

ALASKA ROAD COMMISSION
ANCHORAGE ALASKA
DECEMBER 31st, 1946



Mr Ike P. Taylor
Chief Engineer
Juneau, Alaska

Dear Sir:

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

Palmer Roads.

The roads in the valley have been maintained during the month. A lot of snow fell at different times. The weather was extremely cold for an extended period and considerable glaciation occurred.

McKinley Park.

One warehouseman is engaged at the Park, taking care of supplies and acting as caretaker.

The buildings occupied by the ACS, across the track from the Depot, were destroyed by fire on December 24th.

Lines were strung from the ARC garage so that they would have light and power until such time as they were on their own, with light plant and generator.

HOMER- Russian River.

Apart from the completion of the tote road, which was completed on December 24th, there is very little good news to report regarding this project.

We are able to get reports from Homer and Kenai, so can keep in touch with the work at these points, but it is hard to find out what is going on at Moose Pass.

Ghiglione has been planning on going down for some time, but something or other seems to turn up to prevent his going. He was going down last Monday but at the last minute weather conditions prevented flying.

He is now planning on going down on January 2nd, and meet Fuller at the rock camp, near Skilak Lake, to see that the line is located thro the heavy rock work.

Our engineering personnel has "blown up", Wilson left for the outside around Christmas time, O'Malley came to town for the holidays, and has not been seen since- he was supposed to go down with Ghiglione on the 30th, to show him what had been done, so it looks as tho we have lost the benefit of his experience.

Bentley also came in about ten days ago, he went outside for the holidays to see his parents, claiming that his father was over 70 years old and that he was not in very good health. Van Zanten came in to town, as instructed, before we had any idea of so many men leaving, and was married a couple of days ago, so

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he will be out of circulation for two or three weeks.

Steele was reported in town, altho he has not reported to the office. He told me that he would like to be off for some time in January, as his wife was expecting a baby, so it is probable that he may be home in Falmer for a visit.

Hatchett is due here on the 4th, his wife is also coming in to have a baby, and it seems that Fuller is the only man we have left on the job.

Instructions have been issued to reduce the crews so that we only have 40 men on the rolls after December 1st, with about 17 of these men engaged in rock work. We have not received any report as to their progress, trains have been delayed for many days on account of snow and ice conditions. One of the men returning from the work on the "Tote" road states that there is 28 inches of snow on the ground, and that the tote road would have to be plowed out before they could use it.

We are planning on moving Fuller over to the rock crews, at least temporarily. until we can get Van Zanten down there, permanently.

The work at Kenai is now down to a few men. The equipment was left out the road and this will have to be brought in, and overhauled as far as practicable.

The Homer crew is down to a few men, the parties to both clearing contracts have been advised that their contracts have been signed and that they are authorized to start work.

The papers for the Cruger contract arrived today, but so far the ones for Shelord have not shown up.

I hope to have more encouraging reports to forward later on, when Gil returns from visiting the work.

Homer.

Sholin made a trip to the States and returned during the month. Light maintenance was performed upon the roads, which are in good condition.

Anchorage Local Roads.

The roads have been maintained, curves and hills sanded, and snow removed

Anchorage-Falmer.

Extended cold weather, caused a great deal of glaciation over this road, requiring constant maintenance.

Snow was also removed, and the road generally, with the exception of a few places where ice is sliding, in good condition.

Siding

Dillingham.

Maintenance was performed upon this route, with some snow being plowed.

Dillingham Airfield.

Snow was removed from this field during the month, where it had drifted in mounds which made operations dangerous.

COLORADO.

The work on this project closed down on December 5th, when the work was completed and the crew returned to town.

The 100 foot span across the West Fork was left in good condition.

Glenn Highway.

This road was maintained during the month. several glaciers showed up and snow had to be removed.

Takotna.

Foreman Bayles reported that the garage and tool house at Takotna burned down on December 23rd, which leaves the Takotna district without a building or tools for repairing equipment, as the tools were all destroyed.

A caterpillar D-6 tractor, and a welding machine was also destroyed

General.

Jack Coats has been away from the office all month resting up. He seems to be feeling better, and is planning on leaving for the states for an operation as soon as the doctor states that he is in good enough condition.

We were fortunate in getting a new stenographer during the month, and the general situation around the office is greatly improved.


The weather during the month has been consistently cold, as with other parts of the country, with considerable glaciation taking place on the roads.

Considerable snow fell during the end of the month, when the weather moderated.

The boat situation has not improved very much- there are three boats tied up in Seward at the present time on account of a jurisdictional dispute.

While several boats have left Seattle, so far we have not received any advice of our urgent needs being supplied, such as prestone & oxygen and acetylene.

The office force has been busy on routine work, catching up with some of the work which was delayed during the summer, and working on reports and routine work.


M.C. Edmunds, Sup't

ALASKA ROAD COMMISSION
ANCHORAGE ALASKA
NOVEMBER 30th, 1946



Handwritten notes and signatures:
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J. J. [unclear]
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Mr Ike P. Taylor, Chief Engineer
Alaska Road Commission
Juneau, Alaska

Dear Sir:

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

Palmer Roads.

The roads in the valley were maintained during the month, sand being hauled to various places when thawing weather causes ice to form.

The road to the Independence mine, which employs approximately 90 men, was plowed out on December 14th.

Snow was removed on various roads, 9 miles being opened with the "Snogo" plow and 259 miles with motor patrols.

McKinley Park.

Apart from the warehouseman, the work at the Park was closed down on November 22nd, when the mechanics completed their work for the season.

Homer- Russian River.

The status of the work on this project is as follows:

Moose Pass end.

The progress as of November 30th follows:

Graded road 24 ft wide	1.5 miles	60% completed
"	3.5 "	40% "
"	2.0 "	20% "
Cleared 80 ft wide	6.5 "	
" 40 "	0.5 "	
Total road, permanent location	2.0 "	
" temporary "	0.5 "	
Constructed temporary road	0.16 "	to connect with FRA road
Rock, excavated	4180.	cu yds
Culverts installed	424	lin feet
5/ 34' by 15"		
2/ 38' by 18"		
2/ 34' by 24"		
1/ 60' by 24"		
1/ 50' by 60"		

At the time this report is being written, December 9th, crews on this end have been reduced. Littlejohns crew is laid off and Steele's crew reduced. All work towards Moose Pass, on the road which trucks can travel over, is stopped, and the work is being concentrated on getting ahead with a tote road.

The two rock crews will be moved ahead to work on the heavy rock section, with a camp being established close to the work, It is too cold for crews to be travelling any distance to go to work, besides the advantage of being close to their work so that they can look after the equipment.

Glaciers are very active in places between the two camps, and considerable maintenance is required to keep the road safe for traffic.

Kenai end.

The work done during the month is as follows:

Bridges.

Built bridge across Beaver Creek, 20 ft wide and 32 ft long.
" " Moose Creek 20 " 146 " 80% completed
(includes erecting piledriver, cutting and hauling fifty piling, hauling stringers and decking from Kenai to Moose River, by tractor and go-devil, a distance of 25 miles.)

Stripped , 30 feet wide 6 miles
Graded with dozer, 14 ft wide for tote road 8 " 15% graded
Moved with carryall scrapers 17686 cu yds
(1/2 mile of road constructed, 24 ft wide 75% completed

Unloaded approximately 190,000 ft of bridge lumber.
Erected office building 20' by 20'
Constructed sewer line and built cess pit at Kenai Depot
(sewer line 140 ft long and cesspit 20' x 30' x 6')

The bridge crew was laid off and the getting out of piling stopped. Ghigliione will be going down to Kenai on December 10th, to see about further reductions in the crews.

Homer.

The work on the Homer end was completed about the middle of the month, and the crew reduced to 6 men, as instructed.

Cleared on the Homer end 4800 ft
" from Diamond Creek 1700 "
Graded with carryalls .75 miles
Gravelled, 14 ft wide .5 "

The dozers moved a lot of yardage into the large fill at station 6091 , 6080 and 6077, these three fills being 35% completed.
Carpenter work was completed on the blacksmith shop and is underway on the garage.
The mess is closed.

Anchorage Local Roads.

The local roads have been maintained, and are in good condition.

Anchorage-Fotter.

A small bridge was constructed across Campbell Creek, to permit settlers to make use of winter roads across frozen swamps

Anchorage- Palmer.

Repairs were made to the road in the vicinity of mile 23, where high water in the lake caused a washout, and at the bridge across the Eklutna tail race, which undermined the road, requiring 185 cu yds of gravel to make repairs.

The bridge across the tail race is in very bad condition, and should be repaired first thing in the spring.

The road has been maintained and is in good condition.

Dillingham. Airfield.

My report on this project for the month of October was in error, as I now find that we did practically no work on this field, apart from six days work with one of our operators.

Our tractor was used on this project, but our men were building a place to keep our tractor during the winter, and as there were plenty of men available locally to work on the field these were employed, permitting our men to finish the building and other work.

A knoll was levelled off to the East of the old field, and the material hauled across the flat to connect with the field. Some corduroy was laid.

A field was graded up to a total length of 2200 feet and 100 feet wide, this strip can be used during the winter months, but will require further work, and possibly surfacing, for summer use

Dillingham.

The work in this area consisted of snow removal during the month, constructing a building to house the D-7 tractor, and taking inventory, completing the work for the season, apart from winter maintenance,

Colorado.

The work on this project will be completed about December 5th

Glenn Highway

This road has been maintained during the month in good condition, with a total of 43 miles of road being plowed.

Homer.

The local roads have been maintained, and 1000 feet of road gravelled during the month, leaving the roads in good condition.

Carl Sholin left for the states for a visit early in the month/

Takotna.

Foreman Bayless returned to Takotna, from Medfra, about November 20th, and was engaged in rustling wood, taking inventory, getting the buildings in shape for winter, etc.

Medfra.

road

The work on the Medfra/closed down about November 13th, when the Culver tractor broke down.

Considerable patchwork was done on the road between miles 4 and 6. A trap was constructed in mile 6, in ground which was broken up rock. This material did not freeze easily, and dumped out of the trucks without any difficulty.

I was somewhat confused as to the work that could be done at Medfra during the winter months, but Bayless informed me that the material could have been handled all winter if the tractor had been in running order.

This job was not completed; it should be finished up first thing in the spring so that our equipment can be returned to Takotna early in the season.

The road was in good condition at the end of the month, and open for truck traffic.

General

The weather has been consistently cold during the month, averaging around zero most days, and slightly below in the early morning.

We have been without a stenographer during the month, but hope to be able to pick up a local woman early in December.

Jack Caats has been off on sick leave since the middle of the month. He will probably be off for an extended time, as he is planning on going outside for an operation, probably after Christmas, for thryoid.

I made a trip to the Kuskokwim during the month, to check up on operations in that area, particularly the work at Medfra, and am planning on making a visit to Moose Pass early in December, as Ghiglione is having difficulty in getting rid of a bad cold.

The office force has been busy with routine work and assembling data for reports. With the 40 hour week and changing personnel constantly we do not seem able to dispose of the work the way it should be.

The surveyors on the Homer- Russian River project are all concentrated with Fuller on completing the survey between the two ends, Ghiglione will be going down to Kenai on December 10th to check up on this work, and the progress being made on construction of the tote road.

M.C.Edmunds
Sup't.

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
OCTOBER 31-1946.



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

Dear Sir:

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

Palmer Roads.

The main work on the Palmer roads consisted of maintenance with patrols the erection of 1350 lin feet of snow fence, and brush removal, 2 miles of brush being removed on the Wasilla-Matanuska Road, and 7 miles on the Palmer Wasilla Road.

A small change was made where the farm road joins the Anchorage-Palmer Road adjacent to the Matanuska River bridge, reducing the grade where it leaves the main road. This change involved 1560 lin feet of new road.

Several new settlers have moved into this section, and have built approximately three miles of partly completed road.

The Palmer outfit will be on a maintenance basis during November, excepting it is planned to keep the brush outfit working as long as practicable.

McKinley Park.

While it was expected that the main work in the Park would be ended when the field work was completed, we were able to get sufficient supplies to keep the mechanics engaged in repairing equipment to good advantage.

The drawback to this is that funds have to be expended for parts, increasing expenses at a time when funds are short.

Hosler left for Palmer at the end of October, leaving four men at the Park, including the warehouseman.

Talkeetna.

The work on this route was completed early in the month, when the crew returned to Anchorage.

Homer- Russian River.

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

While trucks are able to travel 3-1/4 miles from the forest boundary, the first five miles is about 60% completed, 2-1/2 miles is stripped 80 feet wide and 3/4 of a mile of tote road 12 feet wide is constructed.

A rock crew, under foreman Frank Johnson, is camped about 3-1/4 miles from

the boundary.

It is planned to send an additional rock crew, with equipment, from Valdez about November 4th, before the summit at Thompson Pass is closed for the season, to the Moose Pass section.

At Kenai a camp was erected at Moose ~~Exsack~~ River, a piledriver constructed and freighted to the site of the Moose River Bridge.

The landing and dock at the Kenai river was completed.

A pile trestle 16 feet long and 20 feet wide was constructed across the Soldatna river.

6 miles of road cleared, grubbed and stripped, about 40% completed

6 " of tote road constructed on permanent location.

2 miles of road partly graded- about 20% completed

1 mile of road graded and gravelled, complete, leaving 7 miles of road graded and gravelled , complete.

400 lin feet of ditch was blasted to drain swamp, 4 feet deep and 6 feet wide on top.

The gravelling crew was closed down on October 27th, when they ran out of road to surface.

At Homer the work accomplished to date is as follows:

	Cleared	2-1/4	miles	30	ft	wide	regrading	old	road
	"	5.3	"	80	"	"	new	construction	
	Graded	1.2	"	26	"	"	"	"	
Gravelled-	Regraded	1.6	"			from	end	of	stationing
"	"	.62	"	"	"	Post	Office	to	A.R.C
"	"	1.0	"	"	"	A.R.C.	depot	to	C.A.A.

A copy of the letter to Rogers outlining the work for the balance of the season was mailed to the Juneau office.

While work in this area has been disappointing slow, it is reported that conditions have improved and better progress is being made at the end of the month.

.36 miles of new road was also gravelled

Anchorage local roads.

A considerable number of minor improvements have been made to the local roads to improve winter conditions, and the roads maintained with patrols, leaving them in good condition.

Gov't Hill road.

The road constructed for the Alaska Railroad, connecting government Hill with the dock road, near the Standard Oil Depot, was completed during the month.

Anchorage-Potter.

The construction of the road leading from the Campbell road to Campbell creek was completed during the month.

This involved the building of one mile of road, which was graded and gravelled. A small bridge will be constructed across Campbell Creek during November.

Dillingham.

The repairing of the damage caused by high water in the early part of the month was underway.

It is expected that this work will be completed about November 10th, after which emergency work only will require attention.

Dillingham Airfield.

Some work was done during the month extending the small airstrip located at Dillingham, the work consisting chiefly of hauling material with trucks to make a fill.

The size of the field has not been reported to date, but it is estimated that it will be about 1500 ft by 75 feet

Anchorage-Palmer.

The road between the Alaska Railroad and the Knik Bridge was covered with crushed material during the month, and the crushed closed down on the 31st.

The road was maintained with patrols, and some portions sanded when melting snow made the surface slippery.

The mess at Eklutna will be closed down on November 8th

Colorado.

This work is progressing under handicaps, it is in the snow belt and considerable snow has already fallen, hindering the work .

It is expected that this work will be completed the latter part of November.

Curry Airfield.

Brush was cut on this field with the highway mower shipped from the Park, which was returned to Anchorage when its work was done.

Some levelling was done by the Alaska railroad with their equipment, and the surface levelled of with our grader, which was shipped down from McKinley Park and returned when the work was completed.

This field is now is good condition for small planes.

Glenn Highway.

This route is now on a winter basis, and has been maintained in good condition

Homer.

The local roads have been maintained, and are in good condition

Takotna.

The main interest in Takotna was the arrival of supplies and the motor grader which finally showed up after the boat had been frozen in the river.

The oil barge , containing 25000, gallons of storage gasoine for the N.C. tank at the Landing, was left at Sleitmute for the winter.

A couple of men worked on maintenance and equipment during the ~~month~~ latter part of the month, after Bayless had gone to Medfra.

Medfra Road.

Work is underway gravelling this road. A trap has been constructed for loading gravel, and the tractor belonging to the Culver company is to be used for loading.

The first gravel was put on the road on October 31st.

This project is somewhat of a headache, one never knew whether equipment would get to Medfra in time to do any good, or not, judging by reports of the ARNC boat being stuck on the lower river on account of low water.

On account of delays, all of our equipment and supplies were taken to Medfra, together with the tractor, by boat belonging to Laska, from McGrath. Communication is very poor, and reports are slow coming in regarding conditions in this vicinity.

It is believed a crew of seven is engaged on this work, how long they will be able to work is uncertain. If they can continue and get thro this fall so much the better.

While I am not familiar with this section of the country, it is surprising to me that they are able to work at all.

Altho this work has been authorised, no funds have been allotted for this project.

Shelter Cabins.

Some repairs were made during the month to the Shelter cabin at the mouth of the Susitna river, which had been lifted off its foundations by high tides earlier in the season.

It was levelled, and made habitable.

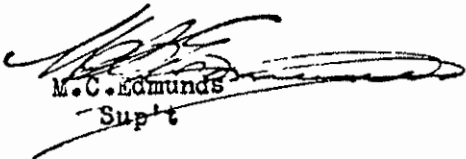
General.

The weather during the month has been gradually tightening up, with some snow North of Anchorage towards the latter end.

Most of the construction work is closed down, and we will be on a winter basis about the middle of November.

Grammer returned from the Fairbanks district during the month

The girl employed as stenographer left us the latter part of the month she is married and has decided to quit work for some time.


M.C. Edmunds
Sup't

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

October 14, 1946

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Alaska Road Commission
Anchorage, Alaska
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*copy given
D. L. Smith 10/16/46*

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

Dear Sir:

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

Palmer-Matanuska Roads

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

182 yards of gravel was hauled on this road during the month.

The roads were maintained with patrols, and are in good condition.

Wasilla-Finger Lake - Palmer Roads

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

Wasilla-Matanuska Road

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

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

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

Palmer Roads

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

McKinley Park

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

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

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

Talkeetna

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

A pump was installed in the cabin at the landing.

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

Homer - Russian River

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

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

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

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

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

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

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

Levelled and graded with dozer.

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

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

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

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

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

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

The sizes of the various buildings at Kenai follows:

Mess and bunk house	20 x 100
Warehouse, warm storage	30 x 30
Garage	40 x 60
"	20 x 30
Blacksmith Shop	20 x 30
Power House	20 x 20

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

Homer - Russian River Continued

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

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

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

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

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

Anchorage Local Roads

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

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

Mountain View Road

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

Gov't Hill Road

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

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

Anchorage-Palmer

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

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

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

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

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

Cantwell Airfield

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

Dillingham

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

Dillingham-Continued

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

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

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

Colorado

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

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

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

Curry Airfield

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

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

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

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

Glenn Highway

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

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

Homer

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

Flat

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

Takotna

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

Medfra

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

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

Valdez Creek Airfield

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

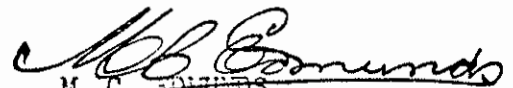
General

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

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

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

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


M. C. EDWARDS
Superintendent

MCE/ng

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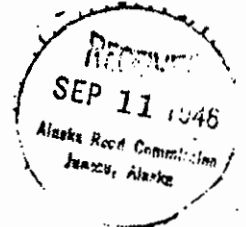
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U. S. DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA

September 9, 1946

Mr. Ike P. Taylor, Chief Engineer
ALASKA ROAD COMMISSION
Juneau, Alaska



Dear Sir:

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

Mountain Roads

Light maintenance was performed upon this route during the month.

Palmer-Fishhook

The road near Wasilla Creek was cut through a bank which had been used as a gravel pit eliminating a dangerous blind curve.

Wasilla-Matamiska Road

The bridge across Cottonwood Creek was renewed, using some old rail-road timbers and some new material.

The size of the bridge is 38 feet long and 14 feet wide.

Palmer Roads

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

McKinley Park

Repairs were made to the Teklinika bridge where four bents were driven and running plank renewed.

Standardization work was under way in miles 56 and 57 but not completed at the end of the month.

Mile 68 was widened with dozer for the entire mile, except for two short sections.

3720 cu yds. of rock was excavated in mile 68 during the widening operations.

The road was maintained with patrols and truck shovel.

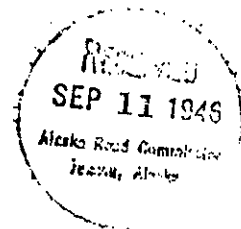
Park Boundary - Kantishna

The road beyond the Park Boundary was maintained with motor patrol which was engaged two days on this work.

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Situation report for the month of August continued:



Kantishna Airfield

This field was levelled and smoothed up with the motor patrol, two days work being done with the 511 grader.

Talkeetna

Maintenance was performed upon the road, chiefly on upper Peters Creek and the road running down Long Creek.

Further work was done constructing a new road at the lower end of Long Creek, to take the road out of the creek bottom. Two miles of new road being completed and four metal culverts were installed during the month. At the end of the month the crew were camped at the old roadhouse on lower Peters Creek.

Cache Creek Airfield

The work on the airfield was completed during the month with wire sausages being laid between the field and the creek as a protection against erosion.

The field has been used by small planes and is in good condition. The field is 1200 feet long by 100 feet wide.

Peters Creek Airfield

The field was smoothed up with tractor and grader during the time the crew was in the vicinity, leaving it in good condition.

No - 5 miles - only

Homer - Russian River

At the Russian river end the survey has been completed 9.8 miles from the boundary to 2 miles beyond Hidden Lake, 2.8 miles being finished during the month. Seven miles of road has been cleared and stripped 80 feet wide and 1.5 miles of road graded 24 feet wide.

No - 8 1/2 miles
At Kenai the survey has been completed for 19.75 miles, clearing and grubbing finished 10 miles 80 feet wide and 6 miles of road graded 20 feet wide. Two miles of new road gravelled, 2 miles gravelled through town and 1.2 miles gravelled for the CAA with the dock 80% completed.

All buildings at Kenai were completed with the exception of the large garage, which was 75% completed. A smaller garage planned to be built was not started.

At Homer the survey was completed for a distance of 14 miles, three miles being completed during the month.

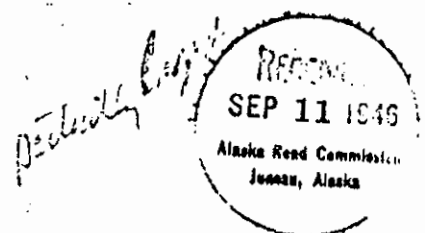
The work accomplished during the month consisted of erecting a camp for the clearing crew on the high bench, with one mile being cleared 80 feet wide through heavy timber.

3700 lin feet was grubbed and stripped, 60 feet wide.

Regrade - 7000 lin feet was graded, 24 feet wide.

2500 cu yds of material was moved with carryall scrapers, and 6888 yds. of gravel surfacing placed.

Homer - Russian River continued



One warehouse 20 x 30 with 11.5 feet walls completed and a foundation for a garage and floor constructed with concrete. The size of the building being 40 feet by 60 feet.

Ten metal culverts were installed, 336 lin. feet being used.

Three timber culverts were constructed, two 40 feet long and one 43 feet long.

Anchorage Local roads

The local roads around Anchorage have been maintained with patrols, and brush has been cut by a small maintenance crew.

Mountain View

The work on grading and widening the roads in the Mountain View area was started during the month and is about 60% completed.

Gov't Hill Road

The Alaska Railroad has staked out a road to serve Government Hill which will connect with the dock road near the Standard Oil Company and be 1600 feet long.

Construction work on this road will probably start about the middle of ~~November~~.

Sept.

Anchorage - Palmer

Maintenance work was performed with patrols, ditches cleaned out in readiness for crushed gravel, and some spot gravel placed.

The crusher worked out a pit in mile 33, surfacing three miles of road, placing 4680 cu yds of material.

A truck belonging to the Anchorage Sand and Gravel Company damaged a couple of braces on the south span of the Knick Bridge while hauling a shovel from Anchorage to Palmer.

The braces will be taken off, repaired and connected up again during the month of September.

Anchorage Depot

All of the supplies, materials and cars formerly stored in the Alaska Railroad yards have been moved to a new site on East Fourth Avenue to make room for the improvements contemplated to be made by the Alaska Railroad in their yards.

The new site was cleared and levelled off, and a fence constructed across the fourth avenue end.

DILLINGHAM

Maintenance was performed upon the road, 475 cu. yds. of gravel being hauled for surfacing.

A piledriver crew was organized, and piles driven under the two bents at Scandinavian Creek on both sides of the channel, and also for the bents

Dillingham continued

across Andrews and Klondyke Creek.

Repairs were made as far as possible with the limited supply of lumber available to the decking and running planks on all bridges.

The D-7 tractor arrived at Snag Point and was unloaded during the month.

Glenn Highway

Maintenance was performed upon this route with a maintenance crew, and two motor patrols which was in good condition during the month.

The asphaltting of the bridge ends was completed.

Homer

The local roads around Homer were maintained during the month, with 15 miles of road on the upper bench being regraded.

Bethel Airport

This field was being maintained with tractor and drag during the month.

Flat

The roads in the Flat District have been maintained with some brush cut, and are in good condition.

Flat Airport

The work of extending the field on the upstream end has been completed.

A ditch which is now part of the runway, was filled, and a new ditch constructed farther upstream to take care of tailing water from the dredge.

Brush was cut, tailing piles levelled off, and a couple of deep holes used by the dredges filled up.

-The surface of the extension, after being levelled off, was covered with a layer of fine gravel, leaving it in good condition.

A cabin belonging to the Alaska Airlines, which was located close to the town end of the field, was torn down and moved. *by them*

The field was extended 550 feet and the removal of the cabin permitted use of 300 feet more.

Medfra

Arrangements are under way to improve the Medfra road this season, depending upon whether a tractor belonging to the Culver interests arrives at Medfra in time, and also if we can get trucks up from Takotna.

General

The weather has been fairly favorable during the month, with occasional rains during night times and dry during the day.

The labor situation is not very good, we have been short some equipment men right along, with men coming and going all the time, and it being difficult to fill jobs, due no doubt to demands for men to work on the various construction activities in this area.

We were able to add a stenographer to the office force during the month, which is a big improvement in facilitating the office work.

Two pickups were brought to Anchorage from Fairbanks at the end of the month.

Mr. Sandin, locating engineer at Moose Pass, has notified the office that he intends resigning about the middle of September.


M. C. EDMONDS
Superintendent

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~UNITED STATES~~
ANCHORAGE, ALASKA
August 13, 1946



[Handwritten signature]

Mr. Ike P. Taylor, Chief Engineer
ALASKA ROAD COMMISSION
Juneau, Alaska

Dear Sir:

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

Mountain Roads

The work of gravelling the road up Reed Creek was completed during the month. 1134 cu yds. of gravel being placed.
Four culverts were installed, 15" x 16', and the road maintained with patrols.

Palmer Roads

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

McKinley Park

The work done on this route consisted chiefly of maintaining and improving the road, raising and levelling up places which had settled, about three miles were gravelled from the stock pile at the East Fork and about one half mile on the soft road at mile 52.

Temporary repairs were made to the Toklat river bridge and work of getting a piledriver outfit ready was under way.

A rock crew was engaged in widening the road at mile 68, and some widening with dozer was underway between mile 66 and mile 70.

Four trucks were shipped down from Fairbanks, but no shovel to date.

Iliamna

Maintenance was performed upon this route with tractor and grader and some culverts were installed.

Iliamna Lake - Newhalen River

Maintenance was performed upon this road, gravel hauled to soft places and two timber culverts constructed to replace drum culverts which had been washed out. The sizes of the culverts being 4 feet by 10 feet by 24 feet long and 3 feet by 6 feet by 22 feet long.

27/12

200 cubic yards of gravel was hauled on the schoolhouse road, 1000 cubic yards on the road between the roadhouse and the airport and 2240 cu yds on the road between the airport and the river, all of this being done with carryall.

10 cu yds of rock was hauled as rip rap on the road in the vicinity of the roadhouse to protect it against erosion.

Talkeetna

The main work done consisted of maintaining the road with motor grader, cleaning out sidehill sections, installing culverts, widening the road through the Peters Creek canyon, gravelling soft places and making a detour in mile 26 on the high sidehill section of Peters Creek.

A start was made to take the road out of the creek bottom at the lower end of Long Creek where one half mile of new road was graded on the bench on the right limit.

The cabin at the landing was completed, except for some chinking which remains to be done.

Cache Creek Airfield

As the money available for a new airfield was not sufficient to complete one that would be of any service this year, a further examination was made of the old field located in the bottom of Cache Creek to see whether it could be fixed up to be of service for some time. It is believed that this field could be moved a short distance away from the channel where it would be reasonably safe from the high waters of Cache Creek, particularly if protected by sauses for some years. In the meantime most of the development seems to be taking place down around lower Cache Creek, and it might be of more benefit to the camp to have the field located down in that area instead of at the mouth of Nugget Creek, which is connected to the Peters Creek airfield with the road. Camp was moved to Cache Creek and 1400 lin feet cleared of brush 100 feet wide during the month.

Homer - Russian River

At the Russian River end the survey has been completed 11 miles from the boundary to the divide between Hidden and Skilak Lake. Six miles of road has been cleared and stripped 80 feet wide and one mile of road graded 24 feet wide.

At Kenai the survey has been completed for 14 miles, clearing and stripping finished for eight miles 80 feet wide and two miles of road graded 20 feet wide. A warehouse 20 feet by 40 feet completed, blacksmith shop 20 by 30 feet 90 percent finished, and bunkhouse 20 by 40 feet and cookhouse 20 by 40 feet, 85 percent completed. 1600 feet of corduroy was laid 24 feet wide and 38 lin feet of 18" culvert installed.

At Homer the survey was completed for a distance of 7 miles from Bidarki Creek which was the terminus of the old road. Widening of the existing road was practically completed for a distance of 3 miles to a 24 feet standard, and one mile of new road cleared and stripped 80 feet wide. The following buildings were completed, a bunkhouse 20 feet by 40, one cookhouse 20 feet by 40 and a warehouse 20 feet by 30. One warehouse 20 feet by 40 feet under construction, and a water system installed to the buildings. A short road 1500 feet long was constructed to connect the coal development operations with the road system.

Anchorage local roads

The roads around Anchorage have been maintained with a small crew and patrols and are in good condition.

Anchorage - Palmer roads

Biladeau's construction crew completed their work on this route and moved down to Moose Pass on the 6th of the month. Biladeau leaving us for other employment.

McDade moved down to Eklutna on August 11th, building trap and getting the crusher installed, moving 1500 cu yds of crushed material by the end of the month. The road was maintained with patrols, tractor and grader and small maintenance crews.

The Knik Glacier broke on July 21st, reaching the high water mark on the 28th. Very little ice ran and no logs came down. The high water did not reach the road level and no damage occurred to the roadbed or bridges.

Dillingham

Maintenance was performed upon the roads and a small revision made near Snag Point to put the road on higher ground. Plans are being made to assemble materials and equipment to drive piling on all the bridges. They are all constructed with frame bents and the abutments have eroded. With a large tractor travelling the roads it is necessary that the bridges be repaired so that they will be in good condition. It is estimated that more funds will be required to do the work on the bridges on this route and maintain the road during the winter months.

Glenn Highway

The rock crew working in the vicinity of Kings river stopped work on this project and moved up to McKinley Park early in July. The work of protecting the bank of the Matanuska River with drums near mile 75 was completed during the month. The crew on this road was cut down to a minimum maintenance crew, with two motor patrol operators maintaining the surface which was kept in good condition during the month. Some work was done on the channel of Moose Creek to keep the water on the left limit and eliminate the hazard of a washout on the right limit during extreme high water. The maintenance crew started work asphaltting the ends of large bridges and covering the entire length of the smaller bridges during the month.

Homer - Route 98

The local roads were maintained and dirt banked against the cribbing of the road across Mud Bay to protect the fill. 298 lin feet of culverts were installed during the month and 4414 cu yds of gravel placed.

Kasilof Airfield

Improvements were made to the Kasilof Airfield during the month.

Bethel Airport and Road

A KO tractor and an overhauled engine was shipped to Bethel from Takotna during the month.

Ophir Aviation Field

The slough at the Northwest end of the Ophir field was filled and an area 100 feet square grubbed, stripped and levelled on the other side of the slough. This work was done by contract.

Takotna

The Takotna-Ophir road is repaired in good condition as far as Games Creek and arrangements made to move camp near Ophir so that the portion between Ophir and Little Creek can be repaired. A gravel pit has been opened up and arrangements made for our men to use cabins in the vicinity.

Flat Roads

The roads at Flat have been maintained and are in good condition.

Flat Airport

Work has been started on extending the airfield at Flat and brush is being cut.

Medfra

I am informed that Walter Culver and associates have purchased the Nixon Forks Mine from the Mesfelt Brothers and they are planning on opening up and operating it. In this event the road should be repaired this fall if funds are available. Practically no work has been done except for emergency work for some years, and the first six miles of road out of Medfra is in deplorable condition, and is subjected to much traffic would soon be impassable.

Culver offers to give us the use of his tractor which is expected to arrive at Medfra on the last boat to use on the road, principally for loading gravel if we would send up a couple more trucks to do the work with.

Winans has agreed to take care of the men at the roadhouse so that the work could be done this fall (assuming that the tractor will arrive) if funds are available. I understand the tractor is a D-6.


General

Most of the crews have been filled up, we ran into difficulties when reports came in at the end of the month over our "employment ceiling" and were allotted an additional thirty five men from the Juneau office. There has been considerable turnover with employees during the month, partly because of insect pests.

Six trucks were brought down from Fairbanks over the highway during the month.

So far the provisions from Kodiak have not been released, although expected any moment.

It is expected that we will be able to get a stenographer here around the middle of August which will be a great relief and help to the office.


M. C. Edmunds
Superintendent,
Alaska Road Commission

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~XXXXXXXXXXXXXX~~
Anchorage, Alaska
June 30, 1946

JUL 10 1946
Alaska Road Commission
Juneau, Alaska

Mr. Ike P. Taylor, Chief Engineer
ALASKA ROAD COMMISSION
Juneau, Alaska

Dear Sir:

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

Mountain Roads.

The road over the Hatcher Summit, leading to Willow Creek, was opened up on the 15th, with considerable snow adjacent to the road in places at the end of the month.

The sidehill road between the first crossing of Willow Creek and Craigie Creek was widened in narrow places, this work being done by dozer. This road was in good condition, ditches were opened up, the surface maintained and 20 cu. yds. of gravel hauled to soft places.

Lucky Shot-Willow Station.

This road was maintained with patrols, and running plank put on the bridge across Deception Creek, which it is hoped will now be alright for another year.

So far there is no indication of much activity in mind^{ing} this season.

Palmer Roads.

The roads were maintained with patrols during the month and are in good condition. Various warning and directional signs were placed in the valley during the month.

McKinley Park.

Progress has been very slow on this route, no supplies or camp equipment have arrived and consequently the crew has been kept to a minimum.

Considerable work was done overhauling equipment, and widening and maintenance performed upon the road.

Harry Mackey left for the Park at the end of the month, and preparations are being made to get , piledriver fixed up in readin for work on the bridges which need repairs.

Arrangements have been made to get a shovel shipped down from Faibanks, when available.

Iliamna.

No report has been received from the Iliamna portage from Cooks Inlet to Pile Bay.

Iliamna Lake - Newhalen River

A small crew was sent down to the Severson Roadhouse on June 10th to build the road for the Bureau of Indian Affairs, and maintain and repair the road to the Newhalen River.

The road to connect the Newhalen schoolhouse with the airport road was graded up at the end of the month. The length of this road was cut down to one mile by revising the location and the construction of a bridge across Roadhouse Creek eliminated.

177 drums were placed and filled with gravel alongside the neck of land connecting the mainland with the roadhouse, to prevent furthur erosion.

Six culverts. (drums.) were placed in the new road, and fifty feet of swamp corduroyed with MT. drums.

Three new culverts were installed in the old road.

Talkeetna.

The road was opened up through the canyon, and maintainance performed on the road leading down Long Creek.

Homer-Russian River.

Considerable equipment has been shipped down from Anchorage, and it is estimated that it will practically all, except for some pieces which have to be worked over, ~~will all~~ be on the job by the 10th or the middle of July.

The work is getting well under the way, with the following progress being reported at the end of the month.

MOOSE PASS.

Survey. A line is located to approximately station 300~~0~~ and camp moved ahead to Hidden Lake.

Construction A tote road has been completed to station 221, and clearing to station 125. Camp is established at Station 125 in readiness for sonstruction crew. The camp at Station 221 left intact for clearing crew.

KENAI.

SURVEY. Line is located six miles from Kenai, approximately one mile beyond Eagle Rock.

Camp is being moved ahead to Soldatna Creek.

Construction Permanent camp at Kenai is 15 % complete.
Landing facilities including storage area, dock and approach 10 % completed. Clearing completed one mile.

HOMER

Survey.

Line located two miles from Bidarki Creek, preliminary line out 5 miles, relocation of road from airport through town to Bidarki Creek completed.

Construction

Widening and graveling of Mud Bay section completed. Clearing and stripping for relocation 60 % completed.

Shipment of lumber received and distributed between Homer and Kenai, and shipment of knock down houses received at Homer and Kenai.

Site being levelled off for depot site.
Ramp constructed to facilitate unloading of supplies.
ARC and CAA equipment being overhauled.

Materials and supplies needed for the prosecution of the work very slow in arriving.

Anchorage Local Roads.

The roads in this vicinity are in good condition, being maintained with patrols and a small maintenance crew doing necessary repairs which are required from time to time.

Anchorage-Palmer Roads.

The rehabilitation work in progress on this road will be practically completed at the end of the month, and the construction crew and equipment at Eklutna will be moved to the Homer-Russian River project early in July.

Ditches were cleaned out between Eklutna and Eagle River, and brush removed from shoulders of the road.

The road was maintained with patrols, and is in good condition.

High water caused minor washouts around the bridge across the trail race of Eklutna power plant, which was repaired.

It is planned to start operating the crusher from the vicinity of mile 34, about the middle of July.

Anchorage-Potter.

The survey for a road location between Anchorage and Potter was completed during the month.

Mr. Smith has approved an allotment of \$2,500.00 to put a bridge across Campbell Creek, and complete the road this far, which will help the settlers along this route considerably.

Dillingham

Dillingham

Mail is very slow in coming from Dillingham, and so far, no report has come in from this area.

It is planned to raise the road across the flats of Scandinavian Creek, to reduce snow hazard during the winter months, and, is unable to get a pile-driver to use on the Scandinavian bridge, to make repairs to the bends which are undermined.

Glenn Highway

This road was maintained in good condition during the month.

The revision at mile 75 was completed and surfaced with crushed material, Crushed material was also placed on the road where necessary in the vicinity of Liela Lake, this material being hauled from the stockpile near the Eureka Roadhouse.

Work was started to straighten out the channel of Moose Creek and reduce hazards during extreme high water.

The placing of drums at mile 66 was completed during the month, and the work of protecting the bank at mile 75 started. It is expected that this work will be completed about the middle of July.

A small rock crew constructed two coyote holes in the rock cut at mile 67, and will move up to McKinley Park about the 10th of July.

Sluffings on sidehill sections were cleaned out between Chickaloon and Moose Creek with the Speeder shovel and a couple of trucks.

The water in the Matanuska river was high during the month, but didn't damage, although it was up to the floor of the cookhouse at mile 76.

A pacific hut was hauled to this camp site during the month.

Homer Roads.

The road across the slough at Mud Bay was raised 18" and widened to a width of 26 feet.

Gravel traps were repaired and work started on the new depot.

The roads were maintained, and repairs made to Bridge Creek.

Kasilof Airfield

Arrangements were made to improve the Kasilof Airfield.

Kasilof Roads

Repairs were made to the Kasilof road during the month.

Seldovia Airport

I am informed that arrangements have been made for work to be started on this field with the engineering work being done by Mr. Vic. Rivers.

Kuskokwim

Bethel airport and road.

Arrangements have been made to have an overhauled engine shipped down to Bethel from Takotna, as our truck has been out of commission from some time.

It is also planned to send down one of the KO tractors from Takotna down to use for loading, as there is no tractor available at Bethel, and it is almost impossible to get any men to work shoveling these days.

Medfra.

Arrangements have been made to do necessary maintenance work on this road, as some new mining outfits are starting up in this area this summer.

Takotna.

Due to shortage of men, and the men who had been working for us leaving for other employment, the men from Flat, who had repaired the roads in that area so that they were taken care of, were taken over to work temporarily in the Takotna district.

Most of the work was confined to the road between the Landing and Takotna. It is expected that this road will be in good shape so that work can be started on the Ophir road.

The road was graded up with tractor and grader, ditches filled up and cleaned with shovel, and 446 cu. yds. of gravel hauled to soft places.

Flat Airport

It is noted that an allotment has been made for the construction work generally during the month.

General

We are gradually filling crews up, but some classes of labor, particularly carpenters, dozermen, and cooks are scarce, with a big demand for this class of labor locally.

Bugs have been bad, particularly in camps, and it is believed that this is the cause of some of our turnover.

It is planned to send six men to Fairbanks after the Fourth, to bring down trucks belonging to this district.

The working of the office force six days is a considerable advantage, and it is hoped that a stenographer will be found for this district now that the program for the Homer-Russian River road is assured.


M. C. Edmunds

Superintendent,
Alaska Road Commission

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

~~JUNEAU, ALASKA~~

Anchorage, Alaska

May 31, 1946



Mr. Ike P. Taylor, Chief Engineer,
ALASKA ROAD COMMISSION,
Juneau, Alaska

Dear Sir:

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

Mountain Roads

Roads to various mines were opened up during the month on route 35-A with the cooperation of the miners interested.

There is still considerable snow on the Hatcher summit, and it looks as though the pass will have to wait until late in June before snow will have melted sufficiently for the pass to be opened up without too much expense.

Palmer Roads

Gravel was hauled to soft places on most of the roads in the valley during the month, the greater part being hauled on the road between Palmer and Masilla, which cut up badly during the breakup.

McKinley Park

The road was opened up on May 20th, permitting Alaska Railroad forces to travel out to Mount Wilson and put up camp.

The road was maintained, culverts opened up and ditches cleaned.

Due to lack of camp equipment, the crew was kept to a minimum.

Mechanics were kept busy overhauling Park equipment and that purchased from Surplus at Fairbanks and snipped down.

A grader and freight truck were shipped from Anchorage, and it is planned to get a shovel for the Park from Fairbanks, if possible, for this project.

Iliamna Roads

The pass on the road from Iliamna Bay to Pile Bay is still closed to traffic, and it is not expected that it will be opened up this season until the middle of June.

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Iliamna Lake - Nondalton

It is expected that a crew will be sent down to Severson's roadhouse about the 10th of June, to maintain the roads already constructed and to build the road for the Bureau of Indian affairs connecting the Newhalen school with the present road system.

Talkeetna

The main work accomplished consisted of overhauling equipment, finishing up the cabin under construction at the landing, and maintaining the road to Moose Creek, mile 12.

It is reported that there is considerable snow on the ground beyond the Peters Creek roadhouse.

Homer-Russian River

Three survey crews are organized, one at Moose Pass in charge of Sandin, one at Kenai in charge of Kent Fuller, and one at Homer in charge of Wilson, and are making fair progress.

Charles Littlejohn has a small construction crew at Moose Pass, and is engaged in putting up camp and making roads so that supplies can be moved to the survey camp.

The Juneau crew at Homer has been helping out with other activities, such as unloading materials, and have been busy getting material for right of way deeds, in addition to their regular work.

The survey crew at Kenai was in charge of Frank Morris until the arrival of Kent Fuller, and are getting along alright.

Ralph Soberg was sent down to Kenai with a load of equipment and a few men, as general foreman, to take charge of putting up camp and starting construction work.

A ramp, with a 30 ft. face, was constructed at Homer for unloading barges, and 271,000 ft. of lumber was unloaded.

Right of way was cut along the present road to a width of 60 ft. for one and a half miles.

Anchorage Local Roads

The roads in the Anchorage area are in good condition, gravel was hauled to several places where soft spots developed when frost went out of the ground.

Anchorage-Palmer Roads

The line charge at mile 25, including the relocation at the Eklutna bridge was 85% completed during the month.

The hauling of binding material to mix with the loose gravel from the pit at mile 146 on the road across the flats was finished.

The surfacing of the road between Palmer and the Matanuska bridge with crushed material was completed.

Maintenance was performed with motor patrols, culverts opened up and soft places surfaced.

Anchorage-Potter

The survey for the road to connect Anchorage and Potter is underway, and it is expected that this will be finished around the middle of June.

The work on the road to connect this location with the Campbell road was stopped after hearing that funds would probably not be available.

Dillingham

Foreman Ueeck and one man left Anchorage early in May, to take over the road work for the summer.

The work accomplished consisted of removing a couple of snowdrifts, clearing and stripping an additional area in gravel pits, installing two 12" culverts (55 lin. ft.), and surfacing soft places, placing 240 cu. yds. gravel.

Glenn Highway

This road was maintained in good condition during the month.

Work was started on the revision of the road in 75, and the placing of drums for rip rap at mile 66 was started.

Work of drilling for coyote holes for obtaining rock for rip rap at mile 20 was started during the month.

Camp was established at mile 75, and the winter camps closed down.

Homer

Snow was removed from the roads on the hill, a total of 18 miles being cleared.

Culverts were opened up, ditches cleaned out, and soft places surfaced.

Repairs were made to our equipment and that which is being loaned to us by the C.A.A.

Kuskokwim

Soberg left Takotna around the middle of the month, reporting to the Anchorage office.

Snow was removed from the roads, ditches opened up, culverts thawed and soft places surfaced.

Equipment was overhauled during the month, including the two trucks at Flat, and adjustments made to the tractor.

Flat

The work at Flat is under charge of a local foreman, Fred M. Poorman, with one man, and he appears to be taking hold in good shape.

Some snow was cleared off the roads during the month, ditches opened up, gravel hauled to soft places, two culverts installed, a couple of soft places corduroyed on the Iditarod road, and a timber bridge repaired.


General

The mechanics kept quite busy rustling equipment from Surplus, and working on it to put it in running order.

Archie Brown, clerk, resigned early in the month to take other employment.

There are a lot of men seeking employment, but when work is not available immediately they do not stay around, and it looks as tho we may have difficulty in getting men if a large program breaks suddenly.

We are noticeably short of cooks.


M. C. JONES,
Superintendent.

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
April 30th, 1946

Mr Ike P. Taylor
Chief Engineer
Juneau



Dear Sir:

The situation report for the month of April follows:

Palmer Mountain Roads.

The road to the Label mine was plowed out during the month, with the snow removal being carried on to the Independence and the Gold Chord road. All of this work is being done on a cooperative basis.

Palmer Roads.

Snow was removed from the roads around Palmer, and gravel hauled to soft places which developed.

Considerable mudholes developed on the local roads during the month

McKinlev Park.

Hosler and a few men left for the Park on the 15th of the month.

They opened up camp, started overhauling equipment shipped down from Fairbanks and that on hand, and started on a snow removal program, reaching a point near the 19 mile post at the end of the month.

The Alaska railroad sent a crew of men up to the Park to start opening up the hotel, at the end of the month

Iliamna roads.

We have negotiated with the C.A.I. for the use of their equipment to build the road for the Bureau of Indian affairs at Newhalen, and will try to get this work started when conditions are favorable, but it will probably be early in June before we are able to do anything on this project.

Talkeetna.

Mulvaney and a small crew left for Iliamna Talkeetna on the 22nd of the month, to take care of the work on this route.

Anchorage local roads.

So far the roads in the Anchorage area have been in fairly good condition altho considerable gravel has been hauled on some routes and there is a lot of places where frost is still in the ground.

Anchorage-Palmer.

With the exception of the road between the Alaska Railroad and the Knik bridge where considerable ice still remains, the ice has gone from the road and it is in good condition.

The North end of the revision at mile 25, from the Lake, has been completed, but the South end is only 50% completed.

It is planned to finish the revision at the Eklutna bridge while the crew is in the vicinity. The revision South of the bridge ties in with the change being made at mile 25.

A short change is being made at the North end of the Eklutna bridge putting the road on a tangent and raising it so that the present objectionable curve and gradient is eliminated.

Some material is also being hauled across the flat at mile 146 for a binder to mix with the loose gravel which composes the greater part of the fill material.

Culverts were opened up during the month, ditches cleaned out, and the surface maintained with patrols, which worked double shift.

The surfacing of the road from Palmer to the Matanuska bridge will be started early in May

Anchorage-Potter.

The survey to connect Anchorage with Potter was started during the month, and a start is being made towards the construction of a short piece of road from the present Campbell road towards the proposed location of the new location.

This road branches off the Campbell road about one quarter mile north of Campbell station.

Homer-Russian River.

Survey crews were organized and sent to Moose Pass, Kenai, and Homer.

A contract was signed with the Anderson Transportation Co, to handle our freight on Cooks Inlet in connection with the proposed road, and they are taking care of this business.

Most of the mechanical force have been busy with the Surplus property, rustling around finding and examining various equipment and arranging to have it turned over to us.

The following equipment was purchased during the month

8	only	D-3	tractors
1	"	D-7	"
3	"	D-6	"
1	"	welder	
3	"	Trucks,	shop
1	"	Light plant,	5 K.W.

Dillingham.

Maintenance has been taken care of locally. It is reported that a tractor has arrived for the road Commission, or rather is on the way, which is the first advice we have had about this machine.

It is planned to send Useck over about the 20th of May to take care of the work

Glenn Highway.

Snow was removed off the road, culverts opened up with a thawing boiler and ditches opened up. The surface was maintained with motor grader.

Camp was erected at mile 75, in readiness for the closing of the camps at mile 89 and 115, which will be closed early in May.

It is planned to complete the new road where diverted in mile 66 as soon as McDae finishes putting the crushed material on the road between Palmer and the Matanuska bridge.

It is planned to protect the washouts at King river and other places early in May.

This road has been in good condition during the month

Kuskokwim.

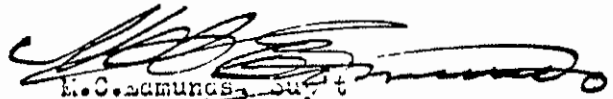
Bayless showed up on April 12th, leaving for Flat a couple of days later.

The field at Takotna could not be used and Soberg was at Flat overhauling the equipment at that time.

The equipment at Takotna should be overhauled about May 10th, when Soberg will report to Anchorage for other work.

General.

We have been busy on routine work, and getting ready for the proposed program on the Kenai peninsula.


M.C. Edmunds, Supt

Report
delayed
on
account
of
SICKNESS

ALASKA ROAD COMMISSION
ANCHORAGE, ALASKA
March 31st, 1946

Mr Ike P. Taylor
Chief Engineer
Juneau



Dear Sir:

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

Palmer Roads.

Winter maintenance was performed upon the roads, ice picked and slippery places sanded.

A lot of snow fell intermittently, which drifted during high winds, requiring the roads to be plowed out, the mileages on the various routes being as follows:

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

Anchorage Roads.
area

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

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

Mileage plowed out during the month 24 miles

Anchorage- Palmer.

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

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

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

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

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

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

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

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

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

Cinders were placed upon slippery places, and culverts thawed out

McKinley Park.

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

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

Dillingham.

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

Glenn Highway.

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

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

Homer.

Homer.

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

Anchorage- Potter road.

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

Kuskokwim.

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

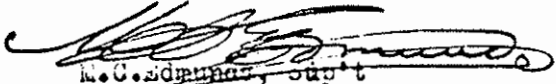
Arrangements have been made to bring Soberg out of Takotna after the new man has arrived and gone over various activities. It is planned to have both of them go to Flat and overhaul the equipment in that area. He reports that while the radio is working but up to the 24th of March he had been unable to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

General.

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

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

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


M.C. Adams, Sup't

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



Mr Ike P. Taylor
Chief Engineer
Juneau

Dear Sir:

The situation report for the month of February follows:

Palmer Roads.

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

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

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

Anchorage Roads.

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

Route 75	16	miles
" 75-A	98	"

Anchorage-Palmer.

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

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

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

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

Cinders were placed upon curves and slippery places

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

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

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

Dillingham.

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

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

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

Glenn Highway.

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

Rocks were removed which fell down on sidehills.

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

This road was in good condition during the month.

Homer.

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

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

Kuskokwim.

Soberg and one mechanic worked overhauling equipment during the month.

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

General.

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

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

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

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

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

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

M.C. Edmunds, Sup't

