exposed.
- 21-22) Borrow Pit #5: Above photo shows dozer cut #3, type clearing overburden, gravels and silts exposed; below, close-up of dozer cut #3 showing clean gravels on left and sandy silt "pocket" on right.
- 23-24) Left: view looking southeasterly along line showing east bank of proposed overpass at Sta. "L" 1263; below, close up of materials exposed in dozer cut #6 on west bank of proposed overpass, clean gravel and sand with some cobbles up to 12".
- 25-26) General views along line near Lilly Creek, Sta. "L" 1279. Above, looking southeasterly from "L" 1284, dozer cut in foreground exposed clean gravels and sands with cobbles up to 12".

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- 87 Letters from the District Office, 3/19/54
Special Maintenance Cost Study [1952]
Route 13. Palmer Creek [maintenance inspection worksheet, n.d.]
Route 14. Hope [maintenance inspection worksheet, n.d.]
Route 12. Crow Creek [maintenance inspection worksheet, n.d.]
Special Tongass Project. Tongass Charts. Seward-Anchorage Highway, 1951-52.
Special Tongass Projects [1954]
Forest Highway Report [1952-54]
Report of Survey and Proposed Construction on Sections F-1 and F-2 of the Turnagain Arm Road (Seward-Anchorage) in the Chugach National Forest, Third Judicial Division, Alaska. By R. V. Killewich, Highway Engineer. [1950. **Photographs:**
No. 6592 looking ahead on line from Sta. 8407+00, approximately Mile 67.5 on the Alaska Railroad.
No. 6595 looking ahead from a point on the Alaska Railroad opposite Sta. P 405+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.
No. 6596 looking up Peterson Creek from railroad bridge. This proposed pit is estimated to be able to yield 30,000 c.y. of materials.
No. 6599 site of proposed borrow pit at Station P 645 about 0.8 mile north of Kern Section House. Material has been produced through the erosive action of snowslides.
No. 6600 looking ahead on line from Station P 638. Railroad eliminated several snowslides and a very dangerous hazard by moving their line out into the Arm.
No. 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.
No. 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.
No. 6609 looking ahead beyond Station A406+95.7. Survey line lies immediately adjacent to railroad fill in order to stay away from bad snowslides.
No. 6610 looking ahead on line from hillside opposite Station A410. Extremely bad snowslides occur on steep mountainsides throughout this area.
No 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

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- 87 chosen.
No number. 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.
No number. Looking toward Bird Point from about Station A290. Worst of snowslides are between this area and the Girdwood flat.
No number. 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.]
- 88 Letters to Dist. Office 3/19/54
FR-58. 1-C4, D7 [accounting sheets, Tongass Highway, 1949-52]
Material, Tests
Letters from D.C. 1-C4, D7 [Tongass Highway, 1951-54]
Letters from Contractor. Project 1-C4, D7, E5, H2
Letters from D.C. Project 1-A6, B9, C5, D8, E6
Miscellaneous Correspondence [1949-54, Ketchikan District]
Extra and Miscellaneous Work Orders. Project 1-C4, D7, E5, H2
Weekly Reports, 1-C4, D7 [1952-54]
- 89 Wage Rates on Alaska Projects [1949-1954]
491.3. Surveys. Weekly Reports [1951]
491.3B. Weekly Reports [1949]
491.3C. Weekly Reports [1951]
491.4. Bulk Oil Storage [1948-1953. **Photographs:** 1) Anchorage Plant-October 8, 1949. Small Tanks in foreground are 1,000 barrel working or "hot" tanks for asphalt. Small tank in front of pump house is the working tank for diesel flushing oil. 2) Valdez loading facilities and scales-October 8, 1949. Note flooded roadway leading from scales in left middle ground. 3) Valdez plant, October 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.]
- 90 491.5. [Correspondence re: Haines Cut-Off including copy of aerial reconnaissance, 1953; reconnaissance survey, 1953; field reconnaissance; proposal and contract project, Haines Highway Chilkoot to the Canadian border with branch to Haines; charts, maps, and **photographs:** Haines Highway. No. 8035. View of Eliason Motor Toboggans at Mile 68, April 15, 1953.]

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- 90 No. 8037. Motor Toboggans at Mile 64 en route to Chilkat Pass. Sticky snow conditions required 2 toboggans to one trailer.
 No. 8034. Canadian Army snow removal equipment working at Mile 76. April 15, 1953.
 No. 8033. Close-up of rotary snowplough used by Canadian Army. It is a Sicard Junior Snowmaster.
 No. 8031. View north at typical snow condition Mile 89 to 90. April 15, 1953.
 No. 8032. Mile 88.3 looking north-typical of heavy drifting caused by prevailing south winds in open country, Mile 82 to 88.5. April 15, 1953.
 No. 7994. View north at Five Mile Creek crossing on Haines Highway near Mile 45. Note favorable protection from drifting snow on line C as compared to lines A and B. March 9, 1953.
 No. 7991. View of Haines Highway near Mile 38 showing clearing begun in 1943 and points where lines A and B leave the road to start the climb to the summit. Line C starts about 1 mile beyond this point and does not show in picture. Taken March 9, 1953.
 No. 7992. View of 1943 cleared line at Mile 38 - Mile 39 showing A and B lines on sidehill above and east of the Klehini River. Mar. 9, 1953.
 No. 8012. View of sand slide area above Klehini River showing relative locations of lines A, B, and C. Mar. 9, 1953.
 No. 7997. View looking northwest up Seltat Creek Valley. The crossing of Seltat Creek is near Mile 54. Mt. Glave in upper center of picture. March 9, 1953.
 No. 7998. View of connection to existing road near the first summit of Chilkat Pass at Mile 55.5. Proposed relocation follows between Seltat Creek and present road. March 9, 1953. 1948-1953]
- 491.7 [Correspondence re reimbursable agreement between Bureau of Public Roads and the Community Facilities Service, for the sewers and streets for the town of Ketchikan. 1950]
- 491.8. [Correspondence re Cooperative projects, monthly financial statements, 1950 to 1953]
- 491.9. [Correspondence and other papers re cooperative agreement for road work between Alaska and Canada, including maps, charts; Taku valley Reconnaissance from 1921; and **photographs:** 1) Vicinity of Prince George. Typical of route miles 0 to Fort St. James and opposite Fort St. James over Stuart Lake looking northwest along the line. Located line would pass behind the mountain at right to avoid heavy rock work along the lake shore.
2) Typical view along Takla Lake looking northwest along the line.
3) Typical view of Skeena Valley from mile 300 to mile 375.
4) Typical view of Skeena Valley near summit of drainage at mile 400.
5) Pass between Dease Lake and Stikine River near mile 480.

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- 90 6) Typical of pass between Atlin and Upper Teslin Valley about mile 640. Illustrates typical maximum snow condition at any point on the line.
7) Taku River above Tulsequah on proposed spur connection to Juneau.
8) Taku Glacier on Taku Inlet between Tulsequah and Juneau-investigation needed to determine if causeway can be constructed on the tidal flat below the glacier.
9) Typical terrain to westward of the route - along Telegraph Trail near Bowser Lake.
10) Looking west in Peace River Canyon about 20 miles downstream from Finlay Forks.
11) Looking north on British Columbia Route 4 near Windemere. Typical of the terrain on Trench Route between Kalispell, Montana, Cranbrook, British Columbia and Golden, B.C. Fifteen-foot bituminous surface treatment on blade grader turnpike section.
12) Typical of existing road between Ashcroft, Williams Lake and Prince George-about 200 miles of this standard.
13) Another view of Vancouver-Ashcroft-Prince George "Cariboo Trail" in vicinity of Lac La Hache south of Williams Lake. Country is light rolling, well settled and devoted to stock raising on well grassed valleys and hillsides. Note typical blade grader section without ditches or grade line on narrow crown.
14) Typical of best sections of Prince George-Hazelton route. Blade grader section with inadequate drainage-good local road.
15) Typical of about half the 300 miles between Prince George and Hazelton. good local trail but complete reconstruction needed if opened as tourist route from the United States to Alaska. Picture taken between Hazelton and Smithers.]
491.10. [Correspondence re: Construction of Cordova-Chitina Highway under memorandum of agreement, June 28, 1950; copy of memorandum of agreement relating to survey and construction of Seward-Anchorage, Sterling and Cordova -Chitina Highways in Alaska, 1950, and other papers, 1950-51]
491.10B. Weekly Reports [Copper River, Section B, 1952-53]
- 91 491.10B. Copper River Highway Section B
500. Equipment and Supplies.
502. Memoranda and Procedure [1948-1952]
- 92 503. Purchase requisitions 1949 to 51
504. Requests for Supplies, 1947 to 1952. 506. Request from field for supplies, 1949-1952. 510. Office supplies, 1926-1952.