

Firm To Import Valley Gravel By Rail

Construction of a project to bring gravel from the Matanuska Valley to Anchorage has been started by Anchorage Sand and Gravel Inc., according to Herb Lang, president.

The gravel will be transported by train to a gravel terminal site between Klatt and O'Malley Roads south of Anchorage.

"The gravel sources in the Anchorage bowl are rapidly being exhausted," Lang said. "Truck traffic is on the increase with longer and longer hauls. Urban development and zoning are conflicting with mining operations."

Lang said the company's move to bring gravel from the valley "is really a year or two early but when people need it, we will be ready to serve them."

Plans call for construction of conveyor bridge at the loading facilities in the Matanuska Valley and a railroad bridge at Klatt Road. Lang said the company is "taking pains to insure that all construction is as quiet, safe and eye-pleasing as possible."

The project was designed by Claus Hackenberger, the firm's project manager, who says he is particularly pleased with the loading and unloading facilities.

"The Matanuska Valley loading apparatus is capable of loading 4,000 tons of gravel per hour. That's approximately one railroad car every minute. The Anchorage facility can receive and unload a 50-car train, or 3,500 tons, in approximately 20 minutes."

After unloading the material will be distributed to a screening and crushing conveyor system and then to a storage area in the form of four-inch minus pit run gravel.

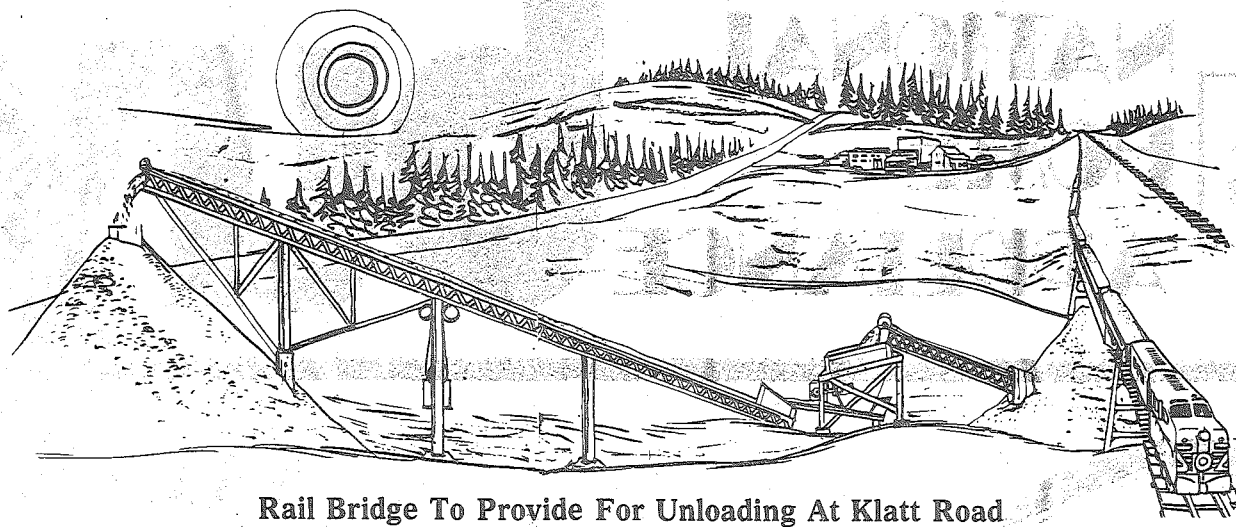
The project has been scheduled in three phases. By Sept. 1, approximately two and a half trains, furnished by the Alaska Railroad, will make the run each day between the gravel pit and the receiving terminal.

By 1978, four trains will make the daily trip and by 1980, the firm expects to have five trains making the run each day.

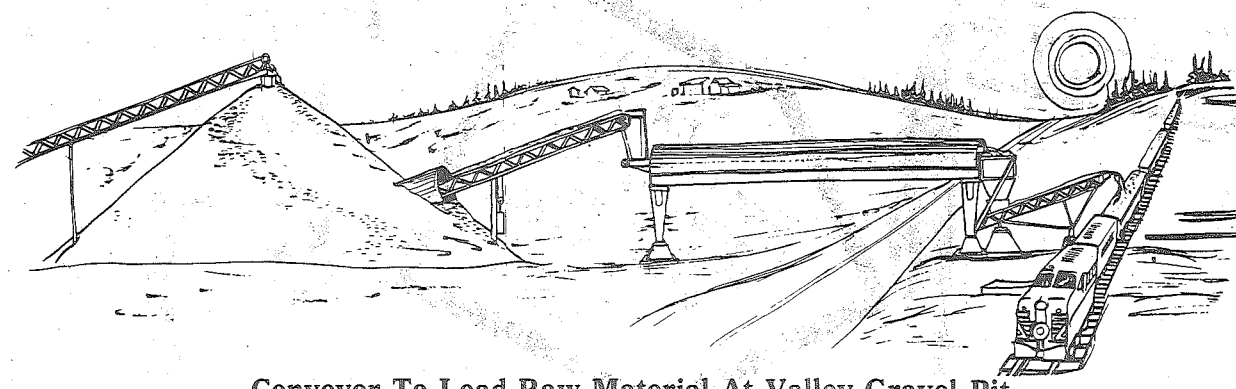
Plans call for a completely computerized reloading facility to be operational late in the second phase. This will enable the firm to reload the raw material at the rate of 1800 tons per hour.

John Dean, vice president and general manager of the firm, like Lang sees the need for the gravel-moving project.

"Present material sources in the area have deteriorated in both quantity and quality," Dean said. "We have an obligation, as a gravel supplier of many years, to make available to the market, clean, high quality material to meet the needs of our customers. The new facility will enable us to do just this at competitive prices."



Rail Bridge To Provide For Unloading At Klatt Road



Conveyor To Load Raw Material At Valley Gravel Pit