

Route 7G Fairbanks-Gilmore.

Winter maintenance.....13 miles.
Snow removal.....13 "
Maintenance.....13 "

Route 7I Gilmore-Summit.

Winter maintenance.....7 miles.
Snow removal.....7 "

Route 7J Fairbanks-Chena Hot Springs.

Maintenance trail.....64 miles.
Bridges repaired.....4 only.
New bridges (151 lin.feet).....5 "
" " (truss span-Foot).(60 lin.feet).....1 "

Route 7JA Chena River Branch.

Maintenance trail.....35 miles.
Bridges repaired.....1 only.
New Bridges (66 lin.feet).....4 "

Route 7K Olness-Livengood.

Quantities were included in 1934 annual report.

Route 7N Farmers-Birch Hill (School bus route).

Snow removal.....3 miles.

Route 7T Farmers-Chena Slough.

Snow removal.....9 miles.

Route 9 Rampart-Eureka.

Maintenance trail.....23 miles.

Route 11E Eagle-Seventy Mile.

Passenger tram constructed and installed at Fox Creek Crossing.

Route 11F Liberty-Chicken.

New ferry constructed.

Route 15F Boulder Creek Trail.

Clearing.....12 $\frac{1}{4}$ acres.

Route 16C Chatanika-Miller House.(Winter).

New bridges (42 lin.Feet).....2 only.
Bridges repaired.....2 "
Maintenance trail.....87 miles.

Route 17 Tanana-Kaltag.

Maintenance trail.....257 miles.

Route 30A Hot Springs-Tofty.

Clearing.....5 acres.
Corduroy.....60 lin.feet.

Route 38EE Long-Poorman.(winter).

Bridges repaired.....1 only.

Route 46C Nenana-Knights.

Maintenance trail.....41 miles.

Route 46E Diamond-Melida.

Maintenance trail.....93 miles.

Route 53A Circle-Ft.Yukon.

Maintenance Trail.....67 miles.

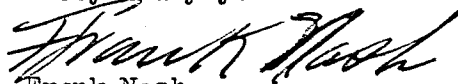
Route 59 Fairbanks Bridge.

New laminated deck on main span,2"x4"-18' material....300 lin.feet.
Side walks constructed.....600 " "
Running plank on North approach renewed.

Signal Corps.

Clearing.....9 3/4 acres.

Very truly yours



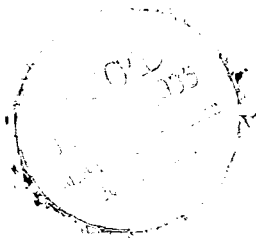
Frank Nash
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS, ALASKA.

June 17th, 1935.

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



Dear Sir,

Following is the situation report for the Fairbanks District for the month of May 1935:--

Route 4H2, Rapids-Grundler.

On May 1st, Foreman William Murray and crew left Fairbanks to make repairs to the Ferry Slip on the North side of the Tanana River at McCarty. This work consisted of driving a bent at the lower end of the slip, to which the slip was anchored, renewal of the stringers in the slip and also some bank protection on both the up and downstream sides of the slip. This work was completed on May 2nd and the crew returned to Fairbanks on the 23rd.

The Ferry boat was recaulked and repaired and was launched on May 6th. From that date to May 23rd it was used by the crew only as they were camped on the Grundler side of the river. The Ferry again started operating on May 30th.

On May 30th Foreman Carl Nelson with a crew consisting of one Cook, one Tractor Driver, one Truck Driver and two laborers with the following equipment:- one AC Model K Tractor, one #10 Grader, one #6 Maintainer, one Ford Dump Truck and one Ford Pickup left Fairbanks to establish camp at Donnelly from which point they will perform maintenance and improvement on route 4H2.

The Load-o-meters for use at the McCarty Ferry were received.

Route 4I, Grundler-Richardson.

On May 27th or 28th the south end of the Shaw Creek Bridge was washed out. On or about June 1st, during my absence in Eagle, Chief Engineer Taylor and Assistant Engineer Burglin decided to renew this bridge with a new pile trestle.

Spring protection work consisting of opening culverts and water diversion was performed on this route.

With the exception of a few low culverts this route was in good condition throughout the winter.

Route 4J, Richardson-Salchaket.

On May 29th Foreman Alvin Copeland with a crew consisting of one Cook, one Tractor Driver, one Truck Driver and one laborer with the following equipment:- one Best 30 Tractor, one #6 Maintainer, one Ford Dump Truck and one Ford Pickup, left Fairbanks to establish camp at Richardson from which point they will perform maintenance work on Route 4I and route 4J from Richardson to the Fox Farm. The Maintainer that is stationed with this crew will work from Grundler to Salcha Station.

32/76

Spring protection work consisting of cleaning ditches, opening culverts and water diversion was performed on this route.

During the spring breakup several weak places between the top of Birch Hill (Mile 307.5) and Richardson Hill (Mile 304) developed and became very soft and badly cut up. Later in the season these places will be filled with rock and surfaced with gravel or the best obtainable material.

Route 4K, Salchaket-Fairbanks.

On May 27th Foreman Allan McDonald with a crew consisting of one Cook, one Truck Driver and one Laborer with a Ford Dump Truck left Fairbanks to establish camp at Salcha Station from which point they will perform maintenance work on Route 4J from the Fox Farm to Salchaket, all of route 4JA and on route 4K from Salchaket to the 18 Mile Roadhouse.

Maintenance work on this route consisted of gravelling soft places, cleaning ditches, water diversion and planing road with Adams Motor Grader.

During the spring breakup sections of this route between mile 17 and Salcha station became rather soft and cut up but were always passable.

Route 4KA, Salchaket Bridge.

No damage happened to this bridge or revetment during the breakup.

Route 7A, Summit-Chatanika.

Maintenance work on this route consisted of opening culverts and bridges, water diversion, cleaning ditches, gravelling soft places, work on glaciers and planing road with #6 maintainer. This route was in good condition throughout the breakup period.

On May 26th Foreman Martin Nelson and crew consisting of one Cook, one Tractor Driver, one Truck Driver and one Laborer with one Best 30 Tractor, one #6 Maintainer, one Ford Dump Truck and one Ford Pickup left Fairbanks to establish camp at Cleary Summit from which point they will perform maintenance work on routes 7I-7A-16, from mile 28.5 to mile 38.5, 7AA-7C-7CA and 7H.

Route 7B, Fox-Olnes.

Maintenance work on this route consisted of cleaning ditches, water diversion, clearing road of glaciers and surfacing a few soft spots. This route was in good condition during the breakup period.

Route 7C, Summit-Fairbanks Creek.

Maintenance work on this route consisted of opening culverts and water diversion. During the breakup period a few small washouts occurred but the route was passable at all times.

Route 7CA, Summit-Fish Creek.

Maintenance work on this route consisted of opening culverts and water diversion. During the breakup considerable cutting of ditches occurred but the route was passable at all times.

Route 7D, Fairbanks-Ester.

Work on this route consisted of opening culverts and planing road with Adams and Wegr Motor Graders. This route was in good condition throughout the breakup period.

Route 7G, Fairbanks-Gilmore.

Maintenance work on this route consisted of work on glaciers, opening culverts, gravelling soft places and planing road with Adams Motor Grader. During the breakup this road became somewhat rough but did not cut up. It was passable for all traffic at all times.

The maintenance crew located at Fairbanks, under Foreman Henry Appelle, with one Truck, one Laborer, one Ford Dump Truck and one Adams Motor Grader started operations during the month.

Route 7I, Gilmore-Summit.

Maintenance work on this route consisted of work on glaciers, opening bridges and culverts and planing road with Adams #6 Maintainer. This road during the breakup also became a little rough but did not cut up.

Route 7K, Olnes-Livengood.

No work performed on this route. During the breakup considerable cutting in ditches occurred.

Route 11A, Eagle-Liberty.

On May 28th the Superintendent with Foreman A.M. Rice and Tractor Driver W.C. Loftis went to Eagle by plane.

The Tractor and Truck at Eagle were repaired. On examining the #8 Grader it was found that the semi-circle was broken. This was removed and sent to Fairbanks. The broken part was replaced with a part from Fairbanks. The broken part will be repaired and placed on one of our graders at Fairbanks. A statement of the cost of this work due to breakage will be forwarded at a later date.

Two trips were made over route 11A and it was found that the first $4\frac{1}{2}$ miles of this road was in good condition. Some cutting had occurred in the ditches during the breakup period. This will be remedied as far as possible by the installation of additional culverts. During the winter American Creek glaciated very badly covering the road in several places which caused a few washouts. Some of these places will be remedied by line changes.

Spring protection work was performed under the orders of Mr. Powers of Eagle consisted mostly of picking Ice in various places.

Route 11E, Eagle-70 Mile.

During the month of April the tram across the 70-mile river at Fox Creek crossing was erected.

Route 11F, Liberty-Chicken.

During the month of March & April a new Ferry to be used to cross the 40-mile river at Steel Creek was constructed. It was launched and placed in service shortly after the breakup. From all reports heard while in Eagle it was a very good boat.

Route 15, Circle-Miller House.

Maintenance on this route consisted of opening culverts and bridges. Due to adverse weather conditions some culverts froze up after having been opened. This caused a few soft spots to develop but the road was passable.

During the breakup one Ice-breaker at the Birch Creek Bridge was taken out by the Ice.

Route 15A, Central-Circle Hot Springs.

Same as route 15.

Portage Creek.

Last fall a survey was ran from Circle Hot Springs up the left limit of Portage Creek to the Summit between Portage Creek and creeks tributary to Birch Creek. During the winter months the majority of this right of way was cleared by interested prospectors and miners, who, in the event that during the present season this road is graded by the ARC, will perform all necessary hand work.

Route 16, Chatanika-Miller House.

Maintenance work on this route consisted of work on glaciers, opening bridges and culverts, cleaning ditches, repairing washouts and snow removal on 12 Mile Summit. This route is in good condition.

This work was performed under Foreman John Lekich with 3 Laborers, 2 Trucks, 1 Tractor Driver with one boiler and Flat Bed Truck, 2 Dump Trucks and one model K AC Tractor with small bulldozer.

Foreman Lekich will later be located at Mile 82 $\frac{1}{2}$ with a crew consisting of one Cook, one Truck Driver, one Tractor Driver and one laborer with one Dump Truck and one Wehr Motor Grader.

Route 30, Hot Springs Landing-Eureka.Route 30A, Hot Springs-Tofty.

Spring protection work on these routes consisted of opening bridges and culverts, clearing ditches and water diversion. One bridge on route 30A was repaired.

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

No reports received to date but Foreman Ed Wilkinson undoubtedly performed spring protection work.

Route 47, Coldfoot-Wiseman.

Work on this route consisted of spring protection and bridge repairs.

Route 47B, Nolan Branch.

Work on this route consisted of opening culverts and bridges, cleaning ditches, shoveling out slides and repairing timber culverts.

Route 47C, Wiseman-Hammond.

Spring protection work was performed on this route.

Route 47D, Jim Pup Trail.

One bridge was repaired.

Route 47F, Twelve Mile Creek.

In view of the fact that the company who was performing exploration work on this creek gave up the propositions no work was performed on this route.


Route 59A, Fairbanks Depot.

The garage crew kept in repair and operation equipment used for snow removal, etc. (See Chitina heading). They also kept in repair and operation official cars, freight trucks and other equipment. They checked in and stored various supplies and equipment that was received during the month. They completed the overhaul of one Wehr Motor Grader, 1 Ford T Pickup, one model AC Tractor, one Fordson Motor, one Diesel Tractor, two 10-foot Graders and the Mowing machine. The model 40 Gas Shovel was partially overhauled

Chitina-Valdez (Snogo)

The Snogo was moved from Grundler to Rapids in preparation of continuing ~~taxi~~ to perform snow removal on Thompson Pass. But after looking over the glacier situation in the Delta section, and upon advices of the Chief Engineer, the proposition was abandoned and the Snogo returned to Donnelly. It will be returned to Fairbanks later in the season.

Very truly yours,



Frank Nash,
Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

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AB

J.P.P.

May 1, 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 April 1935;

Route 4H2 Rapids-Grundler.

Some gasoline, supplies and equipment was freighted to the north side of the Tanana river at Grundler, for use by foreman Wm. Murray and crew, while making repairs to the north ferry slip, which was badly damaged during the winter. This damage was caused by ice jamming in mid-stream, throwing current against the north bank, causing considerable erosion.

92/76

Route 7A Summit-Chatanika.

Snow removal was performed on the section of this route between Cleary Summit and Little Eldorado saddle.

Route 7C Summit-Fairbanks-Creek.

Route 7CA Summit-Fish Creek.

Snow removal was performed on these routes, cost of which was paid by interested parties.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of draining surface of road, thawing culverts and opening bridges.

Route 7G Fairbanks-Gilmore.

Considerable work was performed on glaciers which had started to soften up and to throw considerable water. Other work consisted of thawing culverts and opening bridges.

Route 7I Gilmore-Summit.

Same as route 7G except no culverts or bridges opened, this work will be performed in a very few days.

Route 7T Farmers-Chena Slough.

Snow removal was performed on this route.

Route 16 Chatanika-Miller House.

During the month a flat bed truck with boiler was loaned to The F.E.Co. who are opening up bridges and culverts on this route from mile 38.5 (Chatanika River) to mile 70 (Faith Creek). At the present time they are working at Mile 66.5 Sourdough Creek.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation equipment used for snow removal on various routes, they also operated equipment on snow removal. They received, checked in and stored various shipments of supplies which have been received. They completed the overhaul of 1-60 tractor, 3 A C 47 tractors, 1 Carco trailbuilder, 4 Ford pickups, 2 motor graders and 1 Chevrolet pickup. All overhaul will be completed by about May 20.

Signal Corps.

An area containing approximately 9 3/4 acres adjacent to the wireless station was cleared.

Chitina.

The snogo was run out to Brundler, this to avoid running it over considerable soft road at a later date. It was also thought advisable to get it out there to avoid probable delays which might be caused by some bridge or other going out during the breakup.

All routes that are now open to traffic are at the present time in good condition and very little trouble is expected during the breakup.

Very truly yours

Frank Nash

Frank Nash

Supt.

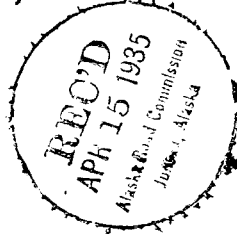
*Evidently Ted's belief is practical to use
an Eagle Terminal*

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ALASKA ROAD COMMISSION

FAIRBANKS, ALASKA

15
April 3, 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 March, 1935.

Route 4I, Grundler-Richardson.
Route 4J, Richardson-Salchaket.
Route 4K, Salchaket-Fairbanks.

One round trip with the Snogo was made to Grundler.

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

Snow removal was performed on these routes. During the month snowfall and drifts were heavier than usual, but the Snogo met with no difficulty. Glaciers on routes 7G and 7I required constant attention.

Route 7D, Fairbanks-Ester.

Snow removal was performed on this route.

Route 7N, Farmers-Birch Hill.

Snow removal was performed on the section of this route that is used as a school bus route.

Route 53A, Circle-Ft. Yukon.

Work on this route as performed by Curtis Wells during the months of December, January and February consisted of clearing trail of wind-falls, clearing trail where it had become overgrown with brush, levelling rough places and cutting nigger heads.

Route 59, Fairbanks Bridge.

Snow was removed from the bridge and sidewalks.

Route 59A, Fairbanks Depot.

The garage crew kept in repair and operated equipment used for snow removal. They completed the overhaul of one #12 grader, six #10 graders, one #7 grader, two Ford dump trucks, two Ford freight trucks, one 30 tractor and one Chevrolet pickup. Work of overhaul is progressing rapidly and will be completed so that all equipment will be available for use during the coming season.

Very truly yours,

Frank Nash

Frank Nash,
Supt.

97/76

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



5

IPY

March 1, 1935.

Mr. Sterling

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 February 1935;

Route 7G Fairbanks-Gimore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

One round trip to Chatanika and one round trip to Eldorado Saddle was made with the SNOGO. To date the snow fall has been very light, with very little wind therefore no real opportunity has been had to give this machine a real test. Glaciers on these routes especially 7G and 7I required constant attention during the entire month.

Route 7D Fairbanks-Ester.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy.

Snow removal was performed on these routes.

Route 7N Farmers-Birch Hill.

Snow removal was performed on the section of this route that is used as a school bus route.

Route 53A Circle-Ft. Yukon.

No reports received to date as to work accomplished.

Route 59 Fairbanks Bridge.

Snow was removed from the bridge and sidewalks.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operated equipment used for snow removal. They completed the overhaul of 8 Ford dump trucks. One of the log cabins formerly used as a dog house was repaired and fixed up to accomodate the SNOGO. This was done to relieve congestion in the blacksmith shop as while the snogo was in there it was impossible to get in such equipment as graders, maintainers etc for overhaul.

Very truly yours

Frank Wash Dept.

22/16



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

February 1, 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 January, 1935.

Route 7G, Fairbanks-Gilmore.

" 7I, Gilmore-Summit.

" 7A, Summit-Chatanika.

A small amount of work was performed on glaciers on these routes. To date they have given no undue trouble. To date no snow removal has been necessary.

Route 7J, Fairbanks-Chena Hot Springs.

" 7JA, Chena River Branch.

Maintenance work on these routes consisted of clearing trail of windfalls, widening trail, bridge repairs and bridge construction. Work on these routes was completed and Foreman Rynearson and crew returned to Fairbanks on January 15th.

Route 7K, Olmes-Livengood.

As stated in the December report, camps on this route were closed on December 24th. After the holidays, freighters with trucks hauled to town equipment and supplies which it was believed advisable to have here. Sufficient tools, mess house equipment etc. were left at the Snowshoe and Tatalina caches for a twenty man crew at each place.

Route 38EE, Long-Poorman (Winter).

One bridge was repaired.

Route 53A, Circle-Ft. Yukon.

No report received to date as to work performed.

Route 59A, Fairbanks Depot.

The garage crew kept in repair and operation freight trucks that were used on Route 7K. They also completed the overhaul of one Best "30" tractor and eight Ford dump trucks. Overhaul work is progressing nicely and will be completed in sufficient time for using all equipment next season.

Very truly yours,

Frank Nash,
Supt.

32/76

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA

January 2, 1935

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of December, 1934.

The superintendent and disbursing clerk were engaged on routine office work and annual reports. The superintendent spent a few days clearing up road and telephone line as far as the Canyon after the heavy rain and wind storm.

Two mechanics were engaged in overhauling equipment, inventory of stock and parts and I spent two days on the road assisting in repairs to road and telephone line.

An aggregate of $29\frac{1}{2}$ days were worked by 5 men in clearing road to 14 mile and replacing telephone line. Poles, tripods, brackets and insulators were replaced on the line between mile 3 and mile 27, ice having formed on the wire until it broke down from over load. When the broken steel wire, running over the Summit, was picked up it still had 5 or 6 inches of snow frozen on it. Insulators and brackets were replaced by #502 Pierce Strain Insulators wired to the tripod poles and the line wire threaded thru the hole in the insulators and fastened with tie wire.

Slides and trees blocked the road, a slide in Snowslide Gulch, 20 feet in height, is down on the road. Frozen culverts and bridges diverted water across the road and caused many washes but none exceeding 30 cubic yards on route 4BA. On route 4BB, reports are that some larger ones occurred - the worst at mile 46-47, near the old gravel pit about $\frac{1}{2}$ mile from the Stewart Creek Bridge, a stone wall which supported the fill washed out with part of the fill along the perpendicular rock and making the road impassible, or nearly so. At 45 mile, a section of road dropped a few feet and the rock fills along the Saina and Tichel Rivers were damaged and low sections flooded. Some washes and slides occurred on the new cut between the old and new Saina River bridge sites.

On route 4C, the road was flooded and damaged some by the river running on the road between mile 78 and 79, in 2 places, on account of ice jams. Crib logs and fender piles were broken out at the No. 78A bridge by running ice. Approaches to Squirrel and Rock bridges were cut out by high water. Willow Creek covered the road but probably did

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little damage. The fill, between the 2 bridges over the Little Tonsina, washed out as the river was higher than the bridges - a new record according to Mr. Fred Reese. The telephone pole line was all down in mile 66 but is working at the present time being supported by trees. Another flood is predicted in the spring, by Fred Reese, owing to the amount of glacier ice every where around his locality, which he says is the heaviest he has seen there.

SUMMARY: The road is still open to 14 mile, where a few large rocks have fallen in the road. At 15½ mile a slide came down the creek into the road and the creek cut away some road bed. Snowslide Gulch is blocked by a slide and a cut thru the approach, at Wortman Creek, 6 or 8 feet deep and the same in width was reported. Aside from these obstructions a car could go to about 22 mile.

No snow fell during December and about 1 foot remains on the ground.

Thomas H. Huddleston

Thomas H. Huddleston
Superintendent

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA

December 1, 1934

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of November, 1934.

The superintendent, disbursing clerk and 2 mechanics were engaged all month on routine office work, care of property, inventories of parts and equipment and overhaul of equipment.

A crew of from 4 to 5 men were engaged $5\frac{1}{2}$ days, at Fort Liscum, salvaging lumber and roofing iron from a 24 x 100 foot warehouse and the following material, with nails removed, was secured, when snow prevented the salvaging of the floor, sub floor, floor joists and sills which will amount to about 12,000 feet of good useful lumber, 361 sheets of galvanized corrugated roofing iron, 8,328 feet of lumber, 4 windows, 1 door and 1 fire hydrant were salvaged and stored here.

One man was employed for 15 days on care of property, inventory of stores, tents and utensils, filling fuel tanks, overhaul of oil burner, removal of plank from Snowslide Gulch bridge, repairs to heating plant and furniture, installing a fire hose and reel for same in office building and assisting in dismantling gas shovel.

At the close of the month the Highway was open to $24\frac{1}{2}$ mile and from $3\frac{1}{4}$ mile to Willow Creek. The Summit could have been opened with a tractor and bulldozer in about 2 days.

Thomas H. Huddleston
Thomas H. Huddleston
Superintendent.



JPH
BB

31/101

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA

November 3, 1934

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of October, 1934

On route 4BA the crew operated until the 16th at 9 mile camp with 28 men working on the 1st of the month. Camp was closed on the 16th with a crew of 19 men finishing up completely on the 19th.

Blasting and hauling rock from narrow road, between 5 and 6 mile, to mile 1 to 3 for riprapping fills and bridge ends; 696 cubic yards of rock were hauled in the 3 days worked, with the gas shovel loading. The shovel was moved on to the River bar at 6 mile and loaded 2,080 cubic yards of gravel for surfacing, widening and super elevating. At 9 mile a fill of 2,186 cubic yards was made to remove a blind curve, the material being hauled from the River at the foot of 9 mile hill.

165 cubic yards of material was moved by hand shoveling in trimming slopes, ditching and leveling new rock cuts. One 20"x 32' culvert was installed under fill at 9 mile. 60 piling were driven at 13.3 mile for bank protection. The power grader covered 11 miles of surfacing and the tractor with grader 2 miles on leveling. The tractor hauled the 60 piles from the woods and with the bulldozer installed was left at 24 mile several days to keep Summit open but was not required for this purpose. 3,060 feet of machine drilling was done. Repaired bent of piles in No. 14 bridge and removed decking on the 32 foot bridge at Snowside Gulch. General maintenance was carried on over the entire route.

The last traffic, over the Summit, was on the 18th when 13 men walked from 27 to 23½ mile. 16 inches of snow fell on the 17th and 18th and at the close of the month the road was open to 25¼ mile with about 1 foot of snow on the Summit and 8 inches on the Big Flats.

ROUTE 4BB. A crew of from 6 to 8 men worked until the 6th on maintenance, drilling for raising and widening narrow and low sections of road, clearing brush from right of way, building and filling protection crib at Saina River bridge and spot graveling with 56 cubic yards of hand loaded gravel.

Machinery, fuel and supplies stored in caches at 35 mile, ready for next season's work. The Wilford shovel was overhauled and put in readiness for next season. 1 dump truck, 1 pickup and the Wilford gas shovel were stored at 35 mile cache.

10/1/34

Route 5E Tanana Aviation Field (Continued)

Instructions reference the erection of a wind indicator were sent to Tanana, but to date no report has been received as to its erection.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

On September 2nd, Foreman Walter Ryneerson and crew moved from mile 20 to Fox to perform maintenance and improvements on the South end of this route.

This work consisted of regrading and widening with cat and grader preparatory to surfacing with gravel, grading with grader on line change near the summit, graveling section from Fox to the line change just above the F.E. Co. ditch, and installing metal culverts.

The line change on the Fox end will be completed and surfaced by the end of the present season. This will leave the 2 mile line change on the Olnes end to complete and surface next year.

Route 7C Summit-Fairbanks Creek.

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

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

Route 7G Fairbanks-Gilmore.

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

Route 7H Little Eldorado.

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

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

Construction work on this route consisted of installing timber culverts, grading with grader, grading by hand, ditching, installing metal culverts, rock work, graveling soft places, clearing, grubbing, stripping, grading with slips, corduroying, and filling bridge approaches.

Clearing was completed on September 3rd. On the 4th, Foreman Geo. Harris and crew moved to Livengood to perform maintenance work on Route 63B.

On Sept. 7th, Foreman Chas. Mayben and crew moved from Route 7B to the Tatalina river on Route 7K. Necessary equipment was borrowed from other projects.

On Sept. 23rd, Foreman Carl Nelson and crew moved from mile 46 to the Tatalina River, and all available equipment was concentrated at the Tatalina. On Sept. 30th practically all grubbing and stripping was completed and a grade of sufficient width established to allow operation of trucks etc. after the soft spots freeze sufficiently. On Oct 1st at 10:30 A.M., the first car arrived in Livengood, from Fairbanks, via this route. Considerable trouble was encountered on the section on Globe Creek between Rice's and Bayless' camps, and it was necessary to pull the car across the Tatalina flats. Beyond the Tatalina, no trouble was encountered. Due to a radical change in the weather, work on this route progressed nicely.

Route 7N Farmers-Birch Hill.

This road was planed with Adams Motor grader and is in good condition.

Route 7NA Isabelle Creek.

Soft places were graveled and road planed with Adams motor grader. This route is in good condition.

Route 7T Farmers-Chena Slough.

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

Route 9 Rampart-Eureka.

Maintenance work on this route consisted of clearing, ditching, and installing and repairing timber culverts.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of bridge repairs only. This route is in good condition.

Route 15C Circle Hot Springs Aviation Field.

A wind indicator was erected.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of grading with bulldozer, grading by hand, installing metal culverts, ditching, corduroying and installing timber culverts. Construction work on this route progressed nicely. A grade was completed to the divide between Independence Creek and the North Fork of Harrison Creek.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of surfacing with gravel, graveling soft places, and cleaning ditches and culverts. During the early part of the month, Foreman John Lekich injured himself while lifting a heavy

Route 16 Chatanika-Miller House (Continued).

rock, and will probably be laid up for the balance of the season. Chas. Geis was appointed foreman in his place. Surfacing on this route will be completed before the end of the season. This route is in good condition.

Route 16D Sourdough Creek.

One new 16 foot frame bent bridge was erected. This route is in good condition.

Route 29A Bettles-Coldfoot.

Maintenance and improvements on this route consisted of clearing, grubbing, grading by hand, leveling, and construction of new bridges.

Route 29D Wild River Trail.

Maintenance and improvements on this route consisted of staking trail, clearing, grubbing, leveling, grading by hand, and construction of new bridges.

Route 30 Hot Springs Landing-Eureka.

No report received to date.

Route 30A Hot Springs-Tofty.

No report received to date.

Route 38A Ruby-Long.

No report received to date.

Route 38AB Long-Myrøye Creek.

No report received to date.

Route 38E Long-Poorman.

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

Route 46F Nenana-Cemetery.

Maintenance work on this route consisted of clearing, cleaning ditches, and bridge repairs.

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 located.

Traffic census was taken at Fox, Route 7G, twice during the month. Assistant Engineer Burglin was engaged on various survey jobs, and supervising various work. Instrument man Quenboe was on Route 7K during the entire month. Minor repairs were made to headquarters buildings and a new fence erected around the gas pump.

Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of clearing brush from edge of road, regrading, cleaning ditches, repairing soft places, and installing and repairing timber culverts.

A branch from this road to Gertrude Creek was staked. Local operators are to perform all necessary hand work on this branch. The only work on this branch to be done by the A.R.C. is to grade with tractor and grader. The section of this road from the Livengood Creek road to the crossing of Livengood Creek will be graded this fall.

Route 63E Livengood Aviation Field.

Maintenance work on this field consisted of stripping, draining and leveling. This field is in good condition.

65F Grundler-Tanana Crossing.

During the summer months, John Knight of Healy River kept drift wood removed from the Big Gerstle bridge at a lower cost than heretofore.

65H Tanana Crossing Aviation Field.

No report received to date.

Very truly yours,



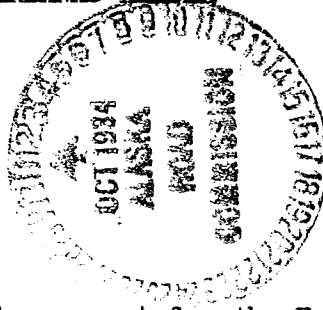
Frank Nash
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

September 21, 1934.

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 August 1934;

Route 4AA Richardson-Democrat Creek.

Maintenance and construction on this route consisted of clearing, grading by hand, grading with grader and graveling soft places. A grade was opened up to placer operations on Democrat Creek all of which will be completed with the exception of one quarter mile on the upper end which cannot be completed during the present season on account of frost and wetness of the ground.

Route 4H2 Rapids-Grundler.

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

Route 4I Grundler-Richardson.

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

Route 4JA Lake Harding road.

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

Route 4K Salchaket-Fairbanks.

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

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Handwritten number 32/74 written vertically on the right margin.

Route 5C Fish Lake-American Creek.

No report received to date.

Route 5E Tanana Aviation Field.

No report received to date as timebook missent to Juneau.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

On August 2, Foreman Walter Rynearson and gravel crew moved to Mile 20, on this route from which point he will perform surfacing on routes 7B and 7K.

Maintenance and improvements on this route consisted of clearing, grubbing, stripping, ditching, installing new bridges, grading with grader, installing metal culverts and surfacing with gravel. Surfacing was performed on the Olnes end of this route. Sections surfaced are in first class condition, old sections of this road are in fair condition.

Route 7C Summit-Fairbanks Creek.

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

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7DE Ready Bullion.

A few soft places were graveled.

Route 7G Fairbanks Gilmore.

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

Route 7H Little Eldorado.

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

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of cleaning ditches, and planing road with Adams #6 maintainer. This route is in good condition. The log cabin at Sourdough Creek on Route 18 was dismantled, moved to Cleary Summit and erected there. This cabin will be used during the winter months to house the 76 tractor while on snow removal and in the summer time as a bunk house.

Route 7K Olnes-Livengood.

Construction work on this route consisted of clearing, grubbing, stripping corduroying, grading with grader, grading with slips, grading by hand, filling bridge approaches, ditching, installing metal and timber culverts, rock work, bridge construction and covering corduroy with rock and gravel. All bridge construction was completed.

Foreman Bert Wilson moved from Cleary Creek Mile 55 to Mile 41 on August 4.

Foreman Otto Bayless moved from Mile 18 to Globe Creek mile 30 on August 8.

Foreman Allan McDonald moved from Aggie Creek Mile 20.5 to Windy Creek mile 32 on August 21.

Maintenance work on this route consisted of graveling the first mile, the section across the Willow creek flats and a few soft places on the Willow creek hill.

Work was greatly retarded during the entire month on account of heavy and consistent rains.

Route 7N Fairmers-Birch Hill.

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

Route 7T Farmers-Chena Slough.

Same as above.

Route 9 Rampart-Eureka.

Maintenance work on this route consisted of clearing, ditching, installing and repairing timber culverts. An inspection trip was made over this route and it was found to be in good condition especially those sections which had been ditched and properly drained.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of cleaning ditches, graveling soft places, bridge repairs and planing road with Adams #6 maintainer. During the month another high water occurred in the Circle District and the Crooked Creek (mile 129) bridge suffered further damage. Practically all piling were damaged and the south approach washed out. Temporary repairs were made. This pile trestle will be replaced with a 60 foot span during the coming fall.

Route 15A Central-Circle Hot Springs.

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

Route 15B Deadwood Creek.

Same as above.

Route 15E Miller House-Harrison Creek.

Construction work on this route consisted of grading with grader, grading by hand, grading with bulldozer, corduroying, ditching, installing metal culverts, installing timber culverts and bridge repairs. The bridge at Miller House was also damaged by high water the east approach and one being being washed out.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of grading with grader preparatory to surfacing with gravel, cleaning ditches and culverts, surfacing with gravel and planing road with Adams #6 maintainer and Wehr motor grader. This route is in good condition.

Route 16D Sourdough Creek.

Maintenance and improvements on this route consisted of surfacing with gravel and planing road with Wehr motor grader. Surfacing of this route was completed and it is now in good condition.

Route 22 Hot Springs-Sullivan Creek.

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

Route 30A Hot Springs-Tofky.

Maintenance and improvements on this route consisted of digging ditches, installing and repairing timber culverts and bridge repairs. An inspection trip was made over this route and it was found to be in good condition especially the first 6 miles which traverses a dry country and all other sections which had been properly ditched and drained.

Route 30 Hot Springs Landing-Eureka.

No report received to date as to work performed. An inspection trip was made over this route and it was found to be in good condition.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of regrading, repairing soft places, repairing timber culverts, installing metal culverts and bridge construction. An inspection trip was made over these routes and they were found to be in good condition.

Route 47 Coldfoot-Wiseman.

One new bridge was constructed.

Route 47E Myrtle Creek Trail.

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

ROUTE 4C. A crew of 5 men were employed for 6 days on repairs to pile supports of bridge No. 78A and placing sway braces, hauling and placing 8 cubic yards of gravel at approach. 3 barriers were constructed on small streams to hold water back from road until frozen, as an experiment on glacier preventive.

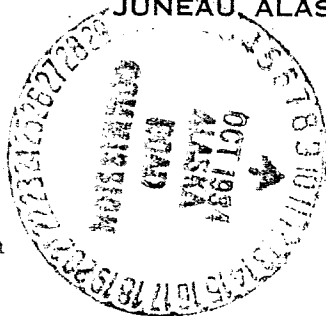
MINERAL CREEK. The full crew of 13 men were employed until the 18th on this road, between 6 and 8 mile. Moving in was completed on the 19th.

31 feet of holes were hand drilled and blasted along the rock bluff between 7 and 8 mile completing the widening, with a minimum width of 8 feet. 1,795 lineal feet of old trail was widened to a 9 foot width. 12,540 square feet of clearing and 2,100 square feet of grubbing of Alders was done. One 14"x 16' culvert was installed. 30 Cubic yards of gravel was hand loaded and placed for spot graveling. 150 feet of 12 foot corduroy was placed in 7 mile and hand grading on new work was done to 12 feet wide.

GENERAL. The equipment was put under cover and part of inventory taken, telephone line repaired at 20 mile and 33 mile. A new sewer was installed to replace the old one and canvas drying and storage started. The tractor and grader were used 1 day for ditching to extend the Town fire main to pass on one side and in front of the office building to within 300 feet of our garage and storage buildings; 60 feet of 4" pipe, secured at Fort Liscum, was layed in sewer trench and a hydrant installed in alley back of building. 2 men operated the tractor and No. 6 maintainer $1\frac{1}{2}$ days on street repairs for the Town of Valdez. 4 men were employed $5\frac{1}{2}$ days at Fort Liscum salvaging warehouse No. 11 for corrugated iron, timbers, doors and windows, 203 pieces of 8 and 10 foot sheets of iron and 1,000 feet of ceiling lumber were delivered.

Thomas H. Huddleston
Thomas H. Huddleston
Superintendent.

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU ALASKA



VALDEZ, ALASKA
October 2, 1934

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of September, 1934.

A total of 53 men were employed on the Richardson Highway and 13 on the Mineral Creek road.

On route 43A a crew of 31 were engaged in removing rock points and widening narrow places, clearing 18,000 square feet of new right of way at 21 mile, clearing and stripping 18,000 square feet for gravel pit at 3 mile, widening, between 23 and 24 mile, from 12 to 18 feet moving 1,135 cubic yards by hand in 540 lineal feet.

The tractor with bulldozer moved 2,170 cubic yards of material in opening gravel pit, reducing grades, super elevating curves, widening and new construction. Model 40 gas shovel loaded 5,460 cubic yards for fills in 1 and 2 mile, 1,906 cubic yards for surfacing and 1,198 cubic yards of quarry run rock for riprap from No. 1 to No. 20 Bridges. 5,710 feet of machine drilling was done. 33 miles of maintenance was done in addition to the leveling of new fill and surfacing. 3 culverts were installed. A 1,068 cubic yard fill was made in Crater Lake, at 28 mile, for snow drift detour; 20 cubic yards of rock were placed to riprap at the water line. 152 bolts were installed in the stiffening trusses of Bear Creek and Sheep Creek bridges. At 28½ mile a low fill was raised above snow and high water grade, 620 feet being constructed 3 feet higher. 1,000 feet of surfacing was done on the Big Flat and 400 feet of spot graveling between 28 and 30 miles.

The wing dam at 13.3 mile was extended 70 feet outward and 2 rows of piles driven on the point below for bank protection; 73 piles were driven, 90 cords of brush placed and 60 tons of boulders placed in netting for holding the brush in place. Repairs on telephone line consisted of replacing 4 poles at 17½ mile. Approach planks on all bridges, from 1 to 3 miles, were replaced with gravel.

On route 43B 11 to 13 men were employed. The Wilford shovel was used for 6 days on rock removal and repairs moving 324 cubic yards of rock and 150 cubic yards of dirt to widen and surface road and overcasting 506 cubic yards. 374 cubic yards of material were hand loaded for surfacing and fills. 3,342 feet of machine drilling was done on narrow sections at 44 to 45 miles. 3 culverts were installed, 1 - 18 foot bridge installed at 50½ mile, roadside cleared of brush and telephone line and shelter cabins cared for.

31/101

Route 40: 11 men were employed on this route for the entire month, regrading and ditching road bed from miles 81 to 91 with tractor and grader, clearing right of way and maintenance. 2 culverts were extended, 1 culvert installed, one 16 foot bridge constructed and 2 bridges repaired. 316½ cubic yards of material was hand loaded; 295 cubic yards being spread for spot graveling and 21½ cubic yards used for culverts and bridges.

The power grader carried on regular maintenance work over all 3 routes. No regular telephone line crew was employed.

Mineral Creek: A crew of 13 men were engaged on this route, between mile 7 and the terminus at the Mill, about 8 mile.

The work consisted of widening the pack trail thru rock in place and steep moving dirt and rock slides. 206 cubic yards of solid rock and 135 cubic yards of loose rock were removed. 252 feet of hand drilling was done. 2,910 feet of grading was done by hand to widen and improve the old trail. Total materials moved estimated at 2,700 cubic yards.

4,720 square feet of clearing and grubbing was done in Alders. 8 cubic yards of gravel was hand loaded and hauled for spot repairs. The road was open thru to the terminus at the close of the month but heavy rains have caused several slides to close it twice. Work will continue until the 14th of October on improvements, grade reductions and change of location at 7 mile to better foundation.

Thomas H. Huddleston
Thomas H. Huddleston
Superintendent.

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA

September 15, 1934

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of August, 1934.

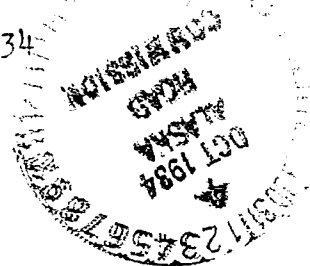
A total force of 53 men were employed on the Richardson Highway and from 13 to 14 were employed on the Mineral Creek Road.

On route 4BA, a crew of 24 were engaged on rock work, raising road above flood stage, widening, clearing, maintenance, protection of road and bridges against washouts and installing culverts.

11,576 cubic yards of rock, dirt and gravel were handled by the model 40 gas shovel; 9,806 cubic yards of gravel were hauled for fills and surfacing; 986 cubic yards of rock and dirt were overcast and 1,770 cubic yards of rock were hauled for riprap and fills; 4,350 feet of holes were drilled and 683 holes fired on removing points of rock and widening. 2½ acres were stripped for gravel pit and ½ acre cleared for change of roadway. Power grader covered 49 miles on maintenance; 3 men were employed in bank and bridge protection and 2 men were engaged 10 days on new telephone line installation on tripods from 21 to 27 mile. 2 culverts were installed. 46 cords of brush and 162 cubic yards of rock were used on bank protection and 4,150 lineal feet of trees were placed.

Route 4BB. A crew of 13 men were employed on maintenance, clearing brush from right of way, widening corners and narrow sections and installing culverts. The Wilford shovel loaded 3,212 cubic yards of rock for widening and overcast 354 cubic yards. 754 cubic yards of gravel were loaded and hauled for spot graveling and 2,538 cubic yards in widening and fills. 20 cubic yards were hand loaded for spot graveling. 3,433 feet of drilling was done for removal of rock. 3 culverts were installed and 2 extended. 125 feet of road was built to replace washout at 34 mile. 34 cubic yards of rock were hand loaded and placed for protection.

Route 4C. 11 men were employed on this route regrading for width and ditching with tractor and grader, clearing right of way, maintenance, prospecting for gravel pits and spot graveling. Repairs to road and ditches were made from 75 to 81 mile with grader and tractor. 9 culverts were installed and 14 extended. The road was raised between the two Tonsina River Bridges and the approaches lifted. 645 cubic yards of materials were handled by tractor and scraper. For surfacing, filling bridge approaches and around culverts 645 cubic yards of rock and gravel were loaded and hauled.



Richardson Highway - General. 2 men covered the telephone system cutting out idle phones and switches, installed cutouts, repaired and soldered connections and repaired line. The power grader covered most of the 3 routes, both ways, which appears to be the mileage which can be kept in condition by 1 machine on this type and class of road.

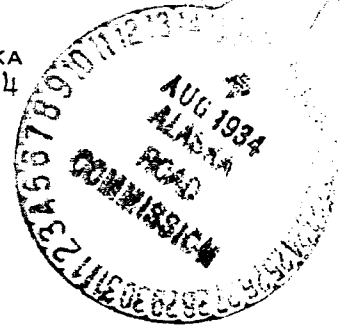
Mineral Creek. 11 men were employed on this route all month, the grader and tractor were employed for 25 days and removed on account of wet weather. The drag scraper gravel loader was discontinued after working the first 25 days of the month on account of wet weather. A standard 20 foot bridge was installed at 5 mile. 687 cubic yards of gravel were loaded and hauled for surfacing and 144 cubic yards were hand loaded for repairs. 860 feet of new road was cleared and graded by hand and graveled by trucks, 6,600 feet was covered by tractor and grader. 22 cubic yards of solid rock were removed, 56 feet of holes were hand drilled at 7 mile. 1,405 lineal feet of clearing, 17 feet wide, and 1,925 feet, 10 feet wide, was completed. 2 metal and 1 rock culvert were installed. Ferry cable at 5 mile, for crossing Mineral Creek, was repaired and camp moved, on the 27th, from $4\frac{1}{2}$ to 7 mile.

Thomas H. Huddleston
Thomas H. Huddleston
Superintendent.

[Handwritten initials]

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA
August 7, 1934



Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of July, 1934.

A force of 50 men were employed on the Richardson Highway and 14 on the Mineral Creek road.

On the highway, Route 4BA, the work of widening, maintaining, improving and placing protection against river floods continued. The tractor and grader ditched and surfaced from 19 to 30 mile and from 1 to 18 mile and were then transferred to Mineral Creek.

Three hundred fifty feet of new road was cut through 24" of rock at 24 $\frac{1}{4}$ mile. 543 yards of gravel were placed with gas shovel and truck in fill and surfacing 9 mile hill. 305' of round timber guard rail was installed at 15 $\frac{1}{2}$ mile, 220' at 13 mile and 65' at 11 mile.

Compressor and two machines drilled 2320' of holes for road improvement. Grass and brush were cut by hand, culverts and drains opened, rock removed from road and spot graveling by hand was carried on over the route.

Two culverts were installed. 4150' of embankment was widened in narrow places by gas shovel and trucks, 1096 yards being hauled, and 1553 cubic yards overcast from 5 $\frac{1}{2}$ to 14 miles.

Seven cords of brush, 12 tons of rock and 12 spruce trees were placed as riprap at 13.2 mile to stop flood scour. High water undercut the riprap at two Glacier Stream bridges; temporary repairs were made by sausages, trees and rock from 5 $\frac{1}{2}$ mile.

The gas shovel is removing rock shot down at narrow places which are scouring away between mile 5 and 6; also, filling in bridge site 5A which was 80' long. When this is completed a gravel outfit will complete the filling and surfacing between mile 0 and 2 $\frac{1}{2}$.

Route 4BB: A crew of from 7 to 14 men were employed on maintenance, cutting brush, widening, repairing road and bridges and fighting forest fires.

A compressor and two machines were employed 24 days drilling 3724' and overcasting 2710 cubic yards of rock. Three culverts were installed and one 16' bridge was raised 1' and one bridge repaired.

A 14 x 16' log cache was built at mile 35. Camp was moved to

31/101

Beaver Dam on the 23rd. 42 cubic yards of gravel was hand-loaded and 100 cubic yards machine-loaded for repairs.

A reconnaissance was made by two men between Mike Knowles' cabin and the mine camp.

Route 4C: A crew of 9 to 10 men were employed on maintenance, building 3 - 20' trestles and filling approaches with 1014 yards of earth and rock by Fresno and trucks, hand-loaded. 135 yards of hand-loaded gravel was spread, and one mile of road between mile 74 and 76 was widened 6 feet.

Two culverts were installed; three log bridges having a total length of 180' were removed; two new gravel pits in mile 74-75 were stripped; approach fills on three new bridges were cribbed; brush was cut; and the route was covered with power maintainer.

Mineral Creek - Route 36: A crew of 11 men were employed for 19 days and 14 men for the rest of the month.

The rock work on the hill at $1\frac{1}{2}$ mile was completed and graveling finished to the 2 mile post which permitted camp to be moved to a point near 5 mile - the next available gravel pit. In moving camp on a wet day, $1\frac{1}{2}$ tons was moved from the beach to the camp with the model "T" dump trucks. One-half ton loads can continue on to the 6 mile rock work.

The tractor and grader operated 9 days on improving the hand graded road for a distance of 8200' in mile 2, 3 and 4. Through rock slides, a width of 12 to 14' was obtained except in solid rock cuts. 2350 lineal feet of alder brush was cleared 7' wide in mile 3. 402 lineal feet were hand-graded 14' wide in mile 2 and 3. 1038 cubic yards of gravel were loaded by power scraper and spread for road bed and 114 cubic yards excavated in rock and dirt for the hill road at $1\frac{1}{2}$ mile.

240 lineal feet by 11 feet of corduroy was placed in mile 3. Three 20' metal and two wooden culverts were installed. 152 cubic yards were removed in cut through $1\frac{1}{2}$ mile hill.

Thomas H. Huddleston

THOMAS H. HUDDLESTON
Supt., Alaska Road Commission

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA
July 3, 1934



Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of June, 1934.

The working force on the Highway consists of 55 men; two crews on 4BA, one on 4BB and one on 4C. A crew of 10 have been employed all month on the riprap work to protect the bridges crossing the Valdez glacier streams between zero and Mile 2. Nine bridges were riprapped and several channels protected by brush mats.

4BA: A crew of 29 men camping at 9 mile were engaged in maintenance and repair work, protecting road from washouts by highwater in Lowe River at 13.2 mile and 14.2 mile. A 90-foot wing dam was driven at 13.2 mile consisting of 15 - 3 pile bents filled with brush and weighted by boulders in netting.

The two suspension bridges were repaired by tightening all bolts and rods, replacing broken timber, renailing stiffening trusses and floor. Slides were removed from tower sills and guard rails bolted in place.

A stone wall and fill was constructed to replace a bridge at 14.4 mile.

A machine drill crew was engaged in drilling for removal of rock points and widening narrow sections; 5900 feet were drilled between mile 5 and 13.

Six miles of snow were opened across the summit between mile 22 and 27 by two gas shovels and tractor with bulldozer. The road was open for traffic at 5 A. M. on the 15th. 19,000 cubic yards of snow were removed by gas shovel and 10,900 by tractor and bulldozer.

The maintainer started from Valdez on June 11 and covered route 4BA, 4BB and 18 miles on 4C.

A grader crew with #30 tractor and new 8-ft. Adams worked on surfacing and ditching from June 16 to 19 inclusive. Broke circle brace where welded and then operated maintaining drag.

The gas shovel #40 was used on widening when returning from the summit between mile 23 $\frac{1}{2}$ to 21 and from 19 to 15 mile. 2,475 yards was over-casted by shovel and 1,103 cubic yards hauled.

250 lineal feet of guard rails were installed in some of the most dangerous places in the canyon.

A metal bar screen was installed over a culvert entrance at 15 $\frac{1}{2}$ mile

18

31/101

to prevent frequent choking up of this culvert which caused washes on the road.

A brush and rock mattress was installed along the shore for bank protection above the pile wing dam built, and trees and rock placed below wing dam to protect bank of river.

Eleven culverts were installed.

Two men were employed on repairs of telephone line from June 1 to 16.

A crew of 11 men was employed on riprap and bank protection work on the Valdez Glacier streams all month. Nine bridges of the 21 were riprapped by stone in netting.

366 tons of rock were hauled and 588 tons placed in rolls and on brush mats.

48B A crew of 7 men was employed in removing snow from mile 34 to 27½ and making repairs on this section of 48A. The repairs made were spot graveling, ditching, filling approaches to 28A bridge and raising south end of bridge two feet, diking of glacier stream from road with brush and rock.

209 cubic yards of gravel were loaded by machine and 71½ by hand for repairs.

Two culverts were installed and two extended.

One 16-ft. bridge was installed at 34½ mile.

Maintenance was carried on over 35 miles and brush cutting for 11 miles.

Snow was removed by gas shovel from 34½ to 27-¾ mile. 4,590 cubic yards were handled. 734 cubic yards were removed by hand shovels.

49: A crew of 19 men was employed on this route. Cleared brush from Right of Way. Loaded by hand, 187 cubic yards gravel for spot repairs and culvert filling.

Maintained by grader 14 miles.

Increased width of road 74 mile to 75 mile - six feet by grading.

Installed one culvert.

Completed 20% of work on 20-ft. bridge at 74.8 mile.

Power maintainer covered road from 63 to 77 mile, averaging about 4 miles per day.

A line crew of two men worked on repairs 5 days.

Valdez Dike: An average of 11½ men were employed on the dike, completing the project on June 30.

563 truck loads of hand loaded rock were hauled and 954 placed in netting.

11,341 lineal feet of netting was made up, covering $961\frac{1}{2}$ lineal feet from 28 to 40 feet wide.

Mineral Creek: Ten men were employed all month on graveling and rock removal on the $1\frac{1}{2}$ mile hill. 555 cubic yards of gravel were hand-loaded and 427 cubic yards loaded by gas scraper.

151 feet of hand drilling was done in solid rock and 249 cubic yards of solid rock were removed by hand to reduce the grade on the $1\frac{1}{2}$ mile hill.

Brush was cut from Right of Way and $1\frac{1}{4}$ miles were graveled on miles 1 and 2.

Signed *Promes Huddleston*

Supt., Alaska Road Commission

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

VALDEZ, ALASKA

June 4, 1934

Alaska Road Commission
Juneau, Alaska

Subject: Situation Report for the month of May, 1934.

The first Highway work of the season was started on May 2nd, when drilling started at 4.9 mile, to widen narrow stretches along Lowe River.

Foreman Knudson started with a bridge crew on the 4th and installed 416^{4 only} feet of bridges, between 8½ and 10 mile. 21 Glacier stream bridges were repaired and 4 culverts installed. The Snowslide Gulch bridge was redecked, snow removed, drains opened, loose rock and slides removed and spot graveling done.

Bank protection was placed to preserve the road at the foot of the 14 mile hill where a change in the channel of Lowe River scoured away a large section of the flat which supports the road.

The embankments at the bridge ends, across the Glacier streams, were filled out and given a uniform slope of 1 on 2 and rock roll protection of the bridge ends started.

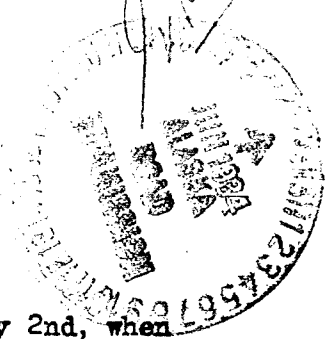
A wall and fill was started to replace the 30 foot bridge at 14.3 mile. A supply of brush and rock were hauled to 13.2 mile for emergency bank protection where the pile driver is being set up to drive a wing dam, about 70 feet in length, to divert the river channel from the road. 45 piles were cut and hauled.

6,177 feet of holes were drilled with 2 drills. 14 rounds of shots, of 30 to 40 holes, were fired and partially removed by gas shovel, between 5 and 6 mile.

Tractor with snow plow was started plowing snow, at 22 mile, on the 25th and discontinued when tractor could not get thru deep drift but started again on the 30th. The gas shovel left 13 mile for snow removal on the 31st and will start snow removal at the 24 mile drift.

The Snow drifts are large and level snow is deeper than usual as the weather has been too cold for thawing so far. On the 31st the Highway was open from Valdez to 23¼ mile and from 34 to 92 mile.

At the close of the month a force of 46 men were employed on route 4BA/



31/10/1

ROUTE 4BB:

A crew of 5 men walked over the Summit to the 35 mile camp, on the night of May 30th, to start repairs and snow removal. The road was reported as being in good condition.

ROUTE 4C:

This crew started work at Tonsina on May 19th. 4 men were sent in by Plane, from Valdez, and 3 were added to the crew at camp. The road was found in fair condition. The mud slide at 61 mile, on route 4BB, was shoveled out and the grader crew started.

SUMMARY:

When the Summit is opened, all the bridges in route 4BA will be in first class condition for 10 ton loads except the skeleton bridges on the Big Flats, near 30 mile, where there is a 63 foot and a 390 foot pile trestle 8 feet wide, with 6 x 6 guard rails set 18 inches from the center. The bents are 15 foot centers, three 4 x 12"x 16' stringers bolted 3" apart under each wheel, four 2 x 12" cross ties and three 3 x 12"x 16' run plank on each side. These 2 trestles have carried a 10 ton load but they are not wide enough by 6" on each side for the Truck Tanker of Fred Henchey which has been shipped here for hauling fuel oil to the Creeks near Fairbanks. The Tank Truck is a Reo "10", equipped with 9.00 x 20 tires, weighs 12,580 pounds (shipping weight) and has a tank 17 feet long by 54½ inches in diameter rated as having a capacity of 2,048 gallons which would make the entire unit, if carrying a capacity load, weigh more than 12 tons, the width of the truck tread is 8½ feet, 6" wider than the bridges on the Big Flat. Mr. Henchey, also, has a 20 passenger Bus and two 2 ton freight trucks here for the Highway business. A sketch of the long skeleton bridge is forwarded herewith.

Mineral Creek:

A crew of 8 men were employed 8 days on repairs to the first mile of the Mineral Creek road; spot graveling and draining. 2 additional men were started on June 1st. The snow is off the road for the first 3 miles.

Thomas H. Huddleston
Thomas H. Huddleston
Superintendent.

Route 59A Fairbanks Depot

The garage crew kept in repairs and operation, freight trucks and the Model L tractor and Carco bulldozer.

They completed the overhaul of one Best 30 tractor, two Model AA Ford flat bed trucks and three Model AA Ford dump trucks. Sleighs for spring freighting on Route 7K were assembled. They ~~also~~ performed repairs to trucks that are being used on Fairbanks C.W.A. work. ^{a/s}

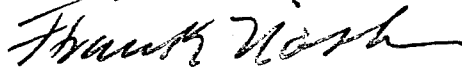
Route 63 Dunbar-Brooks

Winter maintenance work was performed on this route but to date no reports have been received as to work accomplished.

Route 65F Grundler-Tanana Crossing

No reports received to date.

Very truly yours,

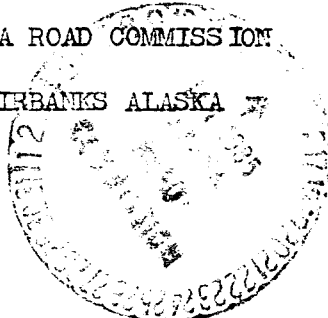


Frank Nash,

Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



January 1, 1935.

JRC *1/B*

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 1934.

Route 7G, Fairbanks-Gilmore.

Route 7I, Gilmore, Summit.

Route 7A, Summit-Chatanika.

A small amount of work was performed on glaciers on these routes. To date they have given no trouble, but they require steady attention to hold them in check.

Route 7J, Fairbanks-Chena Hot Springs.

Route 7JA, Chena River Branch.

Work on these routes consisted of clearing trail of wind-falls, widening trail, bridge construction and bridge repairs.

Route 7K, Olnes-Livengood.

Work on this route consisted of filling bridge ends and covering corduroy and soft places. The camps at Tatalina, Globe Creek and Snowshoe Gulch were closed for the season on December 24th.

Route 9, Rampart-Eureka.

Maintenance work on this route consisted of clearing trail of wind-falls and brushing out trail which had become badly overgrown with brush.

Route 16C, Chatanika-Miller House (Winter).

Maintenance work on this route consisted of staking trail over Eagle summit, clearing trail of wind-falls, constructing new bridges and bridge repairs.

Route 17, Tanana-Kaltag.

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

Route 46E, Diamond-Telida.

Maintenance work on this route consisted of clearing trail of wind-falls and grading approaches to rivers and lakes.

Route 59, Fairbanks Bridge.

Foreman William Murray and crew completed the construction of the sidewalks on this bridge. Re-decking of the main span and renewal of the running plank on the north approach were also completed.

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RG 30, FRC Seattle, FRC BOX 65419

52/74

Route 59A, Fairbanks Depot.

The garage crew completed the overhaul of 3 dump trucks, one A.C. tractor, three "30" tractors and five Model T Ford pickups. They also kept in repair and operation freight truck and dump trucks that were being used on Route 7K.

The Snogo snow plow was received during the early part of the month and is now ready for duty.

Very truly yours,



Frank Nash,
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



December 5, 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 November 1934.

Route 5A, Dunbar-Tanana.

Maintenance work on this route consisted of clearing trail of wind-falls, cutting trail around wash-outs, and staking trail and smoothing rough ice across Yukon river near Tanana.

Route 7G, Fairbanks-Gilmore.

Route 7I, Gilmore-Summit.

Route 7A, Summit-Chatanika.

A small amount of work was performed on glaciers on these routes.

Route 7J, Fairbanks-Chena Hot Springs.

Maintenance work on this route consisted of bridge repairs, grading approaches to rivers and lakes, clearing trail of wind-falls, and grading with bull-dozer.

Route 7K, Olnes-Livengood.

Work on this route consisted of covering corduroy with rock, or best material obtainable, surfacing over nigger head flats, and filling bridge approaches.

Route 15F, Boulder Creek.

Work on this route consisted of cutting a trail up Boulder creek from the Steese Highway to prospecting and placer operations on this creek. This work was performed in co-operation with interested prospectors and miners.

Route 16C, Chatanika-Miller House (Winter).

Maintenance work on this route consisted of constructing new bridges and bridge repairs.

Route 30A, Hot Springs-Tofty.

Construction work on this route consisted of additional clearing and corduroying.

Route 38A, Ruby-Long.

Route 38E, Long-Poorman.

Maintenance work on these routes during October consisted of bridge repairs, clearing ditches and planing road with tractor and grader. Work on these routes ceased on October 18th.

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Route 59, Fairbanks Bridge.

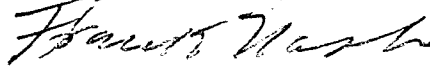
Foreman Wm. Murray with a crew of eight men started work of re-decking and placing side walks, on this bridge, on Nov. 14th. Temporary walks for pedestrians were fixed up just below the bridge. Temporary detour for vehicles was constructed via Front Street and Noble Street at very little cost. This work is progressing nicely and will be completed in the near future.

Route 59A, Fairbanks Depot.

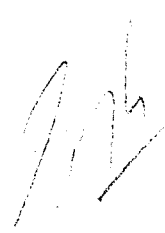
The gagage crew kept in repair and operation all equipment that is being used on 7K. They also completed the overhaul of 10 Ford Dump Trucks, one 76 A.C. tractor and four 47 A.C. tractors.

Due to good weather conditions, work on routes 7K, 7J and the bridge is progressing in a very satisfactory manner. The weather today deserves a comment, it being in the vicinity of 45 degrees above zero, in comparison to 36 degrees below zero a year ago.

Very truly yours,



Frank Nash
Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



November 5, 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 October 1934:

Route 4AA Richardson- Democrat Cr.

This route was planed with Adams #6 maintainer and is in good condition with the exception of $\frac{1}{4}$ mile as noted in previous reports.

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of graveling soft places, planing road with Adams #6 maintainer, repairs to the Jarvis Creek dyke, operation of the McCarty ferry, repairs to Ferry slips, removal of the Ferry and installing the winter tram.

The McCarty ferry was removed on the morning of October 22nd. The winter tram was installed on the same date. Foreman J.E.Porter and crew broke camp that day and returned to Fairbanks on October 23rd. This route was in very good condition at the time of the freeze-up.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, and clearing brush from edge of road. This route was in very good condition at the time of the freeze-up.

Route 4J Richardson-Salchaket.

This route was planed with Adams #6 maintainer and was in very good condition at the time of the freeze-up. Foreman S. R. Sanderson and crew, who were located at Richardson, broke camp and returned to Fairbanks on October 20th.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, and clearing brush from edge of road. This route was in good condition at the time of the freeze-up.

Foreman Henry Appelle, who handled ayard crew during the summer, returned to Circle. His crew was taken over by Foreman Joe McClure.

Foreman Leo Hardy and crew, who were located at Salcha Station, broke camp and returned to Fairbanks on October 19th. Hardy was assigned to other duties, his crew was turned over to Foreman McClure who will carry on with brush cutting on Route 4K.

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Route 5C Fish Lake-American Creek.

During August and September, maintenance work on this route consisted of ditching and graveling soft places.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of Staking culverts, graveling soft places and planing road with Adams #6 maintainer. This route was in good condition at the time of the freeze-up.

Foreman Martin Nelson and crew, who were located at Cleary Summit, broke camp and returned to Fairbanks on October 16th.

Route 7B Fox-Olnes.

Maintenance and improvements on this route consisted of stripping, grading with grader, installing metal culverts, construction of a 16 foot bridge across the F. E. Co. ditch on the line change on the North side of the Scrafford hill, grading with slips, grading with bull-dozer, and surfacing with gravel.

The line change on the South side of Scrafford hill was completed, the change of the North side was completed to the F. E. Co. ditch. The balance of this change was stripped and partially graded, leaving about 1 and 3/4 miles of grading and surfacing to do next summer, which will complete the rehabilitation of this route.

Work on this route was suspended on October 27th, and after performing some maintenance work on route 7G, the gravel crew under Foreman Walter Rynearson broke camp and returned to Fairbanks on October 31st.

The rehabilitated section of this route is in very good condition. The old section is in fair condition, and will be passable during the coming Spring, until such a time as the line change on the North side of the hill can be completed.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of staking culverts, cleaning ditches and graveling soft places. This route was in good condition at the time of the freeze-up.

During the summer the cabin, which was located at Sourdough Creek, mile 67, Route 16, was dismantled, removed to, and erected at Cleary Summit. This cabin will be used by the snow fleet in the winter time. During the summer months, it will be used by the maintenance crew as a bunk house.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of cleaning ditches and graveling soft places. This route was in good condition at the time of the freeze-up.

Route 7D Fairbanks-Ester.

This road was planed with Adams motor grader and was in good condition at the time of the freeze-up.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft and slippery places in the vicinity of Fox and Gilmore, and widening of narrow fills between the 9 and 10 mile posts. This route was in good condition at the time of the freeze-up.

Route 7H Little Eldorado Creek.

One timber culvert was installed. This route was in good condition at the time of the freeze-up.

Route 7I Gilmore-Summit.

This route was planed with Adams motor grader and was in good condition at the time of the freeze-up. A few side hill glaciers are beginning to form but will not cause any trouble for some time.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Foreman Walter Rynearson started assembling a crew to perform work on this route. His crew will consist of one foreman, one cook, one tractor driver, and seven other men. Their equipment will consist of one A.C. tractor 47 with bull-dozer. They left Fairbanks on November 1st.

Route 7K Olnes-Livengood.

Construction work on this route consisted of stripping, grading with grader, grading with bull-dozer, grading by hand, grading with slips, installing timber culverts, corduroying, ditching, covering corduroy and filling bridge approaches.

Since October 10th, several passenger cars have made the round trip to Livengood. Freighters are now engaged in hauling freight over this route. Several trucks have made the trip in 12 hours with a 4 ton load. Freight rate is \$40.00 per ton. The entire route is in good condition with the exception of a few rough places and corduroyed stretches, which have not been covered. Weather conditions still remain good. Foreman Rice continued grading until October 26th, on which date he was forced to quit. After a thru grade was completed, considerable widening of narrow road on dry side hills was performed.

On October 14th, Foreman Chas Mayben and seven men returned to Fairbanks from the Tatalina river. Foreman Carl Nelson was left at this camp, from which point he will cover corduroy, gravel soft places and fill bridge approaches. He has 3 dump trucks hauling material.

Foreman Allan McDonald and crew who were camped at Windy Creek, mile 32, broke camp and returned to Fairbanks on October 15th.

Foreman Bert Wilson and crew, who were camped at mile 41, broke camp and returned to Fairbanks on October 13th.

Foreman Otto Bayless and crew with 3 dump trucks are still camped at Globe creek, mile 30, from which point they will cover corduroy and fill bridge approaches on all necessary places along Globe Creek.

Foreman A. M. Rice moved from Globe creek, mile 25, to Snowshoe gulch, mile 15, from which point he will cover corduroy in the vicinity of Cushman creek, and complete filling bridge approaches at Cushman creek, Snowshoe gulch, and the two forks of Aggie creek. His equipment now consists of 3 dump trucks, one tractor and one 3 yard rotary scraper.

All crews have been cut down accordingly, and work, as outlined above, will be carried on as long as allotted funds permit.

Route 7T Farmers-Chena Slough.

One bridge was repaired. This route was in good condition at the time of the freeze-up.

Route 15 Circle-Miller House.

Work on this route consisted of the replacement of the 60 foot pile trestle across Crooked creek, mile 129, with a sixty foot pony truss span, and 32 feet of pile trestle. This work was completed on October 31st, and crew returned to Fairbanks on November 1st.

Route 15E Miller House-Independence Creek.

Construction work on this route consisted of grading by hand and with bull-dozer. Due to freezing weather, and that the allotment was exhausted, work on this route ceased on October 6th, and Foreman Kunkel and crew returned to Fairbanks on October 7th.

Route 16 Chatanika-Miller House.

Maintenance and improvements on this route consisted of surfacing with gravel, graveling soft places, cleaning ditches and culverts, and staking road on Eagle summit to help locate road in the Spring when opening up the summit.

Due to light snow-fall and no wind, Eagle summit remained open much later than usual. The 30 tractor and double drum hoist, which were used on the Crooked creek bridge, was brought over this summit on October 22nd without any trouble.

Surfacing on this route was completed at noon on October 11th, and Foreman Chas. Geis and crew returned to Fairbanks on October 12th.

Foreman Geo. Foy and crew, who were located at mile 103, broke camp and returned to Fairbanks on October 7th.

This route was in good condition at the time of the freeze-up.

Route 29A Bettles-Coldfoot.

Work on this route consisted of grading slips on river bank.

Route 30 Hot Springs-Landing-Eureka.

Maintenance work on this route consisted of graveling soft places, repairing culverts and bridges and cutting high brush from edge of road. This route was in good condition at the time of the freeze-up.

Route 30A Hot Springs-Tofty.

Construction work on this route during September consisted of laying and covering corduroy, installing timber culverts, ditching, grading by hand and bridge repairs. To date no report has been received for October.

Route 38A Ruby-Long.

During September maintenance work on this route consisted of regrading with cat and grader, constructing new bridges, bridge repairs, and installing metal culverts. No reports received to date for October.

Route 38AB Long-Birch Creek.

Construction work on this route in September consisted of grading with grader, corduroying, and graveling a few soft places.

Route 38E Long-Poorman.

Maintenance work on this route consisted of regrading with cat and grader, surfacing soft spots and renewing running plank on the Sulatna bridge.

Route 47 Coldfoot-Wiseman.

Maintenance work on this route consisted of grading approaches to river and leveling.

Route 47B Nolan Branch.

Work on this route consisted of the construction of a new bridge across Wiseman creek. The old bridge was taken out during the summer by high water.

Route 59 Fairbanks Bridge.

Materials for the sidewalks and stringers for the main span were received. This work will be started in the very near future.

Route 59A Fairbanks Depot.

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

Assistant Engineer Burglin was engaged in supervising various works. Instrumentman Quenboe was on route 7K during the entire month.

The new gas pump was received and installed.

Route 63B Brooks-Livengood Creek.

Maintenance and improvements on this road consisted of clearing, re-grading, leveling, installing and repairing timber culverts.

A branch road to Gertrude creek was graded. The clearing on this road was performed by interested miners and prospectors located on Gertrude creek.

Foreman Geo. Harris and crew who were working on this route returned to Fairbanks on October 8th.

The bridge crew under Foreman Wm. Murray, which performed work on route 7K, 63B and 63E, returned to Fairbanks on October 12th.


Route 63E Livengood Aviation Field.

Maintenance work on this field consisted of leveling with tractor and grader.

Route 65H Grundler-Tanana Crossing.

No reports received to date.

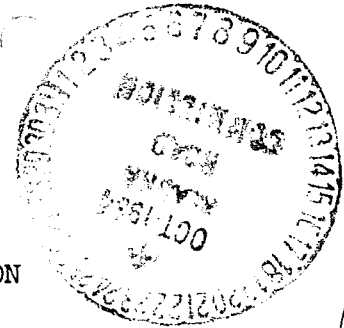
Very truly yours,



Frank Nash,
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



October 11, 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 September 1934.

Route 4AA Richardson-Democrat Creek.

Maintenance work on this route consisted of graveling soft places and cleaning ditches. This route is now in good condition with the exception of one quarter mile on the upper end of the road which could not be completed during this season on account of frost and wetness of the ground.

Route 4H2 Rapids-Grundler.

widening Maintenance and improvements on this route consisted of regrading and ~~regrading~~ road, graveling soft places, and cleaning ditches in the vicinity of Donnelly Dome. On September 23rd, Foreman J.H. Porter and crew moved from Donnelly to McCarty, from which point they graveled soft spots between McCarty and Jarvis Creek. Other work on this route consisted of planing road with Adams #6 maintainer, maintenance of the telephone line, 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 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, graveling soft places, clearing brush from edge of road, and maintenance of the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Same as for Route 4J.

Route 5C Fish Lake-American Creek.

No reports received to date.

Route 5E Tanana Aviation Field.

Work during August on this field consisted of additional stripping on the extension on the west end of this field. No work performed during September.

3/2/34

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all trucks and equipment operating out of headquarters and all equipment located in camps where no mechanic is stationed.

Traffic census was taken at Fox Route 7G, twice during the month. Instrument man Quenboe was on route 7K during the entire month. Asst. Engineer Burglin was engaged on various survey jobs and suoverising various work.

Two model BB Ford dump trucks were received.

Route 88 Ferry-Eva Creek.

Maintenance work on this route consisted of cleaning and digging ditches and graveling soft places.

Addenda Route 7G

A line change to permit thawing was constructed by the F.E.Co. in the vicinity of Fox and is now being used.

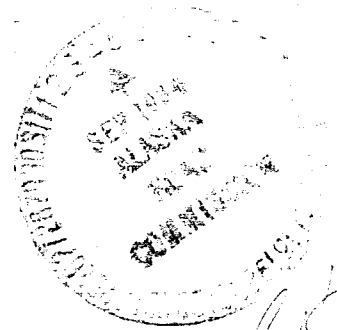
Very truly yours.



Frank Nash
Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



August 24, 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 July 1934;

Route 4AA Richardson-Democrat Creek.

Construction work on this route consisted of clearing, grading with grader and bridge repairs. Construction of this road is progressing nicely and it is expected that this road will be completed to plow operations on Democrat Creek, within the funds allotted. *Was not completed.*

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of grading with grader, cleaning ditches, graveling soft places, installing metal culverts, planing road with Adams #6 maintainer, maintenance of the telephone line and operation of the McCarty ferry. 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 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, clearing brush from edge of road, 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, clearing heavy brush from edge of road, planing road with Adams #6 maintainer and Adams motor grader and maintenance of the telephone line. This route is in good condition.

Route 5C Fish Lake-American Creek.

Maintenance work on this route consisted of graveling soft places and cleaning and digging ditches. An inspection trip was made over this route. With the additional funds that have been allotted this road should be put in first class condition by the end of the season. This work is being performed by the American Creek Dredging Co.

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Route 7AA Cleary Creek System.

Maintenance work on this system consisted of graveling soft places. An extension was constructed from Chatham Creek to the mill of Miller and Burns which is located on the left limit of Chatham Creek. Interested miners and prospectors performed all hand work on this extension.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

Maintenance and improvements on this route consisted of clearing, graveling soft places and stripping. This route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of cutting grass and brush from edge of road, cleaning and digging 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.

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

Route 7D Fairbanks-Ester.

Maintenance and improvements on this route consisted of grading with grader preparatory to surfacing, surfacing with gravel, installing metal culverts, planing road with Adams motor grader and cleaning ditches. Sections surfaced were between Ester Siding and the foot of Gold Hill and from the West end of Gold Hill to Eva Creek. The section from Eva Creek to Ester was not surfaced as this section of road will, at a later date be dredged by the F.E.Co. who are now constructing a new road to replace this section. This route is in good condition.

Route 7DA College Spur.

Maintenance work on this route consisted of planing road with Adams motor grader and installing 1 metal culvert. This route is in good condition.

Route 7DB Ester Dome.

Maintenance and improvements on this route consisted of graveling soft sections on the first $1\frac{1}{2}$ mile of this road, installing metal culverts, planing road with Adams motor grader and grading an extension to quartz properties in the vicinity of Ester Dome. All hand work on this extension was performed by interested miners and prospectors. This route is in good condition.

Route 7DC St. Patricks-Happy.

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

Route 7G Fairbanks-Gilmore.

Maintenance and improvements on this route consisted of the completion of a line change in mile 3, cleaning ditches, installing metal culverts, graveling soft places and planing road with Adams motor grader. This route is in good condition.

Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

Construction work on this route consisted of clearing, grubbing, stripping, grading with grader, grading by hand, grading with slips and trail-builder, corduroying, installing timber culverts, ditching, filling bridge approaches, installing metal culverts, bridge construction and freighting supplies.

Bridge construction has been completed to Livengood Creek. Foreman Wm. Murray is now located at Livengood and is now engaged in putting in bridges across Livengood Creek and doing rock work and hand grading on steep side hill immediately adjacent to Livengood.

Foreman A.M. Rice moved from Washington Creek (mile 9) to Globe Creek (mile 25 approximately) on July 13.

Foreman George Harris and clearing crew moved from upper Bridge Creek (mile 45 approximately) to mile 41, on July 23.

Foreman Carl Nelson Moved from Olive Creek (mile 58) to upper Bridge Creek (mile 46 approximately), on July 18.

Construction work on this route is progressing nicely.

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 graveling soft and slippery places which had been causing trouble in the past, cleaning and digging ditches and planing road with Adams motor grader. This route is in good condition.

Route 9 Rampart-Eureka.

Maintenance work on this route consisted of clearing brush from road which had become badly overgrown, cleaning and digging ditches and repairing and installing timber culverts, This route is in fair condition.

Route 15 Circle-Miller House.

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

Route 15A Central-Circle Hot Springs.

Maintenance work on this route consisted of graveling soft places, repairing washouts, planing road with Adams #6 maintainer and installing metal culverts.

A branch road was graded up Ketchum Creek, to placer operations near the head of the creek. All necessary hand work was performed by interested miners and prospectors, This route is in good condition.

Route 15B Deadwood Creek.

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

Route 15E Miller House-Harrison Creek.

A relocation was ran from Miller House to a point about $2\frac{1}{2}$ miles up Mammoth Creek. Construction work on this section consisted of clearing, stripping, grading with grader, grading with trailbuilder and installing metal culverts. The above relocation was made necessary by early spring floods which completely destroyed the old road.

Route 16 Chatanika-Miller House.

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

Route 16D Sourdough Creek.

Maintenance work on this route consisted of surfacing with gravel. This route is in good condition.

Route 16E Faith Creek.

Construction work on this route consisted of clearing, grubbing, stripping, and grading with grader. Some wet and frozen ground was encountered on this route, due to which work could not be completed at this time. This work will be completed as soon as possible.

Route 30A Hot Springs-Tofty.

Construction work on this route consisted of clearing, installing and repairing timber culverts, ditching, and repairing bridges.

Route 38A Ruby-Long.Route 38E Long-Poorman.Route 38L Ruby Aviation Field Road.

Maintenance work on these routes during June and July consisted of graveling soft places, regrading with tractor and grader, repairing timber culverts, repairing bridges, cleaning and digging ditches and installing metal culverts. These routes are in good condition.

Route 38AB Long-Birch Creek.

Please note variation in names of this route. Have checked up on this matter and correct name should be as above. Right of way on this route was cleared by interested miners and prospectors.

Route 47A Wiseman Aviation field.

Maintenance of this field consisted of levelling and clearing field of big rocks.

Route 47B Nolan Branch.

Maintenance work on this route consisted of cleaning ditches with tractor and grader, clearing road of slides, graveling soft places and repairing timber culverts.

Route 47C Wiseman-Hammond.

Maintenance and improvements on this route consisted of corduroying, clearing, grubbing, installing timber culverts and cleaning and digging ditches. No complaints have been received from the Koyukuk District, therefore it is believed that the above 3 routes are in good condition.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks, official cars and all other equipment located in camps where no mechanic was located. Ten new Model BB Ford dump trucks were received. One new Chevrolet pickup was received via Valdez.

Traffic census was taken at Fox on route 7G twice during the month. Transitman Iver Quenboe was on route 7K during the entire month engaged in making line changes and supervising construction, Asst. Engineer Burglin was engaged on various survey jobs and supervising various work.

Very truly yours

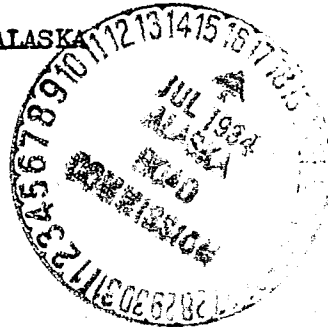
Frank Nash

Frank Nash

Supt.

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



July 3, 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 June 1934;

Route 4H2 Rapiqs-Grundler.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, cleaning ditches and culverts, cutting grass and brush from shoulders of the road and repairs to the telephone line. This route is in good condition. The McCarty ferry was operated throughout the month.

Route 4I Grundler-Richardson.

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

Route 4JA Lake Harding.

This road was planed with Adams #6 maintainer and is in good condition. An extension leading to the East from the main road was constructed, this extension is about 1000 feet long and was constructed with contributed funds.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft and rough places, cleaning ditches and culverts, bridge repairs, cutting grass and brush from shoulders of the road, stripping of a borrow pit at mile 367 and maintenance of the telephone line. This route is in good condition.

Route 5C Fish Lake-American Creek.

Maintenance work on this route will be performed by employees of the American Creek Dredging Co. To date no report as to work performed has been received.

4674

Route 5E Tanana Aviation Field.

Work on this field consisted of clearing and stripping. To date no report has been received as to the condition of this field.

Route 7A Summit-Chatanika.

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 7AA Cleary Creek System.

Maintenance work on these roads consisted of planing with Adams #6 maintainer, graveling soft places and bridge repairs. These roads are in good condition.

Route 7B Fox-Olnes.

This route was overlooked in the situation report for May. On May 25, Foreman E.G.Kunkel erected camp on this route to start clearing for line changes that are to be constructed and clearing along old sections of road so that old roadway can be widened. Work during May consisted of clearing only. On June 26 Foreman Chas. Mayben took charge of this crew, Foreman Kunkel being transferred to route 15E. Work on 7B during June consisted of clearing, stripping and grading by hand.

Route 7C Summit-Fairbanks Creek.

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

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

Maintenance and improvements on this route consisted of regrading with tractor and grader preparatory to surfaceing, planing road with Adams motor grader, graveling soft places and cleaning ditches. This route is in good condition.

Route 7DC St.Patricks-Happy.

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

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams #6 maintainer and Adams motor grader, graveling soft places, installing metal culverts, cleaning ditches and construction of a small line change in mile 3 to eliminate a blind curve. This route is in good condition.

Route 7H Little Eldorado Creek.

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

Route 7K Olnes-Livengood.

On June 4, Foreman Otto Bayless with a crew consisting of one cook, one tractor driver, one graderman, one powderman and five laborers left Fairbanks to establish camp near the Snowshoe-Aggie Divide (mile 17). Their equipment will consist of one A C 47 tractor and one #10 grader.

On June 18, Foreman George Harris with a crew consisting of one cook and five laborers left Fairbanks to establish camp near the head of Bridge Creek to clear right of way and open up frozen sections on the dark side of the hill.

Construction work consisted of clearing, grubbing, stripping, grading with tractors and graders, grading by hand, grading with slips, corduroying soft places, installing metal culverts, bridge construction and filling approaches to bridges. Construction work on this route is progressing nicely. A narrow road is ~~grad~~ graded out to the Snowshoe-Aggie Divide. This route is now passable for auto traffic (dry weather) to Cushman Creek (mile 10 $\frac{1}{2}$).

Route 7N Farmers Birch Hill.

Maintenance and improvements on this route consisted of regrading with tractor and grader preparatory to surfacing, surfacing with rock, installing metal culverts, cleaning ditches and bridge repairs. This route is in good condition.

Route 7S Graehl Bridges etc.

The Graehl Road which branches from Route 7G at Mile 1, and extends thru Graehl to the river front, was surfaced with rock. This work was done upon verbal instructions received from Chief Engineer Taylor. This work was charged to the allotment for route 7N.

Route 7T Farmers Chena Slough.

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

Route 9 Rampart-Eureka.

Maintenance work between Rampart and the bridge across Minook Creek was authorized. No report has yet been received as to work performed. A trip to Rampart will be made during the present month to outline further work on this route.

Route 15 Circle-Miller House.

On June 8, Foreman Joe Ensley with a crew consisting of one cook, one tractor driver, one truck driver and two laborers established camp at Central, mile 129. His equipment will consist of one Best 30 tractor, one Adams #6 maintainer, one Ford T pickup and one Ford dump truck, and one #10 grader part time.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, graveling soft places, repairing washouts, widening road in miles 150, 151 and 152 and cleaning ditches. This route is in good condition.

On June 19, Foreman George Foy with a crew consisting of one cook, one truck driver and one laborer moved to Central to perform maintenance work on routes 15, 15A and 15B. When this work is caught up so that it can be handled from Ferry this crew will move to Mile 163, Route 16.

On the above date Foreman Ensley and crew moved to Ferry, mile 149 to perform maintenance work on the north end of route 15.

Route 15A Central-Circle Hot Springs.

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

Route 15C Circle Hot Springs Aviation Field.

Maintenance and improvements on this field consisted of the completion of the stripping and leveling of this field, which work was started last year.

Route 15E Miller House-Harrison Creek.

On June 26, Foreman E.G.Kunkel with a small crew left Fairbanks to establish camp near Miller House to perform construction work on this route.

Route 16 Chatanka-Miller House.

Maintenance work on this route consisted of snow removal, opening bridges and culverts, repairing washouts, graveling soft places, brodge repairs and planing road with Adams #6 maintainer and Wehr motor grader. This route is in good condition. Eagle summit was opened on June 6.

Route 16D Sourdough Creek.

Upon receipt of word that five trucks left Seattle on June 18, the Barber Greene conveyor etc was installed preparatory to surfacing this route, and Foreman John Lekich moved camp to Sourdough Creek. As soon as sufficient trucks can be spared from other jobs or other trucks are received the work of surfacing this route will be performed.

Route 30A Hot Springs-Tofty.

Construction work was resumed on this route. To date no report has been received as to work accomplished.

Route 38A Ruby-Long.

Route 38AB Long-Myrtle Creek.

Route 38E Long-Poorman.

Route 38L Ruby Aviation Field Road.

No reports received to date.

Route 47 Coldfoot-Wiseman.

Route 47A Wiseman Aviation Field.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

Route 47D Jim Pup Trail.

Route 47E Myrtle Creek Trail.

Work was started on some of the above routes but to date no reports have been received.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks, official cars, trucks and tractor in the gravel camp working in the vicinity of Fairbanks, all trucks, tractors and other equipment in the District, completed construction of the frame for the gravel screen and installed the Barber-Greene conveyor etc on Sourdough Creek.

Very truly yours.

Frank Nash

Frank Nash

Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

June 16, 1934.

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

Handwritten initials: "612" and "B" above "GRT".

Dear Sir;

Following is the situation report for the Fairbanks District for the month of May 1934;

Route 4H2 Rapids-Grundler.

Foreman Al Copeland with a crew consisting of one tractor driver, one truck driver, one cook and two laborers left Fairbanks on May 28, to establish camp at Donnelly, to perform maintenance and improvements on this route during the present season. This crews equipment consists of one A.C. tractor, one #10 grader, one #6 maintainer, one dump truck and one Ford T pickup.

The McCarty Ferry was launched and placed in operation on May 28. Work performed on the road consisted of planing road with Adams #6 maintainer. This route is in very good condition.

Route 4I Grundler-Richardson.

On May 27. Foreman Sam Sanderson with a crew consisting of one tractor driver, one truck driver, one cook and one laborer left Fairbanks to establish camp at Richardson from which point they will perform maintenance work on route 4I and a part of route 4J. Later this crew will be temporarily increased to perform work on route 4AA. Their equipment consists of one Best 30 tractor, one number 6 maintainer, one dump truck and one model T Ford pickup. The telephone lineman also makes this camp his headquarters.

Work on this route consisted of planing road with Adams #6 maintainer, repairing washouts, graveling soft places and repairs to the telephone line. This route is in very good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams #6 maintainer, repairing washouts and repairs to the telephone line. This route is in very good condition.

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Route 4K Salchaket-Fairbanks.

On May 26 Foreman Leo Hardy with a crew consisting of one cook, one truck driver and one laborer established camp at Salcha Station to perform maintenance work on parts of routes 4J and 4K. Their equipment consists of one dump truck.

Work on this route consisted of planing road with Adams #6 maintainer and Adams Motor grader and graveling soft places. This route is in very good condition and gave no trouble during the breakup.

Route 7A Summit-Chatanika.

On May 25 Foreman Martin Nelson with a crew consisting of one tractor driver, one truck driver, one cook and one laborer established camp at Cleary Summit to perform maintenance work on routes 7I, 7A, 7C, 7CA, 7H, 16 and other routes in that vicinity. Their equipment consists of one A.C. tractor, one #6 maintainer, one dump truck and one model T Ford pickup.

Maintenance work on this route consisted of opening culverts, cleaning ditches and planing road with Adams #6 maintainer. This route is in very good condition and gave no trouble during the breakup.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of planing road with Adams and Wehr Motor graders, cleaning ditches and graveling soft places. This route is in very good condition and gave no trouble during the breakup.

Route 7DA College Spur.

This route was planed with Wehr Motor grader and is in good condition.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy.

Same as route # 7DA.

Route 7G Fairbanks-Gilmore.

On May 20, Foreman Walter Rynearson with a crew consisting of one cook, one tractor driver, two skilled laborers, four laborers, one shovel operator, one graderman and ten truck drivers established camp at mile 2 on this route. From this point they will perform maintenance and improvements on routes 7G and 7N. Their equipment consists of one A.C. tractor, one #10 grader, one model 40 gas shovel and ten dump trucks, which later will be increased to 12.

Foreman Henry Appelle with a crew consisting of one truck driver and one laborer, with one dump truck and one Adams motor grader are also located at this camp. this crew will perform maintenance work on all roads immediately adjacent to Fairbanks.

Maintenance and improevmts on the above route consisted of repairing washouts, cleaning ditches with tractor and grader, graveling soft places and bank protection at mile .5 where Noyes slough had started to cut into the road. Rock from the LaZelle road was used for this ~~purpose~~ purpose. This route is in very good condition and gave no trouble during the breakup.

Route 7GA LaZelle Road.

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

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of cleaning ditches and planing road with Adams #6 maintainer. This route is in very good condition and caused no trouble during the breakup.

Route 7K Olnes-Livengood.

Construction work on this route consisted of clearing right of way, grubbing, stripping, grading with grader and bridge construction. The bridge crew is now located at the Tolovana River.

On May 28 Foreman A.M. Rice and crew returned to Washington Creek to resume work from that point. His equipment will eventually consist of one 76 A.C. tractor, one Best 60 tractor, one 47 A.C. tractor with trailbuilder, one #121 power controlled grader, one #10 grader, one Euclid scraper and two dump trucks.

On May 29, Foreman Allan McDonald left Fairbanks with a crew consisting of one cook, one tractor driver, one graderman, one powderman and five laborers to establish camp at the first crossing of Aggie Creek. Their equipment consists of one A.C. tractor and one #8 grader.

Shortly after the first of June Foreman Otto Bayless with the same size crew and same equipment will establish camp near the Snowshoe-Aggie divide.

Foreman Carl Nelson is located at Olive Creek, he has a crew of 20 men and the following equipment one 76 A.C. tractor with trailbuilder, one Best 30 tractor, one #12 grader, one #7 grader and one dump truck.

Foreman Bert Wilson with a crew of ten men are located at Cleary Creek. Their equipment consists of one A.C. tractor and one #10 grader.

Foreman Joe McClure with the same size crew and same equipment is located at the lower crossing of Bridge Creek.

Instrumentman Quenboe is engaged in making the line change on the upper end of Bridge Creek.

Route 7N Farmers-Birch Hill.

Maintenance and improvements on this route consisted of regrading with tractor and grader preparatory to surfaceing with slate from the LaZelle Road, installing metal culverts, hand ditching and surfaceing with rock. This route is in fair condition but by the later part of June will be in first class shape.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of bridge repairs, thawing culverts and repairing washouts. The Birch Creek bridge withstood the breakup in fine shape, high water was encountered in Crooked Creek, four piles in the bridge near Central were taken out by highwater and driftwood, temporary repairs were made. This route is in good condition.

Route 15A Central-Circle Hot Springs.

Maintenance work on this route consisted of thawing culverts, repairing washouts and graveling soft places. This route is in good condition.

Route 15E Miller House-Harrison Creek.

No work was performed on this route. During May high water destroyed practically all of the road between Miller House and Zimmermans a distance of approximately 2½ miles. This section of road was built by miners and prospectors working on Mammoth and Independence Creeks and was in the creek bed most of the distance. This section of road will have to be relocated and a new road constructed.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of thawing culverts, opening bridges, repairing washouts and snow removal on 12 mile summit. This route is in good condition.

Route 22 Hot Springs-Sullivan Creek.

Spring protection work consisting of opening culverts and bridges and water diversion was performed on this route.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of opening culverts and bridges, water diversion and repairing culverts.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Spring protection work on these routes consisted of opening culverts and bridges, cleaning ditches and reapiiring washouts.

Route 59 Fairbanks Bridge.

A few running plank were renewed.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all freight trucks, offical cars and trucks that were used on routes 7G and 7N, they also completed the over-haul of 4 model AA Ford dump trucks, 2 #6 maintainers, 2 Ford A pickups, 1 Le Roi motor, 1 wagon, 1 Fordson, 1 Ford AA Flatbed(Light), 1 Rawls mowing machine and 1 Euclid Scraper. Eight A.C. 47 tractors and 6 Adams graders were received, all of which the garage crew unloaded and serviced preparatory to the seasons work.

Route 88 Ferry-Eva Creek.

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

Very truly yours,



Frank Nash

Supt.



ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

June 11, 1934.

Handwritten initials "RB" and a signature.

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

Dear Sir;

Following is a statement of the work accomplished in the Fairbanks District from November 1, 1933 to May 1, 1934.

Route 4J Richardson-Salchaket.

Route 4K Salchaket-Fairbanks.

Winter snow removal was performed on these routes as authorized, one round trip was made between Fairbanks and Richardson with the 76 tractor and the Carcp trailbuilder.

Route 5A Dunbar-Tanana.

Maintenance trail.....111 miles
" road..... 2 "

Route 7A Summit-Chatanika.

Winter Maintenance and snow removal..... 9 1/4 miles.

Route 7B Fox-Olnes.

Winter maintenance and snow removal, performed to permit freighting of supplies and equipment to Route 7K..... 10 1/2 miles.

Route 7D Fairbanks-Ester.

One bridge in the peat bog was replaced with two 24" metal culverts, and a fill made with rock from the LaZelle road. Several narrow places in the peat bog were widened.

Load Rock by power.....1716 Cu.Yds.
Metal culverts installed..24"..... 84 Lin.Ft.

the above work was also reported in the annual report for 1933.

Route 7G Fairbanks-Gilmore.

Winter maintenance and snow removal..... 13 miles.

Route 7I Gilmore-Summit.

Winter maintenance and snow removal..... 7 Miles.

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Route 7J Fairbanks-Chena Hot Springs.

Annual maintenance trail.....64 miles.
Bridges repaired..... 3 only.

Route 7JA Chena River Branch.

Annual Maintenance trail.....35 miles.
Bridges repaired..... 1 only.

The above work for the two above routes was included in the 1933 annual report.

Route 7K Olnes-Livengood.

Construction work on this route consisted of clearing right of way, constructing log cabins to be used as caches and quarters for maintenance crews, covering corduroy and soft places with earth and rock, bridge construction and freighting of bridge lumber and iron and equipment and supplies to various camps and caches for use during the coming season.

Clearing.....171.55 acres/
Cabins constructed..... 3 only
Tent caches.....3484 Cu.Yds.
Load Earth and Rock by hand.....3484 Cu. Yds.
Haul " " " " truck.....2825 Yd.Miles.
Spread " " " " hand (3484 Cu.Yds).....7778 Lin Ft.
Bridges constructed (10 only)..... 232 " "

These bridges consisted of 194 Lin Ft. of pile trestle and 1-38 foot A frame and comprises all bridges up to and including the one across the Tatalina River.

Route 17 Tanana-Kaltag.

Annual maintenance trail.....257 miles.

Route 23B Beaver-Caro.

Annual maintenance trail..... 85 miles
New Bridges (3 only).....112 Lin.Ft.
Bridges repaired..... 2 only
New Bridges (foot) (28wide) (2 only).....100 Lin.Ft.
Trams installed..... 1 only

Route 30 Hot Springs Landing-Eureka.

New Bridges.....1-100 foot Howe Truss.

This item was included in the 1933 annual report.

Route 31 Caribou Creek.

Annual maintenance trail..... 50 miles
New Bridges (8only)..... 400 Lin. Ft.
Bridges repaired..... 2 Only

Route 29 Tanana-Bettles.

Annual maintenance trail..... 156 miles

Route 29A Bettles-Coldfoot.

Annual maintenance trail..... 52½ Miles.

Route 46C Nenana-Knights.
Annual maintenance trail.....41 miles.

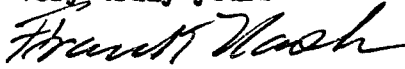
Route 46E Diamond-Telida.
Annual maintenance trail.....93 miles.

Route 47 Coldfoot-Wiseman.
Annual maintenance trail.....11 miles.

Route 63 Dunbar-Brooks.
Annual maintenance trail.....60 miles.
Bridges repaired..... 6 only.

Route 65F Grundler-Tanana Crossing.
Bridges repaired..... 1 Only.

Very truly yours




Frank Nash
Supt.

2

tractors and trailers that were used for freighting on route 7K. They also completed the overhaul of 6 Ford dump trucks, 2 Ford pickups, 1 model 40 gas shovel and a partial overhaul of the 60 tractor. After completion of freighting to Washington Creek the three freight trucks were given a second overhaul (light) so that they would be in proper condition for the summers work.

Very truly yours


Frank Nash

Supt.

ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

APRIL 17, 1934

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

Handwritten initials: ME, J.T., 13

Dear Sir:

Following is the situation report for the Fairbanks District for the month of March.

Route 7G Fairbanks-Gilmore

Route 7I Gilmore-Summit

Route 7A Summit-Chatanika

Winter maintenance was performed on these routes which consisted of work on numerous glaciers.

Route 7K Olnes-Livengood

Work on this route consisted of cutting pileing and cribbing, locating and cutting right of way, covering corduroy and niggerhead flats with rock and earth and construction of new bridges. Freighting on this route has been unusually heavy in order to get all the supplies to their various destinations before the breakup. Superintendent Nash is spending much of his time on this route in order to speed up the freighting.

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Route 59A Fairbanks Depot

The garage crew kept ~~1/1~~ in repair all trucks, trailers, tractors and sleds used on 7K. They also completed the overhaul of one thirty cat, two Model A Pickups, three Modes T Pickups, two G.M.C. trucks, three Model AA Dump trucks, one number ten and one number twelve graders.

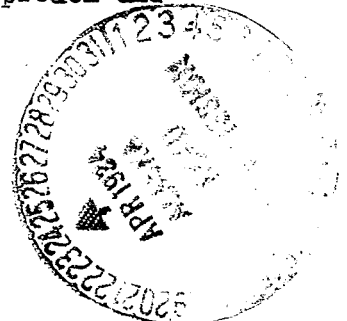
Route 65 F Grundler-Tanana Crossing

This work consisted of repairing the south approach and removing accumulated driftwood.

Very truly yours,

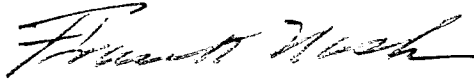
C.E. Burglin

C.E. Burglin
Asst. Eng.



Route 65F Grundler-Tanana Crossing.
No reports received to date.

Very truly yours

A handwritten signature in cursive script that reads "Frank Nash". The signature is written in dark ink and is positioned above the typed name.

Frank Nash
Supt.

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA



DISTRICT OFFICE
FAIRBANKS, ALASKA
Feb. 1, 1934.

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 January 1934:

Route 4J Richardson-Salchaket
Route 4I Salchaket-Fairbanks

Winter snow removal was performed on these routes as authorized by wire.

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

Winter snow removal was performed on these routes. To date the glaciers have given very little trouble.

Route 7D Fairbanks-Ester

Winter snow removal was performed on this route as authorized by wire.

Route 7K Olnes-Livengood

The bridge crew under Foreman Wm. Murray returned to work on January 17th, establishing camp at the first crossing of Aggie Creek. Work on this route consisted of bridge construction and freighting bridge material. Snow removal was performed on a part of Route 7B to permit transportation to this route.

Route 23B Beaver-Caro

Foreman Chas. Mayben returned to Fairbanks January 30th. Work on this route during November, December and January, consisted of constructing new bridges, repairing bridges, repairing towers and installing new tram cage in tram across Chandalar River at Caro. It was also necessary to construct two small foot bridges to give access to this tram.

No work was done in the vicinity of Little Squaw, due to too much snow. Foreman Mayben decided that this work could be done much easier, better and cheaper during the summer.

Foreman Mayben reports 78 degrees below zero weather while at Caro.

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H3

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32/14

ALASKA ROAD COMMISSION
FAIRBANKS ALASKA



March 14, 1934.

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 1934;

Route 4K Salchaket-Fairbanks.

Route 4I Richardson-Salchaket.

Snow removal was completed on these routes. This work performed in accordance with various wires received.

Route 7DC St. Patricks-Happy.

Snow removal was performed on this route as authorized by wire.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance was performed on these routes, this work consisted of work on various glaciers which have become very troublesome.

Route 7K Olnes-Livengood.

On February 4 Foreman John Lekich and crew returned to Globe Creek to resume work. On this same date a crew under Foreman Carl Nelson returned to the camp at the Tatalina River. On February 10 a crew of 9 men under Foreman Walter Ryneanson left Fairbanks to establish camp at Olive Creek.

Work on this route consisted of cutting pileing and cribbing, erecting cabins which are to be used as caches and later as quarters for maintenance crews, clearing right of way, covering corduroy and niggerhead flats with rock and earth and bridge construction.

Route 59A Fairbanks Depot.

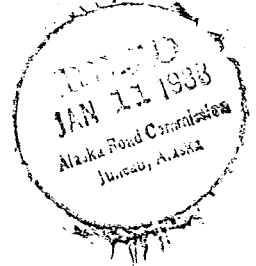
The garage crew kept in repair and operation all trucks, tractors and sleds that are being used on route 7K. They also completed the overhaul of 5 Model AA Ford dump trucks.

Route 63 Dunbar-Brooks.

Maintenance work performed on this route during December and January consisted of clearing trail of windfalls and bridge repairs.

76/28
32/74

Fairbanks, Alaska.
Jan; 4th 1937 1938



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

Dear Sir

Following is the situation report for the Fairbanks
District for the month of December 1937:

Route 4J Richardson- Fairbanks

The work on Banner Creek bridge was finished the early part of this
month (December) and the crew came to town.

Route 7A Summit-Chatanika

Route 7G Fairbanks- Gilmore

Route 7I Gilmore-Summit

Winter maintenance was performed on these routes. The work consisted
mostly taking care of glaciers. The SnoGo made one trip to Chatanika
and return.

7J Fairbanks- Chena Hot Springs

Foreman Mayben left Fairbanks the middle of December with a crew of
4 men . No reports have been received to date.

Route 46B Lignite- Kantishna

~~Maxx~~ Crough & crew completed bridges across Savage River and Middle
River but could not get to Clearwater unferseen difficulties. The
remainder of this work will be completed sometime in March this year.

Route 59A Fairbanks Depot

The garage crew completed the overhaul of 7 Ford dump trucks, and well
as taking care of the SnoGo and one trip of the SnoGo to Chatanika.

Very truly Yours

Peter Grandison
Peter Grandison
adc

1-26-37/1-4-37

INTERIOR
~~XV~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

December 1, 1937.



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 1937;

Route 4E2 Rapids-Grundler.

Repairs to the McCarty Ferry and winter tram were completed.

Route 4I Grundler-Richardson.

The rebuilding of the pile trestle just North of the Tanana River was completed and the bridge crew started moving to Richardson on December 1.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance work was performed on these routes. This work consisted of a small amount of work on glaciers.

Route 7J Fairbanks-Chena Hot Springs.

An inspection trip was made over this route by Instrumentman Iver Quenboe.

Route 29 Tanana-Bettles.

Maintenance work on this route, during October, was performed by Foreman Marsan and crew picked up at Alatna and consisted of cutting 4 miles 8 feet wide of new trail where old trail had been washed out. No reports received for November.

Route 46B Lignite-Kantishna.

No Reports received to date.

Route 59A Fairbanks Depot.

The garage crew completed the taking of inventory and preparation of requisitions for supplies etc required in 1938.

Due to the fact that the water in the well, in the blacksmith shop had become contaminated and was causing sickness, it was necessary to redrive the well.

These two jobs consumed a large portion of their time, cutting down on overhaul completed, however they completed overhaul of 1 Ford dump truck, 1 Model "KO" tractor and 1 Ford V8-10W flat bed truck.

Very truly yours

A handwritten signature in cursive script, appearing to read "Frank Nash".

Frank Nash
Supt.

INTERIOR
WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
JUNEAU, ALASKA



Fairbanks Alaska
November 5, 1937. *13*

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 1937;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of gravelling soft places and planing road with tractor and #6 maintainer. This route was in good condition at the time of the freezeup.

Traffic across the McCarty Ferry had become practically nil, therefore ferry service across the Tanana River was discontinued on October 17.

A new tower to support the main ferry cable was erected on the South side of the river. New platforms etc for use with the winter tram were erected on the two new towers.

When the tower on the North side collapsed in September the winter tram was completely demolished. It is therefore necessary to construct a new tram which is now being done.

Route 4I Grundler-Richardson.

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 time of the freezeup.

In view of the fact that Bridge Foreman Wm. Murray went to Takotna the later part of September and that other bridge men are being used on Rte. 46B, Foreman Walter Rynearson was sent to Grundler to take charge of the ferry work as mentioned under Route 4H2 and bridge work that is to be performed on Routes 4I & ka etc.

Other work on this route consisted of demolishing the old pile trestle just North of the Tanana River and cleaning out of bebris and false pileing at Shaw Creek Bridge.

Route 4J Richardson-Salchaket.

Maintenance work on this road consisted of planing road with Adams motor grader and cutting brush. Due to rains and soft weather encountered late this fall, the section of this route from Richardson Hill to Birch Lake froze up in a very rough condition. It is open tho to any and all traffic. The balance of the route was in good condition at the time of the freezeup.

1888

Handwritten signature

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams and Wehr motor graders and cutting brush. This route was in good condition at the time of the freezeup. The crew located at Salcha Station were laid off on October 18.

Route 5A Campbells-Tanana.

Received a report from Tanana stating that some work had been performed on the section of this route between Tanana and the Mission. No details were received, they were to be forwarded in the next mail and to date have not arrived.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with Wehr motor grader and staking lower shoulder of road, with tall stakes, from the Summit to Little Eldorado Saddle. This staking was done for the benefit of the snow fleet. This route was in good condition at the time of the freezeup.

Due to poor weather conditions and shortage of funds the crew located at Cleary Summit were laid off on October 29.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of planing road with Adams motor grader, gravelling soft places and brodge construction. This route was in good condition at the time of the freezeup.

Route 7D Fairbanks-Ester.

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

The F.E.Co. started the construction of a line change, which extends from Eva Creek to the F.E. mess house near the old Ester townsite.

Route 7G Fairbanks-Gilmore.

Maintennace work on this route consisted of planing road with Adams and Wehr motor graders. This route was in good condition at the time of the freezeup.

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams and Wehr motor graders, cutting brush and staking lower shoulder of road, with tall stakes, for the benefit of the snow fleet. This route was in good condition at the time of the freezeup.

Route 7N Farmers-Birch Hill.

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

Route 7S Graehl Bridges.

Repairs was performed on the bridge between the Steese Highway and Graehl.

Route 7T Farmers-Chena Slough.

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

Route 11A Eagle-Liberty.

Work was suspended on this route on September 30 and Foreman Rice returned to Fairbanks on October 1.

Route 11F Liberty-Chicken.

The Ferry operating across the Forty Mile River at Steel Creek was removed and placed in winter quarters.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer, gravelling soft places and cutting brush. This route was in good condition at the time of the freezeup.

The crew that was located at Central was laid off on October 13.

Route 15A Central-Circle Hot Springs-Portage Creek.

Maintenance work on this route between Central and Circle Hot Springs consisted of planing road with tractor and #6 maintainer and cutting brush. This section was in good condition at the time of the freezeup.

The extension from the Portage Creek Summit to Half Dollar Creek was completed. Sections between the Circle Hot Springs Aviation field and Portage Creek Summit were widened with tractor and dozer.

Route 15B Deadwood Creek.

This road was planed with tractor and #6 maintainer and was in good condition at the time of the freezeup.

Three model A Ford dump trucks were left on Deadwood Creek with the Deadwood Mining Company for them to use to haul surfacing material late this fall and early next spring.

Route 15G Miller House-Porcupine Creek.

Construction work on this route consisted of installing metal culverts, grading with tractor and dozer and gravelling soft places. This route was in good condition at the time of the freezeup. Work on this route was suspended on October 14 and Foreman Mayben and crew returned to Fairbanks on October 15.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of planing road with Wehr motor grader and cutting brush. This route was in good condition at the time of the freezeup.

As far as is known at this time Twelve Mile and Eagle Summits were still open at the end of the month.

Route 17C Nulato Aviation Field.

Construction work on this field consisted of clearing, grubbing and stripping, grading with tractor and dozer, grader and scraper and grading by hand.

Work on this field was suspended on October 22 and the crew returned to Fairbanks on the 23rd. A field 2200 feet long, 200 feet wide on each end and about 140 feet wide in the center was secured. The field could not be completed due to freezing conditions.

When the crew, which had been working on this field, were picked up to return to Fairbanks, the P.A.A. landed their Electra on this field.

RC
6419#1
Nov 5, 1937

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of surfacing with rock poor sections between the Landing and Hot Springs. This work was suspended on October 29 and Foreman Bayless and crew returned to Fairbanks on October 30.

Route 30A Hot Springs-Tofty.

Construction work on this route consisted of grading by hand, corduroying, clearing, installing timber culverts and ditching. Work on this route was suspended on October 14 and the crew moved to Hot Springs on the 15th. Foreman Bayless advises that practically all necessary corduroy was cut and laid on this route.

Route 29A Bettles-Coldfoot.

Maintenance work on this route during September consisted of clearing road of windfalls, cutting new road where old road had been washed out and grading slips to river and creek crossings.

To date no reports for October received from Koyukuk section.

Route 46B Lignite-Kantishna.

Carpenter Fergus Crough and four men left Fairbanks on October 29 to construct bridges on this route.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment operating out of Fairbanks and located in the various camps.

They completed the overhaul of 5 Ford dump trucks and the SnoGo which is now ready for the winters work.

During the early part of the month a traffic census was taken at Fox on route 7G.

It is to be noted that no work was performed on several local roads and route 7B and 7K. These routes were in good condition at the time of the freezeup and are still passable for any and all traffic.

Very truly yours



Frank Nash
Supt.

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

October 11, 1937.



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 September 1937;

Route 4H2 Rapids-Grundler.

The maintenance crew which had been located at Donnelly, moved to Grundler on September 1, so that their efforts could be concentrated on the section between Jarvis Creek and Grundler, which section during the summer months had received very little attention.

Maintenance and improvements on this route consisted of the construction of a line change South of the Jarvis Creek Bridge, planing road with tractor and #6 maintainer, graveling soft places, cleaning ditches, cutting brush, repairs to the telephone line and repairs and operation of the ferry across the Tanana River at Grundler. This route is in good condition.

On September 11, at about 10.30 A.M. while crossing the river in a heavy windstorm, with a heavily loaded truck, the North tower, supporting the main ferry cable, gave way letting the cable fall into the river. When this happened the front end of the ferry nosed under water, the direction of the ferry was changed as rapidly as possible by the ferryman, C.D. O'Flanagan, which action caused the end that was under water to raise, while under water blocks behind the wheels of the truck were washed away, when the nose of the ferry came up, the truck, which apparently had no brakes, rolled off of the ferry backwards and drifted down stream for a distance of probably 1500 feet before washing ashore.

A temporary tower 7 feet in height, was erected above or upstream from the location of the permanent tower and the ferry was again in operation for light traffic only, on September 13 at 5.30 P.M. A permanent tower was erected and the ferry in operation for all traffic at noon on September 19. A new tower will be erected on the South side of the river, this fall, after ferry service is discontinued. A new tram for winter use will have to be constructed.

Route 4I Grundler-Richardson.

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

The maintenance crew that was located at Richardson were moved to Grundler to assist in making repairs to the ferry and the camp at Richardson was closed on September 14.

Bridge material etc was freighted to the bridge near Grundler, that is to be replaced this fall.

18/43

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, cutting brush and repairs to the telephone line. This route is in good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams motor grader, cleaning ditches, cutting brush, and repairs to the telephone line. This route is in good condition.

Route 4KA Salchaket Bridge.

Piledriver material, which will be used to complete repairs to the pile trestle approach which was damaged during last springs breakup, was freighted to this bridge.

Route 5A Campbells-Tanana.

No reports received to date as to whether or not any work has been performed. An effort is being made to ascertain if any work was performed.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

Maintenance work on this route consisted of planing road with Adams and Galion motor graders and filling holes that were caused by settlement in frozen ground. This route is in good condition.

Route 7C Summit-Fairbanks Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7DE Ready Bullion Creek.

Maintenance work on this route consisted of levelling with tractor and grader to permit hauling ore to stamp mills.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places, cleaning ditches and repairs to the deck of the Noyes Slough bridge, which is getting to be in poor condition. This route is in good condition.

Route 7H Little Eldorado Creek.

A few soft places were gravelled. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of regrading and widening, surfacing with tailings, other best material obtainable and crushed rock and installing metal culverts. Due to the field allotment being exhausted work on this route was discontinued on September 20. All bad places ~~had~~ were surfaced so that for some time to come all that should be necessary on this route is maintenance.

Route 7N Farmers-Birch Hill.

This route was planed with Adams motor grader and 1 bridge repaired. This route is in good condition.

Route 7T Farmers-Chena Slough.

A few soft places were gravelled and the road planed with Adams motor grader. This route is in good condition.

Route 11A Eagle-Liberty.

Instrumentman Quenboe and party completed surveys sufficient to keep the crew going for some time and returned to Fairbanks on Sept. 8.

Maintenance and improvements consisted of clearing, corduroying, ditching and grading with grader and dozer.

Route 11C Steel Creek-Mouth of Walkers Fork.

Windfalls were cleared from this road.

Route 11E Eagle-70 Mile.

The bridge across Mission Creek, which was in very poor condition was renewed.

Route 11L Franklin-Chicken.

Approaches to creek crossings were graded, timber culverts repaired and 1 new bridge constructed.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer, gravelling soft spots, cutting brush, bridge repairs, installing metal culverts and repairs to one of the cribs in the Birch Creek bridge. This route is in good condition.

Route 15A Central-Circle Hot Springs-Portage Creek.

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

The extension from Portage Creek Summit to Half Dollar Creek, a distance of 2 miles, was surveyed and grading work started. This work should be completed in a very few days.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of cleaning ditches and regrading. This route is in good condition.

Route 15BA Ketchum Creek.

A few metal culverts were installed. This route is in good condition.

Route 15E Miller House-Harrison Creek-Mastadon Creek.

Construction work on this route consisted of the completion of the line change, which due to frost, could not be completed earlier. A few soft spots were surfaced with gravel tailings and the bridge near Miller House repaired. This route is in good condition.

Route 15G Miller House-Porcupine Creek.

Construction work on this route consisted of clearing, grading with grader and dozer, ditching, installing metal culverts, gravelling soft places, and construction of bridges across Bonanza and Porcupine Creeks. At the end of the month this road was passable for light loads.

Route 16 Chatanika-Miller House.

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

Route 17C Nulato Aviation Field.

Construction work on this field consisted of clearing, grubbing and stripping and grading with tractors and dozer and scraper. Work on this field is progressing nicely and if the freezeup does not occur too early and the equipment stands up, the field as originally planned will be completed.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of clearing, regarding and bridge construction. An inspection trip was made over this route, the section from the Landing to Hot Springs was found to be in poor condition. This condition was due largely to poor drainage. This section needs regrading, proper drainage ditches and resurfacing. Due to consistent high water and the wet season it was impossible to perform that work during the past summer. The section from Hot Springs to Baker Creek was, with the exception of creek crossings, in good condition. All creek crossings were very soft and in poor condition. The section from Baker Creek to Eureka which had been recently graded was badly cut up and passable only for cars or trucks with high clearance. This condition was due to the fact that the road had only recently been regraded and that it had been continually soaked with heavy rains. It is believed that when the loose earth packs that this section will make a good dry weather road and will be passable in wet weather, if it is not abused during and immediately after heavy rains.

Route 30A Hot Springs-Tofty.

Construction work on this route consisted of clearing, grubbing and stripping corduroying, installing timber culverts, bridge construction, repairing timber culverts, grading by hand, ditching and surfacing with gravel. An inspection trip

was also made over this route. The road from Hot Springs to Half Way is now passable for trucks. Practically all corduroy needed between Half Way (Mile 7½) and Blow Back Creek (Mile 10) has been laid. All bridges have been constructed and the road is now passable for tractors. There remains considerable work to be performed between Blow Back Creek and Tofty. By the end of the season all culverts will be installed and as many as possible of the remaining bad places will be corduroyed.

Route 38E Long-Poorman.

Maintenance work on this route consisted of surfacing soft places, reshaping with tractor and grader, painting Sulatna Bridge and attempting to fill bridge approaches. The latter could not be completed, this due to wet weather and high water in the Sulatna River. Also due to wet weather both 38A and E are in poor condition, they being soft and cut up. Due to shortage of funds work on these routes was suspended on Sept. 15.

Route 38K Ruby Aviation Field.

Due to heavy rains and settlement of fills it was necessary to do some levelling on this field, which is now in good condition.

Koyukuk Section.

No reports received.

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. A traffic census was taken at Fox, on route 7G, twice during the month.

Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of gravelling soft places and installing metal culverts as far as funds would permit.

Route 65H Tanacross Aviation Field.

Construction work on this field consisted of grading with tractor and grader and scraper. Work on this field was completed and Foreman Dan Moller and crew returned to Fairbanks on September 27. According to reports received this field is now in very good condition.

Route 87 Woodchopper-Coal Creek.

Work on this route consisted of ditching and surfacing. This work was completed and the crew and all equipment returned to Fairbanks on September 5. The foreman that was on this job advises that all work was completed and that this road was in good condition and should be suitable for the mining companys use for some time to come.

Very truly yours



Frank Nash
Supt.

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

September 20, 1937.



Handwritten initials/signature

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 1937;

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of graveling soft and unsurfaced sections, cleaning ditches, cutting heavy growth from shoulder of road, planing road with tractor and #6 maintainer and repairs to the telephone line. This route is in good condition.

The maintenance crew performing work on this route will be moved from Donnelly to Grundler on September 1.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, planing road with Adams motor grader, riprapping near mile post 52 to prevent erosion and repairs to the telephone line. This route is in good condition.

However during the majority of the month, due to continued and heavy rains the section of this road from Birch Lake (Mile 311.6) to the foot of Richardson Hill (Mile 304.4) was very soft and badly cut up, it was at no time impassable. This section is badly in need of resurfacing and will be given consideration in recommendations for work in 1938.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, installing metal culverts, removal of driftwood which had become lodged against the Salchaket bridge, planing road with Adams motor grader and maintenance of the telephone line. This route is in good condition.

Route 5A Campbells-Tanana.

A small amount of work was authorized on the section adjacent to Tanana. To date no report has been received as to work accomplished.

Route 7A Summit-Chatanika.

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

32/11

Route 7AA Cleary Creek System.

The Wolf Creek Mining Company started grading on their road up the west limit of Wolf Creek, but frost conditions were encountered, due to this it is doubtful if any surfacing can be performed on this road this fall. Other roads on Cleary Creek were planed with Wehr motor grader and are in good condition.

Route 7B Fox-Olnes.

Maintenance work on this route consisted of graveling soft places, planing road with Adams motor grader and filling holes caused by settlement on frozen ground. This route is in good condition. Considerable settlement continues to take place on the section between the F.E.Co. ditch and Dome Creek. If time and weather permits the gravel crew will probably spend a week on this section after they complete work on route 7K.

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

Maintenance work on these routes consisted of graveling a few soft spots and planing road with Adams motor grader. They are in good condition.

Route 7D Fairbanks-Ester.

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

Route 7G Fairbanks-Gilmore & Branches.

Maintenance work on this route consisted of graveling soft places, planing ditches, cutting heavy growth from shoulder of road, extending and installing metal culverts and planing road with Adams motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

To allow mining operations the F. E. Co. constructed a line change 100 feet in length just above Gilmore.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route as performed by the gravel rock crew consisted of regrading and widening preparatory to surfacing, planing sections that had settled due to frost leaving ground, surfacing with crushed rock and gravel, planing road with Galion motor grader and installing metal culverts.

The gravel crew completed repairs and necessary surfacing to the Malina River and then moved camp from Globe Creek to Olive Creek, from this point they will concentrate their efforts on the Livengood end of this route, getting it in good condition before the end of the season.

The rock crew is concentrating its efforts on the poorest sections between Cushman Creek and the head of Globe Creek.

ermers-Birch Hill.

Isabelle Creek.

These routes were planed with Adams motor grader and are in good

ermers-Chena Slough.

aintenance work on this route consisted of graveling a few soft
ninstalling metal culverts, repairing timber culverts and planing
dams motor grader. During the rainy weather unsurfaced sections
d became badly cut up. It is now in good condition and will remain
further heavy rains are encountered.

part-Eureka.

arly last spring a letter was sent to Mr. John Duncan, of Rampart,
if he would be available to perform work on this route and to
he foot bridge across Big Minook Creek. No reply was received from
later another letter was sent to him. In due course of time a reply
d in which he stated that my first letter had apparently went astray
te as he had never received it. He further stated that due to poor
id not feel able to carry on with the work and that in view of this
d to get others in that section to handle the work, but no one was
do so. In view of the above and the small allotment available it
that it would not be advisable to send any one from Fairbanks to
s work. It was therefore called off for the present.

agle-Liberty.

aintenance and improvements on this route consisted of clearing,
d stripping, grading with grader and dozerand by hand, corduroying,
metal culverts, ditching, rock work, bridge repairs and graveling

August 22, Instrumentman Iver Quenboe and 2 men, who had been
n route l1M, went to Eagle to complete the survey from Star Gulch
it between Discovery Fork and Liberty Creek, also to get necessary
for steel bridges required between Eagle and the Summit.

ack Wade-Walkers Fork-Boundry.

strumentman Iver Quenboe and 2 men surveyed a road from the Canadian
Jack Wade Creek, a distance of 19 miles. They also staked out a spur
oute, extending down into Walkers Fork to dredging operations.
e Canadian crew with their equipment and equipment rented by interest-
graded 14.58 miles of road from August 1 to 24(approx). From Mile 0
31 this road is approximately 14 feet wide, from Mile 12.31 to Mile
et wide, from Mile 13.43 to Mile 14.58-8 feet wide. The section from
ile 13.43, has been traversed by both tractor and trucks, the section
3.43 to 14.58 is passable only for tractors.

ller House-Circle.

aintenance work on this route consisted of graveling soft places,
tches, cutting heavy growth from shoulder of road, bridge repairs,
d and guard rails on bridges, installing metal culverts,

ing road with tractor and ⁴/_{#6} maintainer. This route is in good condition.

A Central-Circle Hot Springs-Portage Creek.

Maintenance work on this route consisted of graveling soft spots, ditches, cutting heavy growth from shoulder of road and inside of curves, repairs, installing metal culverts, planing road with tractor and #6 er, repairing washouts and reshaping section between Circle Hot Springs C. H. S. Aviation Field, and general repairs to the section between the m field and the head of Portage Creek. This route is in good condition.

C Circle Hot Springs Aviation Field.

Maintenance and improvements on this field consisted of stripping overburden from the S.W. end of the field to facilitate winter use.

E Miller House-Harrison Creek-Mastadon Creek.

Maintenance work on this route consisted of graveling a few soft the Mastadon Creek branch.

G Miller House-Porcupine Creek.

Construction work on this route consisted of clearing, grading with nd dozer, installing metal culverts, ditching and loading and hauling ading gravel on wet sections.

On August 10, the crew moved from Miller House, to Mile 5, which is outh of Bonanza Creek.

A narrow grade was punched thru to the end of this road, which with ption of a few wet places in Mile 4 was passable for cars or trucks. es in Mile 4 will be properly drained and surfaced so that they will ble for any and all traffic by Sept. 15. By the end of the season a way road will have been constructed. Bridge timbers for creek crossings za and Porcupine Creeks were freighted to bridge sites.

Chatanika-Miller House.

During the month Foreman John Lekich and crew, who had been located 103 moved to Perhaps Creek, Mile 56.

Maintenance work on this route consisted of graveling soft places, low spots in Chatanika Flats, cleaning ditches, cutting heavy brush e of road and planing road with Wehr motor grader. This route is in ition.

J Nulato Aviation Field.

A sixty foot bridge across a slough between town and the field site yruacted and the crew returned to Fairbanks. Bridge equipment used on ~~the~~, with the exception of the old Fordson tractor was returned to Ruby.

The crew, under Foreman Don Mueller, who had been working on the ld, moved to Nulato on August 17. The road from town to the field leted and grading on the field started. If no major breakdowns occurr ent a good field should have been constructed by greezeup.

Hot Springs Landing-Eureka.

Maintenance and improvements on this route consisted of clearing, with tractor and grader, graveling soft places, installing timber, repairing timber culverts, ditching and creosoting bridges. No reports have been received as to the condition of this road.

Hot Springs-Tofty.

Construction work on this route consisted of clearing, installing culverts, bridge construction, grading with dozer and grader, bridge corduroying, grubbing and stripping, grading by hand and surfacing operations.

Work on this route was delayed on account of continuous and heavy rains. F. W. Farrell apparently could not cope with the situation and in view of the fact that he figured that he was not making the progress he should have made, he resigned. He was replaced by Foreman Otto Bayless.

Ruby-Long.Long-Pooman.

Maintenance work on these routes consisted of surfacing soft places, graveling road with tractor and grader, cleaning ditches, bridge construction, installing metal culverts, painting Sulatana Bridge and filling bridge approaches. The routes are in fair condition only, continuous and heavy rains have washed the road soft and cut up.

Ruby Aviation Field.

Construction work on this field consisted of grading with tractor and grader and tractor and scrapers and levelling with tractor and grader. Work was completed on August 16 and the crew and equipment moved to the field. No doubt further levelling will have to be performed on the Ruby Field. For make-up, this can be performed by Foreman Wilkinson and crew.

Coldfoot-Wiseman.

Maintenance work on this route during July consisted of bridge repairs, installing timber culverts, regarding approaches to river and creek crossings, washouts and clearing trail of windfalls.

Wiseman Aviation Field.

Maintenance work on this field consisted of grubbing and stripping, installing drainage ditches and levelling.

Wiseman-Hammond.

Maintenance work on this route during July consisted of filling ruts, washouts and removal of a large slide of dirt and rock in mile 7.

Jim Pup Trail.

Maintenance work on this trail consisted of regarding approaches to creek crossings, repairing washouts and rebuilding 200 feet of trail that had been washed out by high water.

Fairbanks Depot.

The garage crew kept in repair and operation all official cars, trucks and all equipment located in camps where no mechanic is present. A traffic census was taken at Fox, on route 7G, twice during

Tanacross Aviation Field.

Maintenance and improvements on this field consisted of stripping overburden from West end of field and levelling with tractor and scraper.

Work on this field was greatly retarded due to heavy and continuous trouble with the 30 tractor. But it is believed that a good field will be secured by the end of the season.

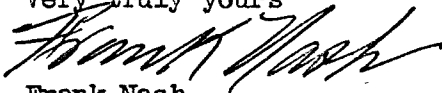
Grundler-Tanacross.

While at Clearwater recently, the three bridges across Clearwater 2 miles from Grundler, were examined and found to be in very poor condition. Before being able to get over them with any load considerable work will have to be performed on the first two bridges. In view of this, shortage of funds and the little use of the bridge across the Big Gerstle I decided to postpone the erection of the foot bridge across the Big Gerstle until next year.

Woodchopper-Coal Creek.

Work on this route consisted of ditching, installing timber culverts, grading and surfacing. Work on this route will be completed early in the fall sufficiently, so that hereafter it is believed that future maintenance will be performed by users of the road.

Very truly yours



Frank Nash

Supt.

INTERIOR
~~WAR~~ DEPARTMENT

BOARD OF ROAD COMMISSIONERS FOR ALASKA

JUNEAU, ALASKA



Fairbanks, Alaska.
August 13, 1937.

Handwritten initials: MB, JRS, GRT

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 1937.

Route 4H2 Rapids-Grundler.

Maintenance work on this route as performed by the crew located at Donnelly Station consisted of, graveling soft and unsurfaced sections, reshaping road with tractor and grader, cleaning ditches, planing road with tractor and grader and #6 maintainer, painting hand and guard rails on bridges and maintenance of the telephone line. This route is in good condition.

The McCarty ferry was operated throughout the month. Mr. Louis Grimsmore Ferryman was given leave for 3 or 4 weeks, during his absence the ferry will be operated by Capt. C. D. O'Flanagan.

Route 4I Grundler-Richardson.

Maintenance work as performed by the small crew located at Richardson consisted of, graveling soft places, cleaning ditches, planing road with Adams motor grader, repairs to the phone line and painting hand and guard rails on bridges. This route is in good condition.

Due to ill health, Foreman Allan McDonald who was in charge of this crew was forced to resign on July 26. He was replaced by Mr. Marion Taylor, who had been employed in Murrays bridge crew. Mr Taylor has had previous road experience and has handled crews elsewhere.

Route 4J Richardson-Salchaket.

Maintenance work as performed on this route by the small maintenance crew located at Richardson and the bridge crew consisted of, graveling soft places, cleaning ditches, cutting heavy brush etc from shoulder of road, clearing road of small slides which came down during the earthquake of the 22nd., planing road with Adams motor grader, bridge repairs, construction of a retaining wall at Benner Creek to eliminate erosion, maintenance of the telephone line, and painting hand and guard rails on bridges. This route is in good condition.

Route 4K Salchaket-Fairbanks.

On July 22 at approximately 7.10 A.M. Fairbanks and vicinity was shook u up by the worst earthquake ever experienced in the Interior of Alaska. Since that date quakes have been felt every day, the total number of shakes running well into the hundreds. Subsequent shakes have been light. The epicenter of this disturbance is apparently near Salcha Station as that is where the most damage occurred.

Handwritten vertical note: 18/29

Leaving town at about 8.30 A.M. nothing out of the ordinary was noted until Mile 16 was reached. At this point there is a small pile trestle over a slough. The ground on both sides of this bridge was cracked open, small cracks. Upon examining the bridge it was found that the south bent had been shoved forward or in a westerly direction and the cap had rolled completely off of the piles. The ground beneath the bridge for a distance of about 100 feet had settled about 1 foot.

At Mile 18 it was found that some damage had occurred to the roadhouse, steam and water had spurted up thru the pump and several small cracks in the earth were noticed.

South of Mile 18 it was noticed that in several places that banks of the road paralleling the road had broken off. No damage occurred to the 100 span bridge at Mile 23. Practically all of Miles 26 and 27 were under water to a depth of 12". Some of this water had apparently been forced up thru the ground, as later in the day it was observed from the air that this area had no connection with the Tanana River or the Piledriver Slough by which it could have been flooded. Later it was noted that a section of road had settled and heaved leaving the road very rough.

The Little Piledriver bridge was undamaged. Between this bridge and the Big Piledriver Bridge several cracks in the earth were observed, one measured 14" across at the top. Ground at the north end of the Big Piledriver Bridge settled about 1 foot and the cribbing around the pier on this end was shoved forward or in a westerly direction. The pier on the south end of this bridge was shoved in about 3" and partly splitting one of the caps.

A small bridge immediately south of the Big Piledriver Bridge was knocked out of shape, the north end had settled down about 6" and the south end had heaved ~~up~~ about 1 foot. Between the two bridges were several cracks in the earth.

Between Mile 28 and 33 $\frac{1}{2}$, several cracks in the ground were observed, several of these cracks were 12"-14"-16" wide at the top.

The old telegraph building at Mile 33 which is being used as a mess and kitchen house was knocked out of shape. The first shock gave the top a decided lean to the south, subsequent shakes however straightened it out somewhat leaving a bow in the north wall. During the heavy shake, our truck driver, in coming down stairs was thrown through a window cutting one hand. Everything on shelves and table were thrown into the air, the stove was knocked over and landed upside down in the middle of the kitchen floor.

In the canyon just above Salcha Station considerable earth and rock had slid down completely blocking the road. The entire slide was about 1000 feet long, 200 feet of road was partially covered and 200 feet completely covered. At 11 A.M. tremors could be felt continually and rocks etc were still rolling down from the hill. At this time continued rumblings intermingled with what sounded like heavy underground blasts could be heard. This continued for several days.

From Mile 16 to 33, several cracks and fumaroles were noticed where steam and water had spewed up thru the earth. Mr. E. B. Collins, of Fairbanks, was passing thru this region when the main shake occurred, he advises that sand and steam spurted into the air for a distance of at least 20 feet.

In the afternoon of the 22nd., a flight was made to Big Delta, with the Airways. On this flight it was noticed that a small slide had come down at Mile 45 and that the shoulder of the road had given away in a few places, but not sufficient to block travel. At Five Mile Hill Mile 45, it was noticed that a few slides had occurred on the river side of the road and that a few rocks had slid into the road, this section was also passable. In the canyon above the Fox Farm, Mile 51-52 a few rocks had slid down into the road.

One of the crews from Richardson was then at Mile 52 cleaning out this section. No damage occurred at either Richardson or Shaw Creek Hills.

At 1 P.M. on the 22nd., the 10 wheel freight truck left Fairbanks for Miller House to pick up the KO tractor and dozer to clean out the slide at Mile 34, the tractor was landed at the slide at 6 P.M. on the 23rd., and the road was again open to traffic on the morning of the 25th. Later more slides came down but they were immediately cleared out causing no further delays. The KO and dozer was returned to Miller House on the 31st. It was held 1 day in Fairbanks to perform some welding on the Isaacson dozer.

Your attention is called to last month's situation report, page 3, in regard to water impounded in sloughs from Mile 18 to 12, as mentioned the bridge at Mile 11 was constructed and in a very short time the area was drained and road repaired and is now in good condition.

Other work on this route as performed by the various crews consisted of, graveling soft places, cleaning ditches, removing slides, filling holes etc which were caused by the earthquake, installing metal culverts, bridge construction, bridge repairs, planing road with Adams and Wehr motor graders, painting hand and guard rails on bridges and maintenance of the phone line. The majority of this route is in good condition, sections however, due to heaves and settlement are rather rough.

Route 4KA Salchaket Bridge.

The heavy quake of July 22, apparently did no damage to this bridge as it was inspected on the 23rd., by Bridge Foreman Murray and found to be O.K. A few days later it was again inspected and it was found that the south pier had moved forward or in a northerly direction about 7" and that one of the rollers was completely off of the bearing plate. The bridge was jacked up and an additional plate and cap installed.

Route 7A Summit-Chatanika.

Maintenance work as performed on this route by the crew located at Cleary Summit consisted of graveling soft places, cleaning ditches, installing metal culverts and planing road with Wehr motor grader. This route is in good condition. No damage occurred from the earthquake, on any roads north of Fairbanks.

Route 7AA Cleary Creek System.

A survey was made for a road from the Steese Highway (Mile 24 $\frac{1}{2}$ route 7A) across Cleary Creek and up Wolf Creek to mining operations of the Wolf Creek Mining Company. This matter is also covered in your letter of July 23. As soon as the grading is completed it will be ascertained how much of this road will require surfacing and necessary funds will be requested.

Route 7B Fox-Olnes.

This route was planed with Adams motor grader and is in good condition. Considerable settlement continues in the frozen ground between the F.E.Co. ditch and Dome Creek.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route as performed by the crew located at Cleary Summit consisted of, graveling soft places, repairing washouts, cleaning ditches, installing metal culverts and planing road with Adams motor grader. This route is in good condition.

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

Maintenance work as performed on this route by the various crews consisted of, graveling soft places, cleaning ditches, repaving old bridge across Eva Creek with a new structure and planing road with Adams motor grader. This route is in good condition.

Route 7DB Ester Dome.

Maintenance work on this route consisted of reshaping road with tractor and grader, This route is in good condition.

Route 7DC St.Patricks-Happy-Goldstream.

At the request of Mr. E. E. Drouin a survey for a line change on lower Goldstream was made. Arrangements were also made to have this change constructed. It is understood however that Drouin cannot secure right of way privilege from the F.E.Co. who have under option, some of the ground that it was proposed to traverse.

Route 7G Fairbanks-Gilmore and Branches.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, installing metal culverts and planing road with Adams motor grader. The branch to the head of Columbia Creek was reshaped with tractor and grader. This route is in good condition.

Route 7H Little Eldorado Creek.

A few soft places were graveled. Due to mining operations the F.E.Co., have made several changes in the location on this route. They have been furnished a few metal culverts for use on this route.

Route 7I Gilmore, Summit.

Maintenance work on this route as performed by the crew located at Cleary Summit consisted of, graveling soft spots, cleaning ditches with tractor and grader and planing road with Adams motor grader. This route is in good condition.

Route 7K Olnes-Livengood.

Maintenance and improvements as performed on this route by the rock crew, gravel crew and maintenance crew consisted of regrading and widening preparatory to surfacing with crushed rock and gravel, repairing washouts in the Tatalina Flats, resurfacing sections that had settled due to frost leaving the ground, surfacing with crushed rock and gravel, installing metal culverts, planing road with motor grader and painting hand and guard rails on bridges.

Bridge foreman Wm. Murray and crew completed repairs to the Tatalina Bridge on July 7 and road was open to traffic on that date.

The crusher crew located at Washington Creek completed surfacing with crushed rock from the top of Willow Creek Hill (Mile 6.5) to a point halfway between Washington Creek and Cushman Creek (Mile 10). The crusher was then moved to Cushman Creek and after working a few days it was found that the material there was no good and as the material secured at Washington Creek was not the best, it was decided to move this plant to Aggie Creek.

The gravel crew completed patching to the top of Willow Creek Hill and in the vicinity of Globe Creek. They also completed additional surfacing that could be reached from upper Globe Creek and the widening of the fill across the Washington Creek flats. They also worked at resurfacing sections in the Tatalina Flats that were damaged during the spring breakup. This crew will move to Olive Creek on or about August 8. Regrading and widening was completed to Snowshoe Gulch (Mile 15) and from the head of Globe Creek to Aggie Creek (Mile 21) and from Olive Creek to Lillian Creek.

The maintenance crew under foreman Otto Bayless completed repairs as far as possible in the Tatalina Flats and moved from Tatalina to Olive Creek from which point he has been regarding and installing metal culverts in preparation for the gravel crew.

Route 7N Farmers-Birch Hill.

Maintenance work as performed on this route by the crew located at Fairbanks consisted of cleaning ditches, graveling soft places, planing road with Adams motor grader and repairing section near the Ballaine Homestead that was damaged during the spring breakup. This route is in good condition.

Route 7NA Isabelle Creek.

Maintenance work on this route was also performed by the crew located at Fairbanks, this work consisted of cleaning ditches, installing metal culverts and planing road with Adams motor grader. This route is in good condition.

Route 7T Farmers-Chena Slough.

The bridge immediately adjacent to the Richardson Highway, which had become very rotten and unsafe was replaced with a 20 foot frame span of fir lumber. This route is in good condition.

Route 11A Eagle-Liberty.

During June and July work performed on this route by the crew under the direction of foreman A. M. Rice consisted of graveling soft places, cleaning ditches, planing road with tractor and grader, grubbing and stripping, grading with grader and dozer, grading by hand and rock work. Rock work was performed in the canyon to complete work that was started last year. Grading on the line change up Discovery Fork to Star Gulch was started.

Route 11M Jack Wade-Walkers Fork-Boundry.

On July 27, Instrumentman Iver Quenboe and 2 men left Fairbanks for Walkers Fork to survey road from the Boundry to Jack Wade.

Route 15 Circle-Miller House.

Maintenance work as performed by the crew located at Central consisted of graveling soft places, cleaning ditches, bridge repairs, painting hand and guard rails on bridges, planing road with tractor and #6 maintainer and removal of driftwood which had lodged against one of the ice breakers at the Birch Creek bridge. This route is in good condition.

Route 15A Central-Circle Hot Springs-Portage Creek.

Maintenance work on this route was also performed by the crew located at Central. This work consisted of graveling soft places, cleaning ditches, bridge repairs, installing metal culverts and planing road with tractor and #6 maintainer. This route is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route was also performed by the crew located at Central, this work consisted of graveling soft spots and planing road with tractor and #6 maintainer. This route is in good condition.

Route 15C Circle Hot Springs Aviation Field.

A ditch, for drainage purposes was dug around the upper edge of this field.

Route 15E Miller House-Harrison Creek-Mastadon Creek.

Maintenance and improvements on the road up Independence Creek to Harrison Creek consisted of graveling soft places, cleaning ditches, grading with tractor & Dozer & grader, clearing and installing metal culverts. The line change on the lower end of this route has been completed. This road is in good condition.

All necessary work with the exception of 1 line change about 2000 feet long, has been completed on the branch up Mastadon Creek. Frost was encountered in pl places on the line change, it will therefore be necessary to give these sections a chance to thaw out before they can be completed.

Route 15G Miller House-Porcupine Creek.

The line change in the vicinity of Bonanza Creek was inspected and found to be the most satisfactory line. This change follows farther up Porcupine Creek on the old ditch, then drops into Bonanza Creek, then follows down the left limit of Bonanza on tailing piles, to Porcupine Creek, then crosses Porcupine and ties into MacDonalds line. The change lengthens the distance and also necessitates an additional 16 foot bridge. It however cuts out considerable wet and frozen ground and gives a better and shorter bridge crossing across Porcupine Creek and also makes available an unlimited quantity of good gravel tailings which can be used for surfacing.

Construction work as performed on this route by foreman Charles Mayben and crew consisted of Clearing, grading with tractor and dozer and grader, loading, hauling and spreading gravel, ditching by hand and installing metal culverts. Altho not completed 2½ miles of this road is now passable by car. On or about August 8 this crew will move to Mile 5.

Route 16 Chatanika-Miller House.

Maintenance work as performed on this route by crews located at Mile 103, Long Creek and Cleary Summit consisted of cleaning ditches, graveling soft spots, planing road with Wehr motor grader and replacing old native timber bridges at Crooked Creek (Mile 40.0) and McKay Creek (Mile 42.3), which had become very rotten and dangerous, with new fir structures. This route is in good condition.

Route 17C Nulato Aviation Field.

The piledriver which had been used at the Sulatna Bridge was dismantled and sent to Ruby from where it will be sent to Nulato for use in driving the bridge across the creek to reach the new field to be constructed at Nulato,

Route 30 Hot Springs Landing-Eureka.

Maintenance and improvements on this route consisted of creosoting the bridge across Hot Springs Slough, regrading and widening, installing timber culverts, repairing timber culverts, bridge repairs and construction and graveling soft places.

Hot Springs-Tofty.

Construction work on this route consisted of clearing, grubbing and stripping, muck hauling, grading by hand, loading hauling and spreading gravel, bridge and culvert construction, installing timber and metal culverts. According to reports work on this route is progressing nicely. Equipment is being double shifted.

Ruby-Long.

Maintenance work on this route during June consisted of graveling soft places, repairing washouts, cleaning ditches and installing metal culverts. During July work consisted of the above and bridge repairs.

A trip was made over this route on July 26-27, sections of it were found very rough and other sections were found to be very soft, foreman Wilkinson made every effort to get the bad places repaired as rapidly as possible. Due to increased mining activities at Long considerable tonnage passed over this route in the early summer and tonnage hereafter will no doubt be heavier than it has been several years past. The Long Creek Mining Co. (Gustafsons) now have a new diesel pumping unit, 1 RD8 caterpillars with dozer and 1 dragline on Bear Pup, a tributary of Long Creek, immediately back of the old town on

Long-Poorman.

Maintenance work on this route consisted of graveling soft places, installing metal culverts, repairing washouts and painting the Sulatna bridge. A trip was made over this road on July 27, prior to this date very little maintenance has been performed on this route, it was found to be in fair condition, it was rough in places but no soft spots were encountered. Early in August Foreman and crew will move to Sulatna from which point he will perform maintenance on this route and fill in the approaches to the Sulatna bridge.

Ruby Aviation Field.

Work on this field consisted of grading with tractor and dozer and tractor repair. This work had not progressed as far as expected, it is hoped however this field completed by August 20. Considerable trouble was encountered with the tractor and the old Best 30 #186. On July 27 this 30 went to pieces. In view of the amount of work left to perform and the fact that no 30 parts could be secured in a reasonable time, the "K" that was out on 38A was pressed into service on this field in view of the above and the amount of work to be performed at Nulato a "K" was ordered down from Fairbanks. It is estimated that the 30 can be repaired and put in operation for \$300-\$350, it will therefore be overhauled and sent to Nulato as soon as possible.

Section.

No reports received to date.

Fairbanks Depot.

The garage crew kept in repair and operation all equipment located in camps. A mechanic is stationed, official cars, freight trucks etc. Traffic census was taken at Fox.

Tanana Crossing Aviation Field.

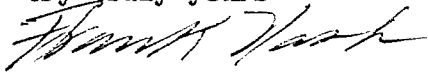
Route 65H Tanana Crossing Aviation Field.

Foreman Dan Moller and crew left Fairbanks on July 24, for Tana X to perform work on this field.

Route 87 Woodchopper-Coal Creek.

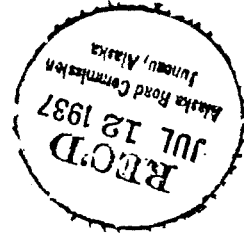
Work on this route consisted of corduroying, ditching by hand, and loading hauling and spreading gravel. According to all reports work on this route is progressing nicely.

Very truly yours



Frank Nash
Supt.

ALASKA ROAD COMMISSION
FAIRBANKS ALASKA



July 8, 1937.

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 June 1937;

Route 4H2 Rapids-Grundler.

On June 19 Foreman George Foy with a crew consisting of 1 cook, 1 truck driver, 1 tractor driver and 2 laborers, moved from Salcha Station to Donnelly Station to perform necessary maintenance and improvements on this route. This crews equipment will consist of 1 pickup, 1 AC "K" tractor, 1 #6 maintainer and 1 dump truck. As there is considerable surfacing needed in the vicinity of Donnelly Dome, this crew later if possible will be increased by 1 truck driver and 1 dump truck until this work can be completed.

This route withstood the breakup with very little damage, such damage consisted of a few very small washouts. About June 15 a heavy wind storm took place on the Delta River and completely wrecked the phone line from Grundler to Jarvis Creek. Sections that consisted of old poles was wrecked on account of poles breaking off at the ground line, sections that were tripoded and were in good condition was wrecked by large trees being blown down and falling across the line. The lineman and a laborer worked for a few days on this section, while they were working there a section of line between miles 40 and 43 on route 4J suffered bad damage so it was necessary for them to abandon work on 4H2 for the time being. It is expected to have the phone line working thru to Rapids by about July 15.

Louis Grimsore, Ferryman, performed repairs to the ferry, repalced old cables etc and had the ferry launched and in operation on June 15.

Between June 23 and 26 extreme high water in the Tanana River was encountered at Grundler. Water was completely over the ferry slips. Due to the extreme highness of the water and silt deposited on the ferry slips it was both dangerous and difficult to operate the ferry for those three days.

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

Route 4I Grundler-Richardson.

On June 10, Bridge Foreman Wm. Murray and crew moved from the Salchaket River to Shaw Creek to perform repairs to the bridge across that creek. This work consisted of replacing pileing that were broken off or damaged during the spring breakup. This work was completed on June 16 and on the 17th., Foreman Murray and crew moved to route 7K.

*See 10/107-108
Inventory of equipment
at Fairbanks
by W. H. H. & H. H. H.*

*✓ S
B*

J. H.

J. H.

12/26

Other work on this route consisted of repairing washouts, graveling soft places, planing road with Adams motor grader, cleaning ditches and repairs to the phone line. This route is in good condition.

Route 4J Richardson-Salchaket.

On June 20, Foreman Allan McDonald and crew moved from Salcha Station to Richardson to perform maintenance work on routes 4I and 4J. This crew in addition to the Foreman will consist of 1 cook, 1 laborer and 1 truck driver with 1 dump truck, planing route on routes 4I and 4J will be handled by the Adams motor grader working out of Fairbanks.

On Wednesday June 23, a cloudburst occurred at the heads of Democrat Creek and other headwaters of Banner Creek causing a small washout at the bridge across Banner Creek. On Saturday June 26, the same thing happened again, only this time the volume of water was much larger and caused considerable damage at the bridge. Twenty feet of the approach on the North end was washed out and ten feet of the South approach was taken out. Temporary repairs, sufficient to take care of all traffic, for the summer were made and traffic over this road was resumed on Monday the 28th. To make permanent repairs it will be necessary to drive an additional bent on each end of this bridge, a 21 foot opening on the North end and a 15 foot opening on the South end. This can be done this fall prior to doing other contemplated bridge work on route 4I. To prevent further such damage and to eliminate the chance of losing considerable more road on the south side of this bridge it will be necessary to do considerable riprapping and protection work in this creek. This work will be performed as soon as the bridge crew completes work on route 7K.

On or about June 18, a heavy windstorm in the vicinity of the Salchaket River and 5 Mile Hill completely demolished the phone line from mile 40 to 43. This section of line is being repaired as rapidly as possible.

Other work on this route consisted of repairing washouts which occurred during the spring breakup, cleaning ditches, graveling soft places and planing road with Adams motor grader. This route is in good condition.

Route 4K Salchaket-Fairbanks.

On June 21 Foreman W.S. Reese with a small crew established camp at Salcha Station to perform maintenance work on routes 4K and 4J, in addition to the foreman this crew will consist of 1 cook, 1 laborer and 1 truck driver with 1 dump truck.

The bridge crew under Foreman Wm. Murray completed repairs to the Piledriver and Munson Slough bridges, which were damaged during the spring breakup.

On June 23, miles 18, 19, 22, 23, 24, 25, 26 and 27 were flooded with high water from the Tanana River. No washouts occurred in the above mentioned miles. But in places considerable silt was deposited on the road making travel difficult. Average depth of water was reported as being 26".

On June 24, miles 6, 7, 10, 11 and 12 were under 24" of water, the entire flats being flooded by overflow water from the Tanana. On Tuesday the 24th, a large washout occurred at mile 10 $\frac{1}{2}$, this was immediately repaired so that necessary traffic could get thru.

On June 25, the section from mile 18 to 28 was dry, the section from 6 to 12 under 17" of water and there were short sections of this stretch that were still under water on the last day of the month and other sections in which the entire flats and ditches were full of water.

Considerable water was impounded in sloughs from 18 mile down to 12 mile, causing water to lay in the flats down to mile 10. It is believed that by a small bridge near mile 11, that this water can be drained out much quicker and allow miles 10, 11 and 12 to drain much sooner. These miles are now very hard to passable, but if water is allowed to set much longer these miles will be in poor condition. Efforts are now being made to correct this condition.

Other work on this route during the month consisted of cutting brush and widening shoulder of road, graveling soft places, cleaning ditches, installing metal planing road with Adams motor grader and repairs to the phone line. With the exception of the miles mentioned above this route is in good condition.

A Salchaket Bridge.

Foreman Wm. Murray and crew completed repairs to this bridge, sufficient traffic during the summer. Repairs will be completed this fall.

Campbells-Tanana.

On June 9, while enroute to Ruby and Nulato a stop was made at Ekanato on the section of this route that is carried on our list as wagon road, which extends from Tanana to the Mission, 2 miles above Tanana. At this time the water was too high to make an inspection. Mr. W. H. Thompson, US Commissioner was asked to look this road over after the water subsided. This matter has been mentioned in a letter dated June 29.

No doubt several sections of this trail from Campbells to Hot Springs sustained considerable damage during the spring breakup and subsequent flood. However no reports have been received to that effect. The above remarks will also apply to route 7C-Campbells.

Summit-Chatanika.

Maintenance work on this route as performed by the crew located at Cleary consisted of graveling soft places, cleaning ditches and planing road with 30 inch #6 maintainer. This route is in good condition.

Fox-Olnes.

Maintenance work on this route consisted of resurfacing soft places and where road had become badly out of shape due to thawing, repairing ditches and planing road with Galion motor grader. The above work was performed by the gravel crew foreman Walter Rynearson. This route is in good condition.

Summit-Fairbanks Creek.

Maintenance work on this route, as performed by the crew located at Cleary consisted of cleaning ditches, graveling soft places and planing road with 30 inch #6 maintainer. This route is in good condition.

Summit-Fish Creek.

Same as route 7C.

Fairbanks-Ester.

Maintenance work on this route, as performed by the local maintenance crew and gravel crew under Foreman Walter Rynearson consisted of surfacing soft places, cleaning ditches, bridge repairs, installing metal culverts and planing road with Adams motor grader. This route is in good condition.

Route 7DB Ester Dome.

Maintenance work on this route as performed by the local crew consisted of repairing washouts, repairing ditches with tractor and grader, planing road with tractor and grader and installing metal culverts. This route is in good condition.

Route 7DC St. Patricks-Happy-Goldstream.

Same as route 7DB.

Route 7G Fairbanks-Gilmore.

Maintenance and improvements on this route as performed by the local crew and the gravel crew under Foreman Walter Rynearson consisted of resurfacing soft sections with tailings from Engineer Creek and rock from the LaZelle Road, cleaning ditches, installing metal culverts and planing road with Adams and Galion motor graders. 2909 Cu. Yds of rock and tailings were used on this route. This route is in good condition

A traffic census was taken at Fox twice during the month.

Route 7K Olnes-Livengood.

On June 14, Foreman Walter Rynearson and crew moved to camp in Mile 1 to perform necessary maintenance and improvements on this route. In addition to the foreman this crew consists of 5 skilled laborers, 7 laborers, 1 sub-foreman, 12 truck drivers, 1 Carpenter rough, 3 tractor drivers, 1 cook, 1 shovel operator, 3 gradermen and 1 mechanic. Their equipment will consist of 1 model 40 gas shovel, 2 Allis Chalmers model "L" tractors one with dozer, 1 Allis Chalmers model "K" tractor with dozer, 1 #12 grader, one #121 grader, 1 #10 grader and 14 dump trucks. The above men and equipment will be shifted around to suit needs and to best advantage of the gravel crew and the crew operating the crusher plant.

The Pioneer crushing plant was received and erected and given a trial run on June 30. No record of production on that day was kept as some time was lost to make various adjustments. From what was observed on that day it is believed that this equipment will come up to expectations, however it is believed that the contemplated method of feeding this outfit will have to be abandoned and the "K" tractor and dozer or larger unit of same type used for this purpose.

Foreman Otto Bayless with a crew consisting of 1 cook, 1 Tractor driver, 1 truck driver and 1 laborer with 1 dump truck and 1 model "L" tractor with dozer, have been performing maintenance work on this route. During the month most of their work has been between Tatalina River and Livengood. During the spring breakup about 1000 feet of road in the Tatalina flats was badly cut up by water, this section was repaired by the model "L" and dozer as far as possible. It will be necessary to complete these repairs with the gravel crew. However the tractor and dozer completed this work sufficiently so that as soon as the bridge crew completes the replacement of the Tatalina bridge this route will be open for traffic, which will be about July 10. Foreman Bayless reports that after crossing the Tatalina flats the road is good into Livengood. This was urprisingly good news as it was expected that considerable washing, settling etc would occur, especially on the section down Bridge Creek.

Foreman Wm. Murray and crew completed repairs to the Washington Creek bridge. The bravel crew under Foreman Rynearson started working out of Olnes patching up weak places, filling depressions and making other necessary repairs ~~wh~~ on places where road became out of shape due to thawing etc. His grading outfit started regrading and ~~the~~ reshaping at the top of Willow Creek Hill and will continue this work wherever necessary. From the present camp this crew will complete work to the top of Willow Creek Hill and will also do widening and additional filling in the Washington Creek flats.

This crew will then move to the upper crossing of Globe Creek , from which point they will perform necessary repairs to sections already surfaced and additional surfacing back towards Aggie Creek. From this camp they will also complete repairs in the vicinity of the Tatailina River which will take a very few days only. It is expected that they will move to Globe Creek on July 10. Their next move will be to Olive Creek, mile 58, from which poin they will complete widening, regrading and surfacing on the Livengood end then completing all work as they work back towards Olnes.

The rock crusher was assembled and erected near Washington Creek, from this point, this outfit will complete surfacing back to the present end of gravel which is about mile 6.5 then work toward Livengood.

Route 7N Farmers-Birch Hill.

Maintenance work on this route as performed by the local crew consisted of repairing washouts, cleaning and repairing ditches with tractor and grader, installing metal culverts and planing road with Adams motor grader. With the exception of the section near the Ballaine Homestead this road is in good condition. This section however id passable. Repairs to this section will be completed as soon as the necessary equipment is available.

Route 7T Farmers-Chena Slough.

One bridge that was damaged during the breakup period was repaired. This route is in good condition.

Route 11A Eagle-Liberty.

No reports received to date.

Route 15 Miller House-Uitcle.

Maintenance work as performed on this route by the crew located at Central consisted of planing road with gractor and grader, cleaning ditches, graveling soft places and bridge repairs.

Due to extreme heavy hauling throughout May and June several soft spots developed on this route. At times heavily loaded trucks would mire down and become tied up, but very few light cars had any trouble in getting over this road. In view of the heavy hauling during the early part of the season this road stood up remarkably well. It is estimated that more than 3000 tons of mining equipment and supplies etc were hauled from ~~Mill~~ Fairbanks to Miller House and beyond during the months of May and June. It was noted that some single loads, on trucks, weighed $15\frac{1}{2}$ or 16 tons gross. This route is now in good condition.

Route 15A Central-Circle Hot Springs-Portage Creek.

Same as route 15.

Route 15B Deadwood Creek.

This road was planed with tractor and grader and is in good condition.

Route 15C Circle Hot Springs Aviation Field.

In contemplation of some work on an extension to this field, a survey for a ditch on the upper edge of the field was made by instrumentman Quenboe.

Route 15E Miller House-Harrison Creek-Mastadon Creek.

On June 8, Foreman Chas. Mayben with a crew consisting of 1 cook, 1 sk. laborer, 3 laborers, 1 truck driver and 2 tractor drivers established camp on this route to perform maintenance and improvements on this route and to perform construction work on route 15G. Their equipment consists of 1 dump truck, 1 RD6 Caterpillar with dozer and 1 Allis Chalmers "K0" tractor with dozer. Four additional laborers were sent out later to augment this crew. Other laborers will be added as found necessary.

Maintenance and improvements on the road up Independence Creek to Harrison Creek consisted of graveling soft places, cleaning ditches and grading with tractor and dozer. This route is in good condition.

To facilitate early spring freighting the Berry Mining Co. and the Mastadon Creek Mining Co., with tractors and dozers, graded a road from the mouth of Mastadon Creek, up that creek a distance of approximately 3 miles to placer ground being operated by the Mastadon Creek Mining Co. This road is all on tailing piles. In the 3 miles there is however two sections which due to claim owners objections and future mining operations, that will have to be changed from the tailing piles. These changes consist of throwing the road up on the hillside for a total distance of about 4500 feet and presents no difficulties. Grading on these sections can be performed with tractor and dozer. The only other work necessary on this branch consists of the construction of 1 20 foot bridge across Mastadon Creek and the knocking down of several humps where the road is on tailing piles. The above work will be performed in conjunction with the work up Independence Creek and will be performed as soon as possible so that all equipment can be released for work on 15G.

Route 15G Miller House-Porcupine Creek.

A proposed line change in the vicinity of Bonanza Creek was surveyed by instrumentman Quenboe. To date this change has not been inspected, it will however be inspected before the construction crew reaches that section.

Construction work on this route started on June 21, this work consisted of clearing and grading with tractor and dozer, 3800 feet x 25 feet was cleared and the same distance graded 10 feet wide.

Route 16 Chatanika-Miller House.

Maintenance work on this route as performed by crews located at Cleary Summit, Long Creek and Mile 103, consisted of cleaning ditches, graveling soft places, bridge repairs and planing road with tractor and #6 maintainer and Wehr motor grader. Despite heavy hauling as noted in route 15, this route stood up very well and is in very good condition.

Route 17C Nulato Aviation Field.

On June 9, a trip was made to Nulato by Asst., Engr., C.E. Burglin and the Supt. to select a site for a new landing field at this point. On this inspection we were accompanied by Mr. Joe Crosson of the PAA who are vitally interested in having a good field at this point. Several sites were examined, the only two worthy of consideration were the site on the land owned by the Catholic Mission and one on a high ridge about 3/4 mile below Nulato. The first site was condemned and given up for several reasons. The main reason being, no deed could be secured to this land. The majority of the ground at this site was nothing but a niggerhead swamp consisting of heavy niggerheads, heavy moss 12 to 18 inches in depth, then frozen moss and muck. Considerable of this ~~area~~

er water, which condition prevails at practically all times. This site out of the question from several angles. site on the ridge appeared most feasible. A description of this site is a report dated July 1, by C.E.Burglin Asst. Engr., a copy of which is enclosed on the project consisted of cutting bridge timbers, surveying road and digging test pits and clearing.

Springs Landing-Eureka.

aintenance and improvements on this route consisted of clearing, regrading, bridges, bridge repairs and graveling soft places.

Springs-Tofty.

Due to the fact that the ARR river boats did not take our equipment and Hot Springs on the first boat, it was impossible to get an early start on this route. Equipment & supplies finally arrived at Hot Springs on the second boat and work was started as soon thereafter as possible. Construction consisted of Corduroying, grading by hand, clearing, grubbing and bridge construction.

Y-Long.

Y-Poorman.

Reports received to date. Asst. Engr. Burglin made a trip over these routes and found them in fair condition after the spring breakup.

Y Aviation Field.

Inspection of this field was made on June 9, by Asst. Engr. C.E.Burglin, Mr. Joe Crosson of the PAA. Details of the proposed work on this field are in Mr. Burglin's letter of July. Work during the month consisted of clearing and grading with tractor and dozer/craper.

Yan Branch.

Yan-Hammond.

During May necessary spring protection work was performed on these routes. Maintenance work as performed by the crew under foreman Ed. Marsan consisted of filling soft spots, cleaning ditches, removing slides, bridge repairs, repairing culverts, cutting brush and installing timber culverts.

Yanbanks Depot.

The garage crew kept in repair and operation all equipment located in camps where they were stationed. They also operated freight trucks etc engaged in hauling freight supplies. Overhaul of all equipment that is to be used during the summer was completed.

Yana Crossing Aviation Field.

Inspection of this field was made on June 11, by Mr. Dan Moller, Engr Foreman in Charge, to determine best way and means to perform necessary improvements.

8

. The present field will be leveled and enlarged and if money and time
s runway will be constructed, as at times, the present field is subject
s winds. A tractor, grader and euclid scraper will be used for this work.
ct that in enlarging this field considerable moss will have to be moved
siderable grass and vegetation has grown up on the present field a #6
uld be useless on this work.
water in the Tanana has slowed up the job of getting equipment etc
the river, however this will be done early in July and work started as
le.

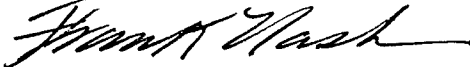
Chopper-Coal Creek.

June 14, Foreman E.G.Kunkel and 5 men left Fairbanks, for Coal Creek, via
mplete work on this route. To date no reports received as to work performed.

ry-Eva Creek-Moose Creek.

essary spring protection work was performed during May.

Very truly yours



Frank Nash
Supt.

INTERIOR
WATER DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

June 13, 1937.



ling,
gr., A.R.C.,

Following is the situation report for the Fairbanks District for the month

Richardson-Salchaket.

Maintenance work consisting of opening bridges and culverts and water diversion performed on this route. However the spring runoff of water was so heavy with such a rush that it was impossible to prevent washouts etc. It is noted that between Shaw Creek and Richardson there are several small washouts. During the spring breakup 1 complete bent and 1 pile each in 3 other bents were taken out of the Shaw Creek Bridge by ice and high water.

Richardson-Salchaket.

Maintenance work on this route consisted of spring protection work such as opening bridges and culverts and water diversion. Spring water runoff conditions were heavy on route 4I. The result being numerous washouts over the entire route. One mile south of the Salchaket Bridge one washout occurred where at the time the road had been there was a hole more than 10 feet deep. It will be necessary to construct a short detour around this place.

Salchaket-Fairbanks.

Maintenance work on this route consisted of opening culverts and bridges, cleaning ditches, installing metal culverts, repairing washouts, filling potholes, spots, maintenance of the telephone line, bridge repairs and planing with Motor Grader. During the spring breakup and runoff of water considerable damage occurred on this route, a large majority of this road was under water for several days which caused several washouts. Several slides occurred in the canyon between mile 34 and 35. One lower chord and several bottom laterals, in the south of the driver Slough Bridge were broken by ice. These pieces have been removed. A large washout also occurred at the north end of this bridge. Two complete bents and other piles were taken out of the Munson Slough Bridge. Repairs to this bridge are slow in getting started due to the fact that it was first necessary to clear the driver. However this has been accomplished and the work is now progressing. The bridge crew is being double shifted and every effort is being made to get the routes and the Salchaket Bridge passable and open for traffic on or about June 17. Outside of a few soft spots this route is in good condition to

Salchaket Bridge.

During the spring breakup 4 piles in 1 bent and 1 pile each in 2 other bents were taken out by ice. Another lower chord was damaged by ice or driftwood hitting

mit-Chatanika.

aintenance work on this route consisted of spring protection work such as
ges and culverts, water diversion, cleaning ditches and graveling soft
intainer started operating on this route on June 1. Outside of a few
spots this road is in good condition and has been passable all during
aw.

-Olmes.

ing protection and maintenancw work on this route consisted of opening
culverts, water diversion and repairing washouts. This route is in good

ne Spaulding Mine.

y removal was performed on this route as authorized.

mit-Fairbanks Creek.

y removal was performed on this route as authorized. Maintenance and spring
ork on this route consisted of opening culverts and bridges, water diversion
ditches. Due to softness this route is not in very good condition.

mit-Fish Creek.

as route 7C.

banks-Ester.

aintenance and spring protection work on this route consisted of opening
ulverts, water diversion, repairing washouts, planing road with tractor
d Adams Motor Grader, graveling soft places and bank protection. During
eakup and runoff of water sections of this road was under water especially
n the peat bog and the section near the foot of College Hill. Several
urred but no bridges were damaged. During the ice run this road from
k for about 1000 feet west was completely covered with ice. In Mile 2
Ranch considerable erosion took place during the high water. Bank protection
by covering bank with old scrap iron and rock. Also during the run off
top soil from the Government farm was deposited on the road which caused
few days. During the H. W. this road was blocked for 3 days. With the
a few soft spots it is now in good condition.

lege Spur.

er Dome.

Patricks-Happy-Goldstream.

ng protection and maintenance work on these routes consisted of opening
er diversion and repairing washouts. During the run off of water considerable
place on these routes. They are now in a passable condition but it will
to go over them with a tractor and grader before they will be in first
on.

banks-Gilmore.

ng protection and maintenence work on this route consisted of opening
ulverts, water diversion, cleaning ditches, planing road with tractor and
ams motor grader, repairing washouts and covering soft places with rock
lle Road. Some running planks on the Noyes Slough Bridge was renewed.

the month 3412 Yds. of rock from the LaZelle Road and tailings from Engineer were used on this route in surfacing soft places and repairing washouts. The road between mile 7 and $8\frac{1}{2}$, became very soft, old corduroy began to wash out and was in such poor condition that in order to keep it open it was necessary to resurface this section. Other sections necessary to resurface were, all from mile 6, and from mile .5 to mile 3 and other short sections between mile 3 and 5. The spring run off of water and breakup this route from mile .5 to mile 2 was very bad and was impassable for 3 days. To facilitate transportation of their supplies the F. E. Co., used a scow from mile post 1 to mile post 2. Several large washouts occurred on this section. During a heavy run of ice on May 13, the Noyes Bridge was in constant danger for several hours. Large cakes of ice were being pushed up the bottom of the bridge steadily, despite this no damage occurred. With the exception of a few soft spots this route is in good condition.

I Gilmore-Summit.

Spring protection and maintenance work on this route consisted of opening culverts and culverts, water diversion, cleaning ditches, graveling soft spots, repairing washouts and planing road with Adams motor grader and tractor and #6 maintainer. During the spring run off of water the little creek between the F E Co. house and the old RR station at Gilmore went on a rampage and decided to run around and every place, it ran under the bridge and around both ends the result being that the bridge was washed out and 30 feet of the road north of the bridge was also washed out, all of which necessitated the installation of 2 large culverts and a large fill. Due to this traffic was blocked for 1 day only. With the exception of a few short soft places this route is now in good condition. Foreman Martin Nelson with a crew consisting of a cook, laborer and truck driver with a dump truck moved to Cleary Summit to establish camp. From this point they will perform maintenance work on routes 7I, 7A, 7AA, 16 to Mile 40, 7H, 7C, and 7D. His crew was later augmented by 2 laborers and 1 truck driver with a dump truck and 1 tractor driver with a Best 30 tractor and #6 maintainer, to help out until roads are in such condition as to be maintained by the regular crew.

K Olnes-Livengood.

Spring protection and maintenance work on this route consisted of opening bridge and culverts, water diversion, snow removal and cleaning ditches. The Tractor driver on this job reported that on May 26, between 6 and 7 feet of snow was encountered on Snowshoe and Globe Creek. During the spring breakup high water and either ice or wood took out one bent of the Washington Creek Bridge and the 38 foot A frame approaches across the Tatalina River. At this time this road from Olnes to Tatalina is in good condition. Sections in the Tatalina flats suffered greatly from washouts. According to indications on the west side of the Tatalina flats cars are able to get ~~to~~ from Livengood to the Tatalina flats. The gravel crew will start working on this route about June 15.

L Farmers Birch Hill.

Spring protection and maintenance work on this route consisted of opening culverts and culverts, water diversion, installing metal culverts and repairing washouts. The breakup considerable cutting occurred as described in my radio of May 20. The condition of road now resembles a miniature Grand Canyon. We are awaiting a reply to the radio before performing repairs to that particular section. The balance of this route is very soft and passable only for light cars.

Ele Creek.

Spring protection work on this route consisted of water diversion and washouts. This route is in good condition.

Bridges and road.

The pile trestle and foot bridge leading to Graehl were damaged during the breakup. On the pile trestle the damage consisted of deck and stringers partially off of the caps. The towers of the foot bridge on the Graehl side and 2 timbers knocked out of place. Both bridges have been repaired and are in good condition.

Liberty.

Man Rice, performed spring protection work on route 11A and also checked the equipment that is at Eagle.

Miller House.

Spring protection and maintenance work on this route consisted of opening washouts, water diversion and bridge repairs. During the breakup the bridge suffered a little damage. This however has been repaired. This road from Miller House to Central is in fair condition, there are a few soft spots that are troublesome but passable. The section from Central to Miller House is in good condition. The Birch Creek bridge suffered no damage during the breakup, the only trouble is, there is a large amount of driftwood lodged on the bridge. On May 31, Foreman Joe Ensleys outfit was sent to Miller House. The crew in addition to the foreman will consist of; 1 cook, 2 laborers and 1 tractor driver, their equipment will consist of 2 dump trucks, 1 #6 maintainer and 1 Chev Pickup. This crew will perform work on routes 15, 15A, 15B and 15BA.

Circle Hot Springs-Portage Creek.

Spring protection work on this route consisted of opening bridges and washouts. With the exception of a few minor washouts this route is in good condition to the Springs. Near the Hot Springs Aviation Field there is a washout which prevents the use of the section of this road extending up Portage Creek. This washout will be repaired in a few days.

Deadwood Creek.

Spring work was performed on this route by the Deadwood Mining Co. This route is in good condition.

Chatanika-Miller House.

Spring protection and maintenance work on this route consisted of opening washouts, water diversion, cleaning ditches, and repairing washouts. It is noted that the Deadwood Mining Co., and the Mammoth Creek Mining Co. had snow removal in April and that since then there had been no heavy snow storms no snow removal was required on either Twelve Mile or Chatanika. Fewer washouts than usual were encountered on this route, this due to the fact there were no glaciers. During the breakup the entire Chatanika route from 28 to 38, were under water for several days.

man John Lekich and crew consisting of 1 cook, 1 laborer, 1 truck driver and
aderman, are located at Mile 103, performing necessary maintenance work. This
s equipment consists of 1 dump truck, 1 Wehr motor grader and 1 Ford pickup.
man Carl Nelson with 1 laboere and 1 truck driver with a dump truck are
ted at Long Creek, (F.E.Co.camp) from which point they are performing
ssary maintenance work on the lower end of this route. With the exception of
w short soft spots this route is in good condition.

- e 30 Hot Springs Landing-Eureka.
- e 30A Hot Springs-Tofty.
- e 38A Ruby-Long.
- e 38E Long-Poorman.

Necessary spring protection work was performed on all of the above routes.

kuk Section.

No reports received.

e 59 Fairbanks Bridge.

A few running plank were installed. During the breakup on May 14, 2 posts
r the south approach were taken out by ice. These were later repalced by the
of Fairbanks. Due to extreme H.W. and the way ice was piled up this bridge
none too safe during the breakup.

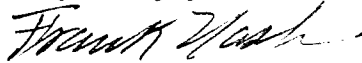
e 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment used by the
ous crews performing spring protection work and maintenance on the various
es. They completed the overhaul of 2 graders, 4 dump trucks, 1 Diesel tractor,
st 30 tractor, 1 60 caterpillar, 1 Bear Cat gas shovel and a partial overhaul
he Snogo. The garage crew also unloaded all new equipment received . Spring
ments of tools supplies equipment etc were received.

e 88 Ferry-Eva Creek.

No reports received to date.

Very truly yours

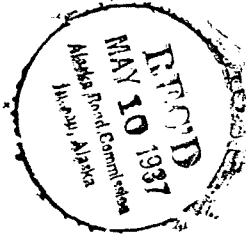


Frank Nash
Supt.

INTERIOR
WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

May 1, 1937.



Lawley Sterling,
Chief Engr., A.R.C.,
Fairbanks, Alaska.

Sir;

Following is the situation report for the Fairbanks District for the month of April 1937.

4J Richardson-Salchaket.

Snow removal was performed on this route during March, the SnoGo arriving at Richardson at noon on the thirty first. Upon its arrival there it was working poorly. Knowing that the rings etc were badly worn it was decided to run it down and make necessary repairs by replacing worn rings with oversize rings. After when the motor was torn down it was discovered that one piston had blown head completely off and that pieces had caused considerable scoring of cylinder wall. Other cylinders were examined and it was found that they were badly worn so that new rings only would be of little value whereupon it was decided to order complete new outfit. The SnoGo is still laid up as these parts have not yet arrived. They should have arrived here last Wednesday April 28, by express, but the carrier failed to get them on the passenger train. In the meantime several requests are being received for snow removal on various routes.

18/22/1

7A Summit-Chatanika.

Snow removal was performed on this route by the 76 tractor and dozer. Practically very little drifting took place. Other work on this route consisted of work on the glaciers.

7D Fairbanks-Ester.

Maintenance work on this route consisted of work on a glacier at the foot of Illege Hill and water diversion.

7DC St. Patricks-Happy-Goldstream.

A bridge to assist movement of freight to Nugget Creek and Lower Goldstream is projected across Goldstream below the mouth of Nugget Creek.

7G Fairbanks-Gilmore.

Maintenance work on this route consisted of opening up bridges at Engineer and Gilmore Creeks, the F.E.Co. performed the majority of this work, these creeks do not give no trouble during the breakup. Other work consisted of plowing snow on the shoulder of road to facilitate drying of the surface and giving better drainage which is very poor due to the fact that all ditches are full of snow and ice. The ground adjacent to road still covered with at least three feet of snow. The surface of the road from Fairbanks to Fox is bare and during afternoons gets rather slick. Knowing that there is several sections of this road, especially the hill between 3 1/2 and the South side of Engineer Hill, that will go to pieces when the frost comes out of the ground every effort is being made to get these sections covered with rock, from the LaZelle road before the roads soften up too much. To date no effort

to open culverts as all ditches are full of ice and weather continues
ite. Last nite it went down to 4 above Zero. Boilers are all set to do
soon as conditions warrant One Man Graders will be started operating
r traveled roads and if necessary will be double shifted to keep up with

ore-Summit.

tenance work on this route consisted of snow removal on the section from
to Cleary Summit and work on glaciers. Glaciers this year are few and small
rious trouble is expected from them during the breakup.

rl Creek.

removal was performed on this route as authorized. Interested parties furn~~ish~~
el and paying operatots wages.

s-Livengood.

ng protection work on the Livengood end of this road was authorized.

man A.M.Rice went to Eagle on his own initiative having personal business
on the ground to perform spring protection work as the necessity arises.
uture he will perform necessary repairs to equipment so that it will be
during the coming season.

anika-Miller House.

order to provide proper transportation for men, supplies etc to Kokomo Creek,
o bridges that were in very bad condition, it was necessary to perform
on this route from its junction with route 7A, to Kokomo Creek, Mile 36.7.
e fact that it was only another mile to the bridge across the Chatanika River
r and dozer opened the road to this bridge.
ttempt was made to replace the 2 bridges but it was impossible, due to getting
Replacement at this time had to be abandoned, they were however repaired so
l carry all traffic until such time as they can be replaced. It appears as if
will have to be replaced with pile driven trestles.
Deadwood Mining Company and the Mammoth Creek Mining Company, with 2 RDS
and dozers, assisted by the F.E.Company with an RD7 Caterpillar and dozer
oad to Faith Creek. The first two units proceeded North to complete opening
ite. The outfit arrived at Faith Creek on the 22nd., and at Mile 76 on the

Springs Landing-Eureka.

Springs-Tofty.

ssary spring protection work was authorized.

you Creek.

tenance work on this route consisted of clearing trail of windfalls, cutting
e old trail had been washed out by river and grading approaches to Creek
sings.

banks Depot.

garage crew kept in repair and operation all equipment used on snow removal
ites and all other equipment used for maintenance work on routes 7D and 7G.

and the overhaul of 2 International Pickups, 1 Model 40 Gas Shovel, 1-30 Tractor, 1 Ford Dump Truck, 1 Ford Flat Bed, 1 Ford V8-10 Wheeler, 2 Graders and 1 Wehr One Man Grader, also partially overhauled the Ford Dump Trucks, the last two items will be completed early in May. Noted that we report the overhaul of 1 Ford V8-10 Wheeler. This is #653 received from McKinley Park. Upon its arrival here it was found to have abs brakes and the front end was in such poor condition, that it was for us to completely overhaul these sections. Incoming shipments of some supplies were received.

ry-Eva-Moose Creek.

Necessary spring protection work was authorized.

X
As usual

J.P.

Very truly yours

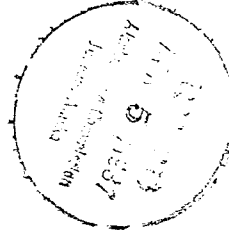
Frank Nash

Frank Nash
 Supt.

INTERIOR
~~XXXX~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

April 1, 1937.



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

Dear Sir;

Following is the situation report of the Fairbanks District for the month of March 1937;

Route 4J Richardson-Salchaket.

Snow removal was performed on this route as authorized. Route 4I will be opened early in April.

Route 4K Salchaket-Fairbanks.

Route 7T Farmers-Chena Slough.

Snow removal as started in February was completed.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snow removal was performed as necessitated by wind storms in the vicinity of Cleary Summit and Chatanika. Two round trips were made between town and Chatanika, during the later part of the month. Winter maintenance consisting of work on glaciers was performed throughout the month.

Route 7C Summit-Fairbanks Creek.

Snow removal was performed on this route as authorized.

Route 7DB Ester Dome.

Route 7DE Ready Bullion Creek.

Snow removal was performed on these routes as authorized, interested parties paying operators wages and furnishing all fuel.

Route 7N Farmers-Birch Hill.

Route 7NA Isabelle Creek.

Snow removal was performed on these routes as authorized.

Route 59A Fairbanks Dept.

The garage crew kept in repair and operation all equipment used for snow removal on various routes. They also completed the overhaul of 5 dump trucks 3 Ford pickups and 1 Chevrolet pickup. Overhaul work is progressing nicely and all such work will be completed so that all equipment will be ready for the seasons work.

As requested by Mr. Earl Pilgrim, Instrumentman Quenboe made an inspection trip from Lignite to Stampede Creek. A detailed report will be forwarded as soon as some additional information is secured from Mr. Pilgrim.

Very Truly yours
Frank Nash, Supt.

Frank Nash

18/20

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

March 1, 1937.



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

Dear Sir;

Following is the situation report for the Fairbanks District for the month of February 1937;

Route 4K Salchaket-Fairbanks.
Route 7T Farmers-Chena Slough.

On February 22, the SnoGo left Fairbanks to perform snow removal on these routes as authorized. After getting started on 7T, trouble was encountered and it was necessary for the machine to return to town. Upon investigation it was found that a large bearing was broken, causing considerable damage. Repairs were made and completed so that machine was again ready for operation on the 26th. At which time the weather was threatening, under these conditions, starting the completion of this job was delayed until the morning of the 28th.

32/21

Route 5B Nenana-Campbells.
Route 5A Dunbar-Tanana.

Maintenance work on these trails consisted of cutting brush where trails had become badly overgrown.

Route 7B Fox-Olnes.
Route 7BA Dome-Spaulling Mine.
Route 7C Summit-Fairbanks Creek.

Snow removal was performed on these routes as authorized by wire in January.

Route 7DB Ester Dome.
Route 7DC St. Patricks-Happy-Goldstream.

Snow removal was performed on route 7DB to its junction with route 7DC, on route 7DC to Happy Creek only.

Route 7G Fairbanks-Gilmore-Columbia Creek.
Route 7I Gilmore-Summit.
Route 7A Summit-Chatanika.

Snow removal was performed as necessitated by wind storms. The Columbia Creek branch was opened as authorized by wire in January. For a detailed statement of operations of the SnoGo during the month, see route 59A. Winter maintenance consisting of work on glaciers and snow and ice removal from bridges was also performed on these routes. To date glaciers have given no serious trouble, however some of them require constant attention to keep them properly drained.

Route 16 Chatanika-Miller House.

Snow and ice was removed from the bridge across the Chatanika River, mile 38.5.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation and operated all equipment used for snow removal on routes 7G, 7I, 7A, 7B, 7BA, 7C, 7DB, 7DC, 7T and 4K and when rented out.

They completed the overhaul of 4 Ford dump trucks and partially overhauled a fifth dump truck, to accomplish this it was necessary to put on additional help, this was due to the fact that so much of the crews time was taken up with snow removal.

Weather during February was much better than in January. Very little snow fell and wind storms were few and of short duration. During the month to catch up with snow removal as authorized on the various routes it was necessary to operate the SnoGo a total of 39 shifts as follows;

Route	Shifts	Wages	Meals & L.	Gas.-Oil-Grease Rep.-Deprec.	Total
7B	7	197.03	-----	322.00	519.03
7BA	2	66.61	-----	92.00	158.61
7C	17 $\frac{1}{2}$	262.38	127.00	805.00	1194.38
7G-I-A	7 $\frac{1}{2}$	112.50	35.00	345.00	492.50
7DB	$\frac{1}{2}$	14.24	-----	23.00	37.24
7DC	$\frac{1}{2}$	42.72	6-----	23.00	65.72
7T	3	69.08	6-----	138.00	207.08
4K	1	34.54	-----	46.00	80.54
Total	39	799.10*	162.00	1794.00**	2755.10

Loose Shift

* Includes cost of operation of SnoGo and other wages incidental to snow removal, such as truck drivers wages servicing crew and SnoGo, wood, etc.

** Based on last years cost operation SnoGo. Does not include any cost for truck or other equipment used.

From November 15 to March 1, the SnoGo has worked 91 $\frac{1}{2}$ shifts, which is more shifts than last season, counting the Valdez trip made last spring.

The estimated \$2000.00 for snow removal for February sufficed during the month due to the fact that we could not complete the work on routes 7T and 4K. In view of the fact that we have these 2 routes to complete during the month, and that requests have been received to open routes 7N and NA, it is estimated that \$1500.00 will be required, during March, to perform the above work and other snow removal that may be required.

Very truly yours
Frank Nash
Frank Nash
Supt.

INTERIOR
~~WORK~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

February 1, 1937.



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 January 1937;

Route 4K Salchaket-Fairbanks.

Judd Homestead.

Snow removal was performed as authorized.

Route 7D Fairbanks-Ester.

Route 7DA College Spur.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy-Goldstream.

Snow removal was performed on these routes as authorized. On Route 7DC went to Happy Creek only. For further details see route 59A.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snow removal and winter maintenance was performed on these routes, for further details see route 59A.

Route 53A Circle-Ft. Yukon.

Maintenance work performed on this trail during November and December consisted of clearing trails of windfalls, cutting heavy brush where trail had become overgrown, cutting nigger heads and grading approaches to river crossings.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment used on snow removal on routes 7G, 7I, 7A, 7D, 7DA, 7DB, 7DC and 4K.

The also completed the overhaul of 1 Chevrolet pickup that was partially overhauled during December and also completed the overhauled of 2 dump trucks. Due to the fact that the garage crew spent the majority of their time in operating and keeping in operation snow removal equipment, very little time could be spent on overhaul. An additional mechanics helper or two will have to be employed to complete the overhaul in time for next seasons work. As our L and M charges were light during January this can be handled with the balance remaining in our L and M allotment.

During the month very unusual weather for this section of the country was encountered. Throughout the month the temperature was mild, accompanied by heavy winds, heavy snow storms and rain. During the month percipitation was 6.7 inches and snowfall 65.6 inches, total snowfall to date 113 inches. On January 20 rain fell from about 4 A.M. to midnite, the result being every low spot on Route 7G

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was full of water and is now a glacier. It also caused several streams to overflow causing bad glacier conditions at all creek crossings.

Due to erratic weather, heavy wind and snow storms, it was impossible to keep the Ester or Chatanika roads open at all times.

Whenever the weather appeared to have settled, roads as authorized were opened, but we would no more than get them open and another wind storm would arise and block them again, this occurred several times on Routes 7D, 7E, 7I and 7A. In addition the F.E.Co. plowed out route 7D, twice with their dozer, only to have it blow full again. On the last trip over Routes 7DB and 7DC snow drifts to the depth of 12 feet were encountered.

On the Steese Highway worse conditions, due to heavy winds in the vicinity of Cleary Summit were encountered. The result being that the road from Fairbanks to Chatanika was blocked for about ten days. On January 17 the weather was clear and calm the SnoGo left that afternoon for Chatanika and returned to town early A.M. on the 19th. While on this trip a heavy snow storm came up, which was followed by heavy winds, completely blocking the road again. This storm continued until January 22, on which date word was received that the weather was clear and calm at all points between town and Chatanika. The SnoGo again left town at 11 P.M. on the 22nd., they passed Gilmore at 8.45 A.M. on the 23rd. At about 9.30 A.M. the Superintendent left town in a pickup to go out and see what conditions were like, the air was calm and perfectly clear, Cleary Summit could be clearly seen from several points between Gilmore and Mile 18, upon reaching mile 18 a stop was made, the SnoGo was sighted near mile 20 and it was also noted that the wind had started to blow, after waiting a few minutes we continued on our way to catch up with the SnoGo. Upon passing Skoogy Gulch it was noted that drifting in the cut, just made a few minutes ago by the SnoGo, had started and before catching up with the SnoGo, which was accomplished about 1/4 mile south of Cleary Summit, it was necessary to buck thru drifts that had in a very few minutes attained the depth of a foot or more. By the time the Summit was reached (12 Noon), a regular gale was blowing, considering which, the SnoGo turned around and headed for town, as it was considered a useless task to try to open up any road while such a storm was raging. The pickup had to tag along behind the SnoGo for about 3 miles. Heavy winds along the route then continued until the afternoon of January 27, on which date, at 5.15 P.M. the SnoGo again started for ~~Chatanika~~ Chatanika, Cleary Summit was reached at Midnite and after working continuously until about 8 P.M. on January 28 the borrow pits about 1 Mile on the North side of Cleary Summit were reached. At about 6 P.M. it was noticed that the wind was blowing and at 8 P.M. when the gravel pits were reached a regular gale was tearing across the country, so the boys decided to turn around and return to town, before reaching the Summit, fresh drifts to the depth of 4 feet were encountered and between the Summit and Skoogy Gulch the road had drifted full again. They arrived in town at 2 A.M. on the 29th. This storm subsided in short order and the plow again started for Chatanika at Noon, arriving there at about 4 A.M. on the 30th. then returned to Fairbanks arriving at about 3 A.M. on the 31st.

On Engineer Hill, mile 6.5 to mile 7, drifts are about 7 feet deep. On the south side of Cleary Summit drifts average 8 feet in depth, on the North side from the Summit to Eldorado Saddle, the average depth on the uphill side is 15 feet on the lower side between 6 and 7 feet. Every one at Chatanika and way points were advised to stock up for when this road blocks again it is going to take some time to get it open.

Yesterday A.M. Route 4K and the road to Judds Homestead was opened as authorized, drifts 7 feet or more in depth were encountered. Yesterday P.M. the outfit left town to open up routes 7B and 7BA, at about 9A.M. today they reached the top

of Scrafford Hill. All parties on routes 7B and 7BA have been advised to get out as much freight as possible while the roads are open.

On these jobs the SnoGo is being worked continuously, three 8 hour shifts being used.

As advised in my wire of January 30, the present snow removal allotment is exhausted, and we have snow removal to perform on Routes 7B, 7BA, 7C and the branch to Columbia Creek, all of which were authorized some time ago. No doubt the opening of 7B and 7BA will take several shifts, Route 7C will also take several shifts and if the Chatanika road blocks again (which it will) it will be an awful ~~job~~ to get it open, thus the apparent high figure of \$2,000.00 for snow removal during Feb.

During the past few days several questions have been asked in regard to opening the Richardson Highway to Big Delta, but up to the present writing no definite requests have been received. However it is expected that such requests will be received very shortly from various wood haulers located at various points along the Highway, Mike Erceg who has some tonnage to move to the Salchaket River, the Independent Lumber Company who have a few tons to move to Mile 45, The Fairbanks Chamber of Commerce and others located along the Highway. Some time ago the American Smelting and Refining Co., contemplated hauling considerable freight to the Goodpaster via the Highway, then by tractor to the mine, but they now advise that all of their freight will be moved from Fairbanks direct to the mine by plane. It is estimated that the total cost of opening the Highway to Big Delta will be in the neighborhood of \$1,600.00

Also expect to receive requests to open up Route 7T, as there are several ~~was~~ wood haulers located on this route.

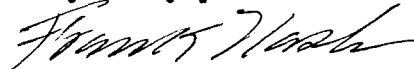
During January the SnoGo worked a total of 44½ shifts as follows;

<u>Route</u>	<u>Shifts</u>	<u>Wages</u>	<u>Gas-oil-rep.-dep.</u>	<u>Total</u>
4K	3	24.00	138.00	162.00
7G-I-A	27½	737.27	1265.00	2002.27
7D	8	159.80	368.00	527.80
7DA	1	15.14	46.00	61.14
7DB-DC	5	84.54	230.00	314.54
Total	44½	\$1020.75*	\$2047.00**	\$3067.75

* Includes operation of SnoGo and other wages incurred thru snow removal on above routes.

** Based on last years costs.

Very truly yours



Frank Nash
Supt.

Black

Juneau Alaska Jan 26 1937

Nash
Fairbanks

In submitting January situation report advise total shifts snow plow operated each route and rough estimate total cost for operation during month

Taylor

IPT:W

A handwritten signature, possibly "L. M.", written in dark ink with a long horizontal stroke extending to the right.

22 | 81
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