

Fairbanks, Alaska,  
February 4, 1932.

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

During the past three days snow and winds have made roads in this vicinity absolutely impassable. Emergencies therefore arose which I shall try to explain.

Authority was granted, as you know, to keep the road open to the College. The Sixty caterpillar and Baker Snow Plow left at five o'clock this morning to open up this section of road. Arriving at the College the president asked to plow the road to the coal spur. The request was reasonable and as the equipment was there I granted it.

On the return from the College the road to Creamer's Dairy was opened up. This also seemed reasonable as the equipment was there and requests with regard to this piece of road have heretofore been favorably observed.

Consideration was given to the fact that the Sixty caterpillar and Baker Plow would not again be available on these routes until the city streets had been opened and a round trip to Chatanika had been made.

Deposits were made in both cases and except for the Juneau authority being granted the regular Road Commission procedure was employed.

I realize that in both cases I exceeded my authority. It was done however, only after careful consideration and a desire to do the right thing at the right time. I would be very grateful to hear from you concerning this matter and for advice in future emergency proceedings.

Respectfully,

WAR DEPARTMENT  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

February 16, 1932

Mr. C. E. Burglin  
Acting Superintendent, A. R. C.  
Fairbanks, Alaska

Dear Sir:

Reference your letter of February 4 concerning emergency snow plowing:

It is believed that you used good judgment in performing the work you outlined without reference to this office.

In a case of this kind--where the plow is on the ground and where if the job is not done immediately the delay will result in greater cost, and where deposit is made to cover the cost of the work,--there is no objection on the part of this office to having the plowing done. This covers only such cases, however, as apply to roads and to service for the general public.

In the case of individuals performing operations for their own profit there is some doubt as to the propriety of the use of Government equipment and cases of this sort should always be referred to Juneau for prior authority.

This letter does not change existing regulations in any way, which require authority from Juneau in all cases of rental where an emergency does not exist.

Very truly yours,

ALASKA ROAD COMMISSION

By *Ike P. Taylor*  
Ike P. Taylor,  
Senior Engineer.

*College Rd.*

ALASKA ROAD COMMISSION

FROM NASH FAIRBANKS  
TO ROAD COMMISSION JUNEAU

FAIRBANKS ALASKA  
APRIL 1 1946

A B MORGAN REQUESTS DOZING THREE HUNDRED FEET OF ROAD NEAR UNIVERSITY  
HE TO PAY LABOR AND FUEL COSTS PD RECOMMEND THIS BE AUTHORIZED



College, Alaska  
6 Jan. '47

Mr. Frank Nash, Supt.  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

At the January 5, 1947 meeting of the College Community Association it was decided that a representative of the Community be appointed to discuss with the Alaska Road Commission and the Alaska Railroad, the possibility of improving the existing grade crossing at the point where the College-Ester road crosses the railroad tracks to Ladd Field.

This crossing is considered quite dangerous as it is too narrow and too steep for safe driving. There is a large amount of traffic on the road now and there have been several near accidents. In a few cases cars have been run off the road by other cars approaching from the opposite direction. Due to the construction of the crossing it is not possible to see these other cars until one is right on top of the crossing.

In addition the steepness of the grade makes it difficult to stop at the railroad crossing as is required by law, which incidentally few drivers do, because the driver must hold his car with the foot brake while operating the throttle and clutch. In the summer this is not so bad but in the winter it is frequently hard to keep the wheels from spinning when starting up again.

We feel that the situation could be remedied by raising the road on a smooth grade from the Noyes Slough Bridge to the crossing and by lessening the grade on the far side of the tracks. Perhaps you have another solution.

Mr. Bingle, of College, was appointed as a committee to look into the matter and he will call on you in a few days. In the meantime, if you have anything to tell us about you may write me at Box 22, College, Alaska.

We thank you for your patience with our many problems and feel assured that you will do all you can to clear up this dangerous situation.

Very truly yours

*Pierre St. Amand*

Pierre St. Amand  
Chairman, College Community Association

College, Alaska  
April 21, 1947

Mr. Frank Nash, Supt.  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

We are very desirous of having some ditches along the road through our community at College on College Road. The residents are willing to put in their own bridges over the ditches to their driveways.

Not only do we have flooding of our yards, but the presence of this water undermines the main road. The ditches will drain our yards and at the same time, prevent the road from softening and giving away.

We will certainly appreciate your careful consideration of this matter, and will look forward to hearing from you regarding our suggestion.

Very truly yours,

*(Mrs.) Rosie Koelsche*

The Residents of College, Alaska  
Mrs. Charles L. Koelsche, Sec'y

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 30, 1947

Mrs. Charles L. Koelsche,  
College, Alaska.

Dear Mrs. Koelsche:

Reference your letter of April 21, in regard to the installation of culverts and drainage through your community at College.

We fully realize the importance and benefits of good drainage and realize that it is badly needed in your community.

This office will do all that it can within our authority and funds available to relieve the situation.

As soon as possible one of our engineers will contact you and ascertain the amount of work and nature of work required, after which it will be determined as to whether or not the necessary work is within our province, and if so, efforts will be made to have the work performed, providing sufficient funds are available.

Very truly yours,

Frank Nash,  
Superintendent

FN/d

FAIRBANKS CHAMBER OF COMMERCE

Fairbanks, Alaska

*Member U. S. Chamber of Commerce*

May 12, 1947

Mr. Frank Nash  
General Superintendent  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

It was called to the attention of the Chamber of Commerce at its last regular meeting that the approaches to the new railroad crossing on College Road were extremely hazardous. This seems to be due to the fact that the approaches as they now exist are virtually blind on each side by reason of being short and rather steep.

It was the consensus of opinion of the Chamber that something ought to be done to lengthen these approaches so as to make the opposite sides more clearly visible. Accordingly, the secretary was instructed to write you calling this matter to your attention, with the hope that you might give the matter your consideration so that this condition could be corrected.

Yours very truly,

FAIRBANKS CHAMBER OF COMMERCE

By Maurice Johnson  
Secretary

MTJ:vc



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

September 26, 1947

Mr. Warren Taylor,  
Fairbanks, Alaska.

Dear Sir:

Reference street construction in "Lemeta" Addition.

*Estor*  
It has been noted that the ditches alongside the road have been plugged in several places by your street construction. If such places are not provided with culverts to afford proper drainage, it is believed that during the spring breakups this piece of highway will become impassable.

While this is not an Alaska Road Commission obligation, we will cooperate in every way within our means to help in this project which should be completed before the Fall freezeup.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



College Community Association  
Committee

3-24-48

- 2 -

Enclosed please find a leaflet entitled "Drink it Pure", and copies of Documents MSE-6-4 - "Dug Wells", MSE-6-5 - "Driven Wells" and MSE-6-6 "Drilled Wells." Also copies of H.R.3580 and H.B.83, Chap.71.

Very truly yours,

Lowell E. Lambert  
District Sanitary Engineer

LEL:ac

ms.

cc- Dr. G. Earl Albrecht  
Dr. Charles Bunnell  
Mr. Ike Taylor, Chief Engineer  
Alaska Road Commission, Juneau  
Mr. Frank Nash

Mr. Nash

March 24, 1948

College Community Association Committee  
Box 231  
College, Alaska

Dear Committee Members:

Received your letter of March 7, 1948, and also the letter written to Dr. C. Earl Albrecht, which has been forwarded to this office for reply, asking for suggestions with respect to the community sanitation problem created by the sewage in the Jenny M. Slough. This is a dangerous health menace and the following is suggested:

1. That all wells less than 100 feet away from the Jenny M. be destroyed so that they cannot be used.
2. That the Jenny M. be made a free-flowing stream again by opening up the two sand bars and placing culverts under the two road fills with their inverts at the proper elevations for free drainage.
3. That the University of Alaska put steam pipes in their septic tank to insure that their sewage has this primary treatment and chlorinate the effluent before emptying into the Jenny M. Sludge from their septic tank should be pumped out each summer and dried on sand sludge beds and then disposed of by incineration or by burying at a location which will not endanger any water supply.

The Alaska Road Commission probably can't loan out their equipment to you so that you can do the work required to remove the sandbars and put in the culverts, despite the fact you have several men who are qualified heavy-equipment operators, because of employers' liability in case of accidents, insurance companies' objections, etc. Therefore I suggest you go to the Alaska Road Commission and see if one or more of their heavy-equipment operators would be willing to donate their time, in which case Mr. Nash would then probably be able and glad to allow the use of the necessary equipment.

However, the above method may not be needed, inasmuch as the Alaska Road Commission may now have received funds through the gasoline tax. In all events, I am sure Mr. Nash will do everything he can to help you.

qualified to handle the job. Would it be feasible for the community to ask the road commission for the use of their equipment, in order that it may do their job for them?

Even with a free flowing slough, the sewage will still enter the stream, untreated. Will this not still be highly unsanitary, and a constant menace to the pumps which are the source of drinking water for the people?

As you can see, the situation is acute. Any suggestions you can give us towards alleviating this community sanitation problem will be greatly appreciated.

Mr & Mrs William R McKinley  
College, Alaska



Yukon Sector, APO 731  
c/o FM, Seattle, Wash.  
February 3, 1948

Mr. E Carl Albright  
Dept of Public Health  
Anchorage, Alaska

Dear Mr. Albright,

The people living on the flats, in the community of College, Alaska have a very real problem. We are writing you for your suggestions as to what our course of remedy should be, and where that remedy should begin.

The problem is sewage. Enclosed is a rough drawing which will clarify the situation. The University has a septic tank system, based on the principle of bacterial action. This action does not take place in cold weather, thus rendering ineffective the college septic tanks for the many winter months.

This sewage, after going thru the septic tanks flows down the "college hill", thru concrete pipe, until it reaches the Jennie M slough. There it enters the slough, presumably to flow on to the Chena. However, this it does not do, because the Jennie M has become reduced to a non-flowing stream. Therefore, the sewage is merely a stagnant breeding hole in a community made up of about 100 families.

We see what needs to be done, but how can we go about doing it? The slough is rendered almost non-flowing at four places. A sandbar has formed at the mouth of the Jennie M, where it comes from the Noyes slough. The culvert thru University Avenue, which is the second obstacle, is just three feet above the water line except during the spring thaw. The third point to reduce flow is a road fill closing off the entire stream except for about 3 feet. This fill lies a few hundred yards below the sewer. The entry of the Jennie M into the Chena is nearly closed over with a sand spit. This last marks the fourth block.

In order to alleviate the odor alone, the Jennie M must be made a free flowing stream again. To do this the 2 sand bars must be opened, and the 2 road fills changed to have culverts placed beneath the water line at its lowest ebb.

The University is broke, and claim they cannot do anything for us, although they are the direct cause of our problem. The road commission is broke, hence cannot re-install the present culvert on University Avenue, nor put in a new one on the road fill. No one seems to have money, yet the problem

General Delivery  
College, Alaska  
March 23, 1948

Superintendent  
Alaska Road Commission  
Fairbanks, Alaska

Dear Sir,

Enclosed is a copy of a letter sent to Mr E Carl Albright, Department of Public Health in Juneau, Alaska. It describes the problem of sewage to the community down below college hill. The problem was directed to Mr Albright at the suggestion of Mr Lou Joy. If you could offer any plausible suggestions to aid in the solving of the difficulty, we would greatly appreciate it.

Sincerely,

*Mr. & Mrs. Wm. R. McKinley*  
Mr & Mrs Wm R McKinley



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

March 26, 1948

Mr. and Mrs. Wm. R. McKinley  
College, Alaska

Dear Mr. and Mrs. McKinley:

Reference your letter of March 23. On or about March 10 I received a similar letter from Mr. and Mrs. S. D. Griffith, of College, Alaska. I wrote to Mr. Griffith asking him to contact me in regard to this matter, but to date he has failed to do so.

If, as you state, the culvert under University Way is plugging the drainage, the Alaska Road Commission will make the necessary adjustments and changes when weather and ground conditions permit in the spring.

As to the other fill you speak of, and the sand spits, as they were not caused by this organization we cannot take any steps to remedy them; our funds are not available for such work. Nor can we loan our equipment out to individuals or groups for work. However, if some group or agency would supply the necessary funds to pay for the work, the work could be done by this organization, with it's personnel, on a reimbursement basis.

Again, I would ask that either Mr. McKinley or Mr. Griffith or some other interested party contact me at the Alaska Road Commission Office at as early a date as possible.

Very truly yours,

Frank Nash,  
Superintendent.





**KFAR**  
**KENI**

• FAIRBANKS • 660 Kc • 10,000 WATTS

• ANCHORAGE • 550 Kc • 5,000 WATTS

## Midnight Sun Broadcasting Company

Box 910  
Fairbanks, Alaska  
April 14, 1948

Alaska Road Commission,  
Fairbanks, Alaska

Gentlemen:

Att. Mr. Frank Nash,

We will appreciate very much when your snow plow goes out the College Road if you are able to spare the time to go around the Farmers Loop Road and down the Transmitter drive-in before going on out towards Ester.

At present the Engineer who lives at the Transmitter has suffered with some heart trouble and we do not like for him to carry on for too long a time.

Also due to the fact two of our Engineers are now in Anchorage most of the physical work is left for me to care for and I will appreciate if the road to the transmitter is kept open when you work the College Road.

Thanking you for past courtesies and sincerely appreciating the best you can do in the matter, we remain,

Very truly yours,

Midnight Sun Broadcasting Co.,

*J. Jay Bickel*  
J. Jay Bickel  
Acting Chief Eng.

SYSTEM  
ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALAS  
S

ZEW74

ZEA90

KA434

KZEW V KZA NR126 INT

FROM TAYLOR JUNEAU ALASKA 021715Z

TO NASH FAIRBANKS

000053

GRNC

WORK FOR MORGAN AUTHORIZED CONDITIONS STATED

1722Z

1948 APR 22 AM 7 43

10146

28 May 1948

ALASKA ROAD COMMISSION  
FAIRBANKS,  
ALASKA

Dear Sirs:

In view of the necessity for the undersigned to use daily the road connecting the College Road, via Charlie McGrath, Herb DeSacia, Lester, Young and Joe Vogler, with the Steese Highway, it is requested that an Alaska Road Commission representative inspect it's condition so that repairs can be made at your earliest convenience.

<u>Joe Vogler</u>	Joe Vogler
<u>Lester Young</u>	Lester Young
<u>Herb DeSacia</u>	Herb DeSacia
<u>Charlie McGrath</u>	Charlie McGrath

Yours very truly,

Cecile M. Young  
Cecile M. Young

*Har 152*

*Stephen  
Paddy Murray  
Daniel A. Detwiler  
J. J. Moran*



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

December 20, 1948

Mr. Gareth T. Wright  
Fairbanks, Alaska

Dear Sir:

Reference your letter of December 26, in regard to a short-cut road to your homestead from near Creamer's Dairy.

Please be advised that such a project has already been given consideration, and in view of the shortage of funds and the fact that so many other homesteaders have no roads whatever, the project cannot be undertaken, at this time, or during the coming summer.

However, this project will be kept in mind and some development may occur in the not too distant future.

Very truly yours,

Frank Nash,  
Superintendent

FN/jw

It would also lessen the cost of transporting  
farm produce to town.

It would encourage farmers to build more  
permanent homes, and to live on the farms  
the year around.

Your immediate attention to this Proposed  
Road will be appreciated.

Sincerely  
Donald R. Wright  
Dorothy T. Wright.

Fairbanks Farmers Loop

Dec. 26, 1948

The Alaska Road Commission

Fairbanks, Alaska.

Dear Sirs:

We own a 160 acre farm in sec 27 - Twp. in Range 1W - Fairbanks M. We have three young Bds. going to school daily.

We would like to draw your attention to the possibility of road uniting the dead end roads ending at our farm, to the college road near the Creamer's Dairy farm, approx 2.5 to 3 miles cross