

plowed back from the shoulders and runoff water drained under the pavement into the subgrade. Subsequent traffic broke the surfacing and mud boils appeared on the entire stretch. That portion that was laid down last year has not properly cured and is also wearing away from the surface causing chunk holes. Other than the section through the Fort, however, the road is in good condition, although rough between Palmer and the Knik River Bridge.

Does  
around  
good

The temporary bridge at Peters Creek was started on the 10th. Ice has been shot clearing the river, snow has been removed from the entire area, and most of the deadwork finished. Some trouble has been experienced leveling up for the caps but a compressor was put to work and the frost drilled and shot for level footing as the boiler was busy on the roads. Two bents have been erected complete with stringers and decking. The work should be completed within two weeks.

c. Potter Highway:

Routine snow removal and maintenance with the maintainers was performed during the month. The snow was pushed back beyond the ditch line and the ditches were opened with a pull grader to take care of the runoff. The glacier at Rabbit Creek continued to give trouble but was taken care of with a ditch through the ice along the road which carried the water into the creek. Side roads were plowed free of the slush that formed as the accumulation of ice left during winter plowing operations thawed and broke up.

d. Anchorage Depot:

Moving has been carried forward along with the task of overhaul of equipment for the forthcoming season. The hydraulic lift has been installed in the garage and a compressor utilized to operate it until the compressor from the old building can be moved. The major portion of the parts have been moved and put away overhead. Garage offices have been moved to the new location and all overhaul is now in the new building. Steel for the mezzanine floor has arrived and been put in with the exception of one bay which had to be left free for the elevation of the elevator shaft. All the elevator parts have not yet arrived and it is not contemplated trying to install it until it is complete as this would necessitate the removal of the hoist now being operated in the shaft. The five ton crane arrived and the rail has been installed preparatory to attaching the crane proper. The rail proved to be too long and had to be dapped to clear the steam lines in the building. This will not affect its strength or movement in any way.

Carpenters are now building storage racks in the warehouse and warehouse supplies and provisions are being moved into the building. The storekeeping section of the Anchorage office has been established in the room originally planned as the engineering office so the storekeeper can keep closer check on the work of requisitioning and supplying supplies to the camps. The contract and engineering section is also functioning in the new building thus greatly relieving the congestion in the offices in the Federal Building.

The cook house in the new area was put in operation on the 10th to handle the bridge crew and the crew for moving the garage and warehouse. The quonset hut storage in the new area collapsed due to snow loading on the 5th and has been partially dismantled. The building does not appear to be severely damaged and it is planned to re-erect it only after the area is down to grade. It can then be utilized for possible warm storage.

e. Palmer Roads:

Snow was pushed back on the Palmer roads and ditches opened up to allow the surface water to get away from the roadways. General maintenance was performed with the graders and low spots and places that showed signs of breaking up were graveled. All roads were passable for the entire month.

f. Glenn Highway:

Snow was moved back on the highway and ditches were opened up to take care of the runoff. General surface maintenance was performed on the entire road and it remained in fine shape during the month. Glaciers were active and a crew was kept busy chipping ice and keeping culverts open. The river started to undercut the road at King River on the 25th, but was caught in time to prevent serious damage. It is planned to extend the drum breakwater to prevent a recurrence in the future.

g. Homer Roads and Dock:

All dock materials arrived and have been unloaded on the end of the spit. Grammer and Perkins took soundings and have established a definite location for the dock face. Piling ordered by the Territory were found too short for a flotation of 23 to 25 feet as actual depths and governing tides (with storms) had not been determined by the Territory's representatives when the plans were submitted. Design drawings gave top of deck at Elevation 22.0 referred to M.L.L.W. Local residents warned against placing the dock deck lower than the old one which was at Elevation 29.45 because of storms during high tides which pile water into Kachemak Bay. We are therefore building to deck elevation of 29.25 to make piling cutoffs at 27.0. The present face of dock is planned for -20.0 contour on basis of 15 feet penetration for piling, but there is a high spot of -0.17 in the ocean floor at the center of the 120 foot face of the dock. Perhaps this is a temporary condition which may scour out when the dock is in. Again, if we find that we cannot get 15 feet of penetration when driving the approach, it may be possible to move the face out to -22.0 bottom contour. The driver has been built and is set on false bents and the hoist mounted. It is planned to start driving the first of April with completion date estimated at May 15.

The thaw boiler and one grader has done necessary maintenance on the roads and opened the culverts.

The East End road has been surveyed to a point 450 feet west of the corners of Sections 22-23-26-27. When the road is completed to this point it will serve all the homesteaders now located in that area with the exception of

of one. The mile of additional road needed to serve this one man is not believed justified at this time. Actual work accomplished is as follows:

Cleared- - - - -10,000 feet  
Graded- - - - - 5,000 feet

*when accomplished  
Total to date*

h. Russian River-Homer Road:

Maintenance was performed on the Kenai end by motor patrols and the boiler. On the 21st of the month the road became so soft that it was temporarily closed to all heavy traffic. Cold nights have subsequently seen it being opened for necessary traffic from midnight until early morning while the frost was able to carry the load. On the Homer End the false work for the Anchor River Bridge has been driven and capped and the bottom chord is in place. It is planned to set the top chord from the river with the big crane if the river ice holds, if not, the bottom chord will be decked and the Speeder will work from the deck. Roadwork consisted of snow removal and surface maintenance with the patrol graders.

i. Dillingham:

Winter maintenance was performed on this route during the month. Larson was in on the 28th of the month and reports that he has not succeeded in keeping up the work started by Betts in February. He states that as fast as they plow out a mile of road it fills up behind them. Now that the snow is wet the SnoGo will not handle it and the starting motor on the D-7 is down. New parts were shipped for it the next day but nothing further has been received on the work. Plans now are to replace Larson with a foreman-mechanic-operator. We have a line on several such men in that area and decision will be made when someone gets down that way this summer. The answer may be on hiring such a man on year round basis. The situation there is definitely bad and apparently becoming worse.

j. Kodiak:

Winter maintenance and snow removal was performed upon the Kodiak Roads during the month. Overhaul of equipment was carried on satisfactorily.

k. Talkeetna Roads:

Mulvaney went to Talkeetna on the 25th, unloaded the truck and D-4 tractor and 30 barrels of fuel; crossed them on the ice and returned to Anchorage on the 30th. The river was opening up and the move none too early.

l. McKinley Park:

Frank Johnson replaced Chet Diess as foreman in the Park this year. He, with one mechanic left for the Park on the 23d. Very little snow around the station and the freight that has been going into the Park has been hauled and stored. Grant Pearson, new Park Supervisor, was in and he advises that glaciers are exceptionally bad this year, especially so up at Igloo.

m. McKinley Park-Gusitna River Survey:

Harold Miller, and one man, left Anchorage on the 16th to start freighting supplies for the survey. Reports were that the miners had broken a trail part way to the station from Valdez Creek and were broken down. D-4 which went with Miller developed fuel pump trouble and even after remedying that, the work proved too much for the small cat. The D-8 scheduled for the Park from Fairbanks was sent down to break trail for the smaller cat and drag. It arrived on the 21st and was put to work with an operator from Anchorage. Last definite reports were that they had opened up a haul road to 20 miles out and progress was picking up. It is expected that the D-8 will be through and back at the Park in about a week.

2. By Contract

a. Anchorage Warehouse, Contract I-arc-4007, Gotberg Construction Co.

Partitions were completed, tile flooring laid, plumbing in and painting completed. We moved in on the 25th of the month, but this did not constitute an acceptance of the building as arrangements had been made about this with the contractor. The building should be complete, including elevator, for a final inspection on the 5th of April. This does not include outside painting which must wait for warmer weather.

b. Asphalt Tank Farm Contract I-arc-4036, B-M-K Co.

Three storage tanks have been completed including heating coils laid in the bottom in two of them. Piling was secured by the ARC from the Railroad for the trestle for the 12" line when it was found that the M-K piling was at Whittier under 8 feet of snow. This was done to speed up the job and M-K will replace the piling to the Railroad from their stockpile. The driver was started on the 9th, and the job of driving completed on the 14th. The 12" pipe was reconditioned manually after it was found that the contractor was not able to obtain suitable sandblasting equipment. This work was completed on the 21st. A strata of frozen and expanded clay was discovered in the subgrade under tank three and the area excavated on the 16th. Upon completion of the excavation, the ARC immediately backfilled the area with 66 yards of select gravel.

Work on laying the dock line has speeded up considerably and 60% of the line is in place and welded. The floor slab of the pipe well of the pump and boiler house was poured on the 27th but after the pour was completed, it was found that it was constructed in the wrong position in the pump room. Excavation in the proper location has been started, and the old slab covered up. The error occurred when the contractor worked from an old plan and not from revised drawings that had been submitted to him early in the month.

*revised drawings submitted?*  
*100-111*

3. Weather:

Weather has been very moderate during the month. Started to thaw on the 27th of February and very little freezing weather was encountered until

Taylor - April 4, 1949

Page 6.

the 30th of March. Snowfall started March 30 and about 8 inches of new snow is on the ground which may hamper operations somewhat for a few days.

4. Miscellaneous:

Water main leading down over the hill to the new area froze up on the 2nd. Warm weather seems to have driven the frost down. Thawed down to the main on Fifth avenue and men worked 24 hour shifts opening up the line. Thawing completed on the 4th and water in the garage and warehouse again on that day.

Thomas M. McGovern, bridge foreman, arrived on the 9th and was immediately sent to Homer.

B. D. Stewart, Jr., arrived from Valdez on the 10th, to meet Colonel Noyes.

Colonel Noyes arrived from Fairbanks on an inspection trip on the 11th.

Forrest R. Easterday, P-3, in off the Baronoff on the 25th. It is planned to use him on easement and right-of-way work.

Peter J. Bagoy came in over the Alcan Highway. He reports it in fine shape. It is planned to use him as general foreman of the Anchorage Area including Palmer Mountain Roads and the Glenn Highway. King and Bilodeau are to be retained as job foremen with Bagoy over both of them. This will relieve the office of many routine construction and maintenance problems, and coordinate equipment between all areas in this locality.

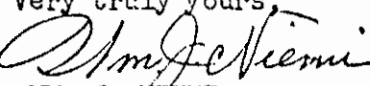
Three steel girders 50' long were hauled over the road to Seward from Kenai for bridge repairs at Valdez. Some difficulty was encountered in getting them around the corner at Schooner Bend Bridge but the back end of the trailer was lifted with a cat dozer and slid over to clear the end of the bridge.

Albert W. Torn, P-3, arrived from the States. He will go on section and property line ties and gravel pit locations on the Anchorage-Palmer Highway and other roads, until contract work on Glenn B-1 opens up.

George M. Tapley and Marvin E. Jenkins arrived from Juneau on the 29th on inspection of the tank Farm. They left for Valdez on the 31st.

Walter H. Daub arrived from Juneau on inspection tour on the 31st.

Ellery Rountree, Equipment Engineer was in the 31st. He is on leave and is in reserve training with the 925th Aviation Engineer Group at Fort Richardson.

Very truly yours,  
  
WM. J. NIEMI  
District Engineer

WJN:mmm

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA



March 7, 1949.

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

SUBJECT: Monthly progress report for February 1949,  
Southwestern District, Anchorage, Alaska

Col. A
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1. By Government Forces

a. Anchorage Roads:

General snow removal and winter maintenance was performed on all Anchorage roads. Heavy snow conditions and strong surface winds caused considerable trouble due to drifting in the open areas and cuts, but roads were kept passable except for a few hours on the 16th and 18th of the month. During this period, winds reached a velocity of 53 miles per hour and our equipment was unable to remove drifts as fast as they formed. Dozers and graders work twenty-four hour shifts and succeeded in spasmodically opening one lane in the Spenard Area and at Merrill Field and Mountain View so traffic could keep moving. Wind died down on the 18th and dozers were kept busy widening and opening side roads that had become plugged. Graders became worthless except for smoothing up behind the tractors, as the snow was too heavy and berms too high for them to operate. A D-4 was put to work cleaning berms out of private drives after the heavy work was accomplished.

The glacier by the CAA shop on the Loop Road was active during the month and the boiler crew opened the culverts and chipped ice during the period.

b. Anchorage-Palmer Highway

The snow fence that was erected by M.P. Gate Number 3, stopped all drifting in that area and except for intermittent small drifts between the Matanuska River Bridge and Palmer, no undue trouble was encountered. On this latter section, dozers removed the drifts as they occurred and pushed the berms back off the shoulder of the roadway to prevent further trouble. The wind kept this stretch open by blowing the snow across the road. The glacier at the south end of the Knik River Bridge became active during the month and culverts were kept open during this time. Ice from overflow was chipped off the roadway.

c. Potter Highway

Routine snow removal and maintenance with the maintainers was performed during the first part of the month. During the strong surface winds on the 16th, 17th and 18th, the stretch of road between Campbell Stating Road and Wells Road became drifted full for its entire length. All available equipment went to work and by double shifting the road was open and passable for

traffic on the 17th. One lane was kept open and when the winds died down dozers pushed the drifts back. The highway was made passable for two lane traffic on the 19th. On the 27th, the glacier at Rabbit Creek became active and had built two feet of ice on the road before it could be checked. The boiler crew thawed and chipped the ice and cut a ditch through the ice so it would drain over the bank into the creek. The cut is so narrowed by frozen ice and snow that the erection of a barrier is impracticable.

d. Anchorage Depot

Parts bins have been built upstairs in the garage and parts are being moved from the old area. The elevator arrived in part but as all the parts are not here it seems impracticable to try to assemble it. Overhaul is being carried on in both shops.

During the month, the roof drains in the north end of the warehouse froze under the floor and water pressure sprung a pipe joint, with the result that the cold storage section became covered with two inches of ice. The boiler was used to thaw the drains and the roof intakes were plugged. This will have no bad effect on the roof as the water will be forced to the drains that are open through the warm storage area.

e. Palmer Roads

The wind blew continuously during the month causing drifting on almost all the roads. Crews worked double and triple shift during the worst storms and kept travel over the main arteries. Loss of our only SnoCo on the 9th, severely handicapped the efforts of the crews but by sending extra dozers and graders from Anchorage, this loss was somewhat offset. Most of the drifting could have been eliminated by the use of double or triple snow fence, especially along the Matanuska River and at Stephens on the Main Highway. It is estimated that at least 10 miles of snow fence is needed in the Valley. One tractor with dozer was stationed at Wasilla and worked to advantage. It is planned that next winter snow removal equipment will be left there with an experienced operator who resides in Wasilla, and who will work as required. The mountain roads are still plugged with snow but work is continuing on them. Homesteaders have moved into old Knik and that piece of road has been added to our maintenance in the Valley.

f. Glenn Highway

Unusual drifting was encountered all through the month along the Matanuska River. Maintainers were kept busy on the road all month clearing snow as it fell and as it was blown in. Glaciers were active and a crew was kept busy chipping ice off the road, keeping culverts open and sanding the worst stretches. On the 27th, three small slides came down at 98 mile but

they were immediately removed without any delay to traffic. Crews worked overtime keeping the drifts out and keeping ahead of the almost continuous snowfall.

g. Homer Roads  
Kasilof Roads

Snow removal was accomplished on both these projects. At Kasilof drifting occurred on the 17th but the road was opened when the dozers from Kenai arrived at Kasilof two days later. The road was kept in good condition. Glaciers were taken care of on the Homer roads and sanding was done on the worst stretches.

h. Russian River-Homer Road

Overhaul progressing satisfactorily, and expect to have all equipment in operating condition when construction starts. The crusher has arrived in Seward and plans are being made to get it to Kenai before the thaw and the roads became bad.

Heavy drifting of snow occurred on the 17th at Kenai and Moose River. Dozers removed the heavy drifts and the road was open for traffic by the 20th.

On the Homer end very little drifting occurred and the work during the month consisted of general maintenance and snow removal. Plans are being made to get the Anchor River bridge started in March, as well as the Homer dock.

i. Dillingham

Winter maintenance was performed upon this route during the month. Thurman Betts returned to Anchorage February 4th, and reported the SnoGo and tractor in good repair, and the work of snow removal moving rapidly. Double shifting has been necessary during the month to keep the roads open for the school bus as the unusually heavy snowfall and high surface winds have caused undue drifting during the entire month.

j. Kodiak

Winter maintenance and snow removal was performed upon this route, which was kept in good condition.

2. By Contract

a. Anchorage Warehouse, Contract I-arc-4007, Gothberg Construction Company.

Gothberg was notified to proceed with the supplemental work on the warehouse on the 2nd of the month, and immediately started erecting partitions,



installing additional plumbing and wiring. The work progressed satisfactorily during the month with the partitions being completed, the wiring finished and most of the plumbing hooked up. Asphalt tile for the floor arrived in Seward on the 27th and the ARR is trying to expedite it. The rest of the plumbing is being left unfinished until the tile arrives and can be placed. The parts for the completion of the elevator have arrived in the ARR yards in Anchorage, but cannot be located in the tremendous backlog of freight. Mr. Gothberg has cleaned up both floors of the building and has given us his OK to go ahead and start moving in. He has agreed that this will not constitute an acceptance of the building.

b. Asphalt Tank Farm - Contract I-arc-4036, B-M-K Co.

Snow removal on tank site has been completed, major materials stored at site and sorted. The thawing operations of tank area is approximately 25% complete. Piling and necessary equipment is located at the site and driving of piling is proposed to start March 1, 1949. All major materials are on hand or on the way, enough is on hand so that contractor is not hindered for lack of materials.

3. Weather.

Weather conditions have been exceptionally bad during the last month. The mean temperature was about 13 degrees below normal, the coldest month of February on record. Minimum temperature was around 25 below zero. The wind has blown steadily over the greater part of the district causing drifting of the frequent snow falls.

4. Miscellaneous.

Harold Miller arrived from Ketchikan on February 3.

Claude Rogers was in on the 11th, going back to Homer from outside.

Richard Gamwell, P-4, Contracts Engineer, arrived on the 4th.

Ed. Biladeau, local foreman, arrived from the States on the 5th.

Thomas Perkins, Engineer, arrived for work on the 7th. It is planned on him working here until the Paxson-Cantwell Survey opens up and then he is to go on to the Valdez District.

Bill Fordan, P-3, Resident Engineer, arrived for duty on the 21st. He has been assigned on the tank farm to relieve Miller who is cleaning up small office jobs and getting materials, equipment and crew ready for the Cantwell-Paxson Survey.

Niemi left for an inspection tour of the Kenai Peninsula on the 23th.

Very truly yours,

*W. J. Niemi*  
W. J. NIEMI  
District Engineer

WJN:mm

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA

March 1, 1949.



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

SUBJECT: Snow Removal for Southwestern District, Anchorage Area.

75 - Anchorage Roads:

During the first eight days of the month, work consisted of general snow removal with maintainers and widening with two tractors. On the ninth the wind came up and threatened to block all roads. Wind died down at 11:00 P.M., and men on shift finished cleaning drifts and went off duty. All roads were passable at 5:00 A.M., of the tenth. On the 12th ten inches of new snow fell but was plowed back and roads were passable on Sunday Feb. 13. Wind came up at noon Tuesday Feb. 15, and crews went on double shift to get school buses and commuters home. Hired available operators and put all available equipment on twenty-four hour shift. Snow drifted roads full faster than equipment could open it up. One cat and one grader worked on 75-A at Merrill Field and Mountain View and managed to keep one lane open for traffic. Wind blew all day Feb. 16, and all roads were blocked except Palmer-Anchorage Highway. Worked double shift and long hours and had main Spenard roads, Potter roads and Sand Lake roads open for traffic when the wind died down on the morning of the 17th. Graders were practically worthless except for cleaning up after dozers as berms were too high to work efficiently and drifts were too heavy. On Friday 18th, all roads were open for traffic, but all needed additional work as only one lane was open. Continued double shift for another blow would have filled everything completely. Wind remained quiet and all roads were opened for two lane travel on Feb. 21. Rest of month spent on pushing berms back with dozers and cleaning up with graders. 545 miles of snow removal were accomplished during the month.

75B - Anchorage-Palmer Highway:

631 miles of snow removal during the month on this route. There was very little drifting as the road was protected except between Palmer and the Matanuska bridge. Snow berms were removed and wind kept the road clear except for occasional isolated drifts which were immediately removed.

35 - Palmer-Nasilla Roads:

936 miles of snow removal during the month. The wind was continuous for the entire month blowing from 10 to 53 miles per hour. Roads were open on first but strong winds on the 2nd filled them all. By double shifting with plows and Snogo, traffic was kept moving. Wind died to 10 M.P.H. that evening and the snow was pushed back with dozers so V-plows could work. 40 M.P.H. wind came up the 9th, nullifying all the work that had been done. All cuts were

drifted full from 3 to 10 feet and dozers and Snowgo went on double shift to open them up. Snowgo broke down in evening and has been down all month waiting for parts from the States. Sent another grader with wing blade from Anchorage on the 10th, to help out. Seven inches of new snow fell the 12th and the wind picked up, undoing all the work accomplished. Went on triple shift on the main highway with all equipment and managed to keep traffic moving until the 16th when drifts at Stephens and the Alpine Inn blocked the road completely. Wind died down on the 17th and the Glenn Highway was opened, also the road to Wasilla. By triple shifting all main roads were opened up by the 18th. The wind continued blowing at Palmer steadily at 3 to 16 miles per hour with 20 to 40 mile gusts the rest of the month. By double-shifting during the worst spells all roads have been kept passable.

96-B:

Conditions on 96-B have been about the same as the Palmer roads with 524 miles of snow removal being accomplished during the month. Continuous winds along the Matanuska River with fresh light snow every few days made double shifting a necessity to maintain travel over the road. Moderating temperatures on the 27th caused three small slides at 98 mile but these were removed without any delay in traffic.

55-C - Kenai-Homer:

At Kenai heavy snows and intermittent winds caused no undue trouble until the 13, 18 and 19, when the road at Kenai and Moose River drifted full to a depth of 2 to 6 feet. Dozers removed the drifts and roads were open on the 20th. Snow removal for the month consisted of 466 miles including 5 miles of drifts.

At Homer no or very little drifting occurred and work consisted of routine snow removal after the frequent snowfalls. 62 miles were totaled during the month.

98-D - Kasilof-Roads:

35 miles of snow removal including one mile of 4 ft. drifts which blew in on the 17th. Dozer removed it two days later.

92-R - Dillingham-Wood River Road:

Betts returned to Anchorage Feb. 4, after getting the road to the hospital open. Larson was working on the Wood River road, when he left. Roads drift full immediately after being plowed which seems to discourage him. No report received as yet on present road conditions.

*L.A. Hatchett*  
L.A. HATCHETT  
Ass't. Dist. Engineer

ALASKA ROAD COMMISSION  
Anchorage, Alaska



February 2, 1949.

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

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

5	Col. N.S.
1	XPT J.
2	XFGA
3	X...
4	XHD
	GHS
	R.R.

1. By Government Forces

a. Anchorage Roads

Snow removal and winter maintenance was performed on all the Anchorage roads. The glacier on the Loop Road by the CAA shop backed up and started over the road, the culverts were thawed out, ice chipped off the road and oil burners placed at the culvert entrances to keep the water flowing. The tractors with blades were put to work on widening on all the roads as the unusual amount of snow fall could not be removed with the plows on the graders. The roads have been bladed down to the gravel in most places and are in good shape. The snow this year is too heavy for the graders to handle and quite a bit of trouble developed with the equipment. The AC grader broke in half on the Palmer Highway and several cases of broken bits, one moldboard, and the wing on another machine was damaged several times.

b. Anchorage-Palmer Highway

Two small slides came down at the south end of the Knik River Bridge on the 9th. They extended across the road but were easily removed with dozers and graders. Traffic was not halted more than a few minutes Monday morning. The glaciers were very active during the thaw and culverts were thawed and fence erected. The excessively heavy snow fall made it necessary to use the dozers to push the berms back so the graders could clear the road of snow.

c. Matsnuska Valley Roads

Work on these roads consisted of snow removal, sanding, and widening of snow berms thrown up by the V-plows. During the early part of the month, the glaciers were quite active and culverts were opened, ditches cleaned out and glacier fence was erected. During the last half of the month, snow fell until all roads were blocked and the crews worked overtime to keep school bus routes open. A fifty mile an hour wind has been blowing for the last week which blocks roads almost as soon as they are opened up. The Snogo is the only machine which will get rid of the drifts and it has been working overtime. Two additional men were hired and double shifts started. Two more cats were sent from Anchorage to help push the berms back so the V-plows would be of service. The roads to the Susitna mining district have been closed all month by slides which came down during the warm weather on the 9th and 10th of the month. They are composed of dirt, trees and snow and the Snogo will not

handle them, so a cat has been busy all month on that project.

d. Homer-Russian River Road

Work in this area consisted of winter maintenance, snow removal, and equipment overhaul. Over 1400 miles of snow removal was accomplished to permit freighting and general traffic, and so freight could move from Seward. Frank Johnson returned and is staying at Russian River to take care of the glaciers that are continually giving trouble along the Kenai River. The FRA road is getting narrow and is in poor shape; consequently the freighting of supplies and parts is a slow job with the freighting equipment in the ditch part of the road. Necessary winter maintenance and snow removal was performed on the Homer roads.

*Neimi  
Latter  
this is  
in good  
condition  
JR*

e. Dillingham.

Betts left for Dillingham on the 14th, and found things in pretty bad shape. He requested a new motor for the Snogo which was sent down and installed. The Snogo was plowing snow the day after the motor was received. Snow has been abnormal there and drifts very bad. No report has been received recently but the road situation should be considerably improved.

f. Anchorage Depot

The garage crew is busy on winter overhaul of equipment for next seasons work and on keeping the present snow plowing equipment on the road. Several pieces of equipment have been completely overhauled including three tractors that were immediately put to work on snow removal. The AC grader was repaired by inserting a sleeve in the tubular steel frame and welding reinforcing plates in place.

Parts bins have been built in one quarter of the upper floor of the garage and lumber purchased for additional bins and racks in the remaining area. The steel for the mezzanine floor was also hauled and has been put in place.

2. BY CONTRACT

a. Anchorage Warehouse, Contract I-arc-4007, Gothberg Construction Company.

Work on the warehouse is almost completed but due to the delay of some of the shipments by the railroad, the building is not ready for inspection and occupancy. Even after acceptance, money should be retained to take care of outside painting and finishing which cannot be done until weather moderates.

The railroad has evidently mislaid one box of elevator parts so that is not yet installed. It is also now apparent that a change in the wiring is essential for efficient operation.

b. Garage Heating Changes

Short Term Contract - Anchorage Installation Company.

Changes were made in the heating of the garage as revised on the plan which included lowering the present units and adding four new ones in the work area and installing thermostat in office. Noticeable difference resulted in heating the floor level.

c. Asphalt Storing and Handling Facilities - Contract I-arc-4086 - B-M-K.

First materials for the tank farm arrived during the month consisting mostly of knocked-down tanks in crates. Material was hauled to site and stored in the truck loading area, or placed in M-K warehouse.

H.C. Shircliff, District Engineer for M-K Co. advised this office that actual field construction will commence immediately after the 1st of February. D.D. Kaiser will be building superintendent, and J.W. Ferrin tank superintendent. Their plan is to erect one tank as rapidly as possible to provide storage for such materials as pipe insulation.

The contractor advises that three subcontractors will be engaged on the project as follows:

Urban Plumbing & Heating Company, Seattle, on piping and power hours;  
City Electric of Anchorage, on electrical work;  
M. F. Goggans of Anchorage, on painting

A form was prepared and delivered to the contractor on which was to be indicated the Proposed Construction Program. This has not yet been completed, as the local representatives of M-K Co. wish to consult with their Chief Engineer before returning it.

3. WEATHER CONDITIONS

Temperatures in the first ten days of the month were above normal with the thermometer reading plus 32 degrees on the tenth of the month. On the 17th it dropped to minus 17 degrees but was back up to 15 above on the 19th, and stayed above zero for the remainder of the month.

The snowfall was the heaviest yet recorded for Anchorage for the month of January with a total of 36.1 inches. These abnormal conditions

Taylor - Feb. 2, 1949.

Page 4.

existed over the entire district which resulted in numerous problems and long hours in keeping traffic moving and roads open.

4. MISCELLANEOUS

Foreman King from Palmer returned from States on the 17th.

Two new Ford Pickups arrived in Anchorage. It is planned to give one to King and use the coupe he now has in the Anchorage Area.

The cost accounting is slowly going ahead with Grammer and Van Zanten doing most of the work on it.

Grammer finished his map work on the Fairbanks survey.

Wm. J. Kiemi, District Engineer, arrived at Anchorage, January 22, from Juneau, as transfer from the Bureau of Reclamation, Washington.

H.O. White returned from the trip to the International Harvester factory and Juneau conference on the 22nd.

Several boxes of surplus equipment have been received from the States. They contain in whole a 16 ft. boring bar for Sterling Marine Engines plus special tools for servicing. Their value is contained only in what metal can be salvaged for the shops. Received also from the States one steam towing winch for a heavy duty tugboat. This material and equipment was procured by Juneau from War Surplus in the Continental U.S.



Wm. J. Kiemi  
District Engineer

WJN:mm

Spec:

If we need to use the  
PRA road to Seward, I  
think we should write  
them a letter & call  
their attention to the <sup>poor</sup>  
state of <sup>road</sup> maintenance of  
the Coopers Landing  
Road. This should be done  
right away, mainly for the  
record. JES

See note:



Stewart advised, in discussion, that his statement was not sufficiently accurate to base our criticism to the CPA on, after considering this factor it was decided to withhold action until more accurate info at hand.

WJG

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

January 6, 1949

Col. N
IPT
AFG
GMT
AWHD
GHS



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

Dear Sirs:

Following is the situation report from the Southwestern District for the month of December, 1948.

Palmer Areas

Activities in this section consisted of winter maintenance, snow removal, and overhaul of equipment. During the early part of the month the glaciers began to work rapidly, especially in the Matanuska Valley, and required daily attendance of thawing crews. Numerous fences and barricades were erected to keep the ice from forming on the road surface. All roads remained icy during the first half of the month, and considerable sanding was done in order to provide a safe driving surface. The last ten days of the month snow started to fall, accompanied by winds and all available equipment was put to plowing. The 511 tandem-drive grader borrowed from Glennallen was most useful during this period. It was necessary to work irregular overtime in order to keep all roads open and safe for traffic.

Russian River-Homer

PRA →

Work on this section consisted of winter maintenance and equipment overhaul. Extreme cold weather was experienced, especially around Kenai, and some bad glaciers have begun to form on the road. The Coopers Landing road is in very poor shape, with many sidehill glaciers, and our equipment was off the road several times. Inventories at both Kenai and Homer were completed, and work begun on overhaul of equipment. All equipment along the road was brought in to the depots. Necessary winter maintenance and snow removal was performed on the Homer local roads.

Anchorage Roads

Winter maintenance and snow removal was performed as conditions dictated on this section. Roads were icy during the first part of the month, and glaciers were active. The thawing crew was kept busy putting in drain ditches and placing barricades were possible in order to stop ice from forming on the road surfaces. All roads were plowed several times during the month.

Vertical handwritten notes on the right margin, including "1770" at the bottom.

### Anchorage-Palmer Road

As on the other roads in this area, thawing crews were kept busy working on glaciers most of the month. Considerable sanding was necessary as the road surface was very icy most of the month. Barricades were placed in several spots along the road to prevent ice from forming on the road surface. These were constructed of corrugated roofing iron placed against stakes frozen into the ice, of building paper and chicken wire, and of canvas. Snow removal was performed as necessary, it being the policy to keep the snow bladed right down to the road surface. The road was in good condition all month.

### Anchorage Depot

Pouring of concrete on the second floor of the garage building was completed. When heat was put into the building it was found that the main working space in the garage was not warm enough. A contract was let to put in additional heaters and to lower the existing heaters. Steel for the additional mezzanine was received during the month.

Operation of the camp in the depot yard was suspended about the middle of the month.

Work on the warehouse building progressed slowly. One boiler was placed in operation and work on jacketing both boilers and the piping continued. Partitions were placed and some of the windows glazed. The contractor is still short quite a bit of material.

A tank was purchased to provide gasoline storage when the gas pump is moved to the new depot.


The garage crew kept in repair equipment being used on winter maintenance, completed inventories, and overhauled several pieces of equipment.

### Miscellaneous

No reports have been received to date from outlying districts. On December 28 a wire was sent to Dillingham to inquire if the SnoGo was operating and if the roads were being plowed. No answer has been received. It is believed that both wires were routed wrongly, having addressed to Kanakanak. We have since discovered that direct service to Dillingham is now available.

Foreman Rogers from Homer is on annual leave in the States and will return about February 1.

Very truly yours,

  
B. D. Stewart, Jr.  
Acting Superintendent

# TELEGRAM

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., JUNEAU, ALASKA  
TEL. 891

Col. N <i>92</i>
<input checked="" type="checkbox"/> IPT
<input type="checkbox"/> AFG
<input type="checkbox"/> GMT
<input type="checkbox"/> ELR

VF3

WEA7

1948 DEC 31 PM 3 25

RR UWKHC



FM UWE 154A/STEWART ROAD COIM ANCHORAGE ALASKA 312200Z

TO GHIGLIONE ROAD COIM JUNEAU ALASKA

03931

INT GR39

RETEL CONFIRMING SITUATION REPORT FARM ROAD WEST FROM WELLS JUNCTION  
HAS BEEN GRAVELED TO RAILROAD PD DOZED OUT WINTER ROAD WEST OF  
RAILROAD CROSSED CAMPBELL CREEK AND HOOKED IN WITH NOMESTEADERS ROAD  
WHICH COMES OUT AT NOBEL MCRAE PLACE

31/25040Z

*[Handwritten signature]*

*[Handwritten initials]*

35/79

BLACK

From Ghiglione Road Commission Juneau Alaska December 31, 1948

To Stewart Road Commission Anchorage

Re Situation Report December eleven confirm that farm road west from Wells  
junction Potter road has been gravelled to railroad along center section seven  
and advise status road west of railroad

AFG:EK

*AS*

*JA*

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

December 11, 1948

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



Col. N. J. J.
IPT
AFG
GMT
ELR

Dear Sir:

Following is the situation report from the Southwestern District for the month of November, 1948:

Palmer Area:

All work except routine maintenance was discontinued the middle of the month, due to lack of funds and cold weather. Foreman King was called to the States about the 15th and Foreman Dye has been in charge since his departure.

Crews were cut to the minimum required for satisfactory winter maintenance, there being one man with a large motor grader and snow wing at the camp east of Sheep Mt., a foreman, grader operator, and two truck drivers at Wienie Lake, and men as required working out of Palmer. All roads in this section are quite icy at the present, and it has been necessary to do a great amount of sanding, especially on the Glenn Highway. To date, there has been little work necessary on glaciers, though some are beginning to show up.

The telephone at Palmer was moved to the A.R.C. office, with an extension bell in the garage, so that better communication can be had with crews. An Adams 511 grader was brought over from Glennallen to assist in winter maintenance of the Valley roads, the present machines at Palmer being old and in very poor condition, and none of them large enough or fast enough for some of the heavy snows and drifts. The garage crew was cut to three men, who are engaged in getting in shape some of the heavy equipment known to be needed next season. The Anchorage shop will be too busy moving to the new building and getting out equipment stationed in Anchorage to do any of this work this winter, but following that it should be possible to discontinue the Palmer garage as such.

Russian River - Homer Project:

In the Kenai area, all work was suspended by the 20th. Graveling was stopped prior to that time, due to cold weather, but the clearing crew was worked longer in order to corduroy a long swamp about five miles south of the Kasilof River. The grading crew also worked longer than the gravel crew, and graded up a wet sidehill about three miles

south of the Kasilof River, freezing weather making this work easier due to the wet ground.

All Mile Posts from Russian River to Kasilof were put in, the camps closed, and work started on the inventories. A start was made on hauling in equipment which had broken down along the road, and this work was nearly completed by the end of the month. Some equipment secured from the Army and stored in Seward, was moved to the Kenai depot. This consisted of three Case tractors, two D-4 tractors, 3 Euclid tractors, three Oskosh trucks, and one gravel loader.

It was necessary to dig a new well at the Kenai depot, the old one having been contaminated by overflow of the cesspool.

An inspection trip to this section was made by Assistant Superintendent Hatchett late in the month, and plans made for overhaul of equipment.

In the Homer area, graveling near Anchor River was carried on until the middle of the month, covering wet ground just north of the river. Loading and hauling of bridge steel was completed by Nov. 15, and the small shovel moved to Anchor River. The weather being favorable at that time, it was decided to go ahead with erection of the Anchor River bridge, and Foreman Gunderson and crew of three men was sent to the site, from Glennallen. Using the large dragline as a piledriver, the steel bent on the south side of the river, and one false bent, were driven, but in the meantime extremely cold weather came on and the river started to glacier. Attempts were made to keep a channel open but these failed and the entire valley became covered with about three feet of ice. It was necessary to do some dyking to keep the camp from being flooded, and the steel yard began to glacier up. Under these conditions, the crane could not work out into the stream, so the camp was closed and the crew sent home. Stripping and corduroy work was also halted late in the month, cold weather and darkness resulting in inefficient operation of the camp.

All equipment was moved in to Homer, except the large dragline, for winter overhaul and inspection. The light plant at the Homer depot gave trouble during the month, the connecting rods and crankshaft going out, but repairs were accomplished.

#### Anchorage Roads:

Work was continued until about the 20th of month on graveling the Spenard road from the top of Romig's hill to Deadman's Curve. Cold weather was experienced during this time, but it was deemed adviseable to continue until this section was completed, due to the heavy volume of traffic over that section and the manner in which it broke up last spring. About 18 inches of gravel was placed over most of the distance.

The gravel was then moved to the Potter road and gravel placed on the line which had been started toward Campbell Creek. A fill across a swamp was made, bringing the road to the railroad, and from there a dozer was started on clearing out the right of way toward Campbell Creek. It is the intention to secure a passable winter road that will serve the homesteaders and to get the line brushed through while the ground is frozen.

Most of the local roads were bladed up before the ground froze, and as a consequence they should remain in fair shape all winter. They are all icy, though, due to rain that fell about the middle of the month just after a heavy snowfall, followed by extremely cold weather. Sanding has been done on the worst sections. Some glaciers have made appearance, especially on the lower end of the Potter road, but only that portion being used by the school bus is being maintained.

#### Anchorage-Palmer Section:

This road was in fair shape during the month. The surface was bladed well before freeze-up, but as in the Valley and around Anchorage, the thaw in the middle of the month, followed by cold weather resulted in a sheet of ice covering the road. Attempts had been made to blade the snow down to the gravel but it was not possible to get this work done before the ice formed.

Some glaciers have formed, especially on the hill just north of the Moose Horn Lodge, on Peters Creek hill, and north of the railroad crossing at Mile 146. Maintenance crews have placed barricades at these glaciers, some consisting of sheet iron roofing against posts frozen into the ice, some of canvas, and some of chicken wire netting backed with roofing paper. These barricades successfully hold back the ice and prevent it from flowing across the highway. When not working on these barricades, the maintenance crew has been occupied in sanding the worst places.

The sub-contractor on Section A, Stock and Grove, ceased grading operations on the 16th, the weather being too cold. The line change east of the East Gate is about 75% complete. Considerable stripping was done on line changes between Mile 14 and the Fire Lake roadhouse. Widening of sub-grade between the Knik and Matanuska bridges is nearly complete.

#### Anchorage Depot:

Sufficient grading was done around the new buildings so that the spring run-off would not bother them, and a large parking area built up north of 4th Ave. The fuel tank was completed and placed in position, the stack raised, and work begun on installing the oil burners in the furnaces. About half of the concrete flooring on the second floor of the garage was poured, but the weather then became too cold to proceed. Work on the warehouse progressed all month, but some items on order were lost when the Railroad barge sank.

The camp located in the new yard was operated all month, but cold weather made the buildings very uncomfortable and the water supply was a problem.

The garage crew kept in repair the equipment being worked in this area and overhauled some items secured from Surpluses. An Adams 511 grader was placed in service late in the month, a welcome addition to equipment being used for snow removal.



Miscellaneous:

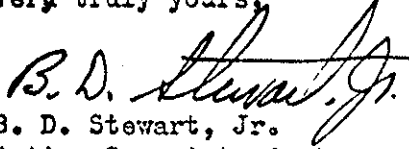
Foreman Stover reports that he completed repairs to the Karluk bridge on November 20th; also that he was shipwrecked on the return trip to Kodiak and had to remain at Halibut Bay for two weeks, arriving at Kodiak on Dec. 8. No other reports have been received from this section.

Grading operations at the tank farm site were completed as much as possible. The Railroad was unable to move the power pole until the latter part of the month, as they were waiting for the post hole digger to return from Haines. They then set a new pole and transferred most of the wiring, but the original pole still stands, and it has large pile of earth still around it that must be removed. No glaciating has been observed on the site, but across the road, the Standard Oil Company is having a bad time with ice. Water is seeping out along their north fence line and glaciating-in the upper row of tanks.

Assistant Superintendent Grammer returned from duty in the Fairbanks District and is taking a small amount of leave.

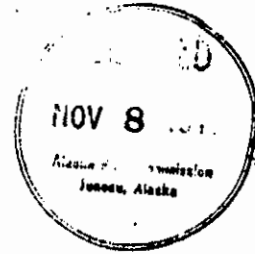
A start has been made on keeping equipment records posted monthly with the start of a new cost accounting year, and it is hoped that this will materially shorten the time required to work up the costs in the future.

Very truly yours,

  
B. D. Stewart, Jr.  
Acting Superintendent

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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



Col. N	93
IPT	
AFG	95
INT	
LR	

November 5, 1948

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

Dear Sir:

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

Palmer Roads

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

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

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

McKinley Park

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

Russian River - Homer

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

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

*[Handwritten signature]*

35/79

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

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

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

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

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

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

#### Anchorage Roads

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

#### Anchorage - Potter

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

#### Anchorage - Palmer

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

Done  
←

not much  
progress

How about  
C. J. S.  
S. J.

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

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

Arrangement with A for section thru Post

#### Anchorage Depot

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

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

#### Miscellaneous

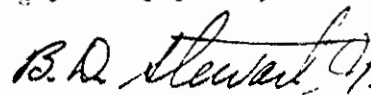
Grading operations at the Tank Farm site were begun late in the month and are nearly complete. The only plat available is very vague as to exact dimensions, but it is believed that the grading we have done will be satisfactory.

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

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

No reports have been received from Dillingham.

Very truly yours,



B. D. Stewart, Jr.  
Acting Superintendent

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

September 30, 1948

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



Dear Sir:

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

Palmer Roads.

The roads around Palmer have been maintained, and are in good condition. The brush cutter, installed on the Adams motor grader, was finally put into operation, working fairly well. In places where the brush was quite thick three passes were made to cut the brush to the fence.

An axle broke and the mower has been laid up the latter part of the month, but the axle is now available.

Palmer Farm Roads.

In spite of more or less continual rain, the following farm roads were worked upon at Palmer.

Palmer Plumley road of 75-L	One-half mile cleared and graded
58 Mile road of 96-B	1.2 mile graded and gravelled
Shrock road, off Wasilla-Fishook road	2. miles stripped

Mountain Roads.

The work of building a low road to connect the Snowbird Mining Company and the Archangel road was discontinued during the month, due to extreme wet conditions.

About one and a quarter mile of road was built, and a bridge constructed across Archangel Creek, but the lower end of the road was abandoned for the time being.

The Willow Creek summit was opened up once to permit cars to get back to town.

Iliamna Roads.

Maintenance was performed upon the road.

Newhalen Roads.

Newhalen Roads.

This work was completed early in August and the crew employed on the Potter road.

Pedro Bay Airfield.

While it is hard to get any plans carried out on this project, it is understood that the tractor is to be moved to Pedro Bay before freeze up and work on the airfield this fall.

I understand Foss has been ill and confined to bed for sometime.

McKinley Park Roads.

The work in the Park was closed down at the end of the month. All equipment and supplies were moved into the station. Inventory was taken of provisions, which were stored in the hotel basement. Made general clean up around the station, made repairs, assembled parts bins, sorted out parts and put in order.

The Chicago Pneumatic compressor, ARC No. 876 and other miscellaneous repairs were made.

Inventory of parts commenced.

Logs were put across Riley Creek to permit foot travel across the creek, during the time that men were waiting for lumber to arrive.

Decking was installed on six bridges between the station, including mile 22.

All fills were repaired, sidehills cleaned out. Igloo and the wash at 11.2 miles, channels were cleaned out and changed and banks dyked up to confine water.

Twenty-three miles of road was maintained with patrol and the air strip at the station graded.

Five men are engaged on equipment repairs, eating at the railroad mess.

Talkeetna Roads.

The funds for this project has been expended, and the crew returned to town, where they have been working on maintenance.

Russian River-Homer Roads.

Kenai:

The status of the road on the Kenai end is as follows:

Mile 0 to mile 46	100% graded and gravelled
Mile 47 to mile 55	100% graded
Mile 56 to mile 57	100% stripped and graded

Russian River-Homer Roads - continued

Kenai. - con't.

The Kenai bridge is completed.

Drove false work and steel piers for Kasilof Bridge, which is in progress of erection.

Tractors and dozers have been working pushing up the fill on the South side of the river, and grading within one mile of the bridge.

Homer:

Mile 0 to 14. Graded and gravelled  
Mile 15 to 16.75 Graded and 50% gravelled  
Mile 16.75 to 21. Cleared

Station 5348 to 5310 grubbed and stripped  
(Station 5310 to 5340 too wet to strip)  
Station from 5240 to 5137 Stripped  
Station from 5190 to 5137 Cleared

The stripping camp is set up two miles North of North of Anchor River by-passing the wet section North of the River.

The main camp has been moved to the river on the 24th, expecting to corduroy the wet section North of the river from that camp. We will also be able to obtain gravel at the top of the hill North of the river to cover the swamp sections.

The dragline has been moved to the pit at 15.5 miles and have stripped and gravelled all of that end of the road.

Anchorage Roads.

The Anchorage roads are in fairly good condition.

Anchorage Fourth Avenue Road.

The Anchorage Fourth Avenue road has been paved 24 feet wide between the City boundary and the Army road, with an additional six feet of gravel berm on each side.

The city streets between "C" and East "G" was surfaced at the same time.

The weather was not favorable subsequent to the laying of the material and considerable pot holes showed up afterwards.

A seal coat was put upon the surface, but it rained shortly afterwards and the oil did not do any good.

The road was closed for about five weeks, but as it seemed hopeless to wait for warmer weather it was finally thrown open, with the idea of doing further work next spring, if necessary.

A crusher belonging to the Army was used on this project, some Army, some ARC and some city trucks were used on this job.

### Anchorage Fourth Avenue Road - continued

This work was supervised by Mr. Simpson, of the Public Roads Administration.

#### Anchorage-Palmer Roads.

The crushing plant at Eklutna was closed down in August, and gravel hauled from the pit at 15 mile to surface the road between Eagle River and Peters Creek.

The steel for the Eagle River bridge has arrived, and it is expected that the bridge will be completed the first few days in October.

The steel for the Peters Creek is still at Seattle.

It is expected that the contractor for the Public Roads Administration will start work on the Anchorage-Palmer road early in October.

Arrangements have been made to take care of the PRA survey crew at our mess at Eklutna, with additional men being taken care of at the restaurant and bunk-houses at Palmer.

The Army has paved the road between the monument and the 183rd General Hospital, making a great improvement in this section.

#### Anchorage-Potter Roads.

The work on this project has been making rather slow progress, due to continual rainy weather.

It was expected that a connection would be made to Potter this month, but we ran into some rock and will be delayed on this account.

Considerable gravel remains to be hauled to get the alignment up to grade on the lower end but good crushed rock was obtained out of the sidehill, which shortens the haul and facilitates this work

Carryalls are working on the <sup>Palmer</sup> end, hauling towards the fill which is being made by trucks.

The road has been opened up between the end of the present road and Fireweed Lane. The swamp South of Fireweed Lane has been gravelled to the hill and the balance cleared and grubbed. Soft weather has temporarily stopped work on this project.

It is expected to take the trucks away from this work and surface a part of the Eagle River road early in October.

#### Potter Farm Road

A start was made towards connecting the end of the Sand Lake road with the Potter road.

The Wells road was extended West across the Potter road for 0.1 mile towards the railroad and Campbell Creek, with the idea of extending the road to Campbell Creek and the section line between sections 11 and section 14, which is on the same line as the end of the Sand Lake Road.



Potter Farm Road. continued

0.5 of a mile was cleared and 0.1 mile graded and surfaced.

Palmer-Eagle River Farm Road.

Some work was done on a farm road on the right limit of Eagle River. The work being performed by men in the service.

Cleared	2 miles
Stripped	2 "
Graded	1 "

Medfra.

Equipment was moved from Medfra to Sterling Landing, and then taken to Takotna.

Dillingham Roads.

Maintenance was performed upon the local roads.

Kodiak Roads.

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

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Fletcher Farm Road.

Some work was done on the Fletcher Farm road, where one mile of road was stripped and graded.

Some difficulty was encountered getting right-of-way but it was finally settled.

Seldovia Bridge

The construction of this bridge was completed during the month. It is

Seldovia Bridge - continued

reported that everything was completed in good shape.

Anchorage Depot.

Work is progressing alright on the garage, which is about 90% complete.

Anchorage Warehouse.

Work is progressing alright on this project, which is 70% completed.

There seems to be numerous additional contracts on this project, particularly the first, which adds considerably to the difficulties of getting these jobs done.

Bethel Bridge.

The men who completed the Seldovia job have been sent to Bethel, to put in the bridge on this project. It is believed that all materials have arrived on the job.

General.

Commissioner of Roads Col. Noyes arrived in this district on the 27th, and is expected to be in this vicinity for about ten days.

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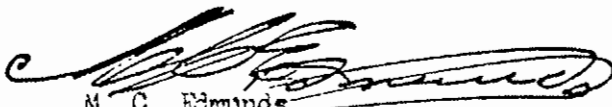
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LEH  
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Considerable surplus equipment has also been hauled to the vicinity of our new warehouse site. Some of it looks as tho' it will take considerable work before we get any use from it.

  
M. C. Edmunds,  
Highway Engineer (Construction)

*JST*

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

September 30, 1948

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



Dear Sir:

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

Palmer Roads.

The roads around Palmer have been maintained, and are in good condition. The brush cutter, installed on the Adams motor grader, was finally put into operation, working fairly well. In places where the brush was quite thick three passes were made to cut the brush to the fence.

An axle broke and the mower has been laid up the latter part of the month, but the axle is now available.

Palmer Farm Roads.

In spite of more or less continual rain, the following farm roads were worked upon at Palmer.

Palmer Plumley road of 75-L	One-half mile cleared and graded
58 Mile road of 96-B	1.2 mile graded and gravelled
Shrock road, off Wasilla-Fishhook road	2. miles stripped

Mountain Roads.

The work of building a low road to connect the Snowbird Mining Company and the Archangel road was discontinued during the month, due to extreme wet conditions.

About one and a quarter mile of road was built, and a bridge constructed across Archangel Creek, but the lower end of the road was abandoned for the time being.

The Willow Creek summit was opened up once to permit cars to get back to town.

Iliamna Roads.

Maintenance was performed upon the road.

Newhalen Roads.

### Newhalen Roads.

This work was completed early in August and the crew employed on the Potter road.

### Pedro Bay Airfield.

While it is hard to get any plans carried out on this project, it is understood that the tractor is to be moved to Pedro Bay before freeze up and work on the airfield this fall.

I understand Foss has been ill and confined to bed for sometime.

### McKinley Park Roads.

The work in the Park was closed down at the end of the month. All equipment and supplies were moved into the station. Inventory was taken of provisions, which were stored in the hotel basement. Made general clean up around the station, made repairs, assembled parts bins, sorted out parts and put in order.

The Chicago Pneumatic compressor, ARC No. 876 and other miscellaneous repairs were made.

Inventory of parts commenced.

Logs were put across Riley Creek to permit foot travel across the creek, during the time that men were waiting for lumber to arrive.

Decking was installed on six bridges between the station, including mile 22.

All fills were repaired, sidehills cleaned out. Igloo and the wash at 11.2 miles, channels were cleaned out and changed and banks dyked up to confine water.

Twenty-three miles of road was maintained with patrol and the air strip at the station graded.

Five men are engaged on equipment repairs, eating at the railroad mess.

### Talkeetna Roads.

The funds for this project has been expended, and the crew returned to town, where they have been working on maintenance.

### Russian River-Homer Roads.

#### Kenai:

The status of the road on the Kenai end is as follows:

Mile 0 to mile 46	100% graded and gravelled
Mile 47 to mile 55	100% graded
Mile 56 to mile 57	100% stripped and graded

Russian River-Homer Roads - continued

Kenai. - con't.

The Kenai bridge is completed.

Drove false work and steel piers for Kasilof Bridge, which is in progress of erection.

Tractors and dozers have been working pushing up the fill on the South side of the river, and grading within one mile of the bridge.

Homer:

Mile 0 to 14 Graded and gravelled  
Mile 15 to 16.75 Graded and 50% gravelled  
Mile 16.75 to 21. Cleared

Station 5348 to 5310 grubbed and stripped  
(Station 5310 to 5340 too wet to strip)  
Station from 5240 to 5137 Stripped  
Station from 5190 to 5137 Cleared

The stripping camp is set up two miles North of North of Anchor River by-passing the wet section North of the River.

The main camp has been moved to the river on the 24th, expecting to corduroy the wet section North of the river from that camp. We will also be able to obtain gravel at the top of the hill North of the river to cover the swamp sections.

The dragline has been moved to the pit at 15.5 miles and have stripped and gravelled all of that end of the road.

Anchorage Roads.

The Anchorage roads are in fairly good condition.

Anchorage Fourth Avenue Road.

The Anchorage Fourth Avenue road has been paved 24 feet wide between the City boundary and the Army road, with an additional six feet of gravel berm on each side.

The city streets between "C" and East "C" was surfaced at the same time.

The weather was not favorable subsequent to the laying of the material and considerable pot holes showed up afterwards.

A seal coat was put upon the surface, but it rained shortly afterwards and the oil did not do any good.

The road was closed for about five weeks, but as it seemed hopeless to wait for warmer weather it was finally thrown open, with the idea of doing further work next spring, if necessary.

A crusher belonging to the Army was used on this project, some Army, some ARC and some city trucks were used on this job.

Anchorage Fourth Avenue Road - continued

This work was supervised by Mr. Simpson, of the Public Roads Administration.

Anchorage-Palmer Roads.

The crushing plant at Eklutna was closed down in August, and gravel hauled from the pit at 15 mile to surface the road between Eagle River and Peters Creek.

The steel for the Eagle River bridge has arrived, and it is expected that the bridge will be completed the first few days in October.

The steel for the Peters Creek is still at Seattle.

It is expected that the contractor for the Public Roads Administration will start work on the Anchorage-Palmer road early in October.

Arrangements have been made to take care of the PRA survey crew at our mess at Eklutna, with additional men being taken care of at the restaurant and bunk-houses at Palmer.

The Army has paved the road between the monument and the 183rd General Hospital, making a great improvement in this section.

Anchorage-Potter Roads.

The work on this project has been making rather slow progress, due to continual rainy weather.

It was expected that a connection would be made to Potter this month, but we ran into some rock and will be delayed on this account.

Considerable gravel remains to be hauled to get the alignment up to grade on the lower end but good crushed rock was obtained out of the sidehill, which shortens the haul and facilitates this work

Carryalls are working on the Palmer end, hauling towards the fill which is being made by trucks.

The road has been opened up between the end of the present road and Fireweed Lane. The swamp South of Fireweed Lane has been gravelled to the hill and the balance cleared and grubbed. Soft weather has temporarily stopped work on this project.

It is expected to take the trucks away from this work and surface a part of the Eagle River road early in October.

Potter Farm Road

A start was made towards connecting the end of the Sand Lake road with the Potter road.

The Wells road was extended West across the Potter road for 0.1 mile towards the railroad and Campbell Creek, with the idea of extending the road to Campbell Creek and the section line between sections 11 and section 14, which is on the same line as the end of the San Lake Road.

Potter Farm Road. continued

0.5 of a mile was cleared and 0.1 mile graded and surfaced.

Palmer-Eagle River Farm Road.

Some work was done on a farm road on the right limit of Eagle River. The work being performed by men in the service.

Cleared	2 miles
Stripped	2 "
Graded	1 "

Medfra.

Equipment was moved from Medfra to Sterling Landing, and then taken to Takotna.

Dillingham Roads.

Maintenance was performed upon the local roads.

Kodiak Roads.

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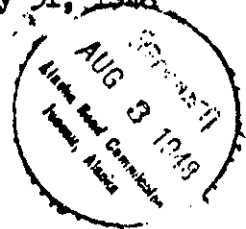
M. C. Edmunds,  
Highway Engineer (Construction)



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

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

July 31, 1948



Dear Sir:

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

Palmer Roads.

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

Edlund-Palmer. (Farm Road)

The connecting of the Edlund road with the Knik road was completed during the month. The whole road was surfaced and it is now in good condition.

A total distance of new road is 2-3/4 miles.

Mountain Roads.

Work was started on a low road to connect the Snow Bird and the Fern Mining Company with the Little Susitna Inn, on the Little Susitna river, on the Archangel road.

One mile of road was opened up. Considerable powder was used in breaking up and removing large rocks which are common in this area.

Material was hauled for a bridge crossing Archangel Creek.

Palmer-Wasilla Road.

A bridge on one of the branch roads, 22' long was replaced near the Warden homestead.

Lucky Snot-Willow Station Road.

Four bridges which were in bad condition were repaired during the month.

Bridge at Mile 8, Deception Creek bridge at mile 24 and Thomas Creek and Shorty Creek bridge in mile 25.

The surface of the road was maintained with patrol during the month.

### McKinley Park Road.

Reports from the Park sound like the "lamentations of Jeremiah". It seems everything went wrong this summer, including a large rock falling upon the D-8 tractor and possibly putting it out of commission entirely, at a time when both shovels and the 75 tractors were being repaired.

A couple of men out of the bridge crew were left at the Park to complete repairs when lumber arrives. It is reported out of Seattle on July 24th.

Heavy rain fell around the 20th of the month, and it is reported that the fill at the Toklat was again washed out, and the road blocked at Polychrome Pass, after the road has been put in good condition.

Mr. Been has Diess putting up a foot bridge across Riley Creek while waiting for the lumber to arrive, claiming that trail funas were appropriated which could be used for this purpose.

Diess is enquiring regarding the possibility of getting some of the equipment overhauled after the road work is thru for the season.

### Iliamna Roads.

Maintenance work was performed upon the Iliamna road during the month, snow removed, ditches and culverts opened up and some gravel hauled to soft places.

### Newhalen Roads.

The extension of the road towards Lake Clark was completed during the month, and work started on connecting the school house with the village at the mouth of the Newhalen River.

This work will be completed the first week in August.

### Talkeetna Roads.

Maintenance is being performed upon these roads, and some work done on the direct road between Peters Creek and Cache Creek, which is in general use during the winter months by mining outfits to the west of Cache Creek.

### Russian River-Homer Road.

#### Kenai.

Cleared by hand	70 feet wide	0.5 miles
Cleared and Stripped	70 feet wide	5.0 "
Graded	24 feet wide	6.0 "
Corduoyed	18 Feet wide	0.4 "
Gravelled	24 feet wide	6.0 "

Two miles of road in the vicinity of Pickle Hill and four miles in the vicinity of Moose Creek, were gravelled during the month.

Five and one-half miles of road was cleared South of the Kenai river to a large swamp which is being corduroyed.

Russian River-Homer Road - cont'd.

Kenai - continued

Considerable wet weather slowed down operations considerably.

The gravelling of the Kenai Airfield, which is being ~~done~~ done on a reimbursement basis for the CAA, was completed during the month.

Homer.

The status of the work in the Homer area at the end of the month is as follows:

Mile 0 to mile 5	graded and gravelled
" 6	graded, and 50% gravelled
" 7 to mile 11	Graded
" 10 and 11	Gravelled
" 12	graded 90%; gravelled 50%
" 13 to mile 16	graded 50%
" 17	cleared and stripped
" 18 to mile 20	cleared

Rainy weather also retarded operations in this vicinity.

Anchorage Roads.

The Anchorage roads are in fairly good condition. We have had considerable precipitation during the month, and this has helped surface maintenance.

Some culverts were installed during the month.

Anchorage-Palmer Roads.

The gravel crushing plant gave considerable trouble, and was down for ten days around the end of the month.

During this period material was taken from the 15 mile pit, and hauled on the road between Eagle River and Peters Creek.

It is expected that this work will be completed about the 10th of August.

Brush was removed from the berm ditches cleaned out and back sloped, and the surface maintained with patrols.

At a meeting with Army officials regarding the paving of local roads, it appears almost certain that we will not be able to make any arrangements with them to get Fourth and Fifth Avenue paved, and Mr. Davis, of the Public Roads Administration, is including these projects in estimates which are being submitted for bids for paving the road from Anchorage to Palmer.

While he was not informed regarding the policy of doing work in the army reserve he also included the balance of the road thru the reserve which has not been surfaced.

#### Anchorage-Palmer Roads - cont'd.

The Army has been doing considerable work on the road between the Monument and the 183rd Hospital intermittently during the past two years, and have been working on it steadily recently.

It is planned to shut down our crusher as soon as the work is completed between Eagle River and Eklutna about August 7th.

The plant is old, breakdowns are frequent making it very expensive to operate and we have no particular place to put crushed material.

If we had known that we were not going to pave the local roads ourselves, we could have closed down the crusher some time ago.

The small survey crew of the PRA have been taken care of at Eklutna, where accommodations are very limited. They are planning on putting on several more men and we are having difficulty taking care of them, temporarily until we shut down our operations or open up the Eagle River Camp.

#### Anchorage-Potter Road.

The work on this project is making fair progress. The ground has been opened South up to the swamp at Station mile 514, and the swamp corduroyed to station 535.

Work has been started to connect with Fireweed Lane, the ground has been cleared and stripped to Campbell Creek, from station 115 to station 594, and the swamp South of Fireweed Lane is being filled by truck haul, where 1000 feet has been graded and 700 feet of swamp covered.

The removal of the black muck between stations 492 and 507 was completed early in the month, and the road partly graded.

The railroad survey has been completed to Potter, so that we have a point to tie in to.

#### Farm Roads.

##### Palmer-Eklund Road.

The remainder of the gravelling of this road was completed during the month, making 2-1/2 miles of completed gravelled road.

##### Potter-Wells Road.

This road was extended to the McNeeley homestead during the month, entailing an additional half mile of clearing, grubbing and stripping, and 1/4 mile of surfacing, completed this road for the time being.

##### Potter-Klatts Road.

The road partially constructed to last years camp was extended along the center line of section 19, to the west boundary, to open up ground for eight persons who are located in this area, giving an additional mile of farm road.

This road is located in good ground, and the work was all done by dozer, in a few days.

## Farm Roads - Con'td

### Potter-Klatts Road - continued

This road may require extension later. Good gravel was available at the railroad but we ran into sand at the west end.

### Medfra.

The work at Medfra is completed, and the equipment moved back to Takotna.

### Medfra Airfield.

While the equipment was available considerable work was done; cleaning of brush, widening and lengthening the field which is now 125 feet wide and 2500 long.

An additional 50 feet was cleared, and 2000 feet of ditch made on both sides of the field.

### Dillingham Roads.

Light maintenance was performed upon the road during the month, when most of the activity of the area is concentrated on fishing.

### Kodiak Roads.

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

### Glenn Highway.

This road has been in good condition during the month.

A washout occurred in the vicinity of Mile 69, near where the first detour connects with the original railroad alignment. Material was pushed over from the sidehill and this section is now in good condition.

### Homer Roads.

The local roads were maintained with patrol, and some surfacing hauled to soft places.

No work was done towards extending the mill road in the vicinity of Fletchers homestead.

### Seldovia Bridge

A small crew of four men started work towards the latter part of the month, on this project.

### Anchorage Depot.

Work is in progress on the garage, the sides of the building are being erected and the work is estimated to be 60% complete.

Gothberg has a good supply of lumber and other materials on the ground, and the foundations are beginning to shape up. It is estimated that 10% of this work

Anchorage Depot. - continued

is completed.

Eagle River Bridge.

The steel for the Eagle River Bridge arrived at Anchorage and is being freighted to the site.

Camp is being erected and it is expected that the work of erection will start in about ten days.

General.

Public Roads Administration have been installed in our office, and are engaged in surveying the road between Anchorage and Palmer.

People still coming in over the highway, and certain classes of labor is plentiful altho' we seem to have difficulty in getting a baker for the Kotter camp.

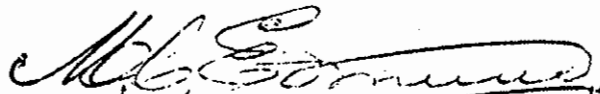
It is now definite that the agreement between the Army the Alaska Road Commission and the City of Anchorage regarding a cooperative agreement for blacktopping the local roads is cancelled and the PRA are including the roads in which we are interested with other roads in this area.

Hatchett is now located in Anchorage, and is getting broke in to office routine and public relations, which seem to take up a large portion of ones time these days.

Ben Peterson and I made a trip to Bethel and Dillingham during the month.

The WAA informed me that there was a surplus crushing plant at Skeneya which we could obtain without cost. It could be loaded with other supplies for Seattle (I understand without charge) and we could get it there.

Very truly yours,

  
M. J. Mumds,  
Superintendent.

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

June 30, 1948

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



Dear Sir:

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

Palmer Roads.

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

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

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

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

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

Mountain Roads.

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

Lucky Shot-Willow Station.

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

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

Wasilla-Pittman.

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

McKinley Park

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

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

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

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

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

#### Newhalen Roads.

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

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

#### Talkeetna.

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

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

#### Russian River-Homer Road.

##### Kenai:

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

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

Steel for the Kasilof River bridge was unloaded.

##### Homer:

A summary of the work reported from Homer follows:

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

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



Russian River-Homer Road - cont'd.

Homer - continued

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

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

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

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

Surveys:

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

Anchorage Roads.

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

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

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

Anchorage-Palmer Road

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

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

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

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

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

Anchorage-Palmer Road - cont'd.

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

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

Anchorage-Potter Road .

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

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

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

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

Farm Roads.

Palmer-Eilund Road:

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

Graded	.75 miles of road
Surfaced	1.25 "

Potter-Wells Road:

The work accomplished on this road is as follows:

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

Medfra.

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

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

Dillingham.

Maintenance is being performed upon these roads.

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

Kodiak.

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

Glenn Highway.

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

Homer Roads.

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

The local roads are not in good condition.

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

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

Seldovia.

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

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

Anchorage Depot.

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

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

General.

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

General - cont'd.

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

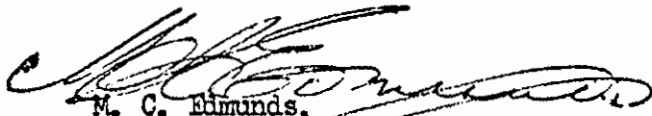
We are hiring a married woman to work in the office. Her husband works in a local garage, and we do not have the acute housing problem to contend with that we usually have with employees hired elsewhere.

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

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

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

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

  
M. C. Edmunds,  
Superintendent.

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

May 31, 1948

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

Dear Sir:

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

Palmer Roads.

Maintenance was performed upon the local roads. This is the worst break-up, from the standard of the roads, for a good many years. Considerable gravel was hauled to soft places, and at times most of the local roads were impassable for short periods.

Wasilla-Pittman.

Corduroy was cut to cover swampy places.

McKinley Park.

Due to heavy snowfall and slow progress on snow removal the Sno-Go was sent to the Park to open up the road. The Alaska Railroad shipped the machine free for this work. No report has been received at the end of the month regarding progress, but it is believed that the road should be plowed out at the end of the month.

Mr. Been passed thru Anchorage during the month after attending a superintendents conference in the States.

Pedro Bay Airfield.

It has already been reported that an examination was made of the proposed field and that the location is satisfactory.

Newhalen Roads.

A small crew left for Iliamna on May 24th, to work on extending the road up the Newhalen River, extending the road from the School at Newhalen to the camp at the mouth of the river, and maintain the existing roads.

We are using equipment belonging to the CAA for this work, with the men boarding at the roadhouse.

Talkeetna.

## Talkeetna.

A small crew under Foreman Mulvaney left for Talkeetna on May 26th to take care of the maintenance on these roads.

### Russian River-Homer Road.

#### Kenai

The Kenai bridge was completed during the month, except for nailing down decking and putting on guard rails.

One of our older employees, Alec MacDonald, fell off the bridge on May 5th and was drowned.

The following work was accomplished:

Graded	24 feet wide	2. miles
Stripped	70 " "	0.8 "
Corduroyed	16 " "	400. lin feet

Maintenance. Did considerable work on both the Kenai and the Russian River end of the rodd, ditching, cleaning out culverts, removing slides and hauling gravel to soft places.

Built a 12-man portable camp on skids for stripping crew. Opened up the Moose Creek camp. Unloaded from barge and hauled to Kenai Depot approximately 20,000 gallons of gas and oil.

#### Homer

All swamps are corduroyed and culverts installed for a distance of 12 miles from Homer.

The fills are practically completed across the swamps for the first 11 miles, altho there is a lot more material to be moved by carryall in miles 8 and 9.

A coarse gravel deposit has been located 11 miles out of Homer which has been cleared and stripped and is available for filling some of the wet ground ahead with trucks and shovel.

The work accomplished during the month is as follows:

Corduroyed	24 feet wide		1500 lin. feet
Culverts, installed			550 " "
Ditched (with powder)			1200 " "
Graded	24 feet wide	80%	2 miles
"	"	50%	1 mile

#### Surveys

Survey work on the portion of line South of the Kenai River toward Kasilof was underway during the month.

### Anchorage Roads.

The spring breakup was particularly hard on the local roads this spring. We really had two periods when the roads were in very poor condition.

The maintenance crew was busy the greater part of the month hauling gravel to soft places.

If it had not been for the use of Tournapulls belonging to the Alaska Railroad during the month of March some of our main roads would have been impassable.

### Anchorage-Palmer Road.

After placing a stockpile of 2200 cubic yards of crushed material at Goat Creek, and covering soft places on the road, the crusher was moved to the pit at Eklutna on May 19th and 1800 cubic yards of crushed material stockpiled near the pit at the railroad crossing.

As soon as the bridge crew moves out of camp and there is room for additional men, more truckdrivers will be sent to the job and the gravelling of the road will get under way.

A snow slide came down in the vicinity of the Knik Bridge on the 18th, but did not reach the road.

### Eklutna Bridge.

The work of widening and strengthening the Eklutna bridge was completed during the month. A temporary road was constructed to detour traffic around the bridge while construction was underway.

### Anchorage-Potter Road.

Work is well underway on this road. Camp is now established at Rabbit Creek and about one-half mile of road cleared and stripped towards Little Rabbit Creek.

Considerable work was done cutting down grades and maintaining the road so that traffic could use it.

It is planned to start construction on the Wells road early in June.

The new work accomplished during the month follows:

Cleared	80 feet wide	.5 miles
Stripped	70 " "	.5 "
Graded	24 feet wide	.6 "
Surfaced		.1 "

### Medfra.

A few men were sent to Medfra to take care of the work on this road towards the end of the month.

Dillingham Roads.

Maintenance is being performed upon this road.

Kodiak Roads.

Maintenance is being performed upon these roads, which are now reported in good condition.

Glenn Highway.

All of the snow has been removed from this road, which is now in good condition.

Homer Roads.

Maintenance work, consisting of hauling gravel on the East road and patching soft places on the two roads leading to the bench, was performed during the month.

The roads were also maintained with patrol, ditches and culverts cleaned.

So far no further developments have come up regarding the construction of the dock.

Anchorage Depot.

The construction of the garage is going along nicely. Electricity and water has been brought to the site.

The contract for the warehouse has been awarded to the Gothberg Company.

General.

With the opening up of other activities a good many men are finding employment altho we have not had any difficulty in getting men so far.

There are a lot of new settlers on the Kenai Peninsula, most of whom are available for filling up the crews.

We were unfortunate in losing Foreman Roy Johnson, who was in charge of the Potter Crew, who was taken ill at Noon on May 23rd and died the same night.

We also lost Alec MacDonald during the construction of the bridge across the Kenai River, as mentioned before.

There is considerable activity in the Anchorage area with new people coming in and land being subdivided in all directions.



General - cont'd.


With the large amount of extra work necessary in signing up men and extra work entailed by additional reports and so forth, we have been on the lookout for some one to add to the office force.

While we have had a couple of prospects, so far we have not been able to get anyone.

Up to date Hatchett has been busy on the Kenai project. He came to town for a few days but should be here the greater part of the time to familiarize himself with the work.

Grammer and O'Malley left for Fairbanks on Wednesday, May 24th, by train, for duty in that district for the season, after running some line changes on the Anchorage-Palmer road.

Very truly yours,

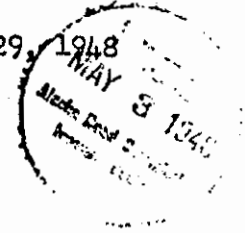
  
M. C. Edmonds,  
Superintendent.

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

*copy was  
retained*

*BT*

April 29, 1948



*078*

*PM*

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

Dear Sir:

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

Palmer, Roads.

Spring maintenance was performed upon the local roads, which are generally in good condition.

Cribbing was constructed for a distance of 700 feet on the upper side of the road on the right limit of Moose Creek, which it is hoped will prevent the periodical damage formerly caused by storm waters of this creek.

The cribbing was constructed from two to four large cottonwood logs high with ties every ten feet to back logs. The space between was filled with gravel hauled from the adjacent sidehill.

It is planned to place a rock "Sausage" at the foot of the cribbing later on when the ground is thawed.

Wasilla-Pittman.

Some timber is being cut for use as corduroy on this road.

McKinley Park.

The weather in the Park has been very inclement, with considerable snow, wind and cold weather.

The crew of five men have been working on overhaul during the month, and will start to move out the road to take care of the runoff early in May.

Mr. Been has been outside attending a superintendent's conference for some time.

### Iliamna.

So far, I have been unable to get any information regarding the possibility of an airfield being constructed at Pedro Bay, but expect to find out whether it is feasible before making definite arrangements to send our tractor over.

### Russian River-Homer Road.

#### Kenai.

The main work at Kenai during the month has been the construction of the bridge across the Kenai river.

Erected steel pier and permanent bents on the South side of the river. Drove 300 feet of falsework and moved piledriver across river. Erected 100 lineal feet of bridge.

Machines are being overhauled. Two men from the garage were sick at the end of the month. Alec McDonald with an eye injury, and Harry White with a bad case on tonsillitis and a slight attack of pneumonia. Both men were in Anchorage for treatment.

As White intended leaving the service of the Road Commission in a short time, Oliver Onkka was sent to Kenai on the 29th to replace him.

The roads were kept clear of snow and the berm widened on 50 miles of road.

The surface became soft towards the latter part of the month.

Frank Johnson is maintaining the road from the Moose Pass end, keeping water away and hauling gravel to soft places.

#### Homer.

A camp was constructed on skids, 10-1/4 miles from Homer, to accommodate thirty men.

Tractors and carryalls have been working out of Homer filling the worst of the swamps leaving about 400 feet of wet ground to be corduroyed and filled between Homer and the camp. One thousand feet have been corduroyed and six culverts installed.

Two miles of road have been 75% graded.

The hauling of gravel on the new road was discontinued for a week and considerable material hauled and spread on the local roads in order to keep traffic moving.

About 1/2 mile of road which had been surfaced previously on 55-C was re-gravelled to improve and make them passable during the breakup.

Russian River-Homer Road. - cont'd.

Surveys.

Due to snow conditions no work was done on surveys during the month, but this work will be started as soon as possible after May 1st.

Talkeetna.

It is planned to send a small crew to Talkeetna the latter part of May.

Anchorage Roads.

The breakup this year was hard on the roads. Increased traffic is also a contributing factor. The Spenard road was in very poor condition and the road from Anchorage to Mountain View also developed soft places and mud holes.

By the end of the month the worst places had dried up, and some gravel was hauled to keep traffic moving.

Some tournapulls were borrowed from The Alaska Railroad and used in gravelling the road from Anchorage to Mountain View and the Fireweed ~~Lane~~ road. these machines are certainly ideal for putting a lot of gravel quickly on long hauls.

Anchorage Palmer Road.

The crushing plant started up on April 26th, to complete the stock pile at Goat Creek and haul some material where needed on the road.

It is expected that it will be moved to the Pit at Eklutna in ten days or two weeks.

Knik Bridge.

Rock was hauled and placed around pier number two during the month.

Eklutna Bridge.

Preliminary work was undertaken to set up a camp at the Anchorage Light and Power Company premises at Eklutna, using their buildings and facilities.

It is planned to make a detour and construct a temporary bridge across the river during the time work is under way on widening the bridge.

Harry Mackey is going to be in charge of this work.

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

Anchorage-Potter Road.

Camp was established at Faroe Creek, in readiness for starting work on this route and taking care of maintenance. No progress is reported for April.

Roy Johnson is in charge of this camp.

Dillingham.

Arrangements have been made for the Army Transport Service to take the Sno-Go plow from Kodiak to Dillingham.

It is expected that it will be moved about the middle of May.

Kodiak.

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

Glenn Highway.

Most of the snow was removed from this route during the month, and the crew from mile 115 moved back to the camp at mile 88.

This road is reported to be in good condition.

Homer.

Graders have been working steadily maintaining the East end and other roads to keep traffic moving, and considerable gravel hauled with trucks and the DW-10s improving and repairing the worst places.

Mr. Metcalf has indicated that he will put up money for redriving the dock at Homer. Mr. Vic Rivers is doing the engineering work for him on this project.

Anchorage Warehouse.

Bids were opened for building the new warehouse at Anchorage. Bids were fairly close and Mr. Gothberg was the low bidder at 100,797.00.

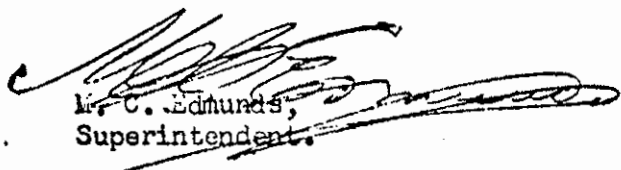
General.

The weather during the month has remained cold, holding up thawing of the ground.

There appears a surplus of men available looking for work.

Mr. Ghiglione left for Juneau on April 28th, to assume his new duties.

The new wireless telephones were installed at Anchorage and camps on the Kenai Peninsula during the month. With the new frequency the performance was satisfactory and a great improvement over that of last year.

  
Mr. C. Edmunds,  
Superintendent.

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

March 31, 1948

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

Dear Sir:

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

Palmer Roads.

Winter maintenance was performed, and the roads opened up after storms.

Some work was done cutting timbers for rip rapping the road on the right limit of Moose Creek, on the Glenn Highway.

It is planned to haul some rock around pier number 2, of the Knik bridge, early in April.

McKinley Park.

Chet Diess left for the Park on March 19th. It is planned to put on four more men in April.

*early*

Russian River-Homer Road.

Kenai.

Completed parts room and moved parts from the old building where they had been stored to get out of the weather. This building is now used as a truck garage.

Hauled in some equipment from Hidden Creek and freighted 15 tons of oil, parts and lumber from Seward and Moose Pass.

Overhauled five Chevrolet trucks, one D-8, one D-7 and two HD-14 Tractors.

Kenai Bridge.

Cut and hauled piling and poles for braces and ties, hauled timbers from Kenai to the bridge site and re-built the piledriver.

Drove two false bents, two permanent bents and the steel pier on the North side of the river.

## Russian River-Homer Road - continued

### Homer.

One mile of road was graded during the month, bringing the grade to approximately one mile of Diamond Creek.

Two miles of road was gravelled with Euclid; and DW 10s.

An "Elephant" hut culvert, 60 feet long, was installed in Diamond Creek.

There is an additional 1200 yards needed to complete the fill across Diamond Creek. There was no good material available close to the fill for carryall work.

It is planned to use the Euclids and DW-10s to complete the fill when the dragline is in this vicinity.

### Survey.

The map work has been completed of the located line.

Fuller was notified that he would have to take leave until we were able to start work on the portion of the road which has not been surveyed.

After the survey was completed he was to be given leave of absence.

He objected to taking leave at this time, and it is doubtful whether he will be available for the survey, which is alright as Hatchett can take care of this short survey.

### Anchorage Roads.

Winter maintenance was performed upon the roads, snow removed, culverts opened up and ditches cleaned out in readiness for the breakup.

Storms at the end of the month caused snow to pile in various places.

### Anchorage-Palmer Road.

Same as Anchorage.

### Cantwell Survey

In compliance with instructions from the Juneau office, plans for the above survey were cancelled for this season.

### Dillingham.

A snow plow was purchased for this vicinity from the War Surplus, and feelers are being put out for getting it moved from Kodiak to Dillingham.

Maintenance is being performed upon the road, which is subject to constant winds and drifting snow.

Dillingham - continued

During cold weather the road is packed down with the D-7 tractor instead of moving the snow off the road. This works fairly well as long as it remains cold but does not work when the weather warms up.

Kodiak.  
Glenn Highway.

Winter maintenance was performed upon these routes. Considerable snow was removed during the month.

Homer.

The fill at the intersection of the Diamond Ridge road and the main road from Homer to Russian River was completed, and some surfacing placed.

Some spot gravelling was done on the road on the East,

Winter maintenance was performed and repairs made to the loading ramp.

Paxson-McKinley Park Survey.

The making of the maps was completed during the month.

General.

The weather was fairly cold, with high winds, particularly at the end of the month.

The following reports were forwarded to Juneau during the month:

Financial Report	March 8th	(Form B-1 etc)
Financial Report (McKinley Pk)	March 9th	
Project Summary Sheets	March 24th	
Statement of Plant Account	March 31st	
Plant Record Cards	March 31st	
Bridge Report	March 31st	

The paving of any local roads by contractors working for the army is indefinite for this summer. So far no funds have been appropriated for this work.

We have been unable to confirm the rumor that the Standard Oil is going to install tanks at Kenai.

Requisitions have been forwarded for a 38 foot bridge at Seldovia, and is being made up for the same span for Bethel, in accordance with instructions from Mr. Metcalf.

  
C. Edmunds,  
Superintendent.



ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
FEBRUARY 29th, 1948

*sent  
CC to [unclear]*

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



Dear Sir:

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

Palmer Roads.

Winter maintenance was performed, and the roads kept in good condition

McKinley Park.

It is planned to send Diess to the Park about the 19th of March, and to increase the crew by four other men on April 1st.

No mess will be maintained at the station, as meals can be obtained at the Alaska Railroad hotel.

Russian River- Homer Road.

Kenai.

Overhaul progressing, with the exception of several 4 x 4 trucks, expect to have all equipment in operating condition when construction starts.

Road maintained through from Russian River, and considerable traffic noted.

Bridge camp started, preliminary work of rigging driver, boiler and cleaning steel and bolts initiated.

Parts building erected out of remaining "Knock down" sections to allow using original truck shop for overhaul of trucks; large shop was not able to hold sufficient equipment to permit needed progress on truck and tractor overhaul.

Homer.

Grading completed to Diamond Creek and partially finished on hill North out of Diamond Creek.

Preparations made for installation of "Elephant Hut" culvert in Diamond Creek.

The overhaul of the equipment is progressing satisfactorily.

Surveys;

The work on the maps of the completed line practically completed.

2/12

Anchorage Roads.

Winter maintenance was performed, and the roads kept in good condition.

Anchorage Palmer.

Winter maintenance, consisting of snow removal, sanding slippery places and picking ice, was performed, and the road kept in good condition.

A small snow slide came down in the vicinity of the Knik bridge, but did not extend entirely across the road so that traffic was not delayed.

Cantwell Survey.

The map work was completed during the month and Miller will be taking leave until such time as we are able to use him, which will probably be around the early part of April.

Dillingham.

Winter maintenance was performed upon this route during the month.

A bid has been submitted for one of the "Snogo" plows available for purchase by the War Assets Administration now located at Kodiak.

If our bid is accepted we will then try and make arrangements to get it moved to Dillingham.

Kodiak  
Glenn Highway  
Homer.

Winter maintenance was performed upon these routes, which were kept in good condition.

Faxon-McKinley Park Survey.

It is expected that these maps will be completed by March 15th

General.

With weather during the month was moderate, with some snow and a lot of sunshine. Ghiglione returned to the office February 5th.

Ghiglione, White and myself attended the conference at Juneau during the month. The office force busy on routine work. It is expected that cost accounts will be completed in readiness for forwarding to Juneau by March 19th.

Considerable time lost by employees on account of sickness during the month. Lottsfeldt has advised that he is not interested in working at Nome.

It is rumored that the Standard Oil company is contemplating installing tanks at Kenai, if they are able to get a suitable site for their depot.

  
M. C. Edmunds, Sup't

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
JANUARY 30th, 1948

*Copy sent McIntire*  
VS

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

*ST*  
FEB 2 1948  
ANCHORAGE, ALASKA  
*B*  
*1/31*

Dear Sir:

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

Palmer Roads.

Considerable snow removal work was performed during the month, with three motor graders opening up 299 miles of road, and the Sno-go plowing out 16 miles of drifts on various routes.

Cinders were hauled on icy surfaces, mostly on the Anchorage Palmer road.

Glacial conditions were prevalent, and considerable work was required keeping ice off the road and in thawing out culverts.

McKinley Park.

Bids have been posted calling for furnishing piling for the McKinley Park road.

I was unable to contact any loggers on the Northern end of the Alaska Railroad and timbers will have to be obtained from this vicinity.

Russian River- Homer Road.

No work was done on the Northern end of this road apart from snow plowing, the section from Kenai to Russian River being plowed out three times during the month by motor grader.

Harry White, Jr, is in charge of the overhaul, with his family moving down to Kenai at the end of the month.

A small amount of construction work is underway out of Homer, where Rogers has three men covering a swamp with tractors and carryalls in the vicinity of Anchor River.

Tracings have been finished from Russian River to Kenai, and work is underway on maps South of the Kenai River.

There is a gap of about eight miles which has not been surveyed South of the Kenai River Crossing.

Crews are engaged in overhauling equipment at Kenai and Homer.

Anchorage Roads.

Snow removal was performed during the early part of the month until the roads were all opened up.

Later on when the weather was quite warm and the roads became covered with ice considerable sanding was done on hills and curves.

Anchorage-Palmer.

Snow was removed off the road during the early part of the month, and cinders hauled on the worst places when the surface became slippery. Warm winds from Prince William Sound come down the Knik River, thawing snow which turns to ice, creating greater hazards in the vicinity of the Knik bridge than on other parts of the road, particularly during wind storms.

Cantwell Survey.

Miller advises that the portion of the map from McKinley Park to Cantwell which has been located, has been completed and forwarded to the Juneau office.

He also expects to be thro with the balance of the map work in the first week of February.

He states that he will take leave after getting thro with the map work to take care of private work, until such time as we want him to report.

Dillingham

Winter maintenance is being performed upon this route, principally removing snow altho we are not giving very good service against conditions in this vicinity and available equipment, which has been covered in previous correspondence.

Kodiak.

Winter maintenance was performed upon local roads, consisting of picking ice, sanding slippery places and snow removal.

Glenn Highway.

The Glenn Highway was maintained in good condition during the month. Slippery places were sanded, considerable snow removed, ice kept off the road, rocks removed from sidehill sections and some culverts thawed out.

Homer.

Winter maintenance was performed upon the local roads, and snow removed.

A lot of clay was placed against the cribbing on the new road across Mud Bay, and some hauled on the road across the slough, where a lake was formed for use as a pontoon ship landing.

Seldovia Bridge.

Investigations have been started regarding the possibility of getting timbers for the replacement of the bridge across the slough at Seldovia, which has been covered by separate correspondence.

Paxson- McKinley Park Survey.

The work of mapping the survey conducted by Grammer is as follows at the end of the month.

Hard copy inked in. (Map only.)		completed
Profile and grades pencil	95%	"
Tracing- map only	70%	"
Length of profile , approx		35 miles

Pedro Bay- Proposed Airstrip.

A letter has been written to Foss, and Williams, at Iliamna Bay, regarding possibilities of moving our tractor.

General.

Some snow fell during the early part of the month in the Anchorage area, and later on at Palmer and the Glenn highway.

Temperatures generally were warm and pleasant.

Harry White Sr, returned from his vacation and reported for work on January 20th. He advised that he would accept the position of master mechanic formerly occupied by Jack Coats.

Jack Coats physical condition is improving.

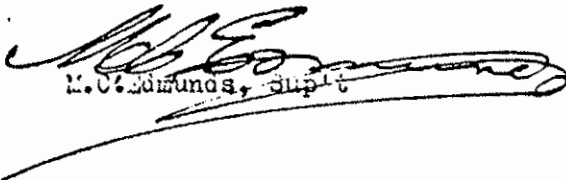
A letter from Ghiglione advises that is is beginning to travel North, that he is coming over the Alaska Highway, and will be back in time for the conference in Juneau on February 16th.

A Mr Cederstron. of the Geological Survey, connected with water table conditions in the Territory, is now making a survey of ice and glacial conditions in this vicinity.

The office force is busy working on routine matters, and collecting data for cost accounts and reports.

We have had an epidemic of flu and related sicknesses, and considerable time has been lost by employees during the month.

Two new Ford pickups arrived. The one I have been using is a very good car and anyone would be well pleased with it.

  
M.C. Edwards, Supt

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

December 24 1947  
RECEIVED  
JAN 5 1948  
Alaska Road Commission  
Juneau, Alaska

Alaska Road Commission  
Juneau, Alaska

Gentlemen:

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

Palmer Roads.

Considerable brush was cut during the month, until too much snow fell, when the work stopped.

1-1/4 miles of brush was cut by hand on one side of the Palmer-Matanuska road, and 2-1/2 miles cut on both sides with dozer on the Wasilla Palmer roads.

Culverts were thawed during the month, and 200 miles of roads cleaned of snow.

Anchorage Roads.

Mild weather during the early part of the month caused the roads to become slippery, requiring cinders on hills and curves to make them safe for traffic.

A heavy fall of snow at the end of month kept crews busy on snow removal.

Anchorage-Palmer Road.

Same situation as at Anchorage, except that the weather was milder at Palmer than Anchorage, and the roads, particularly in the vicinity of the Knik bridge, were very slippery.

Eklutna Tail Race.

The "Elephant Hut" used as a culvert to take care of the drainage from the Eklutna Light and Power Company plant settled on the lower end about four feet and considerable erosion took place before it was noticed.

It was not possible to raise the lower end of the culvert without closing the road, so rock was hauled from the vicinity of the Knik bridge to bring the road back to normal for the time being and see how it works.

*Copy sent to  
W. J. ...  
1947  
Carruth Sit. Reports 1947*

Russian River-Homer.

Apart from mechanics repairing equipment and engineers working on maps, no work was done on this route during the month.

Two maps have been received in the office, on tracing cloth, covering 30 miles of located road from Kenai West. Some changes will have to be made in the map of the road from Kenai to the junction before it is turned in.

Cantwell.

Miller is working on the maps at Ketchikan, reporting that all lines have been completed on paper and that eight miles of line towards McKinley Park have been traced on cloth except profile.

Dillingham.

Maintenance is being performed upon the roads.

Kodiak.

Maintenance is being performed upon the roads.

An additional allotment of \$1500.00 will be required to take care of these roads to February 29th.

Homer.

Maintenance was performed upon the local roads, and snow removed.

Paxson Survey.

The work on the maps for the Paxson survey is as follows:

Hard copy inked in	95% completed
Profile and grades, in pencil	95% "
Length of profile approx	35 miles
Hard copy a little longer	

General.

The weather during the month has been quite mild and no snow until December 30th and 31st when a heavy fall occurred.

Jack Coats is slowly improving.

Harry White expected back in a week or so.

Harry White, Jr., is at Kenai in charge of the overhaul work.

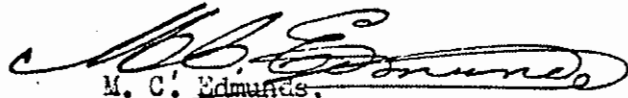
The office force working on routine work and preparing data for cost accounts.

The garage force overhauling equipment.

General - continued

Emil Schupp returned a few days ago, apparently in good condition.

Soberg was married about the 20th of December, and is now on vacation.

  
M. C. Edmunds,  
Superintendent.



ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
NOVEMBER 30th, 1947

*Copy sent  
11/30/47*

5

*MT*

*B*

*JV*



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.

Palmer Fishhook Road.

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

Palmer- Matanuska Road.

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

Wasilla- Finger Lake- Palmer Roads.

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

Palmer RR Crossing-Moose Creek.

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

Edlund Road. (New work.)

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

All the Palmer roads were maintained with patrols and snow removed

20110

Anchorage Roads.

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

Anchorage- Palmer Roads.

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

Eagle River and Peters Creek Revisions.

The grading work on these projects was completed during October.

Anchorage- Potter.

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

Russian River- Homer.

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

The surveyors are working on maps.

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

Cantwell.

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

Dillingham.

Maintenance is being performed upon the local roads.

Kodiak.

Maintenance is being performed.

Homer.

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

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

Takotna.

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

Flat.

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

General.

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

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

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

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

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

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

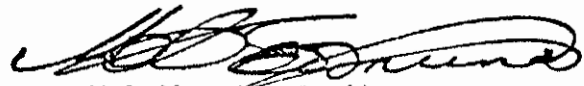
Harry White Jr, is going down to Kenai to take charge of the overhaul work early in December, which I believe will work out alright.

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

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

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

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



M. C. Edmunds, Sup't

# TELEGRAM

ALASKA COMMUNICATION SYSTEM  
GENERAL CORPS, UNITED STATES ARMY

GENERAL BLDG., JUNEAU, ALASKA 11: 8  
TEL. 591

WF101

WEB15

PP UWKHC

FM UWE 85A/EDMUNDS ANCHORAGE

TO TAYLOR JUNEAU

*25*

INT GR 45

*GW*

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

35/16

05/1922Z

*PT*  
*B*

HLACE

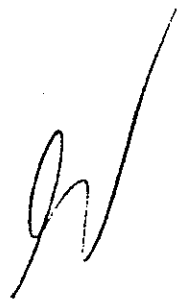
December 5 1947

From Taylor Junction Alaska

To Edwards Road Commission Anchorage

Radio your progress report for month November

RS: jch

A handwritten signature, possibly initials, written in dark ink on the right side of the page.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

XXXXXXXXXXXX  
ANCHORAGE, ALASKA



October 31, 1947

Alaska Road Commission  
Juneau, Alaska

Gentlemen:

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

Mountain Roads

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

Palmer - Fishhook

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

Palmer - Matanuska Roads

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

Palmer - Moose Creek

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

Edlund Extension (Farm Road)

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

The work accomplished to date follows:

Cleared	2.75 miles
Stripped	2.75 "
Graded	1.00 "
Surfaced	None

### McKinley Park

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

### Talkeetna

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

### Anchorage Depot

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

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

### Anchorage Roads

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

### Spenard Roads

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

### Anchorage - Palmer Road

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

### Peters Creek Revision

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

Cleared	2.3 miles
Stripped	2.3 "
Graded	2.3 "
Surfaced	None

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

### Anchorage - Potter

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

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

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

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

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

### Russian River - Homer

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

### Moose Pass

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

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

No gravelling was done during October.

### Kenai

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

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



### Homer

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

The work accomplished is as follows:

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

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

### Surveys

At the end of the month, Fuller tied in to Wilson's line at his stationing 4570 plus 00 which is approximately  $5\frac{1}{2}$  miles south of Deep Creek. This was station 1976 plus 99 on Fuller's line, which started 5.2 miles north of the Kasilof River. Fuller has completed an additional 5 miles of "P" line north of his 00 station towards the Kenai River which will be "L" line when curves are run in, leaving approximately 4 miles unsurveyed. This line is mostly tangent. It is planned to complete the unsurveyed portion in the spring when the bridge is completed, working out of Soldotna.

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

The work accomplished to date is as follows:

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

### CANTWELL

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

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

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

Total length of located line 11 miles

### Dillingham

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

### Kodiak

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

### Glenn Highway

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

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

### Homer

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

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

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

### Takotna

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

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

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

### Flat

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

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

## General

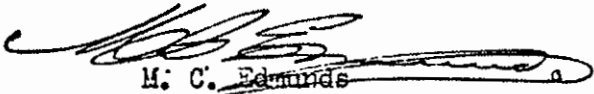
The weather during the fore part of the month was quite wet, but tightened up later, with frost gradually going down deeper into the ground. With the exception of a few small jobs, which may be continued for a couple of weeks, all of the ~~major~~ construction projects are being closed down this month.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

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

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

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

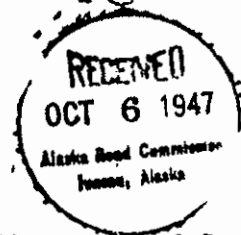
Grammer returned from the Park - Richardson Highway survey early in the month, and is working on the maps for this project keeping O'Malley, who is a good draftsman, on to help with this work.

  
M. C. Edmunds  
Superintendent

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

September 27, 1947

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



Dear Sir:

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

Mountain Roads.

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

Palmer Roads.

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

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

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

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

Palmer-Moose Creek, 35-I.

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

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

Edlund Road Extension, 35-J.

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

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

McKinley Park.

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

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

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

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

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

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

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

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

Talkeetna.

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

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

Iliamna.

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

Russian River-Homer.

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

At Moose Pass:

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

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

At Kenai:

Repair of equipment is under way.

Steel is being hauled to the site.

Russian River-Homer - continued

At Kenai - cont'd.

The two quonset huts were erected.

At Homer:

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

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

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

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

Surveys:

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

Located 13 miles

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

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

Anchorage Roads.

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

Anchorage-Palmer Road.

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

Culverts were cleaned and some extensions made.

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

Knik Bridge.

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

Farm (Clark) Road.

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

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

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

Eagle River Revision.

Grading reported completed last month.

Peters Creek Revision.

Grading on this project is 65% completed.

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

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

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

Potter Creek Road.

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

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

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

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

Potter Creek Road - continued

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

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

Cantwell.

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

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

Four miles of line was located during the month.

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

Total line surveyed at the end of the month 9 Miles

Dillingham.

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

Maintenance was performed, and some low swampy places raised.

Kodiak.

Maintenance was performed upon the local roads.

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

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

Glenn Highway.

Maintenance was performed with motor patrols.

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

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

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



### Homer.

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

Culverts were cleaned, extended and staked where necessary.

The surface was maintained with motor patrols.

### Takotna.

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

### Flat.

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

### Flat Airfield.

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

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

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

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

### Medfra.

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

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

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

A portable loading trap was constructed.

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

Medfra - continued

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

Medfra Airfield.

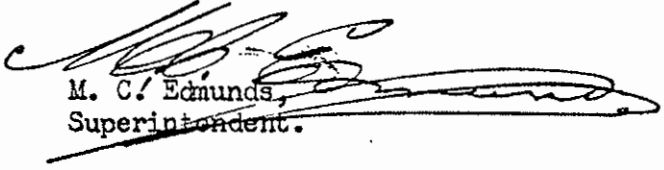
Brush, which was encroaching on the field, was cut for a width of fifty ft. of approximately 2-1/2 acres, leaving this field in good condition.

General.

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

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

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

  
M. C. Edmunds,  
Superintendent.

INTEROFFICE CORRESPONDENCE  
ALASKA ROAD COMMISSION

DATE Sept. 12, 1947

FILE NO.

SUBJECT—

Juneau Office . . . DISTRICT

REFERENCE— Anchorage Situation report, your letter of Sept 8

RECEIVED  
SEP 15 1947  
LITTLE - ALASKA ROAD COMMISSION  
ANCHORAGE

Your assumption that the 3 miles of clearing at Homer was by dozers is correct however the report was made in accordance with Mr. Taylor's instructions. He has requested that we show monthly the total amount of clearing, stripping, grading, and surfacing; taking credit for clearing in heavy timber even if it is handled in one operation with the stripping.

13  
S

The mile of swampy ground is mostly on the south side of Diamond Creek, I'll admit that we all walked over this ground and thought it would be good but on opening it up it was found full of water with no bottom. This is now the missing link in Rogers line since he has accomplished considerable grading past that point but can't work up this section very well in our wet weather.

We have finally pinned down the line through Cantwell towards the Park. Miller made reconnaissance trips both through the Windy Riley route and down the railroad. The Park Service indicated that they would just as soon have us come down the railroad and since the line was around six miles shorter we had to give it serious consideration. The line up into the Windy Creek has always been planned as you described it in your letter - that is over the flat divide from Cantwell, not down to the mouth of Windy and up from there. Millers preliminary line was east of the Jack River, straightening out and pinning down Mac's line, also going up over the rock bluff instead of around (about three miles east of the bridge), Ike walked this line and agrees that it will be better. Miller has also worked on the line through Cantwell, avoiding as much of the swamp as possible, and is now working towards the Park.

*A. F. Ghiglieri*  
A. F. Ghiglieri  
Asst. Supt.

September 8, 1947

Anchorage

Situation Report for August

In looking over your situation report for August, it is noted you show on Route 55C at Homer, 3 miles of clearing, 60 feet wide done during the month. The intention was to do no hand clearing unless necessary on steep side hills, furthermore it is not believed that 3 miles could be done in one month with your Homer crew. It is believed this is in error and that the trees were pushed off with dozers as a part of the Grubbing and Stripping.

You refer to one mile of swamp between the end of the grading and the ridge on the north side of Diamond Creek. Though I have walked this line several times, the swamp is not familiar. There are two or three short sections of wet ground, the aggregate about 1/4 mile, excepting for the wet slope on the right limit of Diamond Creek.

On page 4, (Cantwell) you state "five miles of preliminary run on right limit of Jack River with intent on of crossing this stream below present bridge site." Was this for the purpose of reaching the mouth of Windy Creek or a part of the contemplated route down the right limit of the Nenana. If the former, it is believed to be a mistake, as there is an ideal location from Cantwell Station to a point several miles up Windy Creek via Sinyon Creek and a flat divide. If a location down the Nenana is desired, it would be preferable to take on two crossings of the Nenana as against crossing Jack River and following the left limit. One of these crossings would be near the mouth of the Nenana and the other above Yanert Station. I am familiar with the country between these two crossing having been on the first railroad survey which took this route, all very good country and cheap construction.

It is noted from bill of lading recently received that the balance of your Dillingham lumber is enroute.

Hawley Sterling  
Asst. Chief Engineer

HS:pmi

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
AUGUST 31st, 1947

13

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

Dear Sir:

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

Mountain Roads.

Light maintenance was performed upon these roads during the month.

Palmer Roads.

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

Edlund Road Extension. 35-J.

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

McKinley Park.

Maintenance was performed upon the Park roads, including repairs made after high water had run across the road in the vicinity of 9 mile.

Tests were made for bridge foundations at the Toklat River.

A HD7 tractor, dump truck, camp outfit and sundry tools and supplies were shipped to Cantwell for use of the survey party.

Asnowfall on August 3rd closed the road for one day to traffic.

Talkeetna.

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



Iliamna.

Light maintenance was performed upon this route.

Russian River- Homer.

The work accomplished during the month follows.

At Moose Pass.

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

At Kenai.

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

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

At Homer.

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

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

The gravel was hauled between four and five miles. on grades between 4 and 7 per cent. It was loaded and hauled with equipment brought from Haines and the two DM10 wagons purchased from Putnam.

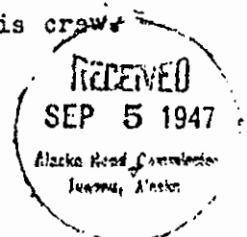
There is one mile of very wet ground between the end of the grading and the ridge on the North side of Diamond Creek. There is a gravel deposit near the creek which will be available for filling the swamp when accessible.

Surveys.

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

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

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



The total work accomplished to date on this project follows:

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

Anchorage Roads.

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

A small washout on the KFD road was repaired

Anchorage- Palmer Road.

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

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

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

Farm Road.(Clark road.)

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

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

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

Eagle River Revision.

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

The grading is 95% completed.

Peters Creek Revision.

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

Anchorage-Potter

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

The work done during the month follows:

Cleared	0.5 miles
Stripped	0.3 "
Corduroyed, 10 ft wide	3200. lin feet
Gravelling, placed	3320. cu yds
Culverts, installed	6.
Graded	0.4 miles

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

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

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

Gravelling is applied to both grading and surfacing.

The work accomplished to date follows:

Cleared	5.8 miles
Stripped	4.3 "
Graded	2.2 <del>xxx</del> "
with grader	0.4 miles
with shovel and trucks	1.8 "
Surfaced	1.4 "

Cantwell.

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

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

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

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

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

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

The items of work accomplished follows:

Surveyed, located line	5 miles
------------------------	---------



Dillingham.

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

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

Kodiak.

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

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

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

Homer.

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

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

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

Glenn Highway.

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

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

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

Takotna.

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

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

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

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

Flat.

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

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

Flat Creek Airfield.

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

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

Medfra.

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

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

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

General.

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

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


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

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

General Steese left for Fairbanks by plane late in July.

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

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

  
M. C. Egan,  
Superintendent.

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

August 11, 1947

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. 35-A

Very little work was done on the mountain roads during the month, apart from repairing a bridge on the Archangel road, repairing the bridge across Reed Creek, on the Gold mint road, and doing some work on this road so that cars could travel over. Interested miners cooperated on this project.

The bridge across Craigie Creek, near the Lucky Shot Mine, was redecked during the month.

Edlund Road Extension. 35-J

3/4 mile of new road was grubbed and stripped 60 feet wide from the Knik road and timbers hauled to Cottonwood Creek to construct the bridge.

Palmer Roads.

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

McKinley Park Roads.

Maintenance was performed upon the roads, ditches cleaned out and some brush removed.

Two shovels were in operation, cleaning up slides and ditches, and surfacing.

The warehouse from East Fork was removed to Toklat during the month.

Talkeetna.

Maintenance is being performed upon this route, and a short stretch of road was opened up along Peters Creek.

The new road down Long Creek was completed.

Cache Creek Airport.

Maintenance was performed upon this field during the month. Two saudades

Cache Creek Airport - continued

were constructed for riprap, large rocks removed and the surface smoothed.

Peters Creek Airport.

The surface of this field was smoothed up and ruts levelled leaving it in good condition.

Russian River-Homer.

The work accomplished on the Moose Pass end is as follows:

<u>Graded.</u> complete	26 feet wide	2.8 miles
including moved with carryall scrapers		60521 cu yds
" shovel and trucks		9026 "
" dozers. est		56000 "
Corduroyed,	12 feet wide	450. lin feet
Cleared and stripped,	80 ft wide	2.5 miles
Rock work, excavated		6424. cu yds
feet of holes drilled	5045	

Helped move and load 12 quonset huts for Anchorage and 2 for Cantwell, together with 3000 ft lumber for McKinley Park.

Three quonset huts, 5000 BM ft lumber, together with windows, doors, benches, etc, were moved into the ARC storage at Seward.

Kenai End:

The work on this end consisted of repairing equipment and opening up the Tote road towards Hidden Creek.

Considerable time was lost with both crews, Hidden Creek and Kenai, fighting fire on our own and cooperating with the Army who used equipment furnished by the Alaska Road Commission.

Homer End:

Good progress has been made on the Homer end, the main fills have been completed and grubbing and stripping is in progress.

The equipment from Haines arrived and is in use.

Surveys:

A line has been located from Kasilof North to within about 3 miles of the Kenai River. *5017 gmt*

The camp is now established at Clam Gulch, about 13 miles below the mouth of the Kasilof River.

2-1/2 miles of line has been located, and 2 miles of preliminary line run from this camp towards the Kasilof River.

### Lowell Point Project.

This project has been completed.

### Anchorage Roads.

These roads have been maintained in good condition during the month.

### Anchorage-Palmer Road.

Maintenance has been performed upon this route, with some low places being raised and brush cut along the road.

Corduroy near the Marsh homestead, in mile 46, was taken out.

### Eagle River Revision.

With the arrival of the four new International tractors, the work on this change is making much better progress.

The whole location, where level, has been grubbed and stripped, and it is estimated that the carryall work will be completed as far as practicable by the middle of August.

This work is about 60% completed.

### Peters Creek.

Work was also started on this change from both ends, this work is approximately 6 % completed.

### Clark Road. (Farm Road)

600 yds of gravel was hauled to the Clark Road from the bed of the Matanuska River during low stage of water. More gravel will be required later but this leaves this road in fairly good condition.

A home for children, formerly located at Valdez, is being constructed on this road, and it will have to be put in shape so that school busses will be able to operate during the winter months.

### Eklutna Tail Race.

An "Elephant hut", 10 foot diameter, was installed in this stream and a fill made replacing the 64 feet pile bridge which was constructed in 1936.

180 cubic yards of rock was hauled for riprap to protect the toe of the fill.

So far this culvert seems to work very satisfactorily, and the replacement of the bridge removes a bad hazard.

### Knik River

The glacier broke on July 26th this year, reaching the high of 15 feet 5 inches on August 1st.

## Knik River - continued

Considerable drift piled up against the trestle, requiring one box of dynamite to loosen it up.

### Anchorage-Potter Road.

Fairly good progress is being made on this project, a narrow road is being surfaced ~~in gravel~~ from a gravel pit three miles south to connect with the end of the existing road at Campbell Creek.

The work accomplished during the month is as follows:

Corduroyed	10 feet	6700 lin feet
Gravelling, placed		5100 Cu yds
Culverts, installed (21" by 30 ft.)		2.
Stripped	60 feet wide	2. miles

The status of the work at the end of the month was as follows:

Cleared, Grubbed, Stripped 60 feet wide	3. miles
Graded 3/4 mile - 40%	.3 miles
Gravelled	1.75 miles

It is estimated that the road will be connected early in September.

### Cantwell.

A start was made towards getting a survey party on the ground to work on the survey from Cantwell towards the Richardson Highway. No maintenance has been done on this route since 1935, and it was in very poor condition. Sidehill areas were all sluffed in, with the exception of the bridge across Seattle Creek, which was alright except for being undermined on both ends, and eroded in places. All of the other native bridges and culverts were either broken down or washed away.

Before the survey crew can get to the end of McDonalds survey a lot of work will have to be done so that supplies can be moved.

It is planned to send Mackey down to Cantwell to put in narrow culverts, corduroy wet places, repair bridges, place some gravel, and take care of freighting operations, leaving the surveyors free to get ahead and start work.

One HD seven tractor with dozer, one MK tractor, one dump truck and one six by six truck (belonging to the Alaska Railroad) is in use on this project.

It is planned to send a boat, with outboard motor, up from Kenai, to be used for freighting on the Nenana River and to be available for crossing the Susitna River when they reach this point.

By using the boat on the Nenana River (from 20 mile to Brushkana Creek) and the truck out as far from Cantwell as possible, it will save a tractor from making the trip.

### Dillingham

Maintenance is again being performed upon the road, after the period when the men were engaged in fishing.

### Colorado.

The work on this route was completed early in the month.

The bolts on the 100 ft span across the West Fork were tightened up.

A channel was dozed 250 feet long, average width 50 feet to divert water into channel and away from the end of the bridge.

One 36" culvert at the forks on the coal branch road was replaced with a 4 ft by 7 ft wood culvert.

A diversion channel was opened up on the left limit of the Middle Fork to keep the stream from encroaching on the road.

### Kodiak.

Maintenance and improvements is being performed upon this route. The widening of the road to the base has been completed and guard rail erected.

### Glenn Highway.

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

A small amount of erosion has taken place during the month. The drum riprap near Kings River had to be reinforced, and some cutting was done near Chickaloon.

### Takotna.

Maintenance was performed upon the local roads, which are in fair condition. The first boat of the season arrived during the month, and were freighted to the mining camps.

### Flat.

Brush was cut along the roads, ditches cleaned out with grader, and 660 cubic yards of gravel hauled, principally on the road between Iditerod and Flat.

So far the beams for the Otter Creek bridge has not arrived.

### Medfra.

Foreman Ueek is at Medfra repairing the road. It is expected that the work will be completed as far as funds permit about the middle of August.

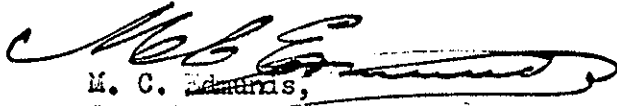
### General.

Many people still coming to this area from the States, and settling along the roads wherever they can find a place to sit down, particularly on the Anchorage-Palmer road between Eagle River and Mile 24.

General. - continued

The weather has been dry the greater part of the month, favorable for construction activity, altho some days were rainy.

There is still a scarcity of good men, except truckdrivers.

  
M. C. Edwards,  
Superintendent.



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

July 3, 1947

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



Dear Sir:

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

Mountain Roads

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

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

Palmer Roads

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

McKinley Park

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

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

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

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

Edlund Road Extension

and

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

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

Talkeetna

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

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

Talkeetna - continued

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

Russian River-Homer

Moose Pass

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

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

The work accomplished at this end follows:

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

One pickup truck was shipped to Moose Pass from Anchorage.

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

Kenai end

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

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

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

Homer

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

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

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

## Russian River-Homer

### Homer - continued

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

### Surveys

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

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

### Lowell Point Project

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

### Anchorage Roads

The Anchorage roads have been maintained in fairly good condition.

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

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

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

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

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

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

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

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

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

### Anchorage Depot

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

### Anchorage Palmer Road

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

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

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

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

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

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

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

### Knik River Bridge

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

### Fourth Avenue Road

Considerable work was performed upon this road, eliminating a section which contained clay, <sup>causing</sup> a high bump to appear in the road during the winter months.

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

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

### Medfra

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

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

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

### Dillingham

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

### Anchorage-Potter

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

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

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

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

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

The items of work accomplished follows:

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

### Colorado

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

### Kodiak

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

Kodiak - continued

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

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

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

Glenn Highway

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

Takotna

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

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

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

Flat

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

General

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

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

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

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

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

*M C Edmunds*  
M. C. Edmunds, / *MEG*  
Superintendent.

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

June 6, 1947

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

Dear Sir:

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

Mountain Roads

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

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

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

Palmer-Wasilla Road

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

Wasilla-Matanuska Road

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

McKinley Park

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

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

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

Talkeetna

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

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

*copy given Smith*  
*P*  
*AV*  
*OK*  
JUN 5 1947  
ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA

## Russian River-Homer Road

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

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

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

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

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

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

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

### Surveys

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

### Lowell Point Buildings

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

### Anchorage Roads

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

### Anchorage Depot

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

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

### Anchorage-Palmer Road

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

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



## Anchorage-Palmer Road - cont'd

line was cleared and stripped.

A camp will be erected at Eagle River early in June.

### Eklutna Tail Race

It is planned to install an "Elephant Hut" to replace the present bridge across the stream at Eklutna and fill up the opening. This work will be done early in June.

### Knik Bridge

The portal brace on the left limit of the Knik Bridge was damaged during the month by a freighter taking equipment across the bridge.

The openings between the running planks are being closed, planks being obtained when ever available, from a local sawmill.

### Dillingham

A new arrangement is being tried out at Dillingham this summer, keeping the local man, Larson, on as foreman instead of sending a man from Anchorage.

Larson will be off fishing for about three weeks, but it is not anticipated that any particular damage will occur during this period, and if it does, Larson will be available to take care of any emergency.

### Kodiak

The work at Kodiak is progressing very satisfactorily. Stover has been able to obtain the use of Navy equipment, including a 22B shovel, for sloping the banks of the rock cuts, and for gravelling. A compressor and Jackhammer was also used for making holes for posts for guard rail.

The Galion grader purchased from Surplus is in good shape and working very satisfactorily. Local mechanics seem to have a prejudice against the Galion machines which is not based upon facts.

### Anchorage-Potter

A couple of men have been working stripping and grubbing the Potter road also fixing up the tractor road so that we can drive to the job with cars.

A gravel pit has been stripped and work can be started on gravelling across swamps as soon as a shovel can be transported.

Arrangements have been made for local people to furnish meals, eliminating at least temporarily, the need for a camp for this project.

### Glenn Highway

With the exception of some soft places between Palmer and Moose Creek, this road is thawed out and in good condition.

Homer

324 cu yards of gravel was hauled to soft places, and 12 miles of road smoothed up with motor grader.

Takotna

The spring work in the Takotna district started up on May 15th.

Flat

The work at Flat has been underway all month. Trucks have been overhauled and the tractor will be worked over as soon as parts are freighted from Takotna.

Medfra

Mr. Walter Culver has returned to Anchorage, and indicated that we will be able to get the use of their tractor sometime during the month of June, in which case we will finish up this work and arrange to get the equipment moved back to Takotna.

General

The weather has been very favorable during the month, and no washouts or other mishaps has occurred so far this month.


Jack Coats, who started to work half shifts each day, is back home now and it is indefinite when he will return to work.

Van Zanten has been down in the Homer area the greater part of the month.

There is a surplus of men looking for work this spring.

Mr. Taylor visited this district at the end of the month, and Mr. Charles Sterling also visited Hawley.

After a long delay, due to shortage of funds, the work is now opening up in fairly good shape.

  
M. C. Edmunds,  
Superintendent.

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
APRIL 30th, 1947

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



Dear Sir:

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

Palmer Roads.

Several soft places developed in the local roads during the month, which were graveled and kept open.

The road used by the Alaska Railroad for hauling material for the dyke for diverting the waters of the Matanuska River away from the town of Matanuska, was fixed up in good shape at the end of the month.

The weather has kept fairly cold, with snow at the end of the month, and the run off has been very light so far.

McKinley Park.

Mechanics have been engaged overhauling equipment during the month.

The weather has been fairly cold at the Park, and so far no work has been done towards snow removal or opening up the road.

Russian River- Homer Road.

Moose Pass.

Soberg has moved over to Moose Pass, and is getting organized for overhauling equipment.

Hatchett has also moved over to connect up the located lines and complete the survey.

Kenai.

Ben Peterson has been at Kenai the greater part of the month, taking charge of the overhaul, which is now making much better progress, altho they seem to be continually short of parts.

Homer.

Fairly good progress is being made with the overhaul program, altho parts present an acute problem.

The Shelford contract has been inspected and reported completed satisfactorily.

No report has been received about the status of the Crueger contract.

#### Surveys.

Fuller has moved to Kasilof, made surveys of the Aviation field and the site for school purposes donated by Mr Pollard. He is now engaged in making a survey of the crossing of the Kasilof River and has started to locate the line towards Kenai. For a start the survey party are boarding at the McLane ranch. Arrangements were made with Mr Ryan, Commissioner of Education, for us to have the use of the Kasilof school building as long as it was not required for school purposes.

#### Lowell Point buildings.

Due to finances, we have been holding off on starting the dismantling of these buildings, but will probably start about the end of May or early June.

#### Anchorage Roads.

While several soft places developed on the local roads, they have been maintained and are in good condition.

#### Anchorage Depot.

Arrangements have been made with the Alaska Railroad for them to make up plans for the proposed new depot. So far no word has been received as to whether, or when, we will be able to get quarters in the Federal building.

#### Anchorage-Palmer Road.

A lot of soft places developed in the road during the month, and considerable surfacing has been required to keep the road open. Culverts were thawed during the month, and ditches kept open. So far we have not had our usual slide in the vicinity of the Knik bridge and it looks as tho we may get by without one this year.

#### Knik Bridge.

After measuring up some of the busses, which measure 8 feet in width, and large trucks. it was decided better to fill in the spaces between the runways on the Knik bridge, than to put dividing timbers down the middle. Rough lumber is being obtained from a local sawmill, and the work is being done as lumber is available.

#### Dillingham.

Maintenance is being performed upon these roads. It is planned to start up for the summer around the end of the month.

Kodiak.

Arrangements were made for the Alaska Road Commission to take over the maintenance of the roads outside the city and the Naval Reserve, during the month.

Arrangements were made for us to use Navy equipment until such time as we were organized, which has been covered by separate report on this project.

Some work was done widening with a shovel to improve visibility around curves ditches cleaned out and some surfacing done.

A gallon motor grader was purchased from surplus and two trucks shipped down from Anchorage, for this project.

A local man was hired for foreman, who had previously worked for the city as street superintendent.

Glenn Highway.

Apart from the stretch between Sutton and the road to the Buffalo mine, where several soft places developed, the Glenn highway is in good condition, with snow gone off the road, and culverts all opened up.

The maintenance man at mile 115 was moved down to Long Lake, and this camp closed.

Local people are developing a gypsum deposit near the Sheep mountain Inn, and are very optimistic about making a go of the business.

Takotna.

Bayless has been working on equipment and opening up roads.

It is expected that he will start the summers operations around the middle of May.

Flat.

Two men went over to Flat on the 15th of the month, to take care of equipment and the run off.

One of the men is married, and his wife is going to cook, without charge for the crew during the summer, getting away from the deplorable conditions of the past two summers.

Medfra.

No plans have been made about finishing up the Medfra job, as I have been waiting to hear whether the Culver tractor will be available.

As long as funds are short it is as well to postpone the work for a month or so.

General.

Grammer left for Fairbanks on the 28th, and O'Malley, who replaced Van Zanten was taken up to Tok on the 30th, with baggage and equipment.

In view of the local work it is planned to keep Van Zanten in this area, as he is familiar with the engineering details of the construction work to be undertaken in this area.

Jack Coats is convalescing at home, getting along alright, but recovering slowly. Many families coming in over the highway, and lots of men looking for work

Made hotel reservation for Hawley for the 5th.

*M.C. Edmunds*  
M.C. Edmunds, Sup't

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
MARCH 31st, 1947

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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 ~~February~~ *March* is as follows:

Palmer Roads.

The roads in the valley have been maintained during the month, with cinders and gravel being hauled slippery places and soft spots.

The Alaska Railroad have started to put in a dyke to divert the waters of the Matanuska river from the old town of Matanuska, and have been hauling a lot of sheet piling and construction materials over the roads, cutting them up quite a little.

Snow is practically gone from all the main roads, and graders are maintaining the roads just the same as in the summer time.

McKinley Park

Hosler left for the Park on March 25th, with a cook and three mechanics, to start overhauling equipment and be on hand to take care of the road when water starts running.

Talkeetna.

The dump truck which was shipped to Talkeetna was freighted across the river during the month.

Homer- Russian River Road.

Homer. Overhaul progressing, shipment of parts and supplies from the States was transhipped from Seldovia.  
The Supplies for Kenai was loaded on a barge for shipment which left Homer about the end of the month, but according to late reports engine trouble developed and the barge was stalled at Seldovia, and may have to wait for engine parts from the states.  
Miscellaneous finishing work was done in the mess house and garage.

Clearing contracts:	Shelford	85% completed
	Cruger	30% "

Moose Pass.

Frank Johnson picking up freight and keeping road passable. Latest reports indicate that roads are now drying up and fairly good shape except for a few bad holes.

Garage at Steele's camp has been blown down and must be rebuilt; consider it best to erect it at Hidden Creek.

Kenai.

Overhaul progressing. Several trips have been made to bring in broken down equipment from out the road,

It has been impossible to move survey equipment across the Kenai River due to thin ice, and it looks as tho it would be advisable to operate the survey party from Kasilof, on account of the construction of the bridge across the river being delayed.

Cook Inlet boats can run up the Kasilof River as far as Bergers wharf, and we should have no difficulty in landing equipment and keeping the party supplied.

The tote road has been very soft in places and whether we will be able to do much good freighting is questionable. Soberg is now making a trip thro to Moose Pass to pick up freight and take broken down equipment to Kenai.

There was 15 " of snow on the ground at Kenai at the end of the month but the ground from Botenike East.

Soberg was in Anchorage about threer weeks during the month; he intended being here for about a week but had an attack of dysentery and was in the hospital and under a doctors care for some time.

Fuller.

Map of Kenai River Crossing East. 26 miles of line and topography less atationing, done in ink.

One mile line and topography in pencil

27 miles of profile finished- in ink.

Kenai Spur road. 10.5 miles of center line and section ~~line~~ ties completed and inked- This date furnished local land office.

Topography 25% completed

Profile completed.

Homer end. No map work done; notes are being reduced and re calculated.

It is tentatively planned to have Fuller and Hatchett, if the snow is pff sufficently, start some reconnaissance work a round the middle of April, and if funds permit, start a survey party out around the first of May.

Apart from this, and putting on a few mechanics to work on equipment, we are not making any plans to start any rock or construction crews until late May or early June, on account of shortage of funds.

Anchorage Roads.

The Anchorage roads have been maintained in fairly good condition during the month, Considerable snow has disappeared and some of the main roads were full of chuck holes for a few days. Cold nights have helped keep water down and the roads seem to be coming out in good shape.

Anchorage- Palmer Road.

The Anchorage Palmer road is in good condition, cinders were hauled to slippery places, culverts thawed out and ice picked off the road during the month. So far our snow slide has not come down this year. ( mile 38)

Dillingham.

Maintenance was performed upon this road during the month.

Glenn Highway.

- Maintenance was performed upon this road during the month, most of the road between Palmer and Caribou Creek is bare, with wind drifts in several other places. This road is in good condition.

Takotna.

Bayless has been busy cutting wood and doing routine work. He has been advised that we intend closing the work done in the fall, and has requested permission to stay on there during the winter as caretaker. It is assumed there would be no objection to this as long as he would be willing to stay there without being paid, altho it would entail expense for fuel if furnished by us.

General.

Mr Taylor made a trip to this district during the month. We were pleased to have him visit us during the winter months.

Jack Coats returned to Anchorage the latter part of the month. We were pleased to see him back, much improved and more like himself than he has been for some considerable time.

The weather has been very pleasant during the month, with warm days and cold nights which helped the roads during the critical period.

Donald Brown returned from his vacation, reporting for duty on March 31st.

The labor market- there seems to be considerable men looking for work and more coming in all the time. It is generally this way during the winter before work opens up, and one cannot figure too much on the same situation continuing.

The postmaster intimated that there might be a vacancy in the Federal building for us to occupy as offices at the end of the month, but so far there has not been any confirmation of this information.

We will be glad to get the "Interoffice" stationary when available, as this will permit considerable saving of time and effort as against the old system.

  
M.C. Edmunds, Sup't



ALASKA ROAD COMMISSION  
ANCHORAGE, ALASKA  
FEBRUARY 28th, 1947.

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



Dear Sir:

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

Palmer Roads.

Considerable glaciation occurred during the month, with cinders being hauled to many slippery places.

Ditches were opened up and culverts thawed out when the cold weather ended. A special bus carrying boy scouts ran off the North end of the Knik Bridge, injuring about twelve of the boys. This accident was caused by strong winds coming from the head of the Knik river exerting considerable force against the comparatively large area of the bus on a slippery surface.

The opening of the road to the Independence men was completed during the month and the people who were snowbound brought out.

McKinley Park.

Supplies are dribbling in to the Park, and being received by our warehouseman. While we have not yet made any definite plans, we should send a few men up to take care of the equipment and the road around the end of March or early in April.

The railroad personnel have already been enquiring about when we are going to start in. We give them the usual answer, that we will start up when necessary to protect the road- that so far we have had no advice as to the amount of work contemplated.

Homer-Russian River.

There is very little to report on this project, the camp at Russian River has been closed, with Johnson staying at Hentons, the Kenai Lodge, where he is boarding and where our perishable provisions and other supplies are stored without charge.

Glaciers are very active, and Johnson is kept busy working on the roads and receiving freight as it arrives.

Soberg is going to look into the piling situation in a few days- we had tried to get some from the Kenai cannery, but they refused on account of the uncertainty of getting others with the present shipping situation.

It is planned to open up the road from Moose Pass to Kenai about the middle of the month, to haul parts and materials that have been accumulating for Kenai and facilitate the getting out of piling.

Equipment is being overhauled at Homer and Kenai.

Funds allotted for this project were exhausted at the end of February.

The surveyors at Kenai are working on the maps, and are making fair progress. Reports have been ~~Txxkaxixx~~ forwarded from time to time concerning these activities.

No report has been received regarding the actual amount of clearing done by the two contractors, but the Shelford outfit, who are well outfitted, have been making good progress, but the Cruger company, who made a late start, hauling with a team and delayed by extreme cold weather, are not making much of a showing.

#### Talkeetna.

A dump truck was shipped to Talkeetna during the month and moved across the river.

#### Anchorage Roads.

The Anchorage roads have been maintained in good condition.

#### Anchorage-Palmer roads.

The Palmer road is in good condition, considerable glaciation occurred during the cold weather requiring the opening up of culvers and ditches when the weather changed.

So far the snowslide has not come down near the Knik Bridge, altho it is expected to move any day.

#### Knik Bridge.

The last damaged member of the span which was run into by a truck last fall was repaired this month.

#### Dillingham.

Snows and wind required plowing during the month.

#### Glenn Highway.

Considerable snow drifted during the month, and glaciers were active, requiring continuous maintenance to keep the road open for traffic.

#### Takotna;

Bayles has been busy rustling wood, making up requisitions and cleaning up the depot.

Frank Johnson, on to take care of supplies coming in and work on the road, which is subject to glaciation.

It is planned to have him stop with Charles Lean, at Coopers landing, and keep all perishable supplies there also.

Provisions have been coming in recently, ordered months ago, and we have to have them taken care of, besides other materials and parts.

It is reported that the men on the Shelford contract are making good progress on their clearing, but that up to the 20th of the month no work had been done on the Cruger contract.

Overhaul work is under way at both Homer and Kenai, altho the work at the latter place is handicapped by the heating plant being out of commission.

#### Homer.

Light maintenance was performed on the roads.

The cold weather has extended to Homer, and it is reported that most water supplies to homesteads have dried up

#### Anchorage Local Roads.

The local roads have been maintained in good condition, snow removed, and a small wooden culvert installed on the Gov't Hill road, near the Standard Oil company depot, where water on the flats had frozen up and started to run across the road.

#### Anchorage-Palmer.

Constant maintenance was required keeping ice off the road, particularly at Eagle river and several new places along the road, caused by extreme cold weather.

Snow was removed from the roads, which are in good condition.

Most of the time the weather was too cold to take out our thawing boiler, and work had to be done by hand.

#### Dillingham.

Heavy snows and wind required maintenance on the road during the month.

#### Dillingham airfield.

Some drifts were removed from this field by our forces

#### Glenn highway.

This road was maintained during the month, the work done consisting of picking ice from glaciers and removing snow off the road.

#### Takotna.

No report has been received at Takotna at this time, but Bayless has been busy cleaning up the mess after the fire and working on routine matters

General.

Jack Coats is in the Virginia Mason hospital, in Seattle, getting built up in good shape for a thyroid operation.

They report that he is gaining weight and getting along satisfactorily.

In conformity with other parts of the territory, we have had very cold weather during January- it is reported that it was 35 degrees below zero this morning, which is said to break the low record. It has been consistently cold the greater part of the month, and at this time the weather bureau states very little hope of its getting any warmer in the near future.


The office force is busy on routine work, cleaning up vouchers which had accumulated during the summer, and working on data for routine and cost account purposes.

Donald Brown, clerk, has requested permission to take three weeks or one months leave effective about March 1st, when most of the work in connection with last year should be cleaned up, in order to visit his parents in the East, who are not in very good health.

Fuller was in town about one week, on account of sickness of his oldest boy, and Claude Rogers arrived here about a week ago, to take care of some business matters.

This report is sent off in order to get it to the Juneau office early, as requested, without waiting for reports from isolated sections, possibly not reporting some details which might be available if the report was delayed, altho it is not believed anything of importance is left out.

I did not mention in the Russian river-Homer report that the tote road had been blocked by snow all month. Up to the present time we had no occasion to open it

  
M.C. Edmunds, Sup't

I have been on jury duty this month- so far have lost three days, but manage to get a good lick of work done before reporting for duty.

ALASKA ROAD COMMISSION  
ANCHORAGE ALASKA  
DECEMBER 31st, 1946



*Mr. Smith 1/3/47*

*u/s*

*[Handwritten initials]*

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 Shelford 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.

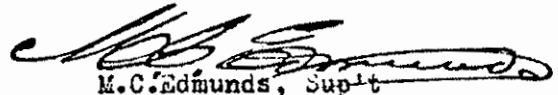
The weather during the month has been consistently cold, as with other parts of the country, with considerable glaciation taking place on the roads.

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:*  
12/11/46  
J.P.T.  
Copy furnished to Mr. [unclear]

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.

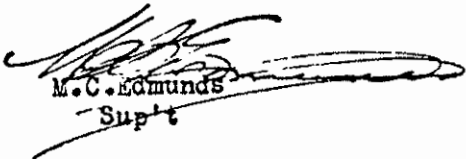
#### General.

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

35/75... 13

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

October 14, 1946

RECEIVED  
OCT 16 1946  
Alaska Road Commission  
Anchorage, Alaska  
MT  
12

*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.

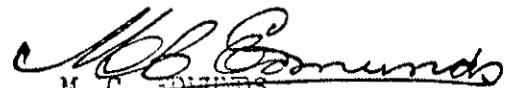
General

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

35/75

1946 NOV 12 PM 12:53



*Handwritten signature*

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KZA V KZE NRA183 INT  
FROM EDMUNDS ANCHORAGE 121945Z  
TO TAYLOR JUNEAU  
GR14 *45*

SITUATION REPORT REFERENCE DILLINGHAM AIRFIELD IN ERROR AS ONLY STARTED  
ON THIS PROJECT TENTH

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35/5-

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.

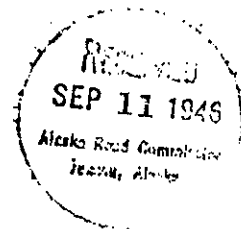
Park Boundary - Kantishna

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

Handwritten initials: BT, JMT

Handwritten mark: 110

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

*Received*  
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SEP 11 1946  
Alaska Road Commission  
Juneau, Alaska

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 dikes 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 36 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

~~XXXXXXXXXXXXXXXXXXXX~~  
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<sup>ing</sup> 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, dozersmen, 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

ADDRESS REPLY TO  
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.

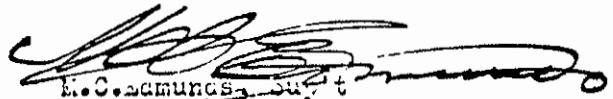
Bayless showed up on April 12th, leaving for Flat a couple of days later.

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 berms.

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

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

It would hardly seem advisable to have a 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.

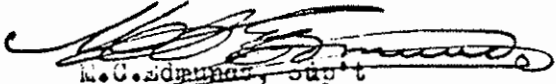
General.

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 a vaitor 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 ear marked 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

