

Division Ten
Juneau, Alaska
November 7, 1951

To: Mr. G. W. Mayo, Acting Chief, Western Headquarters,
San Francisco, California

From: Hugh A. Stoddart, Division Engineer, Juneau, Alaska

Subject: Confidential Monthly Report for October, 1951

Following the adverse weather which prevailed in September, conditions were considerably better during October. Progress on all work improved except in areas where an early freeze-up occurred. The only project shutdown for the winter was section C of the Richardson Highway, where from one to three feet of snow fell early in the month.

Work continued on the Seward to Mile 58 construction and it still appears that substantial completion will be accomplished this season. Major structure work planned for construction this season has been completed except for the Trail River Bridge where there is an adequate existing bridge on the old road to be used as a detour. The entire mileage will be in excellent condition for both passenger vehicles and truck traffic during the winter. If weather conditions permit operations to continue for the balance of November it appears that the only major section of heavy grading remaining will be from Mile 30 to Mile 33. Cold weather will undoubtedly prevent final shaping and finishing this season on any of the contracts.

Forest Highway work progressed satisfactorily during the month. Project 5-82 on the Kenai River Highway was completed and projects in the vicinity of Juneau and Ketchikan are nearing completion.

Bids for a Forest Highway grading project south of Wrangell will be opened on November 15 and bids on the Glacier and Douglas Highway bituminous paving near Juneau will be opened on December 14. The City of Juneau plans to open bids for similar street work on the same date and it is hoped that the increased volume of work will result in more favorable prices both for Public Roads and for the city.

The official opening of the Seward-Anchorage Highway was held at Girdwood under the direction of the Alaska Road Commission. The ceremony was brief but appropriate, credit being given to the three agencies participating in the work - the Bureau of Public Roads, the Alaska Road Commission and the Alaska Railroad. Assistant Secretary of the Interior Doty, and Alaska Delegate Bartlett, were among those present.

Enclosures: Monthly Report of District Engineer French
Monthly Report of District Engineer Wyller
Progress Chart for the Seward to Mile 58 Section
of the Seward-Anchorage Highway

MMF:na
file
cc: Mayo

Division Ten
Juneau, Alaska
November 7, 1951

To: Mr. A. C. Clark, Deputy Commissioner, Washington, D. C.
From: Hugh A. Stoddart, Division Engineer, Juneau, Alaska
Subject: Excerpts from Confidential Monthly Report for October, 1951

Following the adverse weather which prevailed in September, conditions were considerably better during October. Progress on all work improved except in areas where an early freeze-up occurred. The only project shutdown for the winter was Section C of the Richardson Highway, where from one to three feet of snow fell early in the month.

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MONTHLY REPORT
ON
ACTIVITIES IN THE JUNEAU DISTRICT, DIVISION TEN
FOR THE MONTH OF OCTOBER 1951

It appears that we shall have an early winter in Alaska this year. We had freezing weather all over Southeastern Alaska in the middle of the month, and in the Juneau area the temperature has been down to 20 above, with severe Taku winds, which is a condition we usually do not have before late in November. The cold weather was generally of advantage to construction progress, and much to be preferred to the usual heavy October rains, although in the Juneau area the frost was so heavy that it, to a certain extent, hampered the progress of the project under construction. The weather moderated somewhat towards the end of the month but, with the early start of the cold weather, it is probable that the winter shutdown of construction will be comparatively early this year.

The progress on Project 1-D6, E4, between Bugge Beach and Mountain Point on Tongass Highway south of Ketchikan, continued to be slow. However, the project reached a stage towards the end of the month which permitted some acceleration of progress and, depending on the weather during the next month, it is possible that the project may be completed by about December First..

Project 1-A5, B8, G4, I2, north of Ketchikan, recently let to Manson-Osberg, was started on October 2nd. The clearing and grubbing on the Project has been sublet to Mr. Arthur Almquist of Ketchikan, and progress on this phase of the work is satisfactory. The contractor has also started drilling some cuts immediately adjacent to the present road. The contractor's general plan for this project is to prosecute only the clearing and grubbing, stripping, force account work and what drilling it is possible to do this fall. The project will be shut down for winter when conditions become such that reasonable progress is no longer possible, although some drilling and force account work will be continued when it is possible during the winter. Full scale operation on the project is not expected before early next spring.

Keil & Peterman Company, Contractors on Project 2-D4, F6 in the vicinity of Juneau, were caught by the unusually early winter weather. Under normal conditions there would have been no question about the project's being 100% complete this fall. With the existing conditions, it is doubtful if the contractor can entirely finish the project, although what will remain to be done next spring will probably only consist of finishing slopes and fine grading of the subgrade. There is still a possibility of completing all the work on the project this fall if there should be a change in weather conditions, and the final freezeup holds off until the latter part of November.

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On Project 11-A4,B4,D in Sitka, clearing and grubbing were started on October 25th. It is probable that little will be done on the project this fall aside from clearing and grubbing.

A hearing was held in the U. S. District Court in Ketchikan on October 15th and, at that time, a Temporary Injunction was requested from the Court by the U. S. District Attorney in the case between the U. S. Government and Messrs. Schaub and Zaruba who have staked a mineral claim covering the gravel pit at Whipple Creek. The claimants did not oppose a Temporary Injunction, and it was therefore granted the same day. The hearing for the final decision as to a Permanent Injunction is to be held in the U. S. District Court at Juneau immediately after the first of the year, at which time representatives of both the Forest Service and the Juneau District of the Bureau of Public Roads may be requested to testify in the matter. With this in mind, all possible data in connection with the use of the gravel pit and the work done towards investigation and testing of the gravel in that area by the Forest Service and this office is being assembled to be presented to the Court. A brief on the matter is also being prepared by the U. S. Forest Service Solicitor for the use of the U. S. District Attorney. The original plan of Manson-Osberg, Contractor for Project 1-A5,B8,G4,I2, for which the Whipple Creek Gravel Pit is designated as a source of material, was to clear and strip this pit immediately after beginning the work on the project, but due to the delay in obtaining legal right to enter the pit, the plan has been changed and no work will be done in the pit area before next spring. At that time the ownership of the pit will probably have been determined.


Immediately after the hearing in open Court on October 15th, an informal meeting was held in the office of the U. S. District Attorney at Ketchikan, at which representatives of the Forest Service, W. C. Stump, Attorney for the claimants, and myself were present. During this meeting Mr. Burdick of the Forest Service attempted to have Mr. Stump agree to a royalty charge if it should appear that the claim of his clients is valid, and a Permanent Injunction would not be granted. This Mr. Stump refused to do and it appeared from the conversation that in case a Permanent Injunction is not granted, the royalty will be very high and all the traffic can bear. This appeared from the fact that Mr. Burdick mentioned a \$2.00 per cubic yard charge as an exorbitant example. Mr. Stump replied that the price did not seem so exorbitant to him, although they had not discussed a royalty charge so far, and refused to do so until the case has been settled.

We had a serious accident in Ketchikan during the month which resulted in the death of our Maintenance Foreman, Mr. C. F. McKenzie. During a heavy rainstorm which caused floods and slides, an old log culvert about 5 miles north of Ketchikan washed out on October 11th, and it became necessary to make immediate emergency repairs. Mr. McKenzie and 3 of his men went to work at about 5:00 o'clock in the afternoon, immediately after receiving word about the washout. A trench for the new culvert had been practically completed shortly after 7:00 P. M., when a crescent shaped segment of the roadbed caved into the

trench and caught Mr. McKenzie and one of the men. Mr. McKenzie caught the full brunt of the slide, and died almost immediately due to a skull fracture and serious internal injuries. The other employee, who was only a few feet away from Mr. McKenzie received only abdominal bruises and was not seriously injured. Mr. McKenzie came to Ketchikan on a transfer from Division Eight in November 1947. He had proved himself to be a very capable Foreman who had not only the full confidence of this office, but also was very highly regarded in the community for his industry and the constant attention he gave to his work. He leaves a widow and four minor children, 13 years old, and younger. This is the first fatal accident causing the death of a Bureau of Public Roads employee in Alaska at least for the last 25 years.

The maintenance operations were directed mainly toward preparing the roads for the coming winter. Ditches and drainage systems were checked and cleaned and an effort made to have the roads as smooth as possible when the freezeup comes. In the Cordova area work was continued on the extraordinary maintenance in repairing the flood damage which occurred in September. Early winter weather, snow and frost have hampered this work to a certain extent. The Foreman reports finding a good source of riprap material, and the placing of this material can be continued even though the weather may prevent further work in the gravel pit.

October 31, 1951


ORR F. WILLER
District Engineer

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 10
Seward District

NARRATIVE REPORT FOR

October 1951

TURNAGAIN ARM PROJECTS

Section C-1, D-1, E-1, F-4; 34 Miles
Mile 58 to Girdwood

Work has started on drilling and blasting rock for the bank protection south of Girdwood where tidal currents are eroding the silt on which the rock fills are built. An overrun in this item of borrow already appears imminent. Erosion by the tides is continuing. Additional photographs are enclosed which show the condition. The contractor placed some 24" pipe culverts on this project during October but has now discontinued this work due to frost. The contractor has culvert pipe on hand which was ordered for the F-2 project and not required on that project. A crusher may be moved into the Portage pit for the production of base course and plant mix aggregate later in the Fall.

Section F-2; 19 Miles
Peterson Creek to Indian
Max J. Kuney Co.

This project is now complete and the final inspection has been made. It will not be carried on future reports. It presents a neat and workmanlike appearance, and is satisfactory in every detail. The part of the project north of Girdwood was constructed almost entirely through an area where the material was either solid rock or some kind of unsuitable material. The only borrow available for finishing was very coarse talus material with a considerable percentage of particles being 6" or larger, with many particles larger than 1 cu. ft. For this reason the road surface is somewhat rougher than normally expected on a project of this kind where finer and more uniformly graded borrow is available. Through this section additional base course is to be provided under the surfacing contract to provide an adequate cushion between the very coarse borrow material and the plant mix paving.

Section G, 12 Miles
Indian to Potter
Alaska Railroad Project
M-K, Birch and Kiewit

Grading is substantially complete throughout the project. Most of the borrow has been placed. A trip was made over this project on October 17, and again on October 19. At that time most of the base course had been placed north

-2-

of Rainbow. Borrow and base courses were being placed between Rainbow and Potter. Some finishing work on slopes and shoulders remained. All work should be completed in early November. Final inspection by The Alaska Railroad and Alaska Road Commission is scheduled for November 3.

SEWARD-ANCHORAGE HIGHWAY

Section A-1; $9\frac{1}{2}$ Miles
Mile 5 to Mile 12; and Mile 15 to Mile 18
Manson and Osberg

Progress during the past month has been good with most of the contractor's equipment and personnel working on this project and the part of the A-2, B-3 project between Mile 12 and Mile 15. The project is now about 80% complete. Borrow has been placed on the south end of the project from Mile 5 to about Mile 10 from the pit at Mile 6, and from Mile 10 to Mile 12 from the Snow River pit. Grading work including slopes, ditches, etc., is substantially complete from Mile 5 to Mile 12. A limited amount of work remains on the short section on top of the Mile 12 hill. Good progress is being made on the rock work between Mile 15 and Mile 18 with a 2 c.y. shovel and heavy hauling units. It now appears that the grading will be substantially complete and most of the borrow placed by the end of November if present favorable weather continues. About October 20 the contractor obtained the use of four Tournapulls with scrapers from Stock and Grove, and two Tournapulls with wagons and four Koehring dumpers from Munter. These units and additional hauling units owned by the contractor are now hauling borrow out of Snow River to this project and the Mile 15 to 18 section of A-2, B-3. One 2 c.y. shovel, one dragline and a push cat are loading in the pit, and with the large number of hauling units, excellent progress is being made. It appears that the rock between Mile 15 and Mile 18 will shape up fast enough for the borrow operation to follow immediately behind the grading. It now appears that slopes and ditches between Mile 15 and Mile 18 cannot be completed until next year. Considerable work is also expected to remain on cleanup of clearing spoils, final blading, etc. Bridge work is substantially complete and all bridges are in service. The final coat of paint on some of the steel may not be applied this year.

A new superintendent was placed in charge of all the contractor's field operations in October. Progress on the job and relations between our engineers and the contractor's organization has improved noticeably.

Section A-2, B-3; $16\frac{1}{2}$ Miles
Mile 12 to 15; and Mile 18 to 33
Manson, Osberg and Halvorson

Very little progress was made on this project in October except on the Mile 12 to 15 section on the north side of the Mile 12 hill, and on the bridges. Most of the borrow has been placed between Mile 12 and Mile 15. As previously stated the project will not be completed this year. The one $1\frac{1}{2}$ c.y. shovel on this project north of Trail River was down for repairs until the 20th of the month, worked 4 or 5 days and is now down for the rest of the season. A small

crew with a 3/8 c.y. back hoe and necessary drilling and blasting equipment has been installing culvert pipe on the sidehill section above the Alaska Railroad between Mile 18 and Mile 23 $\frac{1}{2}$ all month. Good progress has been made on this work. Bridge work is substantially complete, except at Trail River where the deck has not been poured. Decks and curbs were poured at Ptarmigan Creek and Moose Creek in October.

Most of the activity on this project has been on the section between Mile 12 and Mile 15. Most of the roadway excavation has been moved and borrow material from Snow River has been placed. As stated above in discussing the A-1 section, the contractor has rented additional hauling units and is now adequately equipped to place borrow as fast as grading work is completed. It appears that the section from Mile 12 to 15 should be substantially completed this year, together with the adjacent parts of the A-1 section.

Section A-3; 2 Miles
Mile 1 to Mile 3
Resurrection River Bridges
Stock and Grove

Grading is substantially complete. This work consists of bridge approach fills which aggregate about 150,000 cu. yds. of borrow. Rock borrow for protection of the sand and gravel fills has been drilled, blasted and partly placed. All grading work will be completed and closed down early in November. All seven cofferdams for the bridge piers have been set, and most of the structure excavation has been moved. Untreated foundation piles have been driven for the five piers on the two south bridges and good progress is being made. Plan lengths are adequate. No seals have been poured. The contractor plans to complete all piling and substructure concrete before work is suspended for the winter. This is expected to take until about Christmas.

Section A-4
Victory Creek Bridge at Mile 20
Manson, Osberg and Halvorson

The detour bridge has been completed and is in use. The old bridge has been removed, and usable parts stockpiled for government use. Cofferdams have been set, excavations made, foundation piles driven, and seals poured for piers 1 and 2. Some work has been done on the cofferdam for pier 3, which is the last of the piers. The contractor tentatively plans to pour the three piers, and possibly the two abutments, before winter forces a shut down. Reinforcing steel for the piers is on hand. The steel from the Frenchy Creek and Pass Creek old bridges on the Seward-Anchorage B-1 project is not yet available for use. Pass Creek steel and possibly the Frenchy Creek steel should be available in November.

Section B-2; 17 Miles
Mile 33 to Mile 50
Lytle and Green

Progress during the month has been good. The $2\frac{1}{2}$ c.y. shovel has worked on the Anchorage-Kenai leg of the Mile 38 wye during most of the month. Considerable progress was made but this section is not yet open to traffic. This work is about 50% complete. This shovel outfit is now being used to place borrow in an effort to get as much mileage of new road graded and opened to traffic as possible. The Anchorage-Kenai part of the wye will not be completed until next year. The south part of the project from Mile 33 to Mile 38 is substantially complete, and is in excellent condition for traffic. Some borrow remains to be placed. Substantially all roadway excavation has been removed throughout the project with the exception of the northerly mile. About 35% of the borrow has been placed. At the present time both shovels and most of the hauling units are on the borrow operation, and if weather continues favorable during November, probably 50,000 to 60,000 c.y. of the remaining 200,000 c.y. of borrow may be placed before winter weather forces a shut down. Most of the work on ditches and slopes, final blading and clean-up cannot be done until next year. All concrete structures are complete and open to traffic. Large diameter sectional plate culverts have been installed in Johns Creek and Fresno Creek. The project is shaping up satisfactorily for winter travel and maintenance. Completion should be rapid when weather becomes favorable in 1952.

Section B-1; $7\frac{1}{2}$ Miles
Mile 50 to Mile 58
Max J. Kuney Co.

Favorable weather during October has helped a great deal in improving progress on this project. Work is about 65% complete and is progressing rapidly. The large fill over the 150" pipe at Donaldson Creek is now practically complete. The $3\frac{1}{2}$ c.y. shovel that was on this work is now operating in the area just south of Donaldson Creek. Delay in the arrival of this pipe retarded work on the north end of the project until the pipe was placed in late September. Both 150" pipes are in place at Pass Creek and the fill is being placed with a $2\frac{1}{2}$ c.y. shovel and Euclid trucks. The other $2\frac{1}{2}$ c.y. shovel has placed most of the borrow on the southerly mile of the project, and is making good progress, working toward the north on this operation. The 120" pipe for Frenchy Creek is on the project, work on the installation is in progress and should be complete by the end of the first week in November. If favorable weather continues the contractor should be able to move most of the roadway yardage this year. Most of the finishing, cleanup, and probably some of the borrow will remain for completion next year.

KENAI RIVER HIGHWAY

Section 5 B-2; $5\frac{1}{2}$ Miles
Mile 38 to Mile 41; and Mile 47 to Mile 50
Lytle and Green

This project is now complete and the final inspection has been made. All slopes, ditches and shoulders are cut accurately to grade and the project

presents a very good appearance. Borrow used for finishing the surface is a slaty material from the talus slopes which compacts to a smooth dense surface. This project will not be carried on future reports.

Section 5-B3; 5 Miles
Mile $41\frac{1}{2}$ to Mile $46\frac{1}{2}$
Lytle and Green

The box culvert was completed early in October, and no work was in progress most of the month. A limited amount of work is now being done on the clearing. If favorable weather prevails during November the contractor may make considerable progress on this item before unfavorable weather forces a shut down.

Section A; 6 Miles
Cooper Landing, Mile 52,
to Henton's Lodge, Mile 58

During the past month an alternate line has been run to provide a right angle crossing of the Kenai River near Schooner Bend. This new line is intended to afford a shorter bridge at a considerable saving without compromising alignment standards or increasing grading quantities. Work has been started on foundation investigations at Cooper Creek. This work will be completed in November. This project is scheduled for construction in 1952. The old untreated timber truss across the Kenai River at Schooner Bend is 22 years old, is in questionable condition and is on very poor alignment. It should be replaced at the earliest practicable date, as loss of the old bridge would cut the only winter transportation route to the west side of the Kenai Peninsula. Both defense installations and civilian communities are entirely dependent upon this route during the winter months when Cook Inlet is closed to navigation.

RICHARDSON HIGHWAY

Section C; 39 Miles
Big Delta Junction to Rapids
Lytle and Green

Very little progress was made during October, as all work was suspended for the winter on October 4. On that date 1 ft. of snow fell at Donnelly. By the 6th snow had reached a depth of 2 ft. at Donnelly, about $2\frac{1}{2}$ ft. at Rapids and 6" to 8" at Big Delta. The minimum temperature to date has been about 10 below. Rough grading is substantially completed on most of the line change between Station 202 and Station 600. Part of the grading remaining to be done is on bridge approaches which cannot be completed until the bridge work is advanced to a point where backfill can be made. The bridge work is not being handled by the Bureau. The percent complete, about 13%, is still far behind the percent of time used, about 33%, but it appears the contractor can still complete the work during the 1952 season as provided in the contract. Major equipment now on the project which will be placed in operation next year includes two $2\frac{1}{2}$ c.y. shovels, seventeen Caterpillar D-8's and three smaller

tractors with dozers or scrapers, seventeen Euclid bottom dump trucks, ten end dump trucks 6 to 10 c.y. capacity, and a gravel plant with crushers and screens. All necessary small equipment, servicing units, etc., is also on the project.

Engineering work continued for about two weeks after the contractor suspended work, but has now been closed for the winter, and remaining personnel moved to the District office, and to other projects where field work is still active.

ALASKA HIGHWAY

Section A, B-1; 52 Miles
Big Delta Junction to 11 Miles South of Johnson River
Rogers Construction Co. and Babler Bros.

Progress continues to be slow with only about 2% of the contract being performed during the past month. The project is about 11% complete. Work on the frozen cuts north of Johnson River continued throughout the month with a 3/4 c.y. shovel, one small compressor drilling the frozen material, and one or two hauling units. Progress has been poor and is not expected to improve with the approach of winter weather. A 2 1/2 c.y. shovel, seven Euclid bottom dump and Caterpillar DW-10 hauling units, one D-8 dozer and two patrols were added to the equipment during the month. Borrow is being placed north from the Johnson River bridge from the pit in Johnson River. The area south of the river which the contractor requested authority to use has not been occupied. Borrow pits on the northerly 19 miles of the project have been cleared and stripped, and about 20% of the culverts have been installed. The stripping of pits and installation of culverts has been discontinued as the ground is now frozen hard. The contractor plans to work as long as practicable. With the low temperatures which prevail in this area suspension may be expected at any time. The minimum temperature to date has been about 10 below.

MAINTENANCE ACTIVITIES AND GENERAL

Maintenance forces have all been moved out of Mile 58 and back to Hope, Moose Pass, Seward, and to the new maintenance station at Silver Tip. The shop and storage building and four residences at Silver Tip are complete. Three of the residences are occupied and the other will be occupied in November. The foundation for the second storage shed has been poured. This shed will be completed next year when lumber from bridges to be dismantled is available. The maintenance crews have been blading all sections not actively under construction, cleaning culvert pipes, and performing other work that should be done before cold weather. Recent blading placed the completed section from Mile 58 to Peterson Creek in excellent condition.

Weather during October has been generally clear and progress on most of the work was considerably better than during September when it rained most of the month. There appears to be no possibility of any of the Seward-Anchorage projects being completed for final inspection, acceptance and release

of the contractor this year. The ground is now frozen to depths which preclude the final finishing of shoulders and slopes. Borrow freezes as it is placed, and final blading to blue tops and removal of large oversize particles is not possible. Considerable cleanup will remain on all projects. It appears that all material should be moved on A-1, and it should be completed rapidly after the snow melts and the ground thaws in the Spring. The A-2, B-3 project likely will be only slightly over 50% complete, and will require most of the season of 1952 before final acceptance and release of the contractor will be in order. Most of the roadway excavation on the B-2 project has been moved. With favorable weather the contractor may place another 50,000 to 60,000 c.y. of borrow this Fall. It appears now that about one mile of grading will not be complete or open to traffic, and that 100,000 to 200,000 c.y. of borrow will remain to be placed next year. This project should finish rapidly after the snow melts and the ground thaws in the Spring. The contractor on the B-1 project has great capacity in his equipment, two $2\frac{1}{2}$ c.y. shovels and one $3\frac{1}{2}$ c.y. with ample hauling capacity. The job is all opened up and little drilling and blasting is necessary. Unless the weather becomes too cold to operate, the contractor may be able to move most of the remaining roadway excavation this year. Most of the cushion borrow is expected to be placed next year. The amount of work to be accomplished on any of the projects during the rest of the Fall is quite largely dependent upon the weather.

Dedication and the official opening of the Seward-Anchorage route was held by the Interior Department at Girdwood on October 19 at 2:00 P.M. Representatives of the Division and District offices were in attendance. On the night of Thursday, October 18 a dinner sponsored jointly by the Seward and Anchorage Chambers of Commerce was held in Anchorage. Assistant Secretary Doty of the Interior Department and Delegate Bartlett were among the speakers. Immediately preceding the dedication ceremonies at Girdwood on October 19 a dinner was held in the Kuney Company's mess hall. About 65, including business and civic leaders of Seward and Anchorage, representatives of the military services and various government agencies that operate within the territory were invited guests at the dinner. A program of the dedication which followed the dinner is attached. Considerable interest in the occasion was evident. There were about 600 from Anchorage and Seward, and some from other Alaska communities in the crowd. Recordings of the program were made by the Alaska Broadcasting Company, KFQD in Anchorage and the program was broadcast at two different times later in the day.

About a week before the ceremony all contractors were requested to place their various sections of work in a satisfactory condition to take care of traffic by the opening date. It was also necessary that the road be suitable for winter travel and in a condition so it can be maintained through the winter, and snow removal performed. All contractors cooperated admirably, and traffic on, and since, the opening day was taken care of without undue inconvenience or hazard. Some delay of traffic is inevitable in those areas where contractors' equipment is working and there is no change of detouring around the work. Traffic on the Kenai Peninsula is noticeably heavier since the road opening, and some of the confirmed sourdoughs are steadfast in their convictions that the fabulous Kenai is now ruined. The trip can now be readily made between

Seward and Anchorage by car in about $4\frac{1}{2}$ hours, which is the scheduled time for Alaska Railroad passenger trains. After paving is completed the trip can be easily made in $2\frac{1}{2}$ to 3 hours.

With the increase in traffic which the new road opening will mean to this area and the dependence of public motor vehicle carriers as well as individuals on the road for transportation our responsibilities for maintenance, particularly snow removal during the winter months, have increased materially. It is now considered necessary to patrol the entire road daily during the winter months, and to begin snow removal as soon as snowfall starts in order to adequately maintain the road. Crews and equipment are being organized to provide adequate service.

There is a shortage of engineering personnel but the Resident Engineers have been able to keep the necessary stakes ahead of the contractor. Some men have been transferred from the Richardson O project to help on the various Seward-Anchorage projects. As cold weather will likely begin in November and will cause a slow down of all contract work, no serious shortage of personnel will occur this year. It is now planned to obtain use of the U. S. Court Room in Seward for use as a drafting room again this winter.

Photographs and a progress chart are attached.

P R O G R A M
ANCHORAGE - SEWARD HIGHWAY DEDICATION

Girdwood, Alaska

2:00 p.m. October 19, 1951

Introductory

Wm. J. Niemi
Chief Engineer, Alaska Road Commission

Opening Address

The Honorable E. L. Bartlett
Delegate to Congress for Alaska

History of the Anchorage
Seward Highway

Hugh A. Stoddard
Division Engineer, Bureau of Public Roads,
represented by E. M. French
District Engineer, Bureau of Public Roads

Remarks

Lt. Gen. William E. Kepner
Commander-in-Chief, Alaskan Command,
represented by Captain John B. Rooney, U.S.M.
Deputy Chief of Staff, Alaskan Command

Remarks

Major Gen. Julian W. Cunningham
Commanding General, U.S. Army, Alaska
represented by Colonel James W. Higgins
Transportation Officer, U.S. Army, Alaska

Remarks

Major Gen. William D. Old
Commanding General, Alaskan Air Command,
represented by Colonel Victor L. Anderson
Deputy Chief of Staff, Materiel

Remarks

Larry A. Moore
Manager, Anchorage Chapter, Associated
General Contractors of America

Remarks

Clarence Keating
President, Seward Chamber of Commerce

Remarks

Jack Anderson
President, Anchorage Chamber of Commerce

Remarks

Judge Anthony J. Dimond,
represented by Morris A. Brunelle

Remarks

Colonel J. P. Johnson
General Manager, The Alaska Railroad,
represented by Elroy F. Hinman
Assistant to the General Manager

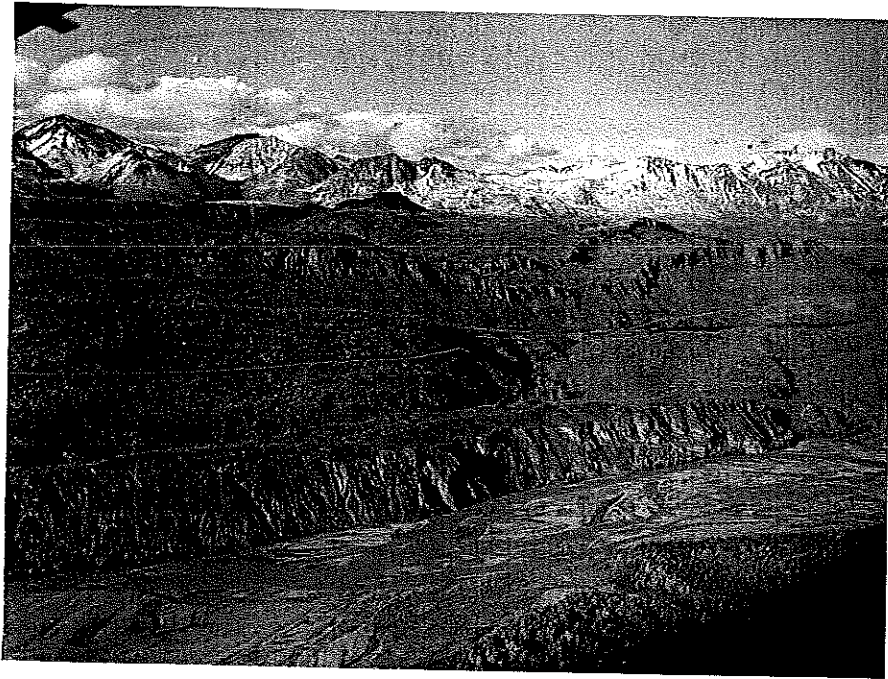
Introduction of Guests

Wm. J. Niemi

Dedication Address and
Ribbon Cutting

The Honorable Dale J. Doty
Assistant Secretary, Department of the
Interior

NARRATIVE REPORT - OCTOBER 1951



61-94-13

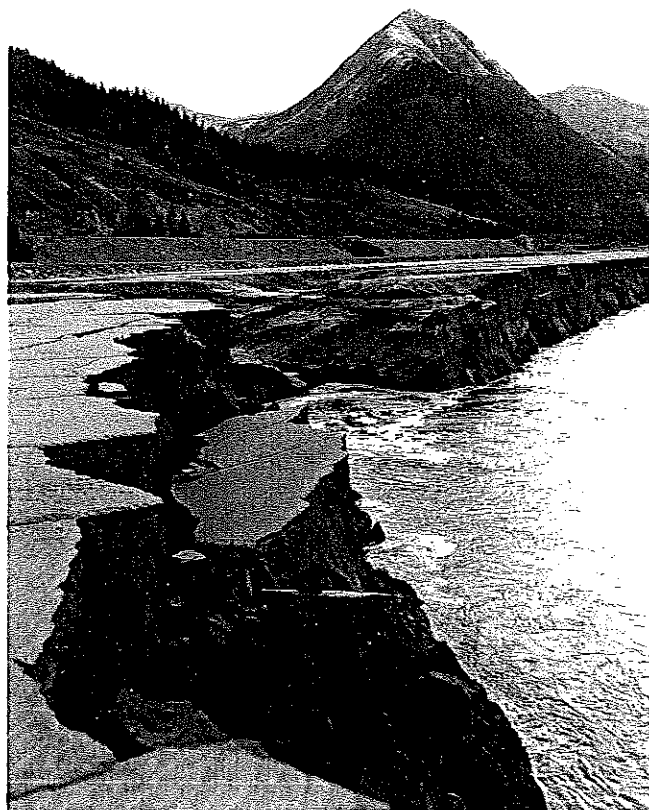
Glenn Highway, Sec. B-1. View from the air south of the highway at about Mile 90. The river in the foreground is the Matanuska. (#1893)



61-94-14

Glenn Highway, Sec. B-1. Sheep Mountain C.A.A. station, about 100 miles east of Anchorage, as seen from the air enroute to Anchorage from Big Delta. Matanuska Glacier is in the background. (#1890)

Turnagain Arm, Sec. F-2. View showing tidal erosion about 3 miles south of Girdwood. The bank is about 14 feet high and is constantly caving under the action of the tidal currents, especially during ebb tide when the tide is low, as shown in the picture. Note splash from a large chunk dropping into the water. Road and railroad in left background, railroad above and back of highway. High tides cover entire area between bank and highway fill. (#1897)



Turnagain Arm, Sec. F-2. A closeup view of the eroding silt bank about 3 miles south of Girdwood. See also picture #1897 above. (#1898)

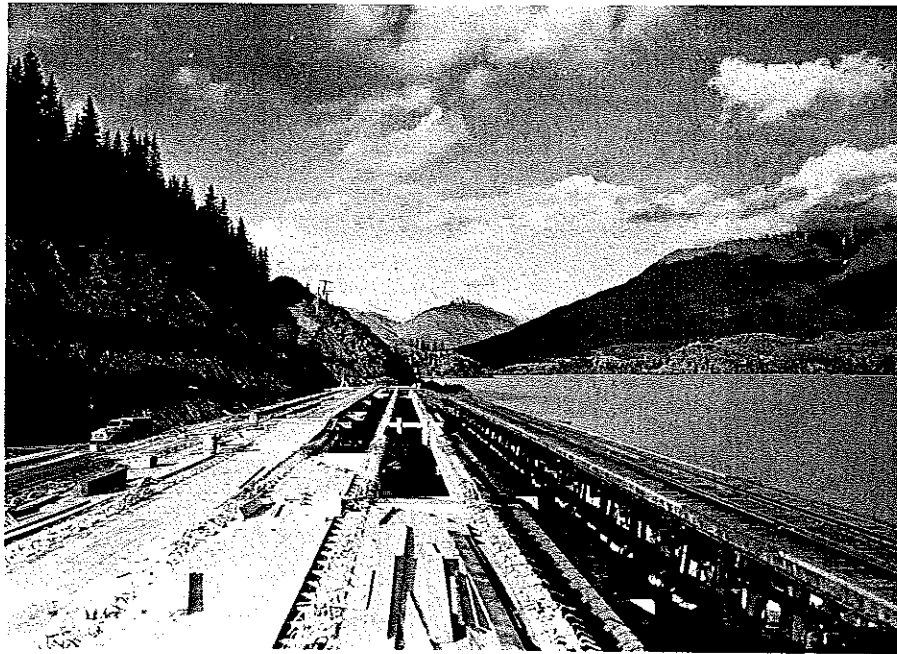
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61-94-17

Seward-Anchorage Highway, Sec. B-2. View north from about Mile 37 $\frac{1}{2}$. Shows new grading with borrow course in place. (#1924)

Sent Wash. for 1951 An Report of Operation 12/3/51



61-94-18

Seward-Anchorage Highway, Sec. A2, B3. View of partially completed Trail River Bridge from the south. Alaska Railroad is on the right. Old road is on the sidehill left and above the new bridge. (#1908)