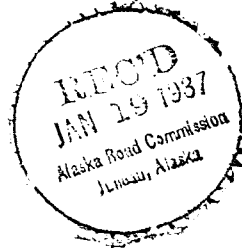


INTERIOR  
~~XVAX~~ DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA

January 4, 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 December 1936;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Due to heavy wind storms in the vicinity of Cleary Summit and Eldorado Saddle it was necessary to make one round trip to Chatanika and one to Eldorado Saddle, with the Snogo, to keep these routes open to traffic. To date glaciers have given no undue trouble.

Route 7J Fairbanks-Chena Hot Springs.

On December 12, Foremen Chas. Mayben and Geo. Foy, with one tractor driver, a tractor and sled left Fairbanks to perform maintenance work on this route. They returned to Fairbanks on December 31, after completing work to the North Fork of the Chena River, This work consisted of grading river banks at the crossing of the Little Chena, clearing trail of windfalls and bridge repairs.

Route 38E Long-Poorman. (Sulatna Bridge).

Erection of the Sulatna Bridge was performed during November and the early part of December. Work on this bridge was completed with the exception of filling the approaches which work will be performed as early as possible next summer. Jr. Engineer Ghiglione and Foreman Wm. Murray returned to Fairbanks on December 5, Ghiglione leaving the next day for Anchorage.

Route 46Kobe-Eureka.

Maintenance work on this route between Knights and Diamond consisted of grading approaches to river and creek crossings, clearing trail of windfalls and bridge repairs.

Route 53 Circle-Eagle.

Maintenance work on this route consisted of grading approaches to river crossings and cutting trail on portages to avoid rough ice on the Yukon River which was impassable for dog team gravel.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operated all equipment used on snow removal on routes 7G, I and A. They completed the overhaul of the Model L tractor that was partially overhauled in November, 1 Ford pickup, 1 model K tractor, 1 Carco Dozer and partially overhauled 1 Chevrolet pickup.

Very truly yours

*Frank Nash* Frank Nash Supt.

2-4-36/1-4-37

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

*Wes. Star*  
*FB*

DISTRICT OFFICE  
FAIRBANKS, ALASKA

*JWP*

December 1, 1936.



*JWP*

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 1936;

Route 5A Dunbar-Tanana.

Maintenance work performed on this route, by Mr. Harry Martin, of Tolovana, consisted of clearing trail of windfalls and slides, grading approaches to slough and river crossings and cutting new trail where old trail had been washed out by the Tanana River.

32179

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

During the early part of the month approximately 1 foot of snow fell over the country traversed by these routes, this followed by a heavy wind storm over the entire area, necessitated the making of one round trip to Chatanika with the Snogo. To date glaciers have given no trouble.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy.

Snow removal was performed on these routes as authorized, interested parties paying all costs, except depreciation on equipment.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route during October consisted of the continuation of the rock work in the Canyon. This work was carried on until November 12 by which time a through grade was completed.

Route 11B American Summit-Forty Mile.

Maintenance work on this route, on the section down O'Brien Creek, consisted of clearing trail of windfalls and slides, repairing washouts and grading approaches to creek crossings.

Route 11C Steel Creek-Mouth of Walkers Fork.

Maintenance work on this route consisted of clearing trail of windfalls and slides, repairing washouts and grading approaches to creek crossings. This work was performed by residents of Jack Wade Creek.

Route 11E Eagle-Seventy Mile.

Maintenance work on this route as performed during October and November consisted of clearing trail and road of windfalls and slides, repairing washouts, ditching, cutting niggerheads, bridge repairs and grading approaches to creek and river crossings.

Route 11F Liberty-Chicken.

During the early part of October the ferry at Steel Creek was removed and placed in winter quarters.

Route 11Q Eagle Aviation Field.

The building that was being used as a garage by the ARC was moved to a new location, to allow the use of a runway more in the direction of the prevailing winds. After getting this building raised prior to moving it was found that some of the lower timbers, joists etc were rotten, this somewhat delayed the job, the building however was placed in its new position. Some more work will be required next spring.

Work on routes 11A, 11B, 11E and 11Q was performed by crews under foreman A.M.Rice, who returned to Fairbanks on November 16.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of ditching, repairing soft places and planing road with tractor and grader,

Freighting of steel, lumber, supplies and equipment for the Sulatna bridge and the construction of a piledriver were completed early in October.

To date no reports received for November.

Route 53 Circle-Eagle.

Maintenance work on this trail, performed during September and October, consisted of clearing trail of windfalls, repairing washouts, cutting nigger heads and grading approaches to sloughs and river crossings.

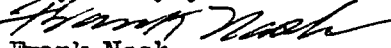
Route 59 Fairbanks Bridge.

Snow removal on the main span was performed. The Town of Fairbanks performed snow removal on the sidewalks.

Route 59A Fairbanks Depot.

Annual repairs and maintenance was performed on headquarters buildings. The garage crew completed the overhaul of 1 Model "L" AC tractor, 1 Dozer, 1 model "K" AC tractor and the partial overhaul of 1 model "L" AC tractor, They also operated equipment used on snow removal on routes 7C-I-A, and completed the taking of inventory in the garage etc.

Very truly yours

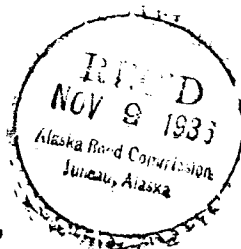


Frank Nash

Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA  
Nov 1st, 1936.



*Handwritten initials/signature*

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 October 1936:--

Route 4H2, Rapids-Grundler.

Maintenance work on this route consisted of *graveling* grading soft places, cutting heavy brush from right-of-way, maintenance of the telephone line, operation of the McCarty Ferry, Ferry Repairs, removing Ferry and installing winter tram. This route was in good condition at the freezeup.

On October 15th foreman George Foy and crew broke camp, removed the McCarty Ferry and returned to Fairbanks.

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.

Route 4J, Richardson-Salchaket.

Maintenance work on this route consisted of planing road with Adams Motor Grader and maintenance of the telephone line. Sections of this route, especially those around Birch Lake and Canyon Creek, were somewhat rough at the time of the freezeup. This was due to the fact that early in the month freezing weather was encountered which was followed by thawing weather and snow which in turn was followed by freezing weather.

Route 4K, Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with Adams Motor Grader and cutting heavy brush from the side of the road. This route was in good condition at the time of the freezeup.

Foreman Allan McDonald and crew who were located at ~~XX~~ Salcha Station broke camp and returned to Fairbanks on October 2nd.

Route 7A, Summit-Chatanika.

Maintenance work on this route consisted of planing road with Adams Motor Grader. This route was in good condition at the time of the freezeup.

Foreman Martin L. Nelson and crew who were located at Cleary Summit broke camp on October 1st and returned to Fairbanks on that date.

Route 7B, Fox-Olnes.

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

Route 7D, Fairbanks-Ester.

Same as 7B.

Route 7G, Fairbanks-Gilmore.

Same as 7B.

Route 7I, Gilmore-Summit.

Same as 7B.

Route 7K, Olnes-Livengood.

Maintenance and improvements on this route consisted of grading with Tractor and Grader and Tractor and Dozer preparatory to surfacing, surfacing soft and wet places with best material easily obtainable, installing metal culverts and filling bridge-ends with rock.

On October 22nd foreman Walter Rynearson broke camp and returned to Fairbanks.

Route 11A, Eagle-Liberty.

Maintenance work on this route during September consisted of continuation of rock work in the Canyon. To date no report received for October.

Route 11E, Eagle-Seventy Mile.

On September 27th foreman Rice and two men left Eagle to perform maintenance work on this route. To date no report for Oct; has been received.

Route 11Q, Eagle Aviation Field.

No report received for October. However, it is known that foreman Rice has been engaged in moving the building that is being used by the A.R.C. as a garage.

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

Construction work on the Portage Creek end of this route consisted of grading with Tractor and Dozer and installing metal culverts. A narrow grade, 8' wide, was completed to the top of the divide between Portage Creek and Bottom Dollar Creek. Foreman Mayben and crew returned to Fairbanks on Oct: 15th.

Route 16, Chatanika-Miller House.

Maintenance work on this route consisted of planing road with Wehr Motor Grader, cleaning ditches and cutting heavy brush from edge of road. This road was in good condition at the freezeup. Foreman John Lekich and his crew who were located at Perhaps Creek, Mile 56, closed camp and returned to Fairbanks on Oct: 31st.

The bridge crew who were repairing bridges on this route completed their work and returned to Fairbanks on Oct: 1st.

Route 38A, Ruby-Long.

Maintenance work on this route during September consisted of surfacing soft places, repairing timber culverts and bridge repairs. To date no report received for October.

Route 38E, Long-Poorman.

Maintenance work on this work during September consisted of planing road with Tractor and Grader, surfacing soft places, repairing timber culverts and bridge repairs.

Construction of a camp at the Salatna River for the bridge crew was performed by foreman Wilkinson and crew. They also constructed a Piledriver and carried on with the freighting from Ruby of bridge lumber, steel and supplies. To date no report received for October.

Route 59A, Fairbanks Depot.

The garage crew kept in repair and operation all ~~ex~~ equipment operating out of Fairbanks and all equipment located in camps where no mechanic is located.

Annual repairs were made to Headquarters buildings.

Junior Engineer A.F. Chihlione and one man arrived at Fairbanks on Oct: 24th and they, accompanied by foreman William Murray, left Fairbanks on Oct: 29th to erect the bridge across the Salatna river.

Route 87, Woodchopper-Coal Creek.

Construction work on this route consisted of grading by hand, corduroying; loading, hauling and spreading gravel which was used on the lower end of the road to cover corduroy. Construction of the lower end of this road was not completed. It was, however, finished to such an extent so that it is now being used for freighting by truck and tractor.

Foreman Carl N. Nelson and crew broke camp and returned to Fairbanks on Oct: 5th.

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All equipment, with few exceptions, that was used in various camps was returned to Headquarters for overhaul. The following pieces of equipment were left on the various routes:-

- 1 only #6 Maintainer at Grundler
- 3 only Dump Trucks at Deadwood Creek
- 1 only Grader at Circle Hot Springs

The three trucks left at Deadwood Creek are to be used by the Deadwood Mining Co who are going to surface the first two or three miles of Route 15B.

Yours very truly,



Frank Nash,  
Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

October 8, 1936.



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 1936;

Route 4AC Big Delta Aviation Field.

Construction work on this field consisted of clearing and levelling with tractor and scraper and grader. The clearing was performed by residents of Big Delta who were interested in having this field enlarged. The runway was lengthened 800 feet on the south end, which makes the total length of this field 2500 feet.

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of graveling on the section recently regarded and other sections where necessary, cleaning ditches, planing road, riprapping and cutting channel in Jarvis Creek with tractor and grader to get channel to pass under spans, maintenance of the telephone line, moving one half mile of telephone line to eliminate interference with Big Delta Aviation Field, operation of the McCarty ferry and ferry repairs. This route is in good condition.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of graveling soft places, installing metal culverts, planing road with Adams motor grader 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, cleaning ditches, cutting heavy brush from shoulder of road and ditches, planing road with Adams motor grader and repairs to the telephone line. This route is in good condition.

Route 4JA Lake Harding Road.

This road was planed with Adams motor grader and is in good condition. One metal culvert was installed.

Route 4K Salchaket-Fairbanks.

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

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of graveling soft places, planing road with Adams and Wehr motor graders, cutting brush and staking lower edge of road from Cleary Summit to Little Eldorado Saddle, for the guidance of the Snogo while performing snow removal during the winter months. This route is in good condition.

Route 7AA Cleary Creek System.

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

Route 7B Fox-Olnes.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer and filling depressions caused by thawing of frozen sections. This route is in good condition, with the exception of a few rough places on recently constructed road, which are caused by thawing conditions in frozen ground.

Route 7C Summit-Fairbanks Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7DC St.Patricks-Happy-Goldstream.

This road was planed with Adams motor grader and is in good condition. One metal culvert was installed.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling weak places, extending metal culverts and complete regrading from Mile 7 to Mile 1. During regrading, wherever possible banks were cut down to allow visibility around blind curves. The F.E.Co. completed a temporary line change in the vicinity of Engineer Creek. This route is in good condition.

A spur, branching from this route at mile 5.75, 2.75 miles in length, extending to the head of Columbia Creek and serving 4 homesteaders was constructed. Work consisted of clearing, grubbing, grading with tractor and scraper and grader, corduroying and installing metal culverts. Interested homesteaders co-operated to the extent of performing all clearing, corduroying and assisting in installing metal culverts.



Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with Adams motor grader, graveling soft places and staking lower edge of road from mile 18 to Cleary Summit for guidance of the Snogo while performing snow removal during the winter months. This route is in good condition.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of planing road with tractor and #6 maintainer and grader, grading with tractor and dozer and grader preparatory to surfacing with gravel, corduroying, installing metal culverts and surfacing soft places with best material obtainable.

On September 23, Foreman Walter Rynearson and the gravel crew moved camp from Bridge Creek to the Tolovana River, from which camp he will complete work on this route.

Surfacing of all bad sections to the Tolovana River was completed. This road is now open to thru travel to Livengood.

It is expected that surfacing of the balance of soft places and filling of bridge ends at the Tolovana River and the two bridges across Bridge Creek will be completed on or about October 23.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of graveling soft places and planing road 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. One timber culvert was repaired.

Route 11A Eagle-Liberty.

Route 11Q Eagle Aviation Field.

To date, no reports received for September.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer, graveling sections on which no gravel had been placed, cleaning ditches and bridge repairs. This route is in good condition.

In view of the fact that this road was in good condition and shortage of funds, Foreman Joe Ensley and crew who were located at Birch Creek, mile 149, broke camp and returned to Fairbanks on the 30th.

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

The section between Central and Circle Hot Springs was planed with tractor and #6 maintainer and is in good condition. One bridge was repaired.

On the Portage Creek end of this route construction work consisted of grading with tractor and dozer, rock work and installing metal culverts. Rock work and hand work on installing metal culverts was performed by contributed labor. Weather permitting, it is hoped to complete construction of this road to the head of Portage Creek by October 15.

Route 15B Deadwood Creek.

No work was performed on this route. The two dump trucks which were used by the maintenance crew located on route 15, were left on Deadwood Creek, with the Deadwood Mining company, who during October will surface the first  $2\frac{1}{2}$  or 3 miles of this route. The truck that is now being used by Foreman Mayben on Portage Creek will also be used on this job.

Route 16 Chatanika-Miller House.

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

Route 38A Ruby-Long.

Maintenance work on this route during August consisted of installing metal culverts and repairing timber culverts. To date no reports received for September.

Route 38E Long-Poorman.

Maintenance work on this route during August consisted of planing road with tractor and grader, corduroying and surfacing soft places, repairing timber culverts, installing timber culverts and installing metal culverts. Freighting supplies and bridge material to the Sulatana River was carried on. To date, no reports received for September.

Route 50A Fairbanks Depot.

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

A traffic census was taken at Fox, mile 10, route 7G, twice during the month.

Route 87 Woodchopper-Coal Creek.

Construction work on this route consisted of corduroying, surfacing, grading by hand and with tractor and dozer, ditching by hand, installing metal culverts and timber culverts.

Very truly yours

*Frank Nash*  
Frank Nash  
*Supt.*

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

September 4, 1936.

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 1936;

Route 4E2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading and widening in miles 253 and 254, surfacing with gravel, cleaning ditches, ditching with tractor and grader and by hand, installing metal culverts, repairs to the telephone line, planing road with tractor and grader and repairs and operation of the McCarty ferry. The regrading and widening in the vicinity of Donnelly Dome was completed. This route is in good condition, however the section recently regraded gets slippery during wet weather, it is hoped to have the majority of this section surfaced with gravel before the snow flies. An additional truck will be furnished this crew to hasten the completion of this work.

During the month the McCarty ferry was tied up from 10.30 P.M. on the 7th., to 9 P.M. on the 11th. This tieup was due to the anchor cable, on the north side, breaking. The main delay in getting the ferry back in operation was caused by heavy drift wood catching onto the main cable while it was laying in the river. The deadman and anchor cable was replaced with good new material, it is proposed to replace the deadman and anchor cable on the south side of the river during the present fall.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

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

Route 4K Salchaket-Fairbanks.

Same as route 4J.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7DB Ester Dome.

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

Route 7DC St.Patricks-Happy-Goldstream.

Same as route 7DB.

Route 7G Fairbanks-Gilmore.

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

Route 7H Little Eldorado.

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

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

On August 3, Martin Nelson and crew were moved from Cleary Summit to a point about 3 miles up Gilmore Creek to perform construction work on this route. Foreman Nelsons crew was increased by 2 laborers, 1 graderman and 1 tractor driver with an AC tractor and grader to perform this work. Work during the month consisted of clearing, grubbing, stripping, corduroying, covering corduroy with gravel, grading with tractor and grader, installing metal culverts, installing timber culverts and bridge construction. This work will be completed early in September.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of regrading and widening preparatory to surfacing with best material easily obtained, surfacing, corduroying, grading with slips, installing metal culverts and planing road with tractor and #6 maintainer.

This route is in good condition to Mile 44. Work on this route was greatly retarded during the later part of the month, due to heavy and continuous rains. It was expected to have the section down Bridge Creek completed by August 20, but this was delayed by at least 10 days.

Route 7N Farmers-Birch Hill.

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

Route 7NA Isabelle Creek.

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

Route 7S Graehl Bridges and Road.

A few soft places were graveled and 1 metal culverts installed. This route is in good condition.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling soft places, planing road with Adams motor grader, repairing timber culverts and installing 1 metal culvert. This route is in good condition.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route during July and August consisted of graveling soft places, cleaning ditches and rock work in the canyon in mile 8. This work is progressing nicely and will be completed this fall.

Route 15 Circle-Miller House.

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

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

The section of this road between Central and Circle Hot Springs was planed with tractor and #6 maintainer and is in good condition.

On August 1, foreman Chas Mayben, with a crew consisting of 1 tractor driver and 2 contributed laborers, with a dump truck, an AC tractor equipped with a dozer and grader, started construction of the Portage Creek end of this route. Work accomplished during the month consisted of stripping, grading with grader and dozer, ditching with tractor and grader and installing metal culverts.

Route 15B Deadwood Creek.

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

Route 16 Chatanika-Miller House.

On August 15, Foreman John Lekich and crew moved from Mile 82½ to Mile 56 (Perhaps Creek) to perform maintenance work on the lower end of this route.

Foreman Wm. Murray and 3 men, have been staying at the Lekich camp while performing bridge repairs.

Work during the month consisted of graveling soft places, cutting heavy brush from right of way, planing road with Wehr motor grader and bridge repairs. With the exception of some bridges which are in poor condition this route is in good condition. Poor bridges are being repaired as rapidly as possible.

Route 29A Bettles-Coldfoot.

Maintenance work on this route consisted of clearing trail of wind falls, clearing and grading approaches to river crossings.

Route 38A Ruby-Long.

Maintenance work on this route during July consisted of planing road with tractor and grader, cleaning ditches, surfacing soft places with best material obtainable and installing metal culverts. To date no reports received for August.

Route 38E Long-Poorman.

Maintenance work on this route during July consisted of planing road with tractor and grader and freighting bridge material and equipment from Ruby to the Sulatana River. To date no reports received for August.

Route 38EA Poorman Aviation Field.

Work on this field during July consisted of moss removal, levelling and filling in low places. After properly drying out this field should be in good condition.

Route 38K Ruby Aviation Field.

Work on this field during July consisted of lengthening the runway on the south end as directed by Mr. Hesse.

Route 47A Wiseman Aviation Field.

Work on this field consisted of clearing field of heavy brush and leveling.

Route 47B Nolan Creek Branch.

Maintenance work on this route consisted of cleaning out slides and cleaning ditches.

Route 59A Fairbanks Depot.

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

A traffic census was taken at Fox, Mile 10, Route 7G, twice during the month.

Associate Engineer Donald MacDonald, Instrumentman Quenboe and 1 man completed a survey from the Steese Highway, up Porcupine Creek to gold placer

operations located on that Creek. <sup>5</sup>MacDonald left Fairbanks for McKinley Park on August 20.

Route 87 Woodchopper-Coal Creek.

Construction work on this route consisted of grading with tractor and ~~do~~ dozer, corduroying, covering corduroy with rock, graveling soft places, ditching, installing metal culverts, installing timber culverts and bridge construction.

The upper 4 3/4 miles of this road have been completed to a low standard and is now passable for trucks. The lower 1 3/4 miles, however, will take some time to complete. It is doubtful if they can be completed during the present season. However the section of it that cannot be completed will be levelled and put into as good condition as possible so that it can be used for freighting after the freezeup.

Very truly yours



Frank Nash  
Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

August 6, 1936.

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



*AM*

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*gjt*  
*178*

Dear Sir;

Following is the situation report for the Fairbanks District for the month of July 1936;

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading and widening in miles 252 and 253, surfacing soft places with gravel, cleaning ditches, digging ditches and planing road with Adams motor grader and tractor and grader. This route is in good condition. Due to heavy rains improvements in miles 252 and 253 were somewhat retarded, however it is believed that this work will be completed by fall. The McCarty ferry was operated throughout the month.

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Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

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

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of cleaning ditches, planing road with Adams motor grader, graveling soft places, installing metal culverts, riprapping banks of slough at mile 23½ and mile 24 where slough had started to cut into road, cutting heavy brush on shoulder of road and in ditches and maintenance of the telephone line. This route is in good condition.

Route 7A Summit-Chatanika.

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



Route 7AA Cleary Creek System.

Maintenance work on this route consisted of planing road and cleaning ditches with tractor and grader.

Route 7B Fox-Olnes.

Maintenance work on this route consisted of graveling soft places, installing metal culverts, filling deep holes that were caused by frozen ground thawing and road settling and repairing ditches which were badly eroded during the spring runoff. This road is in good condition, there are however a few rough spots on the new piece of road leading down to Dome Creek, which are caused by continuous thawing of frozen ground.

Route 7BA Dome-Spaulding Mine.

The grading of the spur extending to quartz property operated by Mr. Hawkins was completed.

Route 7C Summit-Fairbanks Creek.

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

Route 7CA Summit-Fish Creek.

As there has been no travel on this route, no work was performed.

Route 7D Fairbanks-Ester.

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 7G Fairbanks-Gilmore.

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

The F.E.Co., started the construction of a line change which will leave the present road at the South side of Engineer Creek (mile  $8\frac{1}{2}$ ) extend down Engineer Creek on the left limit for about 1000 feet, then cross the creek and follow down the right limit, on tailing piles to Goldstream, thence down Goldstream on tailing piles, connecting with the present road near Fox.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

The route for this road was surveyed and staked, construction will be performed during the month of August.

Route 7K Olnes-Livengood.

Maintenance and improvements on this route consisted of planing road with tractor and grader, regrading and widening preparatory to surfacing, surfacing with best material obtainable, corduroying, installing metal culverts and ditching.

On July 28, the grading crew who were located on Bridge Creek, mile 44, moved camp to the Tolavana River, mile 49 and on the same date Foreman Rynearson, and his gravel crew moved from the Tatalina River, mile 37 to mile 44.

Surfacing of all wet places was completed to mile 42. This route is now in good condition to mile 44, unsurfaced places however become wet and slippery during rainy weather and there are a few rough spots at various places which are caused by the thawing of frozen ground.

Surfacing and corduroying of the bad section down Bridge Creek will start about August 5 and will be completed sometime between the 15th, and 20th., after which it will be possible to drive thru to Livengood. Also after this section is completed Rynearson's crew will be cut down considerably.

Route 7N Farmers-Birch Hill.

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

Route 7NA Isabelle Creek.

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

Route 11A Eagle-Liberty.

Maintenance and improvements on this route during June consisted of graveling soft places, grading by hand and rock work in mile 8. No reports received for July.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of planing road with tractor and #6 maintainer, graveling soft places, cleaning and digging ditches, widening out gravel slides in canyon above Birch Creek ferry, installing metal culverts and bridge repairs. This route is in good condition.

Route 15A Central-Circle Hot Springs.

This road was planed with tractor and #6 maintainer and is in good condition. Two bridges were repaired.

Route 15B Deadwood Creek.

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

Route 15E Miller House-Harrison Creek.

Maintenance and improvements on this route consisted of regrading and widening with tractor, dozer and grader, graveling soft places and installing metal culverts. This road is now a good dry weather road and is suitable for the amount of traffic there will be on it.

On July 25, Foreman Chas Mayben broke camp, the crew with the exception of the tractor driver returned to Fairbanks. Mayben and the tractor driver with tractor, dozer and grader went to Central and Ferry to work for a few days on route 15. On July 31, they moved to Circle Hot Springs, where on August 1 they started work on the extension of route 15A, up Portage Creek.

Route 16 Chatanika-Miller House.

On July 16, Foreman John Lekich and crew moved camp from mile 103, to mile 82 $\frac{1}{2}$ . Maintenance work performed consisted of graveling soft places, cleaning ditches, planing road with Wehr motor grader and installing metal culverts. This route is in good condition.

Route 30 Hot Springs Landing-Eureka.

Route 30A Hot Springs-Tofty.

A small amount of maintenance work was performed on these routes. This work consisted of filling in bad holes and bridge repairs.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Route 38EA Poorman Aviation Field.

Route 38K Ruby Aviation Field.

No reports received to date.

Route 4M Coldfoot-Wiseman.

Maintenance work on this route performed during June consisted of clearing road of windfalls, grading approaches to river crossings, bridge repairs and trolley repairs. No work in July.

Route 47B Nolan Branch.

Maintenance work on this route during June consisted of cleaning out slides and cleaning and reaping ditches. No work performed on this route in July,

Route 47C Wiseman-Hammond.

Maintenance work on this route during June consisted of cleaning ditches. During July maintenance work was performed and construction of the extension to Swift Creek started. This work consisted of Clearing, grubbing, stripping and grading by hand. Construction of this extension was completed as far as possible. Foreman Spinks states that this road is now passable to Swift Creek for foot travelers and dog teams but could not be completed for teams and tractor travel on account of frost humps encountered in the last mile.

Route 47F Wiseman-Porcupine Creek.

Construction work on this trail during June consisted of staking trail, clearing, grubbing and grading by hand. During July work consisted of clearing, grubbing and grading by hand. Work on this trail was completed on July 13 and is now passable for foot travel and dog teams.

Route 59A Fairbanks Depot.

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

A traffic census was taken at Fox, route 7G, twice during the month. This item was overlooked in last months report.

During June and July several small surveys and probable necessary line changes were completed, so if needed they would not have to be run in at the last minute.

Associate Engineer, Donald MacDonald arrived at Fairbanks on the 25th., to make a survey for a road up Porcupine Creek in the Circle section.

Route 87 Woodchopper-Coal Creek.

Construction work on this route during June and July consisted of clearing, stripping, corduroying, grading by hand, ditching by hand, installing timber culverts, bridge construction and grading with tractor and dozer. An inspection of this road was made on July 28-29 and it was found that of the  $6\frac{1}{2}$  miles of road from the Yukon River to the dredge camp,  $3\frac{1}{4}$  miles had been completed, another  $1\frac{1}{2}$  miles would be completed within two weeks and  $1\frac{3}{4}$  miles about 20% completed. The  $1\frac{3}{4}$  miles is on the lower end and is very poor ground, however with the recent increase this section will be completed during the present season. The McRae interests have constructed a road 7 miles in length from their camp on Coal Creek to their camp on Woodchopper Creek, where a dredge will be installed next spring. This road is practically all on very good ground and while there is several switch backs in it, it will be suitable for their needs.

Route 90D Shelter Cabins.

Mr. Frank Yasuda recently advised that installation of stoves, pipe etc in cabins in the Chandalar section had not been accomplished, but that he would have this done during the coming winter.

Very truly yours



Frank Nash

Supt.

Sterling-4

and between this sudden change and other conditions the runoff of water came quick, with a larger volumm of water than has been encountered in several years. The run of ice in the Chena and Noyes Sloughs was the heaviest and most spectacular in years.

This season is between 2 and 3 weeks in advance of last year.

Route 88 Ferry-Eva Creek.

Necessary spring protection work was authorized. No reports received to date.

Route 90D Shelter Cabins.

To date no reports have been received from the Koyukuk and Chandalar sections as to cabin work that was authorized last fall.

Very truly yours



Frank Nash  
Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

April 4, 1936.



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 March 1936;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snow fall during the month was very light, however due to heavy wind storms, it was necessary to make three round trips, to Chatanika with the Snogo.

Glacier conditions on these routes are very good, less ice this year than for several years past, but it was necessary to perform considerable work on the various glaciers to keep them passable.

Route 7B Fox-Olnes.

One round trip was made over this route with the Snogo. As far as is known this route is still open to traffic.

Route 7DB Ester Dome.

Snow removal was performed on this route to its junction with route 7DC.

Route 7DC St. Patricks-Happy.

Snow removal was performed on this route as far as Happy Creek.

Route 7J Fairbanks-Chena Hot Springs.

Due to the fact that considerable freighting is to be done over this route, this spring, it was necessary to make repairs to the slips at the Little Chena River, repair and strengthen bridges and clear trail of windfalls, especially the section from Fairbanks to the Colorado. This work was carried on under the direction of Foreman Walter Rynearson.

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

Due to heavy wind storms it was necessary to make two round trips, with the Snogo, over the section of this route that is used as a school bus route.

Route 11E Eagle-Seventy Mile.

During the month of December two bridges was repaired on this route.

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Route 15 Circle-Miller House.

On March 3, Fergus Crough and two men left Fairbanks by plane, to repair the ice breaker, at the Birch Creek bridge, which breaker was taken out by the ice during the breakup of 1935. They were landed at the bridge site. This work was completed and the men returned to Fairbanks on March 29.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment used for snow removal on the various routes as mentioned above.

They also completed the overhaul of 1 Adams motor grader, 1 model L A.C. tractor and the large dozer. One model K A.C. tractor was partially overhauled. The small amount of units overhauled during the month is due to the large amount of work that was necessary on the model L A.C. tractor. Due to the small amount of work to be performed on some of the remaining units to be overhauled, this work will all be completed in sufficient time for the summers operations.

Route 90D Shelter Cabins.

To date no reports have been received from outlying sections as to work accomplished on various cabins.

Very truly yours



Frank Nash  
Superintendent

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

March 2, 1936. *IB*

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 1936;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snowfall during the month was very little, but due to heavy wind storms it was necessary to make two round trips between Fairbanks and Little Eldorado Saddle (mile 22) with the Snogo.

In order to keep these routes open to traffic it was necessary to perform considerable work on glaciers especially on routes 7G and 7I.

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

Due to heavy wind storms it was necessary to make one round trip, with the Snogo, over the part of this route used to transport children to and from school.

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 and 7N.

In addition to performing other necessary work around headquarters they completed the overhaul of two dump trucks and five pickups. This leaves 23 pieces of equipment to overhaul between now and the beginning of the season, several of these pieces require but little work so it is believed that the present force will be able to complete this work before the beginning of the seasons work. We have however about 90 days work for one man on batteries and tires, which will necessitate putting on an additional man, in order to complete all work in time for the start of the seasons operations.

Route 90D Shelter Cabins.

Two stoves and some pipe were shipped to Beaver for use in cabins in the Chandalar section. To date no reports have been received from the Kantishna or Koyukuk sections in regard to work performed on various cabins.

Very truly yours

*Frank Nash*

Frank Nash  
Supt.

*66/28*



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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

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February 4, 1936.

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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 1936;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Snow fall during the month was nil, but due to heavy wind storms in the vicinity of Cleary Summit and Little Eldorado Saddle it was necessary for the Snogo to make three round trips to Cleary.

A small amount of maintenance work was necessary on glaciers on the three routes.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation equipment used on snow removal and completed the overhaul of seven dump trucks and three flat bed trucks.

Very truly yours

*Frank Nash*

Frank Nash  
Supt.

*M*

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

July 2, 1936.

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 1936;

Route 4AA Richardson-Democrat Creek.

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

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of regrading and widening in miles 251 and 252, graveling soft spots, cleaning ditches, installing metal culverts, cutting brush from shoulder of road and maintenance of the telephone line. This route is in good condition.

The McCarty Ferry was operated throughout the month. Travel during June of this year was somewhat heavier than in June 1935.

The maintenance crew located at Donnelly also performed some maintenance work on route 4HL, between mile 222 and Rapids.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of cleaning ditches, graveling soft spots, planing road with Adams motor grader, cutting grass and brush on shoulder of road and maintenance and repair of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Same as route 4I.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of cleaning ditches, graveling soft places, repairing washouts, installing metal culverts, cutting grass and brush from shoulder of road, planing road with Adams motor grader and maintenance of the telephone line. This route is in good condition. Foreman Carl Nelson and small crew that ~~was~~ temporarily located at Salcha Station, left there on June 11, for Fairbanks. All maintenance work on this route will now be performed by the crews located at Fairbanks and Richardson.

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Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

Maintenance work on this route consisted of planing road with tractor and grader as equipment was passing over enroute to route 7K, graveling soft spots, repairing washouts and repairing ditches which became badly damaged during the spring runoff. This route is in good condition.

Route 7BA Dome-Spaulding Mine.

As authorized by Mr. Taylor, a spur 1600 feet in length, branching from this route and extending to quartz property operated by Mr. Hawkins was surveyed and stripped with tractor and grader.

Route 7C Summit-Fairbanks Creek.

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

Route 7CA Summit-Fish Creek.

Same as route 7C.

Route 7D Fairbanks-Ester.

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

Route 7DB Ester Dome.

Maintenance work on this route consisted of cleaning ditches and planing road with tractor and grader, this route is in good condition.

Route 7DC St.Patricks-Happy-Goldstream.

Same as route 7DB. A spur 2000 feet in length branching from this route near Happy Creek and extending to quartz property owned and operated by Mr. Don Adler was graded. Mr. Adler performing all clearing and other hand work.

Route 7DD Ester-Beebler.

As authorized by Mr. Taylor, a road  $\frac{1}{2}$  mile in length, near the end of this route and near the quartz mill operated by Mr. Bert Stevens, was constructed.

Route 7DE Ready Bullion Creek.

To accomodate quartz miners who are using the quartz mill located on Ready Bullion Creek, this route was planed with ~~Ad~~ tractor and grader and is now in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and planing road with Adams motor grader. This route is now in good condition. During the early part of the month, due to softness, the motor grader was worked a double shift on this route and also on 7D.

A road,  $2\frac{1}{2}$  miles in length, branching from 7G at mile 5  $\frac{3}{4}$ , and extend-

ing to homesteads located near the head of Steel Creek was located and staked. With the understanding that interested homesteaders would clear the right of way and perform all hand work and then if possible, later in the season the A R C would perform the necessary grading.

As authorized by Mr. Taylor, a spur 3000 feet in length, branching from 7G at mile 7 and leading to the Perrin homestead, near the head of Isabelle Creek was surveyed and constructed. Mrs Perrin paying all labor costs.

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

On June 6, Foreman, Walter Rynearsons small crew which had been performing spring protection work on this route was brought up to full strength and surfacing operations started on that date.

This crew now consists of one foreman, one cook, three tractor drivers, two grademen, one shovel runner, one skilled laborer, six laborers and ten truck drivers, with the following equipment; one model 40 gas shovel, ten dump trucks, two model L AC tractors (One with bulldozer), one #12 grader, one #121 grader, one 30 tractor, one #8 grader and one flat bet truck.

The 30 tractor and #8 grader are being used to keep the road smooth for the surfacing crew.

This crew was first camped at Main Globe Creek (mile 30), on June 28 they moved to the Tatalina River (mile 37).

At approximately Mile 44, on Bridge Creek, there is located a small crew consisting of one foreman, one cook, one tractor driver and two laborers, with one 30 tractor with double drum hoist and scraper. This crew is engaged in grading down frost humps between miles 43 and 46.

Work performed on this route consisted of regrading and widening preparatory to surfacing, surfacing road with gravel, rock, or best material easily obtainable, cleaning ditches, installing metal culverts, corduroying wet places and constructinf one, 16 foot bridge. This route is in good condition to the Tatalina River, unsurfaced sections become some what slippery during rainy spells but they are traversable at all times.

Route 7N Farmers-Birch Hill.

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

Route 7T Farmers-Chena Slough.

Same as 7N.

Route 11A Eagle-Liberty.

Maintenance work on this route during May consisted of cleaning and repairing ditches, graveling soft places and installing timber culverts. To date no reports received for June.

Route 11F Liberty-Chicken.

The ferry across the 40 Mile River at Steel Creek was launched and placed in operation.

Route 11Q Eagle Aviation Field.

Building #5 was dismantled and removed. The west end and north side was cleared of brush. Center of field was levelled by dragging and filling holes with gravel. Building #44 could not be removed and keep within the allotment. Aviators advise that work as performed was a great help to this field and that it would be more help if building #44 were removed as was originally intended.

Route 15 Circle-Miller House.

One June 2, Foreman Joe Ensley with a crew of one cook, one truck driver, one tractor driver and one laborer with one dump truck, One 30 tractor, one #6 maintainer and one Ford T pickup, established camp at Central, Mile 129, to perform maintenance work on routes 15, 15A, 15B etc. Later this crew will move to Ferry, Mile 149, at which time the crew will be increased by one truck driver and one laborer with an additional dump truck.

Maintenance work on this route consisted of cleaning ditches, graveling soft places and planing road with tractor and #6 maintainer. With the exception of a short stretch, in the Circle flats, which is somewhat soft this route is in very good condition.

Route 15A Central-Circle Hot Springs.

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

Route 15B Deadwood Creek.

Same as route 15A.

Route 15E Miller House-Harrison Creek.

On June 11, Foreman Chas Mayben with a crew consisting of one cook, one tractor driver, one truck driver and one laborer left Fairbanks to perform maintenance and improvements on this route. Their equipment consists of One Model K AC tractor with bulldozer, one #10 grader and one dump truck. Work performed consisted of cleaning and repairing ditches, graveling soft spots and installing metal culverts. The bridge across Mammoth Creek, near Miller House, was strengthened, old round timbers were removed and replaced with 4" x 16" - 22' fir stringers.

Route 16 Chatanika-Miller House.

Foreman John Lekich and his maintenance crew are now located at mile 103, performing maintenance work on this route, they will later move to Mile 82½ and mile 56. Work on this route consisted of work on glaciers, repairing washouts, graveling soft places, cleaning ditches, bridge repairs and planing road with Wehr motor grader. This route is in good condition.

Route 38A Ruby-Long.

Maintenance work on this route as carried on under Foreman John Flanagan consisted of cleaning and repairing ditches, repairing soft places, replacing broken down wooden culverts with metal culverts and planing road with tractor and #8 grader. Spring shipments of supplies was received. Lumber for the Sulatana bridge arrived on one of the early boats. One 1934 dump truck and one flat bed truck with suitable trailers were shipped to Ruby. The flat bed truck and trailers will be used for freighting bridge material.

Route 38E Long-Poorman.

Maintenance work on this route consisted of cleaning and repairing ditches, repairing washouts and planing road with tractor and #8 grader.

Route 38EA Poorman Aviation Field.

Work on this field as performed by Foreman Ed Wilkinson and crew consisted of moss removal, by burning and moving with tractor and grader and leveling with tractor and grader.

Despite reports to the contrary this field when completed will be a good usable field, it lays with the wind, has good ground and good drainage and will be suitable for small planes at all times except for a short time during the spring break-up. This field was inspected on June 18, at which time ground from which moss had been removed was dry and dusty, if no heavy rains are encountered work on this field will be completed early in July and well within the funds allotted.

Route 38K Ruby Aviation Field.

Due to the fact that it was necessary to perform work on the Poorman field while it was dry, it was decided to perform that work first. Work on the Ruby field will be performed early in July.

Koyukuk Section.

No reports received to date.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment operating out of Fairbanks and all equipment stationed in camps where no mechanic is located. One flat bed truck and trailers were loaded for shipment to Ruby, one dump truck and #7 grader were overhauled and loaded for shipment to Willow Creek Landing, in the Nome district. The Snogo completed snow removal on Isabelle and Thompson Pass and returned to Paxsons, during the early part of the month, where, due to poor road conditions, it was left until later in the month. Our shipment of powder was hauled from Valdez.

Route 87 Woodchopper Creek-Coal Creek.

On June 12, Foreman Carl Nelson with 5 men left Fairbanks to construct a road from the Yukon River to a dredge site on Coal Creek. No reports received to date as to work performed.

Route 90D Shelter Cabins.

No further reports received.

Very truly yours



Frank Nash  
Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

June 6, 1936.



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

Dear Sir;

Following is the situation report for the Fairbanks District for the month of May 1936;

Route 4H2 Rapids-Grundler.

Foreman George Foy with a crew consisting of one cook, one tractor driver, one truck driver and two laborers with the following equipment one Model K AC tractor, one #10 grader, one #6 maintainer, one Ford dump truck and one model T Ford pickup, left Fairbanks on May 17, to establish camp at Donnelly to perform maintenance and improvements on this route during the season.

The McCarty ferry was launched and placed in operation on May 18. Foreman Foy and crew arrived at Donnelly on that date.

The Snogo, operated by A.R. McIntosh and John Vineyard with one dump truck left Fairbanks on May 17, arriving at Rapids on May 18. They left Rapids the following morning to perform snow removal between Rapids and Paxons and on the Valdez end of the highway. According to telephone advices the Snogo and Ships crew arrived at McCallums at noon May 27 and then left Paxsons on the 29th. for Valdez.

Foreman Foy and crew performed a small amount of maintenance work on route 4H1 between Rapids and mile 222, filling in one bridge that had washed out and making a round trip over this section with tractor and grader.

Maintenance work on 4H2 consisted of planing road with tractor and grader, repairing washputs and regrading and improvements in mile 251. This route is in good condition.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

On May 24, Foreman Allan McDonald with a crew consisting of one truck driver and one laborer, with a dump truck, established camp at Richardson to perform maintenance work on routes 4I and 4J. As needed this crew will be increased by men residing at Richardson. An arrangement has been made with Mrs. Smith, who is operating the roadhouse at Richardson to board this crew and the linemen at .66 2/3¢ per meal. The crew will live in the old Signal Corps building.

Maintenance work consisted of repairing washouts, cleaning ditches, graveling soft places, repairing a slip in Richardson Hill, planing road with Adams Motor grader and maintenance of the telephone line. This route is in good condition.

32/79

Route 4K Salchaket-Fairbanks.

Foreman Carl Nelson with a crew consisting of one cook, one truck driver and one laborer, with a dump truck, established camp at Salcha Station on May 21, to perform maintenance work on route 4K and a part of 4J. This crew will remain at Salcha until about June 12, later in the season, if found necessary the crew at Richardson will be moved to Salcha Station.

Maintenance work on this route consisted of repairing washouts, graveling soft places, cleaning ditches, replacing broken down wooden culverts with metal culverts, bridge repairs, planing road with motor graders and maintenance of the telephone line. There are a few soft places on this route which are due to frost conditions, such spots are now drying up rapidly and no trouble is expected from them.

A telephone lineman and helper will be located at different camps on the above routes to perform maintenance and improvements to the line. It is contemplated that during the summer several miles of rotten poles will be replaced with tripods and that where possible line that is located away from the road will be moved to the outer edge of the right of way.

An Adams motor grader will be located at the various camps to perform work on routes 4I, 4J, 4JA, 7T and 4K.

Route 7A Summit-Chatanika.

Foreman Martin Nelson with a crew consisting of one cook, one truck driver and one laborer established camp at Cleary Summit on May 19 to perform maintenance work on routes 7I, 7A, 7C, 7CA, 7H, 7AA and 16 from mile 28 to mile 39. Their equipment consists of one dump truck. Later this crew was increased with one tractor driver, with a Best 30 tractor and #6 maintainer to work on these routes. Later this unit will be dispensed with and planing of these routes will be handled by motor graders.

Maintenance work on 7A consisted of cleaning ditches, graveling soft places and planing road with tractor and #6 maintainer.

A few soft places developed near mile 24, which became quite rough, but which at all times has been passable and if no further wet weather is encountered for a few days no more trouble is expected.

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of cleaning ditches, graveling soft places, repairing washouts and planing road with Adams motor grader and #6 maintainer. Due to softness of the ground and heavy travel it has been impossible to keep this route in first class condition. It would after being planed rapidly roughen up and boil holes appear in several places, however the route has been open to traffic at all times with no danger of anyone getting stuck. If no protracted wet spell is encountered this route will now remain in good condition.



Route 7DA College Spur.

This route was planed with Adams motor grader.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of graveling soft spots, cleaning ditches, bridge repairs and planing road with Wehr and Adams motor graders and #6 maintainer. Due to frost conditions, heavy showers and heavy travel, this route has been soft and rough through out the month, however it has been passable at all times.

During the summer a maintenance crew under Foreman Henry Appelle, consisting of one truck driver and one laborer will be located at Fairbanks to perform maintenance work on all roads adjacent to Fairbanks.

An Adams motor grader will also be located in Fairbanks to work on all route adjacent to town and on routes 7C, 7CA, 7I and 7H.

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

Maintenance work on this route was performed by a small crew under Foreman Walter Rynearson, who camped at Snowshoe Gulch for a few days then moved to Main Globe Creek, where he will establish a camp for the gravel crew. Some maintenance work was also performed on the Livengood end of this route. Work on this route consisted of spring protection, opening culverts and bridges, repairing washouts, graveling and corcuroying soft places, installing metal culverts, cleaning ditches and planing road with tractor and grader. This route is in good condition from Olnes to Main Globe Creek. It is expected to get the gravel crew operating on or about June 6.

Route 11A Eagle-Liberty.

Maintenance work on this route during April consisted of spring protection work. To date no reports received for May.

Route 11Q Eagle Aviation Field.

No reports received.

Route 15 Circle-Miller House.

Maintenance work on this route consisted of opening culverts and bridges and planing road with #6 maintainer. This route is in good condition. Work on this route was performed by Joe Ensley who will have the maintenance crew that will later be located at Central and Ferry.

Route 15A Central-Circle Hot Springs.

Same as route 15.

Route 16 Chatamika-Miller House.

Maintenance work on this route was performed by a small crew under foreman John Lekich, this crew consisted of one cook and four men, two dump trucks, one boiler and one Model K AC tractor with bull dozer.

This work consisted of water diversion, opening bridges and culverts, repairing washouts, bridge repairs and spring snow removal. This crew left Fairbanks 5 days earlier than in 1935 and arrived at mile 82 $\frac{1}{2}$ , 3 weeks in advance of last year. Twelve mile summit was opened on May 22. This route is in good condition.

On May 21 an RD6 tractor with bull dozer belonging to the Berry Mining Co. left Fairbanks for Miller House. They opened Eagle Summit on May 25, it has been open since that date.

During the summer a small maintenance crew will be located at various points to perform maintenance work on this route. A Wehr motor grader will be used on this route.

Route 30 Hot Springs Landing-Eureka.

Route 30A Hot Springs-Tofty.

Spring protection work was performed on these routes during April. No reports received for work during May.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Same as 30 and 30A.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

No reports received.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all cars operating out of Fairbanks and all equipment located in camps where no mechanic is located. One dump truck was prepared and loaded on flat car for shipment to Ruby. One #83 grader was prepared and loaded for shipment to Iditarod. The Snogo and one dump truck was prepared and equipped to perform snow removal from Rapids to Valdez. The overhaul of 1 dump truck, 2 #6 maintainers, 1 Diesel tractor, 1 model L AE tractor, 1 model 40 gas shovel and 1 Ford pickup was completed. Spring shipments of groceries, other supplies and equipment was received.

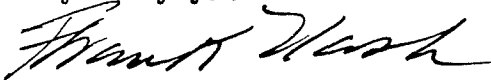
Route 88 Ferry-Eva Creek.

During April and May spring protection work was performed on this route.

Route 90D Shelter Cabins.

During the later part of the winter (reports received lately) one cabin in the Koyukuk section was repaired, also 3 cabins on route 53A was repaired. No reports received from the Chandalar section.

Very truly yours

  
Frank Nash  
Supt.

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

DISTRICT OFFICE  
 FAIRBANKS, ALASKA



May 27, 1936.

*File*  
*B*  
*1936*

Alaska Road Commission,  
 Juneau, Alaska.

Gekrtlemen;

The following is a statement of work accomplished in the Fairbanks District from November 1, 1935 to May 1, 1936;

Route 4I Grundler-Richardson.

Snow removal.....20 $\frac{1}{2}$  miles.  
 Maintenance (spring protection and water diversion).....20 $\frac{1}{2}$  "

Route 4J Richardson-Salchaket...

Snow removal.....30 miles.  
 Maintenance (spring protection and water diversion).....30 "

Route 4K Salchaket-Fairbanks.

Snow removal.....40 miles.

Route 7A Summit-Chatanika.

Snow removal.....9 $\frac{1}{4}$  miles.  
 Winter maintenance (work on glaciers).....9 $\frac{1}{4}$  "  
 Maintenance (spring protection, water diversion, opening culverts and bridges).....9 $\frac{1}{4}$  "

Route 7B Fox-Olnes.

Snow removal.....10 $\frac{1}{2}$  miles.  
 Maintenance (Spring protection, water diversion, opening culverts and bridges).....10 $\frac{1}{2}$  "

Route 7C Summit-Fairbanks Creek.

Snow removal.....13 miles.

Route 7D Fairbanks-Ester.

Snow removal.....9 $\frac{1}{2}$  miles.  
 Maintenance (spring protection, water diversion, opening culverts and bridges).....9 $\frac{1}{2}$  "

Route 7DB Ester Dome.

Snow removal.....5 miles.

32/79

Route 7DC St. Patricks-Happy.

Snow removal..... 8 $\frac{1}{2}$  miles.

Route 7G Fairbanks-Gilmore.

Snow removal.....13 miles.

Winter maintenance (work on glaciers).....13 "

Maintenance (repair soft spots, opening  
culverts and bridges).....13 "

Route 7I Gilmore-Summit.

Snow removal..... 7 miles.

Winter maintenance (work on glaciers)..... 7 "

Maintenance (water diversion, opening bridges  
and culverts)..... 7 "

Route 7J Fairbanks-Chena Hot Springs.

Bridges repaired..... 2 only.

Maintenance (clearing trail of windfalls etc,  
grading approaches to rivers  
and lakes).....64 miles.

Route 7K Olnes-Livengood.

Maintenance (spring protection, water diversion  
opening bridges and culverts).....61 miles.

Route 7N Farmers-Birch Hill.

Snow removal.....School bus route.

Route 11A Eagle-Liber ty.

Winter maintenance (work on glaciers).....15 miles.

Maintenance (spring protection etc).....15 "

Route 11E Eagle-70 Mile.

Bridges repaired..... 2 only.

Route 15 Circle-Miller House.

Birch Creek bridge, Ice breakers replaced..... 1 only.

Route 30 Hot Springs Landing-Eureka.

Maintenance (spring protection).....24 miles.

Route 38E Long-Poorman.

Bridges repaired..... 1 only.

Route 46 Kobi-Eureka.

Maintenance.....95 miles.

Route 46C Nenana-Knights.

Maintenance.....85 miles.

Route 46E Diamond-Telida.

Maintenance.....93 miles.

Route 87 Woodchopper-Coal Creek.

Clearing.....21.82 acres.

Route 88 Ferry-Eva Creek.

Maintenance (spring protection).....11½ miles.

Route 90D Shelter Cabins.

Route 53A, mile 45, cabin repaired, new stove and pipe installed.

Route 53A, mile 33, cabin repaired.

Route 53A, mile 20, " " , new stove and pipe installed.

Route 47, mile 0, cabin repaired, new stove and pipe installed.

Route 46, mile 58, new stove and pipe installed.

Route 46C, mile 17½, cabin repaired, new pipe installed.

Route 46C, mile 31, cabin repaired, new stove and pipe installed.

Very truly yours



Frank Nash  
Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

May 1, 1936.



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 April 1936;

Route 4I Grundler-Richardson.

No work was performed on this route during the month of April. As near as can be ascertained from telephone reports, this route withstood the spring breakup with a few minor washouts only.

Route 4J Richardson-Salchaket.

Necessary spring protection work was performed on this route. This work was performed by Galen B. Fry of Richardson, according to telephone reports received from him this route is now passable except for a large snow drift in the vicinity of Birch Lake, which will probably be shoveled out today as freight trucks are leaving town today for McCarty. No heavy damage occurred at any place on this route. However due to heavy ice conditions and the large and quick runoff of water several minor washouts occurred at various places.

Route 4K Salchaket-Fairbanks.

Necessary spring protection work was performed on this route. One small mud slide came down in the canyon above Salcha Station. Small washouts occurred at various places. Due to high water, sections of the road near the 23 and 26 mile are now under water, but it is believed that this condition will last for only a few days. Altho rough and soft in a few places this route is passable.

Route 4KA Salchaket Bridge.

During the spring breakup this bridge was in grave danger of being taken out. During the first run of ice, the ice was within 6" of the lower chords of the steel span. Later the ice jammed at the bridge, this jam extended from bank to bank and was piled up against the pile trestle approach on the North end. According to telephone reports, when this jam broke, it broke in such a manner that the approach was not damaged.

Route 7A Summit-Chatanika.

During the early part of the month, due to heavy wind storms, it was necessary to perform snow removal on this route from the Summit to Cleary. Other work on this route consisted of water diversion and thawing culverts. This route is now soft in a few places but is passable for all traffic and it is believed that no further trouble will be encountered.

Sterling-2

Route 7B Fox-Olnes.

Spring protection work as performed on this route consisted of water diversion, thawing culverts, opening bridges and repairing a few minor washouts. This route is in good condition but may be a little soft in places on the line change on the North side of the hill.

Route 7C Summit-FairbanksCreek.

Snow removal was performed on this route as authorized in your wire of March 20. Necessary spring protection work was performed.

Route 7D Fairbanks-Ester.

Necessary spring protection work consisting of water diversion, and opening culverts and bridges was performed. In order to keep this route open for traffic it was necessary to cover a bad mud hole, about 300 feet long, near Creamers Ranch, with rock taken from the pit on route 7GA. This route at the present time is somewhat rough and soft in places but is open for all traffic and no further trouble is anticipated. It will be ready for a maintainer in a very few days.

Route 7G Fairbanks-Gilmore.

During the early part of the month, due to heavy wind storms, it was necessary to perform snow removal on this route. Necessary spring protection work consisted of water diversion and opening culverts and bridges. Due to heavy travel and large quantities of water standing over the road at various places between the city limits and the 2 mile post, it was necessary to cover these places with rock hauled from the pit on route 7GA. This route is now somewhat rough and soft in places, however it is passable for all traffic and no further trouble is expected, unless a heavy rain occurs within the next few days. Under normal conditions this route will be ready for a maintainer in a few days.

Route 7I Gilmore-Summit.

During the early part of the month, due to heavy wind storms it was necessary to perform snow removal on this route. Necessary spring protection work consisting of work on glaciers, water diversion and opening culverts and bridges was performed. At the present time this route is somewhat rough and soft in places but is open for all traffic and no further trouble is expected.

Route 7K Olnes-Livengood.

No work performed during April. Foreman Walter Rynearson, with a small crew and boiler is leaving Olnes today, to perform necessary protection work and open bridges and culverts.

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

During the early part of the month, due to heavy wind storms it was necessary to perform snow removal on the section of this route that is used for the transportation of school children. An additional mile of this road was also opened as authorized in your wire of April 7.

Route 7NA Isabelle Creek.

Snow removal on this route was performed on basis as authorized.

Sterling-3

Route 11A Eagle-Liberty.

Foreman A.M.Rice left Fairbanks on April 28, by plane, for Eagle arriving there on the same date. Prior to his departure W.C.Loftis was authorized to perform necessary spring protection work until Rices arrival. No reports received to date.

Route 15 Circle-Miller House.

Route 15A Central-Circle Hot Springs.

Foreman Joe Ensley was authorized to perform necessary spring protection work on these routes. To date no reports received.

Route 16 Chatanika-Miller House.

The F.E.Co. with a truck and boiler borrowed from The A.R.C. opened bridges between Chatanika and Faith Creek. Foreman John Lekich with a small crew and boiler is leaving Chatanika today, bridges and culverts on this route.

On April 11, Olson Bros., who are going to operate on Deadwood Creek during the coming summer, left Fairbanks with an RDS tractor equipped with a bull dozer and hoist (22 tons) and approximately 50 tons of freight, for Deadwood. Before leaving Fairbanks they were cautioned about various bridges between here and Central. A few days ago reports were received that they had arrived at Deadwood on the 22nd. of April and that they had travelled the summer road for the entire distance with the exception of the bridges of which they had been advised as unsafe for their load.

Route 30 Hot Springs Landing-Eureka.

Route 30A Hot Springs-Tofty.

Necessary spring protection work was authorized. No reports received to date.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Foreman Ed. Wilkinson was authorized to perform necessary spring protection work. No reports received to date.

Route 47B Nolan Branch.

Route 47C Wiseman-Hammond.

Foreman Ike Spinks was authorized to perform necessary spring protection work. To date no reports received.

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, 7C, 7N and 7NA. They completed the overhaul of 2 thawing boilers, 2 trailbuilders, 1 model L tractor, 1 model K tractor and partial overhaul of 1 Wehr Motor Grader, the garage crew also cleaned up the winters accumulation of debris etc in the yard and moved considerable freight from the ARR freight shed to our warehouse.

Spring shipments of oil, hardware and other items were received. The spring breakup this year was the most sudden for several years. One day we were plowing snow, the next day fighting water. The first 11 days of the month were much colder than in previous years. Then the weather turned suddenly warm, much warmer than last year



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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

April 1. 1938.



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 March 1938;

Route 4K Salchaket-Fairbanks.

Bridge Foreman Wm. Murray and crew completed the construction and filling of a new crib around the center pier of the Piledriver Bridge. The 2 truss spans were tightened up and raised 2 feet and other minor repairs made. Approaches on both ends were partially filled and some riprapping with rock performed on the North bank of the slough to prevent erosion. Filling of the approaches and riprapping was not completed as this work can be performed quicker and cheaper; next summer, by the gas shovel and gravel crew while enroute to perform work on route 4J. The Richardson Highway has been open to traffic to McCarty throughout the winter.

Steese Highway.

Snow removal was performed on route 7G, one round trip being made with the SnoGo.

On route 7I, one round trip with the SnoGo was made between Skoogy Gulch and Cleary Summit.

One round trip was also made on route 7A, between Cleary Summit and Little Eldorado Saddle.

Glaciers on routes 7G, 7I and 7A are numerous and require constant attention to keep these routes open for traffic. Three men are engaged steadily in keeping these glaciers passable.

The F. E. Co. have performed snow removal, with tractor and dozer, on route 16, from Chatanika to Long Creek and are now opening it up to Faith Creek.

I have been advised by residents of Circle Hot Springs and Miller House that they have been operating trucks etc between Central and Circle, Central and Circle Hot Springs and Central and Miller House throughout the winter,

Route 7B Fox-Olnes.

Snow removal was performed on this route, one round trip being made with the SnoGo.

Route 11B American Summit-40 Mile.

According to reports received from Mr. John Powers of Eagle, he had maintenance work performed on this route which consisted of repairing bridges, clearing road of windfalls, Clearing road which had become overgrown with brush, cleaning out slides, grading approaches to creek crossings and levelling road.

Route 23B Beaver-Caro.

No reports have been received to date as to whether or not, work authorized early last fall was performed.

Situation Report-2

Route 46B Lignite-Kantishna.

On March 26, Foreman Walter Ryneanson and Instrumentman Iver Quenboe, left Fairbanks with a small crew to complete bridge work on this route.

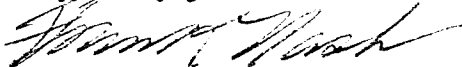
Route 53 Circle-Ft. Yukon.

Maintenance work as performed on this route during the winter consisted of clearing trail of windfalls, grading approaches to creek and river crossings and repairing trail where damaged during the high water of last spring. Four shelter cabins on this route were repaired.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operated equipment used in performing snow removal on the various routes. They completed the overhaul of 1 Model L Tractor, 1 Carco Trailbuilder, 1 V8 Ford Flat Bed, partial overhaul of 1 AA Ford Flat Bed and 1-60 tractor. Overhaul was slowed up somewhat on account of the garage crew having to perform considerable repair work on the SnoGo. On a recent trip it hit some solid object damaging the front end of the machine. All overhaul will be completed in time for the coming season.

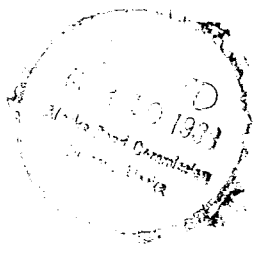
Very truly yours



Frank Nash  
Supt.

Fairbanks, Alaska.  
March 1st 1938

5



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

JHT  
B

Dear Sir;

Following is the situation report of the Fairbanks District for the month of February 1938:

7C. Summit-Fairbanks Creek.

Snow removal was performed by the Sno-Go on this route as authorized. One trip only was made, and on the return trip, the Sno-Go made a return trip to Eldorado Saddle before coming ~~ka~~ back to Fairbanks.

7D. Fairbanks-Ester

The glacier referred to in my letter dated Febr; 2nd & your wire Febr; 8th is being taken care of by Black & Co; They admitting responsibility. At present this glacier is giving no trouble.

7G. Fairbanks-Gilmore

7I. Gilmore- Summit

7A. Summit- Chatanika.

The glaciers on these routes are giving quite a lot of trouble, three men being employed steady all month and an additional man had to be employed for about 11 days. Winter maintenance consisting of work on the glaciers was performed on these routes during the month. The Sno-Go made two trips to the new town of Chatanika during the month. On account of weather conditions snow removal on these routes was very light.

7J-7A. Fairbanks Chena Hot Springs- Chena River Branch.

After performing maintenance work on these routes Mayben and his crew returned to Fairbanks February 6th 1938. Overhanging brush was cleared from each side of the road, the banks were graded at the several crossings, several bridges were braced to take care of ~~heavier~~ heavier loads, a permanent bridge was built at Styles creek, length of bridge 34 feet. One temporary bridge 60 feet was built across the Chena at Moodys and one temporary bridge 46 feet was built at Munsens Creek. No work was done between the first crossing and the second crossing as the river route would be used by the freighters. Mutchler Bros contributed four days work on route 7J.

59. Fairbanks Bridge

Snow removal was performed by hand on one of the walks of this bridge.

59A. Fairbanks Depot.

The garage crew kept in repair all the equipment used for snow removal.

12/1/38

They also helped with snow removal on routes 7C, 7G, 7I & 7A. They brought to ~~xxxx~~ town the tractor, which was burned on route 7J. They also completed the overhaul of 3 Ford pick-ups, 2 Chevrolet pick-ups, 1 International pick-up 2 tractors and one bulldozer.

Yours very truly

*Petey Grandison*  
adc

Fairbanks, Alaska.

Febr; 4th 1938

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 January 1938;

7C Summit- Fairbanks Creek

Snow removal was performed by the SnoGo on this route as authorized. One trip only was made, and on the return trip, the Sno-Go made a return trip to Eldorado Saddle before coming back to Fairbanks.

7G Fairbanks-Gilmore.

7I Gilmore Summit.

7A Summit- Chatanika.

Winter maintenance consisting of work on the glaciers was performed on these routes during the month. The glaciers are giving quite a lot of trouble. The Sno-Go made one return trip to Eldorado Saddle during the month, and when the SnoGo was returning from Route 7C it made one trip from the Summit to Eldorado Saddle and return to Summit. Owing to weather conditions snow removal on these routes has been light during the month.

7J-Ja Fairbanks Chena Springs-Chena River Branch

Will report work accomplished on these routes as soon as Mayben & crew comes to town. The crew was cut one man during the month on account of the Mutchlers agreeing to help with this work.

59 Fairbanks Bridge

one

Snow removal was performed by hand on the/sides/ of the main deck. The Fairbanks City Council had the other side done, and also they had both walks cleaned off during the month.

59A Fairbanks Depot

The garage crew kept in repair all the equipment used for snow removal. They also made the trip with the SnoGo to route 7C. One trip was made to Chena Hot Springs to repair the deisel tractor, ~~was~~ which needed repairing. During the latter part of the month, they attempted to bring to town with the aid of an extra man the tractor which was damaged by fire on route 7J, but owing to the rear bob of the sled breaking and afterwards bad weather the tractor was left till the first part of this month. The burned tractor is now in town. a detailed report of the damage done to this burned tractor will be furnished later. The garage crew also completed the overhaul of 4 Ford dump trucks, 3 motor graders and 1 Chevrolet pickup.

No reports have been received to date from Powers at Eagle, Wells at Fort Yukon and Schutz, who are performing work on routes 11's,

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*13*

23B,53 & 90D.

Just received word, that the glaciers on route 7G ( Engineer & just beyond Fox)are very bad, and that an additional man may be required for part time. This will alter proable new obligations allotment 7F57 to an additional amount.

Yours very truly

*Peddy Grandison*

adc

Route 4KA Salchaket Bridge.

Hand and guard rails were replaced and painted. A few running plank were renewed.

The bridge crew under Foreman Wm. Murray, went over and examined all bridges on routes 4H2, 4I, 4J and 4K and made such repairs as were absolutely necessary and that could be performed with the limited funds.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek and Branches.

Grading with tractor and grader was performed on a branch road, 1 mile in length, extending from the Wolf Creek Saddle down Wolf Creek to a quartz prospect.

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

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7G Fairbanks-Gilmore and Branches.

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

Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

A few soft places were graveled.

Route 7K Olnes-Livengood.

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

Route 7N Farmers Birch Hill.

Maintenance work on this route consisted of replacing one rotten native timber bridge with a fir structure and planing road with motor grader. This route is in good condition.

Route 7T Farmers Chena Slough.

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

Route 11A Eagle-Liberty.

Spring shipments of supplies, bridge materials etc were received. Work performed on this route by Foreman A. M. Rice and crew consisted of graveling soft spots, cleaning ditches, grade with grader and dozer, installing metal culverts, grubbing and stripping and freighting bridge lumber and steel to various bridge sites.

Route 15 Miller House-Circle.

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

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

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

Route 15B Deadwood Creek.

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

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

Maintenance work on this route consisted of graveling soft places, cleaning ditches, regreding and widening and constructing turnouts with tractor and dozer, and bridge repairs. This route is in good condition.

Route 15G Miller House-Porcupine Creek.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, and installing metal culverts. This route is somewhat rough but is passable.

Route 16 Chatanika-Miller House.

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

Route 17C Nulato Aviation Field.

Construction work on this field and road consisted of grading with grader-dozzer and scraper, clearing, grubbing, stripping and installing timber culverts. Due to tractor breakage this project was greatly handicapped.



Route 30 Hot Springs Landing-Eureka.

Maintenance and improvements on this route consisted of maintaining the existing road and the construction of a new piece of road downstream from the old steamboat landing to a new landing which was necessitated due to the Tanana River changing its channel. The following work was performed; clearing, grubbing and stripping, grading with grader-dozer and scraper, corduroying, bridge construction, installing timber and metal culverts and graveling soft sections.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of graveling soft places, cleaning ditches and installing metal culverts.

Route 47 Coldfoot-Wiesman.

Maintenance work on this route consisted of clearing road of windfalls, bridge repairs, cutting brush and repairing washouts.

Route 47B Nolan Branch.

Maintenance work on this route consisted of filling chuck holes, cleaning ditches, cutting brush, removal of slides, bridge repairs and timber culvert repairs.

Route 47 C Wiseman-Hammond.

Same as 47B.

Route 59 Fairbanks Bridge.

Minor repairs were performed to the north approach of this bridge.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment working out of Fairbanks and located in camps where no mechanic is located.

Route 87 Woodchopper-Coal Creek.

Maintenance work on this route consisted of surfacing weak places and erecting one native timber bridge.

Very truly yours



Frank Nash  
Supt.

INTERIOR  
WORK DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

DISTRICT OFFICE  
FAIRBANKS, ALASKA



June 22, 1938.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of May 1938;

Route 4H2 Rapids-Grundler.

On May 27, Foreman W. S. Reese with a small crew consisting of 1 laborer, 1 truck driver and 1 cook established camp at Donnelly to perform necessary maintenance work on this route. Their equipment consists on 1 dump truck. Planing road on this route will be performed by an Adams motor grader which will also work on routes 4I, 4J and 4JA.

Maintenance work on this route consisted of repairing washouts which were very few and small, graveling a few soft spots and replacing one 16 foot native timber bridge which had become very rotten and dangerous.

The Ferry operating across the Tanana River was repaired, some poor boards in the hull were replaced, it was rechalked and painted and all weak spots strengthened so that it should be in good condition and should operate throughout the summer without any trouble. It was launched and placed in service on May 26.

Route 4I Grundler-Richardson.

Maintenance work on this route consisted of filling approaches to new bridge near Grundler and Banner Creek, graveling soft places and planing road with Adams motor grader. Soft spots continue to develop which are repaired as soon as possible. This route though is in good condition.

As previously reported the Tanana River continues eroding the bank about 3 miles north of Grundler, the result being the river is continually getting closer to the road in a few places. If the eroding continues it will not be long until it will be necessary to construct some line changes.

No damage occurred on this route during the breakup. The ice in Shaw creek eventually rotted out causing no damage to the bridge.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of surveying and cross sectioning section around Five Mile Hill that was narrow and crooked, dozer work levelling and widening on this section, graveling a few soft spots, stripping borrow pits, maintenance of the telephone line and planing road with Adams motor grader. This route suffered no damage during the spring breakup and is now in good condition.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

On May 18, Foreman Walter Rynearson started preparing camp at Salcha Station, Mile 33, from which point his gravel crew will do some necessary spot graveling on this route, fill bridge approaches and perform rehabilitation work on Five Mile Hill on route 4J. He will later establish another camp at Mile 56, route 4J, which will first be occupied by his clearing and grading outfit and later ~~from the~~ by the gravel crew.

Men and equipment will be varied to meet working conditions.

On May 16, Foreman E. G. Kunkel, with a small crew established camp at Mile 21 to perform maintenance work on this and route 7T.

Planing road on this route will be performed by a motor grader working out of Fairbanks.

Work on this route consisted of cleaning ditches, planing road with motor graders, ~~replacing~~ replacing 1 old 16 foot native timber bridge which had become very rotten and dangerous, maintenance of the telephone line, stripping gravel pits with tractor and dozer and graveling soft spots.

During the spring breakup this route was passable at all times, there are however several soft spots on this route which can yet cause some trouble if heavy rains are encountered or if too much heavy hauling occurs. These places are being taken care of as rapidly as possible and every effort will be made to keep the road in as good condition as possible.

Route 4KA Salchaket Bridge.

This bridge suffered no damage during the breakup as the ice run was nil. A few minor repairs were performed. Later it will be necessary to replace and paint hand and guard rails and replace some running plank.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with motor graders and graveling soft places. This route suffered no damage during the breakup and was passable at all times, it is now in good condition.

Route 7AA Cleary Creek System.

A few soft spots were graveled,

Route 7B Fox-Olnes.

Maintenance work on this route consisted of opening bridges and culverts and graveling a few soft spots. This route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of opening bridges and culverts, clearing glaciers from road, cleaning ditches and graveling soft spots. This route is in good condition.

Route 7CA Summit-Fish Creek.

Same as route 7C.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of cleaning ditches, graveling soft spots and planing road with motor graders. This route suffered no damage during the spring breakup and is now in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of cleaning ditches, graveling soft sections and planing road with motor graders. Work on this route and other routes adjacent to Fairbanks is being performed by a small crew under the direction of Foreman Henry Appelle.

This route suffered no damage during the breakup, as usual sections became and are still very soft, but due to no rain fall and very little heavy hauling none of them broke through.

Route 7H Little Eldorado.

A few soft places were graveled.

Route 7I Gilmore-Summit.

On May 16, Foreman Martin Nelson established camp at Cleary Summit to perform maintenance work on routes 7I, 7A, 7AA, 7H, 7C, 7CA and 7IA and others if found nezeasary.

Work on 7I consisted of cleaning ditches, graveling soft spots and planing road with motor graders.

This route suffered no damage during the breakup and was passable at all times. As on 7G a few soft spots developed but they did not punch through.

Route 7IA Gilmore-Pearl Creek.

A few soft places were graveled.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of opening bridges and culverts, cleaning ditches, glacier removal and graveling soft spots.

This route suffered no damage during the breakup. On very soft place, in first saddle beyond the Tatalina River, looked as tho it might become real bad, but due to light hauling and other good breaks it did not break thru, therefore was passable at all times. This route is in good condition.

A small maintenance crew is now located at the Tatalina River from which point they will continuetto perform maintenance work on this and route 63B.

There is a very good possibility that in the near future it will be necessary to construct a line change on this route, on the section over the hill and between the Ehatanika River and Willow Creek. As you know the Chatanjka River makes a big turn heading directly into the muck hillside on which the road is located. At this point the bank is eroding rapidly and it is feared that it will be necessary to make a change as it is doubtful if any bank protection could be performed at this point as the bank is about 50 feet high at this point and consists of nothing but frozen muck.

Route 7N Farmers Birch Hill.

No work was performed on this route, it suffered no damage during the breakup. It is as yet a little soft and rough, motor graders will be sent over it as soon as thot advisable.

Route 7T Farmers-Chena Slough.

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

Route 11A Eagle-Liberty.

Foreman A. M. Rice and 1 man performed necessary spring protection work on this route and partially overhauled equipment that is at Eagle.

Route 11F Liberty-Chicken.

Advices wre received that one of the deadmen of the tram across the Forty Mile River at Franklin had pulled out. To date have been unable to secure anyone at Franklin to make the necessary repairs.

Route 15 Miller House-Circle.

On May 22, Foreman Joe Ensley with a small crew opened camp at Céntral, Mile 129, from which point he will perform maintenance work on part of route 15 and all of routes 15A, 15B etc.

Maintenance work on 15 consisted of opening bridges and culverts, cleaning ditches, graveling soft spots and planing road with motor grader.

This road suffered no damage during the breakup and is in good condition.

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

Maintenance work on this route consisted of opening bridges and culverts, cleaning ditches, graveling soft spots, bridge repairs and planing road with motor grader.

The section between Central and Hot Springs suffered no damage during the breakup, one small washout occurred on the section but Portage Creek, this however has been repaired and this road is now in good condition.

Route 15 B Deadwood Creek.

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

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

On May 23, Foreman George Foy and his small maintenance crew who had previously been camped at Mile 103, rte 16, moved to a point on this route about 1 mile from Miller House from where they will perform maintenance work on part of routes 15 and 16 and all of routes 15E and G.

Maingtenance work on this route consisted of cleaning out slides and widening road with gractor and dozer and graveling soft spots. This route suffered no damage during the breakup and is in fair condition.

Route 15 G Miller House-Porcupine Creek.

Maintenance work on this route consisted of water diversion and graveling a few s soft spots. There still remains several short soft spots in this road, these will be remedied as soon as possible. At present this road in addition to the few soft spots is somewhat rough but is passable.

Route 16 Chatanika-Miller House.

On May 11, Foreman John Lekich and his thawing crew moved to Mile 82 $\frac{1}{2}$ . On May 12, Foreman George Foy and crew who had been opening Twelve Mile Summit moved to Mile 103 and later moved to route 15E.

Maintenance work on this route consisted of opening bridges and culverts, glacier removal, snow removal, repairing washouts, cleaning ditches, graveling soft spots and planing road with motor graders.

As previously reported both Twelve Mile and Eagle Summits were opened on May 10, Foreman George Foy and crew opening Twelve Mile Summit by hand and the Deadwood Mining Company and Berry Dredging Company opening Eagle Summit with tractor and dozer. Snow conditions on these summits were much lighter than usual.

Very few washouts occurred on this route during the breakup period, it is now in good condition.

Route 17C Nulato Aviation Field.

No work was performed on this field. A mechanic was sent from Fairbanks to overhaul equipment for use during the season. On June 1, this field was suitable for plane landings.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route as performed by the crew under foreman Otto Bayless consisted of opening bridges and culverts, cleaning ditches, graveling soft spots and smoothing road with tractor and grader.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of spring protection work, glacier removal, cleaning ditches and graveling soft spots.

Route 38K Ruby Aviation Field.

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

Route 47B Nolan Branch.

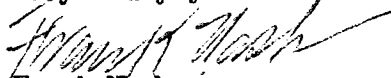
Route 47C Wiseman-Hammond.

Maintenance work on these routes as reported by Foreman Marsan consisted of opening bridges and culverts, removing slides and cleaning ditches.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all trucks and cars etc that were in use. They completed the overhaul of 2 pickups, 3 dumps, 1 model "L" tractor, 3 graders, 1 crusher, 1 flat bed truck, 1 Best "30" tractor, 2 model "K" tractors, 1 "KO" tractor and 1 Isaacson dozer. This completes practically all overhaul of equipment that will be used during the season.

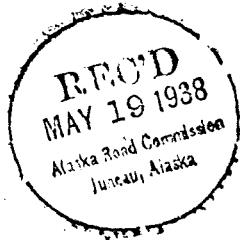
Very truly yours



Frank Nash

Supt.

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



DISTRICT OFFICE  
 FAIRBANKS, ALASKA

May 4, 1938.

*NB*  
*gmp*  
*19*

Road Commission,  
 Alaska.

The following is a statement of work performed in the Fairbanks District  
 from September 1, 1937 to May 1, 1938;

Rapids-Grundler.

McCarty Ferry towers replaced.  
 New winter tram installed.

Grundler-Richardson.

New Bridges, trestle spans, timber.....224 Lin.Ft.  
 Maintenance..... 20½ Miles.

Richardson-Salchaket.

New bridges, trestle spans, timber..... 16 Lin.Ft.  
 Maintenance..... 30 Miles.

Salchaket-Fairbanks.

Bridges repaired, truss spans, timber.....180 Lin.Ft.  
 Maintenance..... 40 Miles.

Summit-Chatanika.

Snow removal..... 42½ Miles.  
 Winter Maintenance..... 9¼ "  
 Maintenance..... 9¼ "

Fox-Olnes.

Snow removal..... 10 Miles.  
 Maintenance..... 10 "

Summit-Fairbanks Creek.

Snow removal..... 14 Miles.

Summit-Fish Creek.

Snow removal..... 8¼ Miles.

Fairbanks-Ester.

Maintenance..... 9½ Miles.

Ester Dome.

Maintenance..... 5 Miles.

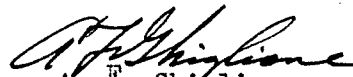
*18/20*

Project No. 3: Seward to Mile 58

All of this project lies within the National Forest and therefore comes under the jurisdiction of the Bureau of Public Roads. However, the estimated cost of the project has been included in our 1952 Budget Estimates in accordance with Mr. Davis's letter on the assumption that negotiations would be undertaken in Washington to provide handling of the construction by either the Alaska Road Commission or the Bureau of Public Roads.

The Bureau of Public Roads has at present two miles of this project under reconstruction to bring it up to the Turnagain Arm Highway standard. They have completed 12 miles of the surveys necessary for this standardization work and have programmed within their present funds for the completion of the survey of the entire 58 miles.

The Bureau of Public Roads has submitted an estimate as of April 6 which is based on their reconnaissance and partially completed surveys for the total cost to complete the 58 miles and pave with an asphalt surface, totaling \$6,117,000. This figure has been used in our Budget Estimate.

  
A. F. Ghiglione  
Chief Engineer



Route 4K Salchaket-Fairbanks.

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

Route 7A Summit-Chatanika.

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

Route 7AA Cleary Creek System.

The section of this system extending from Cleary Creek, up Wolf Creek to operations being carried on by Olsen Bros. was surfaced with tailings secured from Cleary Creek. This work was performed in cooperation with interested parties who provided all facilities etc for loading the trucks. This route is in good condition.

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

Maintenance work on these routes consisted of graveling soft places, cleaning ditches and planing road with motor grader. These routes are in good condition.

Route 7D Fairbanks-Ester.

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

Route 7DB Ester Dome.

Surfacing on this route to quartz properties near St. Patricks Creek saddle was completed. This route was planed with Motor Grader and is in good condition.

Route 7DC St.Patricks Creek-Happy-Goldstream.

The bridge across the upper crossing of Goldstream was repaired. This road was palned with motor grader and is in good condition.

Route 7G Fairbanks-Gilmore.

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

Route 7H Little Eldorado Creek.

Maintenance work on this route consisted of graveling a few soft and low spots and planing road with motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

A few soft places were graveled. Due to wet weather the extension started last month could not be completed. It will be finished early in October.

Route 7K Olnes-Livengood.

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

Route 7N Farmers-Birch Hill.

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

Route 7S Graehl Road.

Same as 7N.

Route 7T Farmers-Chena Slough.

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

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of clearing, corduroying, grading grader/dozer, grade by hand, ditching, installing metal culverts, grubbing, and filling bridge approaches. According to Mr. Rices timebook for September he apparently temporarily suspended work on September 25. If this is correct it is presumed that he suspended work on account of a shortage of gasoline. It is believed that he contempltes doing some necessary rock work in October.

Route 15 Miller House-Circle.

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

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

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

Route 15B Deadwood Creek.

Route 15BA Ketchum Creek.

These routes were planed with motor grader and are in good condition. The Deadwood Mining Company constructed an aviation field on Deadwood Creek, near their main camp. An ARC grader was used on this work.

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

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

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Route 15G Miller House-Porcupine Creek.  
Same as Route 15E.

Route 15H Miller House Aviation Field.  
Construction of this field 150' x 1200' was completed.

Route 16 Chatanika-Miller House.  
Maintenance work on this route consisted of graveling soft places, cleaning ditches, cutting brush and planing road motor grader. Some snow fell on Twelve Mile and Eagle Summits. This route is in good condition.

Route 29A Bettles-Coldfoot.  
Maintenance work on this route ~~was~~ during August consisted of cutting brush, removing slides, filling chuck holes, repairing washouts and repairing bridges.

During September the work consisted of grading approaches to river and lake crossings and constructing detours where old road had been washed out. The above work was performed by the crew from Wiseman under direction of Foreman Ed Marsan.

Route 30 Hot Springs Landing-Eureka.  
Maintenance work on this route consisted of graveling a few soft spots and installing timber culverts.

Route 30A Hot Springs-Tofty.  
Maintenance and improvements on this route consisted of installing timber culverts, grade grader/dozer, corduroying, graveling, repair timber culverts and bridge repairs. Work on this route was considerably handicapped on account of continuous and heavy rains.

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

Maintenance work on these routes during August consisted of planing road with tractor and grader, repairing timber culverts, installing metal culverts, cleaning ditches, corduroying and surfacing soft places.

During September the work performed was the same as that in August. Also an attempt was made to complete the painting of the Sulatana bridge and the filling of the approaches of that bridge. Due to extremely wet weather it was utterly impossible to complete these jobs. Temporary approaches have been erected so that the bridge is now being used. According to reports received from Mr. John Flanagan, Foreman at Ruby and others the past summer was the wettest ever experienced in the Ruby section, which made it impossible for Flanagan or any one else to accomplish any real work.

Route 38K Ruby Aviation Field.  
Due to continuous and heavy rains it was necessary to perform considerable work on this field with tractor grader/dozer. This work consisted of filling washouts on lower edge of field and levelling the entire field which had become badly cut up by running water.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

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RECEIVED  
JAN 9 1939  
Alaska Road Commission  
Fairbanks, Alaska

January 4, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of December 1938;

Route 5A Campbells-Tanana.

The trail across the Yukon River near Tanana was staked. To facilitate travel, rough ice was smoothed so that it was traversable.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maingenance work on these routes consisted of a comparatively small amount of work on glaciers at creek crossings and on side hill glaciers. Glaciers are not as bad as contemplated, costs on these routes during the past month were lighter than expected. It was necessary, due to heavy winds, to make one round trip to Chatanika with the SnoGo, performing snaw removal on parts of routes 7I and 7A only.

Route 7J Fairbanks-Chena Hot Springs.

It was necessary to repair approaches to the Little Chena River, to permit traffic to traverse this route.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of surfacing various sections with slate secured from the pit on the LaZelle Road. This work was performed in cooperation with the CCC and was suspended on December 6 as per my letter of Dec. 12.

Route 29A Bettles-Coldfoot.

Maintenance work on this route during November consisted of repairing bridges that were damaged during the high water of last fall.

Route 31 Caribou Creek.

Instrumentman Iver Quenboe made an inspection trip over this route, of which a special report was made by telegram. Crew of 4 men made preparations to perform necessary work on this route during January 1939.

2-4-38/1-4-39

32/84

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes during November consisted of corduroying and surfacing soft places, culvert repairs and erection of a bridge across Flint Creek. Work was suspended on November 30.

Route 46C Nenana-Knights.

Maintenance work on this route consisted of clearing trail of windfalls, repairing washouts and bridge repairs.

Route 46G Kobe-Bonnifield.

Maintenance work on this route, as authorized last spring, was completed. This work consisted of clearing trail of windfalls, repairing washouts, cutting new trail where necessary and bridge repairs. A 14' x 16' shelter cabin was erected at the Totatlanika River.

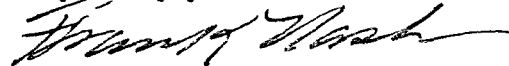
Route 59 Fairbanks Bridge.

Hand rails were repaired.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment used by the CCC during the early part of the month. They also kept in repair and operated equipment used for snow removal on routes 7I and 7A. They completed the overhaul of 1 Chevrolet Pickup and 7 Ford dump trucks. Annual overhaul work etc is progressing nicely.

Very truly yours



Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR

Alaska Road Commission

Fairbanks Alaska

December 5, 1938.

Alaska Road Commission,  
Juneau, Alaska.



Gentlemen;

Following is the situation report for the Fairbanks District for the month of November 1938;

Route 5A Campbells-Tanana.

Route 5B Nenana-Campbells.

Maintenance work on these sled roads consisted of clearing roads of windfalls etc, cutting new road where old road had been destroyed by river erosion, cutting brush where old road had become badly overgrown, grading approaches to slough and river crossings and a small amount of hand grading where side hills adjacent to the Tanana River are followed. The above work was performed under the supervision of Mr. Chas. A. Shade, mail carrier between Nenana and Tanana.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

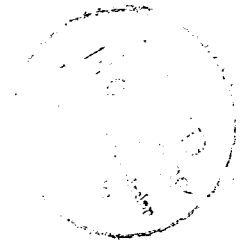
To keep these routes open to traffic a small amount of glacier work was necessary at various creek crossings and on side hill glaciers.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of surfacing with slate secured from the pit on the LaZelle Road. This work is being performed on a cooperative basis with the CCC.

At the start considerable trouble was encountered with truck drivers, ten trucks were used, 1 motor was completely burned out, 2 or 3 radiators smashed and other damages occurred to trucks due to carelessness. The number of trucks was cut down to five and since then much less trouble has been encountered.

Also considerable trouble was encountered, due to frost conditions, in securing material, but this was finally overcome, as a thawed spot was located, which was worked on and undermined until a large section of the hill moved, loosening up sufficient material so that, providing no severe weather is encountered, the job can be completed.



33/14

Route 30 Hot Springs Landing-Eureka.

Work on Route 30A was abandoned on October 29 and the crew under Foreman Wilkinson moved to Hot Springs, The crew was cut down to the minimum and surfacing was then performed on part of the new road between the old and new river landings. This work was completed on November 10 and Foreman Wilkinson returned to Fairbanks on November 11. This route should now be in good condition for all spring travel.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes during October consisted of corduroying and surfacing soft places, smoothing road with tractor and grader, cleaning ditches, resetting and repairing culverts and bridge repairs.

To date no time books have been received for November. Under date of December first foreman Flanagan advises that he has suspended work and that the bridge across Flint Creek was completed.

Route 46 Kobe-Eureka.

Route 46C Nenana-Knights.

No reports received to date.

Route 46G Kobe-Bonnifield.

No reports received to date as to whether or not work authorized last spring has been completed.

Route 47 Coldfoot-Wiseman.

Route 47C Wiseman-Hammond.

Maintenance work on these routes during October consisted of rebuilding ~~by 10/10~~ bridges, cutting detours and otherwise improving sled road between Coldfoot and Wiseman, which was badly damaged by the flood of last August-September.

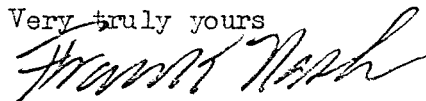
The upper bridge across Wiseman Creek, which was wrecked during the flood was removed from the stream bed. A temporary bridge 66 feet long and 6 feet wide was erected across Wiseman Creek near its mouth.

To date no reports received for November.

Route 59A Fairbanks Depot.

In addition to keeping equipment being used by the CCC in repair and operation the garage crew completed overhaul on 9 dump trucks.

Very truly yours



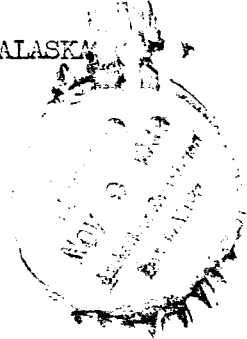
Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



November 2, 1938.

*Handwritten initials/signature*

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of October 1938;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of graveling soft spots and chuck holes between Grundler and Jarvis Creek, and planing road with motor grader. This route was in good condition at the freezeup.

On October 1, Foreman Chris Ennis and crew moved from Donnelly to Grundler from which point they performed the above work and work on Route 4AC.

The Ferry operating across the Tanana River, at Grundler, operated until October 16, on which date it was removed and the winter tram installed by Foreman Ennis and crew, who closed camp and returned to Fairbanks on that date.

Route 4AC Big Delta Aviation Field.

The south end of the runway of this field was extended 400 feet. Runway of this field is now 2900 feet long. Brush trees, stumps and other obstructions were removed 500 feet south from the end of the runway.

Route 4I Grundler-Richardson.

This road was planed with motor grader and was in good condition at the freezeup. Funds would not permit the grading of line changes cleared and stripped during the summer.

Route 4J Richardson-Salchaket.

This road was planed with motor grader and with ~~few/short~~ the exception of a few short places in the vicinity of Canyon Creek was in very good condition at the freezeup.

Due to the shortage of funds Foreman Walter Rynearson and crew closed camp and returned to Fairbanks on October 3.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

Same as 4JA.

32/84



✓ Route 5A Campbells-Tanana.

✓ Route 5B Nenana-Campbells.

Necessary winter work was authorized on these trails.

✓ Route 7A Summit-Chatanika.

Maintenance work on this route consisted of cleaning ditches, planing road with motor grader and staking road from Cleary Summit to and beyond Little Eldorado Saddle for the guidance of the SnoGo while performing snow removal during the winter months.

The crew that was located at Cleary Summit under Foreman Martin Nelson closed camp and returned to Fairbanks on October 8.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of cleaning ditches, planing road with motor grader and staking road from Cleary Summit to junction with route 7CA for guidance of the SnoGo while performing snow removal during the winter months. This route was in good condition at the freezeup.

Route 7CA Summit-Fish Creek.

Maintenance work on this route consisted of cleaning ditches and planing road with motor grader, it was in good condition at the freezeup.

Route 7D Fairbanks-Ester.

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

Route 7DD Fairbanks-Beegler.

2 $\frac{1}{4}$  miles of road was graded from the vicinity of Ester, up the right limit of Ester Creek and over the ridge to quartz properties on Emma Creek. This work was performed on a cooperative basis with interested parties.

✓ Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of cutting brush, cleaning ditches and planing road with motor grader, this route was in good condition at the freezeup.

Foreman Henry Appelle and crew who were located in Fairbanks during the summer disbanded on October 4.

✓ Route 7I Gilmore-Summit.

Maintenance work on this route consisted of cleaning ditches, planing road with motor grader and staking road from Skoogy Gulch to Cleary Summit for guidance of the SnoGo while performing snow removal during the winter months. This route was in good condition at the freezeup.

Route 7IA Gilmore-Pearl Creek.

Grading of the  $\frac{1}{4}$  mile extension was completed.

Route 7K Olnes-Livengood.

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

Foreman E.G. Kunkel and crew who were located at Olive Creek closed camp and returned to Fairbanks on October 8.

✓ Route 7N Farmers-Birch Hill.

Route 7T Farmers-Chena Slough.

These routes were planed with motor grader and were in good condition at the freezeup.

Route 11A Eagle-Liberty.

Foreman Rice advised that he contemplated performing some necessary roack work during the month. After this is completed new road will be passable to American Summit.

Route 11F Liberty-Chicken.

No reports received to date as to removal of the ferry at Steel Creek.

Route 15 Miller House-Circle.

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

Foreman Joseph Ensley and crew who were located at Central closed camp and returned to Fairbanks on October 6.

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

Route 15B Deadwood Creek.

These routes were planed with motor grader and were in good condition at the freezeup.

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

Maintenance work on this route consisted of graveling soft places, cleaning ditches and smoothing surface of road with tractor and grader. This route was in good condition at the freezeup.

Foreman George Foy and crew who were located near Miller House on this route closed camp and returned to Fairbanks on October 6.

Route 16 Chatanika-Miller House.

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

Foreman John Lekich and crew who were located at Mile 56 on this route closed camp and returned to Fairbanks on October 22.

Route 17C Nulato Aviation Field.

During the later part of September this field was considerably damaged by heavy rains. Repairs were authorized but to date no detailed reports have been received as to actual work performed.

Route 29A Bettles-Coldfoot.

No reports received to date.

Route 30A Hot Springs-Tofty.

Maintenance and improvements on this route consisted of corduroying and surfacing with best material obtainable from pit at Blowback Creek. Material in this pit was a disappointment, it did not hold up to surface indications as to quality. Due to wet condition of ground this work was slowed up considerably.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

No reports received.

Route 46 Kobe-Eureka.

Route 46C Nenana-Knoshts.

Necessary winter maintenance was authorized.

Koyukuk Section.

No reports received to date.

Route 59A Fairbanks Depot.

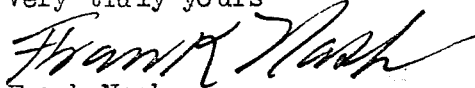
The garage crew kept in repair and operation all equipment operating out of Fairbanks and all other equipment located in camps where no mechanic was stationed.

Upon arrival of equipment in Fairbanks it was properly cleaned and stored preparatory to overhauling during the winter months.

Asst. Supt., Burglin and Instrumentman Quenboe have been engaged in fixing up their notes and drawing plats of their surveys of Eagle-Tanana-Ruby and Poorman aviation fields and running proposed line changes in the vicinity of the Salchaket River.

Minor repairs was performed on the old section of the garage building. Bridges on routes 7D, 7DC, 7C, 30 and 30A were inspected by the Supt.

Very truly yours



Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



October 11, 1938.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of September 1938;

Route 4E2 Rapids-Grundler.

Permanent repairs at Darling Creek were completed. Other maintenance work on this route consisted of filling chuck holes, planing road with motor grader and repairs to the telephone line. With the exception of a few chuck holes between Grundler and Jarvis Creek this route is in good condition.

The McCarty Ferry was operated throughout the month, both road and Ferry receipts were much higher than usual.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of regarding and widening preparatory to surfacing, installing metal culverts, surfacing with gravel and crushed gravel, graveling other soft places, cleaning ditches, planing road with motor grader and repairs to the telephone line.

Surfacing from Birch Lake to the head of Canyon Creek was completed with pit run gravel hauled from Mile 314. The rock crusher was moved to Richardson and installed in the gravel pit at Richardson, crushed gravel was used for surfacing from the foot of Richardson Hill, back towards Canyon Creek for a distance of 1 mile. Due to the shortage of funds it was necessary to suspend graveling operations on September 20, before work outlined for the season was completed. There remains 1.5 miles in the vicinity of Canyon Creek to surface. This section is only partially graded but can be completed early next spring. This route is in good condition.

Route 4JA Lake Harding Road.

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

Route 47C Wiseman-Hammond River.

Maintenance work on this route during August consisted of slide removal, cutting brush, filling chunk holes and ditching. No work performed during September.

During the latter part of August the Koyukuk Section suffered the worst flood and high water in its history. Following are quotations from letters received from Mr. Marsan; "On Route 47 Coldfoot to Wiseman, there are eight bridges out which will make it impossible for the cat to go to Bettles this winter unless some are repaired and some detours made. Estimated cost \$300.00". "Yesterday looked over Mile 1, (47C) Hammond River there found a slide 115 feet long, average eight feet in height and covering the entire road". "Above this on Mile 1, Nolan Branch there is 450 feet of slides averaging from nothing to four feet high and four feet wide" "The freezeup is here and it will not be advisable to try to do any thing on the Hammond River or Nolan Roads until spring but route 47; the bridge at Wiseman; and other smaller jobs should by all means have attention this fall, the sooner the better." "The Bettles-Coldfoot trail is OKay". "Arrived at Bettles the day before the flood. The water raised 14 feet in 20 hours, the most of it coming in 8 hours." "There is no use trying to build a permanent bridge this fall as no one can tell where the creek will be next summer. A temporary bridge to carry foot and dog sleds at the mouth of Wiseman Creek would be justifiable but as for the upper bridge it has been moved, toen, locked with gravel and snags so that what remains acts as a dam and should be blown out." "The first mile on Hammond River road and the first two miles on the Nolan Branch are impassable for car, cat or sleds due to many slides. Will try to manage for the winter and will give estimate on work later." "I think that two trees for splicing into a radio mast can be gotten about two miles from here on Minnie Creek." "The Hammond River trolley is washed out on the right limit side, the trolley two and a half below town is washed out on the left limit, the Slate Creek trolley at Coldfoot is washed out on the right limit side. Everything can be salvaged except the figure A's and the small pulling cables." "At Bettles two bridges were washed out but only one needs to be replaced and should be done while the truck is there to haul fill material. Cost of new bridge \$250.00." "During my 36 years in the Koyukuk this is the worst mess I've ever looked at."

In regard to the above with the \$250.00 recently allotted have sufficient balance in original allotment to handle necessary work on route 47. Have no funds to handle replacement of bridge near Bettles.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment operating out of Fairbanks and camps where no mechanic is located. Minor ~~repairs~~ repairs were made to the old section of the garage building. Asst. Supt. C. E. Burglin made a trip to Tanana and Ruby, where he made surveys of aviation fields at those points. Notes etc will be handed to Mr. Sterling when he returns to Fairbanks.

Bridges on routes, 4H2, 4I, 4J, 4KA, 4K, 7B, 7K, 11A, 7G, 7I, 7A, 16, 15, 15A, 15B, 15E, 15G, 16D, 7T, 7S, 7N, 7H, 7BA, 7IA, 4AA, 38A and 38E were inspected by the Supt., Asst. Supt., and Instrumentman.

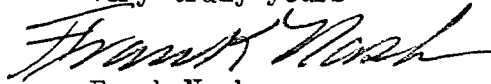
Route 63B Brooks-Livengood Creek.

Maintenance work on this route consisted of the erection of 1 bridge, installing metal culverts and graveling soft places. This work was performed in cooperation with the local mining Co. Livengood Placers Inc.

Route 87 Woodchopper-Coal Creek.

Maintenance work on this route during August consisted of graveling soft places. The allotment for work on this route was exhausted in August therefore no further work was performed.

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.

5

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



September 10, 1938.

*Handwritten initials and scribbles*

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of August 1938;

Route 4H2 Rapids-Grundler.

Permanent repairs were made to the diversion dam at 1 Mile Creek (1 mile north of Rapids) which was damaged by high water during July.

Permanent repairs are being made at Darling Creek which also caused trouble during July. Dykes are being constructed and a new bridge erected and the stream diverted to run straight from the hills to and across the road instead of paralleling the road as heretofore. This work is progressing nicely.

Other maintenance work on this route consisted of filling chuck holes, planing road with motor grader and repairs to the phone line. This route is in good condition.

The McCarty ferry was operated throughout the month. A set of platform scales, to be used with the collection of tolls, were purchased and installed at McCarty.

The ferry how in use was examined and found to be in poor condition. Lumber etc for the construction of a new barge has been requisitioned.

Route 4I Grundler-Richardson.

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

Stripping was performed, on line changes, in Mile 88, which were necessitated by banks erosion. These changes will probably not be graded and surfaced until next season.

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of regrading and widening preparatory to surfacing, installing metal culverts, surfacing with gravel, construction of minor line changes, graveling soft sections, planing road with motor grader and repairs to the phone line. This route is in good condition. Work on this route was greatly retarded during the month ~~due~~ on account of excessive and continuous rains.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

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

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

Same as route 7A.

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

Route 7D Fairbanks-Ester.

Same as route 7A.

Route 7DB Ester Dome.

Maintenance and improvements on this route consisted of surfacing the unsurfaced section with gravel, to quartz operations near the St. Patricks Creek ~~saddle~~ saddle, and planing road with motor grader. The graveling was performed in cooperation with interested parties who paid for the hand loading. This route is in good condition.

Route 7DC St. Patricks-Happy-Goldstream.

This route, to Happy was planed with motor grader and is in good condition.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of graveling soft places and planing road with motor grader. This route is in good condition. The F. E. Co. completed the construction of a line change from Engineer Creek to Fox.

Route 7H little Eldorado Creek.

A few soft places were graveled and the entire route planed with motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

An Attempt was made to extend this road about 1500 feet with tractor and grader but due to the nature of the ground and wet weather encountered it could not be completed until after the ground dries out sufficiently to allow the tractor and grader to work.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and planing road with motor grader. Due to excessive and continuous rains sections of this road have become out of shape and soft but has been open to traffic at all times.



Route 7N Farmers Birch Hill.

Route 7T Farmers Chena Slough.

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

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of clearing, grubbing/ stripping, corduroying, grading grader/dozer, installing metal culverts, graveling soft places, cleaning ditches and erection of steel bridges across Star Gulch and Discovery Fork. The erection of the steel bridges was completed and Foreman Wm. Murray and 1 man went from Eagle to Franklin to replace the cable tram across the Forty Mile river at Franklin. After completion of the bridges etc Instrumentman Quenboe completed a survey of the Eagle Aviation field and then went down the Yukon river to Nation, where he made a reconnaissance trip to Fourth of July Creek of which a seperate report will be made. He later returned to Fairbanks.

Route 11F Liberty-Chicken.

Bridge Foreman Wm. Murray and 1 man completed the erection of the cable tram across the Forty Mile River at Franklin and returned to Fairbanks.

Route 15 Miller House-Circle.

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

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

Route 15B Deadwood Creek.

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

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

Maintenance and construction work on this route consisted of graveling soft places, cleaning ditches, planing road with tractor and grader and grading with grader and dozer on the spur up Miller Creek. This route is in good condition.

Route 15G Miller House-Porcupine Creek.

~~Route 15G~~ Maintenance work on this route consisted of graveling soft places, installing metal culverts and cleaning ditches and widening with tractor and grader/ dozer. This route is in good condition.

Route 15H Miller House Aviation Field.

Construction work on this field consisted of grading tailing piles with tractor and dozer. This work is being paid for by interested parties.

Route 16 Chatanika-Miller House.

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

Route 23B Beaver-Caro.

Maintenance work performed on this route which was authorized in 1937 consisted of bridge repairs.

Route 30 Hot Springs Landing-Eureka.

Maintenance and improvements on this route consisted of grading grader/ dozer, installing metal culverts, bridge repairs and surfacing with gravel.

Route 30A Hot Springs-Tofty.

A gravel trap was erected at Blowback Creek. Heavy and continuous rains greatly retarded work on routes 30 and 30A.

Route 38A ~~Lpy~~ Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes during July consisted of planing road with tractor and grader, installing metal culverts, bridge repairs and construction of 1 new bridge.

To date no reports received for August. Have been advised that severe rains, which greatly damaged these routes, were encountered throughout the month of August.

Koyukuk Routes.

No reports received to date.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment working out of camps where no mechanic is stationed.

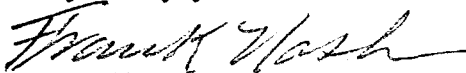
Route 63B Livengood Creek.

A small amount of maintenance work was performed on this route. This work was delayed account heavy rains. During September 1 small bridge will be constructed and some metal culverts installed.

Route 87 Woodchopper-Coal Creek.

No reports received to date.

Very truly yours



Frank Nash  
Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

45  
JF  
lh

Fairbanks Alaska.  
August 12, 1938.



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of July 1938;

Route 4H2 Rapids-Grundler.

During the month heavy rainstorms were encountered on the section between Donnelly and Rapids. Diversion dams on One Mile Creek (1 mile North of Rapids) and Darling Creek (mile 249) were taken out by high water. These dams were partially repaired when a second heavy rain was encountered the result being they were taken out a second time. The dam at 1 Mile Creek is being permanently repaired, temporary repairs were made at Darling Creek, permanent repairs will be made as soon as possible. Due to bank erosion it was necessary to cut and place 280 feet of brush rip rap on the North bank of Jarvis Creek.

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

The McCarty Ferry was operated throughout the month. In view of various circumstances it was deemed advisable that an extra man be stationed at McCarty to collect the road tolls, Mr. C. G. Simmons an old time employee of the ARC, who is believed trustworthy in every respect was secured for this position. It was also necessary to replace Mr. C. D. O'Flanagan as Ferryman.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of clearing, regrading with tractors and dozers preparatory to surfacing with gravel, installing metal culverts, resurfacing with gravel, constructing minor line changes on sections rehabilitated, graveling soft sections, planing road with motor grader and repairs to the telephone line. This route is in good condition.

32/84

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

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

Due to the shortage of funds for work on routes 4H2, 4I, 4J and 4K, the maintenance crew that was located at Mile 21, Route 4K was laid off and the gravel crew working on route 4J was cut down to the least number of men possible to keep the outfit going.

Route 7A Summit-Chatanika.

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

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

Route 7CA Summit-Fish Creek.

Maintenance work on these routes consisted of graveling soft places, cleaning ditches and planing with motor grader. These routes are in good condition.

Route 7D Fairbanks-Ester.

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

Route 7DB Ester Dome.

Maintenance work on this route consisted of cleaming ditches and leveling with tractor and grader. This route is in good condition. A spur  $\frac{1}{4}$  mile in length branching from this route at the saddle at the head of St. Patricks Creek and leading to a quartz mine on Eva Creek was constructed with tractor and grader.

Route 7DC St.Patricks-Happy-Goldstream.

This route, to Happy only, was planed with motor grader and is in good condition.

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 motor grader. This route is in good condition. The spur to Columbia Creek was planed with motor grader.

The F. E. Co., have started the construction of a line change which leaves the present road before Engineer Creek is crossed, thence across Goldstream and then following up Goldstream on tailing piles connecting with the present road at Fox.

Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

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

Route 7K Olnes-Livengood.

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

Route 7N Farmers Birch Hill.

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

Route 7T Farmers Chena Slough.

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

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of graveling soft places, cleaning ditches, grubbing/stripping, ditching, corduroying, installing metal culverts and erecting steel bridges.

Route 11M Boundry-Jack Wade Creek.

A branch from this road was constructed into Canyon Creek. This work was handled by Mr. Chrales Murray of the Canyon Creek Dredging Co. Work on this branch consisted of clearing, corduroying, grading with grader, ditching and installing timber culverts.

Route 15 Miller House-Circle.

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

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

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

Route 15B Deadwood Creek.

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

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

Maintenance and construction work on this route consisted of installing metal culverts, graveling soft places, widening and building turnouts with tractor and dozer. Two miles of road up Miller Creek was graded with tractor and dozer. This work was not completed but will be finished in a few days. This route is in good condition.

Route 15G Miller House-Porcupine Creek.

Maintenance work on this route consisted of graveling soft places and cleaning ditches. This route is some what rough but passable. During August a tractor and grader will perform some work on this route cleaning ditches, widening, smoothing etc.

Route 16 Chatanika-Miller House.

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

Route 17C Nulato Aviation Field.

Construction work on this field consisted of grubbing/stripping, grade grader/dozer, grade hand, ditching, clearing and installing timber culverts. The road from the town of Nulato to the field was completed. A field 250 x 2300 was completed. Work was suspended on July 28.

Route 30 Hot Springs Landing-Eureka.

Maintenance and improvements on this route consisted of installing timber culverts, clearing, grubbing/stripping, grading with grader/dozer, corduroy, installing metal culverts and surfacing weak places.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

No reports received to date.

Route 47 Coldfoot-Wiseman.

Thirty seven hundred feet of new road was constructed to avoid the building of several bridges, which were destrpyed by fire, and which would have cost more to replace than the building of the new road. Work performed consisted of clearing, grubbing/stripping, 1 new bridge/ and repairing washputs and chuck holes.

Route 47E Myrtle Creek.

Maintenance work on this trail consisted of clearing trail of windfallls, corduroying soft places, ditching, installing timber culverts and repairing washouts. Considerable time was spent on this trail it therefore should not require much work for some time to come.

Route 59 Fairbanks Bridge.

The north approach to this bridge was redecked.

Route 59A Fairbanks Depot.

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

Route 86 Fourth of July Creek.

Maintenance work on this route consisted of repairing washouts and ~~and~~ culvert repairs.

Route 87 Woodchopper-Coal Creek.

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

Very truly yours



Frank Nash

Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

July 15, 1938.



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of June 1938;

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and culverts, replacing 1 native timber bridge that had become very rotten, planing road with motor grader, maintenance of the telephone line and repairs and operation of the McCarty Ferry. This route is in good condition especially the section between Beals Cache and Rapids, however the section between Beals Cache and Grundler is rather rough, several rough places (chuck holes) have developed due to gravel working out of the road in spots. It now appears as tho the crew now located at Donnelly will have to be moved to Grundler earlier than usual so that gravel can be hauled on these particulars places before freezeup.

Route 4I Grundler-Richardson.

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

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of clearing, stripping borrow pits, regarding with tractors-dozers and graders preparatory to resurfacing, installing metal culverts, cleaning ditches, surfacing with gravel, planing road with motor graders, and maintenance of the telephone line. Rehabilitation work in the vicinity of Five Mile Hill was completed. This route is in good condition.

Route 4JA Lake Harding Road.

The road leading to the westward from the main road, that was started last season was completed. Work performed consisted of grading with tractor and grader and graveling soft places. This work was performed on a co-operative basis with residents of the Lake. The entire route was planed with motor graders and is in very good condition.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route as performed by the gravel crew, maintenance crew located at Mile 21 and the bridge crew, consisted of graveling soft places, cleaning ditches, bridge repairs, planing road with motor graders and maintenance of the telephone line. This route is in good condition. The gravel crew that was located at Salcha Station moved to Mile 57, route 4J.



Route 7DC St. Patricks-Happy-Goldstream.

Maintenance.....	9 Miles.
Corduroy.....	335 Lin. Ft.
Load Gravel, hand.....	464 Cu. Yds.
Haul " .....	464 Yd. Miles.
Spread " , 464 Cu. Yds over.....	762 Lin. Ft.
Bridges repaired, truss spans, timber.....	50 " " .

Route 7G Fairbanks-Gilmore.

Snow removal.....	31 Miles.
Winter Maintenance.....	13 "
Maintenance.....	13 "
Bridges repaired, truss span, steel.....	120 Lin. Ft.
" " trestle spans, timber.....	40 " "

Route 7I Gilmore-Summit.

Maintenance.....	7 Miles.
Winter maintenance.....	7 "
Snow removal.....	25 "

Route 7J Fairbanks-Chena Hot Springs.

Maintenance.....	64 Miles
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Route 7JA Chena River Branch.

Maintenance.....	35 Miles
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Route 7N Farmers-Birch Hill.

Snow removal.....	8 3/4 Miles.
Maintenance.....	8 3/4 "

Route 7V Wireless Road.

Stripping.....	1 Mcre.
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Route 11B American Summit-Forty Mile.

Maintenance.....	35 Miles.
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Route 16 Chatanika-Miller House.

New Bridges, pile trestle, timber.....	36 Lin. Ft.
Maintenance.....	87 Miles.

Route 46B Lignite-Kantishna.

New Bridges, pile trestle, timber.....	116 Lin. Ft.
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Route 53A Circle-Fort Yukon.

Maintenance.....	160 Miles.
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Route 59 Fairbanks Bridges.


Snow removal.....Bridge/

Route 90D Shelter Cabins.

Repaired 10 mile cabin Route 53A.

"	20	"	"	"	"
"	33	"	"	"	"
"	45	"	"	"	"

Very truly yours



Frank Nash

Supt.

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

DISTRICT OFFICE  
FAIRBANKS, ALASKA

May 4, 1938.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of April 1938;

Route 4I Grundler-Richardson.  
Route 4J Richardson-Salchaket.

A small amount of spring protection work was performed on these routes.

Route 4K Salchaket-Fairbanks.

A small amount of spring protection work was performed on this route. Sections between Fairbanks and Eighteen Mile were planed with Adams Motor Graders.

The Richardson Highway has been in good condition between Fairbanks and Grundler. Advices have been received that route 4H2 is also in good condition, no snow and only one very small glacier. The only exception to the above being a few places between Mile 18 and 20 which have been very soft and badly cut up, which was caused by water laying on the road account water backing up due to ice jams in the Tanana River. During the past week sections of road around Miles 11 and 12 were also under water which was also caused by overflow from the Tanana.

Route 7A Summit-Chatanika.

During the early part of the month snow removal was performed on this route, one round trip was made with the SnoGo. Winter maintenance consisted of a small amount of work on glaciers to keep them passable for any and all traffic. This route is now in good condition.

Route 7B Fox-Olnes.

On April 29, a small crew started thawing culverts and opening bridges on this route. With the exception of one glacier at Dome Creek, this route is in good condition.

Route 7CA Summit-Fish Creek.

Snow removal was performed on this route in cooperation with the F. E. Co., as authorized. One round trip was made with the SnoGo.

Route 7D Fairbanks-Ester.

Spring protection work was performed on this route. A few soft places graveled and the section between Fairbanks and the University planed with Adams Motor Graders. This route is in good condition.

Route 7DB Ester Dome.

A small amount of spring protection work was performed on this route.

Route 7DC St. Patricks-Happy-Golstream.

A small amount of spring protection work was performed on this route between the junction with Route 7D and St. Patricks Creek.

From the Siding at Mile 456 Alaska Railroad to Nugget Creek, 335 Lin. Ft. of corduroy was laid and 464 Cu. Yds. of rock spread over 762 Lin. Ft. of road, this work was performed in cooperation with the Doro Mining Company.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of winter maintenance or taking care of glaciers, opening bridges and culverts, graveling soft places and planing road with Adams Motor Graders. The deck of the Noyes Slough Bridge became so rotten and dangerous that it was absolutely necessary it be redecked at once, this was completed. At present this route is in good condition.

Route 7K Olnes-Livengood.

No work was performed on this route. See my letter April 18. Was later advised that it was necessary to have tractor pull trucks across one glacier in the vicinity of Cleary Creek or about Mile 53, for a few days. Have been advised that this route is now in fair condition. The thawing crew which started work on 7B on April 29, will after reaching Olnes continue working towards Livengood.

Route 7N Farmers-Birch Hill.

Snow removal was performed on this route, one cut was made with the SnoGo. A small amount of spring protection work was performed. Considering the time of year this route is in good condition.

Route 7V Wireless Road.

A fire break, consisting of stripping with tractor and dozer was constructed around the Wireless station as authorized.

Route 16 Chatanika-Miller House.

Replacement of the two rotten bridges across Rusty Gold and Kokomo Creeks was completed.

On April 28, Foreman John Lekich and crew left Fairbanks to open bridges and culverts on Routes 7G, 7I, 7A and 16.

On April 29, Foreman George Foy with a small crew left Fairbanks for Long Creek from which point he will open up this route to Mile 82 $\frac{1}{2}$ . It is expected that he will reach 82 $\frac{1}{2}$  today. Snow removal on Twelve Mile and Eagle Summits should be very light.

Route 23B Beaver-Caro.

No reports received.

Route 46B Lignite-Kantishna.

Bridge work on this route was completed.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operated equipment used for snow removal on Routes 7A, 7CA and 7N. They completed the overhaul of 1-60 caterpillar, 1-35 Deisel tractor, 2 Ford flat bed trucks, 1 Ford dump truck, 1 Isaacson dozer, 1 Carco dozer, 1 Galion motor grader and 1 No.22 Adams grader and performed necessary welding on several other pieces of equipment on which other overhaul had been performed. All equipment will be overhauled in sufficient time for the starting of the seasons work.

A few shipments of supplies for use during the coming season were received.

Spring protection work was authorized in outlying sections namely; Eagle, Circle, Wiseman, Hot Springs and Ruby but to date no reports have been received from any of these localaties. This work however should be very light.

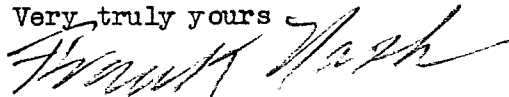
Ten dump trucks and the Bear Cat gas shovel were rented to the Town of Fairbanks for the purpose of surfacing sections of the airport and Town streets. This work will not be allowed ti interfere with our early spring work.

Due to the light snow fall of last winter and the long steady thawing weather of this spring, no trouble is expected from ice or water during the break up this spring. Snow is now all off of the flats and the lower hills and to date there has been very little water running anyplace. The breakup in the Chena River took place yesterday at 10.37 AM, the water at the time of the breakup was at about the usual level at freezeup time.

Some trouble may be encountered later due to frost leaving the ground but this is doubtful unless heavy continuous rains are encountered during the month of May.

The McCarty Ferry will be overhauled during the early part of May and will probably be launched sometime between May 20 and 25, which should be a week or so in advance of the opening of the Highway from Valdez.

Very truly yours



Frank Nash  
Supt.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

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

Route 5A Campbells-Tanana.Route 5B Nenana-Campbells.

Regular winter maintenance work was authorized on these routes.

Route 7A Summit-Chatanika.

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

Route 7AA Cleary Creek System.

A few soft places were surfaced with tailings. These roads are in good condition.

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

A survey was made from Deep Creek to Lower Fairbanks Creek to ground owned by Mr. Mike Spepovich. Due to other necessary work this job has not been completed as it will be necessary to run another line to ascertain as to whether or not better ground can be secured on which to build the proposed extension of this road. It is hoped that sufficient cooperation can be secured from Mr. Stepovich and this work started early in September.

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.Route 7DB Ester Dome.Route 7DC St. Patricks-Happy-Goldstream.

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

Route 7G Fairbanks-Gilmore and branches.

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

Route 7H Little Eldorado Creek.

A few low and soft places were filled with gravel and this route planed with motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

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

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of graveling soft places, filling in low spots where road had become out of shape due to frost leaving ground, cleaning ditches and culverts and planing road with motor grader. This route is in good condition.

Route 7N Farmers-Birch Hill.

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

Route 7NC Fideler-Crossman Homesteads.

Construction work on this road consisted of locating the road on the section line, clearing, grubbing/stripping, grading with grader and corduroying. Interested parties performed all clearing and aided in other necessary hand work. Due to wet weather this road could not be completed during August. It is hoped that it can be put in a passable condition early in September.

Route 7S Graehl Bridges and Road.

These roads were planed with motor grader and are in good condition. The foot-bridge between Garden Island and Graehl was repaired. Slack was taken up in suspenders, some suspenders were replaced and rope hand rail was removed and replaced with 3 foot fox and chicken wire.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of cleaning ditches, installing metal culverts, bridge repairs, planing road with motor grader, stripping gravel pit and installing hopper for use doing surfacing as per operations orders. This route is in good condition.

Route 7V Wireless Road.

As requested by the Signal Corps, a route from the end of 12th st. to their transmitter station was staked out, cleared, grubbed and stripped and graded. Some surfacing with gravel is also required, this could not be completed on account of 13th. street being impassable. This work will be completed as soon as the Town of Fairbanks completes their work on 12th. street.

Route 9 Rampart-Eureka.

Foreman Don Mueller and crew of 2 men performed a small amount of maintenance work on this route which consisted of bridge repairs, installing timber culverts and regarding.

Route 9A Rampart Airfield.

Construction work, as performed by foreman Don Mueller and 2 tractor-dozer operators consisted of clearing, grubbing/stripping, grading with grader/dozer and surveying. An area 200 x 2300 feet has been cleared, grubbed/stripped etc. Approaches on both ends have been cleared. Foreman Mueller advises, that due to frost coming out of ground it is doubtful if this field can be used this fall until after the freezeup.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route as performed by the crew under foreman Rice consisted of graveling soft places, cleaning culverts and ditches, installing metal culverts, grade grader/dozer, grubbing/stripping, freight steel to bridge sites across American Creek, and construct foundations for these bridges. Bridge Foreman Murray returned from Nome and went to Eagle to erect these bridges.

Route 11M Boundary-Walkers Fork-Jack Wade.

Instrumentman Quenboe extended the survey of this route on down into Jack Wade Creek etc.

Some maintenance work was performed on this route by Mr. R. McCombe and his tractor and dozer. To date no details have been received as to what this work consisted of.

While in this section, Quenboe also performed requested survey work on the Franklin Airfield and road and on the Chicken Field and Road.

Route 11Q Eagle Airfield.

On August 16, foreman Rice was instructed to start work on the new Eagle field. For some reason or other this work was not started, apparently because it had not been staked out and Rice was not sure of exact location. Quenboe returned to Eagle on the 25th., and started that work on that date. Both he and Rice have again been instructed to get construction of this field under way at as early a date as possible.

Route 15 Circle-Miller House.

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

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

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

Route 15B Deadwood Creek.Route 15BA Ketchum Creek.

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



Route 15E Miller House-Harrison Cr.-Mammouth Cr.-Miller Cr.Route 15G Miller House-Porcupine Creek.

Maintenance work on these routes consisted of cleaning ditches and culverts, installing metal culverts and planing road with motor grader. These routes are in good condition. Due to this and other conditions the maintenance crew that was located near Miller House was discontinued for the balance of the season. Foreman Foy and crew moving to Town on August 25. Foy will be used as a graderman on various jobs that are to be performed between now and the freezeup.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of graveling soft places, cleaning ditches and culverts, replacing stakes on Eagle Summit to designate location of road in snow drift areas and planing road with motor grader. This route is in good condition.

On August 27, foreman John Lekich and crew moved from mile 82½ to Perhaps Creek, mile 56.

Route 17C Nulato Airfield.

Maintenance work on this field consisted of filling in and repairing washouts etc., and levelling with tractor and grader. This field is now in a usable condition.

Route 30A Hot Springs-Tofty.

Rehabilitation work on this route as performed by the crew under foreman Wilkinson consisted of cleaning ditches with tractor and grader, corduroying, installing metal culverts, and surfacing. This work progressed very satisfactorily and this route is now in good condition to Blowback Creek.

Route 30AB Miller Creek Airfield.

Improvements on this field consisted of enlarging the field and removal of obstacles that were a hinderance to pilots in landing on and taking off on this field. This work consisted of clearing, grubbing/stripping, and grading with tractor grader/dozer. Work on this field will be completed early in September.

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

Maintenance work on these routes consisted of graveling soft places, cleaning ditches and culverts, repairing timber culverts, stripping borrow pits and levelling road with tractor and grader. No report has been received lately as to the condition of these roads, in view of this they must at least be in a passable condition.

Route 46 Kobe-Eureka.Route 46C Nenana-Knights.Route 46E Diamond-Telida.

Usual winter maintenance work on these routes was authorized.

Route 29A Bettles-Coldfoot.

Maintenance work on this route, as performed by the crew from Wiseman, under foreman Marsan consisted of clearing trail of windfalls etc., bridge repairs and grading approaches to slough, lake and river crossings.

Route 47A Wiseman Airfield.

Construction work on this field consisted of clearing and grading with tractor and dozer. A road from Town to the new field was partially constructed. An area 150 x 2000 feet has been cleared, grubbed/stripped, levelled and is now being used by planes.

Route 59A Fairbanks Depot.

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

Construction of the new warm storage shed was practically completed, all that remains to be done is install electric wiring and heating.

Contract was let for the installation of a new central heating plant. Instrumentman Stewart, has been engaged in various small survey jobs and has been aiding the War Dept., with proposed road change in connection with the flood control project.

Route 63B Livengood Creek Road.

Rehabilitation work on this route consisted of clearing, grubbing/stripping, grade grader/dozer, installing timber and metal culverts, corduroying, erecting bridges and surfacing with gravel. During the first half of the month this work progressed very nicely. During the last half of the month considerable rain was encountered which slowed this work up considerably.

Route 63BA Amy Creek Branch.

An inspection trip was made over this route, of which a report was forwarded.

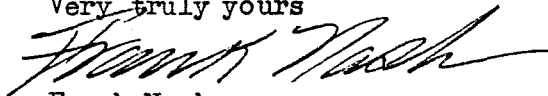
Route 65H Tanana Crossing Airfield.

Maintenance and improvements on this field consisted of grading with grader and scraper and levelling with grader. This work was completed and the crew returned to Fairbanks on August 10. The size of this field is now 200 x 3300 feet, all of which is usable as a runway. I have been advised that this field is in very good condition and is now large enough to meet all requirements for some time to come.

Route 86A Nation Airfield.

Mr. Fred Krager, of Nation has advised that approaches to this field have been cleared so that field is now usable. On the other hand pilots advise that they have not been cleared and that it is impossible for them to land on this field.

Very truly yours

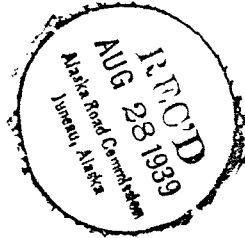


Frank Nash  
Supt.

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



August 19 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of July 1939;

Route 4AA Richardson-Democrat Creek.

A few soft places were surfaced with gravel. This route is in good condition.

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of graveling soft places, planing road with motor grader, repairs and maintenance of the telephone line and repairs etc at Darling Creek. A new bridge was put in at this creek, which it is hoped will handle all high waters without difficulty. This route is in good condition.

The McCarty ferry was operated throughout the month. Freight and ferry receipts were about the same as last season.

Route 4I Grundler-Richardson.

Maintenance and improvements on this route consisted of regrading preparatory to surfacing with gravel, corduroying, installing metal culverts, surfacing with gravel, cleaning ditches, planing road with motor grader and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of regrading and widening and construction of line changes preparatory to surfacing, installing metal culverts, planing road with motor grader, cutting brush by the CCC and maintenance of the telephone line. This route is in good condition.

Route 4JA Lake Harding Road.

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

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of graveling soft places, cleaning ditches, brush removal from shoulder of road, ditches and inside of curves, planing road with motor grader and maintenance of the telephone line. This route is in good condition.

98/20

Route 7A Summit-Chatanika.

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

Route 7AA Cleary Creek System.

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

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

As soon as possible survey to Lower Fairbanks Creek will be made and an effort made to secure cooperation from Mike Stepovich in constructing the extension of this road as per operations orders.

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy-Goldstream.

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

Route 7DD Ester-Beegler & Branches.

The section of this route from Ester to Emma Creek was regraded with tractor and grader. This was necessary due to heavy rains eroding ditches etc until this section was almost impassable. This route is now in good condition.

Route 7G Fairbanks-Gilmore and Branches.

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

Route 7H Little Eldorado Creek.

Maintenance work on this route consisted of filling a few low spots and planing road with motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

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

Route 7K Olnes-Livengood.

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

Route 7N Farmers-Birch Hill.

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

Route 7T Farmers-Chena Slough.

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

Route 9 Rampart-Eureka.

An inspection trip was made over a part of this route by the Supt. A special report was forwarded.

Route 9A Rampart Aviation Field.

A site for an airfield at Rampart was selected as covered in special report. Construction of this field started on July 25. Work consisted of clearing and grubbing/stripping. According to reports received from various parties this work is progressing very satisfactorily.. This work is being done by two tractor-dozer operators under the direction of Foreman Don Mueller.

Route 9B Steven Village Aviation Field.

Between July 8 and 21, the crew mentioned above regarded and enlarged this airfield, until a usable runway 125 x 2050 feet was secured.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of maintenace of the existing road and extending road on towards Liberty. Work performed consisted of cleaning ditches and culverts, graveling soft places, installing metal culverts, clearing, grubbing/stripping, and grading grader/dozer. According to reports received this work is progressing nicely.

Route 11M Jack Wade-Boundary-Walkers Fork.

Mr. R. McCombe performed some maintenance on this route. This work consisted of cleaning ditches, filling wheel ruts and corduroying. More work is to be performed on this route, at a later date, by Mr. McCombe.

Transitman Quenboe visited this area to extend survey of this road to Jack Wade etc. To date no report has been received as to how far this survey was extended.

Route 15 Miller House-Circle.

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

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

Maintenance work on this route consisted of cleaning culverts and ditches, installing metal culverts, graveling soft places, planing road with motor grader and regarding with tractor and grader. The regrading was performed on the Half Dollar Creek end of the road. This work was necessitated by heavy rains which were encountered in that section during the early part of the season. This route is now in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of graveling soft places, and planing road with motor grader. The bridge across Deadwood Creek on the Switch Creek spur was repaired. This route is in good condition.

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

Maintenance work on this route consisted of cleaning culverts and ditches, installing metal culverts, graveling soft places and regrading with tractor and b grader the section from the Divide between Independence and Harrison Creeks. The latter was necessitated because of cloudbursts which washed out the largest part of that section of road. This route is now in good condition, this pretains also to the spurs extending up Mammoth and Miller Creeks.

Route 15G Porcupine Creek.

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

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of cleaning culverts and ditches, graveling soft places, filling low spots, cutting brush and planing road with motor grader. This route is in good condition.

Route 23G Beaver Aviation Field.

Between June 23 and July 7, Foreman Don Mueller and crew of 2 tractor-dozer operators completed the construction of an airfield 150 x 1650 feet, with cleared approaches 400 feet long on each end. Work consisted of grubbing/stripping and grade grader/dozer.

Route 29A Bettles-Coldfoot.

Maintenance work as performed on this route by Foreman Marsan and crew from Wiseman consisted of the erection of 4 timber bridges and 1 timber culvert.

Route 30 Hot Springs Landing-Eureka.

A few soft places were graveled. An inspection trip was made over this route on July 19, at which time it was found to be in very good condition.

Route 36A Hot Springs-Tofty.

Maintenance and improvements on this route consisted of regarding and widening preparatory to surfacing, installing metal culverts, repairing timber culverts, corduroying, and surfacing with material secured from borrow pit at Sunday Creek. An inspection was made of this route on July 19-20, at that time it was found that work on this route was progressing very satisfactorily. If the weather continues good, a good showing will be made on this route.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of cleaning ditches and culverts, graveling soft places and stripping borrow pits preparatory to installing traps.

An inspection trip was made over these routes on July 28-29-30, at which time they were found to be in poor condition, it taking  $4\frac{1}{2}$  hours in a car to go from Ruby to Long, then 9 hours to make the round trip from Long to Poorman and return, then 6 hours from Long to Ruby. This condition was due to continuous heavy rains which have been encountered practically every day during the season.

Considerable gravel had been hauled on the section between Mile 18 and Long so that route 38A was passable, with no danger of getting hung up. Loading of gravel had been performed by the Long Creek Mining Co's gragline and by hand. Foreman Flanagan was somewhat handicapped in getting any traps into operation. Frozen ground interfered and his dozer operator after being sent down there quit after working a few days, which left him without a dozer operator for several days. As soon as possible another operator was sent to Ruby and Flanagan was instructed to get various pits opened up and get traps installed so that hand loading of surfacing material could be eliminated.

Route 46B Lignite-Kantishna.

Reports were received from Mr. Earl Pilgrim that bridge repairs, as authorized last spring, had been performed.

Route 47A Wiseman Aviation Field.

Construction work on this field consisted of clearing by hand and grubbing/ stripping with tractor and dozer, an area 160 x 1620 feet was grubbed/stripped. According to latest reports received this work is progressing nicely.

Route 47B Nolan Creek Branch.

Maintenance work on this route consisted of repairing washouts, filling ruts and chuck holes and graveling a few soft spots.

Route 47C Wiseman-Hammond.

Maintenance work on this route consisted of the construction of 1 timber bridge, 1 timber culvert, filling chuck holes, ruts and approaches to bridges and culverts and graveling a few soft spots.

Route 47D Jim Pup Trail.

A tramway across the Middle Fork of the Koyukuk River, 5 miles above Wiseman, Mile 1 on this route, was erected. 2200 feet of new foot trail was cut.

Route 47F Porcupine Creek Trail.

One tramway, 2 miles below Wiseman was erected. 800 feet of trail was graded.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment loacted in camps where no mechanic is stationed, all offical cars, freight trucks and other equipment operating out of Fairbanks.

Construction of the new warm storage shed progressed at a satisfactory rate.

As per special correspondence Asst. Supt. Burglin became ill and due to the fact that the Supt. could not perform all necessary work, help was secured from McKinley Park in the person of Ben Stewart. Who will at first work on maps etc in connection with the relocation survey from Salcha Point to Moose Creek Bluff.

Route 63B Livengood Creek Road.

Rehabilitation work on this route as performed by the crew under Foreman Chas. Mayben consisted of regrading and widening preparatory to surfacing, clearing, installing metal culverts, installing timber culverts, repairing timber culverts, and surfacing with gravel tailings and rock. To date this work has progressed very nicely and if good weather continues a good showing will have been made by the end of the season or when allotment is exhausted.

Route 65H Tana Cross Aviation Field.

Maintenance and improvements on this field consisted of clearing and grading with grader and scraper. This work was performed on a part of the old field and on an extension on the south end, the ultimate idea being to secure a runway in the vicinity of 3560 feet in length.

Route 87 Woodchopper-Coal Creek.

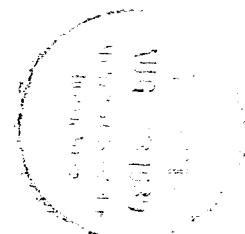
As far as is known maintenance work on this route consisted of graveling soft places.

Very truly yours



Frank Nash

Supt.



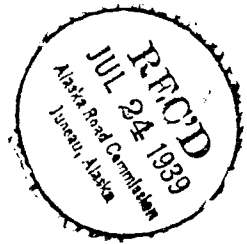


DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

S  
G.T.  
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July 14, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of June 1939;

Route 4H2 Rapids-Grundler.

Maintennace work on this route consisted of graveling soft places, cleaning ditches, planing road with motor grader and maintenance of the telephone line.

Due to continued rains and other circumstances considerable trouble was encountered at Darling Creek throughout the month. Changes have been made which have altered conditions and permanent repairs are now being made as rapidly as possible with the available equipment.

The Ferry operated across the Tanana River at Grundler was operated throughout the month. Bogh ferry receipts and freight tolls were somewhat lighter than for a like period last year.

Route 4I Grundler-Richardson.

Maintenance and improvements on this route consisted of cleaning ditches, graveling soft places, planing road with motor grader, installing metal culverts, corduroying, preparing gravel pits from which to secure surfacing material for line changes and maintenance of the telephone line. The above work was performed by the gravel crew under Foreman Walter Rynearson.

Surfacing of line changes and other short stretches were additional surfacing is absolutely necessary will be completed in July, after which the gravel crew will concentrate their efforts on Route 4J. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance and improvements on this route consisted of grading with grader/dozer, cleaning ditches, constructing line changes, installing metal culverts, planing road with motor grader, maintenance of the telephone line and renewing deck on Banner Creek bridge. This route is in good condition.

Route 4JA Lake Harding Road.

This route was planed with motor grader and a few soft places graveled, it is in good condition.

Route 4K Salchaket-Fairbanks.

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

On or about June 1, the CCC reestablished camp at Mile 33, Salcha Station, and resumed brush cutting on this route. They are working south from Mile 33 and are doing a very good job of removing brush from inside of cirves etc.

Route 7A Summit-Chatanika.

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

Route 7AA Cleary Creek System.

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

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

Route 7CA Summit-Fish Creek.

Same as 7C.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of graveling a few soft spots, bridge repairs and planing road with motor grader. This route is in good condition,

Route 7DB Ester Dome.

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

Route 7DC St.Patricks-Happy-Goldstream.

Maintenance work on this route consisted of Installing metal culverts and planing road with motor grader. This route is in good condition.

Route 7G Fairbanks-Gilmore and Branches.

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

Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of resurfacing worn out places, cleaning ditches and planing road with motor grader. This route is in good condition.

Route 7IA Gilmore-Pearl Creek.

A few soft places were graveled.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of placing additional surfacing material on numerous soft spots that developed, cleaning ditches and planing road with motor grader. Due to numerous soft spots developing it was necessary to increase the maintenance crew on this route by 1 laborer and 1 truck and driver for a couple of weeks. This road is now in good condition.

Route 7N Farmers-Birch Hill.

Maintenance work on this route consisted of surfacing with gravel a few soft and muddy spots, installing metal culverts and planing road with motor grader. This route is in good condition.

Route 7T Farmers-Chena Slough.

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

Route 11A Eagle-Liberty.

Maintenance and improvements on this route consisted of cleaning ditches by hand and with tractor and grader, graveling soft places, slide removal and erection of timber bridges, replacing bridges which had been very rotten and unsafe. Foreman Rice and 1 man completed overhaul of all equipment located at Eagle.

Route 15 Circle-Miller House.

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

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

Maintenance work on this route consisted of cleaning ditches, graveling soft places, bridge repairs, installing timber culverts and planing road with motor grader. The section of this route between Central and Circle Hot Springs was in good condition throughout the month. The sections on Portage and Half Dollar Creeks, were due to, exceedingly heavy rains encountered throughout the month in poor condition, being passable most of the time for a light car only. In view of the fact that it was necessary to send a tractor and grader to Miller House to perform necessary repairs on Route 15E, this equipment will later be sent to 15A to remedy this condition.

Route 15B Deadwood Creek.

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

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

On June 1, Foreman George Foy, with a small maintenance crew consisting of 1 cook, 1 laborer and 1 truck driver and truck left Fairbanks to establish camp near Miller House. This crew will perform maintenance work on part of routes 15 and 16 and all of routes 15E and 15G.

Maintenance work on this route during the month consisted of graveling soft places and cleaning ditches.

Sections of this route are in good condition. During the later part of the

month an exceedingly heavy rainstorm, caused considerable damage on the Harrison Creek side of the divide, washing out considerable road. It was necessary to send a tractor and grader from Fairbanks to make the necessary repairs. These repairs will be completed early in July after which the cat and grader will be sent to Route 15A as mentioned above.

Route 15G Miller House-Porcupine Creek.

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

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of cleaning ditches, graveling soft and worn out places, planing road with motor grader and bridge repairs. Repairs to the North Fork and Faith Creek Bridges were completed. This route is in good condition.

Foreman John Lekich and crew are now located at Mile 82 $\frac{1}{2}$ , in the near future they will move to Mile 56.

Route 16A Nome Creek.

A #10 grader was loaned to the Deadwood Mining Company, who with their tractor and men regraded the entire route. After regrading was completed the ARC cooperated in surfacing considerable of this route with gravel. This route is in good condition.

Route 23G Beaver Aviation Field.

Foreman Don Mueller and 2 tractor drivers, with equipment arrived at Beaver on or about June 23, after which they started construction of an aviation field at this point as per instructions received from Mr. Hesse.

Work on this field consisted of clearing, grubbing/stripping and grading with grader/dozer. It is expected that a suitable field will be constructed in sufficient time so that this outfit can continue on down river to Stevens Village on the next boat.

Route 30 Hot Springs Landing-Eureka.

Maintenance work on this route consisted of cleaning ditches, graveling soft spots and bridge repairs. According to reports received this route is now in good condition.

Route 30A Hot Springs-Tofty.

Maintenance and improvements on this route consisted of regarding with tractor/grader/dozer, installing metal culverts, corduroying, repairing timber culverts, bridge repairs and surfacing with material secured from the Sunday Creek borrow pit. This work was performed on the section between Washington Creek and Halfway and will be carried on until connecting with work performed last fall from Blowback Creek. This gap should be closed sometime during the month of July.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on 38A consisted of cleaning ditches, installing metal culverts, bridge repairs and graveling soft places. No work was performed on route 38E.

During the month an inspection trip was made over these routes. Route 38A was found to be in fair condition from Ruby to Mile 18. However in this section several soft places were noted and some cutting in ditches, especially between mile 12 and 13, which was badly in need of repairs. From mile 18 to Long this route was found to be in very poor condition. Several soft spots were encountered which were barely passable for a

very light Model T Ford.

While at Long Mr. Hans Tilleson, Foreman for the Long Creek Mining Co. was interviewed. He expressed his willingness to cooperate advising that in a short time his dragline would be available to load tailings for surfacing material and that he would donate that machine and his truck to aid in getting much needed material on the soft places. Our foreman was therefore advised to make all possible haste in performing repairs between Ruby and Mile 14 and to move to Long as early as possible so that he could take advantage of Mr. Tillesons offer.

Route 38E was found to be in poor condition, several soft spots were encountered but none as bad as those on 38A between 18 mile and Long. It is believed that if a good stretch of dry weather were encountered that these spots would dry out and cause no further trouble. It was also found that the painting of the Sulatna Bridge had not been completed. Foreman Flanagan advised that due to rainy weather encountered throughout the summer of 1938 that it was impossible to complete that job. Flanagan was instructed to make every effort to have this job completed by next fall.

#### Route 38K Ruby Aviation Field.

During June this field was entirely too dry to seed as per operations orders.

Maintenance work on the field consisted of levelling with tractor and ~~grader~~ grader.

#### Route 47A Wiseman Aviation Field.

A new field as per map by Sterling was staked out. A runway 200x3500 with opportunity of extending on lower end was secured. Actual work of clearing started on June 21, grubbing/stripping with tractor and dozer on the 25th.

#### Route 47B Nolan Branch.

Maintenance work on this route consisted of clearing road of slides which came down last fall during an exceedingly heavy rain storm, cleaning ditches, repairing washouts and graveling soft places.

An inspection trip was made over this route by the Supt. This route was found to be in fair condition, with a small amount of work this route will be put in good condition.

While at Wiseman the proposed line change on this route as requested in a petition, dated November 6, 1938 was investigated. From this investigation it cannot be seen how such a change would help matters, snow conditions in winter would not be remedied as there would be considerable side hill road which no doubt would drift full, slide conditions would exist as on present road, considerable poor ground would be encountered and it is doubtful if the required climb could be made on as easy a grade as the present road. It was learned that some years ago an attempt was made to locate this piece of road on this proposed location, 2 or 3 lines having been run over the proposed location, they were given up for the present location.

Slides etc on the present road were not as bad as the petition or Mr. Ulens letter would lead one to believe. These slides, washouts etc were repaired in 6 hours with the K cat and dozer. Mr. Marsan, our foreman at Wiseman does not recommend this change. In view of the above it is recommended that this change be given no further consideration.

Route 47C Wiseman-Hammond.

Maintenance work on this route consisted of slide removal and cleaning ditches. An inspection trip was made over this route and it was found to be in good condition.

Route 53B Fort Yukon Aviation Field.

Work on this field was abandoned, in accordance with instructions received.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment located in camps where no mechanic is stationed, all official cars, freight trucks etc. Overhaul on all equipment to be used during the season was completed.

All new equipment was received as were several shipments of various supplies, materials, parts etc which were checked stored etc.

A trip was made to Valdez to bring to Fairbanks the equipment etc shipped to Valdez. The trip was made in good time, with no trouble whatsoever and would have proven profitable if shipments etc had been received at Valdez as directed.

Asst. Supt. Burglin completed the survey of the proposed line change on route 4K, from Moose Creek Bluff to Salcha Point, as requested by the War Dept. A statement of costs of this work, to date, will be forwarded as soon as possible.

Construction of the new warm storage shed was started and is progressing nicely.

Route 63B Livengood Creek.

On or about June 10, a contribution of \$4,000.00 towards improvements on this route was received from Livengood Placers Inc. Whereupon arrangements were made to get rehabilitation work on this route started at once.

Foreman Chas Mayben with a crew of 1 cook, 1 truck driver, 2 laborers and 1 tractor driver left Fairbanks on the 13th. to establish camp on this route. This crew to be increased later by laborers secured from Livengood, truck drivers etc. Ultimate equipment to be used on this route will be 7 dump trucks, 1 model L tractor 1 #12 grader and 1 gas shovel.

Work on this route consisted of clearing, regarding and widening, cleaning ditches, installing metal culverts, installing timber culverts and repairing timber culverts preparatory to surfacing with gravel tailings which will be secured from just below the town of Livengood and from various tailing piles on Livengood Creek. There is a possibility that gravel maybe secured from the higher benches. This matter will be looked into, probable pits prospected to determine the best place to secure proper or best surfacing material.

Route 86A Nation Aviation Field.

On June 1, Transitman Iver Guenboe, Foreman Don Mueller and 2 tractor operators, left Fairbanks for Nation via Eagle, to locate and construct an aviation field at Nation. Location of the field was completed and Guenboe returned to Eagle, where he staked out and supervised the erection of timber bridges on route 11A, and extended survey on same route towards Liberty Creek. He will later go to Jack Wade, where he will extend survey of route 11M and inspect work that is now being done by Mr. R. McCombe. Guenboe will return to Eagle stake out steel bridges across American Creek on route 11A and if necessary further extend survey towards Liberty Creek and beyond.

Work on the Nation Field consisted of locating field, making survey of

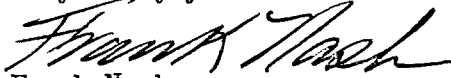
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same, clearing, grubbing/stripping, grading with tractor and dozer and levelling with drag. A field 150'x1700' was completed. If found necessary this field can at a later date be extended 500 feet.

Route 87 Woodchopper-Coal Creek.

Maintenance work on this route as performed on cooperative basis with interested parties consisted of cleaning ditches and graveling soft places.

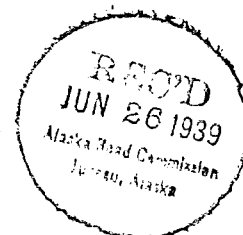
Very truly yours



Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA



June 16, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of May 1939;

Route 4H2 Rapids-Grundler.

Foreman Wm. Murray and crew completed the construction of the new ferry to be used in crossing the Tanana River at Grundler. The new boat was launched on May 15 and placed in service on the 16th. Foreman Murray and crew returned to Fairbanks on May 17.

On May 29, Foreman Chris Ennis with a small maintenance crew left Fairbanks to establish camp at Donnelly Station, from which point he will perform maintenance work on this route.

With the exception of one washout on Donnelly Dome and some trouble at Darling Creek, caused by exceedingly heavy rains, this route was in good condition at the time the crew moved to Donnelly. The washout has been repaired and Darling Creek will be permanently repaired when water conditions permit. In the meantime this route was passable for all traffic at all times.

Route 4I Grundler-Richardson.

Maintenance work, as performed on this route, by the crew at Richardson under foreman Walter Rynearson consisted of grubbing/stripping, gradeing with grader/dozer and corduroying on line changes staked last year, which were necessitated by bank erosion of the Tanana River and one small line change about 600 feet long to eliminate 2 or 3 curves. Other work consisted of cleaning ditches, installing metal culverts, graveling a few soft spots, stripping gravel pit and maintenance of the telephone line. This route is in good condition.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of grading with grader/dozer, installing metal culverts etc preparatory to surfacing with gravel, cleaning ditches, graveling soft spots, planing road with motor grader and maingenance of the telephone line. One item overlooked in last months report was bridge repairs which consisted of renewing deck and running plank on Gasoline Creek bridge. The above work was performed by the crew under foreman Walter Rynearson. This route is in good condition.



The crew which is now located at Richardson is a part of what will later be the gravel crew. Graveling operations are being delayed until such a time as all preparatory work has been advanced sufficiently so that there will be no interference between the two units.

Several small line revisions were made along Canyon Creek, Richardson Hill and Tenderfoot Creek Hill, which no doubt will be of great benefit to all users of the Highway.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of cleaning ditches, graveling soft spots, planing road with motor graders and maintenance of the telephone line. This route is in good condition.

Gravel pits were stripped at Miles  $3\frac{1}{2}$ ,  $7\frac{1}{2}$  and 12 and prepared so that gravel can be secured from them, at any and all times by hand loading from pit or from stock pile if water level is high, or if necessary by using dragline and hopper or the Sauermann scraper-30 tractor & winch and hopper.

Route 7A Summit-Chatanika.

On May 16, Foreman Martin Nelson with a small maintenance crew moved to Cleary Summit, from which point he will perform maintenance work on routes 7I, 7A, 7AA, 7H, 7C, 7CA, part of 16 and part of 7G.

Work on 7A consisted of cleaning ditches, opening culverts and bridges, and planing road with motor grader. This route is in good condition.

Route 7B Fox-Olnes.

No work performed, this route is in good condition.

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of cleaning ditches, water diversion, graveling soft spots, repairing washouts and planing road with motor grader. This route is in good condition to a point near Deep Creek, beyond this point it is in poor condition, it is however passable. In view of the fact that this location may possibly be changed later in the season, it is not deemed advisable to spend any more money than absolutely necessary on the present road which under the best of conditions is none too good.

Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

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

A gravel pit was opened up on this road about 2 miles from town, opposite the Creamer Dairy Farm. Gravel is secured from the Slough bed. This pit has been prepared so that gravel can be secured at any and all times during the summer. During high water by using either drag line and hopper or Sauermann scraper-30 cat and winch and hopper or by hand from stock pile.

Route 7DB Ester Dome.

Route 7DC St. Patricks-Happy-Goldstream.

Route 7GA LaZelle Road.

Route 7N Farmers-Birch Hill.

Route 7NA Isabelle Creek.

Route 7S Graehl Bridges and Roads.

Route 7T Farmers-Chena Slough.

Maintenance work on these routes consisted of repairing a few minor washouts and cleaning ditches. Outside of being a little rough these routes are in good condition. This condition will be remedied as soon as they are in condition and when motor grader can be spared from main highways.

Route 7G Fairbanks-Gilmore.

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

Route 7H Little Eldorado Creek.

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

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

A few soft places were graveled.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of opening bridges and culverts, glacier removal, cleaning ditches and graveling soft spots. This work was performed by a small crew under foreman E. G. Kunkel; who are now located at the Tatalina River. With the exception of a few scattered soft spots between the Chatanika River and the divide between the Tatalina River and Bridge Creek this route is in good condition and if no further heavy continuous rains are encountered they will give no undue trouble.

Route 11A Eagle-Liberty.

A small amount of spring protection work was performed on this route. Foreman Rice and 1 man were engaged in overhauling equipment for the coming season.

Route 15 Miller House-Circle.

Maintenance work on this route consisted of graveling a few soft spots. One bent in the mammoth Creek bridge was damaged during the breakup, repairs were made so that this bridge is now OKay. This route was in good condition on May 31. In view of the fact that a dredge is being moved from Deadwood to Nome Creek, which will necessitate some heavy hauling, which may cause soft spots to develop.

Foreman Joe Ensley with a small maintenance crew established camp at Central (Mile 129) on May 30.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 8, 1939.

Alaska Road Commission,  
Juneau, Alaska.

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Gentlemen;

Following is the situation report for the Fairbanks District for the month of April 1939;

Route 4H2 Rapids-Grundler.

Bridge Foreman Wm. Murray and crew of 5 men have been engaged in the construction of a new ferry, to be used in crossing the Tanana River at Grundler. This work is progressing satisfactorily, the new boat will be completed in sufficient time for use during the coming season.

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Route 4J Richardson-Salchaket.

On April 13, Foreman Walter Rynearson with 5 men left Fairbanks to establish camp at Richardson to perform spring protection work in that vicinity, also to perform such other advance work as possible to facilitate rehabilitation work to be performed during the coming season.

Route 4K Salchaket-Fairbanks.

A small amount of spring protection work was performed on this route. This work consisted of opening culverts and draining low places.

Route 7A Summit-Chatanika.

Route 7I Gilmore-Summit.

Maintenance work on these routes consisted of work on various side hill and creek glaciers and water diversion.

Route 7B Fox-Olnes.

Work on this route consisted of opening bridges and culverts.

Route 7D Fairbanks-Ester.

Maintenance work on this route consisted of opening bridges and culverts, water diversion, cleaning ditches and planing road with motor graders.

Route 7DC St. Patricks-Happy-Goldstream.

Maintenance work on this route consisted of opening bridges and culverts.

Route 7G Fairbanks-Gilmore.

Maintenance work on this route consisted of opening bridges and culverts, cleaning ditches and planing road with motor graders.

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

No work performed. The section of this road between Central and Circle Hot Springs is in good condition. One small washout, which did not hold up traffic occurred during the breakup. The section from the head of Portage Creek to Half Dollar Creek, due to heavy rains is in poor condition. Repairs will be made as soon as weather conditions permit.

Route 15B Deadwood Creek.

No work performed. On June 2 this route while slightly rough was in good condition.

Route 15E Miller House-Harrison cr.-Mammoth Cr.-Miller Creek.Route 15G Porcupine Creek.

No work performed. These routes are also slightly rough but passable. The motor grader located on the north end of the Steese Highway will work on these routes as soon as work on more travelled roads is completed.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of opening bridges and culverts, cleaning ditches, glacier removal, repairing a few minor washouts, graveling soft spots, bridge repairs and planing road with motor grader.

This work except bridge repairs was performed by a small maintenance crew under foreman John Lekich who camped at F.E.Co. camp at Chatanika and Long Creek, Mile 56 and Mile 82 $\frac{1}{2}$ .

Bridge repairs was performed by a small crew under foreman Wm. Murray. One bent in the Faith Creek bridge was washed out during the spring runoff; this was repaired by making an A frame of the opening. This bridge is in very poor condition and should be replaced either late this fall or early next spring with a steel span. The bridge across The North Fork of the Twelve Mile was slightly damaged during the breakup. Temporary repairs were made, repairs could not be completed due to the amount of ice remaining in the channel, these repairs will be completed as soon as possible.

This route is in good condition. Snow removal on Twelve Mile and Eagle Summits was performed by the Berry Dredging Co., Deadwood Mining co. and other interested parties. These Summits were opened and travesable by truck or car on May 10, which was same date as 1938.

Route 16A U. S. Creek. (Home Creek).

No work was performed on this route by the A. R. C. A grader was loaned to the Deadwood Mining Co.; who are installing a dredge on this Creek and who are regrading the entire route, using their tractor and operators. The A R C will at a later date furnish trucks to haul gravel on places requiring surfacing.

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

On May 19, Foreman Ed Wilkinson, 1 cook and mechanic left Fairbanks for Hot Springs via Nenana. The mechanic will overhaul all equipment at Hot Springs then return to Fairbanks. Foreman Wilkinson and crew, which will be obtained at Hot Springs will perform work on these routes and aviation fields in the Hot Springs section as per operations orders.

A trip was made to Hot Springs by the Supt. Route 30 was found to be in fair condition at that time. Sections of 30A that have been completed were in good condition.

An investigation was made as to the status of the ground on which the Eureka Aviation Field is located. It was found that all ground on which the present field is located and considerable surrounding ground is staked for mining purposes by various individuals and is now under option to the Cleary Hill Mining Co. (option in escrow). In view of which it has been decided that no funds can be expended on this field. This matter has been explained to Mr. Hesse who confirmed this action.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Route 38K Ruby Aviation Field.

On May 27, a mechanic left Fairbanks for Ruby, via Nenana, to perform overhaul on equipment which will be used on these routes during the coming summer.

Work during May as performed by Foreman Jack Flanagan and small crew consisted of spring protection work only, on routes 38A and E.

An inspection of these routes etc will be made by the Supt early in June.

Koyukuk Section.

The bridge across Wiseman Creek on route 47, with exception of approaches, was completed. Spring protection work was performed on routes 47B and 47C.

According to radio reports received George Black who is moving tractor dozer etc to Bettles arrived there June 8, which means that equipment etc should arrive at Wiseman about June 15.

Route 53B Fort Yukon Aviation Field.

As per telegrams an inspection of this field was made by Instrumentman Iver Quenboe. A copy of his report is enclosed herewith.

Route 59A Fairbanks Depot.

The garage crew practically completed overhaul on all equipment that will be used during the coming summer. There however remains a few pieces to overhaul, which will be completed before needed. They also kept in repair and operation all equipment being used on various jobs.

The old warm storage shed which had become very dilapidated was removed preparatory to erecting a new structure.

Several shipments of various supplies, materials etc were received checked and stored. 13/112-7.

In accordance with your letter of February 14, Asst. Supt. C. E. Burglin with a cook and 4 men established camp at Saicha Station from which point he started the survey as requested. Enclosed herewith you will find a report of the work accomplished during the month. A statement of costs as requested will be forwarded as soon as possible. It is expected that this work will be completed on or about July 1.

Very truly yours



Frank Nash

Supt.

Route 7K Olnes-Livengood.

Same as route 7B.

Route 11A Eagle-Liberty.

A small amount of spring protection work was performed on this route. This work consisted of opening culverts and water diversion.

Route 11F Liberty-Chicken.

Asst. Supt. Burglin, made a trip to Franklin, where he inspected and repaired the tramway, located at Franklin across the Forty Mile River. Repairs consisted of raising one tower about 14 inches so that towers would be of equal height, tighten cable, repair one deadman and construct new cage. Burglin advises that this tram was not in as bad condition as reported by local residents and that if tram is not overloaded and no other unusual circumstances encountered, it should remain in good condition for some time to come.

Route 30 Hot Springs Landing-Tureka.

Route 30A Hot Springs-Tofty.

Spring protection work was authorized on these routes. To date no reports has been received as to work performed or amount accomplished.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Same as routes 30 and 30A.

Route 46G Kobe-Bonnifield.

Work on this route consisted of widening and clearing road where it had become overgrown with brush, cutting some new road, tripoding large open spaces and removing windfalls.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment being used on the few jobs that are underway. The two new boilers were received assembled and are now out opening bridges and culverts. They completed the overhaul of the following equipment; 1-#22 grader, 1-#6 maintainer, 1-35 diesel tractor, 1 KO tractor, 2 Ford pickups and 1 dump truck. All equipment will be overhauled in sufficient time for the seasons operations.

Shipments of some supplies, materials etc for use during the coming season were received.

The local breakup took place on April 27, it was a very tame affair, in fact the tamest on record. At no time was any bridges in danger. As near as can be ascertained the same condition prevailed at outlying points.

Routes 4K, 4J and 4I, taking everything into consideration, are in very good condition. There are however a few spots between Mile 23 and 28 and Mile 52 which at present are rather soft, but passable, which are drying out nicely and if no heavy rains are encountered should give no further trouble.

Routes 7G and 7I are both in good condition, a few frost boils are beginning to appear. It is believed that if no heavy rains are encountered and that if too much early heavy hauling does not take place that these routes will give no undue trouble.

Route 7A is also in good condition. Foreman John Lekich and crew of 3 men are now engaged in opening bridges and culverts on route 16. A rumor was heard this A.M. that trucks were leaving for Circle, tomorrow morning, if this is true interested mining companies, in the Circle section, must have opened Eagle and Twelve Mile Summits. Route 7D is in good condition and if no unusual circumstances encountered should give no serious trouble. A gravel pit from which gravel for use on local roads can be secured is being prepared on Route 7D opposite Creamers Dairy. Route 7B is in good condition. Route 7K has been passable for the past 10 days. Foreman E. G. Kunkel, with 3 men is now located at Tatalina River, and is engaged in glacier removal and opening bridges and culverts.

Arrangements have been made for shipment of supplies, gasoline, equipment etc to Hot Springs, Ruby, Wiseman etc.

Arrangements for work on various aviation fields on the Yukon River are being made.

In accordance with your letter of February 14, Asst. Supt. Burglin is making preparations to perform the survey as requested. This work will get under way in the near future.

Very truly yours



Frank Nash  
Supt.

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DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

*Handwritten initials*

April 6, 1939.

*Handwritten initials*

Alaska Road Commission,  
Juneau, Alaska.

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99/66

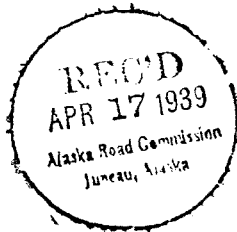
Gentlemen;

Supplementing situation report, April 4, Route 4K, GCC continued work on this route cutting heavy growth of brush from curves/ etc. Completed this work between Mile 18 and 33 and started working south from Mile 33. Due to the fact that their quota was reduced from 50 to 40 men, on April 1, it was necessary for them to abandon this work, at least temporarily, they advise that it may be taken up again at a later date.

Very truly yours

*Handwritten signature of Frank Nash*

Frank Nash  
Supt.





DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



April 4, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of March 1939.

Route 4H2 Rapids-Grundler.

Lumber for the construction of a new ferry for use across the Tanana River at Grundler was received and freighted out to Grundler.

Bridge Foreman Wm. Murray and crew left Fairbanks on March 27, to establish camp at Grundler for the purpose of constructing the new ferry.

Route 4I Grundler-Richardson.

Route 4J Richardson-Salchaket.

Route 4K Salchaket-Fairbanks.

To permit freighting of lumber and other materials and supplies to Grundler, for the construction of the new ferry, it was necessary to perform snow removal on all of the above routes.

Route 4JA Lake Harding Road.

While performing snow removal on route 4J residents of Lake Harding requested snow removal on this route. In view of the fact that equipment was in that vicinity and could be spared for the purpose, snow removal was performed on this route on a cooperative basis, interested parties paying all labor and furnishing all fuel.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Due to heavy winds it was necessary to make two round trips to Chatanika with the SnoGo performing snow removal on all of the above routes.

To keep these routes passable considerable work was necessary on glaciers especially on routes 7A and 7I.

Route 7B Fox-Olnes.

Route 7BA Dome-Spaulding Mine.

Route 7DB Ester Dome

Route 7DC St. Patricks-Happy.

Snow removal was performed on all of routes 7B and 7BA and part of routes 7DB and 7DC. This work was performed on a cooperative basis, as authorized, interested parties paying all labor and furnishing all fuel.

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Route 7C Summit-Fairbanks Creek.

Snow removal was performed on this route to the Hi Yu Mine. Mining companies cooperating to the extent of paying all labor and furnishing all fuel.

Route 7N Farmers Loop.

Route 7NA Isabelle Creek.

Snow removal was performed on route 7N, from the University end to the Charles Fowler homestead and from the Steese Highway to the junction with route 7NA and on route 7NA to McGraths ranch. This work was performed on a cooperative basis, interested parties paying all labor and furnishing all fuel.

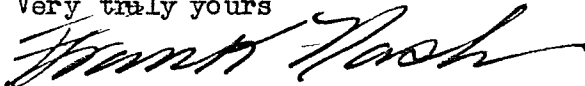
Route 47 Coldfoot-Wiseman.

Foreman Marsan completed getting out timber for the construction of a new bridge across Wiseman Creek. Bridge construction will start early in April.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operated all equipment used for snow removal on the various routes. They completed the overhaul of 1 International pickup, 2 Ford flat beds, 1 "K" tractor and 1 Carco dozer. All equipment will be overhauled in sufficient time for next seasons work.

Very truly yours



Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA



March 9, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of February 1939.

Route 4K Salchaket-Fairbanks Etc.

On or about February 15, the local unit of the CCC started to establish camp at Salcha Station for the purpose of cutting heavy growth of brush on routes 4K and 4J, especially the brush on the inside of curves. To facilitate this work the CCC were allowed to occupy ARC buildings located at Salcha Station and were loaned some small equipment consisting of cots, cooking utensils etc.

They plan on working, first between mile 33 and mile 18, then between mile 33 and mile 52, first cutting brush on all curves, then if time permits cutting heavy growth on tangents. To date this work has progressed very nicely and they are doing a good job of it.

Up to March 1, the Richardson Highway was open to McCarty for any and all traffic, was advised that the section from McCarty to Rapids, had been open and passable up to March 1. Shortly after that date a snow and wind storm was encountered, which did not entirely block the trail, but put it in such condition that it will be necessary to plow it out before freighting of lumber etc to McCarty can be performed.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Due to windstorms it was necessary to make two round trips to Chatanika with the SnoGo, performing snow removal over all of these routes.

Winter maintenance work consisted of keeping side hill and creek glacier drained and in such condition that they were passable for any and all traffic at all times. To date these glaciers have not been as bad as in previous years, but during the past month required considerable work on them to keep them in good condition for traffic.

Route 7B Fox-Olnes.

Snow removal was performed on this route, the SnoGo making one round trip to Olnes. This work was performed in accordance with your telegram of January 26, interested parties furnishing all fuel and paying all labor costs.

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9/8/39

Route 7C Summit-Fairbanks-Creek.

Snow removal was performed on this route from its junction with routes 7I and 7A to the McCarty Mine, which is being operated by the F. E. Co. This work was also performed in accordance with your telegram of January 26, in that the F. E. Co., furnished all fuels and paid all labor costs.

Route 7D Fairbanks-Ester.

Snow removal was performed on this route, the SnoGo making one round trip to Ester. This work was performed as authorized in your telegram of February 27.

Route 31 Caribou Creek.

Instrumentman Quenboe and Foremen Rynearson and Murray completed work on this route and returned to Fairbanks on February 9. Work performed on this route consisted of clearing trail of heavy windfalls, grading approaches to Slough, creek and river crossings, small amount of side hill grading, bridge construction and bridge repairs.

Route 47 Coldfoot-Wiseman.

Foreman Marsan and small crew were engaged in getting out and landing at bridge site, timbers for the construction of a new bridge across Wiseman Creek.

The truck that was delivered to Bettles last summer by boat was moved from Bettles to Wiseman.

Route 59 Fairbanks Bridge.

Hand rails on this bridge were repaired.

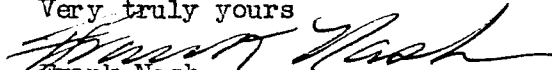
Route 59A Fairbanks Depot.

The garage crew kept in ~~repair~~ repair and operated all equipment used for snow removal on the various routes. Requisitions for next seasons garage supplies, tools, equipment etc were prepared. They completed the overhaul of 1 Wehr Motor patrol, 1 model "L" tractor, 1 RD6 Caterpillar, 1 K\*B Dozer and 1 International pickup.

Route 90D Shelter Cabins.

Repairs to gable and roof was performed on a shelter cabin on route 23E, located at Boulder Creek, 23 miles from Coldfoot.

Very truly yours

  
Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

✓  
BY

February 2, 1939.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of January 1939;

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance work on these routes consisted of work on various creek and sidehill glaciers, especially on routes 7I and 7A. Due to heavy winds, it was necessary to make one round trip to Chatanika with the SnoGo, performing snow removal over entire length of the above routes. Winter maintenance and snow removal on these routes has been lighter than anticipated.

Route 31 Caribou Creek.

On January 5, Instrumentman Quenboe, Foremen Murray and Rynearson, with a tractor driver and cook, left Fairbanks to perform necessary maintenance etc on this route.

Route 46 Kobe-Eureka.

Maintenance work on this route, on the section between Knights and Diamond, consisting of clearing trail of windfalls, bridge repairs and grading approaches to river and creek crossings was performed during December.

Route 47 Coldfoot-Wiseman.

Foreman Marsan of Wiseman, was authorized to cut, prepare and land at bridge site, sufficient and suitable timber, for the construction of a new bridge across Wiseman Creek. The old bridge having been destroyed by flood of last fall.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment used for snow removal on routes 7G, 7I and 7A. They completed the overhaul of 2 Chevrolet pickups, 2 Ford pickups, 2 Ford dump trucks, 2 Adams motor patrols and 1 Galion motor patrol.

Very truly yours

*Frank Nash*  
Frank Nash, Supt.

32/86

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



January 3, 1940.

Alaska Road Commission  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of December 1939;

Route 4K Salchaket-Fairbanks. Relocation.

Work on this route consisted of clearing only. The heaviest of this work was completed on December 5, camp was abandoned and the crew returned to Fairbanks on December 6.

Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Winter maintenance on these routes consisted of work on the various side hill and creek glaciers. To date these glaciers have given no undue trouble and these routes have been open to traffic at all times.

Route 7J Fairbanks-Chena Hot Springs.

Route 7JA Chena River Branch.

Maintenance work on these routes will be performed during January.

Route 7K Olnes-Livengood.

No work performed. This route is still open to traffic. Livengood Placers have moved considerable tonnage over this route during the past month.

Route 17 Tanana-Kaltag.

Cabin repairs were performed as authorized.

Route 46 Kobe-Eureka

Route 46C Nenana-Knights

Route 46B Diamond-Telida.

Maintenance work on these routes consisted of bridge repairs, bridge construction, clearing trail of windfalls and grading approaches to slough, lake, river and creek crossings.

Cabin construction as authorized on route 46C was completed.

Route 31 Caribou Creek.

On December 26, Bridge Foreman Wm. Murray and 2 men, accompanied by 3 men of the General transportation Company, left Fairbanks to perform work on this route.

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No reports received to date as to progress of winter freighting grader, gasoline etc from Bettels to Wiseman. However have been advised that this work is now being performed.

Route 59 Fairbanks Bridge.

Renewing of the deck of this bridge was completed. After about ten days it was found necessary to put a low divider in the center of the bridge, as truck drivers and all other motorists would not run on the provided running strips.

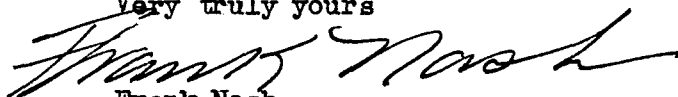
Route 59A Fairbanks Depot.

The garage crew kept in repair and operation equipment used on the 4K relocation work and ARC equipment being used by the ARR on construction of the RR spur to Ladd Field.

They completed iverhaul on 15 Ford dump trucks and partially overhauled 1 dump truck. They also performed considerable repair work on 3 #5 sleds for the U. S. E. D. for which work they will be billed.

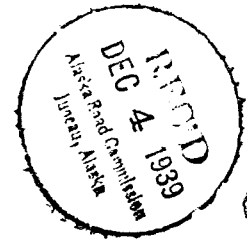
Taking of inventory of all garage and blacksmith shop tools, equipment, supplies, parts etc was completed.

Very truly yours



Frank Nash  
Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA



December 1, 1939.

Alaska Road Commission  
Juneau, Alaska

Gentlemen;

Following is the situation report for the Fairbanks District for the month of November 1939.

Route 4J Richardson-Salchaket.

Repairs to the telephone line, as commented on in last situation report were completed.

Route 4K Salchaket Fairbanks, Relocation.

Work on this route consisted of clearing and grubbing/stripping. Due to extreme weather it was necessary to abandon grubbing/stripping and continue with clearing only. This work will be completed early in December.

Route 5A Campbells-Tanana.

Maintenance work on this route consisted of staking and smoothing rough trail across the Yukon River near Tanana.

Route 7AA Cleary Creek System.

Snow removal was performed on this route from the Steese Hiway to the Cleary Hill Mine, at the request of mine officials, who are paying all fuel costs and operators wages.

Route 7C Summit-Fairbanks Creek.

Snow removal was performed on this route from Cleary Summit to the McCarty Mine, at the request of the F. E. CO., who are paying all fuel costs and operators wages.

Route 7CA Summit-Fish Creek.

Snow removal was performed on this route to the Fish Creek mess house of the F. E. Co., at that companys request under same conditions as stated above.



Route 7G Fairbanks-Gilmore.

Route 7I Gilmore-Summit.

Route 7A Summit-Chatanika.

Due to snow and wind storms it was necessary for the SnoGo to make 2 round trips to Chatanika. First trip it was necessary to perform snow removal on all of these routes in their entirety.

Other work consisted of bridge repairs and winter maintenance work on creek and side hill glaciers. To date these glaciers have given no undue trouble.

Route 7J Fairbanks-Chena Hot Springs.

Repairs to sleds and wannigan to be used on maintenance work on this route were completed. Requests have been received for some work on this trail between Colorado and the North and on route 7JA. Interested parties are now in that section of country and upon their return to Fairbanks will advise as to the needed work.

Route 7K Olnes-Livengood.

No work performed. Have been advised that this route is still passable, however last parties over it had to do some shoveling.

Route 17 Tanana-Kaltag.

No report received to date as to whether or not cabin repairs had been performed as authorized.

Route 46 Kobe-Eureka.

Route 46C Nenana-Knights.

Route 46B Diamond-Telida.

No reports received to date as to trail or cabin work authorized.

Route 47 Coldfoot-Wiseman.

No report received to date as to progress of winter freighting of gasoline, grader etc from Bettles to Wiseman.

Route 59 Fairbanks Bridge.

The new deck consisting of 3" fir plank and diamond studded steel plates for running strips was practically completed.

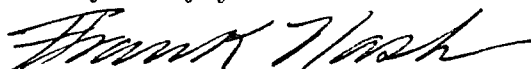
Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all equipment being used on route 4K relocation, and by the ARR on the RR spur to the army air base.

They completed overhaul on the SnoGo and partial overhaul of two Ford dump trucks.

They also performed some work for the ARR and the U.S.E.D. for which they are being billed.

Very truly yours



Frank Nash

Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

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November 8, 1939.

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Alaska Road Commission  
Juneau, Alaska.

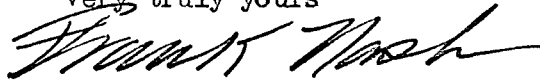
Gentlemen;

Supplementing situation report of the month of October 1939;

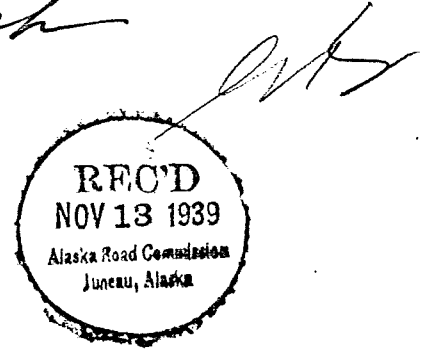
Route 7T Farmers-Chena Slough.

The local unit of the CCC are engaged in clearing brush on this route.

Very truly yours



Frank Nash  
Supt.



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NOV 13 1939  
Alaska Road Commission  
Juneau, Alaska

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

November 6, 1939.

Alaska Road Commission  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of October 1939;

Route 4AC Big Delta Airfield.

Work on this field consisted of clearing and grubbing/stripping with tractor and dozer.

Due to trouble encountered with the tractor and dozer, early freeze up and that tractor had to be used elsewhere, this field could not be completed. An area approximately 175 x 600 feet was cleared and grubbed/stripped.

Route 4H2 Rapids-Grundler.

Maintenance work on this route consisted of regrading and widening on section south of Jarvis Creek, cleaning ditches and culverts, graveling soft places, planing road with motor grader and maintenance of the telephone line. This route was in good condition at the time of the freeze up.

The ferry was removed and placed in winter quarters on October 15. The winter tram was installed on that date. It however did not function properly, it was therefore necessary to perform some minor repairs.

Foreman George Foy and crew who were located at Grundler broke camp and returned to Fairbanks on October 15.

Route 4I Grundler-Richardson.

Maintenance and improvements on this route consisted of graveling a few soft places, planing road with motor grader, maintenance of the telephone line and the widening of Shaw Creek Hill. This hill was widened sufficiently so that now two cars can pass on it in perfect safety. This route was in good condition at the time of the freeze up.

Due to continued wet weather and early freeze up it was impossible for foreman Rynearson to complete the work of resurfacing on Tenderfoot Creek.

Widening of Shaw Creek Hill was completed on October 12. Foreman Rynearson and crew who were located at Richardson broke camp on the 13th and started moving to Fairbanks on that date. All supplies, equipment etc., with the exception of the rock crusher and 60 tractor were moved to Fairbanks and camp site on route 4K from which Rynearson will perform some clearing and grubbing/stripping during the winter months.

Route 4J Richardson-Salchaket.

Maintenance work on this route consisted of planing road with motor grader and maintenance of the telephone line. This route was in good condition at the time of the freeze up.

On Friday October 27, an airplane had a forced landing near the Fox Farm. The aviator tried to use the road as a landing field, result, one wrecked airplane and about one mile of telephone line tore down. Repairs sufficient to last during the winter are now being made.

Route 4K Salchaket-Fairbanks.

Maintenance work on this route consisted of planing road with motor grader and maintenance of the telephone line. This route was in good condition at the time of the freeze up.

Instrumentman Quenboe and Foreman Don Mueller ran a traverse of this route from Salcha Station to Manson Slough, this to be used in connection with proposed improvements during the 1940 season.

After completing work on route 4I Foreman Rynearson started erecting camp at or near station 341 on the relocation on 4K. Line change as suggested to avoid two crossings of French Creek was ran in by Quenboe and Mueller. Another change was ran in, from Station 205 to station 347, keeping to the East of French Creek, thus avoiding all but 1 crossing of French Creek at Station 205.

Work in connection with this relocation consisted of clearing road from File Driver Slough to camp site, erecting camp, surveys as mentioned and clearing. Grubbing/stripping will be started early this month.

Route 7A Summit-Chatanika.

Maintenance work on this route consisted of planing road with motor grader and staking shoulders of road from Cleary Summit to beyond Little Eldorado Saddle, for the guidance of the SnoGo crew while performing snow removal during the winter months. This route was in good condition at the time of the freeze up.

During the later part of the month some work was necessary on glaciers.

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

Maintenance work on this route consisted of graveling a few soft spots and staking shoulders of road from Cleary Summit to the junction with route 7CA for the guidance of the SnoGo crew while performing snow removal during the winter months. This route was in good condition at the time of the freeze up.

Route 7D Fairbanks-Ester.

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

The ARR in constructing a spur from the ARR to Army air base site cross this road a few hundred feet down stream from the Noyes Slough bridge. This crossing with suitable grade and signs was constructed by the ARR.

Route 7G Fairbanks-Gilmore.

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

Route 7I Gilmore-Summit.

Maintenance work on this route consisted of planing road with motor grader and staking shoulders of road from a point about 1 mile south of Skoogy Gulch to Cleary Summit, for the guidance of the SnoGo crew while performinf snow removal during the winter months. This route was in good condition at the time of the freeze up.

Foreman Martin Nelson and crew who were located at Cleary Summit during the summer months, broke camp and returned to Fairbanks on October 7.

Route 7J Fairbanks-Chena Hot Springs.

Bridge Foreman Wm. Murray and 1 man started repair work on sleds and wannigans to be used in connection with maintenance work to be performed on this route.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of ditch repairs near Cleary Creek. This route was in good condition at the time of the freeze up.

An attempt was made to surface a spur from Cleary Creek across the Tolovana Flats to a point opposite the mouth of Wilbur Creek. Due to extremely wet ground and that not sufficient or heavy enough corduroy was used, by interested parties, it was absolutely impossible to perform this work. After hauling 4 days with 4 trucks, a few hundred approximately 680 feet were graveled and that with considerable difficulty.

Route 7N Farmers-Birch Hill.

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

Route 7S Graehl Bridges.

One of the cables extending from deadman to turnbuckle broke. It gave way at the ground line. The broken cable was replaced with new cable.

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling a few soft apots and planing road with motor grader. This route was in good condition at the time of the freeze up.

Route 11A Eagle-Liberty.

Maintenance and improvements on this route during September consisted of clearing, grubbing/stripping, grade grader/dozer, corduroy, install metal culverts, erect steel bridges and fill bridge approaches.

During October work consisted of cleaning ditches and culverts and erect steel bridges.

Bridge Foreman Wm. Murray went to Eagle early in September to erect the 2 steel bridges across American Creek, he returned to Fairbanks early in October.

Route 11F Liberty-Chicken.

No work performed on this route except operation and removal of the ferry operating across the Fourty Mile River at Steel Creek. A special report of which was forwarded under date of October 11.

Route 11M Jack Wade-Walkers Fork-Boundry.

Mr. Erick Amylon who was sent to the Fourty Mile area to work with and keep time on McCombes equipment while working on route 11M and airfields in that area, returned to Fairbanks on October 8.

Route 11P Chicken Airfield.

As previously advised arrangements were made with Mr. George Lysell for the construction of a road from the Town of Chicken to this airfield, which due to the early freeze up had to be abandoned for this year.

Route 11Q Eagle Airfield.

Construction work as performed on the new field consisted of clearing, grubbing/stripping and grading with grader/dozer. Due to the early freeze up it was impossible to complete the construction of this field.

Route 16 Chatanika-Miller House.

Maintenance work on this route consisted of cleaning ditches and culverts and cutting brush. This route was in good condition at the time of the freeze up.

Foreman Jahn Lekich and crew who were located at Perhaps Creek, Mile 56, broke camp and returned to Fairbanks on October 5.

Route 17 Tanana-Kaltag.

No report received to date as to cabin repairs as authorized.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of bridge repairs and strengthening to permit heavy hauling late this fall and early next spring.

Route 46 Kobe-Eureka.

Route 46C Nenana-Knights.

Route 46E Diamond-Telida.

Erection of shelter cabin on route 46C as approved was authorized. No reports received to date as to previously authorized work.

Route 29 Tanana-Bettles.

Route 29A Bettles-Coldfoot.

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

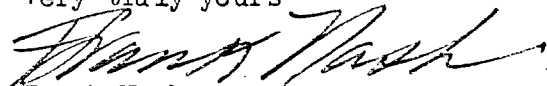
Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, other equipment operating out of Fairbanks, equipment located in camps where no mechanic is stationed, equipment being used by the ARR in construction of the RR spur for the Q.M.C. and cleaning and storing equipment as it arrived in town from various camps.

Helping various other Government agencies in various phases of their work has consumed considerable time of the office and garage personell.

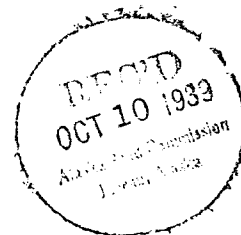
The installation of the new heating plant was completed and is working satisfactorily. The erection of the warm storage shed was completed.

Very truly yours



Frank Nash  
Supt.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA



October 4, 1939.

Alaska Road Commission  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of September 1939:

Route 4AB Donnelly Aviation Field.

A survey of this field was made by Instrumentman Stewart as per instructions received from Asst Chief Engr Sterling. Upon leaving Fairbanks Mr. Stewart retained the notes of this survey from which he will complete map during the winter months.

Rapids Aviation Field.

Same as route 4AB.

Route 4AC Big Delta Aviation Field.

A survey for the location of a cross runway field at Big Delta was made by Instrumentman Stewart. This location is on ground owned by Miss Rika Wallen and ground filed on by Mr. Carl Engdall. Miss Wallen will deed to the Territory necessary ground, approximately 500x1800 feet and Mr. Engdall will give an easement to a strip approximately 500x1700 feet so that ultimately a runway 3500 feet in length can be secured. Mr. Stewart also retained notes of this survey and will complete map during slack period.

Work was started on the construction of this cross runway, which consisted of grading with dozer.

Route 4H2 Rapids-Grundler.

Maintenance and improvements on this route consisted of graveling soft places, cleaning ditches and culverts, maintenance of the telephone line, planing road with motor grader and regrading and widening on the section above Jarvis Cr.

Snow fell on the section between Beales Cache and Rapids early in the month, subsequently some soft spots developed which were taken care of by the crew now located at Big Delta. This snow eventually melted, road dried up and later planed with motor grader and is now in good condition.

The McCarty ferry was operated throughout the month. One freighter refused to pay the tolls as per regulations, blocked the road and etc., of which a separate report was made. Summons were served on the Toll Collector and Ferryman on September 20 on myself September 28.

The scales used at McCarty for weighing freight trucks were broken, this due to an extra heavy load being hauled south by Owen Meals of Valdez.

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Route 4I Grundler-Richardson.

Rehabilitation work on this route consisted of regading and widening and surfacing with gravel. This work was performed on the section between Richardson and Tenderfoot Creek. Due to heavy and continuous rains encountered, itw was necessary to abandon this work early in the month. It is very doubtful if work contemplated on this route can be completed as the ground remained very soft and it is now very unlikely that it will dry out sufficiently before the freezeup to allow completion of the surfacing.

When forced to abandon this work, Rynearson cut his crew down to a minnimum and started work on the widening of Shaw Creek Hill, which will be completed early in October.

Other work on this route consisted of graveling soft spots, cleaning ditches and culverts, planing road with motor grader and maintenance of the telephone line.

With the exception of about 1 mile of road on Tenderfoot Creek this route is in good condition.

Route 4J Richardson-Salchaket.

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

Route 4K Salchaket-Fairbanks.

Same as route 4J.

Route 5A Campbells-Tanana.

Route 5B Nenana-Campbells.

Maintenance work on this road consisted of clearing road of windfalls , grading approaches to slough, river and lake crossings, a small amount of side hill grading, clearing road where overgrown with brush and cutting some new road where old road had been cut out by Tanana River.

Route 7A Summit-Chatanika.

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

Route 7AA Cleary Creek System.

A few soft places were graveled and road planed with motor grader. These roads are in good condition.

Route 7B Fox-Olnes.

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

Route 7C Summit-Fairbanks Creek.

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

As mentioned in last months report, another survey was run down the Creek to ground owned by Mike Stepovich. Better ground was found but as sufficient cooperation could not be secured from Stepovich no other work was performed.



Route 7CA Summit-Fish Creek.

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

Route 7D Fairbanks-Ester.

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

Route 7G Fairbanks-Gilmore.

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

A short road to the Birch Hill Cemetery was graded and partly surfaced. This work will be paid for by the Birch Hill Cemetery Association.

Route 7H Little Eldorado Creek.

Maintenance work on this route consisted of graveling a few low spots and planing road with motor grader. This route is in good condition.

Route 7I Gilmore-Summit.

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

Route 7IA Gilmore-Pearl Creek.

Same as route 7I.

Route 7K Olnes-Livengood.

Maintenance work on this route consisted of graveling soft and low spots, cleaning ditches and culverts, repairing badly washed ditch at Cleary Creek, planing road with motor grader and partial construction of a line change at Lillian Creek which is being made to allow Mr. Bentley Falls to mine out ground on which the permanent road is located. This change could not be completed as frozen ground was encountered. This area was stripped so that grading can be completed early next spring. This route is in good condition.

On September 27, foreman Charles Mayben moved his gravel outfit from route 63B, to Wilbur Creek, to surface some corduroy laid across the Tolovana Flats to Wilbur Creek.

Route 7N Farmers-Birch Hill.

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

Route 7NC Fideler-Crossman Homestead.

Construction work on this route consisted of grading with tractor and grader, hand ditching, corduroying and surfacing with gravel. It was hoped that there would be sufficient funds in this allotment and that weather conditions would be such, so that surfacing of soft places could be completed this fall. But both played out on us. However there is a possibility that the CCC may do some rock hauling this fall, if so they can haul some on this route and on 7N. If not this work will have to be completed next spring. X

Route 7T Farmers-Chena Slough.

Maintenance work on this route consisted of graveling approximately 2 miles of this road, cleaning ditches and culverts and planing road with motor grader. This route is in good condition. X

Route 7V Wireless Road.

Construction work on this route consisted of grading with tractor and grader and surfacing as requested by the Signal Corps. This work was completed to the satisfaction of Officers in charge of the local Signal Corp Station.

Route 9 Rampart-Eureka.

Maintenance work on this route consisted of regarding with grader and dozer, bridge repairs, installing timber culverts and repairing timber culverts.

Route 9A Rampart Airfield.

Construction work on this field consisted of grading with grader/dozer and levelling with grader. A runway 200x2300 feet which can be used this fall was secured. Foreman Mueller advises that due to the nature of the soil and frost conditions more work will be required on this field during the 1940 season. X

Funds being exhausted Foreman Mueller and crew quit work on the 25th, and returned to Fairbanks on the 26th.

Route 11A Eagle-Liberty.

No reports received to date.

Route 11M Jack Wade-Walkers Fork-Boundry.

Work on this route as performed during August By Mr. McCombe, consisted of some side hill grading and corduroying soft spots.

Route 11Q Eagle Airfield.

To date no reports have been received from Foreman Rice as to the work performed on the construction of the new field at Eagle.

Instrumentman Quenboe who returned to Fairbanks early in the month, advised that by the end of September Rice should have completed work on an area 150x1000 feet and that present funds should be sufficient to carry on until October 1. I am therefore awaiting work from Foreman Rice before requesting additional funds for this work. X

Route 15 Circle-Miller House.

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

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

Maintenance work on this route consisted of repairing timber culverts and planing road with motor grader. This route is in good condition.

Route 15B Deadwood Creek.

Maintenance work on this route consisted of graveling soft spots, repairing timber culverts and planing road with motor grader. This route is in good condition.

In view of the fact that all roads in the Circle area are in good condition and that funds were getting short foreman Joe Ensley and crew, who were located at Central, Mile 129, route 15, were laid off on the 29th and returned to Fairbanks on the 30th.

Route 47A Wiseman Airfield.

Construction work on this field consisted of grade grader/dozer and levelling. A road to the new field was constructed. Late this fall heavy rains rendered this field useless for a few days, it is however now in good condition and is being used. X

Route 47C Wiseman-Hammond.

Maintenance work on this route consisted of filling a few low spots and slide removal.

Route 59A Fairbanks Depot.

The garage crew kept in repair and operation all official cars, other equipment operating out of Fairbanks and all equipment located in camps where no mechanic is stationed.

The new heating plant is being installed and should be in operation very shortly, warm storage shed was completed except wiring and a concrete chimney constructed for use with the new heating plant.

Instrumentmen Quenboe and Stewart have been engaged on various small survey jobs as mentioned under various routes.

Route 63B Brooks-Livengood Creek.

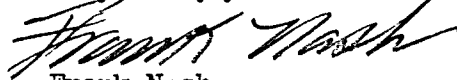
Rehabilitation and construction work on this route consisted of grade grader/dozer, installing metal culverts, installing timber culverts, corduroying and surfacing with gravel. Due to wet weather and soft ground encountered work on this route did not progress as rapidly as anticipated. This route is in good condition. X

Due to the fact that funds for work on this route were exhausted, work on this route ceased on the 25th.

Route 63BA Amy Creek.

Rehabilitation work on this route as performed on a cooperative basis with operators on Amy Creek consisted of clearing, ditching, new bridge construction, corduroying and surfacing with gravel. Work on this route was completed to the satisfaction of interested parties. X

Very truly yours



Frank Nash  
Supt.

Route 16 Chatanika-Miller House.

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

On or about September 16 a snow storm occurred in the vicinity of Eagle Summit blocking the road for a few days. Interested parties located near Miller House performed snow removal using their tractors and dozers.

Route 30 Hot Springs-Landing-Eureka.

Maintenance work on this route consisted of cleaning ditches and levelling with tractor and grader. This work was performed on a cooperative basis with miners located near Eureka.

Route 30A Hot Springs-Tofty.

Construction work on this route consisted of clearing, grubbing/stripping, corduroying, grade grader/dozer and cleaning ditches. Due to the shortage of funds foreman Wilkinson abandoned work on this route on September 25 and returned to Fairbanks on September 26. Wilkinson advises that after the fall freezeup this route will be passable for a truck to Tofly.

Route 30AB Miller Creek Airfield.

Improvements on this field consisted of grading with grader/dozer and levelling and ditching to provide proper drainage.

Route 38A Ruby-Long.

Route 38E Long-Poorman.

Maintenance work on these routes consisted of filling low spots, corduroying soft spots, repairing timber culverts, installing metal culverts, cleaning and repairing ditches, digging ditches to provide proper drainage and stripping borrow pits with tractor and dozer.

An inspection trip was made over these routes. Route 38A was found to be in good condition. Route 38E in good condition to Monument Creek, from Monument Creek to Sulatna River in fair condition and from Sulatna River to Poorman in poor condition. Foreman Flanagan was working on the section between Sulatna and Poorman and should have it in good condition before the heavy fall hauling starts.

Route 46 Kobe-Eureka.

Route 46C Nenana-Knights.

Route 46E Diamond-Telida.

No reports received to date.

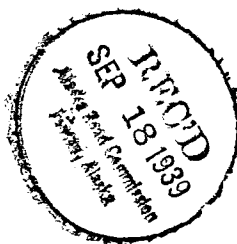
Route 47 Coldfoot-Wiseman.

Approaches to the Wiseman Creek bridge were filled and bents protected to prevent cutting etc.

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA



September 11, 1939.

Alaska Road Commission  
Juneau, Alaska.

Gentlemen;

Following is the situation report for the Fairbanks District for the month of August 1939;

Route 4AA Richardson-Democrat Creek.

One small bridge was repaired. This route is in good condition.

Route 4H2 Rapids-Grundler.

Maintennace work on this route consisted of graveling soft spots, planing road with motor grader, completion of the bridge across Darling Creek, brush removal and cleaning ditches and shoulder maintenance with tractor and grader and maintenance of the telephone line. Since the completion of the bridge across Darling Creek one high water has been enwountered and no damage resulted to either the bridge or road. This route is in good condition.

Route 4I Grundler-Richardson.

Rehabilitation work on this route consisted of regrading and widening, installing metal culverts, and surfacing with gravel. Maintenance work consisted of graveling soft spots, planing road with motor grader and maintenance of the telephone line. Regrading, wddening and surfacing was performed on the section between Richardson and Tenderfoot Creek. This route is in good condition.

In checking over situation report for July it is noted that no mention was made of the CCC and their brush cutting activities on the Hiway. After completing brush cutting from Salcha Station to Mile 52, they moved to Grundler from which point they performed work on 4I back to Shaw Creek and will perform some of the same work on 4H2, early in September.

Route 4J Richardson-Salchaket.

Rehabilitation work on this route consisted of regnading, widening, installing metal culverts and surfacing with gravel. This work was performed on the section just north of Richardson and on Richardson Hill. Other work consisted of graveling soft places, planing road with motor grader and maintenance of the telephone line. This route is in good condition.

*JM*

*JM*

98/86

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

January 5, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District  
for the months of November and December, 1948:

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	Salchaket-Fairbanks and Branches

General winter maintenance work was performed on these routes,  
all of which are in good condition.

Necessary maintenance work was performed on all branches that  
are in use.

Due to weather conditions, contractors discontinued rock haul  
on Route 4K on December 3, 1948.

Construction work on Farm Roads on the North side of Thirty  
Mile Slough was discontinued early in November.

Route 7A Fairbanks-Chatanika and Branches

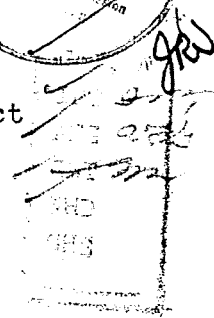
General maintenance work was performed on this route which was  
in good condition throughout the two months.

Widening and straightening of narrow and crooked places was  
continued as long as work could be performed to good advantage.

The camp at Cleary Summit was closed on November 6.

Route 7B Fox-Livengood and Branches

Regrading, widening and resurfacing with gravel was continued  
until it was necessary to suspend work on account of extreme weather  
conditions.



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*Handwritten initials*  
32/105

Camps were closed and all work suspended on December 8.

Since then, snow removal as was necessary to keep the highway open was performed between Fox and Clnes.

Route 7BA Livengood-Wiseman Survey

Work on this project was discontinued early in November, and the crew returned to Fairbanks on November 3rd.

Route 7D Fairbanks-Ester and Branches

Bridge construction to benefit Farmers on Lower Goldstream was completed.

Necessary maintenance work was performed on this route which was in good condition throughout the period involved.

Route 7N Farmers-Birch Hill and Branches

Necessary maintenance work was performed on this which was and also is in good condition.

Route 59A Fairbanks Depot

The garage crew kept in repair and operation all equipment operating out of Fairbanks and performed overhaul on several pieces of equipment.

They also performed repairs and maintenance work on Headquarters buildings.

Route 65CB Tok-Slana

Route 65L Alaska Military Highway and Branches

Necessary general maintenance work was performed on these routes during November and December and they are in good condition.

Page No. 3

Route 65M Tanana River-Chicken

Construction work was carried on as long as possible.

Due to weather conditions it was necessary to discontinue grading, etc. on November 19, after which date, all camps except the one at West Fork was closed and since then work has consisted of bridge work at the West Fork and freighting supplies ahead for next year's work.

Enclosed herewith you will find some special notes as turned in by the foreman at Big Delta. These refer to the section between Big Delta Junction and Rapids.

Very truly yours,



Frank Nash,  
Superintendent

FN/d  
Enclosures



BIG DELTA TO RAPIDS - NOVEMBER, 1948

Nov. 1 - - Drifts forming at 250, 249, 243 and 230. Glacier between 242 and 243 beginning to touch shoulder of the road.

Nov. 8 - - Four small drifts forming at 231. Five glaciers forming between 242 and 244. Cut just about Rapids four feet solid. Impossible to move with anything but "cat". No transportation for "cat".

Nov.10 - - Driving rain at Donnelly. Road very soft. Drifts and glaciers gone.

Nov.13 - - Weather freezing again at Donnelly. Road slightly rutted in some places.

Nov.17 - - Two inches of snow at Rapids.

Nov.21 - - Fifteen mile wind at Donnelly and Rapids. Starting to drift snow.

Nov.24 - - Three small drifts built up again at 231. Glaciers beginning to form again after thaw. Glacier at 242 $\frac{1}{2}$  touching shoulder of road.

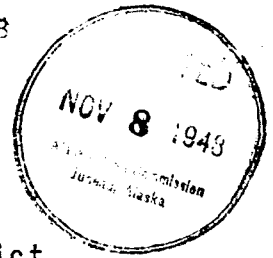
Nov.26 - - Glacier at 242 $\frac{1}{2}$  mile ran 16 feet across road over the holiday.

Nov.29 - - Cut all ice off glacier at 242 $\frac{1}{2}$  with grader.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

November 4, 1948

Alaska Road Commission,  
Juneau, Alaska.



Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of October, 1948:

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	Salchaket-Fairbanks and Branches

Col. N4
AFG
GMT
ELR

General maintenance work was performed on these routes. They were in good condition throughout the month.

Work of raising the grade between Darling Creek and Bear Creek on Route 4H2 to prevent the Delta River from overflowing the Highway was completed.

The maintenance crew which was located at Donnelly during the summer months moved to their winter quarters at the Junction of the Richardson and Alaska Highways.

Necessary arrangements were made with the Army at Big Delta for use of additional equipment to keep Route 4H2 open between the Big Delta Airport and Rapids during the winter months.

Maintenance crews on these routes have been cut down to a minimum for the winter months. Due to boarding Public Roads Administration men, it is necessary that we keep on additional mess help at Mile 66 Camp.

Public Roads Administration Engineers have been working on all of the above routes at various times throughout the month.

Contractors started for rock on Route 4K in Mile 3 from Fairbanks; for work accomplished by them, see Progress Report as wired in.

Necessary maintenance work was performed on all branches, all of which are in good condition.

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Page No. Two

Construction work on Farm Roads on the north side of Thirty Mile Slough consisted of clearing, grubbing/stripping and grading. This work progressed as well as could be expected with available equipment.

Route 7A Fairbanks-Chatanika and Branches  
Route 7C Summit-Fairbanks Creek and Branches

General maintenance work was performed on these routes, They were in good condition throughout the month.

Special work on these routes consisted of widening and straightening narrow and crooked places on Route 7A between Gilmore and Cleary Summit and the construction of one new bridge on Route 7C.

Route 7B Fox-Livengood and Branches

Rehabilitation and improvements on this route consisted of regrading, widening, straightening narrow and crooked road, replacing old and unnecessary bridges with metal culverts and resurfacing with gravel and crushed rock.

As weather conditions were much better during October, better progress was made during the past month than heretofore.

The crushing plant was closed down on October 18. However, weather conditions remain good, in view of which grading and surfacing will be carried on until weather conditions become too severe.

Route 7BA Livengood-Wiseman Survey

Survey work on this route progressed satisfactorily. A Line was completed through to the Yukon River. This crew will no doubt return to Fairbanks very early in November.

Route 7D Fairbanks-Ester and Branches  
Route 7N Farmers-Birch Hill and Branches

General maintenance work was performed on these routes, both of which were in good condition throughout the month.

Page No. Three

Route 7J Fairbanks-Chena Hot Springs

Survey work on this route progressed better than heretofore.

This crew is still out working and will probably continue to work another ten days or two weeks. This, of course, will depend on weather conditions.

Route 15 Miller House-Circle  
Route 16 Chatanika-Miller House and Branches

General maintenance work was performed on these routes until such a time as snow and weather conditions prohibited.

The camp at Mile 82 $\frac{1}{2}$ , Route 16, was closed on October 11th.

Eagle Summit became blocked on that date.

Route 59 Fairbanks Bridge

A hand rail on one side of the north approach was erected.

Route 59A Fairbanks Depot

The garage crew kept in repair and operation all equipment, and performed overhaul on other equipment and performed repairs and maintenance work on Headquarters Buildings.

Route 65CB Tok Junction-Slana  
Route 65L Alaska Military Highway and Branches

General maintenance work was performed on these routes, both of which were in good condition throughout the month.

Route 65M Tanana River-Chicken

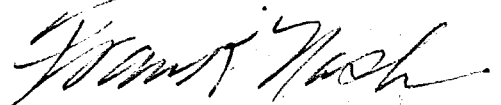
Construction work progressed satisfactorily during the month. Work is still being performed on this route. However, weather conditions will no doubt close grading and gravel operations in the very near future.

Page No. Four

The survey crew under Frank Morris discontinued work on October 21.

They connected their "L" Line with the road from Dawson, Y. T. and made a reconnaissance trip across the 40 Mile River and part way up O'Brien Creek.

Very truly yours,



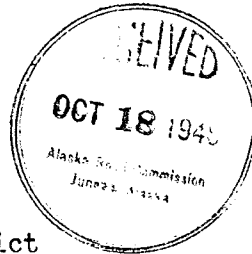
Frank Nash,  
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 13, 1948

Alaska Road Commission  
Juneau, Alaska.



Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of September, 1948.

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	<u>Fairbanks-Salchaket and Branches</u>

General Maintenance work was performed on these routes, all of which were in good condition throughout the month.

Special work on Route 4H2 consisted of raising the grade between Darling Creek and Bear Creek, this to prevent overflow water from the Delta River flooding the highway between the above named creeks.

PRA Engineers have been working on all of the above routes.

Necessary maintenance work was performed on all branches.

Construction work on the Farmers-Chena Slough Road (Farm Roads) consisted of regrading and widening, grading, installing culverts, and surfacing with gravel. This work is progressing as well as could be expected, with the available equipment.

Snow to the depth of a few inches fell over all of the above routes at various times during the month but caused no delay to traffic.

Route 7A Fairbanks-Chatanika and Branches

General maintenance work was performed on this route which was in good condition throughout the month.

Special work on this route consisted of regrading, widening and straightening, also resurfacing a poor section of highway on the North Side of Cleary Hill. Also widening a few narrow sections at various points on this route between Cleary Creek and Gilmore.

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Page No. Two

Route 7B Fox-Livengood and Branches

Rehabilitation and improvements on this route consisted of regrading, widening, straightening crooked road, installing metal culverts and resurfacing with crushed rock, etc.

During the early part of the month progress was rather slow; however, progress to date has been satisfactory.

Route 7BA Livengood-Wiseman Survey

Survey work on this route is progressing satisfactorily. A line to the Yukon River will be completed in October.

Route 7C Summit-Fairbanks Creek and Branches

General maintenance was performed on this route which was in good condition throughout the month.

Route 7D Fairbanks-Ester and Branches

General maintenance work was performed on this route which was in good condition throughout the month.

A 41 ft. timber bridge was erected on the Chena Pump Station Road below the Pump Station. This to aid homesteaders located between the Pump Station and Chena in reaching their homes with moderns means of transportation.

Route 7J Fairbanks-Chena Hot Springs

Survey work on this route has been greatly retarded due to transportation difficulties and a shortage of men. However, it is believed that considerable will be accomplished during October.

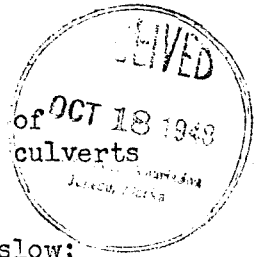
Route 7N Farmers-Birch Hill and Branches

General maintenance work was performed on this route which was in good condition throughout the month.

Route 11A Eagle-Liberty-Chicken

Route 11E Eagle - 70 Mile

General maintenance work was performed on these routes. As no reports to the contrary were received, it is assumed that they were in good condition. Work for the season on these routes was discontinued on September 30.



Page No, Three

Route 15 Miller House-Circle  
Route 15A Circle Springs System  
Route 15E Miller House-Harrison Creek

General Maintenance work was performed on these routes which were in good condition throughout the month.

The maintenance camp at Mile 129, Central, on Route 15, was closed on September 30. However, the foreman, Joe Donnelly, and one man were available to perform necessary work and keep Eagle Summit open as long as was deemed advisable.

Route 15C Circle Springs Airfield

The work of enlarging this field was completed.

Route 16 Chatanika-Miller House

General Maintenance work was performed on this route which was in good condition throughout the month.

Special work on this route consisted of replacing timber bridges with metal culverts and constructing line changes at Lost Creek, Mile 58.8, High Bridge Mile 85.8 and Paskin Creek, Mile 88.9.

Snow fell over the entire route on 2 or three occasions during the month. Heavy windstorms caused Eagle Summit to become blocked for a few hours on one occasion.

Route 30 Hot Springs System

General maintenance work was performed on these routes. According to reports received, the Hot Springs-Landing and Hot Springs-Eureka roads were in good condition throughout the month. Reports on the Hot Springs-Tofty Road were adverse- having been advised that the section from Hot Springs to Blow Back Creek was good, but that the section from Blow Back Creek to Tofty was impassable during most of the month.

During the coming summer sufficient funds should be made available to regrade and surface this section.

Work for the season was discontinued on September 30.

Route 38 Ruby System

General Maintenance work was performed on this route. This route was in good condition between Ruby and Monument Creek. Work on this route was discontinued on September 30.



Page No. Four

Route 59A Fairbanks Depot

The garage crew kept in repair and operation all equipment operating out of Fairbanks and also all equipment located in camps where no mechanic is located. They also completed the overhaul of some equipment.

General maintenance and improvements was performed on headquarters buildings.

Route 65CB Tok Junction-Slana  
Route 65L Alaska Military Highway

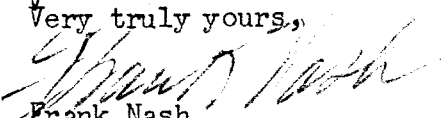
General maintenance work was performed on these routes which were in good condition throughout the month.

Snow fell at various times throughout the month at different places on these routes but this in no way delayed traffic.

Route 65M Construction and survey work progressed satisfactorily. P

FN/d

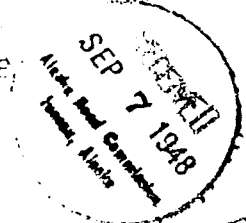
Very truly yours,

  
Frank Nash,  
Superintendent

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DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 31, 1948



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of August, 1948.

ROUTE 4H2 RAPIDS-BIG DELTA

General maintenance work was performed on this route by the small crew located at Donnelly.

During the month some trouble was encountered between Bear Creek and Darling Creek. This was due to high water from the Delta River which overflowed its banks and covered the roadway to a depth of approximately 18 inches for a distance of approximately  $1\frac{1}{2}$  miles. This condition was such that this section was impassable for a few days to light traffic. High trucks could get through, however.

With the above exception this route was in good condition throughout the month.

ROUTE 4I BIG DELTA-RICHARDSON

General maintenance work was performed on this route. It was in good condition throughout the month.

ROUTE 4J RICHARDSON-SALCHAKET AND BRANCHES

General maintenance work was performed on this route, which was in good condition throughout the month.

FRA Engineers performed considerable engineering work on this route.

Necessary maintenance work was performed on the Lake Harding Branch which is in good condition.

32/105

ROUTE 4K . SALCHAKET-FAIRBANKS AND BRANCHES

General maintenance was performed on this route which is in good condition.

Due to high water in the Tanana River, water overflowed this route at Mile 12-10 and 2 from Fairbanks for a few days during the latter part of the month; this did not hold up and traffic.

With this exception this route was in good condition throughout the month.

Necessary maintenance work was performed on all branch roads, all of which are in good condition.

Rehabilitation and improvements on the Farmers-Chena Slough Road consisted of regrading, widening, straightening, resurfacing with gravel and installing culverts. This particular work should be completed early in September.

ROUTE 7A FAIRBANKS-CHATANIKA AND BRANCHES

General maintenance work was performed on this route and on all branches that are in use.

This route was in good condition throughout the month.

ROUTE 7B FOX-LIVENGOOD AND BRANCHES

Rehabilitation work on this route consisted of regrading, widening, straightening, installing metal culverts and resurfacing with crushed rock.

Due to heavy and continuous rains, work on this route has been greatly retarded throughout the month.

Page No. Three

ROUTE 73A LIVENGOOD-WISEMAN SURVEY

Survey work on this route is progressing satisfactorily.

ROUTE 7C SUMMIT-FAIRBANKS CREEK AND BRANCHES

General maintenance work was performed on these roads. They are in good condition.

ROUTE 7D FAIRBANKS-ESTER AND BRANCHES

General maintenance work was performed on these roads. They are in good condition.

Some work was performed on various branches. Due to increased activities in mining, more work will be required on these branches in the future.

Timbers were cut and landed at the bridge site for a bridge crossing a ditch on the Chena Pump Station Road, just below the Chena Pump Station.

ROUTE 7J FAIRBANKS-CHENA HOT SPRINGS

Survey work on this route, due to rainy weather, and wet country traversed, was rather slow. It is hoped that during the coming month, a better showing will be made.

ROUTE 7N FARMERS-BIRCH HILL AND BRANCHES

General maintenance work was performed on this route which is in good condition.

Page No. Four

ROUTE 11A EAGLE-LIBERTY-CHICKEN  
ROUTE 11E EAGLE-70 MILE

General maintenance was performed on these routes which are assumed to be in good condition to handle all traffic offered.

ROUTE 15 MILLER HOUSE-CIRCLE  
ROUTE 15A CIRCLE SPRINGS SYSTEM  
ROUTE 15E MILLER HOUSE-ARRISON CREEK  
ROUTE 16 CHATANIKA-MILLER HOUSE AND BRANCHES

General maintenance work was performed on the routes mentioned above, all of which are in good condition.

Due to heavy snow and wind storms, Eagle Summit was closed on two occasions - August 22 and 25th. Drifts reached to a depth of 5 to 7 feet.

ROUTE 15C CIRCLE SPRINGS AIRFIELD

As requested by the Territorial Highway Engineer, this Field is being enlarged to 3500 feet by 150 feet.

ROUTE 15K CIRCLE AIRFIELD

The tall grass on this Field was cut.

ROUTE 30 HOT SPRINGS SYSTEM

General maintenance work was performed on these roads.

As no reports to the contrary have been received, it is assumed that they are in good condition.

ROUTE 38 RUBY SYSTEM

General maintenance work was performed on this route.

Efforts were concentrated on the bad section near Monument Creek and in the construction of a bridge across Ophir Creek.

Page No. Five

ROUTE 47 WISEMAN SYSTEM

General maintenance work was performed on these routes, which it is assumed are in good condition.

ROUTE 47A WISEMAN AIRFIELD

Work of leveling and surfacing this runway was completed.

ROUTE 59A FAIRBANKS DEPOT

The garage crew kept in repair and operation all equipment operating out of Fairbanks and also all equipment working out of camps where no mechanic is stationed. They also completed the overhaul of some equipment.

General maintenance work was performed on Headquarters Buildings. Construction of additional office space was started.

ROUTE 65CB TOK JUNCTION-SLANA

ROUTE 65L ALASKA MILITARY HIGHWAY AND BRANCHES

General maintenance work was performed on these routes. They are in good condition.

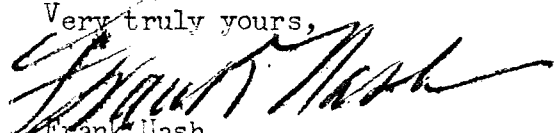
A washout occurred at the Big Gerstle River on August 18, tying up traffic for a few hours.

ROUTE 65M TANANA RIVER-CHICKEN

Construction work and advance survey work is progressing satisfactorily.

FN/d

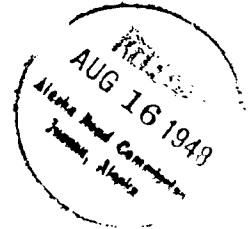
Very truly yours,



Frank Nash,  
Superintendent

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 10, 1948



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of July, 1948.

ROUTE 4H2 RAPIDS-BIG DELTA  
ROUTE 4I BIG DELTA-RICHARDSON

General maintenance work was performed on these routes throughout the month.

As no adverse reports were received, it is assumed that these routes were in good condition during the entire month.

ROUTE 4J RICHARDSON-SALCHAKET AND BRANCHES

General maintenance work was performed on this route.

According to all reports it was in good condition throughout the month.

A small amount of necessary maintenance work was performed on the Democrat Creek Branch. This branch is used very little. It is in a passable condition.

Necessary maintenance work was performed on the Lake Harding Branch. It is in good condition.

ROUTE 4K SALCHAKET-FAIRBANKS AND BRANCHES

General maintenance work was performed on this route.

It is in good condition from Salchaket to Mile 40 to Mile 26. From Mile 26 to Fairbanks, it is usually very rough - this due to constant and heavy traffic.

Necessary maintenance work was performed on all branches.

A handwritten signature in dark ink, appearing to be "J. H. ...".

32/105

Page No. 2 (4K cont'd)

The camp on the Farmers-Chena Slough Branch Road was completed and crews started rehabilitation work on this route and surveying of other Farm Roads in this vicinity.

ROUTE 5A NENANA-TANANA

One old timber bridge was replaced with a new structure. Three old wooden culverts were replaced with metal culverts. This work could not be completed due to frozen ground. It will be completed in September.

ROUTE 7A FAIRBANKS-CHATANIKA AND BRANCHES

General maintenance work was performed on this route, which is in good condition.

Necessary maintenance work was performed on all branches.

Additional work on the Steel Creek Branch was completed.

ROUTE 7B FOY-LIVENGOOD AND BRANCHES

Maintenance and improvements on this route consisted of regrading, widening, constructing line change, installing metal culverts, resurfacing with gravel, planing road with motor grader and other improvement of travel conditions.

With the exception of a few short soft sections which are easily passable, this route is in good condition.

The camp at Globe Creek was completed and the grading crew moved there from Olnes.

The camp at the Tolovana River is under construction.

ROUTE 7BA LIVENGOOD-HISEMAN

Survey work on this route is progressing satisfactorily.



ROUTE 7D FAIRBANKS-ESTER AND BRANCHES

General maintenance work was performed on this route, which is in good condition.

Due to shortage of equipment, etc. and more pressing work elsewhere, very little work was performed on branches.

ROUTE 7J FAIRBANKS-CHENA HOT SPRINGS SURVEY

Survey work on this route is progressing satisfactorily.

Due to poor ground, high water in creeks and rivers, this crew is working under difficulties.

ROUTE 7H FARMERS-BIRCH HILL AND BRANCHES

General maintenance work was performed on this route, which is in good condition.

The section from McGrath's Ranch to the Steese Highway, which was originally graded by McGrath and on which there are now several homesteaders, was widened.

ROUTE 11A EAGLE-LIBERTY-CHICKEN

ROUTE 11E EAGLE-70 MILE

General maintenance work was performed on these routes. They, no doubt, are in good enough condition to handle traffic.

ROUTE 15 CIRCLE-MILLER HOUSE

ROUTE 15A CIRCLE SPRINGS SYSTEM

ROUTE 15E MILLER HOUSE-HARRISON CREEK AND BRANCHES

ROUTE 16 CHATANIKA-MILLER HOUSE AND BRANCHES

General maintenance work was performed on all of the above routes. They are in good condition.

For a while the maintenance crew at Mile 82½, Route 16 was augmented with the 10B Shovel and four dump trucks. This to repair very rough sections north of the North Fork (Mile 84) and north of Sourdough Creek. This additional work may cause the allotment for these routes to run short, but it was a "must or else" proposition.

Page No. 4

ROUTE 30 HOT SPRINGS SYSTEM

General maintenance work was performed on this route.

An inspection trip was made over this route on July 29, at which time it was found to be in fair condition. The small crew employed on this route during the past few years have been able to hold their own in every respect except one - the brush is taking over.

ROUTE 38 RUBY SYSTEM

General maintenance work was performed on this route.

This seems like a hopeless proposition. An inspection trip was made over this route on July 31, August 1 and 2. At that time it was found to be in very poor condition, through no fault of the foreman or crew. Its simply a case of too much bum country and not enough crew and equipment to master the situation.

The section between Ruby and Long is in only fair condition. It is passable for trucks using the road, but they have to use considerable care and judgment in order to get by. If there was any amount of traffic, it would only be a few days until this section would be impassable.

The section between Long and Poorman is impassable for trucks and barely passable for tractors. Last year it was hoped by this time to have a passable road to the Salatna River but it is doubtful if it will be passable by the end of the present season.

The crew is doing everything possible with the available equipment to correct these matters.

ROUTE 47 WISEMAN SYSTEM

General maintenance work was performed on these roads; as far as is known they are in suitable condition to handle traffic.

ROUTE 47A WISEMAN AIRFIELD

Work started last season was continued and should be completed in the very near future.

PAGE No. 5 (Route 47A cont'd)

This Field is apparently in good condition.

Aeroplane Companies offer a freight rate of 4¢ a pound from Fairbanks to Wiseman on a six ton load.

ROUTE 59A FAIRBANKS DEPOT

General maintenance work was performed on Headquarters Buildings.

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

ROUTE 65CB SLAMA-TOK JUNCTION  
ROUTE 65L ALASKA MILITARY HIGHWAY AND BRANCHES

General maintenance work was performed on these routes, both of which are in good condition.

ROUTE 65M TANANA RIVER-CHICKEN

Construction work on this route is being carried on by crews located at Mile 36, Logging Cabin Creek and the West Fork of the Dennison River.

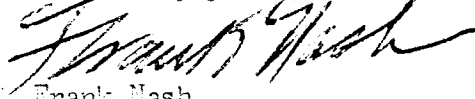
This work is progressing as well as could be expected.

Work throughout the District was greatly retarded throughout the month due to weather conditions. The only crew reporting any favorable weather was the survey crew on Route 73A who reported very little rain.

The following from the weather report for July as issued by the Fairbanks Weather Bureau: number of days with precipitation: Trace 9, .01 inch or more 1/4, 0.25 inch or more 3, 1 inch or more 1. Number of days clear 1, partly cloudy 9, cloudy 21.

RA Engineers under Mr. George Freshaw have been doing considerable survey work on the Richardson Highway between Fairbanks and Big Delta.

Very truly yours,

  
Frank Nash,  
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

July 1, 1948



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of June, 1948.

Route 4H2 Rapids-Big Delta

General maintenance work was performed on this route throughout the month.

Washouts and other damage which took place during the breakup were repaired. The maintenance crew which was located at Big Delta Junction throughout the winter moved to Donnelly for the summer.

As no adverse reports were received, it is assumed that this route was in good condition throughout the month.

Route 4I Big Delta-Richardson

General maintenance work was performed on this route

Washouts, etc. which occurred during the spring breakup were repaired. Outside of soft spots being reported between Shaw Creek and Big Delta, this route was apparently in good condition throughout the month.

Route 4J Richardson-Salchaket and Branches

General maintenance work was performed on this route.

Washouts and other damage which occurred during the spring breakup were repaired. During the early part of the month, several sections on this route were rather soft. As far as is known this route is in good condition.

Necessary maintenance work was performed on the Lake Harding Branch; it is in good condition.

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Page No. 2

Route 4K Salchaket-Fairbanks and Branches

General maintenance work was performed on this route. Repairs were completed to washouts and other damage which occurred during the spring breakup. With the exception of the section between Fairbanks and Mile 26 which is very rough, this route is in good condition.

Necessary maintenance work was performed on all branch roads. They are in good condition.

A camp is being erected on the Farmers-Chena Slough Branch; from this camp crews will work on the Farmers-Chena Slough and other branch roads in the vicinity of Fairbanks. This camp will be in operation shortly after July 4th.

Route 5A Nenana-Tanana

Necessary timber and culverts to replace old bridges and culverts in Tanana were shipped. Installation will start whenever we are assured that CAA equipment is available for the work.

Route 7A Fairbanks-Chatanika and Branches

General maintenance was performed on this route which is in good condition.

Necessary maintenance work was performed on all branch roads which are in use. They are in good condition.

Considerable work, consisting of regrading and surfacing with rock from the La Zelle Road was performed on the Steel Creek Branch.

Route 7B Fox-Livengood and Branches

Maintenance and improvements on this route consisted of regrading and widening, resurfacing, building line change west of the Chatanika River, opening bridges and culverts, graveling soft sections, bridge repairs and planing road with motor grader.

Page No. Three

Work on this route was somewhat held up during the early part of the month. This was due to high water in the Chatanika and Tatalina Rivers.

The rock crusher which is being installed at Cushman Creek will be in operation on July 1.

This route is in fair condition. Heavy rains have been keeping it very soft in places.

A grading camp is being erected at Globe Creek. At first this camp will be operated by the grading crew only, later it will be used by the gravel crew.

Another camp will be erected at the Tolovana River, shortly after July 4th.

Route 7BA Livengood-Wiseman Survey

High water in the Chatanika and Tatalina Rivers and Mike Hess Creek delayed start of work on this project. However, it got under way on June 13. After leaving Livengood, it took 36 hours travel time for the crew to reach their camp site on Fish Creek.

Route 7C Summit-Fairbanks Creek and Branches

Considerable maintenance work was necessary on both the Fairbanks Creek and Fish Creek Roads. Considerable washing occurred during the breakup. It was necessary to do considerable regrading on both of these roads. They are now in good condition. During the spring runoff there was too much water coming at once; the crew could not get to all places in time to prevent washouts, etc. on all roads.

Route 7D Fairbanks-Ester and Branches

General maintenance work was performed on this route. All damage which occurred during the spring breakup has been repaired. This route is in good condition.

Due to non-use and no work having been performed on them, some branches are in poor condition. Due to revival of the mining industry and increased homesteading, demands are increasing for work on these roads. Such work will be attended to as soon as we can possibly get to it.

Page No. Four

Route 7J Fairbanks-Chena Hot Springs Survey

Survey work on this route got under way and 3-3/4 miles of line have been located.

Route 7N Farmers-Birch Hill and Branches

General maintenance work was performed on this route. It is in good condition.

Route 11A Eagle-Liberty-Chicken

Route 11E Eagle-70 Mile

General maintenance was performed on these routes. As far as is known they are in adequate condition to handle traffic.

Route 15 Circle-Miller House

Route 15A Circle Springs System

Route 15E Miller House-Harrison Creek and Branches

The camp at Central, Mile 129, Route 15, was opened on June 16th. However, Foreman Joseph Donnelly and crew had performed considerable work prior to that date. As a result, all roads in the vicinity of Central-Circle and Miller House were in good condition on June 16-17. The only exception being the Circle Springs-Portage Creek road on which some washing had occurred. This has been repaired.

Route 16 Chatanika-Miller House and Branches

General maintenance work was performed on this route which is in good condition. A few soft sections have developed on 12 Mile Summit. However, they are light in nature and will not cause any delay to traffic.

Eagle Summit was opened to traffic on June 14. Foreman John Lekich and crew moved to Mile 22 $\frac{1}{2}$  on June 7th.

Due to high water in the Chatanika Flats, work on this route was delayed about two weeks.

Route 30 Hot Springs System

General maintenance work was performed on this route. As no

Page No. Five

adverse reports have been received, it is assumed that it is in good condition.

Route 38 Ruby System

General maintenance work was performed on this route during May and June. The section from Ruby to Long Creek is apparently in very good condition.

Foreman Robert Cranston went to Ruby on June 4th and a few days later reported the road to Long Creek in good condition and advised that he was opening camp at that point and intended concentrating his efforts on the section near Ophir and Monument Creeks in an effort to have the road open for truck traffic before the freezeup.

Route 47 Wiseman System

General maintenance was performed on the roads in the vicinity of Wiseman.

According to reports received from Mr. Joe Ulen, considerable rain has fallen at Wiseman and the Nolan Road is in poor condition. The foreman assures that this condition will be changed as soon as weather permits.

Route 47A Wiseman Airfield

Work started last season was continued.

According to all reports this Field is in good condition.

Route 59 Fairbanks Bridge  
Route 59A Fairbanks Depot

No work performed on the bridge.

General maintenance work was performed on Headquarters Buildings.

The garage crew kept in repair and operation all equipment operating out of Fairbanks and that located in camps where no mechanic is stationed. They also completed overhaul on several pieces of equipment.



Page No. Six

Route 65CB Slana-Tok Junction

General maintenance was performed on section between the Tok River and Tok Junction.

According to reports parts of this section have been very soft. They are still somewhat soft but are not holding up traffic.

Route 65L Alaska Military Highway and Branches

General maintenance was performed on this route throughout the month.

Washouts and other damage which occurred during the spring breakup have been repaired. According to all reports, this route is in good condition.

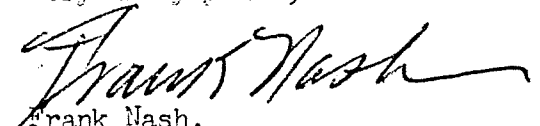
Route 65M Tanana River-Chicken

Construction work on this route consisted of surveying, grubbing/stripping, grading grader/dozer, installing culverts, surfacing with gravel, etc.

Considerable rain was encountered during the month.

However, this work is progressing satisfactorily.

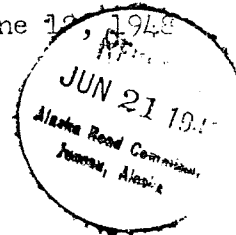
Very truly yours,

  
Frank Nash,  
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 19, 1948



Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District  
for the month of May, 1948:

Route 4H2	Rapids-Big Delta
Route 4I	Big Delta-Richardson
Route 4J	Richardson-Salchaket and Branches
Route 4K	Salchaket-Fairbanks and Branches

Maintenance work on these routes was very heavy throughout the month. Much work consisted of snow removal, cleaning ditches and culverts, opening ditches, bridges and culverts, bridge repairs, repairing washouts, building temporary bridges, graveling soft sections and planing road with motor grader.

Due to heavy snow storms and rain encountered in April and considerable warm weather early in May, the spring runoff came quick and fast with a large volume of water in all sections. This resulted in several washouts at various places on all of the above routes. They were closed to traffic for several days between May 11 and May 22, on the latter date all of the above routes were open to traffic.

However, considerable work remains in order to put them back in first class condition. This will be done as soon as possible.

Due to heavy traffic, the section from Fairbanks to Mile 26 is rather rough and soft in sections and will require considerable grading and graveling.

Branch roads were not damaged to any extent by the high water. Necessary maintenance work was performed on them and they are now in good condition.

ROUTE 7A Fairbanks-Chatanika and Branches

The high water during the heavy runoff did not bother this route.

Page two

Maintenance work consisted of snow removal, cleaning ditches and culverts, opening ditches, culverts and bridges, graveling soft sections and planing road with motor grader.

This route was open to traffic throughout the month. It is in good condition. There are a few soft sections on the north side of Cleary Summit, but so far they have caused no delay to traffic.

All branch roads are in good condition except sections on the Steel Creek Road which are soft and slippery. These sections will be repaired at as early a date as possible.

#### Route 7B Fox-Livengood and Branches

High water on this route during the breakup caused some damage. Water was across the road at the Chatanika River for several days to such an extent that it was impassable, thus delaying work beyond that point for several days. Several minor washouts occurred at various places; the Tatalina River Bridge was taken out by the ice-run.

Maintenance work on this route consisted of snow removal, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, planing road with motor graders and bridge repairs.

This route is now in good condition from Fox to Tatalina. There are several soft sections between the Tatalina and the Tolovana Rivers; these will be repaired at as early a date as possible. The section from the Tolovana River to Livengood is in good condition.

A temporary bridge was erected across the Tatalina River; this can be used until the permanent steel structure is erected.

#### Route 7D Fairbanks-Ester and Branches

Maintenance work on this route consisted of cleaning and opening bridges, ditches and culverts, repairing washouts and graveling soft sections, and planing road with motor grader.

With the exception of a few soft sections between Gold Hill and Ester, this section is in good condition. Soft sections are being repaired as rapidly as possible.

Page three

Route 7N Farmers-Birch Hill and Branches

Maintenance work on this route consisted of cleaning and opening ditches, culverts and bridges, graveling soft sections and planing road with motor grader.

A few soft spots are developing on this route; they will be watched closely and repaired at as early a date as possible.

Route 11A Eagle-Liberty-Chicken

Spring protection work was authorized. To date no reports received.

Route 15 Circle-Miller House  
Route 15A Circle Springs System

Spring protection work was authorized. To date no reports received.

Route 16 Chatanika-Miller House and Branches

High water across various sections of this route between Mile 28 and 39 delayed work on this route. As soon as high water subsides sufficiently, John Lekich and crew will move to Mile 56 on this route, from where he will open up to Mile  $82\frac{1}{2}$ , then move to that point, and then continue opening to Miller House.

Route 30 Hot Springs System  
Route 38 Ruby System  
Route 47 Wiseman System

Spring protection work was authorized on these routes; to date no reports as to work accomplished have been received.

Route 59 Fairbanks Bridge

A small amount of additional work was required on the fill. It is in good condition.

Page Four

Route 59A Fairbanks Depot

The garage crew operated several pieces of equipment working out of Headquarters and kept all equipment in repair that was used on local jobs. They also completed overhaul of several pieces of equipment.

Engineering personnel was engaged on several local projects and on Routes 7B and 65M. Survey parties on Routes 7BA and 7J will get under way early in June.

Route 650B Slana-Tok Junction

Maintenance work on this route consisted of cleaning and opening ditches, culverts and bridges, graveling soft sections and planing road with motor grader.

This section between the Tok River and Tok Junction is in good condition.

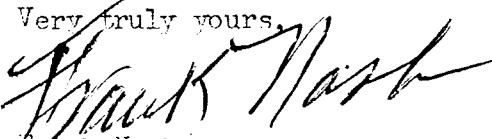
Route 65L Alaska Military Highway and Branches

High water early in May did considerable damage on this route, especially on the section between Big Gerstle River and Big Delta Junction. Damage consisted of washouts both parallel and across the highway.

Maintenance work on this route consisted of snow removal, opening and cleaning ditches, culverts and bridges, repairing washouts, constructing temporary bridges, installing culverts, graveling soft sections and planing road with motor grader.

During the high water May 11 to 22, this route was closed to traffic. It is now passable for all traffic and is in fair condition from Big Delta Junction to Big Gerstle River and in good condition from there to the Boundary.

Very truly yours,

  
Frank Wash,  
Superintendent

FM/d

May 22 1948

*Handwritten notes at top right of page.*

10:00 A. M. Although its raining this A. M., its not so gloomy.

John Lekich reports Chatanika River on Route 16 going down fast. Had washouts just beyond Chatanika. Will require shovel and truck crew to repair. Also reports bridges out. Details will be secured as soon as possible.

Chatanika River on Route 7B going down. If not too many and too serious washouts, expect to be able to get to bridge this P. M. or tomorrow.

Water going down on Route 7D; so far no serious damaga.

Galligher, Foreman at Mile 66, Richardson Highway, reports Salchaket River going down fast and advises that with good luck, will have temporary repairs completed on washouts South of Salchaket River completed tonight. If he accomplished this, Richardson Highway will be open for light traffic, with possible exceptions of having to detour through Ladd Field at Mile 6.

Water going down fast on Alcan Highway but due to size and extent of washouts, it will be another 3 or four days before it will be open for light traffic.

Chena going down steadily but slow.

So far have had no reports from Central, Circle, etc.

Nash



May 23, 1948

8:00 A. M. Foreman Galligher, Mile 66, Route 4J and Foreman Kunz, Big Delta Junction advised Richardson Highway open to any and all traffic, but caution must be used account crossing washouts, sharp detours, narrow bridges, etc.

Alcan still closed; may possibly be able to get through in 3 or 4 days.

Chatanika River going down. Route 16 now open to Belle Creek; 7B open to Tatalina.

Rushing all repairs.

Chena going down fast.

Nash

*Handwritten note:* May 24, Bradston called in at 7 PM last night, will have Alcan possible by noon today.

32/105

8:00 A. M. May 21, 1948

Chena still rising.

Tanana still rising at Nenana. Local conditions control various sloughs on Tanana. Yesterday water came up between Mile 2 - 6, 1 ft., total depth 3 ft.

Between Mile 6 - 12 water went down 1 ft. At Dyke and East of Moose, down 18 in. from highest water which was on Sunday night (16-17).

Very little water between 20 mile and Salchaket.

Several places washed through which will require considerable work.

Just beyond (south 1/4 mile) Salchaket X banks, strong current running across highway; looked tough as far as could tell from ground.

The above as reported by Shepard who worked his way through to Salchaket with a dump truck.

Yesterday I flew over this section. From air looked about as Shepard stated, Washouts at Salchaket looked bad. Looked fair and passable from Salchaket to Shaw Creek, although several washouts noted, they have been temporarily bridged, or detoured. After water recedes sufficiently will only take day or two to have highway passable to Rapids. Flew to Shaw Creek, then on to head of South Fork at Chena, then down Chena to Fairbanks and on to Nenana. Chena Flats above Fairbanks just one big lake. Nenana all under water, only dry land was Railroad grade from Bridge to Depot. This flying was done with the Army gratis.

Water on Alcan between Big Gerstle and Big Delta Junction dropping; repairs being made as rapidly as possible.

Big Delta reports Highway from Rapids to Shaw Creek passable.

Water on Steese Highway above Chatanika going down but still impassable. Due to Army Dykes, roads, etc. no water across this highway between miles 1-2 which during previous floods has been under water.

Chatanika River at Olnes going down but still impassable.

Water running on 7D between Town and University of Alaska still passable.

As stated Chena still raising.

Still can get from Alaska Road Commission to Town with car.

Bridge fill still holding OKay.

Another bright, sunshiny day but gloomy prospects as I cannot see any change in sight for two or three days.

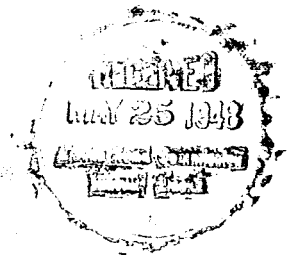
Several employees off account their homes being flooded.

Nash

10:00 A.M. Radio just stated Army checking station 15 miles up Chena reported Chena dropping.



8:00 A. M. May 20th



Chena Still rising.

Lekich reported Chatanika at Mile 29 Route 16 rising yesterday(19) P. M.

Bilodeau reported Chatanika still rising at Olnes.

Rynearson went to Mile 26 with truck yesterday P. M., tough going, several washouts.

Moose Creek Bridge apparently OKay.

Galligher at Mile 66 reports Richardson Highway open Rapids to Birch Lake, but slow going account washouts, temporary bridges, etc. He also reports Salchaket River over its banks and two bad washouts south of Salchaket Bridge.

Edwin Reed, homesteader at Mile 38, Route 4K reports bas washout Mile 38 and bridge across small slough north side Salchaket in danger of going out. He has dump truck, tractor and dozer, authorized him perform any work necessary to save bridge, etc.

Although it is a nice sunshiney day, its a gloomy proposition in several respects.

*W. R. Reed*

*W. R. Reed*

*W. R. Reed*

32/105



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 18, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Subject: Mid Month Situation Report

Starting on Tuesday, May 11th, and continuing on through this date, this section of Alaska experienced the heaviest and quickest runoffs of water that we can recall, with the following results:

Route 7A Fairbanks-Chatanika and Branches  
Route 16 Chatanika-Miller House and Branches

Three or four small washouts between Fairbanks and Chatanika. Chatanika River overflowing its banks, considerable water across the Highway between Chatanika and the Chatanika Bridge at Mile 40. Also, three or four washouts have been reported between Mile 40 and Faith Creek.

Route 7B Fox-Olnes and Branches

Entire country in vicinity of Olnes and crossing of Chatanika River flooded. Washington Creek Flat flooded. Tatalina River Bridge taken out.

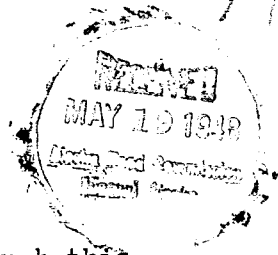
Richardson Highway to Rapids

Numerous washouts on all sections. From Fairbanks Mile .5 to Mile 2 under water; Mile 10 to Mile 12 under water; Mile 18 to 20 under 3 ft. of water; section near 26 mile under water; section near Mile 38 under water; section in vicinity of Fox Farm under water which was reported at times to be 4 feet deep. Washouts occurred in places where least expected. Some have been temporarily bridged, others it was necessary to detour around them.

Alaska Military Highway

So far there has been no serious damage between the Big Gerstle River and the Boundary. However, between the Big Gerstle River and Big Delta Junction there has been several washouts of various sizes.

*Copy furnished  
MAY 19 1948*



*[Handwritten signature]*

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Page Two

I would venture a guess that in this section there has been at least 20 washouts.

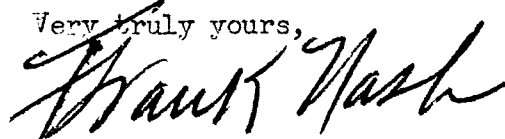
On May 10th, I went to Tok ; on that day there were very little signs of a breakup.

On the evening of May 11th, various reports started coming into Tok, advising of various washouts, etc. From then on, conditions grew steadily worse until Sunday, May 16th, since then they have been at a stand-still.

Crews have made every effort to keep all Highways passable but there was simply too much water for them to cope with. Whenever the water recedes sufficiently, every effort will be extended to get all Highways passable as soon as possible.

It was necessary for me to charter a plane to return to Fairbanks from Tok.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 30, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of April, 1948.

ROUTE 4H2 RAPIDS-BIG DELTA

Maintenance work on this route consisted of snow removal, opening ditches and culverts and leveling driving surface with motor patrols.

Work of opening this route from the Big Delta Airport to Rapids was started on April 20. This work was started with a D7 and dozer but this proved inadequate, after which one of the Snogos was used.

Due to windstorms the section between Beales Cache and Rabbit Creek closed in behind the crew on two different occasions, thus slowing the work down for several days. It is expected that this piece of highway will be open by the evening of the 30th. However, some of it will be in poor condition to start with as Foreman Kunz reports from 1 to 1½ feet of ice over the roadway from Bear Creek South for several thousand feet.

The section of the route between Big Delta and the Big Delta Airport was in good condition throughout the month.

ROUTE 4I BIG DELTA-RICHARDSON  
ROUTE 4J RICHARDSON-SALCHAKET AND BRANCHES

Maintenance work on these routes consisted of snow removal, cleaning ditches, opening culverts and bridges, and surface maintenance with motor patrols. Necessary work was performed on branch roads that are in use.

ROUTE 4K SALCHAKET-FAIRBANKS AND BRANCHES

Maintenance work on this route consisted of snow removal, cleaning and opening ditches, culverts and bridges, graveling soft sections and surface maintenance with motor patrols. Necessary maintenance work, etc. was performed on all branches that are in use.

Routes 4I, 4J and 4K were in good condition throughout the month with the following exceptions:

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MAY 4 1948  
Alaska Road Commission  
Fairbanks, Alaska

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Page Two

Throughout the month due to extreme heavy traffic, it was very rough between Fairbanks Town Limits and Mile 26 and on the 29th and 30th the section between Fairbanks and Mile 1 became very soft, as did a section at Mile 26. The soft section between Fairbanks and Mile 1 is caused by the fact that settlers along this section have the entire ditch filled in until there is absolutely no chance for any drainage. The soft section at Mile 26 has been caused by the Army, who are hauling heavy loads of gravel over that section. The Army and their contractors, Birch-Johnson-Lytle, are cooperating as much as possible to keep this route in good condition.

Every effort will be extended to keep this and other routes open to traffic throughout the breakup period.

During the early part of the month, heavy snow and windstorms were encountered on these routes and at times, for short periods, travel over them was rather difficult.

#### ROUTE 7A FAIRBANKS-CHATANIKA AND BRANCHES

Maintenance work on this route consisted of snow removal, work on glaciers, opening bridges and culverts, and surface maintenance with motor patrols.

During the early part of the month heavy snow and windstorms closed this route on two or three occasions for short periods. Otherwise, this route was open to traffic and in good condition throughout the month.

Some snow removal was performed on branches on a cooperative basis with interested parties paying.

#### ROUTE 7B FOX-LIVENGOOD AND BRANCHES

Work on this route consisted of snow removal, opening ditches, bridges and culverts, some rock work was performed near the Chatanika River Bridge, moving the rock crusher from Fairbanks to Cushman Creek and some rock work at Cushman Creek.

Snow removal was performed on this route over Wickersham Dome to Aggie Creek on a cooperative basis with miners to Olive Creek.

To facilitate rock work and moving of the crusher to Cushman Creek the camp at Olnes was opened.

#### ROUTE 7D FAIRBANKS-ESTER AND BRANCHES

Necessary maintenance work was performed on this route. Snow removal on a cooperative basis with interested parties was performed on some branches.

Page Three

This route was in good condition throughout the month with the following exceptions:

On the 29th and 30th the section between Noyes Slough and Isabelle Creek became very soft. Every effort will be extended to keep this section in good condition.

ROUTE 7N FARMERS-BIRCH HILL AND BRANCHES

Necessary winter maintenance was performed on this route.

Some snow removal was performed on some branches on a cooperative basis with interested parties. This route was in good condition throughout the month.

ROUTE 59A FAIRBANKS DEPOT

The garage crew kept in repair and operation all equipment operating out of Fairbanks and completed the overhaul of several pieces of equipment. They also operated equipment used on snow removal on various routes out of Fairbanks.

Engineer personnel was engaged on map and field work on various projects, especially on Routes 7B, 7BA and 65M.

ROUTE 65CB SLANA-TOK JUNCTION  
ROUTE 65L ALASKA MILITARY HIGHWAY AND BRANCHES

Necessary maintenance work was performed on these routes.

Such work consisted of snow removal, work on glaciers, cleaning and opening ditches, culverts and bridges, and surface maintenance with patrols, etc.

During the early part of the month considerable snow fell on Route 65L between Big Delta Junction and Robertson River. As far as is known these routes were in good condition throughout the month.

ROUTE 65M TANANA RIVER-CHICKEN

Work on this project consisted of snow removal, cleaning and opening ditches, culverts and bridges, surface maintenance with patrols, construction of a bridge across Logging Cabin Creek and repairs to equipment, etc. for use during the summer season.

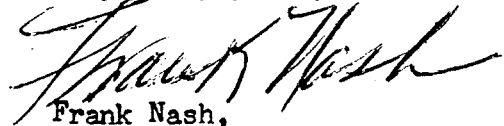
Weather throughout the winter months was very good up to Easter Sunday. On that day the Interior had one of its heaviest snow and windstorms and since that date, the weather has been very erratic.

Page Four

During the early part of the month considerable snow fell, later it turned to rain. On the 26th and 27th it rained continuously. The result being we have considerable snow to move off of the shoulders of all roads and even though it is still freezing nights, some roads are beginning to soften up, which is from four to six weeks earlier than usual.

Prospects for the immediate future are rather tough, especially if it quits freezing nights and we get a quick runoff.

Very truly yours,

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

Frank Nash,  
Superintendent

FN/d

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

DATE April 2, 1948

FILE NO.

SUSPENSE—

Juneau . . . . . DISTRICT

REFERENCE— Situation Report for March 1948

Following is the situation report for the Fairbanks District for the month of March 1948.

- ROUTE 4H2 Rapids - Big Delta
- ROUTE 4I Big Delta - Richardson
- ROUTE 4J Richardson - Salchaket and branches
- ROUTE 4K Salchaket - Fairbanks and branches

Necessary winter maintenance work was performed on these routes. As no adverse reports were received, it is assumed that they were in good condition throughout the month.

Necessary maintenance work was performed on branch roads that are in use during the winter months.

- ROUTE 65CB Slana - Tok Junction
- ROUTE 65L Alaska Military Highway and branches

Necessary maintenance work was performed on these routes. When trips were made over these routes by personnel from this office they were in good condition. Considerable trouble is being experienced on Route 65CB from glaciers. However, they have been kept under control, and have caused no delay to traffic.

- ROUTE 65M Tanana River - Chicken

Information for crossings of the Mosquito Fork and the Forty-Mile River was secured and forwarded to Juneau.

Various types of equipment, etc., is being repaired and placed in serviceable condition for use during the coming summer. When we freighted supplies, a cross-country road was dozed out to the Mosquito Fork, with very little work. This has allowed Forty-Mile miners to haul their next summer's supplies to Chicken by truck.

Grubbing and stripping, etc., will be started at as early a date as possible.

- ROUTE 7A Fairbanks - Chatanika and branches

Necessary winter maintenance work was performed on this route, and on the branches that are in use. It was in good condition and open to the traffic at all times throughout the month except for a few hours on the 28th and 29th when it was closed due to heavy snow drifts.

- ROUTE 7B Fox - Livengood and branches

Necessary winter maintenance and snow removal was performed on this route, which was in good condition throughout the month.

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ROUTE 7D Fairbanks - Ester and branches

ROUTE 7N Farmers - Birch Hill and branches

Necessary winter maintenance work was performed on these routes, which were in good condition throughout the month.

ROUTE 59 Fairbanks Bridge

The pile trestle (north) approach was removed and replaced with a rock fill. Material was secured from the Lazelle Road. Sidewalks etc. on the fill were not completed. This will be done later, after the fill has had time to settle.

The handrail, guardrail, and running strips in the 300' span were repaired, as previously discussed.

ROUTE 59A Fairbanks Depot

The garage crew kept in repair and operation all equipment operating out of Fairbanks. They also completed overhaul of several pieces of equipment.

Engineer personnel were engaged in securing bridge data, making other surveys, and drawing plans, profiles, etc.

Very truly yours,



Frank Nash,  
Superintendent.

FN/jp



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

March 10, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of February, 1948.

ROUTE 4H2	RAPIDS-BIG DELTA
ROUTE 4I	BIG DELTA-RICHARDSON
ROUTE 4J	RICHARDSON-SALCHAKET AND BRANCHES
ROUTE 4K	SALCHAKET-FAIRBANKS AND BRANCHES

General maintenance work was performed on these routes from Fairbanks to the Big Delta Airport only. These routes were in good condition throughout the month.

During the early part of the month a little trouble was encountered from heavy winds which caused some drifting at various places. This, however, was light and caused no delay to traffic.

Necessary maintenance work was performed on branch roads that are in use. A small amount of snow removal was necessary on practically all roads.

ROUTE 65L ALASKA MILITARY HIGHWAY AND BRANCHES

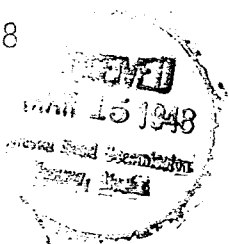
General maintenance work was performed on this route throughout the month, during which time it was in good condition.

ROUTE 65M TANANA RIVER-CHICKEN

Freighting of supplies to various caches for use on construction work next season was completed.

The erection of a permanent camp was completed at the West Fork of the Dennison River.

Engineers are securing information in regard to a bridge site for crossing the Forty Mile River beyond Chicken. This information will be forwarded soon.



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Considerable freight was moved into Chicken and the Forty Mile by various miners.

ROUTE 7A FAIRBANKS-CHATANIKA AND BRANCHES

General winter maintenance work and snow removal as required was performed on this route. It was closed at one time for a few hours - this was due to a heavy windstorm in the vicinity of Cleary Summit.

Necessary work was performed on branches that are in use.

ROUTE 7B FOX-LIVENGOOD AND BRANCHES

Necessary maintenance work was performed on this route between Fox and Olnes.

Livengood Placers and a logging concern operating on Globe Creek performed snow removal over this route from Olnes to Livengood.

Information for new bridges across the Tatalina and Tolovana Rivers was secured and will be forwarded in a few days.

ROUTE 7D FAIRBANKS-ESTER AND BRANCHES  
ROUTE 7N FARMERS-BIRCH HILL AND BRANCHES

Necessary winter maintenance work and snow removal was performed on these routes. They were in good condition throughout the month.

ROUTE 59 FAIRBANKS BRIDGE

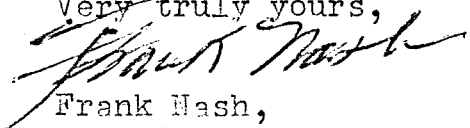
A few minor repairs were necessary to the hand rail.

ROUTE 59A FAIRBANKS DEPOT

The garage crew kept in repair and operation all equipment operating out of Fairbanks and completed overhaul on several pieces of equipment.

FN/d

Very truly yours,

  
Frank Wash,  
Superintendent

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

February 4, 1948

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Following is the Situation Report for the Fairbanks District for the month of January, 1948.

ROUTE 4H2	RAPIDS-BIG DELTA
ROUTE 4I	BIG DELTA-RICHARDSON
ROUTE 4J	RICHARDSON-SALCHAKET AND BRANCHES
ROUTE 4K	SALCHAKET-FAIRBANKS AND BRANCHES

Maintenance work on these routes between Fairbanks and the Big Delta Airport was very light. Very little snow and wind was encountered during the month. Work consisted of sanding slippery curves and hills, a very small amount of snow removal and smoothing driving surface with motor graders and under body blade trucks.

As no adverse reports were received at any time, it is assumed that these routes were open and in good condition throughout the month.

A small amount of work was performed on branch roads that are in use.

ROUTE 65CB	SLANA-TOK JUNCTION
ROUTE 65L	ALASKA MILITARY HIGHWAY AND BRANCHES

All necessary maintenance work was performed on these routes to keep them in good condition throughout the month.

ROUTE 65M	TANANA RIVER-CHICKEN
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Some maintenance and snow removal was necessary on this route to permit freighting of supplies, etc. to the West Fork of the Dennison River.



*JL*

32/105

Page No. 2 (65M Continued)

Fuel dumps for use next year are being established at various places along the route.

A permanent camp is being erected at the West Fork of the Dennison River; this should be completed in February.

Chicken miners are starting to move in next year's supplies over this route.

ROUTE 7A FAIRBANKS-CHATANIKA AND BRANCHES  
ROUTE 7D FAIRBANKS-ESTER AND BRANCHES  
ROUTE 7N FARMERS-BIRCH HILL AND BRANCHES

A small amount of winter maintenance work has been necessary on these routes. No snow removal was necessary. Glaciers have given no undue trouble.

These routes were in good condition throughout the month.

ROUTE 7B FOX-LIVENGOOD AND BRANCHES

Bridge work on this route was completed.

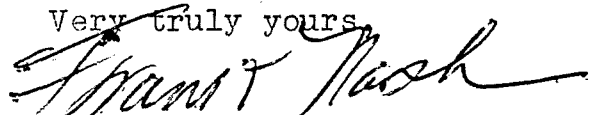
All work except a small amount of winter maintenance between Fox and Olnes has been suspended until next season.

ROUTE 59A FAIRBANKS DEPOT

The garage crew was engaged in performing current repairs on equipment that was used on various jobs. They completed overhaul on several pieces of equipment which are to be used next year.

Engineers have been engaged in preparing various maps which will be forwarded within the next few days.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

DESCRIPTION AND STATEMENT OF WORK ACCOMPLISHED

November 1, 1947 to October 31, 1948

FAIRBANKS DISTRICT

For a detailed description of the Fairbanks District and all sub-projects, see previous Annual Reports, except as noted herein, where additions have been made, changes effected or new Highway constructed.

Route 4H2 Rapids-Big Delta (48.7 Miles Road)

Annual maintenance work was performed on this route by a small crew under Foreman Grove Kunz.

As most of the required winter work was in the vicinity of the Tanana River and the Big Delta Airport, this crew was located at the Junction of the Alaska and Richardson Highways during the winter months. In view of the fact that most summer work was to be performed between Rapids and Beales Cache, this crew was located at Donnelly Station from early spring until early winter.

General maintenance work was performed on the entire route throughout the summer and winter maintenance was performed on the section from the Tanana River to the Big Delta Airport.

Winter maintenance work consisted of staking shoulders of road, snow removal, sanding slippery curves and hills and smoothing driving surface.

Summer maintenance consisted of spring protection work, repairing washouts, opening bridges and culverts, cleaning ditches and culverts, clearing brush where necessary, graveling soft sections, raising roadway, average two feet between Darling Creek and Bear Creek, installing metal culverts and planing road with motor grader and underbody blade trucks.

Considerable trouble was encountered on this route during the early spring when opening up, due to about two feet of water over the entire country between Darling Creek and Bear Creek. This condition was caused by overflow water from the Delta River and had been encountered in previous years and again later last spring, after which the two foot fill was made. It is hoped that the fill as constructed will remedy that trouble.

This route was open for through traffic early in May. Later in the month, it was closed to traffic for short periods due to high water and washouts. After that it was in good condition for the balance of the season.

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Route 4H2 (continued)

The following work was accomplished:

Winter Maintenance	13.0 Miles
Summer Maintenance	48.7 Miles
Metal Culverts Installed	150.0 Lin. Ft.
Grade Scrapers	27000.0 Cu.Yds.
Snow Removal	139.0 Miles

Route 4I Big Delta-Richardson (19.0 Miles Road)

General maintenance work was performed throughout the year on this route by the maintenance crew located at Mile 66 on Route 4J.

Winter work consisted of a small amount of work on glaciers, staking shoulder of road, sanding slippery hills and curves, snow removal and smoothing driving surface.

Summer maintenance consisted of spring protection work, opening bridges and culverts, repairing washouts, cleaning ditches and culverts, graveling soft sections and planing road with motor graders and underbody blade trucks.

This route was open for all traffic except for a few days in May when it was closed on account of washouts during the spring breakup.

The following work was accomplished:

Winter Maintenance	19.0 Miles
Summer Maintenance	19.0 Miles
Snow Removal	150.0 Miles

Route 4J Richardson-Salchaket and Branches ( 33.7 Miles Road)

General maintenance work was performed on this route throughout the year by the small maintenance crew located at Mile 66, under Foreman William C. Galligher and the maintenance crew located at Fairbanks, under Foreman Arthur P. Lutro.

Winter work consisted of staking shoulder of road, snow removal, sanding slippery curves and hills and snow removal.

Summer work consisted of spring protection work, opening bridges and culverts, repairing washouts, cleaning culverts and ditches, installing metal culverts, graveling soft sections and planing road with motor grader and underbody blade trucks.

Necessary work was performed on all branches throughout the section.

Both the section of the Richardson Highway and its branches comprising this route were in good condition throughout the year, except several days in May when it was closed, due to washouts during the spring breakup.

Route 4J (continued)

The following work was accomplished:

Winter Maintenance	29.7	Miles
Summer Maintenance	33.7	Miles
Snow Removal	398.0	Miles
Metal Culverts Installed	66.0	Lin.Ft.

Route 4K Salchaket-Fairbanks and Branches (57.6 Miles Road)

Annual maintenance work was performed throughout the year by the maintenance crews located at Mile 66 on Route 4J and at Fairbanks, augmented in the early spring by sufficient equipment and men to perform necessary work during the early spring, in order to keep the Highway from going to pieces.

Work on farm roads branching from this section of the Richardson Highway was performed by a crew under the direction of Foreman A. M. Rice. These branches consisted of the Farmers-Chena Slough Road, also known as the Badger Road and roads on the Northeast side of the Thirty Mile Slough.

Work on these roads consisted of regrading and resurfacing the Farmers-Chena Slough Road and extending it  $1\frac{1}{2}$  miles up the left limit of the Thirty Mile Slough and the completion of .9 miles of road on the Northeast side of Thirty Mile Slough and the partial grading, etc. of another  $1\frac{1}{2}$  miles of road on this side of the Slough.

During the spring breakup several sections of this section of the Alaska Highway became very soft and it was necessary to do considerable graveling in sections between Fairbanks and 26 Mile.

This route was in good condition and passable throughout the year except as noted above and for several days in May when several washouts occurred during the spring breakup.

The following work was accomplished:

Grubbing/Stripping		10.50	Acres
Clearing		.92	Acres
Grade Grader/Dozer		2.40	Miles
Load Gravel		28313.00	Cu.Yds.
Haul Gravel	28313 cu.yds.	92017.00	Yd.Miles
Spread Gravel	28313 Yds. over	19.20	Miles
Winter Maintenance		57.60	Miles
Summer Maintenance		57.60	Miles
Snow Removal		431.00	Miles
Metal Culverts Installed		126.00	Lin.Ft.
Gravel, Stockpiled		10000.00	Cu.Yds.

Route 5A Nenana-Tanana (6.8 Miles Road 124.7 Miles Sled Road)

Work on this route consisted of maintenance of the roadway between the lower and upper end of the Town of Tanana. This included

Route 5A (Continued)

some gravel surfacing, installing metal culverts and bridge construction.

This work was performed by Acting Foreman Robert Isaacson from Hot Springs and residents of Tanana.

The following work was accomplished:

Annual Maintenance	2.0 Miles
Timber Bridges Constructed	32.0 Lin.Ft.
Metal Culverts Installed	130.0 Lin.Ft.

Route 7A Fairbanks-Chatanika and Branches (63.5 Miles Road)

General maintenance work on this route was performed throughout the year by the maintenance crew located at Cleary Summit under Foreman Mark Hampton and by the crew located at Fairbanks under Foreman Arthur Lutro.

Work was performed on all branches which also included improvement by surfacing a large portion of the Steel Creek Branch.

Winter work consisted of staking shoulder of roadway, work on sidehill and creek glaciers, snow removal and smoothing driving surface.

Summer work consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, re-grading and widening narrow and crooked sections, resurfacing with gravel, installing metal culverts, surfacing with slate sections of the Steel Creek Branch and planing road with motor grader and underbody blade trucks.

This route was in good condition and passable throughout the year with the exception of a few days during the winter months when it was closed for a few hours at a time due to heavy snow and windstorms.

The following work was accomplished:

Winter Maintenance	35.3 Miles
Summer Maintenance	63.5 Miles
Load Gravel & Slate	7868.0 Cu.Yds.
Haul Gravel & Slate	314720.0 Yd.Miles
Spread Gravel & Slate	7868.0 Yds. over 4.0 Miles
Metal Culverts Installed	172.0 Lin.Ft.
Snow Removal	328.0 Miles

Route 7B Fox-Livengood and Branches (86.7 Miles Road)

Annual maintenance and rehabilitation work as started the previous year was performed on this route during the summer months. This work was performed by crews located at Olnes, Globe Creek, Tatalina and the Tolovana River. These various crews were under the direction of Foremen Otto G. Bayless, Lonzo Brady, Owen A. Shearer and William H. Westbrook - all under the direct supervision of General Foreman Walter Rynearson.



Route 7B (Continued)

Maintenance work was performed on this route from Fox to Olness throughout the year. This work was performed by the maintenance crew located in Fairbanks.

Winter work consisted of staking shoulder of roadway, work on glaciers, snow removal and smoothing of driving surface.

Snow removal was performed on the section between Olness and Livengood early in the spring. This work was performed for and with the cooperation of mining operators located near Livengood.

Summer maintenance and rehabilitation work on this route consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, regrading and widening, straightening curves, leveling grades, resurfacing with gravel, installing metal culverts, grading with scrapers, bridge construction and planing road with motor graders and underbody blade trucks.

Due to high water in the Chatanika River and various Creeks, start of work in the spring was delayed until in June. Also, due to heavy rains throughout the summer, work on this route was greatly delayed until in September, after which some good progress was made. All widening and regrading was completed to the lower crossing of Bridge Creek and some completed at various places between there and Livengood.

Surfacing, with the exception of about two miles near the head of Aggie and Globe Creeks was also completed to Lower Bridge Creek.

The following work was accomplished:

Winter Maintenance	17.0	Miles
Summer Maintenance	86.7	Miles
Snow Removal	119.0	Miles
New Bridge, Timber	98.0	Lin.Ft.
Load Gravel & Rock	155005.0	Cu.Yds.
Haul Gravel & Rock	387512.0	Yd.Miles
Spread Gravel & Rock	155005.0 Cu.Yds. over	39.0 Miles
Screen-Crush Rock	18525.0	Cu.Yds.
Grade Scrapers	146400.0	Cu.Yds.
Grade Grader/Dozer	4.0	Miles
Metal Culverts Installed	1212.0	Lin.Ft.

Route 7BA Livengood-Wiseman Survey

"L" Line completed *to junction only* 48.75 Miles

Route 7C Summit-Fairbanks Creek and Branches (23.3 Miles Road)

General maintenance work was performed on this route during the summer months by the crew located at Cleary Summit. Due to washouts and poor spring conditions, more work than in years past was necessary on this route.

Route 7C (Continued)

Maintenance work consisted of spring protection, repairing washouts, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, bridge construction, installing metal culverts and planing road with motor grader and underbody blade trucks.

The following work was accomplished:

Summer Maintenance	23.3 Miles
Timber Bridges Erected	16.0 Lin.Ft.
Metal Culverts Installed	172.0 Lin.Ft.

Route 7D Fairbanks-Ester and Branches (34.1 Miles Road)

General maintenance was performed throughout the year on this route by the local maintenance crew located at Fairbanks.

Winter work consisted of snow removal, and smoothing driving surface.

Summer work consisted of spring protection work, repairing washouts, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, bridge construction and planing road with motor grader.

The above work was performed on the main road from Fairbanks to Ester and all other branches, especially University Way and the Chena Pump Station Road.

The following work was accomplished:

Winter Maintenance	13.6 Miles
Summer Maintenance	34.1 Miles
Snow Removal	110.0 Miles
Timber Bridges Constructed	58.0 Lin.Ft.

Route 7J Fairbanks-Chena Hot Springs and Branches (100.5 Miles Sled Road)

Necessary annual maintenance work was performed on this route.

This work consisted of clearing road of windfalls and grading approaches and crossings of various creeks and sloughs.

Annual Maintenance	100.5 Miles
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The survey for an all-weather Highway from Fairbanks to Chena Hot Springs was started.

This work was under the direction of Engineer Earl Grammer. Due to several reasons, this work did not progress as well as expected.

"L" Line Completed	26.0 Miles
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Route 7N Farmers-Birch Hill and Branches (18.4 Miles Road)

Maintenance and new work on this route was performed by the maintenance crew and the construction crew under Foreman A. M. Rice, which crew performed all new work and improvements on local farm roads. This route and branches were in good condition throughout the year.

Branch roads included in this project are not surfaced, therefore for a period in the spring, they are not in what can be really called good, first class condition. However, the most of them are passable for light traffic at all times.

Winter work on this route consisted of snow removal and smoothing driving surface of roadway.

Summer work consisted of spring protection work, opening bridges and culverts, cleaning culverts and ditches, installing metal culverts, graveling soft sections and planing road with motor grader and underbody blade trucks.

New work on this route: During previous years, Charles McGrath, a farmer located at the head of Isabelle Creek, had on his own initiative graded the Isabelle Creek branch through from his ranch to the Steese Highway at about Mile 6. This was a narrow road graded out for his own convenience. In the meantime, homesteaders moved in and took up land. As there were six or seven families of them, it was deemed necessary to improve this section. In view of this it was regraded, straightened and widened and taken up on our records.

Winter Maintenance	12.2 Miles
Summer Maintenance	18.4 Miles
Snow Removal	107.0 Miles
Grade Grader/Dozer	.9 Miles

Route 11A Eagle-Liberty-Chicken (28.3 Miles Road 57.0 Miles Trail)

Necessary annual maintenance work was performed on this route by local residents of Eagle.

This included work between Eagle and Liberty Creek and between Eagle and the Mission.

As travel over these roads was very light, work on them was held down as much as possible.

Annual Maintenance	28.3 Miles
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Route 11E Eagle-70 Mile (4.0 Miles Road 16.0 Miles Sled Road 40.0 Miles Trail)

Necessary annual maintenance work was performed on this route by residents of Eagle, under the supervision of Wyman Fritsch.

Work on this route was very light.

Annual Maintenance, Road	4.0 Miles
Annual Maintenance, Sled Road	16.0 Miles

Route 15 Circle-Miller House (47.0 Miles Road)

Annual maintenance work was performed on this route by the crew located at Central (Mile 129) under the supervision of Foreman Joseph T. Donnelly.

This work consisted of spring protection work, opening bridges and culverts, cleaning culverts and ditches, bridge repairs, graveling soft sections, installing metal culverts and planing road with motor grader and underbody blade trucks.

This route was in good condition throughout the season.

Summer Maintenance	47.0 Miles
Metal Culverts Installed	110.0 Lin.Ft.
Bridge Repairs	362.0 Lin.Ft.

Route 15A Circle Springs System (32.5 Miles Road)

Maintenance work on this route was handled by the crew located at Central (Mile 129) on Route 15.

Work on this route consisted of spring protection work, opening culverts and bridges, repairing washouts, cleaning culverts and ditches, graveling soft sections and planing road with motor grader and underbody blade trucks.

Summer Maintenance	32.5 Miles
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Route 15E Miller House-Harrison Creek and Branches (15.2 Miles Road)

The maintenance crew located at Central (Mile 129) on Route 15, also performed maintenance work on this route.

Work on this route was of the same nature as that performed on Route 15A.

Summer Maintenance	15.2 Miles
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Route 16 Chatanika-Miller House and Branches (105.3 Miles Road)

Annual maintenance work on this route was performed by the crew located at Cleary Summit on Route 7A, the maintenance crew located at Mile 82½ on Route 16, under Foreman John Lekich and the crew located at Central (Mile 129) on Route 15.

Work on this route consisted of spring protection work, repairing washouts, opening bridges and culverts, cleaning culverts and ditches, bridge repairs, replacing old bridges with metal culverts, construction of line changes at various places reducing curvatures, etc., graveling soft sections and sections that had become very rough and out of shape, and planing road with motor grader and underbody blade trucks.

Due to washouts and high water on this route between Mile 28 and 38, it was not open to traffic until late in the season.

Route 16 (Continued)

The following work was accomplished:

Summer Maintenance	105.3 Miles
Bridges Repaired	32.0 Lin.Ft.
Metal Culverts Installed	310.0 Lin.Ft.

Route 30 Hot Springs System (48.7 Miles Road)

Maintenance work on this system of roads was performed by Robert Isaacson and a few men residing at Hot Springs.

Sections of this system were in poor shape throughout the season, this being due to continuous rains throughout the summer and the fact that sufficient funds were not available to perform the kind of work necessary to make those sections good, all-weather roads.

The section from Hot Springs Landing to Eureka was in good condition throughout the season; the same applies to the road from Hot Springs to Blow Back Creek.

The section from Blow Back Creek to Rocks was in poor condition throughout the season. However, it is believed that those performing the work did as well as could be expected with the available funds and equipment.

The following work was accomplished:

Annual Maintenance	48.7 Miles
Metal Culverts Installed	222.0 Lin.Ft.

Route 38 Ruby System (66.5 Miles Road)

Annual maintenance work was performed on this route by Foreman Robert W. Cranston, Deceased, and a crew recruited at Ruby.

Work on this route consisted of spring protection work, opening bridges and culverts, cleaning ditches and culverts, graveling soft sections, corduroying, etc.

Due to continuous rains throughout the summer, work was greatly retarded on this route. In fact, the crew just held their own - by that I mean at the end of 1947, they got this route passable for trucks from Ruby to within one mile of Monument Creek. It was expected that by the end of the 1948 season we would have a passable road for trucks to at least the Sulatna River. This objective was not reached - they ended up at the same place as in 1947.

The section from Ruby to 12 Mile is in fair condition; the section from 12 Mile to 16 Mile is in poor condition; the section from 16 Mile to 21 Mile is fair, 21 Mile to 31 Mile poor, 31 to within one mile of Monument Creek fair; the balance of the route to Poorman is very poor and impassable.

Annual Maintenance	66.5 Miles
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Route 47 Wiseman System (13.0 Miles Road 11.0 Miles Sled Road 53.5 Miles Trail)

Annual maintenance work on this system of roads and trails was performed by residents of Wiseman under Norman Veach.

As travel in that section is mostly by foot, little work is necessary. However, on the Nolan Branch, the Wiseman-Hammond Road, the Coldfoot-Wiseman Sled Road and the various trails some work was necessary.

Annual Maintenance Road	13.0 Miles
Annual Maintenance Sled Road	11.0 Miles
Annual Maintenance Trail	77.5 Miles

Route 59 Fairbanks Bridge

Maintenance work on this bridge was performed by the Fairbanks maintenance crew and others as required.

Last spring the pile trestle approach on the North end of this bridge was dismantled and replaced with a fill, material used was slate secured from the LaZelle Road.

Other work consisted of repairs to hand and guard rail, deck and steel running strips.

Maintenance bridge	300.0 Lin.Ft.
Load Rock	5346.0 Cu.Yds.
Haul Rock	13374.0 Yd.Miles

Route 59A Fairbanks Depot

Necessary improvements and repairs were performed on headquarters buildings.

A section of the warm storage warehouse was converted to office space which was required due to expanding work.

Also, in view of additional and personnel, additional office space is required.

Route 65CB Slana-Tok Junction

General maintenance work was performed on the section of this route between Tok Junction and the Tok River throughout the year.

During the early spring sections of this route went to pieces and caused some delay to traffic, however, they have been repaired and it is believed will give no more trouble. This will depend on conditions during the breakup.

The following work was accomplished:

Summer Maintenance	13.0 Miles
Winter Maintenance	13.0 Miles
Snow Removal	71.0 Miles

Route 65L Alaska Military Highway and Branches (209.0 Miles Road)

General maintenance work was performed on this route throughout the year by maintenance crews located at Big Delta, Johnson River, Tok and Gardner Creek.

Winter work consisted of staking shoulder of road, work on various glaciers keeping iced sections passable, sanding slippery hills and curves, snow removal, and smoothing driving surface of roadway.

Summer work consisted of opening bridges and culverts, repairing washouts, cleaning ditches and culverts, bridge repairs, graveling soft sections, and planing road with motor graders and under-body blade trucks.

Considerable trouble due to high water was encountered on this route during May, during which time traffic was blocked for several days.

Otherwise this route was in good condition throughout the year.

Route 65M Tanana River-Chicken (54.0 Miles Road 21.0 Miles Sled Road)

Work on this route consisted of the maintenance of the section that was previously constructed, advance construction work to Mile 56, survey work "L" Line was run from West Fork approximately Mile 90 which is on top of the ridge, between Jack Wade and Uhler Creek near the head of the latter creek.

Maintenance work on this route consisted of any and all work necessary during the summer and winter months to keep this route open to traffic.

Construction consisted of clearing, grubbing/stripping, grading grader/dozer and scrapers, corduroying, surfacing with gravel, bridge construction and installing metal culverts.

Clearing, grubbing and stripping was completed to Mile 56, grading was completed to Mile 50, surfacing was completed to Mile 46½.

A timber bridge was erected across Logging Cabin Creek.

The following work was accomplished:

Summer Maintenance	46.5 Miles
Winter Maintenance	33.0 Miles
Snow Removal	132.0 Miles
New Bridges, Timber	32.0 Lin.Ft.
Grubbing/Stripping	142.5 Acres
Load Gravel	95969.0 Cu.Yds.
Haul Gravel	191938.0 Yd.Miles
Spread Gravel	95969 Cu.Yds. over 14.5 Miles
Metal Culverts Installed	1472.0 Lin.Ft.
Grade Scrapers	205990.0 Cu.Yds.
Grade Grader/Dozer	13.0 Miles
Corduroy	21120.0 Lin.Ft.
Clearing	7.3 Acres

Route 98 Ferry-Eva Creek-Moose Creek (21.8 Miles Road 2.2. Miles Sled Road)

Annual maintenance work was performed on this route by local residents.

This work consisted of repairing washouts, cleaning ditches and culverts, bridge repairs and a small amount of grading with tractor and grader.

Work on this route was performed by miners working in the immediate vicinity of this road.

A I R F I E L D S

4AC	Big Delta	17C	Nulato
4AD	Rapids	23G	Beaver
4JB	Richardson	29F	8 Mile Creek
5D	American Creek	30AB	Miller Creek
5E	Tanana	30B	Manley Hot Springs
7JB	Palmer Creek	38K	Ruby
7X	Chena Hot Springs	46M	Nenana
7Y	Fairbanks	47A	Wiseman
9A	Rampart	53B	Fort Yukon
9B	Stevens Village	63A	Livengood
11P	Chicken	65H	Tanacross
11Q	Eagle	86A	Nation
15C	Circle Hot Springs	97A	Healy
15H	Miller House		Tetlin
15J	Central		Eureka
15K	Circle		

The following work was performed on various Airfields:

Route 9B Stevens Village

Tall grass and brush was cut.

Route 15C Circle Hot Springs

The entire Field was regraded and leveled. The Field was also enlarged; it is now 3500 feet in length and 150 feet in width.



Route 15J Central  
Route 15K Circle  
Route 38K Ruby  
Eureka

Work on the above Fields consisted of cutting brush and leveling.

Route 47A Wiseman

Work on this Field consisted of regrading, leveling, surfacing with gravel and providing additional drainage.

Very truly yours,

FN/d

Frank Nash,  
District Engineer