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1951

311 / PATRICK'S SITUATION REPORTS 1951



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

January 2, 1952

|   |                           |
|---|---------------------------|
| ① | Ch. Engr. W. J. Niemi     |
| ② | Admin. <i>[Signature]</i> |
| ③ | Engrg. <i>[Signature]</i> |
|   | Acc't .....               |
|   | Per. ....                 |
|   | Supply .....              |
|   | <i>cc Fairbanks</i>       |

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

Weather conditions during the four week period ending December 30, 1951, generally normal for this time of year. However, a strong wind with gusts up to 67 MPH prevailed throughout the day and evening of Thursday, December 27th. This type of storm is very unusual for the Fairbanks vicinity and caused considerable drifting throughout the road system. Through roads were kept open to traffic during the storm but many of the Feeder and Local Roads were not opened until a few days later.

Mr. K. F. Goodson, District Engineer, left the employ of the Alaska Road Commission on the night of December 14th and Mr. M. C. Zimmerman, Assistant District Engineer, assumed the position of District Engineer on December 15th.

Visitors in the Fairbanks District during this period included Mr. B. D. Stewart, Jr., Chief Operations Division, who visited the Fairbanks Office on December 3rd, and Harry White, Master Mechanic on December 7th.

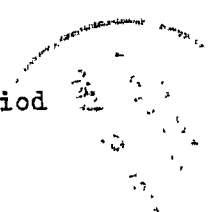
Surveys and Plans

Fairbanks-Nenana Survey -

Office work continued on this project and by the close of the period (a) Coordinate computations were complete to Station 1961 + 00 (b) Profile was plotted from Station 701 + 00 to Station 1747 + 00 (c) Layout on hardshell was completed between Station 701 + 00 to Station 1321 + 00 and (d) Contour sections were plotted from Station 701 + 00 to Station 1700 + 00.

Glenn Highway-Soils Survey

The Soils Survey report was completed during this period and transmitted to Headquarters' Office by our memorandum of December 11, 1951.



Mr. Niemi

January 2, 1952

Miscellaneous

Work was conducted on the following listed projects during this period:

- (a) A survey and report was made on conditions of the decking of the Tanana River, Yerrick Creek and Johnson River bridges of the Alaska Highway.
- (b) Plans of Living Quarters of Maintenance Camps received from Headquarters Office were reviewed and recommended changes were noted thereon.
- (c) Cutting and bending schedules were set up and cutting and bending was carried out by the shop forces in cooperation with the engineering department for reinforcing steel to be used in the Truck Weighing Station.
- (d) Prepared a plot plan showing recommended sites together with a foundation detail for the refrigeration unit which is to be moved from the old warehouse.
- (e) Compilation of bridge location and road mileage data continued during this period.
- (f) Additional studies were made of proposed road locations and connections in the Slaterville-Grashl area.

Construction

A. By Contract

Contract I-arc-4352, Fairbanks Warehouse. A. E. Waxberg Construction Company. Field inspection and supervision continued throughout the period. It is expected that all work will be complete with the exception of overhead doors, outside painting and thermopane windows by December 31st which is the completion date of the contract.

Contract I-arc-4339, Richardson "C" Bridges. Munter Construction Company, Inc. A meeting between members of the Munter Construction Co. and the Alaska Road Commission, was held in the District Office on December 14th and 15th. Those present included M. P. Munter, A. W. Roles, Phil Siekawitch, M. C. Zimmerman and Robert R. Smith. The object of the meeting was to discuss variance existing between District records and Contractor records on Force Account work covered by Change Order 2 and 3 for this project.

B. By Force Account

Four cars of lumber materials for Alder Creek, Jack Wade, King Solomon, Sears and Columbia bridges arrived in Fairbanks and unloading

Mr. Niemi

January 2, 1952

operations were started on December 29th. The lumber is presently being stored at the Fairbanks Depot and will be transported to bridge sites at a future date.

Reconstruction.

No work accomplished during this period.

Farm & Industrial Roads

No work accomplished during this period.

Maintenance and General

Snow removal and winter maintenance was carried out satisfactorily during this period.

Considerable water is ponding above the winter crossing at the Big Tok River. If this continues it may require rerouting of traffic over the old route.

Seasonal repair and overhaul of equipment progressed throughout the period.

Administration

Mr. Gunderson, Administrative Officer, attended the Administrative Conference in Juneau, returning to Fairbanks, December 14, 1951.

Considerable extra work to the normal operation is being experienced in preparing year-end reports. This extra work and being understaffed, due to six resignations in the Administrative department, will cause considerable difficulty in processing the normal workload until replacements are obtained.

The new regulations which decrease leave accrual and which require a year's service for promotion have definitely thrown a hardship in retaining classified personnel and may also be a handicap in obtaining new employees.

Very truly yours,

  
M. C. Zimmerman  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks District,  
Fairbanks, Alaska.

December 3, 1951

|       |            |                    |
|-------|------------|--------------------|
| ①     | Chf. Engr. | <i>field</i>       |
| ④     | Admin.     | <i>atw</i>         |
| ②     | Op'ns.     | <i>add</i>         |
| ③     | Engrg.     | <i>7, B, &amp;</i> |
| SLL ✓ | Acc't.     | <i>JLR</i>         |
|       | Pers.      |                    |
|       | Supply     |                    |
|       |            | <i>C. Fair</i>     |

See P. 3

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

Temperatures during the four week period ending December 2, 1951 were above normal for this time of year. Warm weather during the first part of the period caused icing on the roadway surface at various locations and considerable sanding was required. Snowfall has been light and very little drifting has ensued. All roads winter maintained by the Fairbanks District were open to traffic at all times.

Visitors in the Fairbanks District during this period included the following: Mr. A. F. Ghiglione, Commissioner of Roads, Mr. B. D. Stewart, Jr., Chief, Operations Division and Mr. Ted Fitch, Labor Relations Advisor of the Labor Relations Department, Office of Territories, Washington, D. C. Mr. Fitch spent several days in the District gathering information pertaining to labor policies, labor problems and other matters applicable to labor relations for this area.

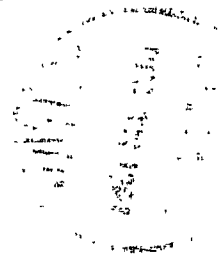
By letter of November 12, 1951 I advised Headquarters office to the effect that I was resigning as District Engineer, Fairbanks District, effective December 15, 1951. Mr. M. C. Zimmerman, presently employed as Assistant District Engineer of the Fairbanks District, will assume the position of District Engineer after December 15, 1951.

Surveys & Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson, Locating Engineer.

Office work consisted of reducing field notes, computing quantities and plotting of plan and profile.

RETURN TO FILE



December 3, 1951

Glenn Highway - Soils Survey - Mr. Harvey Dunham, Materials Engineer

Laboratory work, drawing sketches and compiling of notes has advanced steadily and the materials report should be ready for distribution approximately December 8, 1951.

Contract Engineering - Mr. Harvey Dunham, Resident Engineer

Fairbanks Warehouse, Contract I-arc-4352 - A. E. Waxberg Construction Company. A shipment of insulation material was delivered on November 28, 1951 and work on the project has stepped up considerably. Progress of the work is satisfactory and at present the project is 96% complete.

Noyes Slough Bridge - Contract I-arc-4299 and Richardson "C" Bridges - Contract I-arc-4339. Engineering work on these two projects is primarily at a standstill.

Miscellaneous

Construction drawings and materials lists for the Weighing Station have been reviewed and sketches are being prepared for field layout.

Compilation of bridge location and road mileage data, which was obtained last summer, was started during this period.

ConstructionBy Contract.

All contract work, except the Fairbanks Warehouse project, was suspended during the early part of October.

Contract I-arc-4352, Fairbanks Warehouse - A. E. Waxberg Construction Company. As noted under Surveys and Plans, construction work on this project is proceeding satisfactorily. Alaska Road Commission forces intend to occupy the warehouse the first part of December. Several items of work which are unfinished are to be completed later on when weather conditions are more favorable.

By Force Account

All Force Account work, except a few days spent on the Taylor Highway, was suspended prior to the close of the last report period.

Taylor Highway - Tetlin Junction to Eagle. From November 4th to 8th a small crew remained at the Forty Mile River Camp for the primary purpose of constructing a passable road along the frozen hillside coming into the Forty Mile River. This was completed to a twelve (12) foot width on November 8th and construction on this route was closed down for the winter.

December 3, 1951

Farm and Industrial Roads

No work accomplished during this period.

Reconstruction and Improvement

A four (4") concrete slab was placed over the entire floor area in the heavy duty equipment shop at the Tok Depot. Six (6) railroad rails were placed in each twenty (20) foot stall and so spaced to support the weight of heavy equipment brought in for repairs. This installation, plus the added feature of florescent lighting which will be installed when the fixtures arrive, will definitely create better working conditions and enhance the value of this shop materially.

Maintenance and General

Snow removal and winter maintenance was carried on satisfactorily during this period. Land ice areas have developed at various locations but to date have given no serious trouble.

Two trucks have been equipped with a snow plow on the front and a blade attachment on the rear. These units are actively engaged in snow removal work and have proven to be very effective.

Repair work on the Tanana Bridge, located on the Alaska Highway, consisted of removing broken sections of the deck and replacing with native lumber.

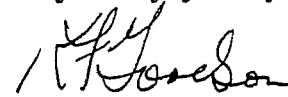
Seasonal repair and overhaul of equipment of both the Fairbanks Depot and Tok Depot shops is progressing satisfactorily and all equipment should be in good condition for next season's operations.

The Tok Depot is presently housing and feeding approximately 20 employees of the Mortensen Construction Company and housing approximately 40 employees of the Wiggins Construction Company.

Administrative

The functions of the Administrative Division are relatively current at this time. Mr. Gunderson, Administrative Officer, left Fairbanks on November 29th to attend an Administrative Conference at the Headquarters Office, Juneau.

Very truly yours,



K. F. Goodson  
District Engineer

Faires  
*[Handwritten signature]*

December 3, 1951

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

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*[Circular stamp with illegible text]*



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Contract Engineering - Mr. Harvey Dunham, Resident Engineer

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December 3, 1951

Fair and Industrial Roads

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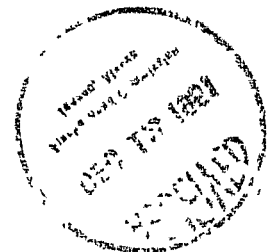
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Very truly yours,

K. F. Goodson  
District Engineer





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks District,  
Fairbanks, Alaska.

November 5, 1951

|   |   |                          |
|---|---|--------------------------|
| ① | ✓ | 279. [Signature]         |
| ② | ✓ | Chf. Engr. W. J. Niemi   |
| ③ | ✓ | Admin. [Signature]       |
| ④ | ✓ | Op'ns. B. [Signature]    |
| ⑤ | ✓ | Engrg. N. B. [Signature] |
|   |   | Acc't. ....              |
|   |   | Pers. ....               |
|   |   | Supply .....             |
|   |   | cc Fairbanks             |

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

The four week period ending November 4, 1951, has been marked by the rapid termination of construction and reconstruction within the Fairbanks District and the change-over from summer maintenance to winter maintenance. During the early portion of the period, extremely cold weather prevailed with occasional light snows but during the latter portion of the period, warmer weather brought very slippery highways requiring considerable sanding and drainage problems. All roads maintained by the Fairbanks District were open to traffic at all times. Maintenance on the Steese Highway north of Chatanika was discontinued on October 15, 1951. The maintenance of the Richardson Highway from Mile Post 249 south was discontinued October 12, 1951. Maintenance of the Elliott Highway west of Olnes was discontinued October 15.

Mr. L. L. Nichols, Area Superintendent at Tok, was terminated October 15, 1951, for the reasons as reported in the previous Situation Report. Mr. Claude Rogers has assumed the duties and responsibilities of General Foreman in the Tok Area and his progress toward reorganization of the personnel and work under progress has been noteworthy. Mr. Rogers very definitely has filled a need within the Fairbanks District for a man capable of supervising a complete operation without detailed supervision from his supervisors. It is gratifying to me to know the situation in Tok is at last in capable hands.

During the past period, officials both of the Headquarters Office, Juneau, and Washington, D.C. were visitors within the Fairbanks District. Mr. Wm. J. Niemi, Chief Engineer, in company with Mr. Dale Doty, Assistant Secretary of the Interior, were here during the period. The Assistant Secretary was driven over several farm roads in the Fairbanks District and made a brief tour of the Fairbanks Depot. Mr. A. F. Ghiglione, Commissioner of Roads, was a visitor during the early portion of the period and was shown the completed farm roads within the Fairbanks Area.

Mr. Niemi

November 5, 1951

Surveys & Plans

Farm and Industrial Roads

Steese Highway Reconstruction - Work suspended.

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson - Locating Engineer.

Mr. Wilson returned from annual leave on October 28, 1951, and progress on the Fairbanks-Nenana Survey has been limited to October 29 to November 2, 1951. Mr. Wilson, together with Mr. Brown, has started office calculations on field notes primarily checking the level notes which included a closing an error near Nenana and carrying the U.S.M.D. coordinates from a tie near Nenana back to Ester.

Taylor Highway - Mr. Robert R. Smith - Resident Engineer.

Mr. Smith has commenced the task of plotting many vertical and horizontal line changes accomplished on the Taylor Highway from Chicken to the Forty Mile as well as the proposed alignment beyond Liberty Creek toward Eagle. It is planned as near as possible to have a complete working plan for the Forty Mile Road for the next season as a result of Mr. Smith's labors during the next two months.

Contract Engineering - Harvey Dunham, Resident Engineer.

Fairbanks Warehouse - Contract I-arc-4352 - A. E. Waxberg Construction Company. The contractor has made a rapid progress on this construction and it is presently 90% completed. With the exception of the ceiling insulation, sheathing, and interior painting the building is ready for occupancy. During the past month, the electrical wiring, heating and ventilating, concrete floor slabs, interior wall sheathing, insulation, etc., were completed. The contractor has agreed to supply at no extra cost to the Alaska Road Commission doors of sufficient utility to provide occupancy of the building during the period we are awaiting delivery of specified exterior canopy-type doors and interior sliding doors. Cooperation received from this contractor is considerable and we are gratified to have A. E. Waxberg Construction Company doing this work.

Noyes Slough Bridge - Contract I-arc-4299. Munter Construction Company. All work suspended on this contract. Discontinued weekly reports on October 7, 1951.

Richardson "C" Bridges - Contract I-arc-4339 - Munter Construction Company. Completed progress estimate #4 and #5. Checking field notes. Work suspended as of October 5, 1951.

Mr. Niemi

November 5, 1951

Force Account Engineering

During the past period, the engineering group set slope stakes over slough for fill at Dawson and Front Streets in Graehl. This is in connection with the authorized access to Bentley Island.

In addition in accordance with Work Order #351, the engineers surveyed and plotted the Kenneth A. Murray gravel pit.

The Materials group accumulated samples brought to the Fairbanks Laboratory where all the samples are being analyzed and determinations relative to the proposed surfacing of the Glenn Highway are being formulated. The magnitude of this work is considerable and the progress made by this group has been most satisfactory. It is expected that this phase of the work will be completed prior to December 1 and that a report can be assembled shortly thereafter.

Personnel - Classified 9

Construction

By Contract. As previously noted, Contract I-arc-4299, Noyes Slough Bridge, Contract I-arc-4339, Richardson "C" Bridges, and the Richardson Section "C" are presently suspended for the winter season. No progress has been noted on any of these projects.

Contract I-arc-4352 - Fairbanks Warehouse - A. E. Waxberg Construction Company. As noted under Surveys and Plans, construction work on this project is proceeding satisfactorily.

The Alaska Highway, Section A,B1, under contract to Rogers Construction Company and Babler Bros. is still in operation on a limited scale. The contractor is hauling imported borrow from the Johnson River borrow pit and is making very good progress. It is anticipated that in the very near future, before November 15, the line change toward the south end of the job will be open to traffic. Neither the contractor or the Bureau of Public Roads have given me information that this is their attempt, but from observation, believe it is entirely possible.

By Force Account.

Taylor Highway - Tetlin Junction to Eagle. During the period the construction on this project was curtailed to the extent that only 15 people are presently engaged in construction work. This personnel is housed at the Forty Mile River camp and their every effort is being extended toward constructing a passable road on the sidehill coming into the Forty Mile River. As of this date, there is approximately 175'

Mr. Niemi

November 5, 1951

remaining to be built. Progress is discouragingly slow but I have no criticism to offer since I cannot come up with a faster method for accomplishing the work. It is heartbreaking to see men labor as diligently as these men have done and progress so very, very slowly. A big day for either of the crews is 15'. 15' sounds like hard-rock tunnel work but in this terrain, 15' - 8' to 10' wide is a long, hard day's work for eight men with a compressor, D-8 Caterpillar tractor, steam thawing boiler, three jackhammers, five steam points and 400# of powder.

As noted in the previous report, the Taylor Highway is in a very good position to be rapidly built next season. There are several dirty jobs to be done but the majority of the work is ready for construction at a rapid pace. There were no reporting features to be noted this period and the same report submitted last month is submitted again this month. One subject of note may be reported at this time. We have employed a Mr. Jess Davis as bridge foreman. Mr. Davis has had previous experience with the Alaska Road Commission in the Anchorage District as well as in the Valdez District as carpenter foreman and bridge foreman. He answers a very definite need within the wageboard structure of this District and it is planned that Mr. Davis will head up the bridge construction forces as well as the maintenance of depots and other wooden structures. With equipment on order from the Excess Property List, it is planned to establish at both the Fairbanks and Tok Depots a small carpenter shop that can furnish to the field pre-cut forms or other requirements in lumber to minimize the hand labor necessary on any of our construction. Mr. Davis will have employees in his group who can be assigned this work whenever it is required.

|   |             |
|---|-------------|
| Cleared and grubbed previously reported | 131.6 miles |
| "    "    "    this period              | 0 "         |
| "    "    "    to date                  | 131.6 "     |
| <br>                                    |             |
| Graded and drained previously reported  | 125.3 "     |
| "    "    "    this period              | 0 "         |
| "    "    "    to date                  | 125.3 "     |
| <br>                                    |             |
| Surfaced previously reported            | 88.8 "      |
| "    this period                        | 0 "         |
| "    to date                            | 88.8 "      |

Personnel - Wageboard 15

Glenn Highway - Section "C".

With the exception of two frost humps near the Log Cabin Inn, the primary grading and draining of the Glenn Highway, Section "C", from the Little Tok River to the Alaska Highway is complete. Phenomenal progress was made in grading the last three days of the work which was completed October 17. There were several days of clean-up work as well as blading

Mr. Niemi

November 5, 1951

and shaving the graded roadway but essentially on the 17th, the yardage had been placed. There are two minor construction jobs to be completed next year in connection with this project in addition to the bridges not yet completed. The previously mentioned frost humps will have to be graded down to the plan grade and alignment and can easily be done in the early spring of 1952.

On October 31, 1951, a temporary ice crossing of the Tok River was made and traffic was routed over the new construction of the Glenn Highway from Mineral Point Landing Field to Clearwater. There are detours at the two fresh water sloughs, Trail Creek and Tok River where the bridges are not yet installed. Piling has been driven at all locations and the backfills have been made. The primary requirement now is stringers and decking to complete all of these bridges. Traffic is crossing the old Little Tok River Bridge without difficulty. The total length of this construction is 33.27 miles from the Custom Station to the Little Tok River:

|  |            |
|--|------------|
| Cleared and stripped previously reported | 31.6 miles |
| "    "    "    this period               | 7.12 "     |
| "    "    "    to date                   | 38.72 "    |
| <br>                                     |            |
| Graded and drained previously reported   | 21.2 "     |
| "    "    "    this period               | 11.3 "     |
| "    "    "    to date                   | 32.5 "     |
| <br>                                     |            |
| Surfaced previously reported             | 12.45 "    |
| "    this period                         | 0 "        |
| "    to date                             | 12.45 "    |
| <br>                                     |            |
| Personnel - Wageboard                    | 0          |
| Classified                               | 0          |

Farm & Industrial Roads

Progress was made on the Chena Hot Springs road being constructed for the residents of the Steel Creek. In addition to the 4 $\frac{1}{2}$  miles along the proposed Chena Hot Springs road, a spur road two miles in length connecting this road to the Old Steel Creek Road was constructed. This spur road was nothing more than a cleared trail about 20' wide and gave access to four homesteaders in the area. These homesteaders provided \$200.00 to pay for the wages of the men and the fuel used. The Alaska Road Commission furnished the equipment at no cost to the interested parties. The Chena Hot Springs road is not complete throughout but all persons concerned have access now to a highway. On the east end of the road there is a section of about 600' across a boggy slough that will involve considerable material and could not possibly have been built with the funds available.

Mr. Niemi

November 5, 1951

*Work to be billed*  
*WGN*

Under this heading, it is noted the connection to Bentley Island, Work Order #345, was completed. This required a fill of about 3200 yards and a 36" culvert, 80' long. The completed work was very satisfactory and created considerable comment. The efficiency of the crew working on this was very notable.

Reconstruction and Improvement

No work was accomplished during the past month on any items of reconstruction and improvements as defined by the budget items. However, many highways were improved by increased drainage or elimination of brush alongside the highway.

Maintenance and General

Snow removal and other winter maintenance was progressing with a minimum force. The equipment employed by the Fairbanks District is adequate. No particular requirements are noted. Experiments were made during the past month to try connecting engine driven arc welders to small diameter steel pipe suspended within culverts where land-ice sections jeopardize the drainage. The experiment was a complete failure. The principal difficulty was creating enough heat to thaw the ice without burning the arc welder leads first. With greater amperage arc welders, this experiment could possibly be successful but it is the opinion of this Office that results would be of doubtful value, all things considered. I am satisfied now that this is not the answer or a substitute for continued thawing by steam boiler culverts where land-ice areas accumulate.

Administrative

The functions of the Administrative Section are current at this time. The personnel of this group has stabilized and it is anticipated that we will not require additional help. Miss Pauline Johnson was transferred from the Headquarters Office to the Fairbanks District Office as Payroll Supervisor and is doing a very creditable job. Personnel recently employed have learned their functions very well.

Very truly yours,



K. F. Goodson  
District Engineer



Faires

November 5, 1951

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

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Mr. Niemi

November 5, 1951

Surveys & Plans

Farm and Industrial Roads

Steese Highway Reconstruction - Work suspended.

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson - Locating Engineer.

Mr. Wilson returned from annual leave on October 28, 1951, and progress on the Fairbanks-Nenana Survey has been limited to October 29 to November 2, 1951. Mr. Wilson, together with Mr. Brown, has started office calculations on field notes primarily checking the level notes which included a closing an error near Nenana and carrying the U.S.M.D. coordinates from a tie near Nenana back to Ester.

Taylor Highway - Mr. Robert R. Smith - Resident Engineer.

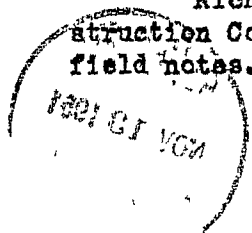
Mr. Smith has commenced the task of plotting many vertical and horizontal line changes accomplished on the Taylor Highway from Chicken to the Forty Mile as well as the proposed alignment beyond Liberty Creek toward Eagle. It is planned as near as possible to have a complete working plan for the Forty Mile Road for the next season as a result of Mr. Smith's labors during the next two months.

Contract Engineering - Harvey Dunham, Resident Engineer.

Fairbanks Warehouse - Contract I-arc-4352 - A. E. Waxberg Construction Company. The contractor has made a rapid progress on this construction and it is presently 90% completed. With the execution of the ceiling insulation, sheathing, and interior painting the building is ready for occupancy. During the past month, the electrical wiring, heating and ventilating, concrete floor slabs, interior wall sheathing, insulation, etc., were completed. The contractor has agreed to supply at no extra cost to the Alaska Road Commission doors of sufficient utility to provide occupancy of the building during the period we are awaiting delivery of specified exterior canopy-type doors and interior sliding doors. Cooperation received from this contractor is considerable and we are gratified to have A. E. Waxberg Construction Company doing this work.

Noyes Slough Bridge - Contract I-arc-4299. Munter Construction Company. All work suspended on this contract. Discontinued weekly reports on October 7, 1951.

Richardson "C" Bridges - Contract I-arc-4339 - Munter Construction Company. Completed progress estimate #4 and #5. Checking field notes. Work suspended as of October 5, 1951.



Mr. Niemi

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Force Account Engineering

During the past period, the engineering group set slope stakes over slough for fill at Dawson and Front Streets in Graehl. This is in connection with the authorized access to Bentley Island.

In addition in accordance with Work Order #351, the engineers surveyed and plotted the Kenneth A. Murray gravel pit.

The Materials group accumulated samples brought to the Fairbanks Laboratory where all the samples are being analyzed and determinations relative to the proposed surfacing of the Glenn Highway are being formulated. The magnitude of this work is considerable and the progress made by this group has been most satisfactory. It is expected that this phase of the work will be completed prior to December 1 and that a report can be assembled shortly thereafter.

Personnel - Classified 9

Construction

By Contract. As previously noted, Contract I-arc-4299, Noyes Slough Bridge, Contract I-arc-4339, Richardson "C" Bridges, and the Richardson Section "D" are presently suspended for the winter season. No progress has been noted on any of these projects.

Contract I-arc-4352 - Fairbanks Warehouse - A. E. Waxberg Construction Company. As noted under Surveys and Plans, construction work on this project is proceeding satisfactorily.

The Alaska Highway, Section A,B1, under contract to Rogers Construction Company and Babler Bros. is still in operation on a limited scale. The contractor is hauling imported borrow from the Johnson River borrow pit and is making very good progress. It is anticipated that in the very near future, before November 15, the line change toward the south end of the job will be open to traffic. Neither the contractor or the Bureau of Public Roads have given me information that this is their attempt, but from observation, believe it is entirely possible.

By Force Account.

Taylor Highway - Tetlin Junction to Eagle. During the period the construction on this project was curtailed to the extent that only 15 people are presently engaged in construction work. This personnel is housed at the Forty Mile River camp and their every effort is being extended toward constructing a passable road on the sidehill coming into the Forty Mile River. As of this date, there is approximately 175'

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remaining to be built. Progress is discouragingly slow but I have no criticism to offer since I cannot come up with a faster method for accomplishing the work. It is heartbreaking to see men labor as diligently as these men have done and progress so very, very slowly. A big day for either of the crews is 15'. 15' sounds like hard-rock tunnel work but in this terrain, 15' - 8' to 10' wide is a long, hard day's work for eight men with a compressor, D-8 Caterpillar tractor, steam thawing boiler, three jackhammers, five steam points and 400# of powder.

As noted in the previous report, the Taylor Highway is in a very good position to be rapidly built next season. There are several dirty jobs to be done but the majority of the work is ready for construction at a rapid pace. There were no reporting features to be noted this period and the same report submitted last month is submitted again this month. One subject of note may be reported at this time. We have employed a Mr. Jess Davis as bridge foreman. Mr. Davis has had previous experience with the Alaska Road Commission in the Anchorage District as well as in the Valdez District as carpenter foreman and bridge foreman. He answers a very definite need within the wageboard structure of this District and it is planned that Mr. Davis will head up the bridge construction forces as well as the maintenance of depots and other wooden structures. With equipment on order from the Excess Property List, it is planned to establish at both the Fairbanks and Tok Depots a small carpenter shop that can furnish to the field pre-cut forms or other requirements in lumber to minimize the hand labor necessary on any of our construction. Mr. Davis will have employees in his group who can be assigned this work whenever it is required.

|   |                    |  |
|---|--------------------|--|
|   | 133.2              |  |
| Cleared and grubbed previously reported | 131.6 miles        |  |
| " " " this period                       | 0 "                |  |
| " " " to date                           | <del>131.6</del> " |  |
|   | 133.2              |  |
| Graded and drained previously reported  | 125.3 "            |  |
| " " " this period                       | 0 "                |  |
| " " " to date                           | 125.3 "            |  |
| Surfaced previously reported            | 88.8 "             |  |
| " this period                           | 0 "                |  |
| " to date                               | 88.8 "             |  |

*NO  
see last  
report*

Personnel - Wageboard 15

Glenn Highway - Section "C".

With the exception of two frost humps near the Log Cabin Inn, the primary grading and draining of the Glenn Highway, Section "C", from the Little Tok River to the Alaska Highway is complete. Phenomenal progress was made in grading the last three days of the work which was completed October 17. There were several days of clean-up work as well as blading

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and shaping the graded roadway but essentially on the 17th, the yardage had been placed. There are two minor construction jobs to be completed next year in connection with this project in addition to the bridges not yet completed. The previously mentioned frost humps will have to be graded down to the plan grade and alignment and can easily be done in the early spring of 1952.

On October 31, 1951, a temporary ice crossing of the Tok River was made and traffic was routed over the new construction of the Glenn Highway from Mineral Point Landing Field to Clearwater. There are detours at the two fresh water sloughs, Trail Creek and Tok River where the bridges are not yet installed. Piling has been driven at all locations and the backfills have been made. The primary requirement now is stringers and decking to complete all of these bridges. Traffic is crossing the old Little Tok River Bridge without difficulty. The total length of this construction is 33.27 miles from the Custom Station to the Little Tok River:

|  |            |                                     |
|--|------------|-------------------------------------|
| Cleared and stripped previously reported | 31.6 miles |                                     |
| " " " this period                        | 7.12 "     | <i>0.3 used to complete bridge</i>  |
| " " " to date                            | 38.72 "    |                                     |
| Graded and drained previously reported   | 21.2 "     |                                     |
| " " " this period                        | 11.3 "     | <i>11.5 used to complete bridge</i> |
| " " " to date                            | 32.5 "     |                                     |
| Surfaced previously reported             | 12.45 "    |                                     |
| " this period                            | 0 "        |                                     |
| " to date                                | 12.45 "    |                                     |

Personnel - Wageboard 0  
Classified 0

Farm & Industrial Roads

Progress was made on the Chena Hot Springs road being constructed for the residents of the Steel Creek. In addition to the 4 1/2 miles along the proposed Chena Hot Springs road, a spur road two miles in length connecting this road to the Old Steel Creek Road was constructed. This spur road was nothing more than a cleared trail about 20' wide and gave access to four homesteaders in the area. These homesteaders provided \$200.00 to pay for the wages of the men and the fuel used. The Alaska Road Commission furnished the equipment at no cost to the interested parties. The Chena Hot Springs road is not complete throughout but all persons concerned have access now to a highway. On the east end of the road there is a section of about 600' across a boggy slough that will involve considerable material and could not possibly have been built with the funds available.

*one in area can report  
all the work done in project  
done in area  
on 12/1  
on 12/1*

Mr. Niemi

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Under this heading, it is noted the connection to Bentley Island, Work Order #345, was completed. This required a fill of about 3200 yards and a 36" culvert, 80' long. The completed work was very satisfactory and created considerable comment. The efficiency of the crew working on this was very notable. ✓

Reconstruction and Improvement

No work was accomplished during the past month on any items of reconstruction and improvements as defined by the budget items. However, many highways were improved by increased drainage or elimination of brush alongside the highway.

Maintenance and General

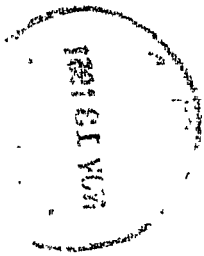
Snow removal and other winter maintenance was progressing with a minimum force. The equipment employed by the Fairbanks District is adequate. No particular requirements are noted. Experiments were made during the past month to try connecting engine driven arc welders to small diameter steel pipe suspended within culverts where land-ice sections jeopardize the drainage. The experiment was a complete failure. The principal difficulty was creating enough heat to thaw the ice without burning the arc welder leads first. With greater amperage arc welders, this experiment could possibly be successful but it is the opinion of this Office that results would be of doubtful value, all things considered. I am satisfied now that this is not the answer or a substitute for continued thawing by steam boiler culverts where land-ice areas accumulate.

Administrative

The functions of the Administrative Section are current at this time. The personnel of this group has stabilized and it is anticipated that we will not require additional help. Miss Pauline Johnson was transferred from the Headquarters' Office to the Fairbanks District Office as Payroll Supervisor and is doing a very creditable job. Personnel recently employed have learned their functions very well.

Very truly yours,

K. F. Goodson  
District Engineer



*Fairbanks*  
*[Signature]*

*J. H.*

October 8, 1951

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

At the close of the reporting period, October 7, 1951, the Fairbanks District was experiencing the beginning of winter. Snow and extremely unseasonable cold weather prevailed throughout the District. During the majority of the reporting period, the progress on the construction and reconstruction on the highways proceeded with continued progress. In the Fairbanks Area, the majority of the work in progress was discontinued during the close of the period.

There were no notable occurrences during the past period except Mr. L. L. Nichols, Area Superintendent at Tok, was relieved from duty because of a reduction of force in the classified personnel brought about by the limitation of permanent employees imposed by the Congress. Mr. Claude Rogers, formerly General Foreman in the Cantwell area of the Anchorage District was transferred to the Fairbanks District and will assume responsibility and authority as General Foreman in the Tok Area after October 13, 1951.

There were no interruptions to traffic during the past period. All roads maintained by the Fairbanks District of the Alaska Road Commission were open to traffic at all times.

Several officials of the Headquarter's Office, Juneau, paid official visits pertaining to their several duties within the Fairbanks District. Mr. A. F. Ghiglione, Commissioner of Roads, Mr. Wm. J. Niemi, Chief Engineer, Mr. John Hudert, Chief Construction and Maintenance, Mr. W. C. Sharnoles, Classification Analyst, Mr. Harold B. Schultz, Chief, Bridge Design Branch and Mr. George Russell were among those who made official trips within the District. Mr. John Hudert and myself made a foot reconnaissance of the Taylor Highway from Liberty Creek to the Forty Mile River from the 17th of September through the 19th. This trip was both illuminating to me and instructing to Mr. Hudert. Results of this foot reconnaissance are detailed under the Taylor Highway construction elsewhere in this report.

Mr. Niemi

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Surveys & Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson - Locating Engineer

Farm and Industrial Roads

Steese Highway Reconstruction

No progress was made on these jobs during the past period and no personnel were employed toward this end. Mr. T. Hugh Wilson went on annual leave and Mr. Richard Stack went on extended annual leave and probably has resigned due to the ill health of his Mother.

Mr. Harold B. Schultz contacted this Office concerning the adviseability of certain engineers being transferred to the Headquarter's Office during the winter months. Several of our engineering members have indicated a desire to avail themselves to this opportunity and will be transferred when their present assignment is completed.

Contract Engineering - Harvey Dunham, Resident Engineer

Under the general supervision of Mr. Harvey Dunham, the contract engineering has progressed on the following projects:

|                                |            |
|--------------------------------|------------|
| Noyes Slough Bridge - Contract | I-arc-4299 |
| Fairbanks Warehouse - "        | I-arc-4352 |
| Richardson "C" Bridges - "     | I-arc-4339 |

This work consists primarily of inspection engineering and layout required in the construction of the warehouse and bridges under contract. On October 5, 1951, the contractor on the Richardson "C" Bridges, Munter Construction Company, and Lytle & Green Construction Company, contractor, on the grading on the Richardson "C" ceased operation for the season. Engineering forces assigned to this work moved into Fairbanks, October 6, 1951.

Material Engineering

Materials survey and sampling in progress on the Glenn Highway, Section "C", progressed very satisfactorily. All field work was completed October 5, 1951, and the material samples have been transported to Fairbanks for the analysis and determinations required. In addition to the sampling of the roadway, samples were also taken from the borrow pits throughout the thirty six miles of the highway in the Fairbanks District. Ten miles of the roadway in the Valdez District to approximately the beginning of the Mentasta Cut-off were also sampled by the engineers of the Fairbanks District. It will be at least 45 days before complete results of this sampling will be tabulated and forwarded to Headquarters.

Personnel - 5 classified



Mr. Niemi

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Construction

By Contract. Contract I-arc-4299, Noyes Slough Bridge - Munter Construction Co., Inc. No further work has been accomplished by the contractor during the past reporting period. Communications from the contractor concerning the joint filler was received and forwarded to Headquarters for their decision. The bridge is considered to be 99% complete, but definitely is not a completed project at this time.

Contract I-arc-4752 - Fairbanks Warehouse - A. E. Waxberg Construction Company. Steel erection continued during the early portion of the period to a satisfactory completion despite the fact that certain members necessarily were altered. Fabrication of this steel was considered to be very good but necessarily there were two or three poor fabrication features. The steel erection was completed and immediately the aluminum siding was placed. The placement of crushed material for the top 12" of the floor area of the warehouse was completed satisfactorily. The contractor placed concrete for the loading and unloading dock as well as half of the floor area within the warehouse itself. Ceiling joints, stringers and wood support work together with the major portion of the roof was completed September 20, 1951. Progress has been rapid on this project during the past four weeks and if the contractor continues his present rate of progress, it is believed it will be possible to move into this warehouse before December 1, 1951.

Contract I-arc-4339 - Richardson "C" Bridges - Munter Construction Company. The contractor has made satisfactory progress on this contract during the past period. The Bridge at Mile 230.4 is essentially complete. The Darling Creek Bridge piling and structural steel is in place. The Bear Creek Bridge piling and structural steel is in place but not completely bolted. The planking is in place on both abutments of this bridge. The Bridge at Mile 236.8 has had the concrete deck and abutments placed but the forms are not stripped as yet. It was necessary to apply curing heat at both bridges at Mile 236.8 and Mile 230.4 to preclude the possibility of this concrete freezing during this curing period. As previously noted the contractor ceased operations for the season on October 5, 1951.

The Alaska A,B1 section under contract to Rogers Construction Company and Babler Brothers progressed satisfactorily during the period. The additional equipment added to the job during the previous period aided in this accelerated rate of progress. The contractor is experiencing considerable difficulty in construction through and over frozen terrain. His efforts toward this end have been a matter of experiment to date but some progress is now noted.

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The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads accelerated in progress considerably during the past period. Additional equipment was received from other jobs the contractor has and it was noted the majority of the line change was completed during the period.

The Bureau of Public Roads continue to occupy the Alaska Road Commission camp at Big Delta, at a tremendous cost to the Alaska Road Commission. This camp was not intended to be a winter camp. There is no apparent reason now that the contractor has ceased operations why the Bureau of Public Roads insists on maintaining a large staff of engineering personnel on this project. It is too cold to do field survey work economically and their office work could very readily be accomplished by not more than three people. If they would reduce their forces, it would be possible for the Alaska Road Commission to shut down the mess hall at Big Delta and utilize the roadhouse facilities for messing. In any event, it is the plan of the District Engineer to shut down the mess hall at Big Delta camp on October 13, 1951, regardless of the number of persons then in the camp.

#### Construction

##### By Force Account.

The painting of the Tanana River Bridge was completed. Signs along the Richardson Highway from Fairbanks to Big Delta Junction are now complete. Dismantling of the old Noyes Slough Bridge progressed to the point that all stringers and decking have been removed and the steel members have been marked for dismantling. Further work on this bridge will not be completed until ice is in the slough.

Taylor Highway (Tetlin Junction to Eagle). During the period, Wyman Fritsch moved camp from Liberty to Columbia Creek. From Columbia Creek back to Liberty there is perhaps 6000' that is not either rough graded or stripped. This 6000' is in isolated sections varying from 100' to 2500' but does preclude the possibility of driving from Columbia Creek to Eagle on the highway. A compressor crew was started on the highway on the north end of the frozen stretch south of the Forty Mile River, working toward the original crew coming downhill from Polly Creek Camp. This work is very slow due to the steep frozen terrain and progress is limited to about 20' per day for each crew. Jackhammers and thawing equipment are both employed on this work but progress is necessarily very limited. When the compressor crew does complete a 20' section, it is only wide enough for one truck and is in no way a finished or partly finished roadway. It is not more than a place to start building a road. The widening of the section from the Polly Creek to the Forty Mile River canyon continues utilizing the shovel and angle dozers.

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October 18, 1951

It is now possible to drive on the centerline to Station 5618 from the mouth of O'Brien Creek. At this point there is 450' of rockwork to do. From this point to Alder Creek, Station 5836, the over-burden of black muck is heaped up on the centerline and it is hoped to level this off this fall in preparation for surfacing next spring. North of Alder Creek to Station 5901, there are two stretches totalling 2000' requiring similar treatment. From Station 5901 to 5912 there is a frozen sidehill on which the thawing crew with Doc Cripes are now working. It is possible to drive from Station 5911 to 5950. From Station 5950 to Station 5961 there is about 900' of black muck heaped on the centerline and approximately 100' of extremely hazardous rockwork. The rockwork on this section has been abandoned for this season because of its extremely hazardous nature due to overhanging rocks and the men and equipment are employed on other work closer to a base of supply.

From Station 5961 to 5990, it is possible to drive on the centerline. From Station 5990 to 6006, there is a frozen section of 1600'. A temporary road was made around this section but because the ground on the temporary road is wet, the road will be built on the centerline next year. From Station 6006 to Station 6111, it is possible to drive on the centerline but from there to Station 6118 is 700' of sidehill cut in dry material that must be made. From Station 6118 to 6136, it is possible to drive on the centerline but from Station 6136, there is 400' of rockwork and 300' of fill to be made. As soon as these two sections are complete, and it is possible it will be done this season, it will be possible to drive from Station 6223 (Columbia Creek).

A line change from Station 6245 to Station 6303 around a slide area in a burned over section on a hillside will be made. This line change will involve approximately 2000' fill across a niggardhead flat and another 4000' of road that may be made by heaving up materials on the flat. From Station 6303 to 6600 (King Solomon Creek), a passable road has been constructed and is in no way considered to be completed. From Station 6670, or the junction of the new road and the old road from Eagle, there is about 1000' of wet ground that will be ditched and heaved up this fall and later surfaced next year.

The construction of this road has not followed the original plan due to several separate determinations. First of all it became apparent that the Forty Mile River Bridge would be impossible to construct during the summer and therefore despite any efforts of the Alaska Road Commission to rapidly complete a road to Eagle, it would be impossible to utilize this road. Therefore, no attempt was made to double-shift the equipment during the construction season and a slow and deliberate effort of opening up the ground and preparing as much roadway for surfacing was instituted. In this manner it was not necessary for us to employ many trucks and shovels to attempt to surface this roadway and make the necessary fills. Rather all the ground possible was opened up and prepared for rapid completion during the construction season of 1952. During this coming season it will be necessary to

Mr. Niemi

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utilize shovels and trucks to a great extent and the tractor work will be minimized. The bridge over the Forty Mile River will be built during the coming winter as well as the bridge over O'Brien Creek. Other small bridges on Alder Creek, Columbia Creek, King Solomon Creek and the North Fork of King Solomon Creek will be built in sequence when the road gets to them.

The concrete for the abutments and cone footings for the crossing of the Forty Mile River Bridge were completed during the past period. It was necessary to use boiler heat for the curing of the concrete. The straightening of the steel for the old Matanuska River Bridge was completed and all the steel is racked up ready for erection. It is noted that the Headquarter's Office has ordered those pieces determined to be lost or not useable. Falsework is being driven at this time on both the north and south banks. There will be additional falsework driven through the ice but this is a matter of very small proportions for ice is easy to thaw but frozen ground is difficult.

|   |             |
|---|-------------|
| Cleared and grubbed previously reported | 131.6 miles |
| "    "    "    this period              | 1.7 "       |
| "    "    "    to date                  | 133.3 "     |
| Graded and drained previously reported  | 125.3 "     |
| "    "    "    this period              | 0.0 "       |
| "    "    "    to date                  | 125.3 "     |
| Surfaced previously reported            | 88.8 "      |
| "    this period                        | 0.0 "       |
| "    to date                            | 88.8 "      |
| Personnel - Wage board                  | 57          |
| Classified                              | 2           |

Glenn Highway - Section "C". The construction of this route proceeds with satisfactory progress. A majority of the roadway from the commencement of the construction in 1950 to the Little Tok River is 95% completed now. There are a few frozen humms that have not been completely removed and there are a few sections of fills that will require additional material after a normal period of subsidence. From the Custom Station to the commencement of construction in 1950 progress has been slow. There has been approximately three miles of this section completed to date and with the coming of cold weather, it is doubtful that all of this eight miles will be completed this year.

There has been some poor terrain to cross on this job but essentially all of it has been relatively easy construction. A few frozen sidehills and points have slowed down the work some but by and large the construction has been simple. A tremendous volume of yardage has been moved but when one considered there have been twenty TD-24's one D-8, four TD-14's and sixteen carry-all scrapers assigned to this job since late June, a tremendous volume of yardage should have been moved. The alignment both horizontal and vertical of this project

Mr. Niemi

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has been maintained throughout as a through road standard and while there has been some criticism from Headquarter's Office concerning the apparent high standards established, it is the opinion of this Office that it is as easy to build a straight road with slight curves utilizing rolling horizontal alignment and minimizing the amount of yardage moved as it is to build a road with many curves both horizontal and vertical with a result in high cost in maintenance and poor traveling conditions for the public, and the cost for the government will be very nearly identical. What they do not realize is that the majority of the section of the Glenn Highway in the Fairbanks District is in the Tok River Valley and the hillocks and small depressions seen are very slight and a majority of the material encountered is suitable for roadway.

|  |       |       |
|--|-------|-------|
| Cleared and stripped previously reported | 31.6  | miles |
| " " " this period                        | 0     | "     |
| " " " to date                            | 31.6  | "     |
| Graded and drained previously reported   | 20.2  | "     |
| " " " this period                        | 1.0   | "     |
| " " " to date                            | 21.2  | "     |
| Surfaced previously reported             | 11.7  | "     |
| " this period                            | .75   | "     |
| " to date                                | 12.45 | "     |
| Personnel - Wageboard                    | 41    |       |
| Classified                               | 2     |       |

Farm & Industrial Roads

Construction of the Farm and Industrial Roads in the Fairbanks area was essentially completed during the past reporting period. Work Order #349 was completed during the period. The extension to the Peger homestead is about 50% complete but since this terrain is very poor, it will be necessary to surface this throughout its entirety before it has any semblance of a good road.

No progress has been made on the Chena Hot Springs Road being constructed for the residents of the Steel Creek.

Under this heading, it is noted we have completed the surfacing of the Tanana Valley Sportsmen's Association Road, Work Order #348. Also we completed the clearing and stripping of the east shore road at Salchaket Lake.

Mr. Niemi

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By telegram the Headquarter's Office was informed the City did not intend to secure right-of-way for the Graehl approach to the Chena River Bridge and Work Order #343 is being held in abeyance until this required right-of-way is received. The crossing of a slough to Bentley Island with a fill over a culvert will commence the latter part of this week.

|   |            |
|---|------------|
| Cleared and grubbed previously reported | 6.25 miles |
| "    "    "    this period              | 2    "     |
| "    "    "    to date                  | 8.25    "  |
| Graded previously reported              | 5.75    "  |
| "    this period                        | 1    "     |
| "    to date                            | 6.75    "  |
| Surfaced previously reported            | 0.0    "   |
| "    this period                        | .4    "    |
| "    to date                            | .4    "    |

Personnel - Wageboard - 6

Reconstruction and Improvement

As previously reported last month the reconstruction and improvement of the Steese Highway was completed. We might note here the Manley Hot Springs system was improved throughout its length during the past summer. There was no particular program of surfacing instituted but spot graveling was accomplished throughout as well as cutting brush in the heavily wooded sections. The Ruby system was also improved with the establishment of well defined ditches and improved drainage throughout the length of the Ruby to Monument Creek road and the road to the Ruby Airfield. There is no reporting feature that we may state here but it should be noted that both Mr. Harry Bronson from Manley Hot Springs and Mr. Lester Sweetsir from Ruby have done an exceptionally outstanding job this past summer. Mr. Bronson particularly is worthy of special commendation as he stepped into a place that has been perennially a hot spot of local controversy. All residents of the Manley area have informed me they are well pleased with Mr. Bronson's personal conduct and his determination of the necessary work as well as the accomplishment of all the work. Mr. Sweetsir accomplished a tremendous amount of work with a small crew and every portion of his work was toward the final and ultimate completion of the road from Ruby to Monument Creek.

Maintenance & General

Staking of the outline of the road for snow removal has commenced and a very small crew is being utilized on this work; but it is rapidly coming to a conclusion. The culverts and other waterway

Mr. Niemi

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structures are ready for the winter and subsequent spring and we anticipate no trouble due to land-ice area anywhere within the District. Snow removal equipment is not yet available in all cases but there is adequate equipment on hand to maintain the roads in the Fairbanks District. Some of the equipment intended for snow removal is employed on construction work but will be either brought into the Fairbanks or Tok Area for conversion very soon. Presently, there are two large diesel trucks with plows and five Mormon-Harrington Fords with plows and two Ford 6 Dump trucks with plows as well as seven motor graders, and eight underbody blades. It is the opinion of this Office that we have adequate equipment for snow removal.

#### Administration

The functions of the Administrative Division are relatively current at this time. A considerable turnover of administrative personnel has been experienced and will undoubtedly result in a loss of efficiency until such time as new and inexperienced personnel can be fully trained.

Replacement of two resigning employees at this time is not contemplated in view of the expected seasonal shutdown of construction operations. Their duties will be either eliminated or assigned to other employees.

Presently, an overall review of supply and property procedures is being made with the object in mind of determining if all phases of property control meets the requirements of the Property Manual, and at the same time streamlining the operation and eliminating as much red tape as possible.

Very truly yours,

K. F. Goodson  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

October 8, 1951

|   |                                   |
|---|-----------------------------------|
| ① | Chf. Engr. <i>A. F. Ghiglione</i> |
|   | Admin. ....                       |
|   | Op'ns. ....                       |
| ② | Engrg. <i>W. B. S.</i>            |
|   | Acc't. ....                       |
|   | Pers. ....                        |
|   | Supply ....                       |
|   | <i>Fairbank - CC</i>              |

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

At the close of the reporting period, October 7, 1951, the Fairbanks District was experiencing the beginning of winter. Snow and extremely unseasonable cold weather prevailed throughout the District. During the majority of the reporting period, the progress on the construction and reconstruction on the highways proceeded with continued progress. In the Fairbanks Area, the majority of the work in progress was discontinued during the close of the period.

There were no notable occurrences during the past period except Mr. L. L. Nichols, Area Superintendent at Tok, was relieved from duty because of a reduction of force in the classified personnel brought about by the limitation of permanent employees imposed by the Congress. Mr. Claude Rogers, formerly General Foreman in the Cantwell area of the Anchorage District, was transferred to the Fairbanks District and will assume responsibility and authority as General Foreman in the Tok Area after October 13, 1951.

There were no interruptions to traffic during the past period. All roads maintained by the Fairbanks District of the Alaska Road Commission were open to traffic at all times.

Several officials of the Headquarter's Office, Juneau, paid official visits pertaining to their several duties within the Fairbanks District. Mr. A. F. Ghiglione, Commissioner of Roads, Mr. Wm. J. Niemi, Chief Engineer, Mr. John Hudert, Chief Construction and Maintenance, Mr. W. C. Sharples, Classification Analyst, Mr. Harold B. Schultz, Chief, Bridge Design Branch and Mr. George Russell were among those who made official trips within the District. Mr. John Hudert and myself made a foot reconnaissance of the Taylor Highway from Liberty Creek to the Forty Mile River from the 17th of September through the 19th. This trip was both illuminating to me and instructing to Mr. Hudert. Results of this foot reconnaissance are detailed under the Taylor Highway construction elsewhere in this report.

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Surveys & Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson - Locating Engineer

Farm and Industrial Roads

Steese Highway Reconstruction

No progress was made on these jobs during the past period and no personnel were employed toward this end. Mr. T. Hugh Wilson went on annual leave and Mr. Richard Stack went on extended annual leave and probably has resigned due to the ill health of his Mother.

Mr. Harold B. Schultz contacted this Office concerning the advisability of certain engineers being transferred to the Headquarter's Office during the winter months. Several of our engineering members have indicated a desire to avail themselves to this opportunity and will be transferred when their present assignment is completed.

Contract Engineering - Harvey Dunham, Resident Engineer

Under the general supervision of Mr. Harvey Dunham, the contract engineering has progressed on the following projects:

|                                |            |
|--------------------------------|------------|
| Noyes Slough Bridge - Contract | I-arc-4299 |
| Fairbanks Warehouse - "        | I-arc-4352 |
| Richardson "C" Bridges - "     | I-arc-4339 |

This work consists primarily of inspection engineering and layout required in the construction of the warehouse and bridges under contract. On October 5, 1951, the contractor on the Richardson "C" Bridges, Munter Construction Company, and Lytle & Green Construction Company, contractor, on the grading on the Richardson "C" ceased operation for the season. Engineering forces assigned to this work moved into Fairbanks, October 6, 1951.

Material Engineering

Materials survey and sampling in progress on the Glenn Highway, Section "C", progressed very satisfactorily. All field work was completed October 5, 1951, and the material samples have been transported to Fairbanks for the analysis and determinations required. In addition to the sampling of the roadway, samples were also taken from the borrow pits throughout the thirty six miles of the highway in the Fairbanks District. Ten miles of the roadway in the Valdez District to approximately the beginning of the Mentasta Cut-off were also sampled by the engineers of the Fairbanks District. It will be at least 45 days before complete results of this sampling will be tabulated and forwarded to Headquarters.

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Construction

By Contract. Contract I-arc-4299, Noyes Slough Bridge - Munter Construction Co., Inc. No further work has been accomplished by the contractor during the past reporting period. Communications from the contractor concerning the joint filler was received and forwarded to Headquarters for their decision. The bridge is considered to be 99% complete, but definitely is not a completed project at this time.

Contract I-arc-4352 - Fairbanks Warehouse - A. E. Waxberg Construction Company. Steel erection continued during the early portion of the period to a satisfactory completion despite the fact that certain members necessarily were altered. Fabrication of this steel was considered to be very good but necessarily there were two or three poor fabrication features. The steel erection was completed and immediately the aluminum siding was placed. The placement of crushed material for the top 12" of the floor area of the warehouse was completed satisfactorily. The contractor placed concrete for the loading and unloading dock as well as half of the floor area within the warehouse itself. Ceiling joints, stringers and wood support work together with the major portion of the roof was completed September 20, 1951. Progress has been rapid on this project during the past four weeks and if the contractor continues his present rate of progress, it is believed it will be possible to move into this warehouse before December 1, 1951.

Contract I-arc-4339 - Richardson "C" Bridges - Munter Construction Company. The contractor has made satisfactory progress on this contract during the past period. The Bridge at Mile 230.4 is essentially complete. The Darling Creek Bridge piling and structural steel is in place. The Bear Creek Bridge piling and structural steel is in place but not completely bolted. The planking is in place on both abutments of this bridge. The Bridge at Mile 236.8 has had the concrete deck and abutments placed but the forms are not stripped as yet. It was necessary to apply curing heat at both bridges at Mile 236.8 and Mile 230.4 to preclude the possibility of this concrete freezing during this curing period. As previously noted the contractor ceased operations for the season on October 5, 1951.

The Alaska A,B1 section under contract to Rogers Construction Company and Babler Brothers progressed satisfactorily during the period. The additional equipment added to the job during the previous period aided in this accelerated rate of progress. The contractor is experiencing considerable difficulty in construction through and over frozen terrain. His efforts toward this end have been a matter of experiment to date but some progress is now noted.

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The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads accelerated in progress considerably during the past period. Additional equipment was received from other jobs the contractor has and it was noted the majority of the line change was completed during the period.

The Bureau of Public Roads continue to occupy the Alaska Road Commission camp at Big Delta, at a tremendous cost to the Alaska Road Commission. This camp was not intended to be a winter camp. There is no apparent reason now that the contractor has ceased operations why the Bureau of Public Roads insists on maintaining a large staff of engineering personnel on this project. It is too cold to do field survey work economically and their office work could very readily be accomplished by not more than three people. If they would reduce their forces, it would be possible for the Alaska Road Commission to shut down the mess hall at Big Delta and utilize the roadhouse facilities for messing. In any event, it is the plan of the District Engineer to shut down the mess hall at Big Delta camp on October 13, 1951, regardless of the number of persons then in the camp.

#### Construction

##### By Force Account.

The painting of the Tanana River Bridge was completed. Signs along the Richardson Highway from Fairbanks to Big Delta Junction are now complete. Dismantling of the old Noyes Slough Bridge progressed to the point that all stringers and decking have been removed and the steel members have been marked for dismantling. Further work on this bridge will not be completed until ice is in the slough.

Taylor Highway (Tetlin Junction to Eagle). During the period, Wyman Fritsch moved camp from Liberty to Columbia Creek. From Columbia Creek back to Liberty there is perhaps 6000' that is not either rough graded or stripped. This 6000' is in isolated sections varying from 100' to 2500' but does preclude the possibility of driving from Columbia Creek to Eagle on the highway. A compressor crew was started on the highway on the north end of the frozen stretch south of the Forty Mile River, working toward the original crew coming downhill from Polly Creek Camp. This work is very slow due to the steep frozen terrain and progress is limited to about 20' per day for each crew. Jackhammers and thawing equipment are both employed on this work but progress is necessarily very limited. When the compressor crew does complete a 20' section, it is only wide enough for one truck and is in no way a finished or partly finished roadway. It is not more than a place to start building a road. The widening of the section from the Polly Creek to the Forty Mile River canyon continues utilizing the shovel and angle dozers.

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It is now possible to drive on the centerline to Station 5618 from the mouth of O'Brien Creek. At this point there is 450' of rockwork to do. From this point to Alder Creek, Station 5836, the over-burden of black muck is heaped up on the centerline and it is hoped to level this off this fall in preparation for surfacing next spring. North of Alder Creek to Station 5901, there are two stretches totalling 2000' requiring similar treatment. From Station 5901 to 5912 there is a frozen sidehill on which the thawing crew with Doc Cripes are now working. It is possible to drive from Station 5911 to 5950. From Station 5950 to Station 5961 there is about 900' of black muck heaped on the centerline and approximately 100' of extremely hazardous rockwork. The rockwork on this section has been abandoned for this season because of its extremely hazardous nature due to overhanging rocks and the men and equipment are employed on other work closer to a base of supply.

From Station 5961 to 5990, it is possible to drive on the centerline. From Station 5990 to 6006, there is a frozen section of 1600'. A temporary road was made around this section but because the ground on the temporary road is wet, the road will be built on the centerline next year. From Station 6006 to Station 6111, it is possible to drive on the centerline but from there to Station 6118 is 700' of sidehill cut in dry material that must be made. From Station 6118 to 6136, it is possible to drive on the centerline but from Station 6136, there is 400' of rockwork and 300' of fill to be made. As soon as these two sections are complete, and it is possible it will be done this season, it will be possible to drive from Station 6223 (Columbia Creek).

A line change from Station 6245 to Station 6303 around a slide area in a burned over section on a hillside will be made. This line change will involve approximately 2000' fill across a niggerhead flat and another 4000' of road that may be made by heaping up materials on the flat. From Station 6303 to 6600 (King Solomon Creek), a passable road has been constructed and is in no way considered to be completed. From Station 6670, or the junction of the new road and the old road from Eagle, there is about 1000' of wet ground that will be ditched and heaped up this fall and later surfaced next year.

The construction of this road has not followed the original plan due to several separate determinations. First of all it became apparent that the Forty Mile River Bridge would be impossible to construct during the summer and therefore despite any efforts of the Alaska Road Commission to rapidly complete a road to Eagle, it would be impossible to utilize this road. Therefore, no attempt was made to double-shift the equipment during the construction season and a slow and deliberate effort of opening up the ground and preparing as much roadway for surfacing was instituted. In this manner it was not necessary for us to employ many trucks and shovels to attempt to surface this roadway and make the necessary fills. Rather all the ground possible was opened up and prepared for rapid completion during the construction season of 1952. During this coming season it will be necessary to

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utilize shovels and trucks to a great extent and the tractor work will be minimized. The bridge over the Forty Mile River will be built during the coming winter as well as the bridge over O'Brien Creek. Other small bridges on Alder Creek, Columbia Creek, King Solomon Creek and the North Fork of King Solomon Creek will be built in sequence when the road gets to them.

The concrete for the abutments and cone footings for the crossing of the Forty Mile River Bridge were completed during the past period. It was necessary to use boiler heat for the curing of the concrete. The straightening of the steel for the old Matanuska River Bridge was completed and all the steel is racked up ready for erection. It is noted that the Headquarter's Office has ordered those pieces determined to be lost or not useable. Falsework is being driven at this time on both the north and south banks. There will be additional falsework driven through the ice but this is a matter of very small proportions for ice is easy to thaw but frozen ground is difficult.

|   |             |
|---|-------------|
| Cleared and grubbed previously reported | 131.6 miles |
| "    "    "    this period              | 1.7 "       |
| "    "    "    to date                  | 133.3 "     |
| Graded and drained previously reported  | 125.3 "     |
| "    "    "    this period              | 0.0 "       |
| "    "    "    to date                  | 125.3 "     |
| Surfaced previously reported            | 88.8 "      |
| "    this period                        | 0.0 "       |
| "    to date                            | 88.8 "      |
| Personnel - Wage board                  | 57          |
| Classified                              | 2           |

Glenn Highway - Section "C". The construction of this route proceeds with satisfactory progress. A majority of the roadway from the commencement of the construction in 1950 to the Little Tok River is 95% completed now. There are a few frozen humps that have not been completely removed and there are a few sections of fills that will require additional material after a normal period of subsidence. From the Custom Station to the commencement of construction in 1950 progress has been slow. There has been approximately three miles of this section completed to date and with the coming of cold weather, it is doubtful that all of this eight miles will be completed this year.

There has been some poor terrain to cross on this job but essentially all of it has been relatively easy construction. A few frozen sidehills and points have slowed down the work some but by and large the construction has been simple. A tremendous volume of yardage has been moved but when one considered there have been twenty TD-24's one D-8, four TD-14's and sixteen carry-all scrapers assigned to this job since late June, a tremendous volume of yardage should have been moved. The alignment both horizontal and vertical of this project

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has been maintained throughout as a through road standard and while there has been some criticism from Headquarter's Office concerning the apparent high standards established, it is the opinion of this Office that it is as easy to build a straight road with slight curves utilizing rolling horizontal alignment and minimizing the amount of yardage moved as it is to build a road with many curves both horizontal and vertical with a result in high cost in maintenance and poor traveling conditions for the public, and the cost for the government will be very nearly identical. What they do not realize is that the majority of the section of the Glenn Highway in the Fairbanks District is in the Tok River Valley and the hillocks and small depressions seen are very slight and a majority of the material encountered is suitable for roadway.

*Criticism has been that no could be seen roll work. A complete on alignment WGM*

|  |       |       |
|--|-------|-------|
| Cleared and stripped previously reported | 31.6  | miles |
| "    "    "    this period               | 0     | "     |
| "    "    "    to date                   | 31.6  | "     |
| Graded and drained previously reported   | 20.2  | "     |
| "    "    "    this period               | 1.0   | "     |
| "    "    "    to date                   | 21.2  | "     |
| Surfaced previously reported             | 11.7  | "     |
| "    this period                         | .75   | "     |
| "    to date                             | 12.45 | "     |

Personnel - Wageboard 41  
 Classified 2

Farm & Industrial Roads

Construction of the Farm and Industrial Roads in the Fairbanks are was essentially completed during the past reporting period. Work Order #349 was completed during the period. The extention to the Peger homestead is about 50% complete but since this terrain is very poor, it will be necessary to surface this throughout its entirety before it has any semblance of a good road.

No progress has been made on the Chena Hot Springs Road being constructed for the residents of the Steel Creek.

Under this heading, it is noted we have completed the surfacing of the Tanana Valley Sportsmen's Association Road, Work Order #348. Also we completed the clearing and stripping of the east shore road at Salchaket Lake.

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By telegram the Headquarter's Office was informed the City did not intend to secure right-of-way for the Graehl approach to the Chena River Bridge and Work Order #343 is being held in abeyance until this required right-of-way is received. The crossing of a slough to Bentley Island with a fill over a culvert will commence the latter part of this week.

|   |               |
|---|---------------|
| Cleared and grubbed previously reported | 6.25 miles    |
| "    "    "    this period              | 2    "        |
| "    "    "    to date                  | 8.25    "     |
| <br>Graded previously reported          | <br>5.75    " |
| "    this period                        | 1    "        |
| "    to date                            | 6.75    "     |
| <br>Surfaced previously reported        | <br>0.0    "  |
| "    this period                        | .4    "       |
| "    to date                            | .4    "       |

Personnel - Wageboard - 6

Reconstruction and Improvement

*this season's program only - to Chataqua River*

As previously reported last month the reconstruction and improvement of the Steese Highway was completed. We might note here the Manley Hot Springs system was improved throughout its length during the past summer. There was no particular program of surfacing instituted but spot graveling was accomplished throughout as well as cutting brush in the heavily wooded sections. The Ruby system was also improved with the establishment of well defined ditches and improved drainage throughout the length of the Ruby to Monument Creek road and the road to the Ruby Airfield. There is no reporting feature that we may state here but it should be noted that both Mr. Harry Bronson from Manley Hot Springs and Mr. Lester Sweetsir from Ruby have done an exceptionally outstanding job this past summer. Mr. Bronson particularly is worthy of special commendation as he stepped into a place that has been perennially a hot spot of local controversy. All residents of the Manley area have informed me they are well pleased with Mr. Bronson's personal conduct and his determination of the necessary work as well as the accomplishment of all the work. Mr. Sweetsir acomplished a tremendous amount of work with a small crew and every portion of his work was toward the final and ultimate completion of the road from Ruby to Monument Creek.

Maintenance & General

Staking of the outline of the road for snow removal has commenced and a very small crew is being utilized on this work, but it is rapidly coming to a conclusion. The culverts and other waterway

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structures are ready for the winter and subsequent spring and we anticipate no trouble due to land-ice area anywhere within the District. Snow removal equipment is not yet available in all cases but there is adequate equipment on hand to maintain the roads in the Fairbanks District. Some of the equipment intended for snow removal is employed on construction work but will be either brought into the Fairbanks or Tok Area for conversion very soon. Presently, there are two large diesel trucks with plows and five Mormon-Harrington Fords with plows and two Ford 6 Dump trucks with plows as well as seven motor graders, and eight underbody blades. It is the opinion of this Office that we have adequate equipment for snow removal.

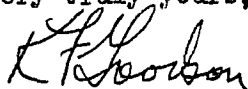
Administration

The functions of the Administrative Division are relatively current at this time. A considerable turnover of administrative personnel has been experienced and will undoubtedly result in a loss of efficiency until such time as new and inexperienced personnel can be fully trained.

Replacement of two resigning employees at this time is not contemplated in view of the expected seasonal shutdown of construction operations. Their duties will be either eliminated or assigned to other employees.

Presently, an overall review of supply and property procedures is being made with the object in mind of determining if all phases of property control meets the requirements of the Property Manual, and at the same time streamlining the operation and eliminating as much red tape as possible.

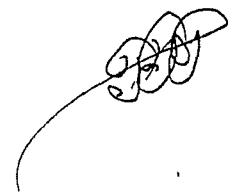
Very truly yours,



K. F. Goodson  
District Engineer



Fairbanks



1/6/51  
1/10/51

September 10, 1951

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

The four week period ending September 9, 1951, has seen the work in progress in the Fairbanks District continue at an accelerated rate. There has been no notable occurrence with the exception of the previously reported fire at Donnelly Dome in which we lost the bunkhouse, mess hall, washroom and meat house. This loss is being reported as soon as possible. Frequent light rain with some wind has occasioned a small amount of additional maintenance work but by and large the rains have been unusually light in the Fairbanks Area.

There have been no washouts. There was one bridge failure at Perhaps Creek on the Steese Highway. This small native timber structure collapsed under a heavy load and required complete reconstruction.

During the past period the Fairbanks District had visitors from the Headquarter's Office as well as several visitors from Washington, D.C. Among those who have visited the following are included: Mr. A. F. Ghiglione, Commissioner of Roads, Mr. Wm. J. Niemi, Chief Engineer, Mr. G. M. Tanley, Chief, Engineering Division, Mr. Klochenteger, Chief, Materials Branch, Mr. J. I. Noble, Chief, Contracts Division, Mr. S. L. Lundwall, Chief, Cost Engineering Branch, Mr. Pincus, Assistant Chief, Administrative Division, Mr. Harry Bates, Safety Engineer, all from Headquarter's Office. From Washington, D.C. were the following: Mr. Godding, Assistant to the Assistant Secretary of the Interior and Mr. James Davis, Director of the Division of Territories.

General James B. Steese, former President of the Alaska Road Commission, was an informal visitor of the Fairbanks District and while in this vicinity he represented the Alaska Road Commission at the ceremony planned and executed by the Canadian officials, Yukon Territory, in opening the spur road on the Taylor Highway to Dawson, Yukon Territory. This opening was held on August 16, 1951, at the boundary of Alaska and Canada approximately 3½ miles N.E. of the roadhouse at Boundary, Alaska, in conjunction with the Yukon Celebration of "Discovery Day", August 17, 1951. Approximately 150 people were in attendance. General Steese

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was the principal speaker and the main theme of his talk concerned the deserved recognition of the many years of work for which Ike B. Taylor was being honored by naming the highway from Tetlin Junction to Eagle with his name. It was a very colorful ceremony and was marked with most cordial relations between the Canadians and the Americans.

### Surveys & Plans

#### Fairbanks-Wenana Survey - Mr. T. Hugh Wilson, Locating Engineer.

During the past period the survey was tied to the old survey made last year. The descent from Ester ridge to the valley was very difficult since there was considerable frozen terrain and it was necessary to avoid this if possible. The survey now requires only a very minimum of field work to tie it at both ends to the old survey. The equipment and men have moved into Fairbanks commencing on September 7, 1951, and the survey is now closed.

Personnel - 3 classified  
2 wageboard

#### Farm and Industrial Roads

Under the direction of Richard A. Stack the survey for Farm and Industrial Roads continued. This survey amounts to locating the alignment, referencing the Bureau of Land Management section corners, establishing the construction slope stakes. Also it is necessary for this group to make search at the Recorder's Office for titles of the proposed alignment and then obtain right-of-way from the several land owners. We have occasioned no particular difficulty in receiving these from anyone but necessarily it does take considerable time to accomplish on these several labors.

Personnel - 3 classified

#### Steese Highway Reconstruction

The construction staking on the Steese Highway has been completed. The party formerly engaged in this work under the direction of James Anderson has been assigned the responsibility of accomplishing the information concerning the mileage and bridge data on all roads in the Fairbanks District. This accumulation of all data requires considerable time but at the end of the period it was 90% complete for all roads in the immediate vicinity of Fairbanks but does not include those roads in the Tok Area.

Personnel - 2 classified.

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Contract Engineering - H. Woodrow Johansen, Resident Engineer

The principal work during the period was performed on the Richardson "C" Bridges, contract I-arc-4339, and some work on the completion of the Noyes Slough Bridge. This work consisted primarily in engineering inspection and layout required for the construction of the Bridges under contract. In addition at the end of the period, the A. E. Waxberg Construction Company commenced construction again on the Fairbanks Warehouse requiring inspection and engineering layout on this project. All the engineers assigned to this contract work including Mr. Johansen have completed their contracts and are no longer in the employ of the Alaska Road Commission.

Personnel - 0 classified.

Material Engineering

Under the direction of Mr. Harvey Dunham, the materials section continues with the inspection of force account and contract material. During the past period, Mr. Dunham established a branch material laboratory at Tok for the soils investigation in the Tok Area. The roadway of the Glenn Highway, Section C, is presently being inspected by the materials branch at frequent intervals, not more than 500' apart. Churndrill holes are being made in the roadway. These samples are being analyzed for the desirability of roadway construction. The magnitude of this endeavor is greater than one would normally think. The simple process of drilling and accumulating these samples becomes a major undertaking when one considers that some 50 or 75 samples are taken each day and each one is subjected to sieve analysis, soils tests, plasticity determination and standard Proctor density tests. The laboratory work involved is tremendous.

Personnel - classified 3  
wageboard 1

Construction

By Contract. Contract I-arc-4209, Noyes Slough Bridge - M. P. Munter Construction Co., Inc. This bridge was completed and opened to traffic at 2:00 PM August 15, 1951. There remains a small amount of work to be accomplished by the contractor before this project is considered complete. The Alaska Road Commission placed the backfill at the abutments and the oil cake on the roadway surface.

Contract I-arc-4352 - Fairbanks Warehouse. A. E. Waxberg Construction Company. The contractor began placing the final crushed material on the slab backfill. On Saturday, September 8, 1951, and structural steel began to arrive on the job and the sub-contractor, Sparling Steel Company, began erection immediately. Progress on this project is very slow and it is believed that the contractor will not complete by the scheduled date.

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Contract I-arc-4339. Four I-Beam Bridges on Richardson "C". Muntz Construction Co., Inc. During the past period, the contractor substantially completed the pile driving, placing caps, pile buildup, all the abutment planking and other sub-structure work. There remains to be completed the concrete decking, backfill of the abutments and the erection of the handrails. Work on this project progressed very satisfactorily during the month.

The Alaska A,B1 section under contract to Rogers Construction Company and Pabler Brothers supervised by the Bureau of Public Roads progresses with some noted acceleration. Additional equipment has been added to the job but the frozen terrain encountered by the contractor hampers progress. This contractor is a very capable crusher operator and ciling man but his knowledge of earth moving is definitely limited.

The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads is progressing slowly. Two pieces of heavy equipment have been added to the job during the past period and some increased progress is noted. This project suffers from lack of equipment to properly execute the magnitude of the work involved. Despite the fact certain sections of this job will not be paved immediately, other sections will receive paving. This paving will be placed on unstable fills to the detriment of the paving. Despite any amount of tamping, rolling or stabilizing done mechanically, the embankment placed over an old roadbed in some sections, and virgin terrain in others will subside in varying degrees. This subsidence causes considerable maintenance work and very unsatisfactory paving surface. It is again urged and recommended that measures be taken by the Headquarter's Office to alter the contracts on both Alaska Section A,B1 and Richardson "C" to the extent that paving should not be placed on fills that have not had at least one cycle of freeze and thaw. This recommendation very possibly will cause an overall delay in the paving of roads in Alaska but it is certainly justified when one considers that several tens of thousands of dollars will be spent on maintenance of unstable roadway embankments.

#### Construction

#### By Force Account.

During the past period the painting of the Shaw Creek Bridge on the Richardson Highway was completed and the painting of the Tanana River Bridge on the Richardson Highway progressed to 80% complete. Additional signs were placed along the Richardson Highway from the Shaw Creek Bridge to Big Delta. The placing of fills on the abutments of the Noyes Slough Bridge as previously reported herein was accomplished.

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The dismantling of the old Noyes Slough Bridge commenced and progressed during the period. The removal of the decking was completed and the stringers are approximately 50% complete. The final dismantling of this bridge will not be accomplished until freeze-up when equipment can be worked off the ice.

Taylor Highway (Tetlin Junction to Eagle). Construction on this route proceeds with very deliberate progress. Considerable progress was made in preparatory work but no reporting units have shown any marked increase. Frozen terrain and wet ground as well as much hard rock work hampers rapid progress. A fly camp was moved from the north bank of the Forty Mile River to Station 5980 + 00. Extra equipment was moved from the Forty Mile camp to Liberty. The equipment included two tractors, one carryall and one pull blade. A dozer trail down Polly Creek was completed to Station 5543 + 00. A thawing crew worked from the end of this dozer trail progressing 400' down the frozen stretch into the Forty Mile River canyon. The pouring of the cone footings and north pier is proceeding slowly. Sufficient form material was dispatched to the Tok Area for the construction of this job, but never reached the job. However, this will be completed within the next ten days. The thawing crew under the direction of Otto Bayless has completed to Station 5700 + 00 and will move ahead to link up the road to Alder Creek. The crew under the direction of Doc Criss with three dozers has moved to Station 5980 + 00 and is roughing out roadway along this section. Good progress is being made on dozer work. Several stretches of niggerhead flats have been heaped up by the dozers and will be covered by trucks and shovel when this material freezes during the next period.

The crew under the direction of Wyman Fritsch is still camped at Liberty with a fly camp about four miles toward Forty Mile River. Except for a few wet areas, the ground between 6300 + 00 and the Eagle Road is good. Some work is very good pull blade work and in conjunction with the carry-all scraper this work has progressed satisfactorily. There is one section between 6300 + 00 and Columbia Creek that will be extremely difficult to build. A forest fire last year burned off all vegetation on the hillside and this lack of vegetation caused the ground to thaw. Since this is glacial silt, the material has the consistency of soup and it is most difficult to construct any type of road across this stretch. It is more than 3000' in length.

To date the following culverts have been placed: 58' of 18" C.M.T., 90' of 30" C.M.T., 160' of 30" C.M.T., 120' of 10" hydraulic pipe and 55' of 10' x 5' elephant hut.

|                     |                     |       |       |
|---------------------|---------------------|-------|-------|
| Cleared and grubbed | previously reported | 129.6 | miles |
| " " "               | this period         | 2.0   | "     |
| " " "               | to date             | 131.6 | "     |
| Graded and drained  | previously reported | 125.3 | "     |
| " " "               | this period         | 0     | "     |
| " " "               | to date             | 125.3 | "     |

Mr. Niemi

September 10, 1951

|                              |            |
|------------------------------|------------|
| Surfaced previously reported | 88.8 miles |
| " this period                | 0          |
| " to date                    | 88.8 "     |

Personnel - Wageboard 57  
classified 3

Glenn Highway (Tok Slana Cut-off). Progress on this construction has been hampered by frozen wet ground. Along the Little Tok River where it was anticipated only the points would be frozen it was found that most of the terrain was frozen solid. This required shifting of equipment back and forth until this frozen material could be shot and/or ripped up with a heavy roter. Lack of culverts has hampered this project somewhat and very definitely the fact there is no bridge material for the Tok River, the two sloughs and the Little Tok River bridges has been costly in time and money. During the next week it is anticipated authority will be received from Headquarters to commence construction on the portion of this route from the Customs Station to the hills. The Valdez District has moved to the Little Tok River so it is felt it is not adviseable to move into this area since it is very evident their forces will do the required work in the Valdez District. Culverts have been placed on jobs in the amount as listed below:

|                                   |
|-----------------------------------|
| 1858 Lin.ft. of 24" C.M.P.        |
| 750 " " " 36" "                   |
| 278 " " " 24" x 42" CMP arch type |
| 68 " " " 18" x 18" " " "          |

|   |             |
|---|-------------|
| Cleared and grubbed previously reported | 31.60 miles |
| " " " this period                       | 0           |
| " " " to date                           | 31.6 "      |

|  |        |
|--|--------|
| Graded and drained previously reported | 18.7 " |
| " " " this period                      | 1.5 "  |
| " " " to date                          | 20.2 " |

|                              |        |
|------------------------------|--------|
| Surfaced previously reported | 11.7 " |
| " this period                | 0      |
| " to date                    | 11.7 " |

Personnel - wage board 47  
classified 7

The equipment throughout the Fairbanks District is in excellent condition and continues to operate satisfactorily. The overhaul program accomplished during the past winter has proven a distinct success in the opinion of the District Engineer. For the first time in my experience with the Alaska Road Commission, the end of the season is approaching and all of our equipment is operating. This is not normal. Rental receipts have been high and preventative maintenance on the equipment has been low indicating that the equipment is operating profitably.

Mr. Niemi

September 10, 1951

Farm and Industrial Roads

The Farm and Industrial Roads in the Fairbanks area progressed with great rapidity under the general supervision of Mr. George Morton, and the active supervision of Mr. T. J. Brignole. Work Order #339, Otto Geist Road has been completed with the exception of surfacing. Two small bridges, one 17' long and 20' wide and one 20' long and 20' wide, have been constructed on this project. The Becker, Dale-Conn Road, Work Order #340, has been completed except motor grader work and surfacing. Work Order #349 was commenced and is 50% complete.

|   |           |  |
|---|-----------|--|
| Cleared and grubbed previously reported | 2.5 miles |  |
| " " " this period                       | 3.75 "    |  |
| " " " to date                           | 6.25 "    |  |
| Graded previously reported              | 2.5 "     |  |
| " this period                           | 3.25 "    |  |
| " to date                               | 5.75 "    |  |

Personnel - wageboard 8

The road under construction for the residents in the vicinity of Steel Creek is 90% complete in so far as the work we intend to do under this program. It has been reported here only clearing and grubbing, 3.4 miles, and should not be included in the above work.

It is noted that the Work Order #342, Graehl Approach Road, is not under construction. Through no fault of the Alaska Road Commission, right-of-way has not been obtained by the City of Fairbanks and lacking this right-of-way it seemed inadvisable to start this construction. No action has been taken by the City and it is believed that no work will be accomplished by the Alaska Road Commission on the Graehl Approach Road this season.

Reconstruction and Improvement

Steese Highway. The reconstruction and improvement of the Steese Highway was completed during this period. The improvement we have made on this road is considerable. Sections not contiguous with one another were improved where the alignment, horizontal or vertical, was required. In addition a total of 22 miles of ditching and brush removing was accomplished during the past period:

|  |           |  |
|--|-----------|--|
| Graded and drained previously reported | 8.3 miles |  |
| " " " this period                      | 1 "       |  |
| " " " to date                          | 9.3 "     |  |
| Gravel surfaced previously reported    | 8.3 "     |  |
| " " this period                        | 6 "       |  |
| " " to date                            | 14.3 "    |  |

Personnel - wage board 9

Mr. Niemi

September 10, 1951

Maintenance and General

The roadside improvement program throughout the Fairbanks District progresses. The rehabilitation of the Taylor Highway from Tetlin Junction to Chëcken was completed during the past period with some beneficial results. This rehabilitation will require considerable work to accomplish the desired results comparable with the standards of the Alaska Road Commission. All roads maintained by the Fairbanks District have been open to traffic at all times during the period.

The Wiseman system has shut down operations and the personnel moved to Fairbanks.

The bituminous pavement patching program has progressed with excellent results. Mr. Gordon D. Mallock, foreman, has clearly demonstrated his ability and knowledge of bituminous paving and the results of his labors are very evident. Time has not permitted the sealing of all the patches, but where these patches have been applied and/or sections repaved, the results have been most satisfactory.

Plans are being formulated and dispatched to the field for winter maintenance and snow removal on the highways maintained by the Fairbanks District. Equipment necessarily used during the winter is being rebuilt and repaired to preclude the possibility of frequent breakdowns.

We have not placed any shoulder markers or culvert markers yet but anticipate doing this work during the next period. We have cleaned out above and below each culvert so the spring thaw water can pass beyond the roads without difficulty. This occasioned the destruction of several dozens of beaver dams throughout the District. These pesky beavers, while a tourist attraction and a fine little animal, are a definite nuisance to the maintenance of roads in the Fairbanks District. Protection offered these varmints by the Fish & Wild Life Service makes it most difficult to cope with the situation. Their dams are rapidly rebuilt and must be continually destroyed by maintenance personnel. They are a very tenacious creature and refuse to leave their natural habitat even though surely they realize they are unwanted.

Administration

The Administrative Division is reasonably current in all functions. Considerable extra work is being experienced in processing seasonal engineering personnel upon completion of their agreements. It is anticipated that all per diem obligations applicable to the seasonal employees will be cleared prior to October 10, 1951.



Mr. Niemi

September 10, 1951

Miss Shirley Barnes resigned during the past period and no replacement is contemplated unless additional unforeseen work is encountered. Mrs. Eris L. Church has been employed in the payroll section as a replacement for Mrs. Helen Lamirand who has signified her intention of resigning in the near future.

Very truly yours,

K. F. Goodson  
District Engineer



Confirmation

*File*

*WJN*

SEPTEMBER 24, 1951

PRIORITY

FROM: K F GOODSON ALASKA ROAD COMMISSION FAIRBANKS ALASKA

TO: WM J NIEMI ALASKA ROAD COMMISSION JUNEAU ALASKA

REFERENCE URMSG CONCERNING SITUATION REPORT PD TWO COPIES WERE MAILED  
ON AUGUST THIRTEEN PD AN ADDITIONAL COPY IS BEING FORWARDED THIS DATE

*Reading file <sup>copy</sup> sent to us. Returned to  
Fairbanks as of this date — 9/27/51. C. W.*

*11/11*

RECEIVED  
SEP 27 1951  
Alaska Road Commission  
Juneau, Alaska

KPA18 KL

PP UKJC

DE UKPFC 43A

P 250045Z

FM GOODSON ARC FAIRBANKS

TO WM J NIEMI ARC JUNU

INT GRNC

TELEGRAM

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY

FEDERAL BLDG., JUNEAU, ALASKA  
TEL. 591

|            |       |
|------------|-------|
| Chf. Engr. | WGM   |
| Admin.     | ..... |
| Op'ns.     | ..... |
| Engrg.     | ..... |
| Acc't      | ..... |
| Per.       | ..... |
| Supply     | ..... |

(9) *Jares*

REFERENCE URMSG CONCERNING SITUATION REPORT PD TWO COPIES WERE MAILED  
ON AUGUST THIRTEEN PD AN ADDITIONAL COPY IF BEING FORWARDED THIS DATE  
25/0046Z

BLACK

SEPTEMBER 20, 1951

FROM NIEMI ALASKA ROAD COMMISSION JUNEAU

TO GOODSON ALASKA ROAD COMMISSION FAIRBANKS

FAIRBANKS SITUATION REPORT NOT RECEIVED. IF REPORT WAS FORWARDED WHEN DUE  
REQUEST THAT AN ADDITIONAL COPY BE SENT THIS OFFICE

*BSW*

FFF

*WJN*  
WJN

FFF:job



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks, Alaska,  
Fairbanks, Alaska.

September 10, 1951

|   |   |                  |
|---|---|------------------|
| ① | ✓ | ghig...          |
| ② | ✓ | Chf. Engr. WGN   |
|   |   | Admin. ....      |
|   |   | Op'ns. ....      |
| ③ | ✓ | Engrg. WGN       |
|   |   | Acc't. ....      |
|   |   | Pers. ....       |
|   |   | Supply Fairis CC |

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

The four week period ending September 9, 1951, has seen the work in progress in the Fairbanks District continue at an accelerated rate. There has been no notable occurrence with the exception of the previously reported fire at Donnelly Dome in which we lost the bunkhouse, mess hall, washroom and meat house. This loss is being reported as soon as possible. Frequent light rain with some wind has occasioned a small amount of additional maintenance work but by and large the rains have been unusually light in the Fairbanks Area.

There have been no washouts. There was one bridge failure at Perhaps Creek on the Steese Highway. This small native timber structure collapsed under a heavy load and required complete reconstruction.

During the past period the Fairbanks District had visitors from the Headquarter's Office as well as several visitors from Washington, D.C. Among those who have visited the following are included: Mr. A. F. Ghiglione, Commissioner of Roads, Mr. Wm. J. Niemi, Chief Engineer, Mr. G. M. Tapley, Chief, Engineering Division, Mr. Klochenteger, Chief, Materials Branch, Mr. J. I. Nohle, Chief, Contracts Division, Mr. S. L. Lundwall, Chief, Cost Engineering Branch, Mr. Pincus, Assistant Chief, Administrative Division, Mr. Harry Bates, Safety Engineer, all from Headquarter's Office. From Washington, D.C. were the following: Mr. Godding, Assistant to the Assistant Secretary of the Interior and Mr. James Davis, Director of the Division of Territories.

General James B. Steese, former President of the Alaska Road Commission, was an informal visitor of the Fairbanks District and while in this vicinity he represented the Alaska Road Commission at the ceremony planned and executed by the Canadian officials, Yukon Territory, in opening the sour road on the Taylor Highway to Dawson, Yukon Territory. This opening was held on August 16, 1951, at the boundary of Alaska and Canada approximately 3½ miles N.E. of the roadhouse at Boundary, Alaska, in conjunction with the Yukon Celebration of "Discovery Day", August 17, 1951. Approximately 150 people were in attendance. General Steese

Mr. Niemi

September 10, 1951

was the principal speaker and the main theme of his talk concerned the deserved recognition of the many years of work for which Ike B. Taylor was being honored by naming the highway from Tetlin Junction to Eagle with his name. It was a very colorful ceremony and was marked with most cordial relations between the Canadians and the Americans.

### Surveys & Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson, Locating Engineer.

During the past period the survey was tied to the old survey made last year. The descent from Ester ridge to the valley was very difficult since there was considerable frozen terrain and it was necessary to avoid this if possible. The survey now requires only a very minimum of field work to tie it at both ends to the old survey. The equipment and men have moved into Fairbanks commencing on September 7, 1951, and the survey is now closed.

Personnel - 3 classified  
2 wageboard

### Farm and Industrial Roads

Under the direction of Richard A. Stack the survey for Farm and Industrial Roads continued. This survey amounts to locating the alignment, referencing the Bureau of Land Management section corners, establishing the construction slope stakes. Also it is necessary for this group to make search at the Recorder's Office for titles of the proposed alignment and then obtain right-of-way from the several land owners. We have occasioned no particular difficulty in receiving these from anyone but necessarily it does take considerable time to accomplish on these several labors.

Personnel - 3 classified

### Steese Highway Reconstruction

The construction staking on the Steese Highway has been completed. The party formerly engaged in this work under the direction of James Anderson has been assigned the responsibility of accomplishing the information concerning the mileage and bridge data on all roads in the Fairbanks District. This accumulation of all data requires considerable time but at the end of the period it was 90% complete for all roads in the immediate vicinity of Fairbanks but does not include those roads in the Tok Area.

Personnel - 2 classified.

Mr. Niemi

September 10, 1951

Contract Engineering - H. Woodrow Johansen, Resident Engineer

The principal work during the period was performed on the Richardson "C" Bridges, contract I-arc-4339, and some work on the completion of the Noyes Slough Bridge. This work consisted primarily in engineering inspection and layout required for the construction of the Bridges under contract. In addition at the end of the period, the A. E. Waxberg Construction Company commenced construction again on the Fairbanks Warehouse requiring inspection and engineering layout on this project. All the engineers assigned to this contract work including Mr. Johansen have completed their contracts and are no longer in the employ of the Alaska Road Commission.

Personnel - 0 classified.

Material Engineering

Under the direction of Mr. Harvey Dunham, the materials section continues with the inspection of force account and contract material. During the past period, Mr. Dunham established a branch material laboratory at Tok for the soils investigation in the Tok Area. The roadway of the Glenn Highway, Section C, is presently being inspected by the materials branch at frequent intervals, not more than 500' apart. Churndrill holes are being made in the roadway. These samples are being analyzed for the desirability of roadway construction. The magnitude of this endeavor is greater than one would normally think. The simple process of drilling and accumulating these samples becomes a major undertaking when one considers that some 50 or 75 samples are taken each day and each one is subjected to sieve analysis, soils tests, plasticity determination and standard Proctor density tests. The laboratory work involved is tremendous.

Personnel - classified 3  
wageboard 1

Construction

By Contract. Contract I-arc-4299, Noyes Slough Bridge - M. P. Munter Construction Co., Inc. This bridge was completed and opened to traffic at 2:00 PM August 15, 1951. There remains a small amount of work to be accomplished by the contractor before this project is considered complete. The Alaska Road Commission placed the backfill at the abutments and the oil cake on the roadway surface.

Contract I-arc-4352 - Fairbanks Warehouse. A. E. Waxberg Construction Company. The contractor began placing the final crushed material on the slab backfill. On Saturday, September 8, 1951, and structural steel began to arrive on the job and the sub-contractor, Sparling Steel Company, began erection immediately. Progress on this project is very slow and it is believed that the contractor will not complete by the scheduled date.

Mr. Niemi

September 10, 1951

Contract I-arc-4339. Four I-Beam Bridges on Richardson "C". Muntér Construction Co., Inc. During the past period, the contractor substantially completed the pile driving, placing caps, pile buildup, all the abutment planking and other sub-structure work. There remains to be completed the concrete decking, backfill of the abutments and the erection of the handrails. Work on this project progressed very satisfactorily during the month.

The Alaska A,B1 section under contract to Rogers Construction Company and Babler Brothers supervised by the Bureau of Public Roads progresses with some noted acceleration. Additional equipment has been added to the job but the frozen terrain encountered by the contractor hampers progress. This contractor is a very capable crusher operator and oiling man but his knowledge of earth moving is definitely limited.

The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads is progressing slowly. Two pieces of heavy equipment have been added to the job during the past period and some increased progress is noted. This project suffers from lack of equipment to properly execute the magnitude of the work involved. Despite the fact certain sections of this job will not be paved immediately, other sections will receive paving. This paving will be placed on unstable fills to the detriment of the paving. Despite any amount of tamping, rolling or stabilizing done mechanically, the embankment placed over an old roadbed in some sections, and virgin terrain in others will subside in varying degrees. This subsidence causes considerable maintenance work and very unsatisfactory paving surface. It is again urged and recommended that measures be taken by the Headquarter's Office to alter the contracts on both Alaska Section A,B1 and Richardson "C" to the extent that paving should not be placed on fills that have not had at least one cycle of freeze and thaw. This recommendation very possibly will cause an overall delay in the paving of roads in Alaska but it is certainly justified when one considers that several tens of thousands of dollars will be spent on maintenance of unstable roadway embankments.

Construction

By Force Account.

During the past period the painting of the Shaw Creek Bridge on the Richardson Highway was completed and the painting of the Tanana River Bridge on the Richardson Highway progressed to 80% complete. Additional signs were placed along the Richardson Highway from the Shaw Creek Bridge to Big Delta. The placing of fills on the abutments of the Noyes Slough Bridge as previously reported herein was accomplished.



Mr. Niemi

September 10, 1951

The dismantling of the old Noyes Slough Bridge commenced and progressed during the period. The removal of the decking was completed and the stringers are approximately 50% complete. The final dismantling of this bridge will not be accomplished until freeze-up when equipment can be worked off the ice.

Taylor Highway (Tetlin Junction to Eagle). Construction on this route proceeds with very deliberate progress. Considerable progress was made in preparatory work but no reporting units have shown any marked increase. Frozen terrain and wet ground as well as much hard rock work hampers rapid progress. A fly camp was moved from the north bank of the Forty Mile River to Station 5980 + 00. Extra equipment was moved from the Forty Mile camp to Liberty. The equipment included two tractors, one carryall and one bull blade. A dozer trail down Polly Creek was completed to Station 5543 + 00. A thawing crew worked from the end of this dozer trail progressing 400' down the frozen stretch into the Forty Mile River canyon. The pouring of the cone footings and north pier is proceeding slowly. Sufficient form material was dispatched to the Tok Area for the construction of this job, but never reached the job. However, this will be completed within the next ten days. The thawing crew under the direction of Otto Bayless has completed to Station 5700 + 00 and will move ahead to link up the road to Alder Creek. The crew under the direction of Doc Crive with three dozers has moved to Station 5980 + 00 and is roughing out roadway along this section. Good progress is being made on dozer work. Several stretches of niggerhead flats have been heaped up by the dozers and will be covered by trucks and shovel when this material freezes during the next period.

The crew under the direction of Wyman Fritsch is still camped at Liberty with a fly camp about four miles toward Forty Mile River. Except for a few wet areas, the ground between 6300 + 00 and the Eagle Road is good. Some work is very good bull blade work and in conjunction with the carry-all scraper this work has progressed satisfactorily. There is one section between 6300 + 00 and Columbia Creek that will be extremely difficult to build. A forest fire last year burned off all vegetation on the hillside and this lack of vegetation caused the ground to thaw. Since this is glacial silt, the material has the consistency of soup and it is most difficult to construct any type of road across this stretch. It is more than 3000' in length.

To date the following culverts have been placed: 58' of 18" C.M.T., 90' of 30" C.M.T., 160' of 30" C.M.T., 120' of 10" hydraulic pipe and 55' of 10' x 5' elephant hut.

|                     |                     |       |             |
|---------------------|---------------------|-------|-------------|
| Cleared and grubbed | previously reported | 129.6 | miles       |
| "                   | "                   | "     | this period |
| "                   | "                   | "     | to date     |
|                     |                     | 131.6 | "           |
| Graded and drained  | previously reported | 125.3 | "           |
| "                   | "                   | "     | this period |
| "                   | "                   | "     | to date     |
|                     |                     | 125.3 | "           |

Mr. Niemi

September 10, 1951

|                              |            |
|------------------------------|------------|
| Surfaced previously reported | 88.8 miles |
| " this period                | 0          |
| " to date                    | 88.8 "     |

Personnel - Wageboard 57  
classified 3

Glenn Highway (Tok Slana Cut-off). Progress on this construction has been hampered by frozen wet ground. Along the Little Tok River where it was anticipated only the points would be frozen it was found that most of the terrain was frozen solid. This required shifting of equipment back and forth until this frozen material could be shot and/or ripped up with a heavy rooter. Lack of culverts has hampered this project somewhat and very definitely the fact there is no bridge material for the Tok River, the two sloughs and the Little Tok River bridges has been costly in time and money. During the next week it is anticipated authority will be received from Headquarters to commence construction on the portion of this route from the Customs Station to the hills. The Valdez District has moved to the Little Tok River so it is felt it is not adviseable to move into this area since it is very evident their forces will do the required work in the Valdez District. Culverts have been placed on jobs in the amount as listed below:

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|-----------------------------------|
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| 750 " " " 36" "                   |
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| 68 " " " 18" x 18" " " "          |

|   |             |
|---|-------------|
| Cleared and grubbed previously reported | 31.60 miles |
| " " " this period                       | 0           |
| " " " to date                           | 31.6 "      |

|  |        |
|--|--------|
| Graded and drained previously reported | 18.7 " |
| " " " this period                      | 1.5 "  |
| " " " to date                          | 20.2 " |

|                              |        |
|------------------------------|--------|
| Surfaced previously reported | 11.7 " |
| " this period                | 0      |
| " to date                    | 11.7 " |

Personnel - wage board 47  
classified 7

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|   |           |
|---|-----------|
| Cleared and grubbed previously reported | 2.5 miles |
| " " " this period                       | 3.75 "    |
| " " " to date                           | 6.25 "    |
| Graded previously reported              | 2.5 "     |
| " this period                           | 3.25 "    |
| " to date                               | 5.75 "    |

Personnel - wageboard 8

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It is noted that the Work Order #343, Graehl Approach Road, is not under construction. Through no fault of the Alaska Road Commission, right-of-way has not been obtained by the City of Fairbanks and lacking this right-of-way it seemed inadvisable to start this construction. No action has been taken by the City and it is believed that no work will be accomplished by the Alaska Road Commission on the Graehl Approach Road this season.

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Steese Highway. The reconstruction and improvement of the Steese Highway was completed during this period. The improvement we have made on this road is considerable. Sections not contiguous with one another were improved where the alignment, horizontal or vertical, was required. In addition a total of 22 miles of ditching and brush removing was accomplished during the past period:

|  |           |
|--|-----------|
| Graded and drained previously reported | 8.3 miles |
| " " " this period                      | 1 "       |
| " " " to date                          | 9.3 "     |
| Gravel surfaced previously reported    | 8.3 "     |
| " " this period                        | 6 "       |
| " " to date                            | 14.3 "    |

Personnel - wage board 9

Mr. Niemi

September 10, 1951

Maintenance and General

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Mr. Niemi

September 10, 1951

Miss Shirley Barnes resigned during the past period and no replacement is contemplated unless additional unforeseen work is encountered. Mrs. Eris L. Church has been employed in the payroll section as a replacement for Mrs. Helen Lamirand who has signified her intention of resigning in the near future.

Very truly yours,

A handwritten signature in cursive script, appearing to read "K. F. Goodson".

K. F. Goodson  
District Engineer

# Office Memorandum • UNITED STATES GOVERNMENT

TO : Wm. J. Niemi, Chief Engineer, ARC, Juneau      DATE: August 29, 1951

FROM : K. F. Goodson, District Engineer, ARC, Fairbanks *KFG*

SUBJECT: Situation Report for Period Ending August 13, 1951

Reference is made to your memorandum of August 21, 1951, concerning subject particularly the inquiry you have made regarding the Chena Hot Springs Road.

Contributions in excess of \$500.00 from benefited individuals were received. This fund pays for the operators' wages and the cost of fuel, oil and lubricants required for the equipment. Equipment rental charges were assigned to Steese Locals W.O. #313. This procedure was in accordance with verbal instructions received from Mr. A. F. Ghiglione, then Acting Commissioner of Roads for Alaska and Chief Engineer.

*32/11*

|   |            |                 |
|---|------------|-----------------|
| ✓ | Chf. Engr. | <i>WJN</i>      |
|   | Admin.     |                 |
|   | Op'ns.     |                 |
| ✓ | Eng'g.     | <i>Goodson</i>  |
|   | Acc't      |                 |
|   | Pers.      |                 |
|   | Supply     |                 |
|   | Fees       | <i>Goodson</i>  |
|   | Lundwall   | <i>Lundwall</i> |

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

WJN

August 22, 1951

MEMORANDUM TO: Wm. J. Niemi, Chief Engineer  
FROM: G. M. Tapley, Chief, Engineering Division *gm*  
SUBJECT: Fairbanks Situation Report dated August 13 --  
Deferment of paving Richardson C and Alaska A-B1

In the Fairbanks Situation Report for August 13, Mr. Goodson recommends deferment of paving on the green fills of Alaska A-B1 and Richardson C. He makes reference to subsidence on Richardson A and B line changes.

It was noted during my recent inspection of Richardson A and B that the subsidence occurred on line changes constructed over frozen ground. No subsidence was noted where the fills had been placed on gravel base. Accordingly, it is believed that paving can be undertaken during 1952 over fills placed this year or early next year on gravel foundations. Thorough compaction should be obtained and flat side slopes should be required not steeper than 1 on 3 for low fills. It was noted that the 1 on 4 slopes used on the Glenn B-2 and B-3 were particularly stable, eliminating all shoulder sloughing and settlement of the roadway.

11/1/51

The decision as to paving over any fills should be made by the Bureau of Public Roads with close review by Road Commission supervisory personnel. It is the principal responsibility of the Resident Engineer and the BPR construction and materials engineers. No action to advise them of this difficult problem is recommended at this time.

*copy on 13/75-15  
L - 13/75-100*

K. F. Goodson, District Engineer, Fairbanks

August 21, 1951

Wm. J. Niemi, Chief Engineer

Situation Report for Period Ending August 13, 1951

I have read the subject situation report with a great deal of interest. It represents considerable time and thought in preparation and presents a good picture of District operations.

Referring to the 5th Paragraph, Page 4, regarding asphalt paving on green fills, Richardson C - 17.1 miles of paving has purposely been eliminated from the present contract to avoid just such a thing. However, the entire section is receiving further study.

The 1st Paragraph of Page 5 indicates a lack of transportation in the District. When your 1952 program is known recommendations can be submitted for any required transportation to fit the program.

It is noted under farm and industrial roads that you received a contribution of \$500 to build about 3.4 miles of roads in the vicinity of the proposed Chena Hot Springs Road. Under what work order was this project included?

WJN:job

WJN  
5/21/51  
11/1/51





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU DISTRICT,  
Fairbanks, Alaska.

August 13, 1951

Mr. William J. Niemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Niemi:

Situation Report

During the four week period ending August 13, 1951, construction and maintenance work within the Fairbanks District continued with great rapidity. The weather has been generally clear and warm with a few occasional showers. Streams from glacier origin have not caused any appreciable concern since the nights have normally been rather cool and thawing has been at an even rate. The Delta River near Black Rapids rose to flood proportions; the finger dikes constructed this past spring confined the waters to the river channel and the flood waters did not destroy any of the Richardson Highway. All highways within the Fairbanks District maintained by the Alaska Road Commission are open to traffic and in good travelling condition.

No notable occurrence during the four week period is worthy of comment. Progress of all work has been satisfactory with the exception that it is believed the Forty Mile construction and the Tok construction are lagging when one considers the quantity of equipment employed on these projects. The equipment on all the jobs is performing satisfactorily and the maintenance forces required to keep the equipment in operation are at a minimum. Equipment rental receipts indicate that the overhaul program that the Fairbanks District was engaged in during the past winter and spring was highly successful. There has been a minimum of down-time and the equipment is producing splendid results.

During the past period, the Fairbanks District had visitors from the Headquarter's Office as well as visitors from Washington, D.C. Among those who have visited, the following are included: Mr. Ken Kugel, Bureau of the Budget, Washington, D.C., Mr. William Hackett, Consul for the House Committee on Territorial and Insular Affairs, Interior Department, Mr. William J. Niemi, Chief Operations Division, Mr. Wm. S. Klochenteger, Chief, Materials Division, Mr. Harry O. White, Master Mechanic, and Mr. J. G. Shepard, Contracts Branch.

④ AFG-*W.D.*  
① ✓ Chf. Engr. *W.D.*  
Admin. ....  
Op'ns. ....  
② Engrg. *W.D.*  
Acc't. ....  
Pers. ....  
③ Supply  
*Noble N. Cairns*  
*C. C. Fairbank*

Mr. Wm. J. Niemi

August 13, 1951

Surveys and Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson, Locating Engineer.

During the past period, Mr. Wilson was on temporary assignment for a period of eight days to the Nome District to accomplish a reconnaissance survey in the vicinity of Lost River. During Mr. Wilson's absence, Mr. Rex Palmer assumed the responsibilities and authority of location engineering on this project. This location has become a major undertaking since it has carried us into very, very heavy timber. To project a line through this heavy timber requires a great deal of clearing with tractors and considerable hand cutting. Except for a short distance of approximately two miles through an old burned section, this survey has been extremely difficult. Progress has been satisfactory considering the terrain.

Personnel - Classified 7  
Wage-board 3

Farm and Industrial Roads

During the past period, the field work on the location and construction staking on three farm roads was accomplished. The Geist Road (339-122), the Dale-Becker-Conn Road (340-122) and the Chena Hot Springs Road (9312-3). The field engineering work consisted of locating the survey lines, slope staking and obtaining easements for rights-of-way through the property of land owners. Work has been satisfactorily accomplished under the direction of Richard A. Stack.

Personnel - Classified 4

Steese Highway Reconstruction and Miscellaneous Work

Under the direction of James D. Anderson, the necessary construction survey required on the Steese reconstruction and miscellaneous work in the vicinity of Fairbanks was accomplished. This work included the construction staking for widening and surfacing the Steese Highway in several locations, layout of bridges on the Farm Road program and the obtaining of easements for rights-of-way in connection with the Farm roads.

Personnel - Classified 4

Contract Engineering - H. Woodrow Johansen, Resident Engineer

During the immediate past period, this group has been engaged in the supervision and inspection of contracts under the supervision of the Alaska Road Commission in the Fairbanks District. This includes the Noyes Slough Bridge, Contract I-arc-4299, Richardson "C" Bridges,

Mr. Niemi

August 13, 1951

Contract I-arc-4339, and the Fairbanks Warehouse, Contract I-arc-4352. The engineering work consists principally of inspection and layout work. It requires some overtime since the contractors are very often placing concrete and runs into considerable overtime. The inspection required on contracts under construction by the Munter Construction Co. is considerable. While this contractor is considered to be well versed in the construction of bridges, he is also well versed in short-cut methods and is well supplied with excuses and alibis for non-conformance with specifications and plans. This requires a great deal of vigilance on the part of the inspectors and occasions considerable arguments on the job. In order to accomplish satisfactory work with this contractor, it is necessary to constantly remind him of his duties and requirements.

The A. E. Waxberg Construction Company has not done any appreciable amount of work during the past month and their project is at a complete standstill. There is no occasion for the contractor to receive any consideration for an extension of time and this time limit is rapidly diminishing now.

Personnel - Classified 6

#### Material Engineering

Under the direction of Mr. Harvey Dunham, the materials section of the Fairbanks District continues the inspection of force accounts and contract materials. Mr. Dunham has done inspection work on the Noyes Slough Bridge, Forty Mile River Bridge, Richardson "C" Bridges, Tok Slana Cut-Off Highway, the Alaska "B" highway and the Richardson Highway, Fairbanks District. He has also directed the traffic count within the Fairbanks Area.

In addition to these accomplishments, Mr. Dunham closely coordinated the repair and rehabilitation of the asphalt paving within the Fairbanks Area where it was accomplished by the maintenance forces of the District. The Tok Laboratory is approximately 70% complete and Mr. Dunham will move a small group into Tok early this week to make tests on the roadway embankment in place on the Tok Slana Cut-Off. This material sampling is required to determine the balast necessary in preparation of paving Section "C" of the Tok Slana-Cut-Off.

Personnel - Classified 2

#### Construction

By Contract. Contract I-arc-4299, Noyes Slough Bridge - M. P. Munter Construction Co., Inc. This contract is considered to be 99.5% complete and will be open for traffic August 15, 1951, at noon. During the past period concrete was placed for the East and West roadway deck spans, the back and wing walls of the East abutment, the sidewalk slabs, the safety curbs and the rail posts. The hand rails were bolted in place.

Mr. Niemi

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Contract I-arc-4352 - Fairbanks Warehouse. A. E. Waxberg Construction Company - 36% complete. Gravel backfill has been completed but the crushed material for the last foot of the backfill has not been placed and the contractor is experiencing difficulty in obtaining this material. Slow delivery on the steel and other necessary building materials will occasion a late completion date on this warehouse.

Contract I-arc-4339. Four I-Beam Bridges on Richardson "C". 22.2% complete. The contractor completed abutment excavation at Darling Creek, Mile 230.4, Bear Creek and Mile 236.8. Drove and cut off the piling and painted the piling with one coat of red lead paint and completed the erection of structural steel at Mile 236.8 bridge. Completed driving and placed the cap on the south abutment at Mile 230.4 bridge. The wing piles were driven on the north abutment but the bearing piles although built up and driven have not reached bearing. Applied one coat of paint on bearing piles and two coats of paint on wing piles of this bridge. All piles were driven and south cap was placed but not bolted on Bear Creek Bridge. Two coats of paint were applied to all piling. All piles were driven at Darling Creek. The contractor set up a gravel plant on the Big Delta River at Mile 232 and screened and hauled concrete aggregate for the various bridges.

The Alaska "A" section under contract to Rogers Construction Company and Babler Bros. supervised by the Bureau of Public Roads is proceeding with a little more rapidity. However, this job suffers from the lack of equipment and no appreciable amount of construction has been completed to date.

The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads is progressing slowly. One 2½ ton shovel has moved in on the job and progress is noted. However, considering the length of the job and time limit, the accomplishment is very meager.

*GMT For Comment*

It is recommended that the contract on these two jobs be extended by one year to preclude the possibility of placing the final asphalt paving on the green fill with the occurrence of the subsidence we have on both the Richardson A and B. It appears to this Office that the contractors will place the majority of fill next season and will immediately begin paving on these green fills and the same trouble we have had on Richardson A and B will occur on both of these projects. It is not known how the contracts can be changed, but certainly some recognition of this fact must be taken. It is recommended and urged that immediate action be taken by the Headquarter's Office in relation to this subject.

*Defer the 17.1 miles of paving eliminated from this contract covers ground which is apt to settle. This can be paved in 1953*

*NJ*

By Force Account

*Agree - particularly for Alaska A*

The Security Fencing at the Tok Depot and the Fairbanks Depot has been completed with a minimum of expenditures. It is noted that considerable shortage existed in the component parts of this fence but these missing parts were manufactured locally and installed.

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During the past period, the painting of the Salchaket River Bridge was completed. A heavy coat of standard aluminum bridge paint was applied to the steel structure and hand and guard rails were painted. New walkways decks were installed on the Chena River Bridge. A small bunkhouse was completed within the Fairbanks Depot for the use of wage-board employees working on the Farm and Industrial road program in the immediate vicinity of Fairbanks. The painting of the Shaw Creek Bridge was commenced during the period and progress has been very rapid. The erection of signs along the several highways has been very slow due to a shortage of manpower and vehicles for transportation. It is noted here the Fairbanks District is desperately deficient in personnel transportation. If we are to continue with the accomplishments of so many varied and distant projects, it will be necessary next year to have at least eight more pickup trucks. We simply cannot continue to economically use the old pickups and augment this old equipment by using dump trucks and other makeshift personnel transportation.

Include in recommendations of 1952 program is to Slack ahead on force acco

Taylor? Glenn Highway - Tetlin Junction to Eagle. Construction of this route proceeds quite slowly. The impedus for rapid completion is lacking in the field. The terrain being traversed is difficult and conditions are far from being ideal but with the amount of equipment and manpower employed on this job, more rapid progress can be expected. Widening and surfacing from Walkers Fork toward Upper Jack Wade Creek continues; the approaches to the Walkers Fork Bridge were filled to grade. The falsework on the Walkers Fork Bridge has been removed and the bridge is substantially complete. An elephant hut was placed at Jack Wade Creek. This elephant hut replaces the proposed bridge at Jack Wade Creek. Culvert installations continue South of Polly Creek as well as some pull blade work. A passable trail is now punched out down Polly Creek to Station 5496. This section is particularly slow going because of the large amount of rock work. Work on the approaches to the Forty Mile crossing was started; 3000 feet on the South bank was stripped. This stripped ground is being worked as it thaws.

Work on the section North of the Forty Mile is progressing slowly. During the past period, the boiler and jackhammer crews were reorganized and progress improved a little bit. Considerable improvement was made on the more difficult sections by attaching a very small boiler to a dozer and when frozen ground was encountered, this boiler was employed to thaw it out. In this manner, the equipment could continue to operate in sections where only a very small amount of frozen ground was encountered. Most of the ground between Forty Mile River and Alder Creek have been opened up in this manner and boiler and compressor crews are presently engaged in drilling and shooting this section. The section from Alder Creek toward Liberty is very slow in completion. From Liberty toward

Mr. Niemi

August 13, 1951

Alder Creek, there is a passable road for perhaps eight miles but in no sense is this a finished road. It is believed that very soon the connection can be made from Liberty Creek and Alder Creek and the very expensive supplying of the Liberty Creek camp can be minimized.

|   |       |       |
|---|-------|-------|
| Cleared and grubbed previously reported | 127.6 | miles |
| " " " this period                       | 2.0   | "     |
| " " " to date                           | 129.6 | "     |
| Graded and drained previously reported  | 124.5 | "     |
| " " " this period                       | .8    | "     |
| " " " to date                           | 125.3 | "     |
| Surfaced previously reported            | 88.8  | "     |
| " this period                           | 0     | "     |
| " to date                               | 88.8  | "     |
| Personnel - Wage board                  | 53    |       |
| Classified                              | 9     |       |

Glenn Highway - Tok Slana Cut-Off. Considerable amount of frozen ground has been encountered along the hillside near the Little Tok River. This frozen material has delayed construction somewhat and caused inconvenience to the travelling public. This piece of road has been maintained at all times but unfortunately it was necessary at times to pull traffic through the swampy sections. Progress has not been seriously hampered by this frozen ground but necessarily sections open in frozen material can not be considered completed until stabilized. This condition exists on approximately two miles on this route.

The camp at Little Tok River began operation on the 5th of August and is presently operating as the main camp. The Clearwater camp is presently inoperative and abandoned.

|   |      |       |
|---|------|-------|
| Cleared and grubbed previously reported | 31.6 | miles |
| " " " this period                       | 0    | "     |
| " " " to date                           | 31.6 | "     |
| Graded and drained previously reported  | 18.7 | "     |
| " " " this period                       | 2.10 | "     |
| " " " to date                           | 20.8 | "     |
| Surfaced previously reported            | 11.7 | "     |
| " this period                           | 0    | "     |
| " to date                               | 11.7 | "     |
| Personnel - wage board                  | 43   |       |
| " classified                            | 10   |       |

Mr. Niemi

August 13, 1951

Farm and Industrial Roads

A commencement was made on the Farm and Industrial Roads during the past period under the general supervision of Mr. George Morton and active supervision of Mr. T. J. Brignole. Progress was satisfactory considering the terrain and considerable work was accomplished. Not previously reported but completed this period was the Country Club Road Extension:

Cleared and grubbed .75 miles  
Graded .75 "

Personnel - Wageboard 3

Geist Road:

Cleared and stripped 1.75 miles  
Graded 1.75 "

Personnel - Wage board 10

What  
W.O. ?

The residents in the vicinity of the proposed Chena Hot Springs road petitioned the Alaska Road Commission and furnished a check for approximately \$500.00 to build about 3.4 miles of road to allow them access to their homesites. An agreement was reached whereby the Alaska Road Commission would furnish equipment and the residents would furnish money to pay the operators and the fuel and oil expenses of the equipment. The proposed road has been cleared and stripped the total distance and is presently being graded. This is a very low standard road and is hardly more than a trail but will serve the purpose.

Personnel - Wageboard 5

Reconstruction and improvement

Steese Highway. The reconstruction near Chatanika and the resurfacing near Fox on the Steese Highway continues as well as the widening and reconstruction of the highway across the Chatanika flats. Work has been rather rapid and is very good quality. Considerable comment has been made by users of this road concerning the improvements made during the construction season. It is believed that during the next period, the section near Miller House and Central will be improved somewhat by eliminating several very sharp curves. During the past period ~~corrugated metal pipes were installed at several locations in place of the log-type culvert.~~ This improved drainage will be particularly beneficial next spring.

Mr. Niemi

August 13, 1951

|                                   |           |
|-----------------------------------|-----------|
| Graded and drained prev. reported | 6.3 miles |
| " " " this period                 | 2 "       |
| " " " to date                     | 8.3 "     |
| Surfaced previously reported      | 2 "       |
| " this period                     | 6.3 "     |
| " to date                         | 8.3 "     |

Personnel - Wageboard 13

Maintenance and General

During the past period, the Fairbanks District received new equipment as follows:

10 only 5 cu. yd. Reo dump trucks

The roadside improvement progresses throughout the District with beneficial effects. A new foreman, Mr. Gordon D. Malloch, was hired in the States and transported to Fairbanks at the expense of the Alaska Road Commission to supervise the maintenance and repairs of asphalt paving within the Fairbanks District. This work is progressing rapidly and satisfactorily. On Wednesday, August 15, it is anticipated the crew will be moved into Johnson River and begin inverted penetration patching of Alaska "B" section from Sears Creek to Tok.

During the past period, on July 25, 1951, a serious fire occurred destroying 49 creosoted timber piling as well as the Rogers Low-bed trailer. This fire has been previously reported.

The U. S. Army moved a convoy of approximately 800 vehicles through the Fairbanks District on August 7 through August 12, 1951. No damage was done to the highways and the convoy was well supervised. With this tremendous amount of traffic it was necessary to employ additional maintenance forces to ensure the travelling public a well maintained road.

The Tetlin-Junction Eagle Road from the Junction to Chicken has been under repair during the past period and the majority of the abrupt inequalities of grade has been rectified. This required the use of a shovel and three trucks as well as underbody blade to accomplish. This work was necessary and had been programmed.



Mr. Niemi

August 13, 1951

Administration

The functions of the Administrative Division are reasonably current in all sections. At present a \$77,000.00 bi-weekly payroll is being expediently processed by the payroll section. The stores section is making issuances to the extent of approximately \$33,000.00 excluding petroleum products every two week period. The cost accounting section is functioning in a commendable manner in the processing of the various cost documents. All factors taken into consideration, the situation is deemed to be satisfactory.

Mrs. Patricia Buffam has replaced Mrs. Dorothy Jemmings as clerk-stenographer and is being assigned duties as clerk and typist.

Very truly yours,



K. F. Goodson  
District Engineer



UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
 FAIRBANKS DISTRICT,  
 Fairbanks, Alaska.

July 16, 1951

|                 |     |
|-----------------|-----|
| Col. Noyes..... |     |
| Chf. Eng.....   |     |
| Admin.....      |     |
| Op'ns.....      | WSP |
| Eng'g.....      | WSP |
| Acc't.....      |     |
| Pers.....       |     |
| Supply.....     |     |
| cc. Faires      |     |

Note P.  
 P.P.

Mr. A. F. Ghiglione  
 Chief Engineer  
 Alaska Road Commission  
 Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

The four week period ending July 15, 1951, has seen the work progress in the Fairbanks District with increased rapidity. Generally the weather has been very warm, very few showers and the glacial streams have been active but not to the extent that they are destructive. There have been no interruptions to traffic on any of the highways maintained by the Fairbanks District during the past period and all roads and highways maintained by the Fairbanks District are now open to traffic. The Ferry-Eva Creek system has been opened and is presently carrying its normal traffic load.

There has been no specific occurrence in the Fairbanks District worthy of notation during the past four week period. The progress of all work has been satisfactory. The several supervisors are accomplishing their assignments diligently and effectively. The principle occasion for any possible delay will be the lack of tracks and rollers for Caterpillar Tractor equipment assigned to the Forty Mile job. Presently, the International Harvester equipment employed on the Tok Cut-Off is operating but still not to the complete satisfaction of all concerned.

11/11/51

During the past period, the Fairbanks District has received many official visits from Headquarters' staff personnel as well as Washington official personnel. Among those who have visited the following are included: Mr. D. H. Miller, Chief, Administrative Division accompanied by Mr. McClellan, General Accounting Office and Mr. Alley, Office of the Secretary of Interior; Mr. E. R. Bates, Safety Engineer, Mr. S. L. Lundwall, Cost Engineer, Mr. Herb Reed, Mr. Wm. S. Klochenteger, Chief Materials Branch and Mr. George Russell, Assistant Chief of Surveys and Investigations. Considerable time was expended by the personnel of the Fairbanks District in familiarizing these visiting officials with procedures and conditions pertaining to the Fairbanks District.

The District Engineer was on official sick leave during the period for eight days.

Mr. A. F. Ghiglione

July 16, 1951

Surveys and Plans

Fairbanks-Nenana Survey - Mr. T. Hugh Wilson, Locating Engineer

The survey from Fairbanks to Nenana is progressing slowly due to heavy timber and poor terrain. Mr. George Russell and Mr. T. Hugh Wilson conversed at length in the field and it was decided to make a reconnaissance flight to locate a better location for the proposed highway from Gold Creek to Berg. Some trouble has been experienced with equipment on the job but all of the equipment is presently in operative condition. It is recommended that as soon as the survey reaches, Berg, a distance of approximately ten miles, the survey be abandoned. Progress has been satisfactory.

Personnel - classified 6  
wage-board 4

Steese Highway & Farm and Industrial Roads

On July 9, 1951, Mr. John O. Wiggin, Resident Engineer, resigned and in his place we have appointed Mr. R. A. Stack, Highway Engineer, and Mr. James B. Anderson, Highway Engineer, to direct the two groups that Mr. Wiggin formerly directed. This group of engineers work interchangeably between the Steese Highway and the Farm and Industrial Roads program in the Fairbanks Area. Progress is very slow and this is due to the difficulty in securing the rights-of-way of the proposed routes. None of this work has been done prior to 1951 and it is now necessary to secure the easements from the individual property owners. Very often it is only a matter of contacting the person but this does take time. Until such time that we have complete easement for a particular project, we have not made any attempt to do any construction work. We have, however, done the preliminary engineering including slope staking.

Personnel - 11 classified

Contract Engineering - H. Woodrow Johansen - Resident Engineer

During the past period this group has been engaged in the layout and supervision of contracts under the supervision of the Alaska Road Commission in the Fairbanks Area. The concrete placement, structural steel erection and other phases of construction work completed on both the Fairbanks Depot Warehouse, Contract I-arc-4352, and the Noyes Slough Bridge, Contract I-arc-4299. The four I-beam bridges on the Richardson Highway, Contract I-arc-4339, commenced slowly during the period but are now underway. This Office is very well pleased with the performance of the contractors. Both A. E. Waxberg Construction Company and Munter Construction Company are executing very good construction.

Personnel - 6 classified

Mr. A. F. Ghiglione

July 16, 1951

The Materials Engineer, Mr. Harvey Dunham, continued the field inspection of the Contract and Force Account materials. He has also been engaged in setting up the supply data and vouchers for payment on Contract I-arc-4263. Mr. Dunham has done considerable field work in the past period. In addition to his field work he has also established a working force in the Materials Lab in Fairbanks and has commenced accumulating and requisitioning materials for a Lab at Tok.

Personnel - Classified 2.

Construction

By Contract

Contract I-arc-4299 - Noyes Slough Bridge - M. P. Munter Construction Company commenced placing structural steel for the deck the early part of the period. They completed the concrete placement on the abutment wing walls and parapet walls. The concrete on three of the deck slabs was placed during the preceding period.

Contract I-arc-4352 - Fairbanks Warehouse. A. E. Waxberg Construction Company progressed very rapidly on the construction of the Fairbanks Warehouse. However, at the moment the project is at a standstill awaiting the backfilling of the area upon which the floor slab will be placed. Slow delivery on steel and other component parts will necessarily cause relatively late completion. It is estimated now that the completion date will be around November 5, 1951. The contractor has exhibited good workmanship and close cooperation with the Alaska Road Commission.

Contract I-arc-4339 - Four I-Beam Bridges on Richardson "C". The contractor, M. P. Munter Construction Co., Inc. is slowly getting underway. During the next period it is expected that the contractor will make a showing on this job. To date the work accomplished is primarily engineering work in relation to the layout of the bridge. Pile driving commenced at Mile 236.8.

The Alaska A section under contract to Rogers Construction Co. and Babler Bros. supervised by the Bureau of Public Roads is proceeding slowly. Very little equipment is on the job and the contractor is not making any appreciable progress on the completion of this job. Engineering forces of the Bureau of Public Roads are doing their part of the work and this engineering force should soon diminish in quantity.

The Richardson "C" Highway under contract to Lytle and Green Company supervised by the Bureau of Public Roads is progressing slowly. ~~There is a small amount of equipment on the job but it is being used~~ effectively on a line change from Station 280 to Station 410. Very little progress is noted when one considers there is 38 miles under construction on this job.

Mr. A. F. Ghiglione

July 16, 1951

By Force Account

The Security Fencing at the Fairbanks District, Work Order #341, is substantially 60% completed at the moment. The Fencing was erected with a minimum of effort and labor expended.

The Security Fencing at the Tok Depot is presently being constructed by personnel from the Fairbanks Area who have gained experience in the construction of the Fairbanks Depot Security Fencing. It is noted here that many component parts for the fence are missing and it will be necessary to canvas all the Districts to discover if they have surpluses of several of these necessary parts.

During the past period certain improvements were made in the Fairbanks Depot. Included is the painting of the Office Building and the Warm Storage Building adjacent to the Highway and the erection of a Depot sign. Also one of the small warehouses has been partially converted to a small barracks to house the necessary personnel engaged in the construction of the Farm and Industrial Roads in the immediate vicinity. It is not contemplated that it will be necessary to maintain a cook for this purpose.

The painting of the Chatanika River Bridge on the Steese Highway was accomplished during this period. A prime coat of red lead was placed, then a very heavy coat of standard aluminum paint was sprayed on. A very good job was accomplished and the bridge has a nice appearance. The painting of the Salchaket Bridge on the Richardson Highway is approximately 25% completed. It was not necessary to apply a prime coat on this structure and accordingly we are only applying the aluminum paint. The wood hand rails and steel approach rails on the Cushman Street Bridge were painted during the period as well as the abuments were striped for warning. The applying of a little bit of paint improves the appearance of all of these bridges as well as preserving the structure.

<sup>Taylor</sup>  
Glenn Highway - Tetlin Junction to Eagle. The construction on this route proceeds slowly. During the past four week period the stripping operations working from Liberty to Forty Mile and from Forty Mile to Liberty made a connection. A portion of the long awaited drilling equipment arrived and is being utilized effectively. The Caterpillar equipment is not being employed to the greatest possible potentialities since ten of these tractors are on very poor tracks and rollers. This condition has been reported previously to the Headquarters' Office and all possible means of securing tracks has been investigated. The drilling and shooting work is hampered presently by the fact that there are a limited number of compressors due to failure of one received from Valdez. This machine is reported to have been completely overhauled but ran approximately 75 hours before it "blew up". The heavy stripping of frozen ground immediately South of the Forty Mile River is presently the most pressing requirement. As soon as this section of

Mr. A. F. Ghiglione

July 16, 1951

approximately 9000' has been striped and a pioneer road constructed, progress can be expected on the construction of the Forty Mile River Bridge, piers and abutments.

|                                 |            |
|---------------------------------|------------|
| Cleared and grubbed this period | 3.22 miles |
| " " " previously reported       | 124.3 "    |
| " " " to date                   | 127.6 "    |

|                                |         |
|--------------------------------|---------|
| Graded and drained this period | 2.0 "   |
| " " " previously reported      | 122.5 " |
| " " " to date                  | 124.5 " |

|                       |        |
|-----------------------|--------|
| Surfaced this period  | .2 "   |
| " previously reported | 88.6 " |
| " to date             | 88.8 " |

|                        |    |
|------------------------|----|
| Personnel - wage board | 61 |
| classified             | 9  |

Glenn Highway - Tok Slana Cut-Off. Progress on this work is fair. The heavy fill across the Tok River Valley has been substantially completed. The grading near the Little Tok River has gone into frozen muck and requires a great deal of effort to maintain traffic through this section of about 1000'. Striping on the job is largely completed now, at least to the extent that the remaining portion is relatively minor.

The actual supervision of this job is directed by Earl LaBree. He has done a very commendable job and it is recommended that consideration be given the promotion of Earl LaBree to General Foreman effective August 6, 1951. We request your concurrence and advisement on this promotion.

WJ ←

|                                    |            |
|------------------------------------|------------|
| Cleared and grubbed prev. reported | 31.6 miles |
| " " " to date this pd.             | 0          |
| " " " to date                      | 31.6 "     |

|                                   |        |
|-----------------------------------|--------|
| Graded and drained prev. reported | 14.9 " |
| " " " this period                 | 3.8 "  |
| " " " to date                     | 18.7 " |

|                           |        |
|---------------------------|--------|
| Surfaced - prev. reported | 11.7 " |
| " this period             | 0      |
| " to date                 | 11.7 " |

|                        |    |
|------------------------|----|
| Personnel - wage board | 50 |
| classified             | 13 |

Mr. A. E. Ghiglione

July 16, 1951

Other Construction

The Big Delta Firing Range Road. The Alaska Road Commission has completed the construction of the Firing Range Road and Access Road for the Army Arctic Training Center near Big Delta. Progress was very rapid and the cooperation and coordination with the Army was very good. During the course of the construction the Alaska Road Commission completed 17.2 miles of clearing and grubbing; 17.2 miles of grading and draining and 14.9 miles of surfacing as well as constructing six target bunkers; an access road of .1 mile and a Foul Line for the target bunkers of .1 mile. The project has been accepted by the Base Engineer, Major Archer, and a letter to that effect is expected momentarily from the Military.

Mr. George Morton, General Foreman, and Mr. Allan Smith, Foreman, are worthy of special commendation for their very good work on this job.

Personnel - wage-board 6.

Farm and Industrial Roads

No progress has been made on the construction of Farm and Industrial Roads other than surveys. An attempt is being made to secure easement and right-of-way through and across the several land owners property. It is anticipated that early commencement will be made on the low priority numbers as listed in the Annual Recommendations.

Reconstruction and Improvement

The reconstruction at Chatanika continues as well as the small amount of reconstruction necessary at Miller House and Central. The work has progressed very satisfactorily and a very good job is being done. The Foreman, T. J. Brignole, has proven to be a very capable foreman and runs a good show in all respects. The line changes at Engineer's Creek and near Chatanika are complete with the exception of a small amount of surfacing on the Chatanika line change. We have continued across the Chatanika flats raising and widening the grade. In addition we have used motor graders beyond the Chatanika Bridge in cutting a new ditch redefining the slope. In this manner we are able to cut brush and also provide the <sup>water</sup> ~~water~~ course. Eventually this work will progress throughout the length of the Steese Highway. Near Miller House and near Central where sharp curves are presently a hazard, the rock points are being drilled and removed and there will be better sight distance and easier driving.

— Cleared and grubbed this date \_\_\_\_\_ 0

Mr. A. F. Ghiglione

July 16, 1951

|                                   |         |
|-----------------------------------|---------|
| Graded and drained prev. reported | 4 miles |
| "    "    "    this period        | 2.3 "   |
| "    "    "    to date            | 6.3 "   |
| Surfaced previously reported      | 0 "     |
| "    this date                    | 2 "     |
| "    total to date                | 2 "     |

Personnel - 19 wage board

Maintenance & General

During the past period the Fairbanks District received new equipment as follows:

- 1 #550 Heavy Motor Grader
- 3 La Plante Choate scrapers
- ~~3 Carry All scrapers~~
- 2 Reo 3 yd dump trucks
- 1 12 ton Isaacson rooter
- 1 Mobile lubricating unit
- 1 Galion 5 ton trailer roller

The roadside improvement program continues on the secondary roads within the Fairbanks District. This improvement program includes re-ditching, brush cutting and spot gravelling on the gravel roads. The new pavement on the College Road was sealed in several sections where the seal had stripped off. Lateral cracks and a few longitudinal cracks were patched on this College Road, the Richardson A section and a short section of the Steese Highway. This patching by the available personnel is a very poor substitute for experienced people. It is suggested and recommended that this Office be authorized to secure the services of a competent foreman in the States to direct the maintenance of asphaltic pavement. It is believed that such a foreman could be secured and his knowledge passed onto a small crew and the necessary repairs to pavement would be decreased by constant intelligent maintenance. It is well and good to say that the people can be taught but it is necessary first of all to have someone who has the knowledge to teach them. My experience in the maintenance of roads is negligible although I have had considerable experience in the construction of roads. I do not have the time necessary to devote to the education of people to maintenance asphaltic repavement. The available man power supply is such that this type personnel is not included.

Administration

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The past four week period has seen considerable action on the part of the Administrative Division. It is estimated that the maximum seasonal work load is now being encountered in all sections of the Administrative Division. This work load is being both expediently and efficiently handled and all phases are current.



Mr. A. F. Ghiglione

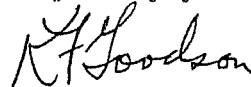
July 16, 1951

Considerable mention has been made in previous reports concerning the cost accounting section. This section is now functioning in a particularly commendable manner and Mr. Nebel, Mrs. Roberts and Mrs. Bethke are to be congratulated.

During the forthcoming period and in line with future planning, attention is to be given to the "Supply and Property Section" in order to increase the efficiency of the operation and to have a more satisfactory Property and Supply control within both the Fairbanks and Tok Depot.

Personnel action during the period was as follows: Mrs. Billie D. Price has been employed in the Supply Section as a replacement for Mrs. Donnie Brown and Mrs. Kathryn Urie has been promoted to Payroll Supervisor in the position formerly occupied by Mrs. Evelyn Kraft.

Very truly yours,



K. F. Goodson  
District Engineer

# TELEGRAM

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., JUNEAU, ALASKA  
TEL. 591

KPAS

RR UKJC

DE UKPFC.61A

R 250245Z

FM K F GOODSON ARC FAIRBANKS

TO A F GHIGLIONE HEADQUARTERS ARC JUNEAU

INT GRNC

*July 23*

4453

|             |                    |
|-------------|--------------------|
| Col. Noyes  | .....              |
| ① Chf. Eng. | <i>[Signature]</i> |
| Admin.      | .....              |
| ② Op'ns.    | <i>W</i>           |
| ③ Engrg.    | <i>mm2</i>         |
| Acc't.      | .....              |
| Pers.       | .....              |
| Supply      | <i>Faires</i>      |

SITUATION REPORT FOR IMMEDIATE PAST PERIOD SHOULD INCLUDE COMPLETION OF CLEARWATER CREEK BRIDGE AND NINETY PERCENT COMPLETION OF WALKERS FORK BRIDGE

24/0251Z



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

June 18, 1951

|                  |
|------------------|
| Col. Noyes.....  |
| ✓ Chf. Engr..... |
| Admin.....       |
| ✓ Op'ns... W.M.  |
| ✓ Eng'd. R.M.S.  |
| Acc't.....       |
| Pers.....        |
| Supply.....      |
| W. J. Jones      |

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

The four week period ending June 17, 1951, brought forth warm spring weather with occasional showers and bright sunlight for the majority of the day. None of the rains were of sufficient intensity to occasion any drainage problems except in the Delta River near Black Rapids, the rapidly rising water washed out a dike placed in 1950-51. No damage to the road was suffered. Continued rains in the Forty Mile Area slowed work considerably but in the broad view, it assisted since a majority of the roadway is frozen and the additional moisture will assist in thawing. The rains in the Forty Mile Area caused the many creek and rivers to rise and hampered transportation to the several camps.

The Walkers Fork, where a crossing was being made by ferry, rose to flood proportions on June 11, 1951. On the evening of June 11, about 4:30 PM, a wage-board employee, Mr. H. T. Stewart, together with Ray Sicely, was attempting a crossing of this creek on a raft. Several factors entered into the subsequent fatal accident, and these circumstances are explained in separate reports. The outcome of the accident resulted in Mr. H. T. Stewart being swept overboard from the raft and drowned. To date his body has not been recovered and it is the opinion of the District Engineer that the body will not be recovered. When this stream is in flood stage, large boulders are moved down the stream bed. It is very likely, Mr. Stewart's body was lodged in a deep pocket. Subsequently, large boulders lodged in this pocket and his body is likely pinned under water doubtless never to be refloated.

*Reported  
body has  
been found  
6/22/51  
W.M.*

*52/111*

All Highways maintained by the Alaska Road Commission, Fairbanks District, with the exception of Ferry to Eva Creek are open and in good travelling condition. The Richardson Highway from Big Delta Junction to Plack Rapids requires considerable motor grader maintenance since heavy traffic has caused the fines to be settled below the larger aggregates and this road surface is now quite rough. Despite twenty-four hour maintenance service with two motor graders, complaints are

Mr. A. F. Ghiglione

June 18, 1951

*Advised June 6  
No action was  
taken from wiring  
with special  
branch lead from  
Alaska Dept  
which brought  
June 2*

received from travellers over this route. No attempt has been made to resurface this route as there is a contractor engaged in its reconstruction. We have, however, resurfaced approximately one and one half miles between the Army Arctic Training Center and Big Delta Junction at the request of the Army.

The paving on Alaska Highway Section B continues to disintegrate to a certain extent. Repairs to the damaged sections continue. It is the opinion of the District Engineer that these minor repairs are not ineffective but rather that these repairs will be substantial and will be a basis upon which we can predicate future maintenance of bituminous surfaced highways.

During the past four week period, Colonel John R. Noyes, Commissioner of Roads, Lt. Colonel Earl Hamilton, Transportation Corps U. S. Army, and Colonel Love, Royal Canadian Engineer, Commandant, Northwest Highway System, and myself made a trip to Dawson, Yukon Territory, and into the Forty Mile country. Mr. Wm. J. Niemi, Chief, Operations Division, Mr. G. M. Tapley, Chief, Engineering Division, Mr. W. S. Klockenteger, Chief, Materials Branch, Mr. H. R. Bates, Safety Engineer and Mr. J. G. Shepard, Office Engineer, all of the Juneau Headquarters staff made brief official trips to the Fairbanks District.

Surveys and Plans

During the period, field work in connection with the location surveys and construction work progressed satisfactorily.

Fairbanks-Nenana Survey. - Mr. T. Hugh Wilson, Locating Engineer.

Equipment commenced to move onto the project May 18, 1951, and began running the line May 28, 1951.

|                                |   |       |
|--------------------------------|---|-------|
| Miles line previously reported | - | 70    |
| " " located this period        | - | 4.35  |
| " " to date                    | - | 74.35 |

Location is in very heavy timber along a ridge from Ester to Berg, and occasioned considerable labor brushing a survey line.

|                        |   |   |
|------------------------|---|---|
| Personnel - classified | - | 6 |
| " wage-board           | - | 3 |

Location Survey - Glenn Highway (Tok Slana Cut-Off). Robert W. Templeton - Locating Engineer.

|                                   |   |      |
|-----------------------------------|---|------|
| Miles located previously reported | - | 26.5 |
| " " this period                   | - | 0    |
| " " to date                       | - | 26.5 |

Mr. A. F. Ghiglione

June 18, 1951

(Does not include abandoned alignment from Station 685 to Station 1575 on left limits of Little Tok River)

|                        |   |   |
|------------------------|---|---|
| Personnel - classified | - | 7 |
| " - wage-board         | - | 4 |

Glenn Highway - Tetlin Junction-Eagle. Robert R. Smith, Locating Engineer.

|                                |   |     |
|--------------------------------|---|-----|
| Miles line previously reported | - | 157 |
| " " located this period        | - | 0   |
| " " to date                    | - | 157 |

|                        |   |   |
|------------------------|---|---|
| Personnel - classified | - | 8 |
| " - wage-board         | - | 3 |

Personnel of this survey are primarily engaged in construction staking as well as bridge layout. Engineering forces moved onto the project June 6, 1951, in full force.

Mr. Harvey Dunham, Materials Engineer, has done considerable work in sampling and testing aggregates on the several projects under construction in the Fairbanks District both force account and contract construction. This sampling includes Noyes Slough Bridge, Fairbanks Warehouse, Tok-Slana Cut-Off reconstruction, Tetlin-Junction Eagle construction, Alaska Highway Section B sub-grade material. During the period, Mr. Dunham accomplished several specific assignments including the location of aggregate for the concrete piers on the Forty Mile River Bridge. Mr. Wm. Niemi had suggested that the material near the crossings of the Forty Mile River at the mouth of O'Brien Creek would be suitable for concrete and after intensive investigation in the field and subsequent analysis, this material appears to be acceptable.

Mr. H. W. Johansen, and party, have been engaged in engineering layout and inspection of the several contracts under the supervision of the Fairbanks District of the Alaska Road Commission including the Noyes Slough Bridge - Contract I-arc-4399, the Fairbanks Warehouse, Contract I-arc-4352, and four bridges on Richardson Highway Section C, Contract I-arc-4339, as well as laying out the Security Fence around the Fairbanks Depot and the attendant reconstruction involved in erecting the Security Fence.

Mr. K. O. Jartun, Resident Engineer, was transferred from the Fairbanks District on May 28, 1951, upon receipt of instructions from the Headquarters Office. The principle work has been engineering layout and inspection of all construction work under contract as well as some investigation on the Darling Creek Bridge relocation. Personnel - classified 5.

Mr. A. F. Ghiglione

June 18, 1951

Steese Highway & Farm and Industrial Roads.  
Resident Engineer.

John O. Wiggin,

This group is engaged in the survey and construction staking of the several line changes on the Steese Highway between Fairbanks and Chatanika as well as all the Farm and Industrial Roads in the Fairbanks Area. Farm and Industrial roads require primary survey, staking for stripping, construction staking and often require the acquisition of easement on the property of individuals. To date we have not required any easement for any farm road work but expect to have this requirement in the near future, particularly on the Otto Geist Road. The engineering work involved on the reconstruction and realignment of the Steese Highway is considerable and this demands constant attention of several engineers. All of this party is based at the Chatanika camp and occasionally work in the Fairbanks Area returning to Chatanika each night.

Personnel - classified - 11  
" wage-board - 3

Construction

By Contract

Contract I-arc-4299 - Noyes Slough Bridge. The Munter Construction Company has not done any further work on this contract since May 26, 1951. The contract is presently 35% complete with all substructure concrete in place. The contractor is presently without structural steel and is expecting delivery at a later date. The work performed by the Munter Construction Company has been satisfactory and the concrete particularly looks very good. The form work is exceptionally good and indicates the contractor is very proficient in the construction of bridges.

Fairbanks Warehouse. Contract I-arc-4352. A. E. Waxberg Construction Company commenced construction on this contract on June 8, 1951. All footing excavation and form work for footings is complete as well as reinforcing steel for footings, columns, pilasters, and walls. The Waxberg Construction Company appear to be a very workwise outfit and proceeds with great rapidity. We are well pleased with the quantity and quality of work accomplished.

Richardson Highway Section C Bridges - Contract I-arc-4339. Percent complete - 0. The contractor, Munter Construction Company has not given notice as to when he will start on the job. At the suggestion of the Resident Engineer of the Bureau of Public Roads, Mr. Delmar Farley, action was initiated to relocate the Darling Creek Bridge. The report on this relocation is on the files in the Headquarters Office.

Mr. A. F. Ghiglione

June 18, 1951

The construction work under the supervision of the Bureau of Public Roads on Alaska Highway A,B1 under contract to Rogers Construction Company and Babler Brothers is proceeding slowly. The contractor has not moved any appreciable amount of equipment onto the job and a late start is anticipated on this project.

Richardson Highway - Section C, under contract to Lytle & Green Construction Company, supervised by the Bureau of Public Roads, is progressing very slowly. The contractor has moved only a very small amount of equipment on the job and it is consequently very slow in accomplishing any appreciable amount of work.

The several camps subsisting the Bureau of Public Road personnel are operating to the satisfaction of all concerned. Particularly I refer to the camps at Big Delta Junction, Donnelly Dome, Johnson River, Tok Depot and Gardiner Creek. The continued presence of so many Bureau of Public Road personnel as well as the Alaska Communication System personnel in our camps occasion considerable additional expenditure not normally anticipated. Presently, we are serving more than 100 persons other than Alaska Road Commission personnel in the Fairbanks District. The logistical support required is not reflected in the direct costs per our accounting procedures. It is one of the several instances where despite careful management and vigilant administrative determinations, secondary and tertiary costs of support very easily amount to several thousands of dollars in a season.

By Force Account.

Security Fencing at Fairbanks Depot - Work Order #341. In order to construct the warehouse at the Fairbanks Depot and also to install the Security Fence, it was necessary to build a road at the North end of the Depot adjacent to the Standard Oil Company and also to overcome the inequities in profile required some filling to enable us to install the Security Fence at a uniform height. This fence is presently 2% complete.

*Taylor* Glenn Highway - Tetlin Junction-Eagle. The construction on this route is proceeding very slowly. As previously mentioned in this report, adverse weather conditions have been a contributing factor as well as the difficult terrain being crossed. The primary object of this construction is to build a road to Eagle passable by automobiles this season. Later this season or next, it is the plan of the District Engineer to improve this primary pioneer construction but presently the object is to construct a pioneer road from the end of construction of 1950 to Liberty. It is realized that the rough construction completed during 1950 was hardly more than a trail through the wilderness from Upper Jack Wade Creek to the head of Polly Creek but it is passable and no efforts should be expended at this time to improve this alignment. Accordingly we are proceeding with the construction of this route from the head of Polly Creek to the crossing of the Forty Mile River and (to) *from* the North Bank of the Forty Mile River to Liberty. Foot reconnaissance

Mr. A. F. Ghiglione

June 18, 1951

made during the preceding period by the District Engineer shows that it will not be as difficult as anticipated. It is not believed more than 4000 lineal feet of frozen terrain will be encountered South of the Forty Mile River. The construction North of the Forty Mile River will be very difficult. There is considerable frozen terrain, many rock points and gulleys all of which are in a steep canyon. Necessary drilling equipment has not arrived in Fairbanks at this date. The lack of this drilling equipment is severely hampering the drilling work on this construction as we are completely out of drill steel and cannot continue drilling and shooting where required. Lacking necessary tools the cost of this rock work is very high. It is believed the tools will arrive at an early date.

*Shipped  
but lost  
enroute to  
Tables*

|  |   |           |
|--|---|-----------|
| Cleared and grubbed this period        | - | 5.1 miles |
| " " " previously reported              |   | 119.2 "   |
| " " " to date                          | - | 124.3 "   |
| Graded and drained previously reported |   | 120.3 "   |
| " " " this period                      | - | 2.2 "     |
| " " " to date                          | - | 122.5 "   |
| Surfaced - previously reported         | - | 88.3 "    |
| " this period                          | - | .3 "      |
| " to date                              | - | 88.6 "    |

Wage board employees - 56.

Glenn Highway - Tok Slana Cut-Off. The embankment crossing the Tok River Valley is approximately 90% complete. The stripping of all this project is approximately 60% complete. The stripping is not particularly heavy but it requires considerable work as a portion of it is on relative steep sidehills and another portion through low swampy ground. Very little equipment is being employed in this clearing and grubbing and this phase is progressing satisfactorily. Through no fault of supervision or management, the grading portion of this job does not progress to the complete satisfaction of the District Engineer. The primary tractor equipment assigned to this project, an International Harvester TD-24, is failing to perform in the manner it is believed we are entitled to expect from such an expensive piece of equipment. Repeated failures occasioned by design faults results in downtime and collectively this downtime amounts to about 25% of the total tractor effectiveness being consumed in an inoperative status. Engines, planetary transmissions, cylinder heads, final drive, power control units, and other component parts fail repeatedly. Short of complete redesign and rebuilding these machines, I believe it will be necessary for us to continue to expect only 75% effectiveness of any given number of tractors; in other words, I believe that one out of four of our tractors will be down at any one time for any number of reasons. The best available mechanical ability in the Road Commission has been utilized to attempt to rectify the many design features that are proving to be failures but as yet we have not been able to accomplish all these corrective measures.



Mr. A. F. Ghiglione

June 18, 1951

The Tok Cut-Off work is actively supervised by Mr. Earl LaBree and the engineering is being accomplished under the direction of Mr. Robert Templeton. Both of these employees have been exceedingly proficient in their direction of the work and are especially worthy of favorable comments at this time. Earl LaBree has proven to be a very capable foreman and at a later date this year, it is believed Mr. LaBree should be promoted to General Foreman. Robert W. Templeton has accomplished a very difficult location under adverse conditions and in addition has so directed his forces that he is able to keep in advance of construction all construction staking. The alignment both horizontal and vertical which has been used through this section is very good and evidenced considerable foot reconnaissance, careful economic studies, and good engineering determinations.

It is anticipated that this construction will proceed very rapidly during the next period since the construction immediately ahead is through relatively light going and should be accomplished with rapidity.

|   |   |      |       |
|---|---|------|-------|
| Cleared and grubbed previously reported | - | 23.3 | miles |
| " " " this period                       | - | 8.3  | "     |
| " " " total to date                     | - | 31.6 | "     |
| Graded and Drained previously reported  | - | 12.2 | "     |
| " " " this period                       | - | 2.7  | "     |
| " " " total to date                     | - | 14.9 | "     |
| Surfaced previously reported            | - | 11.7 | "     |
| " this period                           | - | 0    | "     |
| " total to date                         | - | 11.7 | "     |

#### Farm & Industrial Roads

During the past period the Tok Townsite streets, a total of 2.1 miles, were completely graded and drained. This work is exceptionally good construction. The streets are well-drained with ditches. The clearing was all transported away from the Townsite and dumped in an area away from the proposed station. The Custom Station has not been moved and consequently the last 150 feet of the main entry street is not completed. The Agencies occupying this Custom Station are most reluctant to move and to date have not indicated when they expect to move their building. No other work has been accomplished on any Farm and Industrial Road other than is reported under Survey and Plans.

#### Reconstruction and Improvement

The reconstruction on the Steese Highway between Fairbanks and Chataniks continues at a very rapid pace. To date we have completed the grading and draining of the Engineer Creek realignment; a total of one

Mr. A. F. Ghiglione

June 18, 1951

mile. On the realignment at Chatanika we have completed a total of three miles of grading and draining. This construction work is relatively simple since it is largely through tailing piles with an abundance of material to construct roads. Quite often near Chatanika the embankments have been more than seventy feet in depth due to the dredge ponds encountered. It is expected that all of the construction work on these two line changes will be constructed during the next period including the surfacing.

|                                   |   |         |   |
|-----------------------------------|---|---------|---|
| Cleared and grubbed total to date | - | 0       | - |
| Graded and drained this period    | - | 4 miles |   |
| " " " total to date               | - | 4 "     |   |
| Surfaced - total to date          | - | 0 "     |   |
| Wage-board personnel              | - | 12.     |   |

Other Construction

The Firing Range Road being constructed for the Military near Big Delta is rapidly coming to a conclusion. The expected completion date is approximately July 15, 1951, including all surfacing. By copy of a letter written to Major Archer, June 11, 1951, you were informed of the proposed line change on this route. This line change is presently under construction. The construction work that would have been involved had we proceeded with the original alignment on the tangent at the North end would have involved frozen hillocks above low swampy ground necessitating long hauls for all material. With the limited funds available it would have been impossible to complete more than 3/4 of a mile.

The supervision of the project has been exceptionally good. Mr. George Morton, General Foreman, has indicated his abilities to organize and plan work very effectively. Alan R. Smith, Foreman, has been a very capable supervisor.

|   |   |            |  |
|---|---|------------|--|
| Cleared and grubbed previously reported | - | 12.7 miles |  |
| " " " this period                       | - | 1.0 "      |  |
| " " " total to date                     | - | 13.7 "     |  |
| Graded and drained previously reported  | - | 11.4 "     |  |
| " " " this period                       | - | .8 "       |  |
| " " " total to date                     | - | 12.2 "     |  |
| Surfaced - previously reported          | - | 6 "        |  |
| " - this period                         | - | 6 "        |  |
| " - total to date                       | - | 12 "       |  |

Wage-board personnel - 14.

Mr. A. F. Ghiglione

June 18, 1951

Maintenance & General

The overhaul of heavy equipment within the Fairbanks District is now considered to be complete. During the past period the several pieces of remaining equipment not previously reported complete have been completed. The results of this overhaul program are exceedingly good in the opinion of the District Engineer. While we are having some failure in the International Harvester equipment, it is not the failure of component units that were repaired by the Fairbanks District nor is it failure other than design failures.

During the past period, the Fairbanks District received new equipment as follows:

- 2 - International Harvester LFD #402 - Truck tractors
- 3 - Chevrolet 1/2 ton pickups
- 3 - 3/4 ton Dodge 4 x 4 pickups
- 1 - #550 Adams heavy motor grader

All of the equipment received appears to be exceptionally good for the utility intended. The new motor grader has accomplished work not formerly possible with equipment on hand which includes #12 Caterpillar Motor Graders. The ease of operation and the power possible in this unit has demonstrated to us this machine is better than anything we have had. The heavy tractor trucks delivered have eased the transportation situation completely. These units are the finest that it has been my pleasure to be associated with. The Dodge 4 x 4 power wagons will minimize the use of tractors for transportation and freighting in the Forty Mile District. All of these power wagons have been assigned to the Forty Mile construction.

Considerable roadside improvement has been accomplished during the past period on the Fairbanks-Ester Road, the Steese Highway, the Farmers Loop and the Steel Creek Road. This improvement consists of brush cutting, re-ditching, redefining the back slope and the establishing of a uniform shoulder width as well as normal surface maintenance. The appearance of the road improves considerably. The removal of brush will be beneficial next winter when it will be necessary to remove snow. Sight distance will be increased by the removal of this brush as well as minimize the effect of shade on the roadway surface. This program of roadside improvement will continue in the Fairbanks District maintained by the Alaska Road Commission until all the roads have been improved.

Administration

At present all functions of the Administrative Division are current with the exception of the cost accounting branches. Considerable difficulty is being experienced in obtaining correct and adequate cost data from the field and in the preparation of reports prepared from the field data. This

Mr. A. F. Ghiglione

June 18, 1951

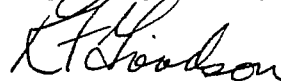
difficulty is due both to the complexities of the system and the lack of experienced accounting personnel to process cost data.

An appreciable amount of time has been expended during the past month by the District Administrative Officer in familiarizing a new Assistant Administrative Officer, Mr. Nebel, with the functions of his assignment and with field personnel in the operations of the cost accounting system particularly in respect to the classification of accounts.

Mrs. Arlene Urick has signified her intention of resigning June 30, 1951, and is being replaced in the cost accounting section by Mrs. Elizabeth Bethke. This resignation was necessitated in as much as Mr. and Mrs. Urick cannot obtain living accommodations in Fairbanks and plan to return to the States.

The extensive increase in classified personnel in the engineering department has thrown an added workload on the personnel in the payroll section. To date this increase has been absorbed by the existing staff; however, the preparation of per diem vouchers and related records is requiring considerable time and it is believed additional personnel will be required in this section.

Very truly yours,



K. F. Goodson  
District Engineer

Mass Ref: 22/15-2-7

K. F. Goodson, District Engineer, Alaska Road  
Commission, Fairbanks, Alaska  
F. F. Faires, Office Engineer, Operations Division

June 12, 1951

Situation Report - Total mileage on force account work

Reference is made to the recent telephone conversation with Mr. Niemi on this subject. In preparing the report for Washington, it was necessary to adjust the figures submitted on force account work in order to show a cumulative total that would be consistent with reports previously submitted.

There follows a tabulation of the totals included in the Washington report for the period ending May 20, 1951.

Glenn Highway - Tok Reconstruction

|                         | <u>This Period</u> | <u>To Date</u> |
|-------------------------|--------------------|----------------|
| Cleared, grubbed, miles | 5.7                | 24.3           |
| Graded, miles           | 0.5                | 12.2           |
| Surfaced, base, miles   | 0.0                | 11.7           |

Glenn Highway - Tetlin Junction to Eagle

|                         | <u>This Period</u> | <u>To Date</u> |
|-------------------------|--------------------|----------------|
| Cleared, grubbed, miles | 8.0                | 119.2          |
| Graded, miles           | 0.1                | 120.3          |
| Surfacing, miles        | 0.0                | 88.3           |

Big Delta Firing Range Road

|                         | <u>This Period</u> | <u>To Date</u> |
|-------------------------|--------------------|----------------|
| Cleared, grubbed, miles | 0.2                | 12.7           |
| Graded, miles           | 0.1                | 11.4           |
| Surfacing, miles        | 4.5                | 6.0            |

It is requested that the above "To Date" totals be incorporated in the next district report. Any adjustment necessary to accomplish this may be made in the figures for work accomplished during the current period and thus show a correct total for work accomplished as of June 17, 1951.

FFF:daw

11/1/51  
FFF  
WJN



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU DISTRICT,  
Fairbanks, Alaska.

May 21, 1951

|                              |
|------------------------------|
| Col. Noyes.....              |
| Chf. Eng. <i>[Signature]</i> |
| Admin. ....                  |
| Op'ns. <i>Wgm</i>            |
| Eng'g. ....                  |
| Acc't. ....                  |
| Pers. ....                   |
| Supply .....                 |

*[Signature]* Fairbanks

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

Bright spring weather with clear sunshiny days has hastened the annual spring break-up in the Fairbanks District during the preceding four week period ending May 20, 1951. A very few minor drainage problems were encountered during the period but essentially the annual spring break-up was unusually easy and did not occasion any appreciable additional labor or expenditures. The Steese Highway was opened for traffic May 15, 1951. All the construction jobs with the exception of the Farm Industrial road program were commenced during the past four week period. The Manley Hot Springs road system was opened on May 4, 1951.

The Alaska Highway was opened to limited truck traffic May 4, 1951, and opened to normal traffic May 8, 1951. A considerable amount of damage was done to this inverted penetration paving section despite careful load and speed restrictions imposed. There are, of course, several miles of this project completely without damage, but there are more than 7000 sq. yards of damaged roadway surface between Sears Creek and Tok Junction. Maintenance forces are now removing these damaged sections and where possible the cause of the failure is being rectified and replaced with imported select material. It is planned later when the weather is somewhat warmer to apply a certain amount of MC-O road oil to these patches with the small trailer distributor we have in Fairbanks. It is the opinion of the District Engineer that this section of road from Sears Creek to Tok will require an overlay of crushed material for a majority of the distance and ultimately re paving will necessarily be required. In addition to this overlay, shoulder material must be added in sufficient quantities to stabilize the rapidly deteriorating shoulders. In these very poor soil conditions, the angle of repose of earth will very often exceed  $1\frac{1}{2}$  to 1 and it is believed we should go to at least 3 to 1 on embankments 5' in depth and not less than 2 to 1 up to 15'. Certainly we should never accept less than  $1\frac{1}{2}$  to 1 on any of our force account or contract work.

32/111

Mr. A. F. Ghiglione, Chief Engineer, Mr. George Tapley, Chief, Engineering Division, Mr. Wm. Niemi, Chief, Operations Division, Mr. Bates, Safety Engineer, of the Headquarters staff Alaska Road Commission, and Mr. Hugh Stoddard, Division Engineer of the Bureau of Public Roads, made official inspection visits pertaining to their respective responsibilities.

Mr. A. F. Ghiglione

May 21, 1951

Surveys and Plans

During the period the field work in connection with the construction of the Noyes Slough Bridge was commenced. The layout of the new bridge and the abutments for the detour were staked. The Chena River test holes were completed April 24, 1951, and a log of these findings were transmitted to Headquarters.

Mr. Harvey Dunham, Materials Engineer, spent considerable time on the study of the cause of failure on the inverted penetration pavement between Sears Creek and Tok Junction and his findings will be transmitted as soon as all data is completed.

Fairbanks-Nenana. - Contours - 100% complete

Fairbanks Depot - Fence - 100% complete. Classified personnel - 4. Wage board - 4.

Location Construction Survey - Glenn Highway (Tok-Slana Cut-Off):

|                                |      |       |
|--------------------------------|------|-------|
| Miles line located this period | 14   | miles |
| " " " to date                  | 26.5 | "     |
| Total wage board employees     | 6    |       |
| " classified "                 | 5    |       |

Nenana survey equipment including three trailer wanigans, two go-devils, and one D-4 tractor were moved from Fairbanks to approximately 12 miles S.W. of Ester. The field work on this survey will commence approximately May 23, 1951. The survey of the Tetlin Junction-Eagle work will commence approximately May 28, 1951. *Construction*

Glenn Highway (Tok Slana Cut-Off). A very good alignment has been obtained connecting the reconstructed highway completed in 1950 at approximately Station 685 and crossing the Tok River approximately two and one half miles upstream from the present crossing, continuing across the Mineral Point landing field and in most cases below in elevation of the present road. The horizontal alignment is being held to a maximum degree of curvation not to exceed nine degrees. In most cases where the present road is rather tortuous in alignment it has been possible by increasing the standard of vertical alignment to utilize the portion of the already constructed road. It is anticipated that some of this alignment will necessarily shift should frozen ground be encountered. It is believed that there are at least three points where the frozen material is very close to the surface and it is doubtful it will be possible to make any extensive excavation in these places.

Mr. A. F. Ghiglione

May 21, 1951

Construction

By Contract

I-are-4299. Munter Construction Company. The Alaska Road Commission moved the old Noyes Slough Bridge 45' upstream and 8' East placing the structure on temporary native timber piles. The work was accomplished with very expedient efficiency and considerable praise was awarded the Alaska Road Commission by the press and public for the commendable manner in which the bridge was moved. The contractor commenced construction by starting to drive pile on the East abutment on May 7, 1951. The contractor is swiftly accomplishing the substructure construction and it is anticipated they will complete the piers and abutments by June 10, 1951. Concrete was placed for the West abutment on May 19, 1951. Classified employees - 2.

No progress was accomplished on any of the Richardson Highway bridge contract.

The construction work under the supervision of the Bureau of Public Roads on Alaska A,B1 awarded to Rogers Construction Company and Babler Brothers began operations during the period. A very small amount of equipment is on the job and progress is correspondingly slow. ✓

The Richardson Highway Section C reconstruction work under contract to Lytle & Green Construction Company has not begun. There is no equipment on the job nor has any of the contractor's personnel established residency in the vicinity. ✓

The Alaska Road Commission has built and established a camp at Big Delta Junction for the Bureau of Public Roads personnel. An old K-D building at Tok was moved to Big Delta and re-erected. A bunkhouse housing at least 28 men and a mess hall capable of serving 32 men is currently being used by the personnel of the Bureau of Public Roads. A camp manager was installed at this camp to oversee the management of this rather large installation and to supervise the relatively small maintenance crew in this Area. This procedure has proven itself to be very efficient and effective. Wage-board personnel - 4.

By Force Account

*Taylor* Glenn Highway (Tetlin Junction-Eagle). All camps proposed for this construction are open and personnel are operating from each. Physical accomplishments of labor on completion of this work have been very meager since a majority of the accomplishments have been preparatory for the coming construction season. During the latter portion of the preceding period, stripping operations commenced from Alder Creek toward the Forty

X



Mr. A. F. Ghiglione

May 21, 1951

Mile River and from Forty Mile River toward Alder Creek. Crews from the North bank of Liberty Creek are making an initial stripping operation to connect the two camps with a "tote" road. At the camp at Polly Creek, the cutting of drainage ditches and installation of drainage structures was the immediate necessity since none of this work was accomplished last fall. From the Lassen Field camp the ice and rock sidehills between Walkers Fork and South Fork are being widened in certain sections. This work is slow and time consuming since not too many people can be engaged in this operation. The road must necessarily be kept open and we are presently shooting twice a day thereby decreasing the possibility of losing any loaded holes due to water or other causes. A very minimum compliment of personnel is engaged in this work.

For all practical purposes the construction work on the Forty Mile Road will not be underway in full force until perhaps May 28, 1951. Some work of course is being accomplished toward the ultimate completion of the road but our present concern is to be well prepared and in shape to continue with the earth moving once we commence. The ground is still frozen in the Forty Mile and while it is the time to strip, it is not the time to attempt any earth-moving with any tractors or shovels.

|                                 |              |
|---------------------------------|--------------|
| Cleared and grubbed this period | - 8 miles    |
| Total to date                   | -120.3 miles |
| Graded and Drained this period  | - .1 miles   |
| Total to date                   | - 107.2 "    |
| Surfaced this period            | - 0 "        |
| Total to date                   | - 91.3 "     |
| Number of wage-board employees  | - 42         |

9/13

Glenn Highway (Tok Slana Cut-Off). Progress on this construction has been satisfactory. The heavy embankment section immediately adjacent to the Tok River will require the use of all the equipment for another 7 or 8 days. During this interval immediately past the engineers will have an opportunity to slope stake across the light construction work and be sufficiently in advance of the construction that they can keep ahead all summer. Fortunately, we have uncovered borrow pits within tractor hauling distance throughout the entire length of this rather heavy embankment section. It is estimated that approximately 90,000 yards will be required to construct from the end of the present construction to the hills on East side of the Tok River. From the hills near Mineral Point landing field and to approximately the Log Cabin Inn, there will be another 190,000 yards of excavation. We have attempted to commence this job in an organized manner and utilize the equipment to its utmost when it arrives on the project. We have made a slow start but all of the accomplishments to date have been directed toward the speedy completion of the construction.

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The Alaska Communication System has requested the Alaska Road Commission to strip an additional 20' for their utilization in the construction of the land telephone line from Anchorage to the repeater station at Tok Junction. As reported this work is being charged and billed on an exchange of funds basis as detailed in Mr. Ghiglione's letter of August 16, 1950. The stripping for the Alaska Communication System does not occasion a great deal of additional work for the Alaska Road Commission and since it is very difficult for them to come behind our stripping and move our stripping pile 20 feet, it is believed it is advantageous to the Government for the Alaska Road Commission to accomplish this work.

|                                 |   |                        |   |
|---------------------------------|---|------------------------|---|
| Cleared and grubbed this period | - | 5.7 miles              | ✓ |
| Total to date                   | - | <del>18.2</del> 24.3 " | + |
| Graded and Drained this period  | - | 0.5 "                  | ✓ |
| Total to date                   | - | <del>13.0</del> 12.2 " | + |
| Surfaced this period            | - | 0 "                    | ✓ |
| Total to date                   | - | <del>12.5</del> 11.7 " | + |
| Number of wage-board employees  | - | 37                     |   |

*Yael to total  
Part of the  
see report  
Week 4/23 - 5/20*

Farm & Industrial Roads

During the past period the Tok Townsite streets were stripped of brush and overburden and the outline of the streets was established. No grading has been accomplished to date since most of the earth is frozen. Priority #10, a branch road from the Yankovich Road consisting of one mile of local road standard is 90% graded and drained. No other farm or industrial road was commenced during the period.

Reconstruction and Improvement

Reconstruction on the Steese Highway at Engineers Creek and near Chatanika commenced during this period. The realignment across Engineers Creek was begun on May 14, 1951, at the request of the Fairbanks Exploration Company. The Chatanika realignment was underway on May 18, 1951, with a very minimum of personnel. Wage board personnel - 6.

Other Construction

The Firing Range Road being constructed for the Military near Big Delta commenced May 7, 1951. The Military has loaned the Alaska Road Commission one D-8 tractor and one carry-all scrapers for use in the construction of this Military road. Progress has been very satisfactory. A new foreman is being trained on this job and is proving to be a very capable individual.

|                                 |      |                   |   |
|---------------------------------|------|-------------------|---|
| Cleared and Grubbed this period |      | .2 miles          | ✓ |
| Total to date                   | 12.5 | <del>12.2</del> " | + |
| Graded & Drained this period    |      | .1 "              | ✓ |

Mr. A. F. Ghiglione

May 21, 1951

|                                |      |              |       |   |
|--------------------------------|------|--------------|-------|---|
| Graded & Drained total to date | 11.3 | 10.1         | miles | ✓ |
| Surfacing this period          | 4.5  | <del>3</del> | "     | X |
| " total to date                |      | 6            | "     | ✓ |
| Number of Wage board employees |      | 15           |       |   |

Maintenance & General

The overhaul program of heavy equipment within the Fairbanks District is rapidly coming to a successful conclusion. The repair of the tractors received from the Valdez District continue but a minor amount of work is involved on the remaining group. However, one of these tractors received from the Valdez District with a completely overhauled engine installed ran less than 20 hours before all the bearings burned out and considerable damage was done to the engine. No criticism is offered the repairing done by Valdez. This information is passed with the idea of informing you of the possibilities and probabilities of additional failures of the International Harvester equipment. Despite the careful and conscientious efforts of all mechanical forces and the utilization of their skills and abilities to repair and maintain this International Harvester equipment the basic design in several instances is questionable and therefore we can expect continued trouble with this equipment. I refer specifically to the following design features:

1. The oil pump gear being driven by the spiral gear in the center of the camshaft. The high speed of this engine causes the camshaft to tend to pull away from the driven gear of the pump. When the gears are not entirely in mesh due to the centrifical force of the rotation of the camshaft, the gears wear very badly and this metal is introduced into the lubricating oil and very soon damages all bearing surfaces. In every instance that we have dismantled a TD-24, the camshaft has necessarily been replaced due to excessive wear of this oil pump driving gear.
2. The carrier bearing upon which the pinion drive shaft rests is not properly designed. This bearing does not have an inter-race and the torque of the drive of the pinion shaft "hammers" against the individual bearings causing the shaft surface to rapidly deteriorate. After a comparatively short time these pinion shafts are rendered useless at this bearing point due to the fact the metal has been pounded completely away from the hard surfacing. An attempt has been made here to install a different bearing and correct this failure. To date we have such little experience with our experiment that we cannot report any logical conclusion.
3. The final drive housing cover is constructed of forged steel and the final drive seal which is spring loaded wears badly at the seal surface. After approximately 400 hours this final drive cover must be removed and either replaced or rebuilt. We successfully rebuild these but there is no

Mr. A. F. Ghiglione

May 21, 1951

reason the International Harvester people could not accomplish the same thing in their manufacture.

4. The cylinder heads continue to break in the water jackets. Once they have broken and we have repaired them, the break does not reoccur.
5. Track pads, track rails, idlers, rollers and sprockets all have excessive wear. It is realized this is a tremendously heavy machine and wear can be expected but not to the extent that it is necessary to purchase new units in less than 1000 hours of operation.

No one of these above listed design features within themselves are too costly or objectionable but when they are combined it results in a great deal of down time for the equipment. No amount of mechanical maintenance or careful operation will eliminate entirely the failures that will occur.

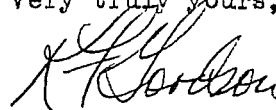
The maintenance of all roads in the Fairbanks District continues with a minimum force engaged. With the exception of the road at Wiseman and Ferry to Eva Creek, all roads are in excellent travelling condition. The Steese Highway as previously noted herein was opened on May 15, 1951; the Elliott Highway is in good travelling condition throughout. There was surprisingly little damage done to the road during the winter and spring run-off.

#### Administrative

The increase in seasonal wage-board employment during the past period is now making itself manifested in all phases of increased administrative details. At present all functions of the Administrative Division are current with the exception of Cost Accounting. Miss Alice Riley of Headquarters staff, Juneau, is engaged in training one of the local people in the operation of the cost accounting work. An additional employee will be required in the cost accounting section. The increased work in this section can be handled by two employees it is believed.

Considerable property which was located in outlying camps and which was inaccessible during the winter will be marked and tagged during the next two months. No definite plans have been formulated for the accomplishment of this work but it is believed that one person will be assigned to this feature. Mr. Howard Lufkin, Property and Supply Officer, returned from furlough and Mr. Floyd Nebel reported for duty as Assistant Administrative Officer, May 17, 1951.

Very truly yours,



K. F. Goodson  
District Engineer



*Send to Col Noyes.*

*189*

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

April 23, 1951

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

|            |                    |
|------------|--------------------|
| Col. Noyes | <i>Jed</i>         |
| Chf. Engr. | <i>[Signature]</i> |
| Admin.     |                    |
| Ins.       | <i>WGM</i>         |
| Eng.       | <i>[Signature]</i> |
| Acc't.     |                    |
| Rec.       |                    |
| Supply     |                    |

*cc Fairbanks*  
*(only one copy)*

Situation Report

The past four week period ending April 22, 1951, has been featured by the annual spring break-up in the Fairbanks District. The ice and snow is largely gone and considerable water is flowing through the waterways. It has been an unusually easy break-up without any appreciable high water. Drainage structures have been capable of handling the run-off and we have had only one small washout in the Fairbanks District. The normal land-ice areas have been controlled prior to the spring break-up at a distance from the roadway whenever possible and consequently did not appreciably effect the roads. A very conscientious effort was made by all persons concerned to remove all ice and snow from the roadway prisms before the thaw. Some little additional work was occasioned by this program but it is felt that the expenditure required was in effect a saving since we have not had any water on the roadways.

The Alaska Highway from Tok Junction to Johnson River has given us considerable trouble. On April 6, 1951, at 6:00 P.M., restrictions were placed on this section of pavement. From April 6th until April 20th the Highway was under the following restrictions: 75% of the normal gross load at 25 miles per hour for trucks and passenger vehicles at 35 miles per hour. On April 20, 1951, it became necessary to close the road to all truck traffic. 5900 square yards of paving surface was totally damaged between Sears Creek and Tok. From Sears Creek to Johnson River a total of 5300 square yards of pavement was totally damaged. It is the opinion of the District Engineer that the road from Sears Creek to Johnson River will continue to deteriorate more rapidly in the next year as the asphalt applied on the inverted penetration is losing its life due to sub-grade moisture conditions. It is further believed that the only solution for this section is a complete rebuilding which will include stabilizing the shoulders and a deeper crushed base course that would be impervious to sub-surface waters. Other sections of paving within the Fairbanks District, that is plant-mix, have withstood the spring break-up without failure.

*501/111*

Mr. A. F. Ghiglione

April 23, 1951

Mr. Wm. J. Niemi, Chief, Operations Division, made a field inspection trip through the Fairbanks District April 2nd to April 5th. Mr. Niemi was able to travel in the Forty Mile Area and saw some of the problems and conditions in that section. Planned operations for the coming construction season were discussed with Mr. Niemi as well as other problems pertaining to the Operations Division.

### Surveys and Plans

During the period, the office plotting of survey notes to plans were curtailed and field work commenced. Planning completed to date is as follows:

Tetlin to Eagle. - Alignment plotting completed to 10 miles from Eagle. Topography plotting completed. Grade computations completed and drainage determinations 65% complete.

Livengood-Manley Hot Springs. - Alignment plotting completed. Topography completed. Grade determinations completed. Drainage completed. Bridge site completed. This section completed includes the survey line to Eureka.

Fairbanks-Nenana. - Alignment plotting - 80% complete. Profile plotting - 80% complete. Drainage determinations - 50% complete. Topography plotting 30% complete. This survey is to 13 miles South west of Ester.

Field surveys include the following:

Layout for Noyes Slough Bridge at Illinois Street - 60% complete including the moving of the old Noyes Slough Bridge. 1 classified and 1 wage-board personnel.

Survey of the Chena and Minnie Street Bridges - 100%.

Inspection of test holes for drilling Chena River Bridge - 70%. 1 classified personnel.

Glenn Highway (Tok-Slana-Cut Off). A commencement was made on the new alignment crossing the Tok River about 3 miles above the present crossing; thence along the old PRA line up the Little Tok River Valley by the Log Cabin Inn and crossing the Little Tok River at approximately the same place as the present crossing. Deep snow

Mr. A. F. Ghiglione

April 23, 1951

and lack of engineering personnel hampered the progress of this survey during the early part of the season but swift progress is now being made since the snow is largely gone and personnel has been shifted to assist in this survey. A very good alignment, both horizontal and vertical, is expected through this section. Considerable earth moving will be involved but the majority of this earth moving will be short-haul and relatively inexpensive. Some frozen side hills are expected as well as some rock. Personnel - 5 classified and 6 wage-board.

Construction

By Contract:

No progress was made on any contract work except drilling of the test holes at the Chena River and Noyes Slough Bridge sites which is 70% complete.

By Force Account

*Taylor* Glenn Highway (Tetlin Junction-Eagle). The freighting of all supplies for the work North of the Forty Mile River has been completed. Enough supplies of staple groceries, fuels and other expendable stores for a crew of 35 wage-board persons for a period of 90 days has been freighted over the ice to the mouth of O'Brien Creek. The old Matanuska River Bridge was also landed at its site at O'Brien Creek on the Forty Mile River. The old South Fork camp was moved to the mouth of O'Brien Creek as well as the following listed equipment:

1 Osgood shovel  
5 1947 - 3 yard dump trucks  
5 D-8 Caterpillar tractors  
1 D-7 " "  
1 D-6 " "  
1 Chicago Pneumatic Air Compressor  
1 Ford flat-rack truck  
1 27 horse power boiler  
1 Light plant  
Other miscellaneous and sundry construction equipment and materials.

A commencement was made on the drilling and shooting of the rock and ice between South Fork and Lassen Field. The drilling is being done during the cold weather with jackhammers. This method is very efficient if it is possible to keep the ice from thawing and plugging the hole. ~~Since we are doing it in cold weather there is very little~~ thawing and we are progressing very rapidly. We are moving at the rate of

Mr. A. F. Ghiglione

April 23, 1951

more than 125' per day with a crew of only four men. For the first time in my experience in Alaska which includes work with several contractors in this Area, drilling and shooting of rock is accomplished systematically and efficiently. The accomplishment of this work is largely due to Mr. Harry Peters, Foreman.

The moving of the old Shaw Creek Bridge was accomplished during the period. This Bridge was moved in six large pieces and occasioned some careful consideration in hauling but was accomplished with speed and dispatch.

The movement of the old Jack Wade camp to the site at the head of Polly Creek is progressing slowly. On the ridge near Steel Creek Dome there are drifts of snow to 8'. Progress has been slow on this particular work but only a very few personnel are involved. Personnel - Total wage board - 10.

Glenn Highway (Tok-Slana-Cut Off) A commencement was made on April 17th stripping the new alignment near Mineral Point Landing Field. This stripping progressed very rapidly with one tractor involved. The reactivating of the Clearwater camp was commenced on April 20th and is progressing rapidly and will be open April 26th. Presently, the classified engineering employees engaged in the survey of this route are housed and fed at the Log Cabin Inn.

Manley Hot Springs - Livengood. The equipment used on the Livengood-Manley Hot Springs Survey was returned to Fairbanks during the period. This same equipment cleared a trail along the Tolovana River by way of Dunkin Creek to Beaver Creek for the Bureau of Reclamation. This trail was approximately 22 miles long. The trip from Eureka to Fairbanks was slowed due to heavy snows to Livengood and then lack of snow on the road from Livengood to Fairbanks. Difficulty with the stove the last two days made it necessary to travel 38 hours continuously. The men were very conscientious and took extremely good care of the equipment on this return trip. Two of the tractors were in very bad condition, but arrived in Fairbanks under their own power. The accomplishment of Foreman T. J. Brignole has been commended.

#### Reconstruction

No progress was accomplished on any reconstruction during the period.

#### Farm and Industrial Roads

No progress was accomplished on any Farm and Industrial Roads during the period.



Mr. A. F. Ghiglione

April 23, 1951

Maintenance and General

As previously noted the Alaska Highway was closed to all truck traffic on April 20, 1951. The Fairbanks District cleared the Richardson Highway to Black Rapids and then upon a request from Mr. B. D. Stewart, District Engineer, Valdez District, the Fairbanks District continued with their equipment and men into the Valdez District until the two groups met near Mile 196. The Richardson Highway was open to traffic April 21st. The Steese Highway is open to Mile 52. The Livengood Highway is open throughout. All other roads winter maintained by the Alaska Road Commission are open and in good condition. A serious deficiency of thawing equipment exists in Fairbanks, and it is the opinion of the District Engineer that we require at least two more small thawing boilers to efficiently open culverts rapidly. It was necessary to double-shift and in some instances triple-shift the limited number of boilers on hand. This doubling up is hard on this light equipment and efficiency is certainly minimized during the darkness.

The overhaul program at Fairbanks and Tok is progressing satisfactorily. By the end of May all equipment programmed for overhaul will be completed except the Caterpillar D48's will not have new tracks and rollers as anticipated. We will have this equipment in the field but some of the units will be limited in their services since their tracks and rollers are in terrible condition.

Administrative

During the past four week period, the Administrative Division has been able to carry out the normal functions of its operation and in addition considerable progress has been made towards the elimination of back work loads carried over from previous periods. This division has been able to keep pace with the increased work load as the season advances.

The operation of the new accounting system continues to improve as personnel become familiar with its operation. Progress is being made in streamlining its operation and the processing of paper work. Two new timekeepers and one foreman have been trained in the operation and are now functioning efficiently. The filing system is in the process of revision and is working out nicely. Considerable improvement in the procedures of property control have been accomplished.

A heavy turnover of office personnel is being experienced, thus necessitating the training of new personnel. At present two new

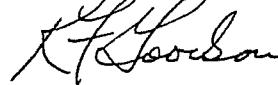
Mr. A. F. Ghiglione

April 23, 1951

clerk-typists and one clerk-stenographer are being trained in their assignments.

Some time has been spent at the Tok Sub-depot training personnel in the functions required of the administrative and property unit located there. It will be necessary for additional time to be spent at Tok in the near future.

Very truly yours,



K. F. Goodson  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA  
Fairbanks District,  
Fairbanks, Alaska.

March 26, 1951

① note can pay

|            |      |
|------------|------|
| Col. Noyes | W.S. |
| Chf. Engr  | W.S. |
| Admin.     |      |
| Op'ns.     | W.S. |
| Engrg.     | W.S. |
| Acc't.     |      |
| Pers.      |      |
| Supply     | W.S. |

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

During the past four weeks unusually cold weather - record breaking - with frequent high winds caused the Fairbanks District some uneasy moments. Maintenance of the highways and roads required considerable additional labor, and during such miserable weather the fact the roads remained open is due to the untiring efforts of the foremen and men. It was necessary to have the equipment travel in pairs to preclude the possibility of a single unit becoming disabled and the operator be forced to walk any distance. Usually cold weather is not accompanied by any winds, but even a wind of 15 mile velocity at 30 below zero bites through any insulation or clothing. At the end of the period warmer weather prevailed; that is, relatively warmer weather. The Through Highways are not particularly difficult to maintain nor are they hazardous for operators, but some of the Local and Feeder roads become very difficult to remove the volume of snowfall we have had. It is impossible with push plows to throw the snow very far because the trucks can not maintain enough speed due to poor vertical and horizontal alignment. Then, too, the brush encroaching the traveled way does not allow the snow to be completely thrown off the roadway. All of these minor difficulties are overcome successfully, but during the coming summer permanent remedies will be accomplished.

Mr. Robert Potter, Headquarters staff accountant, assisted in the cost accounting and payroll procedure installation while in Fairbanks from March 15th through March 22nd. Mr. John Cooley, Headquarters staff member, returned from annual leave on March 19th. Mr. Cooley is presently assisting the District Engineering staff in the design of the several surveys.

Surveys and Plans

All preliminary field work and necessary plotting of alignment, profile, topography and contour was completed for the Chena River Bridge and Minnie Street Bridge of Noyes Slough. The field work was

Mr. Ghiglione

March 26, 1951

rather slow due to heavy snow in the immediate vicinity and cold weather. Center line and striping limits were established on one mile of Farm and Industrial Roads - Priority #10.

The engineering staff continue to design from the field survey notes taken in 1950 of the several proposed routes as detailed below:

Fairbanks-Nenana (Survey Complete to 14 miles S.W. of Ester) Design is presently 75% complete.

Livengood-Eureka (Survey complete to Eureka) Design is presently 75% complete.

Tetlin Junction-Eagle (Survey complete to 10 miles South of Eagle) Design presently is 75% complete.

A mass diagram of earth work volumes involved in the contract construction of Contract ARC 4263 - Fairbanks to College and a portion of the Steese Highway was completed during the period. The diagram and computations will be forwarded to Headquarters March 29, 1951.

Glenn Highway (Tok Junction-Little Tok River). The design of the alignment from the Alaska Highway intersection to the foothills where reconstruction began last summer is complete. The as built plans of the section constructed last summer, 12.65 miles, is being prepared now and all will be forwarded as soon as completed. The estimated completion date of these plans is April 30, 1951. Classified Engineering Personnel at end of period 8.

#### Construction

##### By Contract:

No progress or work was accomplished during the period on any contract construction.

A small contract for foundation test holes of the bridge sites at Minnie Street and Chena River was let during the month to Mike Erceg, the only bidder. The bid price was \$10.00 per lineal foot.

##### By Force Account:

Glenn Highway (Tetlin Junction-Eagle). The freighting by contract of the dismantled Matanuska River Bridge to the 40 Mile River crossing at O'Brien Creek was completed during the month. The Alaska Road Commission was unable to economically maintain a satisfactory vehicular road on the river ice the total distance. The contractor hauled as far as possible - Long Bar (15 miles from O'Brien Creek). Through no fault of the contractor and due entirely to the forces of nature all steel was not hauled to

Mr. Ghiglione

March 26, 1951

the designated location by the contractor. The efforts of the contractor and his willingness to hazard the many dangerous ice flows precludes the possibility of any determination other than fulfillment of his contract. Freighting of 12,000 gallons of gasoline, 20,000 gallons of diesel fuel oil, motor oils, two camps, equipment and staple grocery supplies to the north bank of the 40 Mile River continues. This work is progressing slowly. Shell ice of varying thickness, extremely cold weather, long distances, and other contributing factors necessitates a considerable expenditure of labor and equipment time. Go devil freight sleds are utilized, but even by this means the equipment continually breaks through the ice. A tenacity of purpose and a satisfactory realization of a difficult phase of work accomplished assists in the completion of this freighting. (Personnel - 10 wage board).

A commencement was made on March 22, 1951, to dismantle into six pieces the old Shaw Creek Bridge in preparation for the haul to its new location on Walker's Fork. Three bents will be driven and the majority of the dismantling will be done by truck crane setting on solid ice. The west end of the bridge will be dismantled from the bank as the ice is only 26 inches thick over 7 feet of water. (Personnel - 6 wage board).

A crew was flown to Eureka and the equipment left there after the completion of the Livengood-Eureka Survey will be returned to Fairbanks. This equipment consists of the following:

- 1 TD 18 Tractor with dozer
- 1 TD 14 Tractor with dozer
- 1 D4 Tractor with dozer
- 3 House trailers
- 2 Go Devils
- All camp supplies and equipment.

The estimated arrival date in Livengood is March 29th. The snow is quite heavy - 3 and 4 feet - and the tractors are in poor condition. No trouble is anticipated. (Personnel - 5 wage board).

#### Reconstruction

No progress was accomplished on any reconstruction project.

#### Farm and Industrial Roads

One mile of Farm and Industrial Roads - Priority #10 - was cleared, grubbed, stripped, and rough graded during the period. One man with one machine accomplished this work with a total expenditure of 40 hours.

#### Maintenance and General

~~All highways and roads winter maintained by the Alaska Road Commission were open for traffic at all times except the Steese Highway~~

Mr. Ghiglione

March 26, 1951

beyond Cleary Summit on March 22nd. High winds and two medium snowfalls during the immediate past period occasioned considerable snow removal. Land ice areas have been active, but not too troublesome. Where ever possible the land ice areas are being controlled as far as possible from the highway. Particularly this is true where paving has been accomplished.

It is noted surface cracks in the pavement due to contraction or other reasons are common throughout the District. No attempt is being made to correct this condition nor is any extra maintenance being considered at this time in relation to these cracks.

Snow removal equipment presently on hand is adequate in utility, but deficient in quantity. It will be possible to finish this winter with present equipment, but during the summer we plan to convert several trucks for snow removal work. This conversion will not alter the present utility of these trucks.

During the period additional equipment was obtained from the Valdez District. The equipment transported to date from the Valdez District includes the following:

7 only International Harvester TD 24 Tractors  
4 only Woolridge Carryall Scrapers TCR Model

As previously reported this equipment requires considerable repair before it can be used. This repair is currently under way.

The overhaul of heavy equipment at both Fairbanks and Tok is progressing satisfactorily. A few very necessary parts have not been forthcoming from all available sources and lack of these few parts has prolonged the overhaul program. All efforts by this Office and by Headquarters have failed to produce tracks, rollers, and bellows seals for Caterpillar equipment. By means best known to master mechanics the tractors are being completed satisfactorily without the necessary parts. Daily these craftsmen produce evidence of mechanical ability worthy of special commendation. Particularly and specifically I refer to Frank Eagan, Lloyd Ives, John Gould, Harry McGhee, Andrew Nelson, Eugene Westphal, Rudolf Hartzell, Jacob Bagwell, A.B. Bicknell, and others at Tok as well as Lloyd Loundsbury, Henry Olson, Clarence Sundstrom, Ivan Fredrickson, Asher Richardson, Fred Johnston, Louie Ohman, and others at Fairbanks. All of the mechanical forces have been effectively coordinated by the District Mechanic, John Savela.

To list the many single items of equipment completed in their overhaul program would require considerable space. But, during the month the following major items have been completed.

---

Mr. Ghiglione

March 26, 1951

Conversion of truck mounted shovel and truck tractor  
to truck mounted crane.  
3 D8 Caterpillar Tractors.  
2 Carryall Scrapers  
2 Motor Patrols  
1 Heavy Truck Tractor  
3 Reo Dump Trucks  
1 Semi-Trailer  
1 210 C.F.M. Air Compressor  
2 27 H.P. Steam Generators


Administrative

The completely new system of payroll and cost accounting including Work Order designation has been put into effect in this District during the past period. Some additional work has been occasioned at the commencement of this system, but is presently becoming familiar to all concerned and consequently less laborious.

Our present wage scale, both classified and wage board, is below competition. Our personnel is leaving us very rapidly. As time progresses our better employees who have been our key personnel will all be gone. Both private enterprise and the Military Bases offer substantially more money. Our employees are staying with us now out of loyalty to the Alaska Road Commission. How long this loyalty can resist better pay is the present question. It is impossible at this level to offer any information concerning any increment in either salaries or wages. It is believed some increment will be required to compete successfully for available labor.

JRN  
[Handwritten signature]

Very truly yours,



K. F. Goodson  
District Engineer

*Fairbanks*

February 25, 1951

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

During the four week period from January 28 to February 25, 1951, variable temperatures from extremely cold to above freezing complicated the maintenance of highways. On February 2nd and 3rd, high winds closed Cleary Summit on the Steese Highway to all traffic. A party of Boy Scouts were skiing near Chatanika north of the road block. Blade and rotary plows effectively opened the roads and brought the Boy Scouts back to Fairbanks after they had spent a night in the open. Again on February 23rd, extremely high winds and blowing snow closed the Cleary Summit, but the road was opened for traffic on the 24th. Land Ice areas on the Steese Highway and the Richardson Highway caused a certain amount of difficulty during this period. On the Farmers Loop near Fairbanks, the Permafrost Experimental Station has an experimental artesian well that overflows onto the highway. The vast amount of water from this well causes an extreme amount of maintenance and the Permafrost people have been requested to more effectively control the flow of this artesian well.

*JRW*

*32/111*

Mr. H. B. Gunderson attended the conference of the District Administrative Officers in Juneau from February 8th through February 17th. The new cost accounting procedures and other administrative functions were discussed. Problems relating to the administration of the cost procedure as it pertains to the Fairbanks District were solved and this information has been passed on to the several employees engaged in this function.

Surveys and Plans

The engineering section of the Fairbanks District is engaged in designing from field survey notes, highways as follows:



Tetlin Junction to Eagle, particularly in the section from Liberty to Eagle. At the present time this design is approximately 75% complete.

Fairbanks to Venema engineering design is approximately 60% complete on this section as surveyed during the 1950 construction season. The design is following the ridge route rather than the lower route in accordance with the engineering determinations.

Tok Junction Slana The engineering design, plotting cross sections, and computations of the earth work volumes of the 8 mile section from the Custom Station to the hills. This information will be forwarded to headquarters as soon as possible.

Field work has consisted of surveys on the following:

Fairbanks to Steese Highway via Wendell Avenue and Second Street in Grashl. including relocation of the Chana Slough Bridge.

Survey, cross section and topography of the Minnie Street Crossing of the Woyes Slough and survey for the temporary crossing of the Woyes Slough at the site of the new Woyes Slough Bridge.

The engineering section has also completed design of the tled bridge over the Warm Water Slough of the Tanana River between Tanana Village and Mansfield Village near Tok; proposed plan for temporary housing at the Little Tok River Camp was drawn during this period as well as several small designs.

### Construction

#### By Contract:

There has been no work accomplished by any contractor during the period covered by this report. On February 21st, N. P. Munter Construction Company, Inc., was low of five bidders at \$121,366.00 on the construction of four bridges on the Richardson Highway located at Farling Creek, Bear Creek, mile 230.4 and mile 236.8. The Alaska Consolidated Freight Company was low of

four bidders for the hauling of dismantled Matanuska River Bridge from its stock pile near Palmer to the crossing of the Forty Mile River near O'Brien Creek on the Tetlin Junction Eagle Highway. The contract price was \$6808.50.

By Force Account:

On February 19th we began the removal of snow and snow drifts on the Tetlin Junction Eagle Highway in preparation for the hauling contract as stated above. Two tractors and one motor patrol are presently engaged in this work and are at this time at the South Fork Crossing of the Forty Mile River. High winds and incessant snows have occasioned considerably more work than anticipated. However, cause of the drifts has been largely eliminated by allowing the snow to pack on the highway.

The majority of the highway is in especially good winter travel condition and it is only an occasional place where snow plowing is required despite the fact that no snow removal has been done during this winter.

Reconstruction:

There has been no progress or work accomplished on the reconstruction of any highway of the Fairbanks District during this period.

Farm and Industrial

There has been no progress or work accomplished on farm or industrial roads. The District Engineer has made several foot reconnaissances to acquaint himself with several of the proposed construction projects. In the very near future, it is anticipated a commencement will be made on the clearing and grubbing of one farm road designated "Priority No. 4" in the annual recommendations. The determination to clear this road at this particular time has been made because of the wet terrain in the vicinity. It is believed we can clear at this time a great deal less expensively than we can later in the year.

Maintenance and General

All roads winter maintained except as noted were open throughout the period. Many small snow storms occurred during the period, but at no time did more than an inch and a half of snow fall in any 24 hour period. Truck mounted snow plows and under body blades most effectively and efficiently removed this type of snow. The conversion of the single drive Ford dump trucks

to front end plows has proved most successful and two are now in operation in the Fairbanks District. The six large dump trucks received from the Valdez District early in the winter and later equipment with snow plows have been returned to Valdez. These plows are most efficient, but unfortunately there is not enough snow in the Fairbanks District to warrant the expense of operating such a heavy gasoline truck. We have found that it is almost 50% cheaper to use the lighter trucks for our snow removal.

The overhaul program in progress at Fairbanks and Tok is proceeding satisfactorily. To date, work has been accomplished as noted on the following equipment:

- 2 - D8 Caterpillar Tractors completely rebuilt and repainted.
- 2 - D8 Tractors completely rebuilt except for rollers and tracks and painted.
- 3 - D8 Tractors rebuilt except rollers and tracks.
- 2 - D7 Caterpillar Tractors rebuilt.
- 1 - D8 Tractor repaired and repainted.
- 5 - TD24 International Harvester Tractors completely rebuilt.
- 1 - TD18 International Harvester Tractors overhauled and repainted.
- 2 - TD14 International Harvester Tractors completely rebuilt and repainted.
- 5 - Carryall Scrapers rebuilt.
- 3 - Low bed trailers repaired and repainted.
- 1 - Heavy truck tractor rebuilt and repainted.
- 1 - No. 12 Caterpillar motor control rebuilt.
- 1 - No. 12 Caterpillar motor control repaired and repainted.
- 9 - Dozer yokes rebuilt.
- 11 - Dozer moldboards rebuilt.
- 8 - Ree trucks serviced by repacking wheels, tuning engine, minor repairs to chassis, body and brakes.
- 4 - Ree trucks completely rebuilt including engine, hydraulic pump, chassis, cab and brakes.
- 8 - International Harvester trucks serviced by repacking wheels, tuning engine, minor repairs to chassis, body and brakes.
- 2 - Ford trucks repaired and repainted.
- 3 - Pick-up trucks repaired and repainted.
- 1 - Ford Flatbed truck repaired and repainted.

A total of 15 Caterpillar starting engines and 13 power control units have been completely rebuilt in addition to the completion of the rebuilding of a total of 10 Caterpillar D8 engines. The conversion of the crawler mounted shovel and heavy truck tractor to a truck mounted crane is approximately 85% complete. Servicing and repairing tools, pumps, etc. is progressing very rapidly.

#### Administrative

The new cost accounting procedures have been in operation since January 1, 1951, and while its operation occasions a certain

amount of additional work at the moment, it is anticipated this procedure soon will be both economical and efficient. All personnel engaged in the operation of the new cost accounting procedures are rapidly learning its utility.

The Cost Summaries of all projects for the 1950 season are complete and will be forwarded to Headquarters February 28th. Some time was lost on the completion of these Cost Summaries due to the fact that the District Administrative Officer was absent as mentioned above. Mrs. Rachelle Lammi Clerk-Accountant, GS-5 and Mrs. Colene Foster, Stenographer, GS-4, were employed in the administrative section. Mrs. Lara Hart plans to resign due to her personal health.

Very truly yours,

K. F. Goodson  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

Fairbanks District,  
Fairbanks, Alaska.

February 27, 1951

c.c.

|                  |                    |
|------------------|--------------------|
| Col. Noyes       | .....              |
| Chf. Engr.       | <i>[Signature]</i> |
| Admin.           | .....              |
| Op'ns.           | <i>W.M.</i>        |
| Engrg.           | <i>[Signature]</i> |
| Acc't            | .....              |
| Fea.             | .....              |
| Suply            | .....              |
| <i>W.A.B.F.</i>  |                    |
| <i>Fairbanks</i> |                    |

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

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Situation Report

During the four week period from January 28 to February 25, 1951, variable temperatures from extremely cold to above freezing complicated the maintenance of highways. On February 2nd and 3rd, high winds closed Cleary Summit on the Steese Highway to all traffic. A party of Boy Scouts were skiing near Chatanika north of the road block. Blade and rotary plows effectively opened the roads and brought the Boy Scouts back to Fairbanks after they had spent a night in the open. Again on February 23rd, extremely high winds and blowing snow closed the Cleary Summit, but the road was opened for traffic on the 24th. Land Ice areas on the Steese Highway and the Richardson Highway caused a certain amount of difficulty during this period. On the Farmers Loop near Fairbanks, the Permafrost Experimental Station has an experimental artesian well that overflows onto the highway. The vast amount of water from this well causes an extreme amount of maintenance and the Permafrost people have been requested to more effectively control the flow of this artesian well.

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*Wait from  
Wants road!*

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- 1 - D8 Tractor repaired and repainted.
- 5 - TD24 International Harvester Tractors completely rebuilt.
- 1 - TD13 International Harvester Tractors overhauled and repainted.
- 2 - TD14 International Harvester Tractors completely rebuilt and repainted.
- 5 - Carryall Scrapers rebuilt.
- 3 - Low bed trailers repaired and repainted.
- 1 - Heavy truck tractor rebuilt and repainted.
- 1 - No. 12 Caterpillar motor ~~pa~~ control rebuilt.
- 1 - No. 12 Caterpillar motor ~~pa~~ control repaired and repainted.
- 9 - Dozer yokes rebuilt.
- 11 - Dozer moldboards rebuilt.
- 8 - Reo trucks serviced by repacking wheels, tuning engine, minor repairs to chassis, body and brakes.
- 4 - Reo trucks completely rebuilt including engine, hydraulic pump, chassis, cab and brakes.
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- 2 - Ford trucks repaired and repainted.
- 3 - Pick-up trucks repaired and repainted.
- 1 - Ford Flatbed truck repaired and repainted.

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amount of additional work at the moment, it is anticipated this procedure soon will be both economical and efficient. All personnel engaged in the operation of the new cost accounting procedures are rapidly learning its utility.

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Very truly yours,



K. F. Goodson  
District Engineer



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
Fairbanks District,  
JUNEAU, ALASKA,  
Fairbanks, Alaska.

Copy out JRN  
2/2/51  
AK

January 28, 1951

Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Dear Mr. Ghiglione:

Situation Report

|           |       |
|-----------|-------|
| Col.      | ..... |
| Chf. Eng. | AK    |
| Admin.    | AK    |
| Opns.     | ..... |
| Engg.     | AK    |
| Acc't     | ..... |
| Peris.    | ..... |
| Supply    | ..... |

*Handwritten signatures: J. J. ... and ...*

Extremely cold weather prevailed in the Fairbanks District during most of the month of January. Very little snow fell during the month, and land ice areas were inactive. All roads and highways winter maintained by the Alaska Road Commission were kept open at all times. Low temperatures reduced the efficiency of personnel and equipment, but certain labors progressed satisfactorily.

The Administrative Section of the Fairbanks District installed and is operating the new Cost Accounting procedures. Some difficulties were encountered and a few minor revisions of these procedures are required, but it is believed this new system will eventually be economical and accurate in operation. Cost Summaries of the past years' operation continue. Some lost time was experienced due to the delay in receiving the Outstanding Obligations of Juneau Purchases as of November 30, 1950 from Headquarters. The deadline of February 15, 1951 for the submission of the Cost Summaries will be met.

The Engineering Section continues to design from the field notes of the surveys the following highways: Tok-Junction-Slana; Livengood-Eureka-Manley Hot Springs; Fairbanks-Nenana; 40 Mile River-Eagle; and Farm Roads in the vicinity of Fairbanks. Considerable work was accomplished toward the final estimate of Fairbanks to College and a portion of Steese Highway - Contract I-arc-4263. Bridge materials were received for several bridges and the engineering forces at Tok have stockpiled this material in accordance with the requirements of the several bridges. Total engineering personnel is twelve, with three absent on annual leave. Included in the total of twelve classified engineers are three GS-9, four GS-7, one GS-6, two GS-5, and two GS-4.

32/111

January 28, 1951

Page 2.

The general overhaul of heavy equipment now in progress at Fairbanks and Tok is proceeding slowly. The amount of work accomplished is not yet reflected in completed units, but a partial listing of the completed units includes the following:


- 2 - D8 Tractors completely rebuilt and painted.
- 2 - D8 Tractors completely rebuilt except tracks and rollers.
- 3 - TD24 Tractors are completely rebuilt.
- 3 - Carryall scrapers are completely rebuilt.
- 6 - Dozer yokes and dozer moldboards completely rebuilt.
- 1 - TD18 Tractor overhauled and repainted.
- 1 - TD14 Tractor rebuilt and repainted.
- 1 - D8 Tractor overhauled and repainted.
- 1 - Heavy Tractor truck overhauled and repainted.
- 1 - #12 Motor patrol rebuilt and repainted.
- 6 - Reo Trucks serviced by repacking wheels, tuning engine, minor repairs to chassis, body, and brakes.
- 7 - International Harvester Trucks serviced by repacking wheels, tuning engine, minor repairs to chassis, body, and brakes.

A total of 13 Caterpillar starting engines and 9 Power Control Units have been rebuilt. One Pickup and one suburban carryall were repaired and repainted. One Pickup was completely rebuilt and repainted.

From January 8, 1951 to January 13, 1951 I was in attendance at the District Engineer's Conference in Juneau. Many problems pertaining to the work in the Fairbanks District were discussed during this conference.

Mr. R. T. Irby, Personnel Officer, Headquarters, Juneau visited the Fairbanks District January 24 through January 27, 1951.

Very truly yours,



K. F. Goodson  
District Engineer

Please complete all of the following: (PLEASE PRINT CLEARLY)

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 Street 600 University Ave, Suite F  
 City Fairbanks State AK Zip 99709-1006 Phone 907-474-2405

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