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ANNUAL REPORTS 1950-1951

FAIRBANKS DISTRICT

20/210

FAIRBANKS ANNUAL REPORT FOR 1950
(Recommendations for 1951)

December 18, 1950

TO GHIGLIONE

FROM GOODSON

Recommendations for 1951 (Niemi has original and
Fairies has file copy)

DESCRIPTION AND STATEMENT OF WORK ACCOMPLISHED

November 1, 1949 to October 31, 1950

FAIRBANKS DISTRICT

WSP

Work performed during the past season, for the purpose of this report will be broken down by projects, as outlined in ARC Order No. 34. As this order was not issued until late in the season and really has not been completed, cost accounts for the past year no doubt will be for projects as previously carried.

Through Roads.

Alaska Highway -Route 65L Boundary - Delta Junction

This route consists of the section of the Alaska Highway that is within the Territory of Alaska and in the Fairbanks District. After crossing the Boundary into Alaska its route follows down the Chesina and Tanana Valley to Big Delta Junction where it connects with the Richardson Highway leading to Valdez and Anchorage and Fairbanks.

General maintenance work, on this route was performed throughout the year, by small crews located at Delta Junction, Johnson River, Tok Junction and Gardner Creek. These crews were for the most part very small having been held to a minimum. Throughout the year usually each crew consisted of a cook, foreman, truck driver, and motor patrol operator. However, at times due to unforeseen difficulties it was necessary to increase them temporarily so as to perform necessary work to keep the Highway open for all traffic at all times.

20/215

Winter maintenance on this route consisted of staking shoulders of roadway, snow removal, keeping necessary culverts open, work on glaciers, sanding slippery hills and curves and smoothing driving surface with motor grader and underbody blade trucks.

Summer and spring maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, repairing washouts, installing culverts, bridge repairs, graveling soft sections and planing road with motor graders. Some additional work was necessary in the paved section of this route, between Johnson River and Tok Junction, this was mostly shoulder repairs.

During the early spring some trouble was encountered on the paved section of this route between Johnson River and Sears Creek. Sections of this roadway became soft, causing the pavement to give way, necessitating the curtailment of traffic on this section for several weeks during the early summer.

Throughout the summer BPR and ARC personnel were engaged in testing pavement, securing samples etc. on this entire route. BPR engineers were also engaged in general survey work on the section between Big Delta Junction and Johnson River.

Alaska Highway (Cont'd)

Summer Maintenance	203.0 Miles
Winter Maintenance	203.0 Miles
Bridges Repaired, Timber	62 Lin. Ft.

Richardson Highway - Route 4K Rapids - Fairbanks

Maintenance work on this route was performed by small maintenance crews located at Fairbanks-Canyon Creek-Big Delta Junction and Donnelly. This work was performed on a year round basis, especially on the section between Fairbanks and Big Delta Junction.

Winter maintenance consisted of staking shoulder of roadway, keeping necessary culverts open, snow removal, sanding slippery hills and curves and smoothing driving surface with motor patrol and underbody blade truck.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, repairing washouts, installing culverts, bridge repairs, graveling soft sections and planing road with motor grader and underbody blade truck.

Paving of sections A and Sections B, Fairbanks to Big Delta Junction was completed. After acceptance of Section A some repair work was necessary building up settled sections. BPR engineers performed engineering work on the section of this route between Big Delta Junction and Rapids preparatory to paving either next summer or in the near future.

Work accomplished on this route was as follows:

Paving (1949 and 1950 Contract Work)	97.0 Miles
Summer Maintenance	135.6 Miles
Winter Maintenance	135.6 Miles
Snow Removal	601.0 Miles

Other work carried on under Route 4K, not pertaining to the Highway, was the construction of a road from The Richardson Highway, in the vicinity of Big Delta Airport to a firing range along the Big Delta River. Due to weather conditions this job was not absolutely completed, but was completed to the complete satisfaction of the Army, temporarily, as I understand they want more work performed next year. However, we the ARC, this year performed considerable more work than originally bargained for. Work on this project consisted of the construction of 7.5 miles of road and five miles of firing range. The firing range being of the same type and standard construction as that of a Feeder Road.

Clearing	8.0 Miles
Grubbing/Stripping	12.0 Miles
Grader/Grade/Dozer	10.0 Miles
Grade/Scrapers	68600.0 Cu. Yds.
Metal Culverts Installed	402.0 Lin. Ft.
Gravel, Loaded Shovel	24125.0 Cu. Yds.
Gravel, Hauled	36188.0 Yd. Miles
Gravel, Spread	36188 Cu.Yds. over 3.0 Miles

Richardson Highway (Cont'd)

Another job performed for the Army was the construction of a Tractor Road from Mile 14 to the vicinity of Eieleson Air Force Base. This road parallels the Richardson Highway following between the Railroad track and Highway. Work on this project consisted of:

Grubbing/Stripping	4.0 Miles
Grade/Grader/Dozer	4.0 Miles
Grade/Scrapers	3000.0 Cu. Yds.
Gravel, Load	11000.0 Cu. Yds.
Gravel, Haul	44000.0 Yd. Miles
Gravel, Spread 11000 Yds. over	1.6 Miles
Metal Culverts Installed	314.0 Lin. Ft.

Tok Cutoff - Route 65A Tok - Gulkana

As this route is used during the winter months to carry all traffic from Fairbanks and the States, to Valdez and Anchorage, it is essential that as near as possible it be kept open for all traffic at all times. In view of this it is necessary that maintenance work be performed on it throughout the entire year. Such work was performed on the section of this route that is in the Fairbanks District, by a small maintenance crew located at Tok.

Winter maintenance work on this route consisted of staking shoulder of road, opening culverts, work on glaciers, snow removal, sanding slippery curves and hills and smoothing driving surface with motor grader and underbody blade trucks.

Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, repairing washouts, graveling soft sections and planing road with motor grader and underbody blade truck.

Improvement in this route consisted of the reconstruction of the section of this road in the Tok Valley that formerly hung to the hillsides and which was very narrow and of very crooked and poor alignment. Considerable of the old route was relocated in the flat which eliminated considerable curvature and adverse grades. Work accomplished on this project consisted of:

"L" Line Located	30.0 Miles
Clearing	24.3 Miles
Grubbing/Stripping	24.3 Miles
Grade/Grader/Dozer	12.2 Miles
Grade/Scrapers	300014.0 Cu. Yds.
Gravel, Loaded	26379 Cu. Yds.
Gravel, Haul	52758 Yd. Miles
Gravel, Spread	11.7 Miles
Metal Culverts Installed	1275.0 Lin. Ft.

Fairbanks - University of Alaska Route 7D Fairbanks-University of Alaska

This project consists of the paved Highway extending from Noyes Slough Bridge to the University of Alaska. As this route is heavily traveled throughout the year, it is necessary that maintenance work be performed on it both during the winter and summer months. This work is performed by a small maintenance crew located at Fairbanks. During the past summer this project was paved under contract, due to which summer maintenance on this project was very light.

Winter maintenance on this project consisted of staking should of road, snow removal, sanding slippery curves and hills and smoothing driving surface with motor grader and underbody blade truck.

Other work on this project consisted of the erection of a new Standard Timber bridge across Isabelle Creek.

Paving (Contract)	4.0 Miles
Winter Maintenance	4.0 Miles
Snow Removal	55.0 Miles
Timber Bridges Constructed	42.2 Lin. Ft.
Metal Culverts Installed	20.0 Lin. Ft.

Fairbanks - Ladd Field Branch

This is the short section of Highway laying between the Town Limits and the West Boundary of Ladd Field. This section of Highway was paved during the summer of 1949. During the past summer no surface maintenance was necessary. However, some maintenance of ditches to afford proper drainage was necessary. Only necessary winter maintenance was snow removal and sanding when slippery.

Summer Maintenance	0.4 Miles
Winter Maintenance	0.4 Miles
Snow Removal	2.0 Miles

Route 7G Fairbanks - North Camp

As previously explained this road is the section of the Steese Highway extending from the Fairbanks Town Limits to North Camp. As this section of road was paved during the summer of 1950, no summer maintenance work was necessary. Previous winter work consisted of snow removal and sanding when slippery.

Winter Maintenance	1.5 Miles
Snow Removal	8.0 Miles

Feeder Roads

Steese Highway Route 7A Summit-Chatanika

This is the section of the Steese Highway between Cleary Summit and Chatanika. Due to an agreement with the A. R. R. made some years ago the Steese Highway between Fairbanks and Chatanika is kept open the year round, in view of which maintenance work is performed on this route during both

Steese Highway (Cont'd)

winter and summer months. Such work as performed by maintenance crews located at Fairbanks and at Cleary Summit. During the past summer, some improvements, in addition to the necessary maintenance work was performed on this route. Such work consisted of regrading and widening and resurfacing the section from Cleary Summit to Cleary Creek, Mile 21-25. Intentions were to perform the same kind of work through to Chatanika, Mile 25-28, but as the equipment was more urgently needed on the Army job near Big Delta this work could not be completed. Summer work in addition to the improvements mentioned above consisted of opening bridges and culverts, cleaning ditches and culverts, repairing washouts, graveling soft sections, installing metal culverts and planing road with motor grader and underbody blade truck.

Winter maintenance consisted of staking should of road, work on side hill and creek glaciers, snow removal and smoothing driving surface with motor grader and underbody blade truck.

Summer Maintenance	9.3 Miles
Winter Maintenance	9.3 Miles
Snow Removal	29.0 Miles
Metal Culverts Installed	250.0 Lin. Ft.
Regraded Widened	5.3 Miles
Gravel, Loaded	4000 Cu. Yds.
Gravel, Hauled	12000 Yd. Miles
Gravel, Spread	2.9 Miles

North Camp - Gilmore (10.0 Miles)

This is the continuance of Route 7G as described in Through Roads. However, this section is gravel surfaced etc. During the past year maintenance work was performed on this route by small crews located at Fairbanks. Winter work consisted of snow removal and sanding when slippery.

Summer work consisted of opening bridges and culverts, cleaning ditches and culverts, regrading and resurfacing, bridge repairs, graveling soft sections and planing road with motor grader and underbody blade truck.

Winter Maintenance	10.0 Miles
Summer Maintenance	10.0 Miles
Snow Removal	65.0 Miles
Regrade	.5 Miles
*Gravel, Loaded	1800 Cu. Yds.
Gravel, Hauled	5400 Yd. Miles
Gravel, Spread 1800 Cu. Yds. over	.5 Miles.

*Does not include any gravel used for spot repairs.

Route 7I Gilmore - Summit (7.2 Miles)

This route is a continuance of Route 7G, extending from Gilmore to Cleary Summit. As this route is also a part of the Steese Highway laying between Fairbanks and Chatanika, it was necessary that maintenance work be performed on this route during both winter and summer months.

Route 7I (Cont'd)

Winter work consisted of staking shoulder of roadway, snow removal, sanding slippery curves and hills, work in side hill and creek glaciers and smoothing driving surface with motor grader and underbody blade truck.

Summer work consisted of both necessary annual maintenance and improvements as follows: Opening bridges and culverts in spring, cleaning ditches and culverts, regrading and widening, installing metal culverts, graveling soft places and planing road with motor grader and underbody blade truck.

Winter Maintenance	7.2 Miles
Summer Maintenance	7.2 Miles
Snow Removal	62.0 Miles

Route 15 Circle - Miller House

This route is the most norther portion of the Steese Highway. Due to the locality, population, inactivity etc., this portion of the Steese Highway is kept open during the summer months only. The average time or period is about May 2 to October 10 or thereabouts. Summer maintenance work on this route is performed by a small crew located at Central, Mile 129 from Fairbanks. This crew is usually composed of residents of Central. Work during the past season consisted of spring opening of bridge and culverts, cleaning ditches and culverts, bridge repairs, installing metal culverts, regrading and resurfacing wornout sections, graveling soft sections, cutting brush and planing road with motor grader and underbody blade truck.

Summer Maintenance	47.0 Miles
Regraded and Resurfaced	3.0 Miles
Metal Culverts Installed	58.0 Lin. Ft.
Bridges, repaired	32.0 Lin. Ft.

Route 16 Chatanika - Miller House

This road is the section of the Steese Highway between Routes 7A and 15. This route is kept open only during the summer months, approximately May 25 to October 10. Annual maintenance work on this route was performed by small maintenance crews located at Cleary Summit, Mile 21, Route 7A, Montana Creek, Mile 82½ Route 16 and at Central, Mile 129, Route 15. Due to the shortage of funds, lack of travel etc., maintenance work on this and Route 15 was held down to a minimum. Contemplated improvements with maintenance funds were abandoned and contemplated improvements with other funds were abandoned as equipment that was to be used in that work was more urgently needed elsewhere.

Work on this route consisted of snow removal, opening bridges and culverts during spring breakup, repairing washouts, cleaning ditches and culverts, cutting brush, repairing bridges, installing metal culverts, graveling soft sections and planing road with motor grader and underbody blade truck.

Annual Maintenance	87.0 Miles
Snow Removal	3.0 Miles
Bridges repaired, Timber	90 Lin. Ft.

Elliott Highway Route 7B Fox -Olnes

This route branches from the Steese Highway at about Mile 11 (Fox) follows up Fox Gulch to its summit at Scrafford thence down the left limit of Dome Creek to within a few miles of Olnes where it crosses Dome Creek then follows on down the right limit of Dome Creek to the abandoned minning Town of Olnes. As there are a few people residing at Olnes the year round and there is no other means of their reaching Fairbanks, this road is kept open throughout the winter.

Maintenance work on this route is performed by the maintenance crews located at Fairbanks. Winter maintenance during the past year consisted of snow removal, sanding slippery hills and curves, work on side hill and creek glaciers and smoothing driving surface with motor grader and underbody blade truck.

Summer maintenance consisted of opening bridges and culverts during the spring breakup, repairing washouts, cleaning ditches and culverts, graveling soft sections and planing road with motor grader and underbody blade truck.

Winter Maintenance	10.0 Miles
Summer Maintenance	10.0 Miles
Snow Removal	50.0 Miles

Route 7K Olnes - Livengood

Maintenance and improvements as performed on this route by a small crew located at Olive Creek and the maintenance crew at Fairbanks consisted of snow removal, repairing washouts, opening bridges and culverts, cleaning ditches and culverts, bridge repairs, replacing inadequate or old bridges with metal culverts, regrading and widening, resurfacing with gravel, graveling soft sections, planing road with motor grader and underbody blade truck. This route was in good condition throughout the summer. Rehabilitation work on this route was completed very early in the season, and as equipment and men were needed elsewhere in the District all work on this route was abandoned early in the season.

Maintenance Road	61.0 Miles
Metal Culverts Installed	254.0 Lin. Ft.

University of Alaska - Ester

This route consists of the continuation of Route 7D extending from the University of Alaska to Ester the scene of F. E. Company operations. Necessary winter and summer maintenance work and other work on this route was performed by crews working out of Fairbanks. Winter work consisted of staking shoulder of road, sanding slippery curves and hills, snow removal, and smoothing driving surface. Summer maintenance consisted of opening bridges and culverts, repairing washouts, cleaning ditches and culverts, cutting brush and planing road with motor grader and underbody blade truck. Improvements on this route consisted of regrading, and widening, resurfacing with gravel and replacing old bridges with metal culverts.

Winter Maintenance	5.5 Miles
Summer Maintenance	5.5 Miles
Snow Removal	55.0 Miles
Metal Culverts Installed	182.0 Lin. Ft.

University of Alaska - Ester (cont'd)

Gravel, Load		15822.0 Cu. Yds.
Gravel, Haul		63288 Yd. Miles
Gravel, Spread	15822 Yds. over	4.0 Miles

Eagle - 40 Mile Route 11A Eagle - Liberty Creek

Maintenance work on this route was performed by two men, working out of Eagle. Work consisted of spring protection work during the breakup, repairing washouts, cleaning ditches and culverts, opening bridges and culverts, graveling soft sections, cutting brush and a small amount of regrading. This route was in good condition throughout the season.

Summer Maintenance	25.0 Miles
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Route 11M Jack Wade - Boundary

This route as originally constructed followed the high ridges to within a few miles of Jack Wade, on fair alignment and grades. At the time this road was originally constructed time and money would not permit its completion in regular alignment and grades. In view of this a short cut was taken which necessitated tortuous alignment and excessive grades, on the end of this route extending down into Jack Wade Creek. As Route 65M Forty Mile Road extends up Jack Wade and follows a portion of the old original line for Route 11M, this route has shortened 3.4 miles. Work on this portion of this route that will be retained consisted of regrading so that now this route is in good condition and passable for any type of car.

Summer Maintenance	14.6 Miles
Regrading	14.6 Miles

Route 65M Forty Mile Road

Work on this route during the past year consisted of winter and summer maintenance on portion previously constructed and construction work from Chicken on towards Eagle. Maintenance work was performed by small crews located at various times at Tok, West Fork and South Fork. Construction work was performed by crews located at West Fork, South Fork, Lassen Field and Upper Jack Wade.

Winter maintenance consisted of snow removal, sanding slippery hills and curves and planing road with motor grader and underbody blade truck. Winter work was performed only as found necessary to permit freighting of supplies to the South Fork of the 40 Mile as required by the bridge crew and freighting of supplies ahead for construction work during the 1950 working season.

Summer maintenance consisted of opening bridges and culverts, spring protection work, repairing washouts, cleaning culverts and ditches, graveling soft sections and planing road with motor grader and underbody blade truck. During the summer considerable settlement occurred at various places on this roadway causing said roadway to become badly out of shape, otherwise it was in good condition throughout the season.

Route 65M Forty-Mile Road (Cont'd)

Construction work consisted of clearing, grubbing/stripping, grade/grader/dozer/scrapper, installing culverts, bridge construction and surfacing with gravel. Progress on this work throughout the season was very good, except on the section between the South Fork of the 40-Mile River and Lassen. This section, approximately six miles in length was on steep side hill most of which was on the dark side of the hill and frozen. Various methods of punching a grade over this section were used. A passable road was secured through to the head of Jack Wade where this route connects with Route 11M, Route 11M was regraded as stated above. In view of this, through traffic to Dawson was possible this fall. However, considerable work remains to be performed on the section of road between the South Fork and Lassen before it can be considered complete. In fact I doubt very much as to its being usable during the coming summer. Clearing and grubbing/stripping was completed to within a few miles of the 40-Mile River.

Snow Removal	188.0 Miles
Winter Maintenance	70.0 Miles
Summer Maintenance	70.0 Miles
Bridge Construction, Timber	60.0 Lin. Ft.
Bridge Construction, Steel	250.0 Lin. Ft.
Metal Culverts, Installed	1682.0 Lin. Ft.
Grade/Grader/Dozer	42.3 Miles
Grade/Scrapers	211410.0 Cu. Yds.
Load Gravel, Shovel	60196.0 Cu. Yds.
Haul Gravel	180588.0 Yd. Miles
Spread Gravel	60196 Cu. Yds. over 18.3 Miles
Grub/Strip	42.2 Miles

Manley Hot Springs Route 30 Manley Hot Spring System

Maintenance work on this route performed by a small crew under foreman Alan R. Smith. As most residents of Hot Springs were employed by mining concerns in that area it was necessary to send some men from Fairbanks to complete the crew necessary to perform the required work. As roads in that area are used during the summer months only work on this system of roads started early in May during the breakup and discontinued early in October at the close of the mining season. Work on this route consisted of opening bridges and culverts, cleaning ditches and culverts, repairing washouts, bridge repairs, installing culverts, regrading, graveling soft sections and planing road with tractor and grader.

Summer Maintenance	43.7 Miles
Metal Culverts, Installed	400.0 Lin. Ft.

Ruby Route 38A Ruby -Poorman

Work on this route is in the same category as that of Route 30 in that it is used only during the summer months in view of which work on it is confined to the summer season only. This work is performed by a crew recruited at Ruby under Foreman Lester Sweetsir, who also is a resident of Ruby. Work during the past summer consisted of maintenance on the section from Ruby to Monument Creek and rehabilitation on the section from Monument Creek toward Poorman. Maintenance work on the section between Ruby and Monument Creek consisted of opening bridges and culverts, repairing washouts, widening, regrading and cleaning ditches with

Route 38A Ruby - Poorman (Cont'd)

tractor and grader, cleaning culverts, repairing and extending culverts, bridge repairs and graveling soft sections. This section of road was in good condition throughout the summer. Rehabilitation on the section south from Monument Creek consisted of grubbing and stripping and grading. Efforts were extending in prospecting for gravel in the area between Monument Creek and the Sultana River. These efforts were confined to within a reasonable distance of the right of way. To date no gravel has been found. However, chances are that slide rock or similar material maybe secured within hauling distance. To determine this further prospecting is required and should be performed early next spring.

Summer Maintenance	56.5 Miles
Regraded	4.0 Miles
Metal Culverts Installed	202.0 Lin. Ft.

Northway Road Northway Airfield Road

Maintenance work on this route was performed by the crew located at Gardner Creek on Route 65L. As this route is used throughout the year the following work was performed; snow removal, sanding slippery hills and curves, opening bridges and culverts, cleaning ditches and culverts, repairing washouts, graveling soft sections and planing road with motor grader and underbody blade truck.

Summer Maintenance	6.0 Miles
Winter Maintenance	6.0 Miles

Richardson Branches Route 4JA Lake Harding Road

Summer and winter maintenance work on this route was performed by the small maintenance crew located at Canyon Creek on Route 4K. As there are several people now residing at Lake Harding throughout the winter it is necessary that this road be kept open for continuous traffic. Work on this route during the past year consisted of snow removal, sanding slippery hills and curves, opening culverts, cleaning ditches and culverts, repairing washouts, cutting brush from shoulder of road, graveling soft sections, regrading and resurfacing the entire route and planing with motor grader and underbody blade truck. This route was in good condition throughout the year.

Summer Maintenance	4.0 Miles
Winter Maintenance	4.0 Miles
Metal Culverts Installed	26.0 Lin. Ft.

Route 7T Badger - Farn Roads

Work on these roads during the past year consisted of summer and winter maintenance and construction. Winter work on this route is performed on an as needed and requested basis. During the winter of 1949-50 such work consisted of snow removal, sanding slippery curves and smoothing driving surface with motor graders and underbody blade trucks. Summer work consisted of opening bridges and culverts, repairing washouts, cleaning ditches and culverts, graveling soft sections, surfacing with gravel and planing road with motor grader and underbody blade truck. Under the heading of construction, this route was extended from its dead end of last year to the Richardson Highway

Route 7T Badger - Farm Roads (Cont'd)

at Mile 14. This road is also being used by the Army as a Tractor roadway from the South Gate of Ladd Field to the Richardson Highway. To construct this piece of road the following type of work was necessary; clearing, grubbing/stripping, grading/grader/dozer/scrapper, installing culverts and surfacing with gravel.

Winter Maintenance	20.1 Miles
Summer Maintenance	20.1 Miles
Metal Culverts Installed	380.0 Lin. Ft.

West Fairbanks Roads

Work on these roadways during the past summer consisted of a small amount of maintenance work such as graveling soft sections and planing roadway with motor grader and underbody blade trucks, the later was required both during the winter and summer months.

Other work under this project consisted of the construction of approximately 1/4 Mile of roadway from the east side of Chena River to the New CAA road to the new Fairbanks Airport. This roadway is an extension of University Way. ✓

Summer Maintenance	3.1 Miles
Winter Maintenance	3.1 Miles
Grade/Grader/Dozer/Scrapper	.3 Miles
Metal Culverts Installed	36.0 Lin. Ft.

Railroad Branches Route 88 Ferry - Eva Creek - Moose Creek

Maintenance work on this route was performed by interested parties, who have equipment in the immediate vicinity. Such work consisted of the construction of about 1/2 Mile of roadway as a detour to miss bad ground and a section which drifts badly during the winter, cleaning ditches and culverts, regrading and leveling with tractor and grader and graveling soft sections.

Summer Maintenance	21.8 Miles
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Steese Branches Steel Creek Branch

As this route is used quite extensively throughout the year both winter and summer maintenance is necessary. This work was performed by the small maintenance crew operating out of Fairbanks and consisted of snow removal, sanding slippery hills and curves, opening bridges and culverts, cleaning ditches and culverts, repairing washouts, graveling soft sections and planing road with motor grader and underbody blade truck. ✓

Summer Maintenance	10.0 Miles
Winter Maintenance	10.0 Miles
Metal Culverts Installed	240.0 Lin. Ft.

Route 7S Graehl Branch

As this road serves a large number of people in Graehl and is a part of a school bus route, summer and winter maintenance is necessary. This work is also performed by the small crew located at Fairbanks. During the past year work on this project consisted of snow removal, replacing one old bridge with a metal culvert and planing road with motor grader and underbody blade truck.

Summer Maintenance	0.5 Miles
Winter Maintenance	0.5 Miles
Snow Removal	8.0 Miles
Metal Culverts Installed	36.0 Lin. Ft.

Route 7C Fairbanks Creek

Route 7CA Fish Creek

As these routes serve the F. E. Company operations almost exclusively they are kept open during the summer months only. If any winter work, such as snow removal is required or requested by the Company it has heretofore been performed on a cooperative basis. Some snow removal was performed on 7C on that basis early last spring.

Summer maintenance and improvements on these routes were performed by the small crew located at Cleary Summit. Summer maintenance consisted of opening bridges and culverts, cleaning ditches and culverts, extending culverts, graveling soft sections and planing road with motor grader and underbody blade truck. These routes were in good condition throughout the summer. Improvements on these routes consisted of regrading and widening on 7C from Cleary Summit to Mc Carty Mine.

Snow Removal	25.0 Miles
Summer Maintenance	23.3 Miles
Regrade and Widen	3.5 Miles

Route 15A Central - Circle Hot Springs - Portage Creek

Route 15B Deadwood Creek

Route 15BA Ketchum Creek

Route 15E Miller House - Harrison Creek - Mammoth Creek

Maintenance work on the above four routes was performed only during the summer months. That work was performed by the small maintenance crew located at Central, Mile 129, Route 15. Work as performed on them consisted of opening bridges and culverts, cleaning ditches and culverts, cutting brush, bridge repairs, graveling soft sections and planing road with motor grader and underbody blade truck. These routes were in good condition throughout the season

Summer Maintenance	47.7 Miles
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Route 16A U. S. Creek

As this route has been used very little in the past few years work performed on it has been very light. During the past summer the only work performed was some cleaning of ditches, regrading and planing road with motor grader.

Summer Maintenance	37.7 Miles
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Elliott Branches
Route 63B Brooks - Livengood Creek
Route 63BA Amy Creek

During the past several years practically no work had been performed on these routes. Last spring it was necessary for mining operations at Livengood to use the Brooks-Livengood Creek road rather extensively. When they began to haul over it, it started going to pieces. They then called upon the ARC for some help. In view of their willingness to cooperate funds for some regrading and resurfacing on this route were allotted. Sufficient work was performed to put the above two routes in good condition.

Summer Maintenance 8.0 Miles

Fairbanks Locals
Route 7N Farmer Loop
Route 7NA Isabella Creek
Route 7NB Ballaine - Rickert
Route 7NC Crossman - Fideler
Chena Pump Station
Grenac Road
Yankovich Road

As the majority of the above roads are school bus routes and used extensively throughout the winter it was necessary to perform both winter and summer work on them. This work was performed by the small maintenance crew operating out of Fairbanks. Winter work consisted of work on glaciers, snow removal, sanding slippery curves and hills and smoothing driving surface with motor grader and underbody blade truck.

Summer work consisted of opening bridges and culverts, cleaning ditches and culverts, cutting brush, graveling soft sections and planing road with motor grader. These routes were in good condition throughout the year.

Winter Maintenance 23.5 Miles
Summer Maintenance 23.5 Miles
Snow Removal 92.0 Miles

Ruby Locals Route 38L Ruby Airfield Road

Maintenance work on this route consisted of cleaning ditches and planing road with motor grader. This route was in good condition throughout the summer season.

Summer Maintenance 1.2 Miles

Wiseman Locals
Route 47B Nolan Branch
Route 47C Wiseman - Hammond River

As travel on these routes has been very little in the past several years, maintenance work as performed on them has been rather light. Last summer a small amount of work was performed on these two roads by a small crew, two men, sent from Fairbanks. Work as performed consisted of cleaning ditches and culverts and reshaping road with tractor and grader, installing culverts, cutting brush

Wiseman Locals (Cont'd)

and graveling soft sections.

Summer Maintenance

13.0 Miles

Miscellaneous Roads

Route 9 Rampart - Little Minook Creek

Some maintenance work was performed on this route by local miners, through Mr. Frank Metcalf, Territorial Highway Engineer.

Sled Roads

Route 47 Goldfoot - Wiseman

This sled road is still used by resident of Wiseman and miners located below Wiseman. In view of this it is necessary to perform a little work on it each year. Such work consists of levelling and grading approaches to Lake-Slough and River Crossings.

Maintenance Sled Road

11.0 Miles

Trails

Wiseman System

Route 47D Jim Pup Trail

Route 47E Myrtle Creek Trail

Route 47F Wiseman-Porcupine Creek

Same remarks as for Route 47.

Maintenance Trail

48.5 Miles

Surveys - Depots

Route 70F Fairbanks - Nenana Survey

Under the direction of T. Hugh Wilson an "L" line, down Goldstream Valley from Fairbanks to Nenana was completed. After this line was completed Mr. Wilson and party returned to Fairbanks and started running another "L" line to Nenana. This line took off of the end of the present University of Alaska-Ester road at Ester, proceeded up the ridge between Cripple and Ester Creek to the head of Ester Creek then follows the ridge between the Tanana River and Goldstream on towards Nenana. This second line was not completed. Work was abandoned early in the fall to allow transfer of some of the men on this job to the Valdez District.

"L" Line Located

70 Miles

Route 30D Livengood - Hot Springs Survey

Under the direction of Charles Summers, this survey was started from Livengood in May and was completed early in November. Work throughout the season progressed very satisfactorily. The hillside next to the Tolovana River was followed for a great deal of the distance. Details as to place of location will be forwarded later.

"L" Line Located

64-3/4 Miles

Route 59 Fairbanks Bridge

Necessary annual maintenance work such as repairs to deck, handrails, guard rails, etc. were performed throughout the year. When last inspected this bridge was found to be in fair condition.

Route 59A Fairbanks Depot

Necessary annual maintenance work etc. was performed on Headquarters building. The new garage building was not completed as called for in contract. For details refer to progress reports.

Route 59B Fairbanks Apartment

Necessary maintenance, clean up etc. was performed.

Route 65P Tok Depot

Necessary repairs, remodeling, etc. was performed on all buildings required for the operations of Tok headquarters.

Very truly yours,



Frank Nash
District Engineer

FN/o

FAIRBANKS DISTRICT

WORKING ORGANIZATION DURING SEASON 1950

District Engineer

Frank Nash

Asst. District Engineer

Kenneth F. Goodson
John G. Shepard

Construction Engineer

John M. Cooley
Milton C. Zimmerman

Engineering Department

Allyn H. Brown
Walter W. Bryant
Francis R. Conlon
Harvey W. Dunham
Kenneth W. Duncan
Forrest R. Easterday
Lyman Ellsworth
James L. Foster
Edwin J. Foss
Howard E. Gill
Cedric F. Hazlett
Joseph M. Hatt
David L. Hiner
Milton M. Harris
Burton R. Ingalls
John L. Joslin
Walter Krawetz
William O. Kingman
Frank Morris
Ernest C. McMikle
Ernest E. Mazur
William J. Miller, Jr.
Guinn E. Metzger
John D. McKay
Bert E. Marks
Iver Quenboe
James J. Rowledge
Herbert J. Reubenstone
Milton Rosen
Donald F. Randall
James A. Rankin

Engineering Department (Cont'd)

Louis Rainery
Donald G. Stewart
Robert R. Smith
Charles G. Summers
Vern C. St. Clair
Walter S. Swanson
Robert W. Templeton
James W. Tribe
T. Hugh Wilson
John O. Wiggen
Paul M. Wagner

Property Section

Howard Lufkin
Jeanne King
John B. Bell
Thomas Olson

Clerical Department

Special Disbursing Agent

Eubert B. Gunderson
Lisetta H. Manske

Asst. Disbursing Agent

W. H. Schumacher

Clerks-Stenographers

Doris Bruton
Helen Douglas
Florence Hedstrom
Evelyn Kraft
Kathryn Urie

General Foremen

Ralph I. Broadston
John P. Henry
Lawrence L. Nichols
George Morton

FAIRBANKS DISTRICT

WORKING ORGANIZATION DURING SEASON 1950 (Cont'd)

Mechanical Department

District Mechanic

John E. Savela

Shop Foremen

Daniel F. Eagan
Harlan K. Hamilton
Lloyd P. Lounsbury

Foremen

Otto G. Bayless
Harry E. Bronson
Stanley R. Buck
Searl L. Burnett
Melvin M. Davis
Joseph T. Donnelly
Douglas V. Euers
Wyman Fritsch
William C. Galligher
Mark E. Hampton
Robert H. Holmes
Vernon L. Johnson
Thomas S. Kennedy
Grove Kunz
Earl A. LaBree
Arthur P. Lutro
Edwin E. Peyton
Donald R. Raats
Artemas M. Rice
James A. Riehm
Alan R. Smith
Robert C. Swarthout
Lester A. Sweetsir
Norman J. Veach
Dewey L. Young