

Christie

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

Eagle, Alaska, July 14, 1930.

Engineer Officer,
Alaska Road Commission,
Juneau, Alaska.

Attention Mr. Taylor

Dear Sir:

Supplementing conversation at Eagle with Majors Elliott and Atkins recently I herewith submit the following outline of work proposed in this district for the balance of the present season, with request for additional funds:

Total expended to date from allotment 10-E-2	\$ 3,503.27
Expenses of 10 man crew and team month of July	2,855.86
" " 10 " " " " " Aug. 1 to 15	1,215.00
Three men Aug. 16 to Sept. 15	630.00
One man Sept. 16 to Oct. 1	105.00
Reserve for late fall and winter work	200.00
Total	<u>\$ 8,509.13</u>
 Allotment 10-E-2	 8,000.00
Additional amount required	500.00

The crew is moving today to the lower road or winter sled road on route 11-A to make some necessary repairs and rebuild bridge over the North Fork of King Solomon creek near Liberty and repair road going into Liberty. This will take balance of month. Then a small amount of grading and filling chuckholes between Eagle and 6 mile. About 3½ miles of trail to locate and brush out in Seventy mile district. Repairs to sidehill winter road between Steel Creek and Jack Wade. Repairs to winter road between Liberty and Steel Creek following O'Brien Creek. Rebuilding bridge at Chicken. This program will probably be somewhat changed as the necessity arises. If agreeable and you can spare additional \$500 request that you wire me when allotment is issued so I can go ahead with program as outlined above.

Yours very truly,

D. F. Millard
D. F. MILLARD
General Foreman.

DFM/



JM

*Received by
General Foreman
at Eagle Alaska
July 15 1930*

August 4, 1930

Mr. Peter Trierschild
Sitka, Alaska

My dear Pete:

If you will refer to the letter I wrote you dated April 11, 1930, about the program for this year, you will note after Route 14B, Sitka National Cemetery, the amount is \$1,280. Of this amount, \$480 was available for expenditure before July 1. That left \$800 for expenditure from July 1, 1930 to July 1, 1931.

Of this \$800, only \$650 is available between July 1, 1930 and January 1, 1931. So do not spend more than \$650 on 14B after July 1.

In other words, for this summer's work in the National Cemetery, you have available money as follows:

\$480	before July 1
<u>650</u>	after July 1
\$1,130	Total for this summer's work.

Someone will be over to see you in August.

Best wishes

J. G. Christiansen,
Military Assistant.

JGC:IW

34/64

trail widened where needed and brush removed where overgrown. This section is now in good condition.

11-M Jack Wade-Walkers Fork pack trail. This section of trail is located mostly on high ground and no work has been done on it for several years. Buck brush has badly overgrown about 12 miles of it and on account of lack of accommodations for men repairing the work has been put off from year to year. However I think arrangements can be made with local mail carrier to cut brush and subsist himself as he has several dogs which he packs during summer. He is anxious to do the work and the last time I was in Jack Wade I left word with the U.S. Commissioner to take the matter up with him and submit figures to me for brushing out entire 12 miles. If figures not excessive I think this is the best and cheapest way to handle the matter.

11-P Chicken aviation field. Allotment of \$500 having recently been made for extension of this field it is my intention to go down to Chicken about the middle of August and complete work.

11-Q Eagle aviation field. A small amount on grading was done the forepart of month. Balance of work will be completed near the close of season. Field is now in fair condition for planes landing and taking off. Have advertised buildings No. 13 and 30 for sale in accordance with instructions received from your office. As it is practically impossible to dispose of any of these buildings on short notice, especially during the summer months, I have called for bids to be opened August 30th and sent notices to Circle, Fort Yukon, Nation and the Forty mile country. Have given purchasers until the first of May, 1931 to remove buildings.

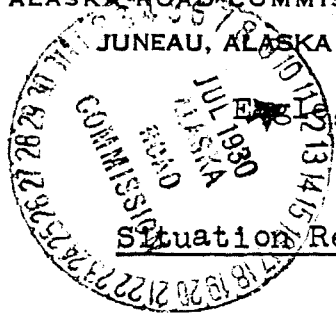
Yours very truly,

~~GENERAL FOREMAN.~~

D. F. WILLARD
General Foreman.

dfm/

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA



Eagle, Alaska, July 1, 1930.

Engineer Officer,
Alaska Road Commission,
Juneau, Alaska.

Situation Report for June, 1930.

J.P.

Dear Sir:

The following work was accomplished in the Eagle District during the month of June, 1930:

Route 11-A, Eagle- American Summit Wagon Road.
Three men were employed the forepart of month in cutting bridge timber at head of draw between nine and ten mile, one man chopping ice and repairing bridge at Star Gulch mile 11 from June 1st to 6th., and two men cutting brush between miles five and six for four days. Camp was established at mile 9 on June 8th with a crew of ten including cook and teamster. The two bridges over American Creek, known as the upper and lower Bergman bridges were entirely reconstructed. The lower bridge is located at about mile 8½ and the upper at mile 9½. Straight sound red spruce was used throughout and all crib logs and stringers were peeled to avoid rot. Bridges were both raised about three feet higher than former structures to give more room for flow of water during breakup. Upper bridge is 25 feet in length between cribs ~~and~~ with approaches of fifteen feet at each end. Lower bridge is 27 feet in length between cribs and approaches were filled with rock and surfaced with coarse gravel. Bridges are amply wide for two and four horse teams. Minor repairs were made to road between nine mile and 4 mile above Gravel Gulch, slides and glaciers removed, ruts filled and two new culverts constructed. Considerable damage was done to road through American Creek Canyon between miles 7 and 8 by high water during breakup. Washouts were filled, riprap repaired and road surfaced with decomposed shale and granite so this section is in better shape now than for years. Two short bridges between miles 5 and 7 will have to be rebuilt, stringers and decking only being required. Plenty suitable timber available for this. One bridge at mile 4½ with bents set on mudsills and crossing a dry gulch will have to be redecked and a few stringers replaced. This will require eighty ~~xxxxx~~ feet of decking 10 or 12 feet wide. Have sufficient 2 inch planking for this job. I find that where cost of haul from Eagle is prohibitive it is cheaper to cut small spruce logs for decking. Dimension lumber such as 6x8 and 8x10 taken from old buildings here I find unsuitable for stringers or bents in bridge work. These buildings were constructed about 30 years ago of native timber sawed here and on account of age will not stand the stress required for wagon and tractor traffic. Bridge over the North Fork of King Solomon Creek at about mile 22 on sled road went out during spring freshet and will have to be reconstructed. Bulkheads are intact and only stringers and decking are required.

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Route 11-AA, Pack trail American Summit to Liberty. This section is now in fairly good condition for pack train travel from junction with wagon road at about mile 15 to junction with winter road at mile 22 at North Fork, the last 5 miles from North Fork to Liberty being suitable for light wagon and tractor traffic. It has been my intention, in as far as present funds will permit, to improve this route so that tractors and wagons can be taken from Eagle through to Liberty. This will require approximately $\frac{1}{2}$ mile of sidehill hand grading on the summit, about four miles of brushing, mostly small buck brush with some small spruce, repair to about $\frac{1}{4}$ mile of corduroy, side hill grade for a short distance down to North Fork and about 300 yards of side hill grade going into Liberty.

Routes 11-CC and 11-F, Steel Creek, Jack Wade, Chicken pack trail. Inspection was made of this whole district from Eagle to Chicken during month of June, also routes 11-H and I from Liberty to Dome and Steel Creek. Three men were put to work on this section with instructions to ditch and drain wet and muddy areas and rebuild culverts where necessary. A new trail was cleared for about four miles going into Chicken as the old trail was about impassible owing to low swampy section. New trail was used years ago and was known as "Last Chance trail". It follows a ridge on fairly dry ground. Most of work consisted of removing windfalls and brushing.

Route 11-P. Chicken Aviation Field. Planes have made several trips to Chicken during the present season and what aviators I have talked with pronounce this a good safe landing field compared with other Alaska fields. Probably in the course of another year a small amount of levelling will be necessary as some of the fills made last season have sunk below field level. No appropriation was requested for this season.

Route 11-Q, Eagle Aviation Field. Heavy team for grader was not available until June 30th at which time teamster and graderman started using grader. This work should be completed in four or five days. This, with the erection and painting of markers and erecting wind marker will complete present area of field.

John Powers, mail carrier between Eagle and Chicken, has made request for the construction of a small horse ferry over the South Fork of the Forty Mile river at Franklin. We have a cable tram at this point for foot passengers which is giving satisfactory service and carries two passengers to trip, and Mr. Roberts the road house proprietor at Franklin operates a row boat. This has been an exceptional spring for high water in this section and Powers has had to swim his pack stock at this point every trip since the breakup until the present trip. Ordinarily the river is fordable after June 1st and a horse ferry would be necessary only for about three or four trips after breakup. The ferry would undoubtedly be a great convenience to Powers during period of high water. If constructed I would recommend using fir for ribs and bottom, same to be shipped to Forty Mile Post during open season of navigation and then hauled to destination over the ice. Have requested Powers to write the Commission regarding this matter stating his need for ferry, number of trips he would need same and tonnage packed over this route, having his request go through Eagle office.

Yours very truly

A. D. Millard

Gen. Fmn.

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

October 14, 1930.

Disbursing Officer,
Alaska Road Commission,
Juneau, Alaska.

Dear Sir:

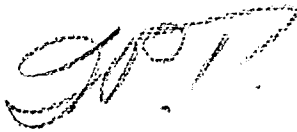
Herewith list of projects for work to be performed in the Eagle District during the months of October and November, 1930, with maximum amounts allotted for each project. This work is to be paid for from balance of allotment 10-E-4.

Repairing lower tower to and hauling scow of Steel Creek ferry from river Route 11-I	\$150.00
Repairing winter road down O'Erien Creek Route 11-B	100.00
Repairing winter road down Wade Creek and Walkers Fork Route 11-MM	100.00
Repairing wagon road at Gravel Gulch Route 11-A	50.00
Total	<u>\$ 450.00</u>

Above amounts are only approximate and I do not anticipate that they will cost this much, as in each case I instructed the men to do the work as economically as possible and in no case to exceed the amounts named.

Yours very truly,


D. F. MILLARD
General Foreman.



3-7-30/10-14-30

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WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

Eagle, Alaska, June 1, 1930.

<input checked="" type="checkbox"/>	President
<input checked="" type="checkbox"/>	Eng. Officer
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<input type="checkbox"/>	Chief Clerk
<input type="checkbox"/>	
<input type="checkbox"/>	Suspense

Engineer Officer,
Alaska Road Commission,
Juneau, Alaska.

Dear Sir:

Herewith situation report of work accomplished in Eagle district during month of May, 1930:

Route 11-A, Eagle-Gravel Gulch, Forty Mile road. Three and four men were employed during the forepart of month chopping ice from around bridges and making sluiceways for water to run in during breakup. An unusually high stage of water about the middle of month caused some damage by washouts in American Creek canyon which has been temporarily repaired and will be completed as soon as camp is located in this vicinity. The second bridge over American Creek at nine mile was constructed too low to carry water during breakup and has always caused more or less trouble at this time of year. This year the apron at one end was taken out and on inspection I find that it will be necessary to rebuild entire bridge and raise about three feet and make rock fill at each approach. One other bridge will have to be rebuilt and two others repaired. Three men have been employed during the latter part of the month getting out timber for the two upper bridges. One man was sent to section between Star Gulch and Gravel Gulch to remove ice from road so as to enable Power's pack train to get by with mail. The caps to two bents of bridge at Star Gulch were broken by tractor last fall and these were repaired. Three men were employed for 16 days in cutting brush from sides of road between miles 1 and 6. This brush had become so thick that it handicapped a two or four horse team in making turns and kept several sections of road wet all the time. Camp will be established on this section about June 6th at nine mile.

Route 11-E, Eagle-Seventy Mile. Inspection was made of this route from Eagle to Summit cabin at about 9½ mile with one man and we cleaned ditches and culverts where needed. This section was found to be in excellent condition for this time of year, foot bridges over four streams all being in place and not damaged any by breakup. As soon as I can find man suitable for the work it is my intention to locate about three miles of new trail to eliminate the two summits and two niggerhead swamps. Have talked to several parties who have been over new proposed route and they advise me that there is very little sidehill work, the most the work requires will be clearing.

Steel Creek Horse Ferry: Am in receipt of a letter from Mr. Kemp, proprietor of Steel Creek roadhouse, who has charge of this ferry, that he had some additional expense after launching scow this spring on account of the small haulback cable breaking and that he would render bill on my trip down that way during the forepart of June.

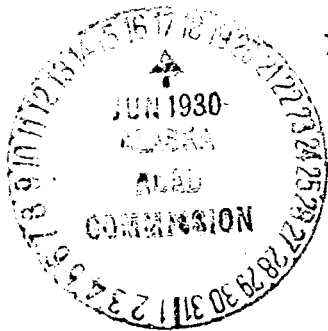
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Eagle Aviation Field:

Entire area of extension to field has been cleared and grubbed, ground hand raked and all brush, grass and debris from buildings burned. A new fence was constructed around Signal Corps buildings and grounds. Telephone line was dismantled and insulated cable, furnished by local cable office, was laid across field in shallow trench. Field would have been completed in May had team been available but Powers was using all of his stock on mail route during breakup and in putting in his own crops. He has however promised us a light team June 2nd which will be used in filling basement of old guard house and on slip scraper where necessary. Heavy team will be available about June 10th at which time grader work will be done and field completed.

Trip will be made over entire Forty mile district starting forepart of June. Will advise your office by wire at time of leaving Eagle.

Yours very truly,



D. E. Millard
D. E. MILLARD
General Foreman.

dfm/

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

Eagle, Alaska, April 30, 1930.

Engineer Officer,
Alaska Road Commission,
Juneau, Alaska.

Situation report for April

Dear Sir:

Arrived Eagle March 29th.

Eagle aviation field:

Public notice calling for bids on buildings number 6 and 7 were posted April 5th and both buildings were sold April 5th to the highest bidder. Building no. 7 has been completely razed and all material removed from limits of field. Building no. 6 is about 75% razed and will probably be finished and all material removed from field in the course of another week. Snow is all gone from original field and ground drying up very fast. Grass has been burned as fast as sufficiently dry and brush grubbed from new extension as snow and ice permit. Foundations of No. 6 and 7 will be burned in a few days and grading started as soon as ground thaws sufficiently.

Eagle-Forty Mile Road:

Runway to warehouse was repaired, new stringers and decking being put in where needed. Considerable good planking was salvaged from building no. 26. This building stood next to our warehouse and was roofed and sided with corrugated iron. The iron was given to the U.S. Marshal last year to roof court house. As the department of justice only needed the iron I finished razing the building this year. Tools were sharpened and minor repairs made to same where needed. Considerable ice had glaciated over the decking of bridges between Eagle and Gravel Gulch. Arrangements was made with a man living at Gravel Gulch and also with one at mouth of Discovery Fork to look after chopping ice from decking and cutting sluice-ways under bridges to carry off water during spring freshet. Four men were sent out the latter part of April to look after bridges between Eagle and 8 mile and also the grade in American Creek Canyon. No serious trouble is anticipated at any of these points.

Eagle-Seventy mile road:

This end of road is practically impassible until after the breakup. As soon as possible inspection will be made as far as relief cabin at approach to first summit.

Yours very truly,


D. F. MILWARD
General Foreman.

34/65

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU ALASKA

Chitina

January, 4, 1932

President
Engr. Officer
Disb. Officer
Asst. Chf. Engr.
Chief Clerk
Suspense

Alaska Road Commission
Juneau, Alaska

Subject; Monthly Report for December.

The following report covers work accomplished in the Chitina District for the month of December.

Garage

Five Model AA dump trucks, one Model AA freight truck, two Model TT dump trucks and one "30" tractor were overhauled during the month.

Blacksmith Shop.

In addition to general blacksmithing which included repairing chains, sharpening tools, overhauling sleds, and making up hooks, tow cables, etc. for next seasons use, the blacksmiths started framing a 60 foot bridge for installation on Klutina river next spring. This work was about half completed in December.

Klutina Bridge.

A bent in the Klutina bridge ~~####~~ which was somewhat undermined and weakened last fall by a concentration of the flow in a narrow channel, was seriously damaged by a run of ice late in December. Mr. Carrol our lineman reported the damage promptly and under instructions from this office closed the bridge to travel. A few hours later, Mr. Carl Carlson, formerly a bridge foreman with the Road Commission, arrived at Klutina river with a loaded truck. After examining the bridge and making some superficial repairs he attempted to cross but the bridge collapsed. Fortunately Mr. Carlson was not hurt and the truck was only slightly damaged. We loaned Mr. Carlson blocks and line and he succeeded in getting his truck out of the river without much difficulty.

We out out a detour to a crossing on the ice but on account of overflows traffic has been considerably interrupted. However by brushing the main channel immediately above the bridge we now have frozen in a crossing which I believe will be permanent. As we ~~###~~ plan to install a 60 foot span at this point in March, I have tried to avoid the expense of any temporary bridge construction work this winter. I did employ Mr. Carrol for a short time to assist in freezing in crossings on the river. This was charged to our C1

att

2-14-31/1-4-32

page 2

account.

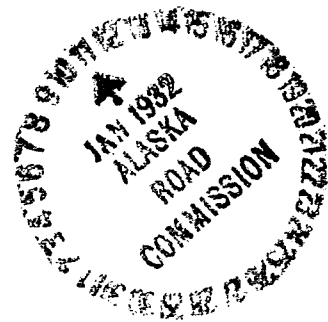
Snow and Weather Conditions.

Weather conditions have continued uniformly favorable. The snow fall has been extremely light and the temperature has ranged from zero to 35 below. The depth of snow in Chitina is about six inches, at Kenny Lake and Copper Center it is slightly less, at Gulkana about six inches, at Sourdough less than three inches. This is very unusual as usually Sourdough has much more snow than Gulkana. Above Hogan hill the snow again gets heavier but I have not heard a report on the depth of snow at Meirs or Paxson during the past month. From Gulkana to Slana the snow gradually increases in depth with a maximum depth at Slana, and for two or three miles this side, of about 14 inches. Above Slana the depth of snow rapidly diminishes with about six to eight inches at Jack Lake summit and Nabesna river. Reports from Shisana are that the snowfall there is about the same as at Nabesna. We have had very little trouble with glaciers on the road this season and the road is still in good condition for truck travel. We have still been unable to move the shovel at Sourdough on account of the lack of snow.

Work to the amount of one hundred dollars was authorized on the Bremner trail.

Yours very truly

T. R. J. Shepard
T. R. J. Shepard
Supt





WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

President	_____
Engr. Officer	_____
Dist. Officer	_____
Asst. Chf. Engr.	_____
Chief Clerk	_____
_____	_____
_____	_____
_____	_____
_____	_____

December 1. 1931.

Alaska Road Commission
Juneau, Alaska

Subject; Monthly Report; November

The following report covers work accomplished in the Chitina District for the month of November.

Littlejohn's Crew. Route 65C.

The Slana and Ahtell creek bridges were completed and bridge ends bulkheaded. The total length of the Slana bridge is 209 feet and the Ahtell bridge 165 feet. The approaches to the Slana bridge were filled sufficiently to make it passable for all kinds of motor equipment. The fill on the east approach to the Slana bridge was made by hauling in material from a dry gravel bank near Ahtell Creek. The West end was fill by rotary scraper. Only the east end of the Ahtell creek bridge was filled. This was done by rotary scraper. This crew reached Chitina Nov. 28.

Truck Freighting.

Truck freighting continued until November 16th. We now have the following quantities of freight cached at Chestochina and above.

	Gas.	Oil & Grease	Forage.	Provisions.
Chestochina.	480 gals.	30 gals.	400#	-----
Indian River,	4177 "	54 "	400 #	1600 #
Between Indian R. & Slana.	1230 "	240 "	---	-----
Slana.	9957 "	480 "	30,900 #	4640 #
	<u>15844 "</u>	<u>804 "</u>	<u>31,700 #</u>	<u>6240 #</u>

No difficulty was experienced in truck freighting through to Slana. Some small glaciers formed in the green timber near Mile 60, but caused very little trouble. It is believed that when the grading is completed on this section these glaciers will not form.

Garage

Five Model AA dump trucks, two model AA freight trucks and one model TT dump truck were overhauled during the month. Inventories were taken of parts, etc.

R. J. Shepard
R. J. Shepard.
Supt

2188

AMT

WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

Handwritten notes and signatures in the top right corner, including a large signature and some illegible text.

November 4, 1931

Subject: Monthly report--October

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of October.

Hagedorn's Crew, Route 6B:

Brush cutting was carried on between Mile 6 and Mile 12. Washouts on the Tonsina Hill at Mile 12.7 and Mile 13.8 were refilled and one box culvert installed.

McAlpine's Crew, Routes 4E, 4F:

Gravelling was completed between Mile 146 and Mile 153 October 8. 1720 cubic yards of gravel were machine loaded hauled and spread. At the conclusion of gravelling on Route 65A, September 30, Lorenzen moved the Byers "40" to McAlpines Camp at Mile 152 with McLeod's "60" tractor. During October this machine was used in place of the "Bearcat". After this camp completed gravelling Lorenzen then took the "60" and moved the Byers "40" to Mile 197. He then spent five days moving cars over the summitt and returned the "60" to Sourdough. The "Bearcat" shovel was mounted on skids but as yet has not been sufficient snow to move it to Mile 16 on Route 65A.

Moore's Crew, Route 4H1:

The installation of a 38 foot A span was completed on Gunnysack Creek. The dyke on the South bank of this creek was completed and the excavation for a dyke on the North bank was completed but not faced. Trees, however, were put in along the bottom of the slope which should offer some protection until the work can be completed next spring. At present the stream is following the bank on the South side. The Wilford shovel was freighted to Kenny Lake with trucks. This crew moved in November 9.

Olts's Crew, Route 65B:

Winter trail cutting was continued to Mile 15. This point is about 2 miles above Red Rock and near Jenkins Cabin. This crew moved in October 4. Sundt and Paulson are now freighting their supplies to Sawmill Point at Mile 9 by truck.

Handwritten number 2188

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Littlejohn's Crew, Route 65C:

This crew continued grading between Mile 62 and Mile 64, installed one 16 foot stringer bridge and 7 temporary culverts. Rollways to accommodate 10,000 gallons of gas were built and a mouse proof cache was constructed for oats and farinaceous goods. Pile driving on the Slana River was started October 15 and completed October 28. Four bents were driven on the Ahtell Creek Bridge. Penetration on the Slana Bridge piers ranged from 14 to 18 feet most of piling being down over 16 feet. 6 bents of approach piling were driven on the West side and one bent on the East side. Good penetration was obtained on all of these bents. It was estimated that the framing of the span would be completed November 4 and erection started November 5. 12 bents will be driven for the Ahtell Creek Bridge. The total length will be 165 feet. Mr. DeWitt has all materials out and on hand for both of these bridges.

Truck Freighting:

Gas freighting from Valdez to Tiekel was continued until October 7. The gas delivered at Tiekel was then relayed on to Gakona. On account of continued mild weather no freighting was done above Gakona until October 29. Since that date the trucks have been delivering gas and forage at Slana.

Garage:

5 Model AA dump trucks were overhauled, 2 Model TT dump trucks and 2 GMC freight trucks dismantled.

McCarthy District

Foreman Cameron completed his inventories and returned to Chitina October 7. The cut bank at Mile 9 was cleaned out and some minor maintenance work done on Route 57 between Mile 14 and Mile 17.

Bremner Aviation Field:

I made a trip to McCarthy October 25 to investigate claims made by Chas. O'Neill on landing field near the head of Monihan Creek. This has been reported in a separate letter. The work accomplished on this field is not known. I believe it will be advisable next summer to have this field and the Bremner trail inspected.

Eight

R. J. Shepard
R. J. Shepard,
Superintendent



WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

54

President	✓
Engr. Officer	✓
Dist. Officer	✓
Asst. Chf. Engr.	✓
Chief Clerk	✓
Expense	_____

October 22, 1931

Subject: Monthly report--September

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of September.

Hagedorn's Crew, Route 6B:

Some maintenance work was done on Miles 4, 6, and 8. Brush cutting was carried on from Mile 4 to Mile 7. At Mile 12 a frame stringer bridge, consisting of two 15 foot spans, was built. This structure is located a few feet above the old bridge. Approaches will not be filled until next year.

McAlpine's Crew, Routes 4E, 4F:

On Route 4E 4269 cubic yards of gravel was hauled and spread between Mile 145 and Mile 150.

On Route 4F 799 cubic yards of gravel was hauled and spread in closing up ungraveled stretches between Mile 150 and Mile 154.

Davis's Crew, Route 4H1:

General maintenance work was carried on from Mile 208 to Mile 215. Widening was done with grader in hillsides on Mile 209, 210 and 212. Seventy two loads of brush was used in protecting the river bank from erosion for a distance of 1085 feet. 102 cubic yards of gravel was hand loaded hauled and placed in fills. This crew broke camp September 18.

Moore's Crew, Route 4H1:

Heavy maintenance was required throughout the month on account of continued high water on the glacial streams between Mile 223 and Rapids. 892 lineal feet of dyke was built at the glacial stream at Mile 225. The rock rolls, however, were not completed for a distance of 400 feet. At Gunnysack, Mile 223, excavation work was started for the construction of a 38 foot A span bridge and 375 feet of dyke.

Gakona Branch

Johnson's Crew, Route 65A:

This crew completed the gravelling throughout to Mile 10.5. A

total of 3885 cubic yards was machine loaded hauled and spread. One metal culvert was installed and 430 cubic yards of dirt moved by rotary scraper. This crew completed their work September 29. The six dual wheeled Model AA Ford dump trucks were sent to McAlpine's camp to relieve the Model TT Ford dump trucks in use there.

Garwood's Crew, Route 65A:

Surface maintenance was carried on between Mile 16 and Mile 34. After considerable prospecting along Talsona Creek a gravel pit was located about 2000 feet down this stream from Mile 16. This pit was stripped and a branch road built connecting it with the main road near Mile 16.

McLeod's Crew, Route 65C:

Regrading was continued from Mile 47.5 to Mile 57. While the grading on this section has not been completed to standard a considerable improvement was made. In its condition throughout there still remains considerable cut and fill work to be completed. At least 30 more culverts will be needed on this section. This crew broke camp on the 28th.

Littlejohn's Crew, Route 65C, 65G:

Stripping and grading was continued from Mile 60.5 to Mile 63.8. Grubbing was continued from Mile 61 to Mile 67.

Olts's Crew, Route 65B:

110 lineal feet of pole bridges were built between Mile 3 and Mile 7 and the road levelled from Mile 3 to Mile 9. Winter trail construction was continued on from Sawmill Point, at Mile 9, in the direction of Jenkin's Cabin, 6 miles above.

McCarthy District

Cameron's Crew Route 57, 57B:

The section of new road between Mile 12 and Mile 13 was completed and the Road Commission buildings near the South end of the bridge were moved back from the river several hundred feet. Continual encroachment of the river along this bank had endangered these buildings.

During the month Mr. Cameron made a 5 day inspection trip over the Chitina River Trail, Route 57B.

General maintenance work was carried on from Mile 10 to Mile 17 and several culvert installed.



R. J. Shepard
R. J. Shepard,
Superintendent

WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

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President	<input checked="" type="checkbox"/>
Engr. Officer	<input checked="" type="checkbox"/>
Disb. Officer	<input type="checkbox"/>
Asst. Chf. Engr.	<input checked="" type="checkbox"/>
Chief Clerk	<input type="checkbox"/>
Suspense	<input type="checkbox"/>

September 23, 1931

Subject: Monthly report--August

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of August.

Hagedorn's Crew, Routes 6B, 6A, 4D, 4E:

On Route 6B brush cutting was carried on from Mile 8 to Mile 13.

On Route 6A the shoulders of the road were mowed from Mile 25 to Mile 39.

On Route 4D the shoulders of the road were mowed from Mile 93 to Mile 128 and driftwood was removed from the Klutina Bridge.

On Route 4E the shoulders of the road were mowed from Mile 128 to Mile 146.

Garwood's Crew, Route 4D:

Two days maintenance was carried on during August. This crew then moved to Route 65A.

McAlpine's Crew, Route 4F:

Three gravel pits were opened up and 4442 cubic yards of gravel machine loaded, hauled and spread covering 25564 lineal feet of road between Mile 152 and Mile 157.

Davis's Crew, Routes 4E, 4F, 4G, 4H1:

On Route 4E 72 cubic yards of gravel were hand loaded and placed in fill and one metal culvert installed.

On Route 4F regrading was completed on 1200 lineal feet of road and 175 lineal feet of lateral ditches dug by hand.

On Route 4G 46 cubic yards of gravel was hand loaded and placed in fills.

On Route 4H1 general maintenance was carried on from Mile 206 to Mile 219. From Mile 211 to Mile 216 the road was regraded and

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widened. Between Mile 209 and Mile 215 650 lineal feet of bank protection work was done. For this purpose 51 truck loads of brush were hauled. Two miles of telephone line was rebuilt on a new location to avoid sliding banks between Mile 211 and Mile 216.

Moore's Crew, Route 4H1:

The road was regraded and widened between Mile 220.5 and Mile 222. The 40 foot A span at Mile 225 was raised four feet and approaches filled. The 40 foot A span at Mile 226 was raised four feet, the approaches filled and 525 lineal feet of dyke built. 510 cubic yards of rock and gravel were machine loaded, hauled and placed in fill. General maintenance was carried on from Mile 223 to Mile 233.

Gokona Branch

Johnson's Crew, Route 65A:

450 cubic yards of dirt was moved by rotary scraper in stripping gravel pit at Mile 4.5. 4300 cubic yards of gravel was machine loaded, hauled and spread covering 10,000 lineal feet of road. General maintenance was carried on to Mile 26. One metal culvert was installed.

Garwood's Crew, Route 65A:

General maintenance was carried on from Mile 24 to Mile 31. One timber culvert was installed. Prospecting for gravel was carried on between Mile 26 and Mile 29. The temporary detour between Mile 26.4 and Mile 28.5 was improved.

McLeod's Crew, Routes 65A, 65C:

On Route 65A regrading was completed between Mile 26 and Mile 28.2 and 650 cubic yards of dirt moved with rotary scraper.

On Route 65C regrading was completed to standard from Mile 37.3 to Mile 47.5. 34 metal and 35 timber culverts were installed. 7562 cubic yards of dirt was moved with rotary scraper and 770 lineal feet of corduroy layed.

Littlejohn's Crew, Route 65C:

Stripping and grading was continued from Mile 57 to Mile 60.5. Grubbing was carried on to Mile 61. Two 16 foot frame trestle bridges were built and approaches filled. One metal culvert and six timber culverts were installed.

Olts's Crew, Route 65G:

Clearing was completed from Mile 66.2 to Mile 73.1. This crew moved to Route 65B on the last day of August.

McCarthy District

Cameron's Crew, Routes 57, 57A, 57B:

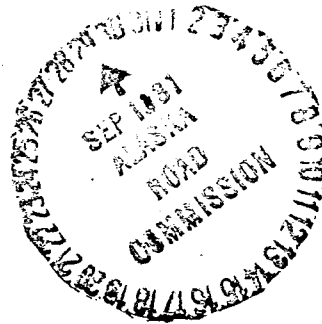
On Route 57 on the new location between Mile 12 and Mile 13 2000 lineal feet of right of way was cleared 30 feet wide, 1500 lineal feet grubbed 20 feet wide, 2760 lineal feet of corduroy layed and 682 cubic yards of gravel hand loaded, hauled and spread on the corduroy. This section was open for car travel August 21.

On Route 57A driftwood was cleared away from above the bridge.

On Route 57B eight miles of trail was cut to a width of 7 feet or more and 70 feet of corduroy layed. This work was started the first of June and completed August 4.

R. J. Shepard,
Superintendent

RJS:BC



WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

August 18, 1931

Subject: Monthly report--July

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of June.

Hagedorn's Crew. Routes, 6B, 6A:

On Route 6B maintenance work was carried on from Mile 9 to Mile 15 and the brush mowed from Mile 10 to Mile 15. One metal culvert was installed. During the month high water in the Tonsina River caused heavy cutting on the North bank at the bridge. The shore bent supporting a 38 foot A span was undermined and settled several feet. In the emergency work, done to protect this bent, 72 cubic yards of rock were used besides considerable brush and wire netting. The A span was raised and the bridge is now in good condition although dyking on the North side of the river should be done next spring.

On Route 6A maintenance work was carried on on the 16 Mile Hill and the brush mowed from Mile 15 to Mile 24.

Garwood's Crew, Route 4D:

General maintenance work was carried on over the entire route and two metal culverts installed. High water in the Klutina River took out a shore bent in the bridge, this was repaired by adding 10 feet to the length of the shore span and protecting the bank for 150 feet with a brush and rock dyke. 60 cubic yards of rock were used for this work.

Davis's Crew, Routes 4E, 4F:

On Route 4E maintenance work was carried on over the entire route. 4 timber culverts were repaired and a 16 foot stringer bridge was installed at Mile 145. 22 Metal culverts were installed. Grading was completed from Mile 147 to Mile 150 and 4600 lineal feet of lateral ditches were dug by hand. 75 cubic yards of gravel were hand loaded hauled and spread.

On Route 4F general maintenance work was carried on from Mile

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150 to Mile 155. Grading was completed from Mile 150 to Mile 155 and 3407 lineal feet of lateral ditches dug by hand. 13 metal culverts were installed. 69 cubic yards of gravel was hand loaded, hauled and spread and 520 cubic yards of material moved with rotary scraper.

Trim's Crew, Routes 4F, 4G:

General maintenance work was carried on from Mile 158 to Mile 167 and the brush cut from Mile 160 to Mile 165.5. 75 cubic yards of gravel was hand loaded, hauled and spread.

On Route 4G a ten foot stringer bridge was installed at Mile 179.

McAlpine's Crew, Routes 4F, 4G:

A total of 5806 cubic yards of gravel was machine loaded, hauled and spread covering 29,178 lineal feet of road. 1000 lineal feet of lateral ditch was dug with grader at Mile 200.5. Maintenance and regrading was carried on from Mile 196 to Mile 202.5. Two metal culverts were installed.

Camp was moved to Mile 152 and 74 cubic yards of gravel machine loaded, hauled and spread on Route 4F covering 276 lineal feet of road.

Moore's Crew, Route 4H1:

Maintenance was carried on over the entire Route with Adams Motor Grader. A 20 foot stringer bridge was installed at Mile 222.9 over a small glacier stream which had not previously been bridged. To confine this stream 1071 lineal feet of brush dyke was constructed. The dyke on the South side of the bridge at Mile 222.6 was extended 110 feet and 310 lineal feet of dyke was put in to divert the water at the glacier, 2 miles above Mile 221, from Miller Creek into the channel which is bridged at Mile 221. Sidecasting with the Wilford Shovel was carried on for $11\frac{1}{2}$ days. One metal culvert was installed.

On July 21 torrential rains occurring on this Route washed out or buried 5 bridges between Mile 225 and Rapids. Temporary repairs were made to enable travel to continue by fording these streams.

Gokona Branch

Johnson's Crew, Route 65A:

Regrading was carried on from Mile 4 to Mile 6 and the banks hand sloped from Mile 5 to Mile 6. 6564 cubic yards of gravel were machine loaded, hauled and spread covering 25,590 lineal feet of road. 8 Metal culverts were installed. Maintenance was carried on to Mile 21.

McLeod's Crew, Route 65A:

Regrading of the hillside from Mile 26 to Mile 28.2 was completed. From Mile 28.2 to Mile 28.6 the road was widened and the banks sloped but the grading was not completed to full

width on account of frozen ground. Regrading was completed from Mile 22 to Mile 26 and from Mile 28.6 to Mile 32. 6553 cubic yards of material was moved with rotary scraper. 11 metal culverts and 4 timber culverts were installed.

Littlejohn's Crew, Route 65C:

Grading was continued from Mile 52.5 to Mile 57. Grubbing was completed from Mile 53 to Mile 57.5. A 36 foot trestle bridge was installed on 18 Mile Creek at Mile 53.75. 4 metal culverts and 3 timber culverts were installed. The approaches to 18 Mile Creek bridge were filled by rotary scraper.


Olts's Crew, Routes 65C, 65G:

One mile of right of way on Niemi's relocation between Mile 62.2 and Mile 63.2 was cleared. A cache 18 feet by 24 feet was built at Mile 63.6. A steep hillside from Mile 62 to Mile 62.4 was hand graded to a width of 7 feet. At the end of the month Olts moved to Mile 67.5 and will continue clearing from Mile 66.2 Eastward.

McCarthy District

Cameron's Crew, Routes 57, 57A:

The Nizina Lake broke July 11. While the flood was fully as bad as usual fortunately the main channel of the river was under the spans at the time the lake broke and most of the driftwood held to that side of the river. The damage to the bridge compared to former years was slight, minor repairs were made and driftwood which had accumulated against the pile bents removed. It will not be necessary to do any re-driving this fall. It may be necessary, however, to move the buildings at Mile 10 before the lake breaks next year as the river has continued to encroach in that direction. About one mile of road was washed out between Mile 12 and Mile 14 where the road was built in a cut bank along the edge of the river. This location has always been considered temporary and this spring Mr. Cameron made a relocation a considerable distance back from the river and on higher ground. He was engaged in clearing and grubbing this new location at the time the lake broke. During July he cleared 610 lineal feet and grubbed 3300 feet on this location. 800 lineal feet of road was brush corduroyed and 720 lineal feet of side ditches dug by hand. 223 cubic yards of material was moved by rotary scraper. 4 metal culverts were installed.


R. J. Shepard,
Superintendent

RJS:BC

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WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

July 8, 1931

Subject: Monthly report - June

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of June.

McLeod's Crew, Route 6B:

Foreman McLeod continued gravelling with the Byers Shovel outfit between Mile 1 and Mile 3 for the first 6 days of June. During this period he hauled and spread 1389 cubic yards of gravel covering 8260 lineal feet of road. He also hauled 190 cubic yards of material with rotary scraper and installed three metal culverts. On June 7 McLeod turned over his gravelling equipment to Foreman Garwood and moved his grading equipment to Mile 26 on Route 65A.

Hagedorn's Crew, Routes 6B, 6A, 4D:

Foreman Hagedorn carried on general maintenance work between Mile 4 and Mile 16 and installed four metal culverts. He also filled the crib of the North pier of the Tonsina River bridge with 66 cubic yards of rock and spent one day clearing out drift at the Klutina Bridge.

McAlpines Crew, Route 4D:

Foreman McAlpine continued hand gravelling on route 4D for the first 6 days of June. On June 7 he moved to Mile 197 on Route 4G, and started gravelling with the Bearcat Shovel. On Route 4D he hauled and spread 371 cubic yards of gravel covering 3109 lineal feet of road.

Garwood's Crew, Routes 4D, 4E:

Foreman Garwood completed regrading the Tazlina Hill June 2. From June 3 to June 10 he carried on general maintenance work on 4D, installed 7 culverts and hand loaded 196 cubic yards of gravel. The Byers Shovel reached him June 10. From June 10 to June 22 he machine loaded 1823 cubic yards of gravel covering 7032 lineal feet between Mile 113 and Mile 117. On June 23 Garwood turned the gravel equipment over to Foreman Johnson. The last week of June Garwood carried on general maintenance work over Routes 4D and 4E.

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Davis's Crew, Rout 4E, 4F:

On Route 4E Foreman Davis spent two days grading with grader, hauled 472 cubic yards of gravel, built one 16 foot stringer bridge at Mile 147.9 and dug 462 lineal feet of lateral ditches by hand. On Route 4F he stripped with grader to a width of ten feet on each side of the road from Mile 152 to Mile 155. He also opened up, with the grader, the side ditches from Mile 150 to Mile 155, hauled and spread 89 cubic yards of gravel, installed 11 metal culverts, moved 995 cubic yards of material with rotary scraper and dug 1542 lineal feet of lateral ditches by hand.

Trim's Crew, Routes 4F, 4G:

In addition to carrying on general maintenance work between Mile 163 and Mile 195 Sub-Foreman Trim installed one 16 foot stringer bridge at Mile 141.4, one 26 foot stringer bridge at Mile 190.3, installed 4 metal culverts, dug 200 lineal feet of lateral ditches by hand and hauled and spread 73 loads of gravel and 16 loads of rock.

McAlpine's Crew, Route 4G:

Between June 9 and June 30 McAlpine's crew machine loaded hauled and spread 4146 cubic yards of gravel covering 25991 lineal feet of road between Mile 195 and Mile 202. He also dug 500 lineal feet of lateral ditches with grader, placed 201 cubic yards in fill at Mile 202 and carried on maintenance work between Mile 195 and Mile 202.

Moore's Crew, Route 4H1:

Foreman Moore carried on general maintenance work over all of Route 4H1, installed a 20 foot stringer bridge at Mile 223, carried on dyke work on the South side of the glacier stream at 222.75 and worked on a diversion dam at the head of the glacier stream the waters of which divide and flow under both the Miller bridge near Mile 220 and the four span bridge at Mile 222.25. The object of this diversion work is to confine the flowage to the chammel leading to the bridge at Mile 222.25. He also carried on some gravelling but no quantities of work accomplished are given in this months time book.

Gokona Branch

Johnson's Crew, Route 65A:

Foreman Johnson regraded all of Mile 1 and Mile 2 and partially regraded the hill between Mile 5 and Mile 6. He moved 3599 cubic yards of material with rotary scraper, installed 7 culverts and stripped gravel pits at Mile 2 and Mile 4.5. The Byers Shovel reached him June 23 and between that date and the end of the month he machine loaded hauled and spread 1316 cubic yards of gravel covering 3730 lineal feet of road on Mile 1.

McLeod's Crew, Route 65A:

Foreman McLeod reached Mile 26 on Route 65A June 8. The side ditches were opened up with grader between Mile 23.9 and Mile 25.9. The twelve foot grader was put on the hillside between Mile 25.7 and Mile 28.6 and good results obtained. With a few more days of favorable weather this section should be up to standard. Other work accomplished included moving 2431 cubic yards of material with rotary scraper, installing 6 metal culverts and installing 5 timber culverts.

Littlejohn's Crew, Route 65C:

Foreman Littlejohn continued grading from Mile 47.2 to Mile 52.5. Grubbing was completed to Mile 53. Sixteen foot stringer bridges were installed at Mile 49.5 and at Mile 50.9 and four metal culverts installed. Very wet ground was encountered between Mile 50.9 and Mile 51.5 which was handled mostly by hand work. Approximately 1000 cubic yards of material was moved by rotary scraper.

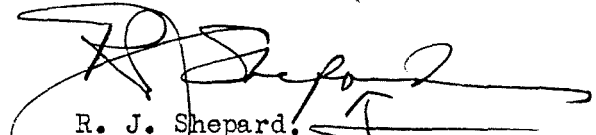
** Olts's Crew, Route 65C:

Right of way clearing was completed from Mile 59.5 to Mile 62.2 and from Mile 63.2 to Mile 64. A relocation was made by Asst. Engineer Niemi between Mile 62.2 and Mile 63.5 to avoid heavy steep hillside location in thick timber along Ahtell Creek. Twenty five cords of wood were cut at Mile 63 for use in driving the Slana Bridge this fall.

McCarthy District

Cameron's Crew, Routes 57, 57B, 57D:

In addition to carrying on general maintenance on these Routes, 783 cubic yards of material was moved by rotary scraper on Route 57, one metal culvert installed, 84 cubic yards of gravel hauled and spread and 3200 lineal feet cleared and grubbed 30 feet wide on a relocation made on Mile 13 to avoid the cut bank at this place.


R. J. Shepard,
Superintendent

RJS:EC

*Dictated by R.J.S.
signed by me in his absence.
D. H. Kelly*

** Olts's Crew, Route 65G:

The clearing crew reached the Slana River the middle of June and cleared across the river from Mile 64.0 to Mile 66.1. After relocation was completed between Mile 62.2 and Mile 63.5 the crew fell back to this stretch. At the end of the month a mile remained to be cleared on Route 65C.

W. J. Niemi

WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

June 12, 1931

President
Engr. Officer
Dist. Officer
Asst. Chf. Engr.
Chief Clerk
Step 1

Subject: Monthly report - May

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of May.

McLeod's Crew: Foreman McLeod regraded and widened the road to standard from Mile 0.2 to Mile 2.4. From Mile 2.4 to Mile 3.00 light regrading was done but not to standard width. Much of the widening on Mile 1 and 2 was accomplished by truck fill. At Mile 6 and Mile 8 the road bed was raised by rotary scraper fill. Quantities of material handled by McLeod's crew during May were as follows:- material placed in fills by truck haul 2912 cubic yards; graveling 175 cubic yards; material placed in fills by rotary scraper 1377 cubic yards; metal culverts installed 13.

Hagedorn's Crew: Foreman Hagedorn completed regrading the Ton-sina Hill on Route 6A for a distance of 2540 feet. 1595 cubic yards of material was handled on this job by rotary scraper. Hagedorn also carried on maintenance work between Mile 10 and Mile 16. 136 cubic yards of gravel was hauled and spread in repairing this section and one timber culvert installed.

McAlpines Crew: During May McAlpine's crew hand loaded hauled and spread 212 cubic yards of gravel on route 6A covering 1179 lineal feet of road. On route 4D he hand loaded hauled and spread 1454 cubic yards of gravel covering 11209 lineal feet of road.

Garwood's crew: Garwood's crew regraded to standard the Clay Bank Hill at Mile 101 and started regrading the Tazlina Hill at Mile 113. At the end of the month this work was about eighty per cent completed. 929 cubic yards of material was moved by rotary scraper on the Clay Banks Hill and 717 cubic yards on the Tazlina Hill.

JUNEAU, ALASKA JUN 15 1931

Davis's Crew: Foreman Davis established camp at Sourdough May 12 and spent the remainder of the month in opening up, with the grader, eight miles of work between Mile 146 and Mile 154. Though good results were obtained on this section by working on the frost no part of it was completed. Two metal culverts were installed and 80 cubic yards of material placed in fills by truck haul.

Trim's Crew: During May sub-foreman Trim thawed out 68 culverts between Gulkana and Paxson and looked after the spring run off on this section. During the latter part of the month he carried on general maintenance work between Mile 178 and Mile 195.

Moore's Crew: Foreman Moore left Chitina May 10 with a crew of 5 men to carry on snow removal work in the Delta Section. This work was completed May 26 and a little general maintenance work accomplished before the end of the month.

Johnson's Crew: Johnson established camp at Gakona May 20 and cleared and grubbed all of Mile 1 preparatory for regrading.

Littlejohn's Crew: Foreman Littlejohn sawed out 7000 board feet of lumber for decking at Indian river and started grading between Mile 46 and Mile 49 May 7. The section between Mile 46 and Mile 47.2 was ditched last fall. This section was graded up and somewhat shaped but not entirely completed. Between Mile 47.2 and Mile 49 ditching and grading was accomplished by following the frost down. This method though slow proved to be successful and the drainage on the entire section between Mile 46 and Mile 49 is now excellent. The grading on this section cannot be completed until the ground has dried out.

Olt's Crew: Foreman Olts time book for May has not yet been received but is estimated that he has completed the clearing to about Mile 59.5. He is now camped on the east end of Cobb Lake.

Cameron's Crew: Foreman Cameron carried on general maintenance on route 57 from McCarthy to May Creek at Mile 13.5. He also regraded and widened $\frac{1}{2}$ mile of road on Mile 3 and handled 645 cubic yards of material with rotary scraper in building fills. One metal culvert was installed on Mile 3 and one timber culvert on Mile 12. A crew of 3 men was moved out on the Chitina River Trail the last of the month.

Surface Maintenance: The road was covered twice with maintainers between Lower Tonsina and Sourdough. Between Sourdough and Paxson the road was gone over 3 times with the Adams Motor Grader. Between Gakona and Chistochina surface maintenance was done both by maintainer and by grader.


R. J. Shepard,
Superintendent

JUNEAU, ALASKA JUN 15 1931

WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

May 8, 1931



Subject: Monthly report - April

To: Alaska Road Commission
Juneau, Alaska

The following report is offered covering operations in the Chitina District for the month of April.

Truck freighting of supplies to Indian River was started April 4 and completed April 26. Gas, forage and lumber was moved ahead, with the tractor, from Indian River as far as Canyon Creek at Mile 51 and provisions and camp equipment for a clearing crew at Mile 55.5. Foreman Olts with a crew of 12 natives established camp at Mile 55.5 and began clearing right of way April 25.

Foreman Littlejohn with a few men established camp at Indian River April 20 and began getting out saw logs which will be cut in to lumber to be used in building small bridges between Indian River and Slana. He had his "60" Tractor and 12 foot grader in readiness to begin grading across the swampy ground which lies between Mile 47 and Mile 49. He planned to start this grading as soon as the ground had thawed to a depth of a few inches and would continue following the frost down with the grader, if possible, until the side and lateral ditches were completed. Asst. Engineer Niemi went over this ground with Mr. Littlejohn April 22 and at that time the snow was practically all gone on the right of way. Since April 24 the road between Gakona and Indian River has been impassable for trucks and we have had no communication whatever with either Littlejohn or Olts. Both camps, however, are well provided with supplies and equipment enough to last them for several weeks. On account of a heavy snowstorm about the first of May, which lasted for several days it is probable that Littlejohn did not get started grading on the swamps until about May 4 or 5.

Foreman Olts should now have right of way clearing completed to about Mile 56.

Foreman Hagedorn established camp with a small crew at

Tonsina April 24. As we had no other use for McLeod's "60" Tractor and 12 foot grader it was turned over, temporarily, to Hagedorn who regraded the lower half of the Tonsina hill at Mile 16. This work is now completed but the banks, no doubt, will continue to sluff for sometime. Old cribbing which supported fills in several places on this hill had started to give way. By the use of a rotary scraper most of this cribbing was entirely buried in fill. Hagedorn also carried on general spring maintenance work between Mile 5 and Mile 15.

Foreman McLeod established camp at Mile 1 on April 28 and started hand stripping preparatory to widening the road between Chitina and Mile 2. This stripping is now completed. McLeod's "60" Tractor and 12 foot grader will reach him this afternoon and tomorrow he will start grading on this section. The Byers Shovel and Ford trucks are expected to reach Chitina on today's train. The shovel will be assembled as quickly as possible and this equipment put to work at First Lake between Mile 1 and Mile 2.

Asst. Superintendent Shipp and Sub-Foreman Trim left Chitina April 27 and reached Mile 182 with car on April 29. They reported the road open to Mile 188. Trim returned to Gulkana and with the thawing boiler and one man started working North thawing culverts. He now has all culverts thawed to Sourdough and reports very few frozen culverts between Sourdough and Meiers.

Foreman McAlpine established camp at Mile 93.5 April 30 and is now spot graveling between Mile 93.5 and Mile 97.


The road has been gone over twice with maintainers between Mile 16 and Mile 93.5 and once between Mile 93.5 and Gulkana.

Very little damage was done to the road this season by spring run off notwithstanding the fact that a foot of snow fell the first of May which was followed by considerable rain. The weather now is very favorable with sunshine and heavy winds the road drying up in good shape.

Foreman Moore with five men will leave Chitina for McCallum May 10 to start snow removal on the section from Paxson to Rapids. The heaviest drifts, it is reported, this year are in the canyon above Paxson near Fish Creek. It is believed that the road should be open this year not later than June 1.

General foreman Cameron arrived in McCarthy March 29 and started work on the shale rock cut at Mile 9. He reported this cut to be in bad shape and considerable work necessary to make it safe for travel. He reports the Nizina bridge to be in good shape with most of the water going under the spans. A carload of piling purchased from the railroad company arrived in McCarthy April 4 and Mr. Cameron started immediately hauling this piling with tractor and sleds to the Nizina bridge. He reported the snow trail to be the best he had ever seen it. He is now doing general maintenance work on the McCarthy-Dam Creek Road.

RJS:BC


R. J. Shepard,
Superintendent

WAR DEPARTMENT
Alaska Road Commission
Chitina, Alaska

April 3, 1931.

Subject: Monthly report - February and March.

To: Alaska Road Commission
Juneau, Alaska.

The following report is offered covering operations in the Chitina District for the months of February and March.

The following equipment was overhauled during this period:
4 "Thirty" tractors, 4 Model TT dump trucks, 1 Ford model AA dump truck, 4 Ford A runabouts, 3 Model T runabouts, 1 G.M.C. freight truck.

~~The Copper River Railroad has been closed since Feb. 14, but~~
the rotary is expected into Chitina today. We expect shipments of gas, culverts, and the first shipment of provisions, a carload of hay in on the train tonight. It is now too late for tractor freighting south of Indian River, as all of the bridges and some of the hills are now bare. As it was apparent that all our spring freight would have to be moved by trucks we ploughed the road out with a grader from Kenny Lake to Indian River, finishing April 1st. The drifts at Mile 9 we hand shovelled. The road is now in very fair condition for truckfreighting to Indian River. We expect to put 8 trucks on the run immediately and hope to be able to finish our spring freighting before the roads get soft. We will use one "Thirty" cat in relaying freight from Indian River to points along the right-of-way as far as about mile 60. 88/1/20

Snowfall around Chistochina and Indian River was very light this winter, and it is also reported light around Paxson and in the Delta country. Glaciers have given no trouble thus far.

About 60 cords of dry wood was cut and hauled out for Kenny Lake roadhouse. This should be about a two years supply.

Very truly yours,

R. J. Shepard
R. J. Shepard
Superintendent



___	President
___	Engr. Officer
___	Dist. Officer
___	Asst. Chf. Engr.
___	Chief Clerk

___	Supervisor

WAR DEPARTMENT
ALASKA ROAD COMMISSION
CHITINA ALASKA

February 14, 1931

Subject: Monthly report January

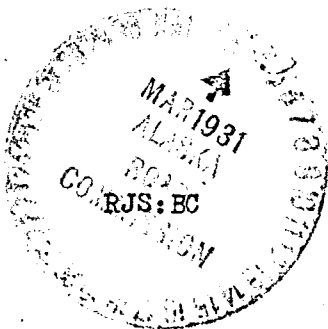
To: Alaska Road Commission
Juneau Alaska

The following report is offered covering operations Chitina District for the month of January 1931.

One "60" Caterpillar tractor, two "30" Caterpillar tractors and three Model "TT" Ford dump trucks were overhauled by the mechanics.

Seepage water which crosses the road at Mile 11.5 and which has always given us trouble at this season of the year by forming a glacier across the road started flooding the road during January. The culvert was thawed out and both the intake and outlet covered with spruce boughs and banked heavily with snow. Since then the culvert has kept open and has given no further trouble.

Weather continued uniformly mild throughout January.



R. J. Shepard
R. J. Shepard,
Superintendent

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Route 30 Hot Springs Landing-Eureka (Baker Creek Bridge).

The work of replacing the old span bridge across Baker Creek was completed. Foreman Wm. Murray, Instrument Man Iver Quenboe and one man returned to Fairbanks on December 5.

Route 31 Caribou Creek.

Work on this route consisted of replacing bridges taken out by high water, repairing other bridges and cutting approximately 2 miles of new trail.

Route 46C Nenana-Knights Roadhouse.

Maintenance work on this trail consisted of staking trail where necessary, clearing trail of windfalls and bridge repairs.

Route 53A Circle-Fort Yukon.

The section of this trail that is on the Yukon River was staked.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of 1 thirty tractor, and 12 Model AA Ford dump trucks. They also kept in operation 1 Model AA Ford flat bed and 2 Model A Ford pickups. Now that all outside work is completed the overhaul of equipment should progress rapidly and all equipment should be overhauled in time for use next spring.

Route 63 Dunbar-Brooks.

Work on this route consisted of bridge repairs and cutting of $\frac{1}{2}$ mile of trail to avoid bridges that are in poor condition.

KUSKOKWIM DISTRICT.

Received a wire from George Clark of Ruby stating that he had delivered A.R.C. dogs at Ophir on November 15.

Route 38B Poorman-Cripple.

H.W. Panter reports by letter that inspection trip over this trail has been completed. Work on this trail consisted of blazing trail where necessary, widening trail where necessary, staking trail and bridge repairs.

Route 38C Cripple-Ophir.

Mr. Panter also reports over this route completed. Work on this route consisted of construction of bridges and bridge repairs, no bridge was erected across Folger Creek, see my letter of December 15. According to Mr. Panter's report work on routes 38B and 38C were performed in a satisfactory manner.

Route 32D Flat-Crooked Creek.

No further report other than your wire of December 16, received from Teddy Cassidy.

Route 92A Bethel-Quinhagak.

H.M.Hansen of Bethel reports that a beacon was erected at Kuskokwim Crossing. According to Mr.Hansens description of this beacon it is a very good one, he guarantees it to last at least 20 years. He also reports by letter and wire that he has completed the trail staking between Bethel and Apokak.

Route 92B Bethel Tuluksak.

Mr. Hansen also reports by letter and wire that he has completed the staking of this trail from Bethel to Akiak.

Route 92L Crooked Creek-Aniak.

Mr.Tom L.Johnson of Aniak reports by letter that he has completed the staking of this trail from Aniak to Napiamute.

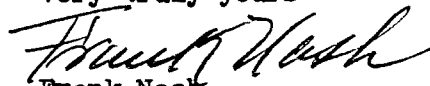
Route 92M Aniak-Tuluksak.

Mr.Johnson also reports that he has completed staking this trail from Aniak to Kaltshak.

Route No Number Paimut-Russian Mission.

Mr.Wm.Newman of Holt Cross reports by wire that he has completed staking this trail from Paimut to Marshall.

Very truly yours



Frank Nash
Supt.



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

Gen. Supt.	<input checked="" type="checkbox"/>
Chief Engr.	<input checked="" type="checkbox"/>
Asst. Chf. Engr.	<input type="checkbox"/>
Chief Clerk	<input type="checkbox"/>
Supervisor	<input type="checkbox"/>

IB

November 30, 1932

Mr. Hawley W. Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of November 1932;

Route 4KA Salcha Bridge.

The revetment immediately adjacent to the South pier of this bridge was repaired, the rock fill around this pier was replaced.

The old cribbing around the North pier was removed, a new crib framed and partially installed. The old pier was badly damaged during the breakup of last spring and during the high water of last summer it suffered further damage, necessitating its renewal.

All driftwood that was jammed against the pile trestle approach was removed.

Route 5A Dunbar-Tanana.

No report received to date as to work accomplished.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance work was performed on the above routes. This work consisted of work on glaciers only, of which there are several. None of them, to date are serious, but they require constant attention or they would become impassable in a very short time.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Maintenance work on this sled road has been authorized. This work will consist of clearing trail of windfalls and repairing and replacing bridges.

10/26

Situation report Fairbanks District for November 1932.

Route 9 Rampart-Eureka.

The frame bent under the bridge across Big Minook Creek, at mile 4 on this route, which was damaged by high water, during the past summer was replaced with a pile driven bent. A crib was placed around this bent, and filled with rock rolled in fish trap wire.

A modified 60' span, ample for dog team travel was erected across Big Monook Creek at mile 11 on this route. The above work was performed during the months of September and October.

Route 17 Tanana-Kaltag.

No reports received to date.

Route 23B Beaver-Caro.

No reports received to date.

Route 30 Hot Springs Landing-Eureka. (Baker Creek Bridge)

Work on this bridge is apparently progressing nicely. No detailed reports have been received to date. Received a wire from Transitman Iver Quenboe stating that the work would be completed and men ready to return to Fairbanks on December 5.

very good JPT

Route 31 Caribou Creek.

No reports received to date.

Route 38A Ruby-Long.

Work on this route during the month of October consisted of cleaning, staking and installing metal culverts, erecting a new bridge at mile 14, repairing bridges and timber culverts.

Route 38E Long-Poorman.

A bridge across Timber Creek was erected. This is below the town of Poorman and is actually on route 38B Poorman-Cripple, Kuskokwim District.

X

Route 38EE Long-Poorman. (Winter).

Washouts between Long and the Sulatana River were repaired. Work in the Ruby section was discontinued on October 29.

Route 46C Nenana-Knights Roadhouse.

A small amount of maintenance was authorized on this trail.

Route 53A Circle-Fort Yukon.

Temporary staking of the section of this trail that is on the Yukon River was authorized.

Situation report Fairbanks District for November 1932.

Route 59A Fairbanks Depot.

The garage crew consisting of three men, two working during the day, one at night, completed the installation of the Baker snow plow on the 60 cat and the overhaul of one 30 tractor. All graders were examined to ascertain necessary overhaul and parts needed for same, an inventory was taken of all motor, grader, truck, tractor and other parts, they also performed considerable work for the Salcha bridge, such as cutting drift bolts, making other bolts and making an iron nose for the new cribbing that is to be erected around the North pier of this bridge. This additional work slowed up the amount of overhaul accomplished. The night mans work consisted of keeping fires going for the garage, warehouse and office and vulcanizing tires and tubes.

Route 63B Dunbar-Brooks.

Annual mintenance work on this route consisted of clearing trail of windfalls and bridge repairs.

KUSKOKWIM DISTRICT.

Received a wire from Mr. Harry Panter, on November 16, stating that he was leaving on that date on inspection trip etc., over routes 34A, 34B, 32D, 38B, 38C etc., as outlined in your letter of October 26.

Route 64A Cripple-Cripple Mt.

A report was received from Mr. Ed Burke in regard to the work performed on this route. A new bridge was erected across Caribou Creek and according to the report the work was performed in a satisfactory manner. Other work consisted of repairs to the Bear Creek bridge, made three cut off's to avoid stiff grades, mud holes and wash outs and widened trail in various places where it had apparently become overgrown with brush.

Route 92B Bethel-Tuluksak.

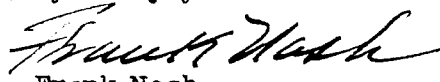
Route 92M Aniak-Tuluksak.

Received a wire from Wilfred Reno stating that trail from Akiak to Kalshak had been staked.

Route 92P Holy Cross-Kaltshak.

Received a wire from Jake Aloysius that Piamut Portage trail to Kaltshak had been staked and all banks cut down.

Very truly yours



Frank Nash

Supt.

DEC 1932
ALASKA
FAIRBANKS

NOV 1932
ALASKA
ROAD
COMMISSION

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

95-115

Gen. Mgr.	<input checked="" type="checkbox"/>
Chief Engr.	<input checked="" type="checkbox"/>
Asst. Chf. Engr.	<input checked="" type="checkbox"/>
Chief Clerk	<input type="checkbox"/>

November 2 1932

Am

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of October 1932;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with Adams number six maintainer, graveling soft places between miles 270 and 277 and maintenance of the telephone line. This route was in good condition at the time of the freeze up.

The approach to the ferry, on the south side of the Tanana River was repaired. The ferry was taken out of the water on October 24th, Foreman Carl Nelson and crew abandoned camp at McCarty and returned to Fairbanks on the same date.

Route 4I Grundler-Richardson.

The telephone line was maintained. This route was in good condition at the freeze up.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of graveling soft places in Miles 301, 302 and 303 and maintenance of the telephone line. Due to freezing conditions foreman Al Copeland and crew, located at Richardson were forced to abandon camp on October 16 and return to Fairbanks. This route was in good condition at the time of the freeze up.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places and planing road with Adams number six maintainer. This road was in good condition at the time of the freeze up. Foreman John Joslin and crew located at Salcha Station abandoned camp on October 8. The Yard camp was closed on October 18.

Route 4KA Salcha Bridge.

On October 19, foreman Walter Rynearson left Fairbanks with a crew to establish camp at this bridge, preparatory to removing drift wood that is jammed against the pile approach of this bridge, and also to make repairs to the piers and cribbing that support the main span, and to repair the revetment on the South bank of the river, This work is progressing nicely.

but not fast enough
207

00/00

Situation report Fairbanks District for October 1932.

Route 5A Dunbar-Tanana.

Harry Martin of Tolovana is making repairs on this route between Campbells and Hot Springs.

John Adams is performing repairs between Hot Springs and Tanana. No reports have been received to date as to work accomplished.

Route 5C Fish Lake-American Creek.

No work was performed on this route during the season, this was due to the fact that the American Creek Dredging Company did not get any gasoline to Fish Lake in time to do the work.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of planing road with Adams number six maintainer, graveling soft places and cleaning and staking culverts. These routes were in good condition at the time of the freeze up.

On route 7A The Fairbanks Exploration Company completed a line change, this change starts at approximately mile 25.4 and continues on down the left limit of Cleary Creek to a point a few hundred feet below the companys syphon line, then crosses the creek and follows down the tailing piles to a point about $\frac{1}{2}$ mile up stream from the companys townsite, where it ties into the old road at approximately mile 27. This new line eliminates much curveature and adverse grade and will be a much easier road maintained in both summer and winter, as it is constructed on heavy coarse rock and surfaced with dredge tailings. It will require very little drainage. It will be much easier maintained and kept open during the winter months as it will be free from drifts and glaciers.

Foreman Martin Nelson and crew, who were located at Cleary Summit, abandoned camp on October 14th, and returned to Fairbanks on that date.

Route 7D Fairbanks-Ester.

This road was planed with Adams number six maintainer and was in very good condition at the time of the freeze up.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of laying and covering some corduroy on very soft places. This work was necessary for if it had not have been done this road would be impassible next spring. This road froze up rather rough, it could not be smoothed out before the freeze up as it was too wet at all times to allow working it with a maintainer or grader.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of planing road with Adams number six maintainer, it was in good condition at the time of the freeze up.

Situation report for Fairbanks District for October 1932.

Route 9 Rampart-Eureka.

Foreman Wm. Murray, Transitman Iver Quenboe and one man who left Fairbanks on September 14th, to perform bridge repairs and erect anew bridge on this route have completed this work. No detailed report has been received to date.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of planing road with Adams Motor Grader, cleaning and staking culverts and snow removal on Twelv Mile and Eagle Summits.

Foreman Allan McDonald and crew, located at Birch Creek, Mile 103, abandoned camp on October 6th, and returned to Fairbanks on that date. Foreman John Lekich and crew located at Mile 82 $\frac{1}{2}$, returned to Fairbanks on the 13th.

The gravel crew with the model 40 gas shovel, under foreman Walter Rynearson located at Faith Creek completed surfacing with gravel to mile 73.5. They were forced to quit work on account of freezing conditions, on October 16 and returned to Fairbanks on the 17th. All equipment used by this crew was brought to Fairbanks for overhauling.

The entire route was in good condition at the time of the freeze up.

Route 17 Tanana-Kaltag.

Work of staking this trail from Ruby to Kaltag has been authorized.

Route 23B Beaver-Caro.

No reports received to date.

Route 29A Bettles-Coldfoot.

Maintenance work on this route consisted of clearing trail of windfalls and grading approaches to Rivers, sloughs, creeks and lakes.

Route 30 Hot Springs Landing-Eureka. (Baker Creek Bridge).

Foreman Wm. Murray, Transitman Iver Quenboe and one man arrived at Hot Springs on October 23rd, after completing work on route 9, and at once started freighting material and supplies to this bridge site, no further report has been received to date.

Route 31 Caribou Creek.

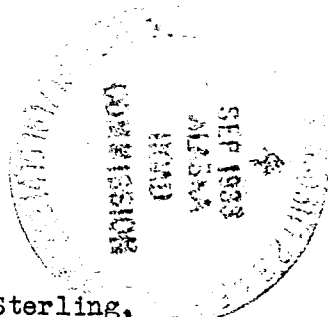
No reports received to date.

Route 38E Long-Poorman.

Maintenance work on this route for September consisted of repairing washouts, surfacing soft places, laying and covering corduroy and smoothing road with cat and grader. No report has been received for October.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



Handwritten initials and numbers:
113
112

September 16, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of August 1933;

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading, widening and resurfacing road in miles 246 and 247, installing metal culverts, planing road with Adams #6 maintainer, digging drainage ditches, operation of the McCarty Ferry and repairs and maintenance to the telephone line. This route is in good condition.

Route 4I Grundler-Richardson.

On August 5th., Foreman Al Copeland moved camp from Richardson (Mile 300) to Shaw Creek (Mile 292). On August 20th., foreman Al Copeland was relieved by foreman John Joslin, Copeland being transferred to Route 7K.

Maintenance work on this route consisted of cleaning and repairing ditches, spot graveling, planing road with Adams #6 maintainer, bridge repairs and maintenance of the telephone line. This route is in good condition.

Handwritten: 32/12

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of graveling soft and slippery places, cleaning ditches, planing road with Adams #6 maintainer and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, planing road with Adams #6 maintainer and Wehr UZ 4 motor grader and maintenance of the telephone line. This route is in good condition.

Route 5C Fish Lake-American Creek.

Some maintenance work was performed on this route by men from the American Creek Dredging Co. To date, no details, as to nature of work or amount of work accomplished has been received.

Route 5E Tanana Aviation Field. (P.W. Project.)

This field was inspected on August 26. On the 27th., work of cutting brush, levelling and extending field downstream was started. To date no reports have been received as to work accomplished.

Sterling.

Situation report Fairbanks District, for August 1933.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, cleaning ditches and graveling soft places. This route is in good condition.

Route 7AA Cleary Creek System.

Maintenance work on these roads consisted of planing with Adams motor grader and graveling soft places. These roads are in good condition.

Route 7B Fox-Olnes.

Maintenance work on this route consisted of installing metal culverts, repairing timber culverts and bridge repairs, this route is in fair condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader and graveling soft places. This route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Wehr UZ4 motor grader. This route is in good condition.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy.

These roads were planed with Wehr UZ4 motor grader and are in fair condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Wehr UZ4 motor grader, cleaning ditches, installing metal culverts, graveling soft places and repairing timber culverts. This route is in good condition.

Route 7H Little Eldorado.

Maintenance work on this route consisted of planing road with Adams #6 motor grader and installing metal culverts, this route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and planing road with Adams #6 maintainer and Adams motor grader. This route is in good condition.

Route 7K Olnes-Livengood. (P.W. Project.)

On August 30, Transitman Iver Quenboe, with a crew of 4 men left Fairbanks to make line changes between Station "L" 1121 and Station "D" 111--5 $\frac{1}{2}$ miles and between Station "L" 1648 and Station "R" 1748--2 $\frac{1}{2}$ miles.

On August 25th., Foreman Allan McDonald, with a crew consisting of 1 cook, 2 teamsters, 8 laborers and 2 teams left Fairbanks, to establish camp on this route at Snowshoe Gulch, at approximately station 790, to perform advance work, such as grubbing, stripping, hand grading etc.

On August 23rd., Foreman Al Copeland, with a crew consisting of 1 cook,

Sterling.

Situation report Fairbanks District for August 1933.

Route 7K Olnes-Livengood. Continued.

2 teamsters, 9 laborers and 2 teams left Fairbanks to establish camp at Cushman Creek, approximately station 578 to perform advance work, consisting of hand grading, grubbing, stripping, constructing bridges, cutting and laying corduroy etc.

Due to the inaccessibility of the line and camp site Foreman McDonald did not get his camp finally established until the 31st.

Foreman Copeland had his camp established and started work on the road on the 29th. Work performed by this crew consisted of constructing a temporary bridge across Cushman Creek and a small amount of grubbing and hand grading.

To allow these two crews to reach their camp sites it was necessary that they construct a bridge across Washington Creek, corduroy some temporary road in the Washington Creek flats and to cut some trail.

Foreman A.M.Rices' crew was increased to full capacity, his equipment was increased by 1 Best 30 tractor and 1 number 7 grader. From the 24th., to the end of the month this tractor was used mostly for freighting Foreman McDonalds and Copelands crews and their supplies to the other side of Washington Creek.

Construction work on this route consisted of grubbing, stripping, grading by hand, grading with grader, grading with slips, installing metal culverts, cutting and laying corduroy and repairing timber culverts.

Grubbing and stripping was completed to approximately mile $8\frac{1}{2}$, grading from mile $3\frac{3}{4}$ to approximately mile $7\frac{1}{2}$ was 75% completed.

Route 7N Farmers-Birch Hill.

Maintenance and improvements on this route consisted of regrading road, corduroying soft places and cleaning ditches and culverts. This route is in good condition.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling soft places and diversion of overflow water caused by Beaver dams in vicinity of the road. This route is in good condition.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of graveling soft places, planing road with Adams #6 maintainer and installing metal culverts. This route is in good condition.

Route 15A Central-Circle Hot Springs.

This road was planed with Adams #6 maintainer and is in good condition.

Route 15E Miller House-Harrison Creekk (P.W.Project.)

Asst., Engineer C.E.Burglin ran a location from Miller House to Harrison Creek.

On August 21, Foreman E.G.Kunkle with a crew consisting of 1 cook, 1 laborer and 1 teamster left Fairbanks to perform construction work on this route. After camp was established this crew was increased by 3 laborers and 1 team, which were secured in the vicinity of Miller House and Harrison Creek. As work progresses this crew will

Situation report Fairbanks District for October 1932.

Route 59A Fairbanks Depot.

During the month the garage crew kept in repair all local cars, freight trucks and gasoline and other equipment located in camps where no mechanic was stationed, the 60 cat was overhauled and the Baker snow plow partially installed. Minor repairs were made to the headquarters buildings.

Route 63 Dunbar-Brooks.

Authorized annual maintenance work on this route. A reconnaissance from Dunbar to Lydens (Chatanika Crossing) was made by the Assistant Engineer,

Very truly yours



Frank Nash
Superintendent.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

October 7 1932

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of September 1932;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with Adams number six maintainer, graveling soft places and maintenance of the telephone line. Improvements in Mile 255 consisted of clearing, grubbing, stripping, corduroying, grading by hand, slips and grader, and installing metal culverts.

On September 20 Foreman Carl Nelson and crew moved from mile 260 to McCarty. An additional dump truck was sent to his camp and during the balance of the season his work will be concentrated on graveling soft places between mile posts 270 and 277. This route is in good condition. The McCarty Ferry was operated throughout the month.

Route 4I Grundler-Richardson.

This route was planed with Adams number six maintainer and is in good condition. The telephone line was maintained.

Route 4J Richardson-Salchaket.

On September 1 Foreman Al Copeland and crew moved from mile 306 to Richardson (mile 301). An additional dump truck, driver and laborer was sent to him, to facilitate work of graveling in the vicinity of Richardson (Miles 301 to 304). This work has progressed nicely. Other maintenance work on this route consisted of planing road with Adams number six maintainer and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

In last months report it was omitted that Foreman John Joslin with a crew of one cook, one truck driver and one laborer established camp at Salcha Station on August 17 to facilitate maintenance work on route 4K. His equipment consists of one truck.

Maintenance work on this route consisted of planing road with Adams number six maintainer, cleaning ditches by hand, graveling soft places, clearing brush from edge of road especially on inside of curves, installing metal culverts and maintenance of the telephone line. This route is in good condition.

To date the ground on this route has been too wet to attempt cleaning ditches with Cat and grader.

32/70

Situation report Fairbanks District September 1932.

Route 5A Dunbar-Tanana.

Expenditure of \$1500.00 was authorized for maintenance and repairs on this route.

Route 5C Fish Lake-American Creek.

No reports received to date. Have heard indirectly that the American Creek Dredging Company are now engaged in repairing this road, so that it will be available for use early next spring.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of planing road with Adams number six maintainer, bridge repairs, installing metal culverts, and cleaning ditches, and regrading with 30 cat and number 10 grader. These routes are in good condition.

Route 7AA Cleary Creek.

Grading of the 3000 foot spur from Chatham Creek was completed.

Route 7B Fox-Olnes.

A few soft places on this road were graveled. This route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams number six maintainer, cleaning ditches, graveled soft places and installing metal culverts. This route is in good condition.

Route 7CA Summit-Fish Creek.

This road was planed with Adams number six maintainer and is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of digging and cleaning drainage ditches by hand and with cat and grader, planing road with Adams number six maintainer, clearing brush from side of road and installing metal culverts. This road is in good condition.

Route 7DE Ready Bullion Creek.

This road branches from Route 7DD about $\frac{1}{4}$ mile beyond Ester and extends up Ready Bullion Creek, on the left limit, to a quartz mine owned and operated by C.M.Hawkins.

All preparatory work was performed by Mr. Hawkins, the only work performed by the A.R.C. was grading with grader.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of corduroying and graveled soft places, grading with cat and grader and cleaning ditches. This route is in poor condition, see last months situation report.

Route 7NA Isabelle Creek.

Maintenance work on this route consisted of grading with cat and grader. This route is in good condition.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling soft places and planing road with Adams number six maintainer. This route is in good condition.

Route 9 Rampart-Eureka.

On September 14, Transitman Iver Quenboe, Foreman Wm. Murray and one man left Fairbanks for Rampart, via Circle, to repair and construct bridges on this route. They will move over the divide and replace the Baker Creek bridge on Route 30. No report has been received to date.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of grading with grader in miles 149-150 and 151, installing metal culverts, cleaning and staking culverts, cleaning ditches and planing road with Adams number six maintainer. This road is in good condition.

The maintenance camp at Ferry, mile 148.4 was closed on September 30, this action was necessary on account of the poor condition of Eagle Summit.

Route 15A Central-Circle Hot Springs.

Maintenance work on this route consisted of cleaning ditches, cleaning and staking culverts and planing road with Adams number six Maintainer. This road is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of installing metal culverts cleaning and staking culverts and planing road with Adams number six maintainer. This road is in good condition.

Route 15E Miller House Spur.

The bridge across Mammeuth Creek was repaired.

Route 16 Chataniks-Miller House.

Maintenance work on this route, performed by the various maintenance crews, consisted of, planing surfaced sections with Adams number six maintainer, unsurfaced section with Adams Motor grader, Cleaning ditches by hand, cleaning and staking culverts and snow removal on Eagle and 12 mile summits. Eagle summit was first closed on September 15 but was opened on the 16th, a Monarch cat and number ten grader being used. It closed again on the 21 and 30 and was both times opened with the use of the cat and grader.

The gravel crew with the Model 40 gas shovel, under Foreman Walter Rynearson moved from Seurdough Creek (mile 66.6) to Faith Creek (mile 70), on September 21. During the month surfacing was completed to mile 70.5, the 60 cat and number 12 grader completed regrading and widening to mile 74. This route is in good condition with the exception of Eagle Summit which is closed.

Route 16D Sourdough Creek.

While the gravel crew was located at Sourdough Creek they regraded and widened a large portion of this route and all soft places were surfaced with gravel.

Route 23B Beaver-Caro.

No reports received to date. Bridge repairs on this route will probably not be made until after the freeze up.

Route 30 Hot Springs Landing-Eureka.

Supplies and equipment for use during replacement of the Baker Creek bridge, were shipped to Hot Springs Landing. Necessary lumber for this bridge was purchased by contract from the Baker Creek Lumber Co. Foreman Wm. Murray will erect this bridge after completing work on Route 9.

Route 31 Caribou Creek.

An expenditure of \$875.00 for bridge repairs and maintenance on this route was authorized.

Route 38A Ruby-Long.Route 38E Long-Poorman.

During the month of August maintenance work on these routes consisted of filling washouts, filling soft places, cleaning ditches, grading with grader and planing road with cat and grader. No report for September has been received.

Route 59A Fairbanks Depot.

During the month the garage crew kept in repair all official cars, freight trucks, and gasoline and other equipment located in camps where no mechanic is stationed.

Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of grading with cat and grader, installing metal culverts, installing timber culverts, repairing timber culverts, cleaning and staking culverts, graveling soft places and cleaning ditches. This route was in good condition at the end of the season.

Foreman Chas. Mayben closed camp on the 26th, and returned to Fairbanks on the 27th.



Very truly yours

Frank Nash
 Frank Nash
 Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

Gov. Office	
Chief Engr.	<i>gpt.</i>
Asst. Chf. Engr.	
Chief Clerk	
Suspense	

September 13, 1932

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of August 1932;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with Adams number 6 maintainer, graveling soft places, installing metal culverts and maintenance of the telephone line. Improvements in miles 255 and 256 consisted of grubbing, stripping, grading with cat and grader, grading with slips, grading by hand and installing metal culverts. The McCarty Ferry was operated through out the month, except for a few days when it was tied up on account of extreme high water in the Tanana River. This route is in good condition.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of graveling soft places, planing road with Adams number 6 maintainer and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of graveling soft places, planing road with Adams number 6 maintainer, installing metal culverts and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, planing road with Adams number 6 maintainer, clearing brush from edge of road and ditches, and maintenance of the telephone line. This route is in good condition.

Route 5A Dunbar-Tanana.

Maintenance work on this road in the vicinity of Tanana consisted of clearing and installing timber culverts.

Route 5C Fish Lake-American Creek.

No report received to date as to work accomplished.

32/10

Situation report Fairbanks District for August 1932

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of planing road with Adams number 6 maintainer, graveling soft places, installing metal culverts and cleaning ditches by hand and with cat and grader. These routes are in good condition.

Route 7AA Cleary Creek.

Maintenance work on this route consisted of graveling soft places only. This route is in good condition.

A 3000 foot spur from Chatham Creek was graded from the creek bed up the side hill to a quartz mill operated by Colbert and Wambold. They performed all preparatory work.

Route 7C Summit- Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams number 6 maintainer, graveling soft places, installing metal culverts and cleaning ditches with cat and grader. This route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of graveling soft places, planing road with Adams number 6 maintainer, installing metal culverts and digging and cleaning drainage ditches. This route is in good condition.

Route 7DA College Spur.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy.

These roads were planed with Adams number 6 maintainer and are in good condition.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of cleaning ditches, corduroying and graveling soft places, planing road with Adams number 6 maintainer and bridge repairs. This road is in poor condition due to heavy rains etc. the entire route needs regrading.

Route 7S Graehl Bridge.

This bridge which was taken out during the spring breakup was replaced.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling soft places and planing road with Adams number 6 maintainer. This road is in good condition.

Route 9 Rampart-Eureka.

Bridges reported taken out by floods were inspected by the superintendent.

Situation report Fairbanks District for August 1932.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with Adams number 6 maintainer, graveling soft places, installing metal culverts and grading with grader in gravel banks in miles 149 and 150. This road is in fair condition, pot holes have developed in several places making the surface of the road some what rough. These pot holes are apparently caused by frost going out of the ground to a greater depth than heretofore.

Route 16 Chatanika-Miller House.

The gravel crew with the Model 40 gas shovel, completed surfacing with gravel from mile 58.3 to mile 63.6. The 60 cat and number 12 grader completed regrading from mile 62 to mile 67. On the 29th., the gravel camp was moved from Cripple Creek mile 60.3 to Sourdough Creek mile 66.6. Other work on this route consisted of planing road with Adams number 6 maintainer and Adams Motor Grader, installing metal culverts and cleaning ditches by hand. This route is in good condition.

Route 22 Hot Springs-Sullivan Creek.

Maintenance work on this route consisted of bridge repairs and laying and covering corduroy in soft places.

Route 23B Beaver-Care.

Repair work on bridges on this route was authorized.

Route 38A Long-Ruby.

Route 38E Long-Peorman.

No report received to date.

Route 47B Nolan Branch.

Maintenance work on this route consisted of corduroying soft places, sheveling out slides and installing timber culverts.

Route 47C Wiseman-Hammond.

Maintenance work on this route consisted of corduroying over soft places and trolley repairs.

Route 59 Fairbanks Bridge.

Minor repairs were performed on this bridge.

Route 59A Fairbanks Depot.

During the month the garage crew kept in repair all official cars, freight trucks and gasoline and ether equipment located in camps where no mechanic is stationed.

Due to the tie up on the ARR during the early part of the month it was necessary to freight some gasoline from Valdez.

Situation report Fairbanks District for August 1932.

Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of digging and cleaning ditches, graveling soft places and repairing timber culverts and bridges.

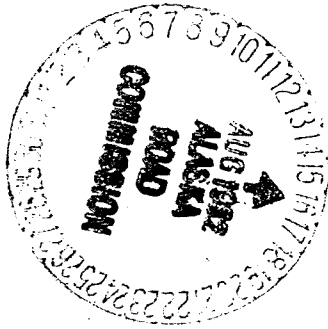
Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of graveling soft places, installing metal culverts, installing timber culverts and regrading with cat and grader. This route is in good condition.

Very truly yours

Frank Nash
Frank Nash
Supt.





ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

August 10, 1932

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of July 1932;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with Adams number six maintainer, installing metal culverts, cleaning ditches by hand and grader, graveling soft places, bridge repairs and maintenance of the telephone line. Other work consisted of operation of the McCarty ferry and placing running plank on the Jarvis creek bridge. This route is in good condition.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams number six maintainer, installing metal culverts, graveling soft places and wash-outs and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams number six maintainer, regrading in miles 302, 303 and 304, graveling soft places maintenance of the telephone line, cleaning ditches and bridge repairs. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams number six maintainer, graveling soft places, grading with grader, cleaning ditches and maintenance of the telephone line. This route is in good condition.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of planing road with Adams number six maintainer, installing metal culverts, cleaning ditches and graveling soft places. These routes are in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams number six maintainer, graveling soft places, cleaning ditches and installing metal culverts. This route is in good condition.

32/10

Situation report Fairbanks District for July 1932.

Route 7CA Summit-Fish Creek.

This route was planed with Adams number six maintainer and is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams number six maintainer and graveling soft places. This route is in good condition.

Route 7DB Ester Dome.

Route 7DC St.Patricks-Happy.

These roads were planed with Adams number six maintainer and are in good condition.

Route 7H Little Eldorado.

Maintenance work on this road consisted of planing road with Adams number six maintainer and ditching. This road is in good condition.

Route 7K Olnes-Livengood.

Clearing was completed to station 978.

Route 7N Farmers-Birch Hill.

This road was planed with Adams number six maintainer and is in good condition. A few metal culverts were installed by voluntary labor.

Route 7T Farmers-Chena Slough.

This road was planed with Adams number six maintainer and is in good condition.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of repairing the Mammoth creek bridge, graveling soft places, cleaning ditches, regrading in miles 150 and 151 and planing road with Adams number six maintainer. This road is in good condition.

Route 15A Central-Circle Hot Springs.

Maintenance work on this route consisted of cleaning ditches, graveling soft places and planing road with Adams number six maintainer, This road is in good condition.

Route 15E Miller House Spur.

Maintenance work on this route consisted of graveling soft places, it is in good condition.

Situation report Fairbanks District for July 1932.

Route 16 Chatanika-Miller House.

On July 16, Foreman Walter Rynearson moved from Birch Creek (mile 103) to Perhaps Creek (Mile 55.9), to establish the gravel camp. Foreman Allan McDonald and his maintenance crew, moved from Perhaps to Birch Creek on the same day.

Also on the same date the sixty tractor left Fairbanks for Perhaps Creek towing the Model 40 gas shovel. They arrived at Perhaps Creek on the 20th., and started surfacing on the 21st.

During the balance of the month surfacing was completed to mile 58.3. the road was regraded preparatory to graveling to mile 62.

On July 31st., the gravel crew moved from Perhaps Creek to Cripple Creek (mile 60.3).

Maintenance work on this route consisted of planing surfaced sections with Adams number six maintainer and unsurfaced section with Adams motor grader, cleaning ditches, and installing metal culverts. This entire route was in very good condition during the month.

Route 30 Hot Springs Landing-Eureka.

Spring protection work was performed on this route during the month of May. This work consisted of repairing and opening culverts, cleaning ditches and water diversion.

Route

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of filling soft places with best material obtainable, repairing timber culverts, installing metal culverts and regrading. These routes are in good condition.

Route 29A Bettles-Coldfoot.

Route 47 Coldfoot-Wiseman.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

No reports received to date.

Route 59 Fairbanks Bridge.

Worn out running planks and broken guard rails were replaced.

Route 59A Fairbanks Depot.

The garage crew kept in repair all official cars, freight trucks and other gas equipment located in camps where no mechanic is stationed.

During the month transitman Iver Quenboe made an inspection trip over routes 38A, 38E, 22, 30, 5C and 46F. Minor repairs and maintenance was authorized on various of the above routes. He reports the Baker Creek bridge on route 30 as being in very poor condition, of which a special report will be made.

Situation report for Fairbanks District for July 1932.

Route 63B Brooks-Livengood Creek.

No reports received to date as to work accomplished.

Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of installing metal culverts, graveling soft places, cleaning ditches and regrading. Work on this route was greatly retarded on account of heavy and consistent rains which occurred in that district. On the 23rd., of the month this road was in good condition.

Very truly yours

Frank Nash
Frank Nash
Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

President
Engr. Officer
Dist. Officer
Asst. Chf. Engr.
Chief Clerk
July 13 1932
Suspense

Major L.E. Atkins,
Engineer Office, A.R.C.
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District, for the month of June 1932;

Route 4H2 Rapids-Grundler.

The McCarty Ferry was repaired and launched on June 11. Foreman Carl Nelson with a crew consisting of one cook, one laborer, one truck driver and one tractor driver left Fairbanks on June 19 to establish camp at Donnelly (mile 243) to perform maintenance work on this route. Later in the month this crew was increased by one tractor driver. Equipment located with this crew consists of one model AA Ford dump truck, one model T Ford runabout, two thirty tractors and one Adams number 6 maintainer.

Work on this route consisted of graveling soft places, planing road with Adams number 6 maintainer, cleaning and opening culverts, cleaning ditches with tractor and grader, and water diversion at Darling Creek mile 238. This road is in good condition.

Route 4I Grundler-Richardson.

Work on this route consisted of graveling soft places, repairing washouts and planing road with Adams number 6 maintainer. This route is in good condition.

Route 4J Richardson-Salchaket.

The Banner Creek bridge was completed on June 21. On June 1 foreman Al Copeland with a crew consisting of one cook, one lineman, one truck driver and one Tractor driver left Fairbanks to establish camp at mile 306 to perform maintenance work on the road and telephone line on routes 4I, 4J and 4K. Their equipment consists of one model AA Ford dump truck, one Model T Ford runabout, one thirty tractor and one Adams number 6 maintainer.

Maintenance work on this route consisted of repairing washouts, graveling soft places, planing road with Adams number 6 maintainer, and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places, repairing washouts, planing road with Adams number 6 maintainer and maintenance of the telephone line. This route is in good condition.

A. A.

32/70

Situation report Fairbanks District for June 1932 continued.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Work on these routes consisted of repairing washouts, graveling soft places, installing metal culverts, cleaning ditches and planing road with Adams number 6 maintainer. These routes are in excellent condition.

Route 7B Fox-Olnes.

Route 7BA Dome-Spaulding Mine.

These roads were planed with Adams number 6 maintainer and are in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of cleaning ditches, graveling soft places, installing metal culverts and planing road with Adams number 6 maintainer. This route is in good condition.

Route 7CA Summit-Fairbanks Creek.

Maintenance work on this route consisted of cleaning ditches, and planing road with Adams number 6 maintainer, This route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of graveling soft places, installing metal culverts and planing road with Adams number 6 maintainer. This route is in good condition.

Route 7DC St. Patricks-Haapy.

This road was planed with Adams number 6 maintainer and is in good condition.

Route 7H Little Eldorado.

Maintenance work on this route consisted of ditching, installing metal culverts and planing road with Adams number 6 maintainer. This road is now in good condition.

Route 7N Farmers-Birch Hill.

This road was planed with Adams number 6 maintainer and is in good condition.

Route 7T Farmers Chena Slough.

This road was planed with Adams number 6 maintainer and is in good condition.

Route 15 Circle-Miller House.

On June 12, foreman Joe Ensley with a crew consisting of one cook, one laborer, one truck driver and one tractor driver left Fairbanks to establish camp at Central, mile 129, to perform maintenance work on routes 15, 15A, 15B and 15E. Later in the month this crew was moved to Ferry, mile 149, as the majority of their work during the season will be on the North end of route 15. Their equipment consists of one model AA Ford dump truck, one model T Ford runabout, one thirty tractor and one number 6 Adams maintainer,

Maintenance work on this route consisted of opening and cleaning culverts, repairing washouts, graveling soft places and planing road with Adams number 6 maintainer. This route is in good condition.

Situation report Fairbanks District for June 1932 continued.

Route 15A Central-Circle Hot Springs.

Maintenance work on this route consisted of repairing washouts, graveling soft places and planing road with Adams number 6 maintainer. This road is in good condition.

Route 16 Chatanika-Miller House.

On June 9 a maintenance crew under foreman Chas., Mayben with a crew of one cook, one laborer and one truck driver was established at Perhaps Creek (mile 56) to perform maintenance work on this route from mile 39 to No Name creek (mile 65.7) their equipment consists of one model AA Ford dump truck.

On June 10 foreman John Lekich with a crew consisting of one cook, one laborer, one truck driver and one tractor driver, left Fairbanks to establish camp at mile 82 $\frac{1}{2}$, to perform maintenance work on this route from mile 65.7 to mile 89.5. Their equipment consists of one model AA Ford dump truck and one Adams motor grader.

A small maintenance crew consisting of one cook, one laborer and one truck driver, under foreman Walter Rynearson are located at mile 103 to perform maintenance work from mile 89.5 to mile 115.5.

Maintenance work on this route consisted of snow removal, cleaning ditches, opening culverts, bridge repairs, graveling soft places, graveled sections were planed with Adams number 6 maintainers and unsurfaced section planed with Adams motor grader.

Eagle summit was opened to traffic on June 4. This route is in good condition.

Route 30 Hot Springs Landing-Eureka.

No reports received to date as to spring protection work accomplished.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes during May and June consisted of snow removal, opening culverts and bridges, repairing washouts, repairing bridges and filling soft places. These routes are in good condition, this work is being performed by foreman Ed. Wilkinson with a minimum crew.

Route 59A Fairbanks Depot.

The garage crew consisting of two men completed the overhaul of an Adams number 10 grader and the model 40 gas shovel. They kept in repair and operation all other equipment.

Burglin and Quenboe were used to perform maintenance work on all local roads. The Adams motor grader arrived on June 7 and left Fairbanks on June 11 to work on route 16.

Situation report Fairbanks District for June 1932 continued.

Route 88 Ferry-Eva Creek.

On June 21st., foreman Allan McDonald relieved foreman Chas Mayben at Perhaps Creek. Mayben left Fairbanks on June 24th., with a crew consisting of one cook, one laborer, one truck driver and one tractor driver for Ferry on the Alaska R.R. to perform maintenance work on Route 88. Their equipment consists of two model TT Ford dump trucks and one Adams number 10 grader. The Eva Creek Mining Co., are co-operating on the maintenance of this road by donating the use of their thirty tractor when it is needed.

Work during the month consisted of graveking soft places. This road is in good condition.

Route 90D Shelter Cabins.

The erection of a shelter cabin at Mile 106, route 29 which was authorized last winter was completed.

Very truly yours

Frank Nash

Frank Nash
Supt.





ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

President	_____
Engr. Officer	_____
Disb. Officer	_____
Asst. Chf. Engr.	_____
Chief Clerk	_____
Suspense	_____

June 1 1932

Major L.E. Atkins,
Engineer Officer, A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of May 1932;

Route 4J Richardson-Salchaket.

On May 17 the Banner Creek Bridge located at Mile 301.3 was washed out. The old bridge was a 21 foot frame bent structure, but to insure any permanance it will be necessary to replace it with a 45 foot pile trestle. Pileing were cut and Foreman Wm. Murray and crew moved to this creek on the 31st.

No other work was performed on this route as the Salcha bridge was not open to traffic until the 28th. A few washouts ocured in Miles 306 and 307, but the road is passable to Banner Creek.

Route 4K Salchaket-Fairbanks.

Work on this route consisted of planing road with Adams number 6 maintainer and graveling soft places. This route is in good condition.

Route 4KA Salcha Bridge and Revetment.

Foreman Wm. Murray and crew moved to this bridge on May 9 to replace the pile trestle approach which was taken out by an ice jam on April 29th.

This bridge was reopened to traffic on the 28th., and all work completed on the 30th.

Sufficient timber was also cut to make repairs to the crib aròund the North pier and to the revetment which were also damaged.

Route 7C Summit- Fairbanks Creek.

A small amount of maintenance work consisting of repairing washouts and filling bad holes were performed on this route. This route is in fair condition.

Route 7G Fairbanke-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Work on these routes consisted of spring protection work, thawing culverts and bridges, graveling soft places, repairing washouts and planing road with Adams number 6 maintainer. These roads are in very good condition and during the month were open to traffic at all times.

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Good

H. A.

ROUTE 7BA Dome-Spaulling Mine.

The Fairbanks Exploration Co. installed one metal culvert on this route.

Route 7D Fairbanks-Ester.

Work on this route consisted of graveling soft places, cleaning ditches, and planing road with Adams number 6 maintainer. A washout occurred in mile 3, an old timber culvert being washed out. A temporary bridge was erected across it which will later be replaced by a 36" culvert pipe. This wash out held up traffic for a few hours, otherwise this road was passable at all times during the break-up and is now in very good condition.

Route 7N Farmers Birch Hill.

One bridge was repaired. This road is not yet open to traffic as there are a few soft spots on it which have not dried out sufficiently.

Route 7S Graehl Bridge.

All pileing and timber for the replacement of this bridge were cut and landed at the bridge site. Work of replacing this bridge will start as soon as bridges on main highways are repaired.

Route 15 Circle-Miller House.

Spring protection work consisting of water diversion and opening culverts was performed on this route. Yesterday a wire was received from Circle stating that two bents of the Mammoth Creek Bridge, Mile 117.5, were out. Asst. Engineer Burglin left this morning ascertain exact damage.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of repairing washouts. On May 27th., Foreman Walter Rynearson with a maintenance crew to be located at Mile 103, accompanied by a part of the maintenance crews to be located at Mile 82 $\frac{1}{2}$ and 129 left Fairbanks to open Twelve Mile and Eagle summits. Camp was established at Mile 82 $\frac{1}{2}$, Twelve Mile summit was opened to traffic on the 29th., and the crew moved to Mile 103 on the 31st. This road is open to Mile 107 $\frac{1}{2}$, at this time it is estimated that Eagle summit will be opened on the 6th., of June. This route is in very good condition to Mile 56, the unsurfaced portion from Mile 56 to Mile 97 is in fair condition and from Mile 97 to 107 $\frac{1}{2}$ is in very good condition.

Route 22 Hot Springs-Sullivan Creek.

Spring protection work consisting mostly of water diversion was performed on this route.

Route 30 Hot Springs Landing-Eureka.

No reports received to date.

Route 38A Ruby-Long.Route 38E Long-Poorman.

No reports received to date.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of one Modet T Ford pickup and one Best 30 Cat. Partial repairs were made to one Adams number 10 grader and the model 40 gas shovel. The 60 Cat and snow plow were given an overhauling, considerable work being required on the snow plow. The garage crew were at times used to perform maintenance work on routes 7D, 7G, 7I, and 7A, also for hauling freight from the depot to the warehouse and also for the spring cleanup of the yard.

Spring shipments of Hardware, Graceries, culverts and Missc. supplies were received.

Burglin, Quenboe and Lieut., Kurstedt were engaged in spring protection and maintenance work on routes 7D, 7G, 7I, 7A, and 4K.

Lieut., Kurstedt left Fairbanks on May 19th., having received notice of a transfer to Fort Logan Colorado.

The garage crew and other forces have been reduced to meet cuts in appropriations.

Route 88 Ferry-Eva Creek.

Spring protection work on this route consisted of water diversion and cleaning ditches.

Route 90D Shelter Cabins.

No report has been received to date as to work accomplished on the erection of shelter cabin at Mile 106 route 29.

Very truly yours

Frank Nash
Frank Nash
Supt.



WAR DEPARTMENT

ALASKA ROAD COMMISSION

President
 Chief Engineer
 Fairbanks, Alaska.
 May 1st, 1932.
 Suspended

Alaska Road Commission,
 Juneau, Alaska.

Gentlemen,

The following is a report of work accomplished in the Fairbanks District from November 1931 to May 1-1932.

Route 4H2, Rapids-Grundler.

New Bridges constructed (Jarvis Creek) 2--100' Spans.

Route 4I, Grundler-Richardson

Route 4J, Richardson-Salchaket

Route 4K, Salchaket-Fairbanks.

Snow Removal. 91 Miles.

this performed to transport Bridge crew from Jarvis Creek to Fairbanks.

Route 5A, Dunbar-Tanana.

Maintenance, 111 Miles.

Route 7A, Summit-Chatanika.

Winter Snow Removal. 9 $\frac{1}{4}$ Miles.

Route 7B, Fox-Olnes.

Winter Snow Removal. 10 $\frac{1}{2}$ Miles.

This performed to permit freighting of bridge material and supplies to Chatanika Bridge, Route 7K.

Route 7C, Summit-Fairbanks Creek.

Winter Snow Removal. 13 Miles.

This work paid for by Art Anderson. See Situation Report for April 1932.

Route 7D, Fairbanks-Ester.

Winter Snow Removal. 9 $\frac{1}{2}$ Miles.

Spring Protection.

Thaw Culverts.

Route 7G, Fairbanks-Gilmore.

Winter Snow Removal. 13 Miles.

Spring Protection.

Route 7GA, Lazelle Road.

Winter Snow Removal. 2 $\frac{1}{2}$ Miles.

(School Bus Route)

Route 7H, Little Eldorado Creek.

Winter Snow Removal. 6 Miles.

Route 7I, Gilmore-Summit.

Winter Snow Removal. 7 Miles.

Spring Protection.

Route 7J, Fairbanks-Chena Hot Springs.

Maintenance. 64 Miles.

Route 7JA, Chena River Branch.

Maintenance. 35 Miles.

Route 7K, Olnes-Livengood.

New Bridges. 1 Only.

(1--100' Span) (1--80' Span) (112' Pile Approach)

Route 7N, Farmers-Birch Hill.

Winter Snow Removal. 3 Miles.

(School Bus Route)

Route 7R, Goldstream-O'Connor Creek.

New Bridges. 1 Only.

(45 Lineal Feet)

Route 7S, Graehl Bridge.

Bridges Repaired. 1 Only.

Route 15, Circle-Miller House.

Bridges Repaired. 1 Only.

Spring Protection.

Route 16, Chatanika-Miller House (Summer)

Bridges Repaired. 1 Only.

Route 16C, Chatanika-Miller House (Winter)

New Bridges. 1 Only

(50 Lineal Feet)

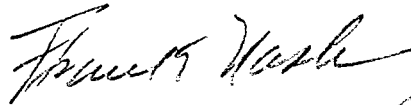
22/10

H.A.

<u>Route 17, Tanana-Kaltag.</u>	Maintenance (Staking Trail)	257 Miles.
<u>Route 23B, Beaver-Caro.</u>	New Bridges (95 Lineal Feet)	2 Only.
	Bridges Repaired	4 Only.
<u>Route 46C, Nenana-Knight's.</u>	New Bridges (30 Lineal Feet)	1 Only
<u>Route 53A, Circle-Ft Yukon.</u>	Maintenance	67 Miles.
<u>Route 59, Fairbanks Bridge.</u>	Snow Removal.	
<u>Route 65F, Grundler-Tanana Crossing.</u>	Bridges Repaired.	1 Only.
<u>Route 90D, Shelter Cabins.</u>		
Cabins Repaired	(Mile 20, Rte 53A)	2 Only.
	(" 33, " 53A)	
New Cabins	(" 45, " 53A)	2 Only.
	(" 13, " 29A)	

New Cabin authorized at Mile 106 on Route 29 but no report received to date if it has been built.

Yours very truly,



Frank Nash,
Supt.





ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

<input checked="" type="checkbox"/>	President
<input type="checkbox"/>	Engr. Officer
<input type="checkbox"/>	Disb. Officer
<input type="checkbox"/>	Asst. Chf. Engr.
<input type="checkbox"/>	Chief Clerk
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>	Suspense.....

May 2, 1932

Major L.E. Atkins,
Engineer Officer, A.R.C.
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of April 1932;

Route 4KA Salcha Bridge and Revetment.

About 7 A.M. April 29, the Supt., was notified by a phone call from the Fox Farm that about 120 feet of the pile approach to this bridge was taken out by the ice. An inspection of this bridge was made the same morning and it was found that approximately 180 feet of the bridge and practically all of the revetment was taken out, and the cribbing around the North pier badly damaged. It was also noticed that one lower cord of the 300 foot span was bent, it was apparently hit by a block of ice. At the time of the inspection there was too much ice piled around the pier to determine the exact amount of damage to the cribbing and the water was too high to determine complete amount of damage to the revetment. The apparent cause was that a large ice jam formed in the Tanana River about one mile below the mouth of the Salcha River. This jam caused the water in the Salcha to back up and raise and when the jam broke it started a very heavy run of ice. Pictures of the damage will be forwarded as soon as possible.

3/10

Route 7C Summit-Fairbanks Creek.

Snow removal was performed on this route, the 60 cat and Baker snow plow was used. This work performed as authorized by your wire of April 18th., Art Anderson paying all wages, Gasoline etc.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Work on these routes consisted of considerable hand work on glaciers and ditches. These routes are now in good condition, but some trouble is anticipated during the coming month, due to the fact that the frost is just starting out of the ground.

Route 7D Fairbanks-Ester.

Hand work was performed on the glacier at Eva Creek Mile 9 1/2. Other work consisted of thawing culverts and opening ditches. This route has a few bad places on it, especially between Town and the College but to date it has been open to traffic at all times.

A. A.

Handwritten scribble or signature.

Situation report Fairbanks District for April 1932 (continued)



Route 7K Olnes-Livengood.

The work of erecting the Bridge across the Chatanika River was completed on April 29th. It also became necessary to move on that day as high water flooded the camp. Corduroy to cover 500 feet of road was cut.

Route 7R Goldstream-O'Connor Creek.

A 45 foot span bridge was erected across Goldstream. This was built by miners living in the vicinity of the bridge.

Route 15 Circle-Miller House.

No report received to date as to spring protection work accomplished.

Route 22 Hot Springs-Sullivan Creek.

Route 30 Hot Springs Landing-Eureka.

No report received to date as to work accomplished on spring protection.

Route 23B Beaver-Caro.

Repairs to bridges on this route was completed some time ago, but to date no settlement has been made as all vouchers etc., received from Chas. Schultz were improperly signed.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of one Model "AA" Ford dump truck, One Adams number 12 grader and three model "T" Ford pickups. They also made repairs to the 60 cat and Baker snow plow. At times men from the garage was used for freighting to the Chatanika River bridge route 7K, for spring protection work on routes 7G, 7I, 7A, and 7D and also for hauling freight from the freight depot to the warehouse.

Burglin, Quenboe and lieut., Kustedt were engaged on spring protection work on routes 7G, 7I, 7A and 7D.

Route 88 Ferry-Eva Creek.

No report received to date as to spring protection work accomplished.

Route 90D Shelter Cabins.

To date no report has been received as to work accomplished on the erection of shelter cabin at mile 106 Route 29.

During the month of May some trouble is anticipated on all local roads due to the fact that the frost is starting out of the ground and some trouble is also expected from washouts at various places, as the majority of bridges and culverts are too small to carry the unusual heavy run of spring water. However every thing possible, within the funds available will be done to keep all roads open to traffic.

Very truly yours

Frank Nash
Frank Nash
Supt.

2/2

(Situation report for March 1932, Fairbanks District continued)

Route 2N Farmers-Birch Hill.

Snow removal was performed on the school bus route, which traverses a section of this road.

Route 7R Goldstream-O'Connor Creek.

Construction of a 45 foot span bridge across Goldstream, on this route was authorized at a cost of \$400.00 as per your wire of February 9. Erection of this bridge is now under way.

Route 7S Graehl Bridge.

Repairs to the Graehl footbridge was completed.

Route 15 Circle-Miller House.

Clearing Birch Creek Bridge of snow was authorized. No report received to date.

Route 16 Chatanika-Miller House.

Clearing Chatanika River bridge of snow was authorized. This work has been completed.

Route 53A Circle-Ft. Yukon.

Maintenance work consisting of staking trail from Mile 48 to Fort Yukon was completed.

Route 59A Fairbanks Depot.

Flat bed

The garage crew completed the overhaul of 4 model "AA" Ford ~~dump~~ trucks, 3 model "AA" Ford dump trucks, 2 model "A" Ford pickups and one number ten Adams grader. They also kept in repair the 60 cat and Baker snow plow, also three thirty cats and sleds which were used for freighting bridge material to Route 7K.

The Supt., returned to Fairbanks from the annual conference on March 28, Clerk V.H. Peirce returned from leave of absence on March 10, mechanic Thos. Carr returned from leave of absence on March 28.

Route 90D Shelter Cabins.

Repairs consisting of installing new window, repairing door and chinking walls was performed on the 20 mile cabin on route 53A.

The following repairs was made to the 33 mile cabin on the same route, door and roof repaired, rechinked walls where necessary and braced ridge polls.

A new shelter cabin 12'x14' was erected at Mile 45 on route 53A.

Construction of a 12'x14' shelter cabin at mile 106, on route 29 was authorized by Burglin in January, but to date, report has been received as to work accomplished.

Very truly yours

Frank Nash

Frank Nash
Supt.



ALASKA ROAD COMMISSION
Fairbanks, Alaska

President
Engr. Officer
Disb. Officer
Asst. Chf. Engr.
Chief Clerk
Suspense

March 4, 1932.

Major L. E. Atkins,
Engineer Officer, A. R. C.,
Juneau, Alaska.

Dear Sir:

Following is the situation report of the Fairbanks District for the month of February, 1932.

- Route 7G, Fairbanks - Gilmore
- Route 7I, Gilmore - Summit
- Route 7A, Summit - Chatanika

Heavy snowfalls made it necessary to remove snow from the above routes. The 60 caterpillar and Baker Snow Plow spent the greater part of February performing this work. A certain amount of work was also performed on the glaciers.

Route 7D, Fairbanks - Ester

This route between Fairbanks and College was plowed twice during the month of February. An attempt was made to open the road between College and Ester with the 30 caterpillar and plow. The snow was too hard and deep however, for this light equipment. Therefore, the 60 caterpillar and plow was dispatched to do the job.

Route 7DA, College Spur

This road was opened by the 60 caterpillar and Baker Plow. Payment was made by the College.

Route 7H, Little Eldorado Creek

This road was opened to the railroad track with the 60 caterpillar and Baker Snow Plow.

Route 7N, Farmer's Birch Hill Road

The school bus route part of this road was opened by the 30 caterpillar and plow.

Route 7S, Graehl Footbridge

Owing to extremely inclement weather little work was performed on the bridge during February.

32/70

GNTB

Major L.E. Atki
Juneau, Alaska.

2.

Route 7, Miscellaneous

CREAMER'S DAIRY - This road was opened by the 60 caterpillar and Baker Plow during the month of February. Payment for this was made by the Dairy.

CLEARY HILL MINES - This road was opened by the 60 caterpillar and Baker Plow during the month of February. Payment for this was made by the Mines.

Route 59, Fairbanks Bridge

It was considered necessary to remove snow from the bridge during the past month. This work was performed with a thirty caterpillar and No. 10 grader.

Route 59A, Fairbanks Depot

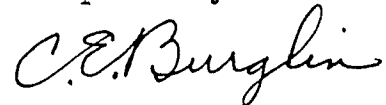
During the month the garage crew completed the overhauling of seven Ford AA dump trucks. Considerable amount of repairs were necessary on our snow removal equipment. The frame of our Baker Plow cracked in two places and had to be removed from the caterpillar in order to be repaired. An electrical welding job was done on it by the Fairbanks Exploration Co. The garage payroll was slightly augmented this past month due to the necessity for the use of all snow moving equipment at the same time.

During the latter part of the month Lieutenant John R. Noyes flew back from Nome accompanied by Assistant Superintendent E. F. Bauer. Lieut. Noyes departed for the south the following day. Chief Clerk G. H. Skinner arrived after being storm bound in the Broad Pass for about ten days. Following a few day's business he departed south by plane with E. F. Bauer.

Route 90D, Shelter Cabins

To date no report has been received as to the erection of shelter cabins and repairs to other cabins on Route 53A.

Respectfully submitted,



G. E. Burglin,
Acting Superintendent.

ALASKA ROAD COMMISSION

Fairbanks, Alaska.

.....President
.....Engr. Officer
.....Dist. Officer
.....Asst. Chf. Engr.
.....Chief Clerk
.....
.....
Suspense.....

February 2, 1932.

Major L. E. Atkins,
Engineer Officer, A.R.C.,
Juneau, Alaska.

Dear Sir:

Following is the situation report of the Fairbanks District for the month of January, 1932.

Route 7G, Fairbanks - Gilmore

Route 7I, Gilmore - Summit

Route 7A, Summit - Chatanika

No work has been performed on the above routes during January with regards to removal of snow. However, the glaciers have been active and considerable work was necessary to be done on them.

Route 7D, Fairbanks - Ester

This route between Fairbanks and the College was plowed once during the month by the 60 caterpillar and Baker Snow Plow.

Route 7GA, LaZelle Road

Opening of this part of the school bus route may be discontinued owing to sickness which necessitated the family to move to Anchorage.

Route 7S, Graehl Foot-bridge

Repair work was started on this bridge during the month but owing to extremely inclement weather the work has not yet been completed.

Route 17, Fort Gibbon - Kaltag

Reports have arrived during the month showing the completion of trail staking between Ruby and Kaltag.

Route 23B, Beaver - Caro

Various bridges on this route have been repaired.

Route 59A, Fairbanks Depot

During the month the garage crew completed the overhauling of one G.M.C. Dump truck and eight Ford A. A. Dump trucks. Lieutenant Noyes arrived during the latter part of the month and after spending a few days here departed by airplane for Nome. Superintendent Frank Nash, Mechanic Thomas Carr and Clerk Vincent H. Pierce departed for a vacation trip to the States.

CHB

Major Atkins,
Juneau, Alaska.

2.

Route 65F, Grundler - Tanana Crossing

Bridge foreman Wm. Murray and crew performed the necessary repairs on the Clearwater bridge situated twelve miles above McCarty.

Route 90D, Shelter Cabins

To date no report has been received as to the erection of shelter cabins and repairs to other cabins on Route 53A.

Respectfully submitted,

C. E. Burglin

C. E. Burglin,
Acting Superintendent.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

Jan. 4, 1934.

Mr. Hawley Sterling,
Asst. Chief Engr., A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of December 1933;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter snow removal was performed on these routes. The 76 tractor and Calco bulldozer made one round trip between Fairbanks and Chatanika. To date glaciers have given no trouble on these routes.

Route 7K Olnes-Livenood.

Construction work on this route consisted of clearing right of way, cutting piling for bridges, freighting of bridge material, construction of 2 16 foot bridges, erection of a 16 ft. by 24 ft. log cabin at Snowshoe gulch, and covering corduroy in the Washington Creek flats. In order to permit freighting to Snowshoe gulch it was necessary to perform snow removal from Fairbanks to Snowshoe, for which the 76 tractor and Calco bulldozer were used.

Due to extremely cold weather, short days etc., work was temporarily suspended on this route on December 23, 1933. One watchman was left at each camp. Freighting of bridge material will be resumed as soon as the weather moderates, the bridge crew will return to work on January 15th and other work will be resumed on February 1st.

Route 16C Chatanika-Miller House (Winter).

Three bridges were erected on this trail.

Route 23D Caro-Flat Creek.

To date no reports have been received from Foreman Chas. Mayben.

Route 31 Caribou Creek.

Maintenance work performed during November and December on this route consisted of cutting new trail where old trail had been cut out by the Salchasket River, clearing trail of wind falls, erecting new bridges both permanent and temporary and repairing bridges.

2-2-33/1-4-34

Route 46C Nenana-Knights.

Route 46E Diamond-Telida.

Maintenance work performed during November and December on these routes consisted of clearing trail of wind falls, clearing brush where trail had become overgrown, grading approaches to rivers, sloughs and lakes, and repairing bridges.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation freight tracks that were engaged in freighting bridge timber and supplies to Route 7K, and they also kept in repair and operated the 76 tractor and bulldozer which was used for snow removal on Routes 7G, 7I and 7A, and from Fairbanks to Snowshoe gulch.

They completed the overhaul of one Ford T runabout, one Ford AA flat bed, two sleighs and one Best 30 tractor.

Inventories were taken of all car, tractor, grader and other parts.

Estimates were made by the mechanic for the overhaul costs on all machines which were placed in classes B and C by Master Mechanic John Coats and the local mechanic.

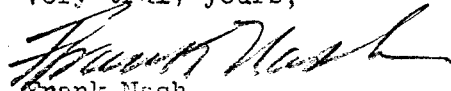
Sleighs for freighting on route 7K are being overhauled and repaired.

Minor repairs were made to headquarters buildings.

Route 65F Grundler-Tanana Crossing.

No reports received to date.

Very truly yours,



Frank Nash.
Superintendent.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

*grt
B
ah*

December 4, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of November 1933;

Route 5A Dunbar-Tanana.

Maintenance work on this route consisted of clearing trail of windfalls, changing trail where river had cut it out, grading approaches to sloughs and lakes and bridge repairs. The crossing of the Yukon River near Tanana was staked.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter snow removal was performed on these routes, one round trip was made between Fairbanks and Chatanika, with the A.C. 76 tractor and Calco bulldozer.

*grt
B*

Route 7C Summit-Fairbanks Creek.

Winter snow removal was performed on the first 3 miles of this route.

Route 7D Fairbanks-Ester.

One old bridge in the peat bog section was replaced with 2-36" metal culverts and filled with rock from the LaZelle Road. Narrow places in the road, in the section in the peat bog were widened, rock was also used for this purpose.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Maintenance work on these routes consisted of clearing trail of windfalls and repairing bridges.

Route 7K Olnes-Livengood.

Shortly after the first of the month Foreman Joe McClure moved from Cushman Creek to Globe Creek near Station "N" 73 from which point he will clear right of way.

The Washington Creek, Cushman Creek and first gulch above Snowshoe, bridges were completed and piles driven for the Snowshoe Gulch bridge.

Pileing were cut for various bridges on Aggie and Globe Creeks and bridge lumber for these bridges freighted from Fairbanks to Cushman Creek.

Cutting of logs for a cache at Snowshoe gulch was completed. Laying of corduroy beyond Washington creek was completed and partially covered, approaches to Washington Creek bridge were filled. Clearing was completed from Station

2

Situation report for Fairbanks District for November 1933.

Route 7K Continued.

N 30 plus 00 to N 145 plus 30 equals to L 1641, N 67 plus 45.2 to
L 1643 plus 40.4

N 140 plus 66, D 94 plus 00 to D 0 plus 00 equals to R 0 plus 00 equals
R 66 plus 29 L 1592 plus 64.8 ,

R 990 to R 1020 and R 1061 to R 1150.

A tent cache was erected on Globe Creek, near where the Jackson trail crosses that creek.

Line changes were completed to the Tatalina River.

Route 7N Farmers-Birch Hill.

Remaining corduroyed places were covered with rock hauled from the LaZelle road, this work was completed.

Route 17 Tanana-Kaltag.

Maintenance work on this route consisted of staking sections of the trail that are on the Yukon River.

Route 23B Beaver-Caro.

Route 23D Caro--Flat Creek.

Foreman Chas. Mayben left Fairbanks on November 9, to erect the tram across the Chandalar River at Caro, and to perform necessary work on these routes. To date no reports have been received.

Route 29A Bettles-Coldfoot.

Route 47 Coldfoot-Wiseman.

Maintenance work on these routes consisted of clearing trails of windfalls, grading approaches to Rivers and Lakes and bridge repairs.

Route 30 Hot Springs Landing-Eureka. (Baker Creek Bridge).

The erection of the 100 foot Howe Truss Span across this creek was completed and foreman Wm. Murray returned to Fairbanks on November 13.

Route 30A Hot Springs-Tofty.

Work on this route consisted of clearing right of way and cutting bridge timbers. Work on this route was closed on the 16th.

Route 31 Caribou Creek.

No reports received to date.

Route 38E Long-Poorman.

A bridge across Poorman Creek, near the town of Poorman was erected.

Route 46C Nenana-Knights.

Route 46E Diamond-Telida.

No reports received to date.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

WB
AC

November 14, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of October 1933;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, maintenance and repairs to the telephone line, spot graveling in miles 267, 268 and 269, cutting thick brush from ditch and alongside road in miles 269 and 270 and operation of the McCarty Ferry. Foreman Carl Nelson broke camp and returned to Fairbanks on October 13, L.I. Grimsmore, ferryman removed the ferry on the 14th.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, maintenance and repairs to the telephone line, cleaning drainage ditches and graveling soft places. Foreman John Joslin who was located at Shaw Creek broke camp and returned to Fairbanks on October 8th.

Route 4J Richardson-Salchaket.

This road was planed with Adams #6 maintainer and the telephone line kept in operation.

Route 4K Salchaket-Fairbanks-

Maintenance work on this route consisted of planing road with WehrsUZ 4 motor grader and maintenance of the telephone line. All of the above routes were in good condition at the time of the freezeup.

Route 5A Dunbar-Tanana.

Annual winter maintenance work was authorized on this route, to date no reports have been received as to work accomplished.

Route 5C Fish Lake-American Creek.

A small amount of maintenance work was performed on this route, this work consisted of rebuilding ditches and graveling soft places.

Route 7A Summit-Chatanika.

This route was planed with Adams motor grader and was in good condition at the time of the freezeup.

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Situation report Fairbanks District for October 1933.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Wehr UZ 4 motor grader and replacing the bridge across St. Patricks Creek near Ester Siding. This route is in good condition.

Route 7DC St. Patricks-Happy.

Maintenance work consisting of clearing right of way and regrading was completed. This also includes some work performed on Drouins road. This route was in good condition at the time of the freezeup.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Wehr UZ 4 motor grader, cleaning ditches with cat and grader in miles 8 and 9 and clearing of right of way. This route is in good condition. The Yard camp was closed on November 1.

Route 7GA LaZelle Road.

The first $1\frac{1}{2}$ miles of this road was surfaced with rock and 2 timber culverts installed. This work was performed to give access to the rock on this road, which will be used on Route 7G, if it goes to pieces next spring during the breakup.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams motor grader and graveling soft places. This route is in good condition. Foreman Martin Nelson who was located at Cleary Summit broke camp and returned to Fairbanks on October 7th.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Annual winter maintenance work was authorized on these routes.

Route 7K Olnes-Livengood.

Construction work on this route consisted of clearing, grubbing, stripping, grading with grader, grading by hand, grading with slips, corduroying, filling approaches to Chatanika River bridge, completion of creosoting Chatanika River bridge, freighting and assembling pile driver, cutting and hauling piling, driving piles for Washington creek bridge, cutting and hauling logs for cache at Snowshoe gulch, cutting trail for fall and spring freighting, cutting trail to allow bridge crew to get to bridge sites, freighting bridge material to Washington and Cushman Creeks and various line changes which were made by transitman Iver Quenboe and party.

On October 20, foreman Carl Nelson left Fairbanks with a small crew, to establish camp on a small creek, opposite Sta. N 79 (Creek where Quenboe was camped). From this camp he will cut right of way until the line change in the vicinity of O'Brien Creek and the Tatalina River is completed. The line Quenboe was working on,

Situation report for Fairbanks District for October 1933.

Route 7K Olnes-Livengood. (Continued)

on October 8th., the day we visited him, did not prove at all satisfactory as it contained several bad curves and approximately 5000 feet of 8% grade. Quenboe is now engaged in running another line which will be completed in a few days and which will be inspected in a few days.

On October 14th., Foreman John Lekich left Fairbanks with a small crew and established camp on Globe Creek, opposite Sta. "D" 60. From this camp he will clear right of way, cut pileing for various bridges on Globe Creek and construct a temporary tent cache on Globe Creek.

On October 21st., foreman Allan McDonald moved camp from Snowshoe Gulch to the first crossing of Aggie Creek, Sta. "R" 1066 from which camp he will clear right of way etc.

As soon as practicable foreman Joe McClure and crew will move to the first crossing of Globe Creek Sta. "N" 73, to clear right of way etc.

Both Nelsons and Lekichs crew were moved over the Jackson Trail, which in places, near Wickersham Dome was badly drifted with snow. While these outfits were being moved Quenboe and his crew were engaged in clearing out and making a few changes in the Old Aggie trail, it was used as soon as possible and was found to be much more satisfactory.

On October 14th., the bridge crew moved from the Chatanika River bridge to Washington Creek, where the driver was assembled and piles driven for the Washington Creek bridge.

Due to cold weather grubbing, stripping and grading operations ceased on October 18th. Grubbing was completed to approximately Mile 17, stripping to about Mile 16 $\frac{1}{4}$, grading was 50% completed from Mile 12 $\frac{1}{2}$ to Mile 14 $\frac{1}{2}$ and 30% completed from mile 14 $\frac{1}{2}$ to approximately mile 17. At this time it is possible to drive a car or truck about 1 $\frac{1}{2}$ miles above Snowshoe Gulch. Clearing of right of way was completed from Stations "R" 1788 to "R" 1784+66 =

"N" 0+00 to "N" 30+00, Sta. "R" 1020 to "R" 1061 and "D" 9 to "D" 61.

Route 7N Farmers Birch Hill.

Places which were corduroyed during the summer was covered with rock, hauled from the LaZelle Road. This route is in good condition.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with cat and grader. This route was in good condition at the time of the freezeup. Foreman Joe Ensley who was located at Ferry broke camp on October 5th.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of a small amount of hand grading. Due to freezing weather and heavy snow, foreman Kunkle closed camp and returned to Fairbanks on October 5th.

Situation report for Fairbanks District for October 1933.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of cleaning ditches, clearing brush from edge of road, and surfacing with gravel. Surfacing was completed to mile 79.75 which leaves an unsurfaced section from mile 73.5 to mile 79.75. Due to freezing weather foreman Rynearson closed the gravel camp and moved to Fairbanks on October 10. Foreman John Lekich who was located at Perhaps Creek broke camp and returned to Fairbanks on October 11. Eagle Summit closed on October 5th.

Route 29 Tanana-Bettles.

Route 29A Bettles-Coldfoot.

Route 47 Coldfoot-Wiseman.

During the last half of the month foreman Ike Spinks was working on these routes but to date no reports have been received as to the nature of the work or work accomplished. Foreman John Adams performed some maintenance work which consisted of bridge repairs and cutting some to trail to avoid old bridges, on route 29, near Tanana.

Route 30 Hot Springs Landing-Tureka. (Baker Creek Bridge.)

Work on this bridge consisted of hauling and peeling piles, hauling crib logs, freighting bridge material from Hot Springs Landing to the bridge site, driving piles for piers, thawing and framing and erecting superstructure. Work on this bridge will be completed early in November.

Route 30A Hot Springs-Tofty.

Construction work on this summer tractor road consisted of clearing, grubbing, corduroying and a small amount of grading with grader and grading by hand.

Route 31 Caribou Creek.

No reports received to date.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of covering corduroy with earth planing road with cat and grader and a small amount of hand grading.

Route 46C Nenana-Knights.

Route 46E Diamond-Telida.

A small amount of annual winter maintenance was authorized on these routes.

Route 47D Jim Pup Trail.

Construction work on this trail consisted of staking trail, clearing, grubbing, smoothing and grading by hand.

Situation report for Fairbanks District for October 1933.

Route 59A Fairbanks Depot.

The garage crew kept in repair all equipment located in camps where no mechanic was located, they also kept in repair and operation all official cars and freight trucks. They completed the overhaul of 1 Best 30 tractor.

Asst. Engr. Burglin was engaged in attending to various odd jobs on route 7K, he made a survey between Fox and Olnes, with the idea in view of eliminating what is known as the Dome Creek Hill, on which there are several excessive grades.

Route 63E Livengood Aviation Field.

Maintenance and improvements on this field consisted of clearing, stripping and grading with slips.

Route 65H Tanana Crossing Aviation Field.

To date no reports have been received in regard to work on this field. It will undoubtedly be some time before any reports are received concerning this project. This due to poor transportation and no means of communication.

Very truly yours



Frank Nash
Supt.



A LASKA ROAD COMMISSION
FAIRBANKS ALASKA

113
J.O.T.
October 13, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr., A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the months of September 1933;

Route 4H2 Rapids-Grundler.

On September 22, Foreman Carl Nelson moved camp from Donnelly to McCarty. This move was occasioned by bad weather in the vicinity of Donnelly Dome, which made it impracticable to work in that vicinity. Maintenance work on this route consisted of planing road with Adams #6 maintainer, cleaning ditches, installing metal culverts, graveling soft places, cutting brush from edge of road, maintenance of the telephone line, operation of the McCarty ferry and regrading, widening and resurfacing road in miles 247 and 248, which work was completed to mile 248.5. This route is in good condition.

32/12

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, repairs to drainage ditches and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Wehr UZ4 motor grader, graveling soft places and maintenance of the telephone line. This route is in good condition.

Route 5A Dunbar-Tanana.

Maintenance work on this route consisted of bridge repairs and grading approaches to sloughs.

Sterling.

Situation report Fairbanks District for September 1933.

Route 5C Fish Lake-American Creek.

Maintenance work on this route during the months of August and September consisted of cleaning ditches and graveling soft places. During the month this road was inspected by Asst. Engr. C.E. Burglin. After work is completed this fall, this route should be in good condition for use next summer.

Route 5E Tanana Aviation Field. (Public Works Project.)

During August and September work on this project consisted of clearing, grubbing, stripping and ditching. Tall brush and grass on the original field was cut. This field was extended 400 feet downstream. A revised sketch of this field will be made on the proper form and forwarded at a later date.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places, cleaning ditches and staking culverts. This route is in good condition.

Route 7AA Cleary Creek System.

These roads were planed with Adams motor grader and are in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places and cleaning ditches. This route is in good condition.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of cleaning ditches, graveling soft places and planing road with Adams motor grader. This route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, staking culverts, installing metal culverts, planing road with Wehr UZ4 motor grader and regrading the section between Ester Siding and Gold Hill and the section from the foot of Gold Hill (on Ester side) to the junction with route 7DB. This route is in good condition.

Route 7DB Ester Dome.

Maintenance work on this route consisted of clearing right of way and regrading the entire route. This route is in good condition.

Sterling.

Situation report Fairbanks District for September 1933.

Route 7DC St. Patricks-Happy.

Maintenance work on this route consisted of clearing right of way, corduroying soft places, installing timber culverts and regrading the first $1\frac{1}{2}$ miles. A branch road leading to Drouins ranch, which is located on Goldstream was graded and ditched. This route is in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Wehr UZ⁴ motor grader, graveling soft places, installing metal culverts, clearing right of way and cleaning ditches with cat and grader. This route is in good condition.

Route 7GA Lazelle Road.

This road was regraded and widened for $1\frac{1}{2}$ miles, preparatory to surfacing with slate, which work will be performed by Foreman Walter Rynearson after he quits work on route 16. This work is being performed to allow trucks to haul slate over this road in the early spring.

Route 7H Little Eldorado.

Maintenance work on this route consisted of planing road with Adams motor grader and cleaning ditches. This route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, cleaning ditches, staking culverts and installing metal culverts. This route is in good condition.

Route 7K Olmes-Livengood. (Public Works Project.)

Transitman Iver Quenboe and party were engaged in making line changes between Station "L" 1121 and Station "D" 111 and between Station "L" 1648 and Station "R" 1748.

Construction work on this route consisted of completion of the bridge across the Chatanika River, creosoting the bridge, filling approaches, and repairing the west pier. Other work consisted of installing metal culverts, rock work, hand grading, grubbing, stripping, corduroying, grading with cats and graders, grading with slips, ditching, freighting bridge material for Washington Creek bridge and cutting piles for same bridge. Grubbing was completed to approximately mile $14\frac{1}{2}$ (Snowshoe Gulch), stripping completed to approximately mile $12\frac{1}{2}$, grading 30% completed to mile 9 and from mile 9 to mile $12\frac{1}{2}$ 60% completed.

Route 7N Farmers Birch Hill.

Maintenance and improvements on this route consisted of completion of the regrading of the entire route. Soft places were corduroyed. This road is in good condition.

Sterling.

Situation report Fairbanks District for September 1933.

Route 7T Farmers Chena Slough.

This road was planed with Wehr UZ4 motor grader and is in good condition.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places and bridge repairs. This route is in good condition.

Route 15A Central-Circle Hot Springs.

This road was planed with Adams #6 maintainer and is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of installing timber culverts, this route is in good condition.

Route 15C Circle Hot Springs Aviation Field. (Public Works Project).

Work on this field consisted of stripping and levelling with cat and grader. Work on this project was greatly retarded and could not be completed an account of heavy snow falls which occurred about September 20. Sufficient work was completed to furnish a good landing space until the work can be completed next summer.

Route 15E Miller House-Harrison Creek. (Public Works Project).

Construction work on this route consisted of constructing bridges, installing timber culverts, clearing, grading by hand and grading with cat and grader. Work on this route was somewhat retarded due to a heavy snow fall which occurred on September 20.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of planing road with Adams motor grader, installing metal culverts, staking culverts, cleaning culverts and ditches, regarding and widening with cat and grader preparatory to surfacing with gravel and surfacing with gravel, which was completed to mile 81 $\frac{1}{2}$. This route is in good condition. On September 20, Eagle Summit was blocked due to heavy winds and snow, it however was readily opened with a cat and grader.

Route 30 Hot Springs Landing-Eureka. (Baker Creek Bridge).

On September 18, Foreman Wm. Murray and one man left Fairbanks to erect a 100 foot Howe Truss span across Baker Creek. Work during the month consisted of cruising for piles, cutting and peeling lipes for piers, cutting cribbing logs and freighting bridge material from Hot Springs Landing to the bridge site.

Sterling.

Situation report Fairbanks District for September 1933.

Route 30A Hot Springs-Tofty. (Public Works Project).

A reconnaissance of this route was made by Asst. Engr. C.E. Burglin. Several relocations were made and construction of a summer tractor road was started on September 24. The only work accomplished during the balance of the month was clearing.

Route 31 Caribou Creek.

Maintenance work and brodge repairs were authorized.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

During the month of August maintenance work on route 38E consisted of planing road with cat and grader, covering corduroy with earth, installing metal culverts, installing timber culverts and repairing timber culverts. During September maintenance work on 38E consisted of the same as that performed during August.

Route 47A Wiseman Aviation Field. (Public Works Project).

A new cross runway was constructed and the original field levelled. Construction work consisted of clearing, grubbing, stripping, ploughing, harrowing, levelling, picking rocks and hauling moss and rocks from field. A revised sketch of this field, on the proper form will be forwarded at a later date.

Route 47D Jim Pup Trail.

After completion of the work on the Wiseman Aviation field Foreman Ike Spinks started work on this trail. Work performed consisted of staking trail, clearing, grubbing, grading by hand and bridge construction. Practically 9 miles of trail 12 feet wide was completed.

Route 59 Fairbanks Bridge.

The stringers and decking of this bridge were inspected and found to be in good condition.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks, official cars and other equipment operating out of Fairbanks and all equipment located in camps where no mechanic is stationed. A traffic census was taken twice during the month, at Fox, mile 10 $\frac{1}{2}$, route 7G. The Allis Chalmers 76 tractor was received.

S terling;

Situation report Fairbanks District for September 1933.

Route 63E Livengood Aviation Field, (Public Works Project).

This field was lengthened and levelled, work consisted of clearing, stripping and grading with slips. A revised sketch, on the proper form will be forwarded at a later date.

Route 65H Tanana Crossing Aviation Field. (Public Works Project),

This field was inspected and work of lengthening and levelling was started. To date no reports have been received as to work performed.

Route 92E Yukon Kuskokwim Portage.

During August a dam was constructed across Mud Creek, and ramps at portage #2 repaired. During September maintenance work was performed on portage #1 which consisted of erecting tripods, cleaning out canal, repairing track and cars and repairing ramps. Foreman Mayben returned to Fairbanks on Oct. 2.

Very truly yours



Frank Nash
Supt.

Sterling.

Situation report Fairbanks District for August 1933.

Route 15E (Continued)

be increased as required to perform necessary work, employing if possible men who reside in that district. When sufficient hand grading has been performed 1 Monarch tractor and 1 #10 grader will be used for grading on this route. Work performed during the month consisted of clearing and grading by hand.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, cleaning ditches and culverts, bridge repairs, construction of 1 16foot frame bent bridge, installing metal culverts, regrading and widening road preparatory to surfacing with gravel and surfacing with gravel.

On August 31, the gravel crew moved camp from mile 89 to mile $82\frac{1}{2}$, at which time surfacing was completed to mile 86. This route is in very good condition.

Route 22 Hot Springs-Sullivan Creek.

During the month of July maintenance work on this route as performed by Allan McLeod consisted of cleaning ditches, repairing timber culverts and bridge repairs.

Route 23B Beaver-Caro.

The newly constructed tram cage for crossing the Chandalar River at Caro was shipped to Beaver via Circle.

Route 30 Hot Springs Landing-Eureka.

Lumber and iron for the construction of the Baker creek bridge was ordered. Maintenance work on this route consisted of cleaning ditches and corduroying a few soft places.

Route 9 Rampart-Eureka.

Bridge and timber culverts were repaired.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

No reports received to date.

Route 38K Ruby Aviation Field.

Tall grass and brush was mowed. This field is in good condition.

Route 38L Ruby Aviation Field Road.

Tall brush alongside of road was cut. This road is in good condition.

Route 47A Wiseman Aviation Field. (P.W. Project).

This field was inspected on August 26, on August 27, work of levelling and clearing present field of tall brush was started, A new cross runway will be constructed. This field is in good condition.

Sterling.

Situation report Fairbanks District for August 1933.

Route 47B Nolan Branch.

During the month of July maintenance work on this route consisted of graveling soft places, cleaning ditches, cleaning culverts, corduroying soft places and installing timber culverts. This route is in good condition.

Route 47C Wiseman-Hammond.

During July and August work on this route consisted of cutting, laying and covering corduroy, grubbing, stripping, grading by hand, constructing 1 small bridge and installing timber culverts. Reports from that District state that this road is now in good condition.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks, official cars and other equipment operating out from Fairbanks and also gasoline and all other equipment located in camps where no mechanic is located.

A traffic census, at Fox, was taken twice during the month by Asst. Engr. Burglin and Transitman Iver Buenboe. They also made some minor surveys, they also located a line from Miller House to Harrison Creek.

The Wehr UZ4 motor grader was received.

Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of repairing timber culverts and corduroying soft places.

Route 63E Livengood Aviation Field. (P.W. Project.)

This field was inspected on August 25th., on August 26th., additional work, as provided for in the Public Works allotment was started. No report of work accomplished has been received.

Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and installing metal culverts. This road is in good condition.

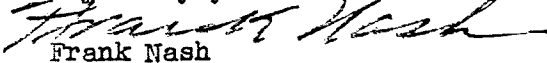
Route 92E Yukon-Kuskokwim Portage.

No detailed reports received.

Route 90D Shelter Cabins.

Four shelter cabin stoves were purchased. One was shipped to Wiseman, to be installed in the Henshaw Creek Cabin which is 14 miles above Bettles on route 28A. The remaining 3 stoves will later be sent to the Kantishna for use in cabins on routes 46C and 46E. Requests for stoves on these routes were received last year.

Very truly yours



Frank Nash

Supt.

Sterling
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ALASKA ROAD COMMISSION
FAIRBANKS ALASKA



August 12 1933

Mr. Hawley Sterling,
Asst. Chief Engr, A.R.C.
Juneau, Alaska.

Sp *[Signature]*

Dear Sir;

Following is the situation report for the Fairbanks District for the month of July 1933;

Route 4E2 Rapids-Grundler.

Maintenance and improvements on this route consisted of planing road with Adams #6 maintainer, regrading and resurfacing in miles 243, spot graveling in miles 268, 269 and 270, maintaining the telephone line, creosoting the Jarvis Creek bridge, cutting grass and brush on shoulder of road and in ditches and operation of the McCarty Ferry. This route is in good condition.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, maintenance of the telephone line, graveling soft places and cutting brush from shoulder of road and in ditches. This route is in good condition.

3-1-12

Route 4J Richardson-Salchaket.

Work on this route consisted of planing road with Adams #6 maintainer, maintenance of the telephone line, graveling soft places and cutting brush from shoulder of road and ditches. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, maintenance of the telephone line, graveling soft places and cleaning ditches. This route is in good condition.

Route 7A Summit-Chatanika.

Work on this route consisted of planing road with Adams #6 maintainer, cleaning ditches and installing metal culverts. This route is in good condition.

Route 7B Fox-Olnes.

Work on this route consisted of graveling soft places and installing metal culverts. This route is in good condition.

Situation report Fairbanks District for July 1933.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places and cleaning ditches. This route is in good condition.

Route 7CA Summit-Fish Creek.

Work on this route consisted of planing road with Adams #6 maintainer, and regrading entire route with cat and grader, this route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, cleaning ditches, installing metal culverts and some widening in the vicinity of the College, in which the College co-operated by doing the largest part of the work. This route is in good condition.

Route 7DC St.Patricks-Happy.

This road was planed with Adams #6 maintainer and one timber culvert replaced with a metal culvert, This route is in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, repairing timber culverts, installing metal culverts, cleaning ditches and cutting grass and brush at edge of road and in ditches. This route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, cleaning ditches with cat and grader and cutting brush from edge of road. This route is in good condition.

Route 7K Olnes-Livengood.

Construction work on this route consisted of grubbing, stripping, corduroying, grading with slips, bridge repairs, installing timber culverts, ditching by hand and with cat and grader, installing metal culverts, grading with cat and grader and covering corduroy with dirt. Grubbing and stripping was completed to Sta. 314, grading completed to Mile 3 3/4 and from mile 3 3/4 to 4 3/4 50% completed. Work on this route is progressing nicely and the objective, Washington Creek should be reached by the end of the season.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of clearing brush from side of road and in ditches so that the route can be regraded. This route is in fair condition, during the month of August this route will be rehabilitated as much as possible with the available funds.

Situation report Fairbanks District for July 1933.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, cleaning ditches and installing metal culverts. This route is in good condition.

Route 15A Circle Hot Springs Road.

Work on this route consisted of graveling soft places, installing metal culverts and planing road with Adams #6 maintainer. This route is in good condition.

Route 15B Deadwood Creek.

Same as for route 15A.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, and Adams motor grader, cleaning ditches by hand, bridge repairs, installing metal culverts, regrading preparatory to surfacing with gravel and surfacing with gravel.

Foreman Allan McDonald who was temporarily located at Mile 56 (Perhaps Creek) abandoned that camp on July 3rd. The gravel crew moved to Mile 89 on July 25 on which date Foreman Lekich and crew moved from Mile 82 $\frac{1}{2}$ to Mile 56. This route is in very good condition.

Route 29A Bettles-Coldfoot.

Route 47 Coldfoot-Wiseman.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

No reports received to date.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of bridge repairs only.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of repairing washouts, planing road with cat and grader, installing metal culverts, repairing timber culverts, bridge repairs, installing timber culverts and cleaning ditches with cat and grader. These routes are in fair condition. They, especially 38A are becoming badly overgrown with brush, ditches badly plugged and where corduroyed they are very rough due to dirt becoming too thin, several bridges are in poor condition and several timber culverts should be replaced with metal culverts.

Route 46F Nenana-Cemetery.

This road had also become badly overgrown with brush. This brush was cut and several mud holes graveled.

Situation report Fairbanks District for July 1933.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks and official cars and all gasoline and other equipment located in camps where no mechanic is stationed. Traffic census was taken twice during the month, this was taken at Fox on Route 7G by Asst. Engr. Burglin and Transitman Quenboe, they also made some minor surveys.

Route 63E Livengood Aviation Field.

This field was levelled up and the North end of the field improved.

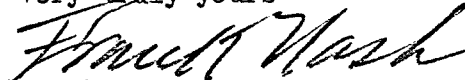
Route 88 Ferry-Eva Creek.

Foreman Allan McDonald with a cook and truck driver left Fairbanks on July 7 to perform maintenance work on this route, laborers will be hired at Ferry. The work during the month consisted of cleaning ditches and graveling soft places. An old grader was secured from McKinley Park to be used on this road by the Eva Creek Mining Co.

Route 92E Yukon-Kuskokwim Portage.

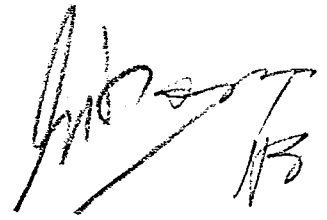
Maintenance work was performed on portages Nos. 1 and 2. No details were received as to what this work consisted of.

Very truly yours



Frank Nash
Supt.

Sterling



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 6, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr., A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of May 1933;

Route 4H2 Rapids-Grundler.

The McCarty Ferry was launched on June 1, and repairs completed, the ferry started operating on June 5th.

On this same date Foreman Carl Nelson with a crew consisting of one tractor driver, one truck driver, one cook and two laborers, left Fairbanks to establish camp at Donnelly, Mile 243, from which place they will perform maintenance and improvements on this route, their work will be concentrated to Miles 243, 244, 245 etc. in which miles improvements will be made to the farthest possible extent with the funds available. This crews equipment will consist of one Best 30 tractor, one #10 Adams grader, one #6 Adams maintainer, one model AA Ford dump truck and one model T Ford pickup. 2

Work on this route consisted of maintenance and improvements in Mile 243, Maintenance of the telephone line, planing road with Adams #6 maintainer, installing metal culverts and operation of the McCarty Ferry. 2

On June 27 Foreman Wm. Murray left Fairbanks with a crew of two men to tighten bolts etc and to creosote the Jarvis Creek bridge. Later this crew will be increased by one man and one model AA Ford dump truck which will be used for spot graveling in miles 268, 269 and 270. This route is in good condition. 2

Route 4I Grundler-Richardson.

On June 10, foreman Alvin Copeland and crew moved from Salcha Station, Mile 339, route 4K, to Richardson, Mile 301, from which point they will perform maintenance work on routes 4I and 4J. Later this crew will move to Shaw Creek, Mile 292, Route 4I.

Maintenance work on this route during the month consisted of planing road with Adams #6 maintainer, maintenance of the telephone line, cleaning ditches and graveling soft places. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, repairs to the telephone line, cleaning ditches and graveling soft places. This route is in good condition.

Sterling.

Situation report for Fairbanks District for June 1933.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams motor grader and Adams #6 maintainer, cleaning ditches, graveling soft places, bridge repairs, repairs to the telephone line and cutting grass and willows along edge of road. This route is in good condition.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of cleaning ditches, graveling soft places and planing road with Adams #6 maintainer. This route is in good condition.

Route 7AA Cleary Creek.

A few soft places were graveled.

Route 7B Fox-Olnes.

Maintenance work on this route consisted of repairing washouts and bridge repairs, This route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of cleaning ditches, graveling soft places, installing metal culverts and planing road with Adams #6 maintainer, This route is in good condition.

Route 7CA Summit-Fish Creek.

This road was planed with Adams #6 maintainer and is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams motor grader and Adams #6 maintainer, bridge repairs, cleaning ditches and installing metal culverts. This route is in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader and Adams #6 maintainer, bridge repairs, cleaning ditches and graveling soft places. This route is in good condition.

Route 7H Little Eldorado Creek.

This route was planed with Adams number 6 maintanier and is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, cleaning ditches and graveling soft places. This route is in good condition.

Sterling.

Situation report for Fairbanks District for June 1933.

Route 7K Olnes-Livengood.

One June 4, Foreman A.M. Rice with a crew of 12 men left Fairbanks to perform construction work on this route. Camp was established at Willow Creek, Mile $3\frac{1}{2}$. This crew was later increased to a total of 20 men. Their equipment consists of one Best 60 tractor, one Monarch tractor, one #10 grader, one #12 grader, one Euclid scraper, one G.M.C. dump truck, and two teams and wagons.

Work during the month consisted of grading with grader road and drainage ditches, cutting, hauling and laying corduroy, installing metal culverts, installing timber culverts, grubbing, stripping, grading with Euclid scraper, and filling approaches to Chatanika River bridge. Good progress was made during the month.

Route 7N Farmers Birch Hill.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, bridge repairs and installing metal culverts. This route is in fair condition.

Route 7NA Isabelle Creek.

This road was planed with Adams #6 maintainer and is in good condition.

Route 7T Farmers Chena Slough.

This route was planed with Adams motor grader and is in good condition.

Route 9 Rampart-Eureka.

A small amount of maintenance work on this route was authorized.

Route 15 Circle-Miller House.

On June 7, a crew consisting of one cook, one truck driver, one tractor driver and one laborer left Fairbanks to join Foreman Joe Ensley at Ferry. This crew will be located part time at Ferry and Central and will perform maintenance work on routes 15, 15A, 15B and 15E. Their equipment will consist of one Adams #10 grader, one Adams #6 maintainer, one Best 30 Tractor, one Model AA Ford dump truck and one model T Ford pickup.

Maintenance work consisted of repairing washouts, graveling soft places, cleaning ditches and planing road with Adams #6 maintainer. This road is now in good condition.

Route 15A Central-Circle Hot Springs.

Maintenance work on this road consisted of planing road with Adams #6 maintainer, repairing washouts and graveling soft places. This route is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of graveling soft places. This road is in fair condition, but with a little more work it will be put in first class shape.

Sterling.

Situation report for Fairbanks District for June 1933.

Route 16 Chatanika-Miller House.

Foreman Walter Rynearson and crew opened Eagle Summit on June 7 at 1:30 P.M. Shortly after this date Foreman Rynearson moved to the North Fork, Mile 94 $\frac{1}{2}$, where his gravel camp will be established. His gravel crew in addition to himself will consist of one cook, one flunky, one shovel operator, one mechanic, one tractor driver, two grademen, one tool sharpener, three skilled laborers, six laborers and 13 truck drivers. Their equipment will consist of one Monarch tractor, one #10 Adams grader, one Fordson Wehr grader, one Byers Bearcat gas shovel, one G.M.C. flat bed truck, one euclid scraper and twelve model AA Ford dump trucks. Graveling operations started on June 19, the shovel working in a gravel pit, located on a bar in Birch Creek, opposite mile 98 $\frac{1}{2}$. Good progress has been made with the surfacing of this route.

Work performed by this crew consisted of snow removal, repairing washouts, regrading and widening preparatory to surfacing, cleaning ditches and culverts and surfacing with gravel.

On June 10, foreman John Lekich with a crew consisting of one cook, one graderman, one truck driver and one laborer left Fairbanks to establish camp at Mile 82 $\frac{1}{2}$, to perform maintenance work on this route. Their equipment will consist of one Adams Motor grader and one model AA Ford dump truck.

On June 11, foreman Allan McDonald, with a crew consisting of one cook, one truck driver and one laborer left Fairbanks to establish a temporary camp at Perhaps Creek, Mile 56. Their equipment will consist of one model AA Ford dump truck. This crew will later be transferred to Ferry to perform maintenance work on Route 88.

Maintenance work, other than performed by Rynearson's crew consisted of planing road with Adams motor grader, and Fordson Wehr grader, and Adams #6 maintainer, graveling soft places, repairing washouts and cleaning ditches. This road is in very good condition.

Route 22 Hot Springs-Sullivan Creek.

During the month of May Allan McLeod performed spring protection work on this route, this work consisted of opening bridges and culverts and water diversion.

Route 30 Hot Springs Landing-Eureka.

Repairs to the Baker Creek bridge, which was damaged during the breakup were completed.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

During May spring protection work, consisting of glacier removal, opening bridges and culverts and water diversion was performed on these two routes.

During June maintenance work on Route 38A only, consisted of planing road with Best 30 tractor and Adams #8 grader, installing metal culverts, repairing washouts, bridge repairs, repairs to timber culverts and cleaning ditches.

The crew performing this work under foreman ed. wilkinson consists of one cook, one tractor driver, one truck driver and two laborers. Their equipment consists of one Best 30 tractor, one Adams #8 grader and one model AA Ford dump truck.

Spring shipments of groceries etc. were received of which a separate report has been made.

Sterling.

Situation report for Fairbanks District for June 1933.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of the Byers Bearcat gas shovel and the mowing machine, they also kept in repair and operation all freight trucks, official cars and all equipment located in camps where no mechanic is stationed.

From 6 A.M. June 2 to 6 A.M. June 3 and from 6A.M. June 18 to 6A.M. June 19, a traffic census was taken at Fox, Mile 10 $\frac{1}{2}$, Route 78, by Asst. Engineer C.E. Burglin and transitman Iver Quenboe, This is to be continued through out the season and will be reported in October or November.

Spring shipments of groceries, hardware, culverts, etc. were received all of which have been reported.

Route 92E Yukon-Kuskokwim Portage.

No reports received to date.

Very truly yours



Frank Nash

Supt.

Handwritten: Sterling
113



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

Handwritten signatures: [Two illegible signatures]

June 14 1933.

Mr. Hawley Sterling,
Asst. Chief Engineer, A.R.C.
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of May 1933;

Route 4H2 Rapids-Grundler. (McCarty Ferry)

The McCarty Ferry was overhauled and prepared for the seasons operation.

Route 4J Richardson-Salchaket.

Maintenance work on this road consisted of planing road with Adams #6 maintainer and maintenance of the telephone line. This route is in good condition.

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Route 4K Salchaket-Fairbanks.

On May 25 Foreman Al Copeland with a crew consisting of one cook, one tractor driver, one truck driver, one laborer and one telephone lineman left Fairbanks to establish camp at Salcha Station Mile 339. The equipment with this crew consists of one model AA Ford dump truck, one Best 30 tractor, one Adams #6 maintainer, one Ford T pickup with maintainer operator and one Ford T pickup with the telephone lineman. This crew will stay at Salcha Station for a few days only, they will later move on to Richardson and Shaw Creek on route 4I.

Maintenance work on route 4K during the month consisted of bridge repairs, cleaning ditches, graveling soft places, planing road with Adams #6 maintainer repairs to the telephone line and installing metal culverts. This route is in good condition.

Route 7A Summit-Chatanika.

On May 24 Foreman Martin Nelson left Fairbanks with a small crew consisting of one cook, one tractor driver, one truck driver and one laborer to establish camp at Cleary summit, to perform maintenance work on routes 7A, 7I, 7H, 7C, 7CA and other roads in that vicinity. Their equipment consists of one Best 30 tractor, one model AA Ford dump truck, one Adams #6 maintainer and one model T Ford pickup.

Work on route 7A consisted of thawing culverts, cleaning ditches and

2

planing road with Adams #6 maintainer, this route is in good condition.

Route 7C Summit-Fairbanks Creek.

Work on this route consisted of cleaning ditches and planing road with Adams #6 maintainer. This road is in good condition.

Route 7CA Summit-Fish Creek.

Same as route 7C.

Route 7D Fairbanks-Ester.

The yard camp was opened on May 11 and was used by the gravel crew which was working on routes 7D and 7G.

Work on route 7D consisted of planing road with Adams motor grader, Regrading with cat and grader from Fairbanks to Ester siding and resurfacing with gravel the largest portion of this section. This work could not be completed because of a shortage of time and gravel. This route is in good condition.

During the summer the yard camp will be used by a maintenance crew in charge of foreman Henry Appelle, this crew will consist of one tractor driver one truck driver, one cook and one laborer. Their equipment will consist of one model AA Ford dump truck, one Best 30 tractor, one Adams # 6 maintainer and one Ford T pickup. This crew will perform maintenance work on routes 7D, 7G, 7N, 7T, 4K to 18 mile and other local roads.

Route 7DA College Spur.

Work on this route consisted of cleaning ditches and planing road with tractor and grader. This road is in good condition.

Route 7G Fairbanks-Gilmore.

During the early part of the month this route became soft and badly cut up in sections. This was due to heavy hauling and heavy rains which occurred as the frost was leaving the ground. The model 40 gas shovel was set up in the F.E.Co. gravel pile and the section of this road from Mile 2 to 4½ was resurfaced with gravel. This work was performed by foreman Walter Rynearson, he was also in charge of the work on route 7D. Route 7G is now in good condition but considerable work will have to be performed on it before the freeze up next fall. Other work on this route consisted of thawing culverts, opening bridges, cleaning ditches and planing road with Adams motor grader.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, cleaning ditches and graveling soft places. This route is in good condition.

Route 7N Farmers-Birch Hill.

Work on this route consisted of draining wet places and corduroying soft places.

Route 15 Circle-Miller House.

Work on this route consisted of thawing culverts, opening bridges and water diversion. From Miller House to Central this road is in good condition, from Central to Ferry it is somewhat rough due to frost heaves and settling, from Ferry to Circle it is soft and badly cut up in several places, this condition will be corrected as soon as possible.

Route 15A Central-Circle Hot Springs.

Spring protection work consisting of thawing culverts and opening bridges was performed on this route which is in good condition.

Route 15B Deadwood Creek.

Same as route 15A. All work on routes 15, 15A and 15B was performed by Joe Ensley who will have the maintenance crew which will be located at Ferry on route 15.

Route 18 Chatanika-Miller House.

On May 29, foreman Walter Ryneerson with a small crew and one flat bed AA Ford truck, two model AA Ford dump trucks left Fairbanks to open 12 Mile and Eagle Summits. The 60 tractor and Baker snow plow having left Fairbanks a few days earlier was at Mile 82 $\frac{1}{2}$ when Ryneerson and his crew arrived there. Twelve Mile summit was open on May 31. Other work on this route consisted of thawing culverts and opening bridges. This route is in very good condition, the only exceptions are a few minor washouts at the various creeks and a few soft places where the road was covered with glacier. All such places however are passable and will be in first class condition in a very short time.

Route 22 Hot Springs-Sullivan Creek.

No report received to date as to spring protection work performed.

Route 23B Beaver-Caro.

A tram cage for use on the trolley crossing the Chandalar River at Caro was constructed by Charles Mayben.

Route 30 Hot Springs Landing-Eureka.

Foreman Wm. Murray and one man left Fairbanks on May 30, to perform repairs on the Baker Creek bridge which was damaged during the recent breakup. Spring protection work on this route consisted of opening culverts and bridges and water diversion.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

No reports received to date.

Route 47 Coldfoot-Wiseman.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

Necessary spring protection work was performed on the above routes.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of the 60 tractor and Baker snow plow, 2 model A Ford pickups, 1 Fordson Wehr Grader and 2 Adams #6 maintainers. They also kept in repair and operation 3 model A Ford pickups and 20 model AA Ford dump trucks which were being used by maintenance crews and the crew that was hauling gravel on routes 7D and 7G.

Route 92E Yukon-Kuskokwim Portage.

Foreman Chas Mayben constructed several sign for use on this route. He left Fairbanks on May 30 to perform required work on this route.

Kuskokwim District.

All correspondence, vouchers, time books etc were mailed to Mr. Fred J. Spach at Anchorage.

Very truly yours



Frank Nash
Supt.



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

May 17, 1933.

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is a report of the work accomplished in the Fairbanks District from November 1, 1932 to May 1, 1933.

Route 4KA Salcha Bridge and Revetment.

General repairs and maintenance work was performed on this bridge and revetment. This work consisted of removing a large pile of driftwood from against the pile trestle approach and the North Pier, removing the cribbing from around the North Pier which had become undermined and wrecked, this cribbing was replaced with a new crib. General repairs was performed on the revetment, this consisted of bank protection by placing rock both loose and in wire netting and repairs to timber revetment close to the south pier of this bridge. The following materials were used,

- 1221 lineal feet of timber in North Pier cribbing.
- 1411 " " " " " Revetment on south bank. } *Native*
- 1310 Cu. yds of rock used in crib and revetment.

Route 5A Dunbar-Tanana.

Maintenance sled road 111 Miles.
This work consisted of staking trail across Yukon River and smoothing rough ice, clearing trail of windfalls, clearing trail in places where it had become overgrown with brush, 1 new bridge constructed 30 feet long, 1 timber culvert installed and grade around Baker Creek bluff Shovelled out. From the information received it was impossible to determine the acreage cleared or the Cu. Yds shovelled to clear out grade around Baker Bluff.

Route 7A Summit-Chatanika.

Work on this route consisted of snow removal with 60 tractor and Baker snow plow and maintenancw work on glaciers.

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

Snow removal was performed on these routes with the 60 tractor and Baker snow plow, see situation report of May 1, 1933.

2/2/44

Route 7D Fairbanks-Ester.

Winter snow removal was performed on this route, one round trip was made with the 60 tractor and Baker snow plow.

Route 7G Fairbanks-Gilmore.

Work on this route consisted of winter snow removal with the 60 tractor and Baker snow plow, maintenance work on the various glaciers, thawing culverts, opening bridges and necessary spring protection work.

Route 7I Gilmore-Summit.

Same as on route 7G.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Work on these routes consisted of clearing trails of windfalls and repairing 8 bridges.

Route 7N Farmers-Birch Hill (School Bus Route).

Winter snow removal was performed on the section of this route, which is used during the winter to transport children to school.

Route 17 Tanana-Kaltag.

Temporary staking of trail on Yukon River from Ruby to Kaltag.

Route 23B Beaver-Care.

Three new bridges constructed total length 125 feet. These were all replacements.

Route 29 Tanana-Bettles.

35 miles of trail tripoded.

Route 30 Hot Springs Landing-Eureka.

Baker Creek Bridge replaced with 135 lineal feet of pile trestle.

Route 31 Caribou Creek.

11 new bridges constructed total lineal feet 341, clearing new trail 6.21 acres. These bridges were all replacements, the old bridges having been taken out by high water.

Route 46C Nenana-Knights Roadhouse.

Annual maintenance trail	41 miles
Bridges repaired	1 only

Route 53A Circle-Ft.Yukon.

Temporary staking of section of trail that is on Yukon River, 17 miles.

Route 59 Fairbanks Bridge.

Snow removal performed on a co-operative basis with the city of Fairbanks.

Route 63 Dunbar-Brooks.

Annual Maintenance trail 60 miles.
Bridges repaired 8 only.

Route 65F Grundler-Tanana Crossing.

Bridges repaired 1 only.

KUSKOKWIM DISTRICT

All correspondence in regard to work in this District was forwarded to Mr. Fred Spach, at Anchorage. Copies of all vouchers and time books were retained at this office.

Route 32D Flat-Crooked Creek.

Annual Maintenance.
1 New Bridge constructed 15 Lin.Feet
1 Bridge repaired.

Route 34A Flat-Holy Cross-Anvik.

Annual Maintenance.

Route 34B Iditarod-Shageluk-Anvik.

Annual Maintenance.

Route 38B Poorman-Cripple.

Annual Maintenance.
2 New bridges constructed 76 Lin.Feet
1 Bridge repaired.

Route 38C Cripple-Ophir.

Annual Maintenance.
1 New bridge constructed 17 Lin.Feet.

Route 64A Cripple-Cripple Mountain.

Annual Maintenance.
1 New bridge constructed (Caribou Creek) Lin.Feet.
1 Bridge repaired. (Bear Creek)

Route 73E Paimut-Russian Mission.

Annual Maintenance.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

May 1, 1933.

Mr. Hawley Sterling,
Asst. Chief Engineer, A.R.C.
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of April 1933;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of work on the various glaciers, thawing culverts, opening bridges and a small amount of spot graveling. Frost started to leave the ground about April 20, and several soft places have developed, it was deemed advisable to get a little gravel on such places, in order to stave off serious trouble. All bridges and culverts on Routes 7G and 7I have been opened and every effort will be made, within the available funds, to keep these roads passable during the break-up. The F.E.Co., is co-operating on all of the above work.

Route 7C Summit-Fairbanks Creek.

Route 7C Summit-Fish Creek.

Snow removal was performed on these routes. This work performed in accordance to telegraphic instructions. Mr. E.H. Stroecker paid all wages etc and furnished all gas, oil, grease etc.

Route 15 Circle-Miller House.

Annual spring protection work authorized. No reports received to date as to work accomplished.

Route 22 Hot Springs-Sullivan Creek.

Route 30 Hot Springs Landing-Eureka.

Annual spring protection work authorized. No reports received to date as to work accomplished.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Annual spring protection work authorized. No reports received to date as to work accomplished.

32/12

Situation report Fairbanks District for April 1933.

Koyukuk Group.

Annual spring protection work authorized. No reports received to date.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of 1 Best 30 tractor, 1 Model A Ford pickup, the Model 40 gas shovel, the motor of the Bearcat shovel, the Baker snow plow and overhaul of the 60 tractor 50% completed. The chain drive was installed on the model 40 shovel. they also kept in repair and operation 2 model A pickups.

Route 63 Dunbar-Brooks.

The 60 foot span across Goldstream was tightened up.

Route 65F Grundler-Tanana Crossing.

Driftwood was removed from the Big Gerstle bridge, and one bent was repaired.

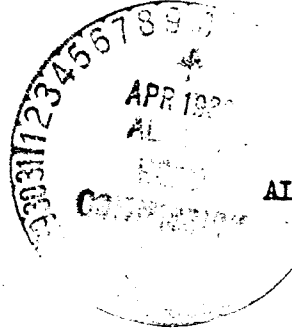
Kuskokwim District.

No reports other than your letter of April 14 and H.M.hansens letter of March 26 in regard to work on route 92B, received. This cleans up all outstanding work in that district. All papers on file in this office concerning the Kuskokwim District will be mailed to Mr. Fred J. Spach, at Anchorage on May 11.

Very truly yours



Frank Nash
Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

April, 1 1933

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

The following is the situation report for the Fairbanks District for the month of March 1933;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Work on these routes consisted of snow removal and maintenance work on glaciers, of which there are several between Engineer Creek and Chatanika, these have required constant attention or they would become impassable in a very short time. The F.E.Co. and stage drivers have co-operated in helping keep these routes open for traffic.

Route 29 Tanana-Bettles.

Tripods were placed on barren sections of this trail.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of 2 model AA Ford trucks, 1 model A Ford pickup, 4 model T Ford pickups, 1 Fordson Wehr Grader, 1 Adams Motor Grader, 3 #10 graders, 1 #12 grader and 1 #7 grader, and 2 G.M.C. Flat bed trucks, for a total of 16 units overhauled, they also kept in repairs and operation 2 model A Ford pickups and the 60 cat and snow plow. For complete information in regard to the overhaul situation there is enclosed herewith a copy of a letter to Mr. John Coats, Master Mechanic.

Route 63 Dunbar-Brooks.

Repairs was made to several bridges on this route.

Route 65F Grundler-Tanana Crossing.

No reports received to date as to work accomplished on Big Gerstle bridge.

Kuskokwim District.

Route 32D Flat-Crooked Creek.

During February Harry Panter completed an inspection trip over this trail. On this trip a new bridge was erected across Timber Creek and the Bonanza Creek bridge repaired.

32/112

2

Situation report, Faibanks District for March 1933.

Route 34B Iditarod-Shageluk-Anvik.

During the month of February the first five miles of this trail from Iditarod was tripoded.

Route 92B Bethel-Tuluksak.

To date no report has been received from H.M.Hansen regarding work on this route.

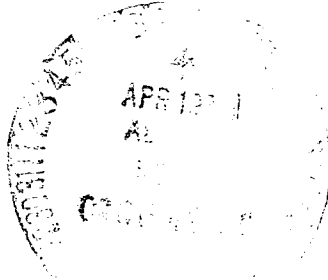
Very truly yours



Frank Nash
Superintendent

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



March 31, 1933

Mr. John Coats,
Master Mechanic, A.R.C.
Chitina, Alaska.

Dear Sir;

Enclosed herewith please find a complete list of all equipment in the Fairbanks District, showing equipment overhauled month by month from December 1, 1932 to April 1, 1933.

Numbers crossed out with green ink indicate cars etc., which were overhauled during the month of March 1933. The letter B opposite certain numbers designates cars etc., which were kept in operation and on which minor repairs were made during the month. A total of 18 units were overhauled and 3 units kept in operation and repair.

A complete diagnosis of the enclosed sheet will give us the following; Total number of units 79, total units overhauled to date 45 leaving a balance of 34 units not overhauled. Of this balance there are 3 G.M.C. dump trucks Nos. 235, 237, 262 and 3 Ford TT dump trucks Nos. 212, 213, 220 which are to be condemned, this leaves a balance of 28 units, of these 28 units we have 5 units which will not be used this season, these are Ford TT No. 202 and Fordsons Nos. 241, 243, 244 and 247, which leaves 23 units to be overhauled before the beginning of the seasons work. These units are as listed below, showing also their present location;

1	Ford AA #222	At Central Mile 129 Steese Highway
1	#6 maintainer	" " " " " "
1	Euclid Scraper	" Faith Cr. " 70 " "
1	Bearcat shovel #260	" " " 97 " "
1	Monarch Cat #470	" " " 103 " "
1	#10 Grader	" " " 107 " "
1	Ford AA #227	" Ruby
1	Best Cat 30 #186	" " "
1	#8 Grader	" " "
1	Ford TT #221	" Kva Creek
1	Best Cat 30 #193	" McCarty Mile 280 Richardson Highway
1	#6 maintainer	" " " " " "
1	#10 Grader	" " " " " "
1	Euclid Scraper	" " " " " "
1	Ford Pickup #229	" Fairbanks
1	" " #379	" " "
1	" " #457	" " "
1	Model 40 Shovel #438	" " "
1	Best 30 Cat # 191	" " "
1	" 30 " #192	" " "
3	#6 Maintainers	" " "
23	Total remaining to be overhauled.	

A summary of the above gives us the following;

- 8 Units at various points on Steese Highway
- 4 " " " " " Richardson "

Coats

3	Units at Ruby
1	" " Eva Creek
9	" " Fairbanks.
<u>23</u>	Total

The units on the Steese and Richardson Highways will be overhauled as soon as possible after the roads have been opened to the various localities. Equipment at Ruby and Eva Creek will be overhauled by the drivers before being used.

In regard to the 9 units at Fairbanks, Johnson figures that it will take 10 days for 3 men to overhaul Cat #191

14 " " " " " " " #192

12 " " " " " " " 3 Pickups.

14 " " 2 " " " " Model 40 Shovel

In addition to the above there is also 3 Maintainers to overhaul.

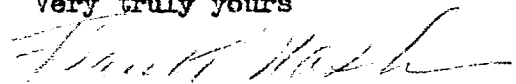
I believe that Johnson is figuring too much time for the above overhaul, However a close watch will be kept of this work and if possible will be speeded up so that a further saving of a few hundred dollars maybe made by laying off 1 or 2 men for various short periods. The vulcanizer will be kept busy the next month or so repairing and checking up on tires.

In view of the fact that all overhaul will be completed in sufficient time for the beginning of the seasons work and also that this report covers practically every thing I will discontinue this report for the time being. If anything special turns up I will advise you.

*because
not with a*

However I sincerely believe that it will be a very pious idea to similar series of reports next fall when the overhaul begins.

Very truly yours



Frank Nash
Superintendent.

INTERIOR



WAR DEPARTMENT

ALASKA ROAD COMMISSION

JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

March 1, 1933



Mr. Hawley Sterling,
Asst. Chief Engineer, A.R.C.
Juneau, Alaska.

Dear Sir:

Following is the situation report for the Fairbanks District for the month of February 1933;

Route 7D Fairbanks-Ester.

Snow removal was performed on this route, one round trip was made to Ester with the 60 tractor and Baker snow plow.

Route 7G Fairbanks-Gilmore.

Route 7L Gilmore-Summit.

Route 7A Summit-Chatanika.

During the month it was necessary to make two round trips to Chatanika with the 60 tractor and Baker snow plow. Considerable work was necessary on glaciers especially on route 7L, where sidehill and creek glaciers are very numerous and troublesome. At various times the F.E.Co. and stage drivers have put on extra men to help keep this route in good condition.

Route 7N (School bus route)

During the month the 60 tractor and Baker snow plow made two round trips over this route.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of 3 model AA Ford flat bed trucks, 1 model A Ford pickup, 1 model T Ford pickup and 1 30 tractor. Partial repairs were made to 2 30 tractors and one number 10 grader. Two model A Ford pickups and the 60 Tractor and Baker snow plow were kept in operation. Work during the month was somewhat delayed as there was considerable work to be performed on one tractor, which took more time than was anticipated. A few days time was lost by the Mechanic due to the death of Geo, Myers.

Route 63 Dunbar-Brooks

Two men Chas. Mayben and Iver Quenboe left Fairbanks on the 24th., to make necessary repairs, on bridges on this route to allow freighting of two Keystone drills and considerable other freight to Livengood.

22/12

Route 65F Grundler-Tanana Crossing.

Received reports that the pile trestle across the Big Gerstle had become jammed with drift wood. This jam is now being cleared.

Kuskokwim District.Route 34A Flat-Holy Cross-Anvik.

Frank L. Walker reports that the staking of this trail from Anvik to Holy Cross has been completed.

Harry Panter reports having completed the inspection trip over this route.

Route 34B Iditarod-Shageluk-Anvik.

Harry Panter reports having completed an inspection trip over this route. He recommended tripoding sections of this trail between Shageluk and Anvik at a cost of \$50.00, he also recommended tripoding the first five miles of this trail out from Iditarod. This work was authorized.

Route 38B Poorman-Cripple.

Harry panter also reports having erected two new bridges on this route and also performing maintenance work consisting of widening trail and tripoding where necessary.

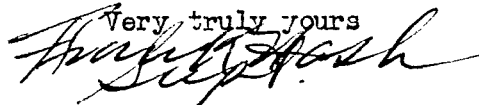
Route 92L Crooked Creek-Aniak.

Tony McDonald reports by letter that the work of staking this trail had been completed from Napiamut to Crooked Creek. He employed Joe Waselia to perform this work.

Route 92P Holy Cross-Kaltshak.

Frank L. Walker reports that trail staking on this route between Holy Cross and Paimint has been completed.

Very truly yours



Frank Nash
Supt.



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

February 2, 1933

Mr. Hawley Sterling,
Asst. Chief Engr. A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of January 1933;

Route 7C Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance consisting of work on glaciers and snow removal was performed on these routes. Considerable work has been performed on Creek and side hill glaciers, which are very numerous and troublesome especially on Route 7I. During the month it was necessary to make one round trip to Chatanika with the 60 tractor and Baker snow plow.

Route 59 Fairbanks Bridge.

Accumulated snow was removed from this bridge.

Route 59A Fairbanks Depot.

The garage crew completed the overhaul of 5 model AA Ford dump trucks, 2 model TT Ford pickups, 1 Monarch Tractor and 2 Best 30 Tractors. Partial repairs were also made to 1 Best 30 Tractor which will be completed during February. They kept in operation 2 model A Ford pickups.

Kuskokwim District

Received a communication from Mr. J.P. Taylor of Takotna, with which was enclosed a receipt for the following items for shelter cabin on Fourth of July Creek

- 1 Shelter Cabin Stove
- 4 Joints 5" stove pipe (3 joints 2nd hand)
- and 1 window for cabin on Brown Creek

Signed A.H. Twitchell

Also enclosed was a receipt for the following;

- 1 Dog Snowball
- 1 " Scotty
- 1 " Carto
- 1 " Salome
- 1 Sled, Hickory
- 1 Dog whip
- 15 Sx. R. Oats 9's
- 20 " C. Meal 9's

32/12

- 25# Tallow, Edible
- 4 Dog Collars, leather
- 9 " Chains
- 18 " " new
- 12 " Collars
- 12 " Houses.

Signed by Oddie Hallson
Game Warden Alaska Game Commission.

Route 92M Aniak-Tuluksak.

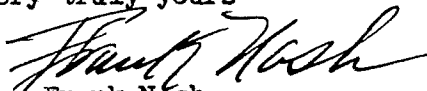
Dahl & Wilson of Marvel Creek reported that they had completed their work on this route.

H.M.Hansen of Bethel reports the following;

Stove installed in Dahls Cabin	Rte. 92A
Stove, 5 joints pipe and damper installed in Jack Smith Bay Cabin..	" 92G
" " " " " " " " " Carter Bay	" " 92G
" " " " " " " " " Arolic Gap	" no " No.
" " " " " " " " " Beluga Peak	" " " "

No other reports have been received in regard to work which you authorized before leaving that District.

Very truly yours



Frank Nash
Supt.

Box 65419
458 pages

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

13

January 6, 1936.

507

Mr. Hawley Sterling,
Asst., Chief Engineer, A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District, for the month of December 1935;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snow fall during the month was nil, but due to heavy wind storms, in the vicinity of Cleary Summit it was necessary for the Snogo to make two round trips to Cleary, during the month.

To date, glaciers have given very little trouble on these routes, however it has been necessary to do some work on them especially those between Gilmore and Cleary Summit.

9/1/36

Route 59A Fairbanks Depot.

The garage crew completed taking inventory of all parts, garage supplies tools etc. They also kept in repair and operation the Snogo and other equipment used in snow removal on routes 7G, I and A. They completed the overhaul of one Chevrolet pickup and nine dump trucks and partially overhauled one dump truck which will be completed in January.

Very truly yours
Frank Nash

Frank Nash
Supt.

REC'D
JAN 16 1936
Alaska Road Commission
Juneau, Alaska

GN

2-1-30/1-6-36

15
113

INTERIOR
WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

December 2, 1955.

Mr. Hawley Sterling,
Asst. Chief Engineer, A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of November-1955;

Route 4K Fairbanks-Salchaket.
Route 4J Salchaket-Richardson.
Route 4I Richardson-Grundler.

Snow removal with the Snogo was performed on the above routes as authorized in your wire of November 21, one round trip was made over these routes.

When equipment costs for last year are completed you will be advised as to the actual cost for this work, as requested in your wire. It is necessary to await making out this statement as previous to last year we have no record as to repair costs on the Snogo, this due to the fact that last year was the first year that this piece of equipment was used.

Route 5A Dunbar-Tanana.

Maintenance work on this route consisted of grading approaches to the Yukon River, near Tanana.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Due to two unusually heavy snow storms it was necessary to make one round trip to Cleary Summit and two round trips to Chatanika with the Snogo. After the last storm, snow drifts, on the north side of Cleary Summit, five to seven feet deep were encountered, but the Snogo made short work of them.

A small amount of maintenance work was performed on glaciers.

Route 7C Summit-Fairbanks Creek.

One round trip between Cleary Summit and the Hi-Yu Mine was made with the Snogo as authorized in your wire of November 20.

Route 11A Eagle-Liberty.

Route 11B American Summit-Forty Mile.

Route 11E Eagle-Seventy Mile.

A few very small slides were removed on route 11A. Route 11B was inspected by foreman A.J. Rice, who also graded down a few approaches at creek crossings and cut some brush where the trail was badly overgrown. Rice also made an inspection trip over a part of route 11E. Local residents are erecting

32/76

one new bridge, repairing one bridge and attending to other necessary maintenance work on this route. Foreman Rice returned to Fairbanks on November 15.

Route 110 Steel Creek-South of Walkers Fork.

Maintenance work on this route as performed by local residents consisted of blasting some rocks out of Walkers Fork.

Route 460 Nenana-Inhorts.

Maintenance work on this route as performed by local residents and users of this trail consisted of replacing bridges that were washed out and bridge repairs.

Route 55 Circle-Eagle.

Maintenance work on this route performed in October consisted of clearing trail of heavy brush and windfalls, cutting stumps and grading approaches to rivers and sloughs.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation the Snogo and other equipment used on snow removal etc. They also operated the Snogo as used for snow removal on routes 70, 7I, 7A, 7C, 4K, 4I and 4J. The garage crew was also engaged in taking inventory of car, tractor, other parts and garage equipment and supplies.

Due to the garage crew being used on snow removal and the taking of inventory the overhaul during the month was very light. They completed the overhaul of one Ford pickup, which work was started during the previous month.

Equipment was rented to The Town of Fairbanks, Pacific Alaska Airways and others for snow removal on the City streets, Fairbanks Aviation Field and other regular roads.

Route 86 Fourth of July Creek.

Maintenance work on this route as performed during October by local residents consisted of cutting brush, grading by hand and bridge repairs.

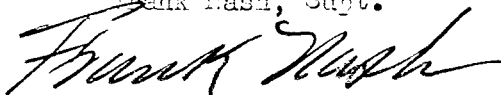
Route 87 Woodchopper-Coal Creek.

Clearing of this route as located by Quenboe was completed. Mr. Patty advises that they also completed the grading of $1\frac{1}{2}$ miles of road. This work being performed by the company, using a tractor and dozer.

Route 90D Shelter Cabins.

Two cabins on route 460 were repaired

Very truly yours
Frank Nash, Supt.



INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

November 5, 1935.

Mr. Hawley Sterling,
Asst., Chief Engineer A.R.C.,
Juneau, Alaska.



HW / *113*
DOT

Dear Sir;

Following is the situation report for the Fairbanks District for the month of October 1935;

Route 4AC Big Delta Aviation Field.

Construction work on this field consisted of grading with tractor and grader and scrapers. A runway 1500x200 feet was completed. Work on this field was completed early in the month and since then has been used considerable.

Route 4ER Rapids-Grundler.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer and maintenance of the Telephone line. This route was in good condition at the time of the freezeup.

The McCarty Ferry was operated until the 17th., on which date it was removed and the winter tram installed.

On the 17th., Foreman Carl Nelson and crew who were located at Grundler broke camp and returned to Fairbanks.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of considerable spot graveling on the first two miles North of the Tanana River and maintenance of the telephone line. This route was in good condition at the freezeup.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams motor grader and maintenance of the telephone line. This route was slightly cut up at the time of the freezeup. For explanation of this condition, on this and other routes, note weather notation under route 59A.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams motor grader and maintenance of the telephone line. This route was in good condition at the freezeup.

Due to a shortage of funds the camp at Salcha Station, under Foreman Allan McDonald was closed on October 1 and the crew returned to Fairbanks on that date.

32/76

B

Route 5A Dunbar-Tanana.

Maintenance work on the sled road section of this route consisted of cutting new road where old road had been washed out by the Tanana River, clearing road of windfalls and heavy brush, grading slips to rivers and sloughs, and cleaning out grade at Baker Bluff. The above work was performed during the months of September and October and was done by Harry Martin of Tolavana.

Route 5C Fish Lake-American Creek.

Maintenance work on this route during September and October consisted of digging and cleaning ditches and surfacing and corduroying soft places.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Maintenance work on these routes consisted of planing road with Adams motor grader. Route 7G was in good condition at the breakup, sections of routes 7I and 7A were somewhat rough at the time of the freezeup.

Due to a heavy snow and wind storm during the later part of the month it was necessary to make one round trip over these routes with the Snogo.

To date no glaciers have developed on these routes.

Route 7B Fox-Olnes.

Surfacing of the newly constructed section of this route was completed, by the gravel crew under Foreman Walter Rynearson. This work was completed on October 19 and the crew broke camp and returned to Fairbanks on the 20th.

This work was greatly retarded due to heavy and excessive rains, between the 1st., and the 20th., the crew had to lay off four complete days on account of rain.

This route was in good condition at the freezeup.

Route 7BA Dome-Spaulding Mine.

Rough and wet sections on this route between old Dome City and the F.E.Co., ditch was surfaced with tailings.

While the A R C was doing this work the F.E.Co. had two dump trucks surfacing on the section from Ridgetop down the steep hill to old Dome City.

This route was in good condition at the time of the freezeup.

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

No work was performed on these routes. Sections of these routes froze up rough.

Due to shortage of funds the maintenance crew located at Cleary Summit, under Foreman Martin Nelson, closed camp and returned to Fairbanks on October 1.

Route 7K Olnes-Livengood.

Immediately after the freezeup an attempt was made to smooth up the rough sections of this road to allow easier winter freighting. This however was impossible as the freezeup came too quick. However the road was passable its entire length and it is believed that all freight was hauled thru 6 Kay.

Route 7T Farmers-Chena Slough.

One timber culvert was installed. Several ^{wet} rough places froze up in a rough condition.

Route 11A Eagle-Liberty.

Route 11B American Summit-Forty Mile.

In accordance with wire received on October 14, Foreman A.M. Rice left for Eagle on October 15, to attend to work as requested. To date no reports have been received as to work accomplished.

Route 38A Ruby-Long.

Maintenance work on this route during September consisted of cleaning ditches and planing road with tractor and grader, surfacing soft places and bridge repairs.

During October the Ruby Creek bridge was replaced with a new structure. Foreman Wilkinson ceased all work and closed camp on October 10.

Route 38AB Long-Birch Creek.

Work on this route during September consisted of grading with tractor and grader and corduroying soft places.

Route 38E Long-Poorman.

Maintenance work on this route during September consisted of cleaning and digging drainage ditches, planing road with tractor and grader, corduroying and surfacing soft places, bridge repairs and repairing timber culverts.

Foreman Flanagan completed work and closed camp on September 30.

Route 38EA Poorman Aviation Field.

Construction work on this field during September consisted of clearing, end stripping and levelling with tractors and graders. A runway 1700x300 feet was completed.

Route 38EE Long-Poorman. (Winter).

Maintenance work on this route during September consisted of cutting about $\frac{1}{2}$ mile of new trail to avoid heavy bridge construction and bridge repairs.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, freight trucks and other equipment.

They completed the overhaul of 2 Ford dump trucks and ~~X~~ partially overhauled 1 Ford Pickup.

They also performed snow removal in the yard, cleaned snow off of all flat top buildings located at Fairbanks headquarters and operated the Snogo etc used on snow removal on routes 7C²I-A.

Shortly after the September freezeup the weather turned warm and on September 30, it started raining and from that date until October 13, it was either raining or snowing, what little snow fell in that period was very wet and melted immediately, with the result that all roads became very wet and soft. On the nights on October 14 and 15 it froze so hard that it was impossible to do

anything with motor graders or other graders towards smoothing up the various roads which froze in a rough condition. Cold weather continued until the 27th on which date the weather turned mild and it started snowing which continued until there was 18 inches of snow on the ground in Fairbanks.

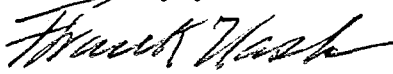
Route 87 Coal Creek.

No reports received to date as to clearing accomplished.

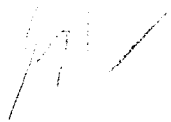
Route 90D Shelter Cabins.

Replacement of worn out sjooves and pipe in several cabins in the District has been authorized, repairs to several cabins has also been authorized, to date no reports have been received as to work accomplished.

Very truly yours



Frank Nash
Supt.



INTERIOR
WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

WB

DISTRICT OFFICE
FAIRBANKS, ALASKA

October 2, 1935.



hnh

gjt

Mr. Hawley Sterling,
Asst., Chief Engineer, A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of September 1935.

Route 4AA Richardson-Democrat Creek.

Maintenance and improvements on this route consisted of the completion of the grading of the last $\frac{1}{4}$ mile of this road, graveling soft places and installing timber culverts. This route is now a good dry weather road, it will be passable at all times during the summer months. There are however a few sidehill sections which are very narrow that should be widened out, also there are a few dirt sections that in wet weather will be very slippery. Work on this route was performed by the maintenance crew located at Richardson.

Route 4AC Big Delta Aviation Field.

Construction work on this field consisted of clearing, grubbing and levelling with scrapers. Clearing of this field was performed by residents of Big Delta and vicinity.

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Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading and widening in the vicinity of Donnelly Dome, surfacing with gravel the regraded sections, graveling soft places, cleaning ditches, planing road with #6 maintainer, maintenance of the telephone line and operation of the McCarty ferry.

Due to inclement weather on the Dome, Foreman Carl Nelson and crew moved from Donnelly to Grundler, on September 17, from which point they will perform work on routes 4AC, 4H2 and 4I.

Route 4I Rapids-Richardson.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, digging and cleaning ditches and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, digging and cleaning ditches, rip rapping in mile 52 where a slough of the Tanana River had began to cut into the road and maintenance of the telephone line. This route is in good condition.

On September 18, Foreman Allan McDonald and crew moved from Richardson to

to Salcha Station, from which point ² they will perform maintenance work on routes 4J and 4K.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, bridge repairs, cleaning and digging ditches and maintenance of the telephone line. This route is in good condition.

Route 5A Dunbar-Tanana.

Maintenance work on the road section of this route consisted of repairing washouts, cleaning ditches and corduroying soft places.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with Wehr motor grader, this route is in good condition.

Route 7AA Cleary Creek System.

Same as route 7A.

Route 7B Fox-Olnes.

On September 20, Foreman Walter Rynearson and the gravel crew resumed work of surfacing this route.

Work during the month consisted of planing road with Adams motor grader, grading with grader and trail builder preparatory to surfacing with gravel, installing metal culverts and surfacing with gravel which will be completed by the freezeup.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams and Wehr motor graders, digging and cleaning ditches, surfacing soft places and installing metal culverts. This route is in good condition.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of planing road with Adams and Wehr motor graders and cleaning ditches. This route is in good condition.

Route 7D Fairbanks-Ester.

This route was planed with Adams motor grader and is in good condition.

Route 7DC St. Patricks-Happy-Goldstream.

Same as route 7D.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places and cleaning ditches. This route is in good condition.

Route 7H Little Eldorado Creek.

Same as route 7G

Route 7I Gilmore-Summit.

Same as route 7G.

Route 7K Olmes-Livengood.

Maintenance and improvements on this route consisted of regrading and widening preparatory to surfacing with gravel and rock, installing metal culverts, corduroying, ditching and surfacing. All soft and bad places were surfaced to Main Globe Creek, Mile 30. So that this section of this route will now be passable at practically all times, there are however sections that will, during wet weather, become rather slippery. Regrading and widening was practically completed to mile 34. There are a few places which in the future will require further widening.

On September 14, Foreman John Lekich with a crew of 5 men and a cook equipped with 1 dump truck, 1-76 AC Tractor, 1-47 AC Tractor with bulldozer and 1 grader moved to the Tatalina River, mile 37, to perform maintenance work and to get the road from Tatalina to the Tolavana River in condition for freighting after the freezeup. This work was practically completed on September 24, as on that date a trip was made thru to Livengood with a car, without any trouble being encountered. This trip was made on the frost, since that date thawing weather has prevailed, so that this section is at the present time ~~is~~ impassable, but after the freezeup any amount of freight can be hauled until the snow becomes too deep and the glaciers become impassable.

Due to funds becoming short for work on this route and route 7B, Foreman Walter Rynearson and the gravel crew moved from Globe Creek and returned to Route 7B, to complete work on that route before the freezeup.

Route 7N Farmers-Birch Hill.

This road was planed with Adams motor grader and is in good condition.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places and bridge repairs. This route is in good condition.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of clearing, regrading and widening, graveling soft places, installing timber and metal culverts, bridge repairs and digging and cleaning ditches.

Due to the fact that the allotment for work in the Eagle section was exhausted, Foreman A.M. Rice and graderman Erick Nelson returned to Fairbanks, by plane, on September 30.

To date no reports have been received as to work on other routes in the Eagle section.

Route 15 Circle-Miller House.

Due to the shortage of funds for work on this route very little work was performed during the month. On September 6, Foreman Joe Ensley and crew, who were located at the Birch Creek Ferry, Mile 149, disbanded camp and returned to Fairbanks.

The piledriver that was at Central, Mile 129, was moved to Birch Creek, other supplies and equipment for use in replacing the ice breaker at the Birch Creek Bridge were freighted to the bridge site.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of grading with tractor and bulldozer and grader, installing timber and metal culverts and ditching. Due to the allotment for work on this route becoming exhausted work on this route was discontinued early in the month. A narrow grade was completed thru to Harrison Creek, which will be passable after the freezeup.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of snow removal on Eagle Summit, which became practically blocked on September 18, planing road with Wehr motor grader, and cleaning ditches. This route is in good condition.

Due to the shortage of funds for work on this route, Foreman John Lekich and crew, who were camped at Perhaps Creek, Mile 56, broke camp and returned to Fairbanks on September 6. The motor grader and operator however continued working on this route.

Route 16E Faith Creek.

Maintenance and improvements on this route consisted of the completion of the grading, installing metal culverts and planing road. This road is now in very good condition and will hereafter be passable, at all times during the summer months. This work was performed by the crew located at Perhaps Creek.

Route 29A Bettles-Coldfoot.

Maintenance work on this route during August and September consisted of clearing trail of windfalls, repairing washouts and levelling and grading approaches to rivers and lakes.

Route 29D Wild River Trail.

Maintenance work on this route during August consisted of clearing trail of windfalls and repairing washouts.

Route 38A Ruby-Long.

Maintenance work on this route during August consisted of regrading, cleaning ditches and planing road with tractor and grader, corduroying soft places and installing timber and metal culverts. To date no reports received for September.

Route 38AB Long-Birch Creek.

Maintenance work on this route during August consisted of regarding sections, which had been badly washed out during the spring breakup. To date no reports received for September.

Route 38E Long-Poorman.

Same as route 38A.

Route 38EA Poorman Aviation Field.

To date no reports received.

Route 38EB Greenstone Creek.

Construction work on this route consisted of clearing, grading with tractor and grader and installing timber culverts. All clearing, installation of culverts and all other hand work was performed by interested prospectors and miners located on Greenstone Creek.

Route 47 Coldfoot-Wiseman.

Maintenance work on this trail consisted of clearing heavy brush from trail, clearing trail of windfalls, repairing washouts and grading approaches to rivers and lakes.

Route 47B Nolan Branch.

Maintenance work on this route during August and September consisted of clearing out slides, corduroying and surfacing soft places and cleaning and digging ditches.

Route 47C Wiseman-Hammond.

Same as route 47B.

Route 59 Fairbanks Bridge.

Hand rails etc were painted white, a rail was erected in the center of the bridge, this rail to cause traffic to use both sides of the bridge.


Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, freight trucks and all equipment located in camps where no mechanic is stationed. They purchased, prepared and loaded for shipment considerable parts etc for the Anchorage District, which was shipped to various points on the A.R.R.

Several electric welding jobs was performed for the Valdez District. A traffic census was taken at Fox, Mile 10 $\frac{1}{2}$, route 7G, twice during the month.

Transitman Iver Quenboe completed the location of a road up Coal Creek and returned to Fairbanks on September 4. Since his departure from Coal Creek Mr. E.N. Patty, who is in charge of dredging operations on that creek, advises that they have built 1 $\frac{1}{2}$ miles of road on Quenboes location.

Very truly yours


Frank Nash
Supt.



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ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

September 5, 1935.

Mr. Hawley Sterling,
Asst., Chief Engr., A.R.C.,
Juneau, Alaska.

Handwritten initials

Dear Sir;

Following is the situation report for the Fairbanks District for the month of August 1935;

Route 4E2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading and widening in the vicinity of Donnelly Dome, surfacing with gravel the regraded sections, installing metal culverts, grading with scrapers, graveling soft places, maintenance of the telephone line and operation of the McCarty ferry. This route is in good condition.

Due to funds becoming short for work on this route, Mr. R.B. Eames, who has been collection freight tolls at the Ferry was relieved of those duties and all work connected with the Ferry and collection of tolls was turned over to Mr. L.I. Grimsore the Ferryman.

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Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places, cleaning and digging drainage ditches, clearing right of way and maintenance of the telephone line. This route is in good condition.

Due to a shortage of funds Foreman S.R. Sanderson, who was located at Richardson, was relieved by Foreman Allan McDonald, who previously had charge of the maintenance crew located at Salcha Station.

Upon receipt of the new Adams power controlled grader, the Best 30 tractor and #6 maintainer which was located at Richardson was laid off and one of the motor graders took over the duties of planing road from Fairbanks to Grundler.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places and maintenance of the telephone line. This route is in good condition.

Route 4K Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places and maintenance of the telephone line. This route is in good condition.

Due to the shortage of funds for maintenance work on the Richardson Highway, the maintenance crew located at Salcha Station was laid off on August 4.

Foreman Allan McDonald was transferred to Richardson relieving Foreman S.R.Sanderson.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Wehr motor grader, graveling soft places and installing metal culverts. This route is in good condition.

Upon receipt of the new Adams power controlled motor grader, the Bset 30 tractor and #6 maintainer stationed at Cleary Summit was laid off. Work of planing road on routes 7A, 7AA and 7H was taken over by the Wehr motor grader and 7C, 7CA and 7I taken over by the motor grader.

Route 7AA Cleary Creek System.

A few soft places were graveled. This route is in good condition.

Route 7B Fox-Olnes.

Maintenance work on this route consisted of planing road with Adams motor grader and installing metal culverts. This route, with the exception of the old section on Dome Creek is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places, cleaning ditches and installing metal culverts. This route is in good condition.

Route 7CA Summit-Fish Creek.

Same as for route 7C.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, installing metal culverts and repairing timber culverts. This route is in good condition.

Route 7DB Ester Dome.

Maintenance work on this route consisted of planing road, regrading and cleaning ditches with tractor and grader and brisge repairs. This route is in good condition.

Route 7DC St.Patricks-Happy-Goldstream.

Same as route 7DB.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places and bridge repairs. This route is in good condition.

Route 7H Little Eldorado.

Maintenance work on this route consisted of planing road with Adams motor grader, cleaning ditches and installing metal culverts. This route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places and installing metal culverts. This route is in good condition.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of grading and widening road with tractors, bulldozers and graders preparatory to surfacing with gravel and rock, installing metal culverts, surfacing with gravel and rock, corduroying and ditching.

On August 23, the gravel crew moved from the Chatanika River to Globe Creek (mile 25).

All grading and widening has been completed to Globe Creek. All wet and soft places between Olnes and Globe Creek have been surfaced with gravel or rock, that section of road is now passable under all weather conditions. There are however a few sections, which during very wet weather may cut up slightly.

About the middle of the month, by using several plank and after getting stuck several times, Mr. E.R. Hudson, of Livengood ran an International truck to the head of Bridge Creek, where he had to abandon it on account of the bad road down Bridge Creek.

It is believed that by September 10, that this road will be passable for light loads to the divide between the Tatalina River and Bridge Creek.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of planing road with Adams motor grader and repairing timber culverts. This route is in good condition.

Route 7NB Ballaine-Rickert.

This route was planed with Adams motor grader and is in good condition.

Route 7T Farmers-Chena Slough.

Same as route 7NB.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of regrading and widening with tractor and grader and by hand preparatory to surfacing with gravel or rock, grading with scrapers, installing timber and metal culverts, surfacing with gravel and rock, bridge repairs, rock work and staking of line changes by Instrumentman Iver Quenboe. Quenboe reports that rehabilitation work on this route is progressing nicely.

Route 9 Rampart-Eureka.

Maintenance work on this route consisted of digging and cleaning drainage ditches, construction of 1 new bridge, bridge repairs and repairing and installing timber culverts. Mr. John Duncan of Rampart advises that this road from Rampart to the bridge across Big Minook Creek is in very good condition.

Route 11C Steel Creek-Mouth of Walkers Fork.

Maintenance work on this route consisted of the construction of 1 new bridge, grading approaches to creeks etc, filling holes and other levelling.

Route 11F Liberty-Chicken.

Maintenance work on this route consisted of the construction of 1 new bridge, grading approaches and levelling.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft and slippery places, installing metal culverts, bridge repairs and digging drainage ditches in the flat South of the Birch Creek bridge. This route is in good condition.

Route 15A Central-Circle Hot Springs.

This road was planed with Adams #6 maintainer and is in good condition.

Route 15B Deadwood Creek.

No work performed, this route is in good condition.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of clearing, grubbing, stripping, grading with tractor and bulldozer and grader, grading by hand, rock work, construction of 1 small bridge and installing metal and timber culverts. A narrow grade was completed to Harrison Creek. After the freezeup this road will be passable for cars and trucks.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Wehr motor grader, cleaning ditches and bridge repairs. This route is in good condition.

Due to funds becoming short the maintenance crew located at Mile 103, under Foreman Joe McClure was laid off on August 6.

Ruby Section.

No reports received to date.

Route 46F Nenana Cemetery Road.

Maintenance work on this route was completed as far as available funds would allow. Foreman Carl Nelson and the Tractor driver returned to Fairbanks on August 4. Foreman Nelson then went to Donnelly taking charge of the maintenance crew located at that point, which during his absence had temporarily been in charge of Foreman George Foy.

Koyukuk Section.

No report received to date.

Route 53 Eagle-Circle.

Maintenance work on this trail consisted of clearing, clearing trail of windfalls and stumps, and grading approaches to rivers, sloughs and lakes.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, freight trucks and all equipment located in camps where no mechanic is stationed.

They prepared and loaded for shipment considerable equipment, parts etc for the Anchorage District, which was shipped to various points on the A.R.R.

A new Adams #301 power controlled motor grader was received and placed in service.

A traffic census was taken at Fox, Mile 10 $\frac{1}{2}$, route 7G, twice during the month.

Transitman Iver Juenboe completed his tour of inspection over all routes in the Eagle section, he also completed the staking of several line changes on Route 11A. On August 17 he left Eagle for Coal Creek, where he will run a location for a road from the Yukon River, up Coal Creek, to mining ground on that Creek which is located about 7 miles from the Yukon.

Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of clearing road of slides, cleaning and repairing ditches and graveling soft places. Work was completed as far as available funds would permit and the men returned to Fairbanks on August 16.

Very truly yours



Frank Nash

Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

July 9, 1935.

Mr. Hawley Sterling,
Asst. Chief Engineer, A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of June 1935;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of planing road with tractor and Adams #6 maintainer and Adams grader, cleaning ditches, regrading and widening road and maintenance of the telephone line.

Due to heavy rains encountered during the month sections of this route especially that over Donnelly Dome, was somewhat soft, but at no time was it impassable. The balance of the route was in good condition throughout the month.

The McCarty ferry was operated throughout the month.

The crew located at Donnelly performed a small amount of maintenance work on the Chitina end of the road, from Rapids to Mile 222, this work consisted of repairing washouts and cleaning out slides.

Route 4I Grundler-Richardson.

Work on this route consisted of the replacement of the pile trestle across Shaw Creek, planing road with tractor and Adams maintainer, cutting brush and grass on shoulder of road and maintenance of the telephone line.

This route is in good condition.

Route 4J Richardson-Salchaket.

Early in the month Foreman Alvin Copeland, who was located at Richardson, was due to ill health forced to resign. He was replaced by S.R. Sanderson.

Maintenance work on this route consisted of planing road with tractor and Adams maintainer, cleaning ditches, repairing washouts, graveling soft places, cutting brush and grass on shoulder of road and maintenance of the telephone line.

This route is in good condition.

Route 4JA Lake Harding Road.

A few soft places were gravelled.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with tractor and Adams maintainer and Adams motor grader, cutting brush and grass on shoulder of road, cleaning ditches, bridge repairs, graveling soft and wet places and maintenance of the telephone line.



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Due to heavy rains and the late breakup, sections of this route between Fairbanks and 17 mile were rather soft during the month, but at no time were they impassable, the route is now in good condition.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with tractor and Adams maintainer, graveling soft places and cleaning ditches with tractor and grader.

This route is in good condition.

Route 7AA Cleary Creek System.

A short section of an old road was regraded near the head of Cleary Creek. This work was performed to permit the hauling of ore to a quartz mill. Interested parties cleared the right of way and performed all other necessary hand work.

Route 7B Fox-Olnes.

Work on this route consisted of planing road with tractor and grader, graveling soft places, installing metal culverts and grading with bull dozer on the line change on the North side of Scrafford summit. This route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with tractor and Adams maintainer, graveling soft places, clearing road of glaciers and cleaning ditches with tractor and grader. This route is in good condition.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of planing road and cleaning ditches with tractor and grader. This route is in good condition.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams and Wehr motor graders. This route is in good condition.

Route 7DB Ester Dome.

This route was planed with Adams motor grader and is in good condition.

Route 7DC St. Patricks-Happy.

This route was planed with Adams motor grader. The section of this road to St. Patricks Creek is in good condition, the balance in poor condition, this is due to the fact that ditches are badly filled up and practically all culverts are broken down. This section however will be regnaded in the near future.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, cleaning ditches and graveling soft places. This route is in good condition.

Route 7H Little Eldorado.

Maintenance work on this route consisted of cleaning ditches and planing road with tractor and Adams maintainer, This route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer, graveling soft places and cleaning ditches with tractor and grader. This route is in good condition.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of regrading and widening with tractor and grader and widening with tractor and bull dozer, preparatory to surfacing with gravel, installing metal culverts and surfacing with gravel. This route is in good condition to the Snowshoe-Aggie divide.

Foreman Walter Rynearson erected camp near the Chatanika River during the later part of May. From this camp he will perform maintenance and improvements on Route 7K and complete the construction of the line change on Route 7B.

This crew consists of one shovel runner, three tractor drivers, one cook, five laborers, two skilled laborers, two grademen and twelve truck drivers. Their equipment consists of one model 40 gas shovel, two A C 76 tractors (one with bulldozer, one #12 grader, one #10 grader, one 35 Diesel tractor, one large and one small Euclid scraper, one compressor, one flat bed truck (rebuilt from old dump truck) and twelve dump trucks.

An inspection trip was made over the Livengood end of this route from Livengood to the Tolovana River. This section was found to be in better shape than expected. Small washouts that were passable for a light car and with very little work could be made passable for trucks occurred at Lillian, Olive and Cleary Creeks and a very few small washouts occurred at a few places between these creeks. Some cutting occurred in the black muck near Cleary Creek but not enough to cause any serious damage. Some sloughing occurred on the steep side hill just out of Livengood. Very little sloughing occurred on the steep side hill that parallels the Tolovana River. The round trip from Livengood to the bridge across the Tolovana River was made in a model T flivver in 3 hours. No cutting occurred at or near the bridge across the Tolovana.

Arrangements were made with residents of Livengood to perform necessary work to permit summer hauling of wood from Cleary Creek to Livengood.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of planing road with Adams motor grader and bridge repairs. This route is in good condition.

Route 7NA Isabella Creek.

A few soft places were graveled. This route is in good condition.

Route 7T Farmers-Chena Slough.

This road was planed with Adams motor grader and is in good condition.

Eagle Routes.

No reports received to date. On May 30 Instrumentman, Iver Quenboe left Fairbanks on an inspection trip, that will take him over all routes in that section.

Route 15 Circle-Miller House.

On June 16 Foreman Joe Ensley with a crew consisting of one cook, one laborer, one tractor driver and one truck driver with one Best 30 tractor, one #6 maintainer, and one dump truck established camp at Ferry (Mile 149) to perform maintenance work on this route.

Maintenance work consisted of planing road with tractor and #6 maintainer, cleaning and digging drainage ditches and graveling soft places. This route is in good condition.

Route 15A Central-Circle Hot Springs.

On June 10 Foreman Joe McClure with a crew consisting of one cook, one truck driver and one laborer with one dump truck established camp at Central to perform maintenance work on routes 15, 15A and 15B. This crew was temporarily increased by one tractor driver and graderman with an AC 47 tractor and bull dozer and #10 grader. This last unit will perform some ditching and widening on Route 15B then move to Route 15E.

Maintenance work on 15A consisted of cleaning ditches, planing road with tractor and #6 maintainer and graveling soft places. This route is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of cleaning ditches and widening with tractor and grader, and corduroying and surfacing soft places. Considerable hand labor was contributed by prospectors and miners located on Deadwood and Switch Creeks.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of opening bridges and culverts, work on glaciers, snow removal, repairing washouts, cleaning ditches and planing road with Wehr motor grader.

Eagle Summit was opened to traffic on June 7. Less snow than usual was encountered. This route is in good condition.

Route 15E Miller House-Harrison Creek.

Foreman Otto Bayless and a crew consisting of one cook, one tractor driver and three laborers established camp on Independence Creek on June 29 to perform work on this route. Their equipment will consist of one A C 47 tractor, one small bull dozer and one #10 grader.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of cleaning ditches and graveling soft places.

Route 30A Hot Springs-Tofty.

Work on this route consisted of cleaning ditches and repairing bridges and culverts.

Route 38A Ruby-Long.

Maintenance work on this route during May consisted of spring protection work only. No reports received to date as to work performed during June.

Route 38E Long-Poorman.

No reports received to date.

Route 46F Nenana Cemetery Road.

On June 24 foreman Carl Nelson and one man a tractor driver, with one tractor, one grader and one dump truck left Fairbanks to perform maintenance work on this route. Work during June consisted of clearing only.

Route 47B Nolan Branch.

Maintenance work on this route consisted of cleaning out slides and cleaning ditches.

Route 47C Wiseman-Hammond.

Work on this route consisted of cleaning ditches, clearing, grubbing, corduroying and grading by hand.

Route 59 A Fairbanks Depot.

The garage crew completed the overhaul of one model 40 gas shovel and one grader, they also kept in repair and operation all official cars, freight trucks and all equipment located in camps where no mechanic is stationed.

A traffic census was taken at Fox, mile $9\frac{1}{2}$, route 7G, twice during the month.

Route 88 Ferry-Eva Creek.

During May and early June spring protection work was performed on this route.

Very truly yours



Frank Nash
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



August, 12, 1935.

Mr. Hawley Sterling,
Asst., Chief Engr., A.R.C.,
Juneau, Alaska.

Dear Sir;

Following is the situation report for the Fairbanks District for the month of July 1935;

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of planing road with Adams #6 maintainer, installing metal culverts, regrading and widening in the vicinity of Donnelly Dome and maintenance of the telephone line. The McCarty ferry was operated throughout the month.

This route is in good condition.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of graveling soft places, planing road with Adams #6 maintainer, cutting heavy brush from right of way, and the completion of the new pile trestle across Shaw Creek, with the exception of the guard and hand rail, which could not be completed due to the shortage of lumber.

This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, cleaning ditches and repairs to the telephone line.

This route is in good condition.

Route 4JA Lake Harding Road.

A few soft places were graveled. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams Motor Grader, graveling soft places and repairs to the telephone line.

This route is in good condition.

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Handwritten initials or signature.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with #6 maintainer, graveling soft places, installing extensions on metal culverts and cleaning ditches with cat and grader.

This route is in good condition.

Route 7B Fox-Olnes.

Construction work on this route consisted of grading with slips, grader and bulldozer, installing metal culverts and graveling the section from the old road to the hill on the left limit of Dome Creek. The section on the hillside cannot be completed until later, this due to frozen ground conditions. The constructed part of this route is in good condition.

Route 7C Summit-Fairbanks Creeks

Maintenance work on this route consisted of planing road with #6 maintainer, graveling soft places and installing metal culverts.

This route is in good condition.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of planing road with #6 maintainer and graveling soft places.

This route is in good condition. There is however one section about 2000 feet in length which during rainy weather becomes very slippery, several requests have been received to surface this section of road. But due to the scarcity of suitable material, the cost of doing this would be high and could not be performed with the money available.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams Motor Grader, bridge repairs and graveling soft places.

This route is in good condition.

Route 7DC St. Patricks-Happy-Goldstream.

Maintenance work on this route consisted of regrading and widening and bridge repairs.

This route is in fair condition but will be in good condition as soon as the regrading and widening is completed.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams Motor Grader, graveling soft places and cleaning ditches.

This route is in good condition.

Route 7H Little Eldorado.

Maintenance work on this route consisted of planing road with #6 maintainer and cleaning ditches.

This route is in good condition.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with #6 maintainer, graveling soft places and installing metal culverts.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of grading with scrapers, bulldozer and grader preparatory to surfacing with gravel, installing metal culverts, cleaning ditches and surfacing with gravel. At the end of the month surfacing was completed to approximately Mile 6 or 1 mile beyond the Willow Creek Summit. The surfaced section is in good condition, the unsurfaced section to Globe Creek (Mile 25) is in good condition.

The section on the Livengood end from Cleary Creek to Livengood was repaired to such an extent to permit hauling of wood from Cleary Creek to Livengood, this work consisted of cleaning ditches and widening of the hillside just out of Livengood.

Route 7N Farmers-Birch Hill.

This route was planed with Adams Motor Grader and is in good condition. The unsurfaced sections however become very slippery during wet weather.

Route 7NB Ballaine-Rickert.

An extension to this road, $1\frac{1}{4}$ miles in length was constructed. This work consisted of clearing, stripping, grading with grader and installing metal culverts. There is one wet section approximately 300 feet in length, which will eventually have to be surfaced.

Route 7T Farmers-Chena Slough.

Maintenace work on this route consisted of planing road with Adams Motor Grader and bridge repairs.

This route is in good condition.

Route 9 Rampart-Tureka.

No reports received to date.

Route 11A Eagle-Liberty.

During the month of June maintenance and improvements on this route consisted of grading with scraper and grader preparatory to surfacing with gravel, installing timber and metal culverts, bridge repairs, rock work, cleaning ditches and surfacing with gravel.

During July the same kind of work was performed. Work on this route is progressing nicely.

Route 11E Eagle-Liberty.

During the month of June a new foot bridge was constructed across American Creek, No work performed during July.

Route 11Q Eagle Aviation Field.

Maintenace work on this field consisted of levelling rough spots.

Route 15 Circle-Miller House.

Maintenace work on this route consisted of planing road with #6 Adams maintainer, bridge repairs, graveling soft places and cleaning ditches with tractor and grader.

This route is in good condition.

Route 15A Central-Circle Hot Springs.

This road was planed with Adams #6 maintainer and is in good condition.

Route 15B Deadwood Creek.

A few soft places were graveled. this route is in good condition.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of stripping, grading by hand, bulldozer and grader, ditching and installing metal culverts. This route is in good condition to the top of the divide between Independence Creek and Harrison Creek, with the exception of one bridge construction of which is being delayed due to the lack of lumber.

Route 16 Chatanika-Miller House.

During the month Foreman Joe McClure and crew were moved from Central, Mile 129, on Route 15 to Mile 103, route 16.

Foreman John Lekich and crew were moved from Mile 82 $\frac{1}{2}$ to Perhaps Creek Mile 56.

Maintenance work on this route consisted of planing road with Wehr Motor grader, graveling soft places and installing metal culverts.

This route is in good condition.

Route 30 Hot Springs Landing-Eureka.

Route 30A Hot Springs-Tofty.

Maintenace work on these routes consisted of cleaning ditches and draining water from road.

Route 38A Ruby-Long.

Maintenance work on this route consisted of planing road and cleaning ditches with tractor and grader, installing metal culverts and graveling soft places.

This route is in good condition.

Route 38E Long-Poorman.

Maintenace work on this route consisted of regrading with tractor and grader and graveling soft places.

This route is in good condition.

An inspection trip was made over routes 38A and 38E by the Assistant Chief Engineer and the Superintendent, a special report of this trip will be forwarded in a few days.

Route 46F Nenana Cemetery.

Maintenace and improvements on this route consisted of regrading, surfacing with gravel and installing metal culverts.

Route 47C Wiseman-Hammond.

Maintenace work on this route consisted of clearing and grading by hand.

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Route 47D Jim Pup Trail.

Construction work on this trail was completed. This work consisted of staking trail, clearing, stripping, grubbing, hand grading, bridge construction, and leveling nigger heads.

Route 59 Fairbanks Bridge.

Handrails etc were partially painted, this work was temporarily discontinued due to wet weather and a shortage of paint.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, freight trucks and all other equipment located in camps where no mechanic is stationed.

A traffic census was taken at Fox, mile 20 $\frac{1}{2}$, route 7G, twice during the month.

Transitman Iver Quenboe has been on an inspection trip over the various routes in the Eagle District. He also ran several line changes on route 11A. He will complete work on Route 11A in a few days, he will then proceed to Coal Creek where a location from the Yukon River to mining ground on Coal Creek will be made.

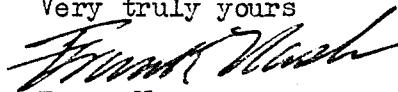
Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of cleaning ditches and corduroying soft places.

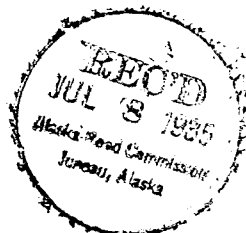
Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of cleaning out slides, cleaning ditches and graveling soft places.

Very truly yours



Frank Nash
Supt.



ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 1, 1935.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

The following is a report of work accomplished in the Fairbanks District during the period of November 1, 1934 to May 1, 1935;

<u>Route 4I Grundler-Richardson.</u>	
Snow removal.....	20½ miles.
<u>Route 4J Richardson-Salchaket.</u>	
Snow removal.....	30 miles.
<u>Route 4K Salchaket-Fairbanks.</u>	
Snow removal.....	40 miles.
<u>Route 5A Dunbar-Tanana.</u>	
Maintenance trail.....	111 miles.
<u>Route 7A Summit-Chatanika.</u>	
Winter Maintenance.....	9¼ miles.
Snow removal.....	9¼ " "
<u>Route 7C Summit-Fairbanks Creek.</u>	
Snow removal.....	13 miles.
<u>Route 7CA Summit-Fish Creek.</u>	
Snow removal.....	8¼ miles.
<u>Route 7D Fairbanks-Ester.....</u>	
Snow removal.....	9½ miles.
<u>Route 7DB Ester Dome.</u>	
Snow removal.....	5 miles.
<u>Route 7DC St.Patricks-Happy.</u>	
Snow removal.....	8½ miles.

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