

[Benjamin B. Talley papers, HMC-0241](#)

Anchorage, Alaska

April 10, 1941.

Subject: Daily Log for March 30 to April 4, 1941.

To: The District Engineer, U.S. Engineer Office, Seattle, Washington.

A Daily Log covering March 30 to April 4, inclusive, is inclosed.

B.B. Talley,  
Major, Corps of Engineers,  
Area Engineer.

1 incl.  
Daily Log (dupl)

March 30 (Sunday) — Worked in office all day preparing data on the Alaska Railroad between Seward and Anchorage for presentation to the District Engineer for use in connection with the Passage Canal project. This is covered in a radiogram of this date.

March 31 (Monday) — Usual duties in Anchorage.

April 1 — Usual duties in Anchorage. Made a reconnaissance of site for the storage of a gasoline reserve in the vicinity of Cairn Point in the company of Mr. A. E. McKennett, Senior Engineer of this office. Two likely sites are located Ñ one which will permit a gravity flow to Elmendorf field and one which will not permit gravity flow to Elmendorf Field but is closer to the Alaska Railroad and to the Ocean Dock.

April 2 — Usual duties in Anchorage until 7 pm. Departed Anchorage for Fairbanks at 7 pm on the Alaska Railroad on a special train to arrive at Fairbanks in about 12 hours. With me on the train was Mr. Gadd, an engineer of the Coast Improvement Company of Los Angeles and a former officer in the Corps of Engineers. He went to Ladd Field with me to discuss our problem of handling gasoline at that station. On March 31 and April 1 we discussed at length the gasoline system at Fort Richardson and Elmendorf Field and Mr. Gadd went with me to Ladd Field to discuss the gasoline storage situation at that station.

April 3 — Fairbanks, Alaska: Arrived at Fairbanks at 7:45 am on the train from Anchorage. Was met at the station by Colonel Gaffney, Commanding Officer at Ladd Field, and by Lieutenant Bush, Resident Engineer at Ladd Field. We were taken to the Nordale Hotel, had breakfast, and then went to the field and spent the day in going over the gasoline situation at Ladd Field, the water supply situation, and other features which Lieutenant Bush called to my attention. There was nothing unusual in this discussion except that I notified Lieutenant Bush that I was recommending that the additional 24-inch well be dug. Colonel Gaffney approved the location. The location of the well is 300 feet west of the powerhouse.

April 4 — Fairbanks, Alaska: Spent the morning at Ladd Field doing very little. At 11:45 am, General John C. H. Lee, Major Wylie and Colonel Otto. F. Ohlson, General Manager of the Alaska Railroad, arrived at Fairbanks by PAA plane. We went directly to Ladd Field, took a B-17 for Anchorage, and arrived at Anchorage at 2 pm. General Lee called on the Commanding Officer at Fort Richardson and at 3 pm in the Star Airlines Ford Trimotor took off for Seward. We arrived at Seward in 50 minutes and made an inspection of the dock facilities of the Alaska Railroad, together with a visit to the dock site under consideration at that place. General Lee concurred in the findings and recommendations of the previous Board reports on the Port of Seward. We left Seward at 5:30 pm, flew north and then east on the Passage Canal. We inspected the Passage Canal from the air, then returned to Anchorage, arriving at 7 pm. Approximately 1 hour was sent driving from Fort Richardson to Anchorage, a distance of 4 miles. The road was very bad and the Buick stopped three times between Fort Richardson and Anchorage, the passengers finally coming in in a Ford pickup. Dinner at General Buckner's in the evening.