

10/05/13

RG 30 ALASKA ROAD COMMISSION  
BUREAU OF PUBLIC ROADS  
PROJECT CORRESPONDENCE  
JUNEAU, AK  
1916 -- 1959

17  
Box:

10, 05, 13





ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~JUNEAU~~ ALASKA  
NOME

18 December 1953

Comm. of	<i>[initials]</i>
Chl. Engr.	<i>WGN</i>
Admin.	
Op'ns.	<i>BDS</i>
Engrg.	<i>[initials]</i>
Acc't.	
Pers.	
Supply	
<i>cc: Sundwall</i>	

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

Subject: Report of Operations 16 November to  
13 December 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 16 November to 13 December 1953.

The general weather conditions during this period have been very good. There is very little snow in the Nome area and we have had very few days when the temperature has been below zero. There is now ice along the shore of Bering Sea and it looks like it is here to stay until spring.

Route 045 - Nome Locals, Work Order 45

Road markers were placed along the road between the ARC depot area and town to mark the shoulder of the road for snow removal and to help keep people on the road in stormy weather.

401, Nome Depot

General maintenance and winter repair of equipment has been carried on during the period and is as follows:

1. Snogo. The motor of the snogo was repaired and put into shape for snow removal when needed.
2. 1457 Dodge Power Wagon. A new seal was put in the rear wheel and the heater repaired.
3. 1469 D-8 Tractor. A general check up was made on the tractor. The rear power unit was repaired. Breaks in the frame were welded

1805  
1805



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

30 November 1953

Comm. of the	<i>WJN</i>
Chf. Engr.	<i>WJN</i>
Admin.	
Op'ns.	<i>EJS</i>
Engrg.	<i>WTS, JS</i>
Repts.	<i>WJS</i>
Repts.	<i>RJP</i>
Supp.	<i>Luin</i>

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

Subject: Report of Operations 19 October  
to 15 November 1953

Dear Sir:

The following is the report of operations applicable to the Nome District from 19 October to 15 November 1953.

The general weather conditions during the period have been good.

Route 041 - Nome-Council

The Safety and Solomon ferries were pulled out of the water and stored for the winter on the 23rd of October.

The widening of Cape Nome is now 85% complete. Due to the shovel breaking down, we were only able to continue work for the first week of this period.

All equipment on this route was hauled into the depot and stored for the winter.

Route 042 - Nome-Kougarok, Work Order 424

During this period one thousand eight hundred and seventy-five (1875) cubic yards of material was hauled in by carryalls and approximately three thousand yards of material was pushed in by dozers.

The approach to the Nome River bridge is now 95% complete.

The road is now about 90% complete to the Railroad Bridge across Nome River.

808  
Nome





UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
~~JUNEAU~~ ALASKA  
 NOME

27 August 1953

Comm. of	<i>WBS</i>
Chf. Engr.	<i>WGN</i>
Admn.	
Op'ns.	<i>BDS</i>
Engrg.	<i>W.B.S.</i>
Acc't.	
Pers.	
Supply	

*W. B. S.*  
*B. S. S.*  
 cc: *J. Lindwall*

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

Subject: Report of Operations 27 July to  
 23 August 1953:

Dear Sir:

The following is the report of operations applicable to the Nome District from 27 July to 23 August 1953.

The general weather conditions during the first half of the period were fairly good but the last half it rained nearly every day.

Route 040.2 Deering-Inmachuk

During the period general road maintenance was carried on and now the road is in very good condition.

Route 040.3 Lost River Road

A crew of three men worked on this job during the period. The section of road between mile 1.5 to 2.2 and 3.3 to 5.7 was graveled with 2,555 yards of gravel.

The entire road was graded as required.

Route 041 Nome-Council

During the period the crew worked one week on the section between the Safety and Solomon ferries and hauled 800 yards of gravel which completed the graveling of the road between the ferries.

During the remainder of the period the straightening of the road was begun from 17½ mile toward the Safety ferry. Three thousand yards of rock was hauled on this 1.3 mile section and covered with a light coat of sand. The road around Cape Nome has been widened an additional distance of 800 feet.

The entire road was graded from Nome to Solomon.

808. Nome Situation.  
24/10/53



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

30 July 1953

✓	Comm. of Rds.	
	Chf. Engr.	
	Admin.	
	Op'ns.	W.M.
	Engrg.	N.B.S.
	Acc't.	
	Pers.	
	Supply	

*Barber*  
*DeSakthyan*

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

Subject: Report of Operations 29 June to  
 26 July 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 29 June to 26 July 1953.

The general weather conditions during the period have been very good except for the third week when it rained nearly all week.

Route 040.2 Deering-Inmachuk

During this period the repair of the Deering Airfield was completed. Nine hundred yards of gravel was hauled and the field graded as requested by Work Order 426.

General road maintenance was performed on the road as required.

Route 040.3 Lost River Road

A crew of three men worked on this job during the period. The remainder of the road from station 120+00 to 313+78<sup>4</sup> was widened to 14 feet and raised as required.

The culverts were lengthened as needed and three new culverts were installed at mile 3.2, 3.7 and 4.5.

The entire road was graded as required.

Route 041 Nome-Council

During this period 3,230 yards of gravel was hauled on the road between the Safety and Solomon ferries. One more week of gravel hauling

6  
 1/1 Nome

*get*

- 4. 1461 Coleman-Chev Dump ~~XXXXXX~~ <sup>NOME</sup>. Completed the major overhaul of this truck.
- 5. 1464 Adams Motor Grader Model 517. General check up and overhaul.
- 6. 1475 D-8. Repaired starting engine and <sup>5 May 1953</sup> fuel pump unit.
- 7. 1475 D-8. Replacing final drive.
- 8. 1476 D-8. Completed general overhaul.

9. 1477 6 X 6 Tank Truck. Repaired brakes and oil pump system.  
 Chief Engineer  
 Alaska Road Commission  
 Juneau, Alaska

- 10. 1477 6 X 6 Tank Truck. Repaired brakes and oil pump system.
- 11. Hauled fuel oil from Nose Field to 405 for three days.  
 Subject: Report of Operations 6 April to 3 May 1953
- 12. Minor repairs to equipment <sup>3 May 1953</sup> wherever necessary.

Dear Sir: During the period there were five classified personnel and fourteen wageboard personnel.  
 The following is the report of operations applicable to the Nome District from 6 April to 3 May 1953.  
 Sincerely yours,

The general weather conditions during this period have been very good, far above the average for this time of the year. The season is over a month ahead of time.  
 W. H. Cooley  
 District Engineer

Route 041 Nome-Council

JHC:ms

This road was opened from Nome to the CAA Site at Cape Nome. The CAA furnished a snogo and we a D-8 dozer and together the operation took six days. The road was graded to mile seven.

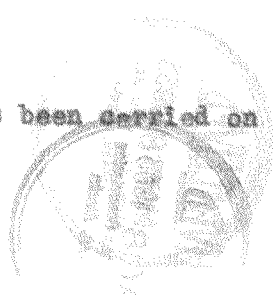
Route 042.22 Center Creek

The present grade level on a half mile section was raised 8 to 20 inches with the material from the railroad grade where the track was removed last fall by the U.S. Tin Company. This route has had general grader maintenance.

401 Nome Depot

General maintenance and winter repair has been carried on during the period and are as follows:

- 1. 722 Chev. Flatbed. New clutch installed.
- 2. 1424 Chev. Cargo Truck. General overhaul.
- 3. 1441 6 X 6 Freight Truck. General overhaul.



*3/1/53 - Report Summary*

4. 1461 Coleman-Chev Dump Truck. Completed the major overhaul of this truck.
5. 1464 Adams Motor Grader Model 512. General check up and overhaul.
6. 1474 D-8. Repaired starting engine and rear power unit.
7. 1475 D-8. Replacing final drive.
8. 1476 D-8. Completed general overhaul.
9. 1486 6 X 6 Tank Truck. Repaired brakes and oil pump system.
10. 1487 6 X 6 Tank Truck. Repaired brakes and oil pump system.
11. Hauled fuel oil from Nome Field to ACS for three days.
12. Minor repairs to equipment that were necessary.

During the period there were five classified personnel and fourteen wageboard personnel.

Very truly yours,

John M. Cooley  
District Engineer

JMC:mb







UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~JUNEAU~~ ALASKA  
NOME

⑤	Comm. of <i>WJN</i>
③	Chl. Engr. <i>WJN</i>
	Admin. ....
①	Op'ns. <i>BDS</i>
④	Engrg. <i>J.B.S.</i>
	Acc't. ....
	Pers. ....
	Supply ....

1 June 1953 *Baxter MB*  
*cc Lundwell.*

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

Subject: Report of Operations 4 May to  
31 May 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 4 May to 31 May 1953.

The general weather conditions during this period have been very good, far above the average for this time of the year.

Route 041 Nome - Council

During this period only normal grader maintenance was performed. Both the Safety and Solomon ferries were put into the water on the 29th of May. For the present time, until the 1st of July, the ferries will be operating on a five day week basis, which will leave Wednesday and Thursday the days in which the ferries will not be operating. After the 1st of July will try to run them on a six day week basis with Wednesday being the day that the ferries will not operate.

Route 042 Nome - Kougarok

During this period only normal grader maintenance was performed. The road change at Dexter was begun and is about 50 percent completed. One large elephant hut was installed in Dexter creek.

Route 042.12 Snake River Road

General grader maintenance was performed during the period.



Route 042.14 Sunset Road

General grader maintenance was performed during the period.

Route 042.22 Center Creek Road

Normal grader maintenance was performed during the period.

Route 042.24 Submarine - Faystreak

Normal grader maintenance was performed.

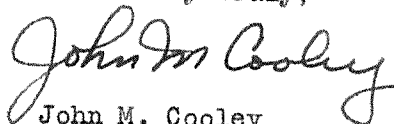
401 Nome Depot

General maintenance has been carried on during the period and are as follows:

1. 722 Chev. Flatbed. Repaired brakes.
2. 1430 Dodge Pickup. Repaired spring and adjusted clutch.
3. 1450 & 1454 Reo Dump Trucks. Installed the window stripping around the door glass.
4. 1464 Adams Motor Grader. Completed the general checkup and overhaul.
5. 1466 TD14. Replaced one valve guide.
6. 1475 D-8 Dozer. Replaced a final drive.
7. 3513 Safety Power Boat. Repaired the propeller system.
8. A.C.S. D-8. Overhaul the engine.
9. Minor repairs to equipment that was necessary.

During the period there were five classified personnel (one on leave) and thirteen wageboard personnel.

Yours very truly,



John M. Cooley  
District Engineer



UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
~~WILKINSON~~ ALASKA  
 NOME

①	Comm. of Rd.	
②	Chl. Eng.	WJN
③	Admin.	
③	Op'ns.	B.S.
④	Engg.	N.B.S.
	Acc't.	
	Pers.	
	Supply	
cc Faircl		

6 April 1953

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

SUBJECT: Report of Operations 9 March to  
 5 April 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 9 March to 5 April 1953.

The general weather conditions during this period have been very good with very little wind or snow.

ROUTE 045 NOME LOCALS

During this period it was necessary to open the road once between town and the depot area where a few small drifts blocked the road for car traffic.

401 NOME DEPOT

General maintenance and winter repair of equipment has been carried on during the period and are as follows:


1. 1430 Dodge pickup. Completed the overhaul of this piece of equipment.
2. 1431 Dodge pickup. Overhauled the motor, front/end and body repairs of this pickup.
3. 1434 Lowbed Freuhauf trailer. Completed the change of widening the bed and the wheels to a tandem setup.
4. 1461 Coleman-Chev. dump truck. Completing the major overhaul of this truck.



5. 1457 Dodge power wagon. Turned the wheels down and relined the brakes.
6. 1476 D-8 Dozer. Continued the overhaul of this tractor.
7. 1490 Dodge 3/4 ton command car. Repaired the rear end.
8. 1491 Dodge 3/4 carryall. Repaired the rear end.
9. 1487 Oil tank truck. Repaired the power takeoff for the fuel pump.
10. Minor repairs to buildings and equipment that were necessary.

During the period there were five classified personnel and fourteen wageboard personnel.

Very truly yours,

  
John M. Cooley  
District Engineer

JMC:mb



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

Comm. of Rds.	.....
Chf. Engr.	WON
Admin.	.....
Op'ns.	RWS
Engrg.	W.B.S.
Acc't.	.....
Pers.	.....
Supply	.....
	Bates
	cc Fair

13 March 1953

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

Subject: Report of Operations 23 February to  
 8 March 1953.

Dear Sir:

The following is the report of operations applicable to  
 the Nome District from 23 February to 8 March 1953.

The general weather conditions during this period have been  
 very good with very little wind or snow.

Route 045: Nome Locals

During this period it was necessary to open the road once  
 between town and the depot area when there were three small drifts  
 that blocked the road for car traffic.

401 Nome Depot

General maintenance and winter repair of equipment has been  
 carried on during the period and are as follows:

1. 1430 Dodge pickup. The old motor was replaced with a new  
 motor and the front end repaired.
2. 1434 Lowbed Freuhauf trailer. The width of the trailer is  
 being widened to carry our cats and shovels. The wheel  
 arrangement is being changed to a tandem setup, from the  
 eight tires being side by side, so that it will be easier  
 to pull thru soft roads such as sand and mud.
3. 1461 Coleman Chev. Dump truck. This piece of equipment is  
 being given a complete major overhaul.

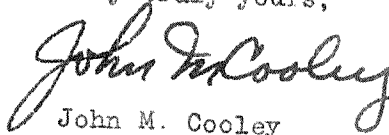
31/2/1953



4. 1462 Coleman Chev. Dump truck. This piece of equipment is being given a complete overhaul.
5. 1479 10B Shovel mounted on 6 X 6 truck. This shovel motor was completely overhauled.
6. D-8 Dozer 1476 is getting a complete overhaul on the motor and running gear.
7. 1491 Dodge Carryall. Installed new gears in both front and rear ends.
8. 3517 Safety Ferry. Completed putting a motor and fairleads similar to the ferry at Solomon.
9. Minor repairs to buildings and equipment that were necessary.

During the period there were five classified personnel and fourteen wageboard personnel.

Very truly yours,



John M. Cooley  
District Engineer

JMC:mb

John M. Cooley, District Engineer, Nome  
Chief, Operations Division, Headquarters

March 5, 1953

Situation Reports

It is requested that in the future you include a little more detail in your reports, such as the status of your winter overhaul program, progress on apartment construction, and any other pertinent information, especially during the winter months when construction and maintenance activities are dormant.

BDS  
E. D. Stewart, Jr.  
Chief, Operations Division

BDS:hc

11/20/53





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

*field*  
 ✓ Chief of Eng.  
 ✓ Chief Engr. WGM  
 ✓ [unclear] B.S.  
 ✓ [unclear] N.B.S.  
 cc Larios  
 Bester JB

27 February 1953

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

Subject: Report of Operations 26 January  
 to 22 February 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 26 January to 22 February 1953.

The general weather conditions during this period have been very good with very little wind.

Route 045: Nome Locals

During this period it was necessary to open the road once between town and the depot area.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during this period.

During the period there were five classified personnel and fourteen wage board personnel.

Very truly yours,

*John M. Cooley*  
 John M. Cooley  
 District Engineer

FDS  
 Could give more detail on progress on equipment repair and winter construction

*311/Name*



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

Comm. of Rds.	
Chf. Engr.	<i>WGN</i>
Admin.	
Op'ns.	<i>BAS</i>
Engrg.	<i>J.B.S.</i>
Acc't.	
Pers.	
Supply	

*cc. Jarvis*

28 January 1953

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

Subject: Report of Operations 29 December 1952  
 to 25 January 1953.

Dear Sir:

The following is the report of operations applicable to the Nome District from 29 December 1952 to 25 January 1953.

The general weather conditions during the first half of the period were mild with very little wind. During the last half of the period, the wind was blowing strong and the temperature averaging below zero. There is hardly any snow on the ground so there has been no blowing snow during the windy periods.

Route 045 Nome Locals

During the period there was no maintenance required as there is very little snow.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during the period.

During this period there were five classified personnel and fourteen wageboard personnel.

Very truly yours,

*John M. Cooley*  
 John M. Cooley  
 District Engineer

*311 Nome*



1954



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

December 16, 1954

508.

1	Comm. of Res.	AB
	Chf. Engr.	
	Admin.	MW
2	Op'ns.	BDS
3	Engrg.	WBS
	Acc't.	
4	Rep.	WB
5	Supply	
6		

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

Subject: Report of Operations November 15 -  
December 12, 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from November 15 to December 12, 1954.

The general weather conditions during the period have been good. Have had a few days of below zero weather and a little snow the last of November. The Bering Sea has finally frozen over.

The general maintenance and winter overhaul of equipment has been carried on during the period and is as follows:

General cleaning of shop and repair of tools as required and did some rewiring in the shop.

1. Haul stove oil to area.
2. Work Order 45 - Snow removal (once).
3. Snow removal in area. (Had to use the dozer and Snogo a couple of times to clear the snow away from the buildings and on the road in the area. It seemed like all the snow landed in the area.)
4. Bldg. #3 and #6 - Repaired furnace smoke pipe.
5. Bldg. #15 - Relocated fuel oil tank.
6. Inspected and recoiled fire hose.
7. Cleaning up 2 1/2" electric pump to be installed in Bldg. #18 as fire pump.



Report of Operations November 15 to December 12, 1954

Page 2.

8. 1465, TD18 Tractor - Installed new lower rollers.
9. 1473, Dodge Power Wagon - Repaired wooden body and relined the brakes.
10. 1440, D8 Tractor - Tearing down for overhaul of steering clutches, transmission and final drive. Installed new side frames and new rings in the diesel engine.
11. 1496 - Hobart Welder - Installed new welding unit, make new side panels and mounted on wheels.
12. 1493, Jeep Making into fire truck; lengthened frame and made flat rack to hold fire hose. Also making stands for CO<sub>2</sub> bottles and pyrenes.
13. 73, Snogo Check up, grease and get ready for winter use.
14. 1477, #12 Caterpillar Grader Repaired starting engine and installed electric starter on starting engine.

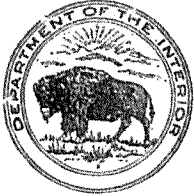
During this period there were two classified personnel and nine wage board personnel.

Yours very truly,

*Donald J. Lyle*  
Donald J. Lyle  
Acting District Engineer

*BDS!*  
*looks heavy*  
*OK*

*Supposed to be 2 or 3  
men on leave included in  
this total BDS*



508

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

18 November 1954

Comm. of Rds.	<i>[Signature]</i>
Chf. Engr.	
Admin.	<i>[Signature]</i>
Op'ns.	
Engrg.	<i>[Signature]</i>
Acc't.	
Pers.	
Supply	

*[Signature]*

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

Subject: Report of Operations 18 October  
to 14 November 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 18 October to 14 November 1954.

The general weather conditions during the period have been very good. The coldest temperature we've had is 10 above with a trace of snow on several occasions. The Bering Sea is still free of ice.

Route 041 Nome-Council W.O. 41

The Solomon and Safety ferries were pulled out and stored for the winter on the 20th and 21st October respectively. Steam pipes were installed at Hastings Creek, mile 10 $\frac{1}{2}$ , in order to facilitate the thawing of the culverts in the spring.

Route 042 Nome-Kougarok W.O. 42 (Maintenance)

Three steam pipes were installed in culverts along this route in order to facilitate the spring thawing operations.

Route 042 Nome-Kougarok W.O. 424 (Construction)

During this period one day was spent dozing up the roadbed. Equipment was moved to the depot area and all work on this route completed for the season on 23 October.

Route 042.22 & 042.17 W.O. 45

During the period 9,271 cubic yards of gravel was hauled

Report of Operations - 18 October to 14 November 1954

Page 2.

with "cats", "cans" and tournapulls onto the low sections of this road to eliminate the drifting snow during the winter.

401 Nome Depot

Equipment was pulled in and stored in the depot area yard for the winter. General equipment repairs and depot maintenance has been carried on.

During the period there were three (3) classified personnel and seventeen (17) wage board personnel.

Yours very truly,

*John M. Cooley*  
John M. Cooley  
District Engineer



XXXXXXXX

NOME

18 November 1954

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

Subject: Report of Operations 18 October  
to 14 November 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 18 October to 14 November 1954.

The general weather conditions during the period have been very good. The coldest temperature we've had is 10 above with a trace of snow on several occasions. The Bering Sea is still free of ice.

Route 041 Nome-Council W.O. 41

The Solomon and Safety ferries were pulled out and stored for the winter on the 20th and 21st October respectively. Steam pipes were installed at Hastings Creek, mile 10 $\frac{1}{2}$ , in order to facilitate the thawing of the culverts in the spring.

Route 042 Nome-Kougarok W.O. 42 (Maintenance)

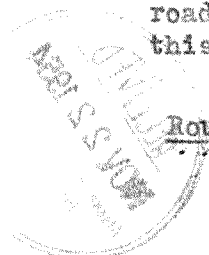
Three steam pipes were installed in culverts along this route in order to facilitate the spring thawing operations.

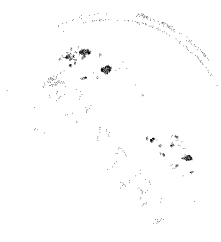
Route 042 Nome-Kougarok W.O. 424 (Construction)

During this period one day was spent dozing up the roadbed. Equipment was moved to the depot area and all work on this route completed for the season on 23 October.

Route 042.22 & 042.17 W.O. 45

During the period 9,271 cubic yards of gravel was hauled





John M. Cooley  
District Engineer

During the period there were three (3) classified personnel  
and seventeen (17) wage board personnel.  
Yours very truly,  
Equipment was pulled in and stored in the depot area yard  
of the winter. General equipment repairs and depot maintenance has  
been carried on.  
Equipment was pulled in and stored in the depot area yard  
of the winter. General equipment repairs and depot maintenance has  
been carried on.

ions - 18 October to 14 November 1954



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~XX~~JUNEAU ALASKA  
NOME

*508. Nome*

18 October 1954

Coman. of Rds.---	
Chf. Engr.---	<i>WJN</i>
Admin.---	<i>PS</i>
Op'ns.---	
Engrg.---	<i>WBS</i>
Acc't.---	
Pers.---	
Supply---	<i>Co. J. J. J.</i>

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

Subject: Report of Operations 20 September  
to 17 October 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 20 September to 17 October 1954.

The general weather conditions during the period have been very good. It has been freezing at night but thawing during the day. The weather has been ideal for road work up the Nome River.

Route 040.2 Deering-Inmachuk W.O. 47

No work was done on this route during the period. Work was closed down for the season on the 17th September. The road is in very good condition.

Lost River Airfield W.O. 429

During the period the airfield was completed from the beach Station 36400 to Station 10400. This section of the field is marked with old oil barrels laid on their side and the top half painted orange. All aircraft can now use this section. The remainder of the airfield Station 10400 to 0400 is completed except for being smoothed out with a grader. This section can be used in the case of an emergency but is rough. It is estimated that one man with the motor patrol can smooth the upper section in a week next season when the patrol is repaired.

Work was completed for the season on the 30th September and the two D-8 dozers, one carryall and ripper were brought back to Nome. The equipment left at Lost River are two dump trucks, 15B shovel and the motor patrol.



Report of Operations - 20 September to 17 October 1954

Page 2.

Route 041 Nome-Council W.O. 41

The vehicle count over the Safety ferry for the period is 305 and 1025 people. The count for the season so far is 982 vehicles and 3337 people.

The road was graded as required during the period.

It is estimated that the ferry service will be discontinued sometime about the 20th of October depending on the ice conditions.

Route 042 Nome-Kougarok W.O. 42 (Maintenance)

This road was graded as needed during the period.

Route 042 Nome-Kougarok W.O. 424 (Construction)

During this period we have dozed up with the dozers approximately 5,000 yards of material and the "cats" and carryall have hauled 17,116 yards of material.

The road is now at Mile 15.4 which is 2.4 miles above the Nome River bridge (Mile 13.)

Route 042.22 & 042.17 W.O. 45

During the period 1,768 yards of material was spread on the low section to eliminate the snow drifts during the winter.

All culverts have been cleaned and the road flagged between Nome and the Alaska Road Commission area for winter travel.

401 Nome Depot

General equipment repairs needed have been carried on during the period.

During the period there were three (3) classified personnel and seventeen (17) wage board personnel.

Yours very truly,

*John M. Cooley*  
John M. Cooley  
District Engineer

Comm. of Rds. ....
Chf. Engr. ....
Admin. ....
Op'ns. ....
Engrg. ....
Acc't. ....
Pers. ....
Supply ....
.....



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~JUNEAU~~ ALASKA  
NOME

23 September 1954

Comm. of Pds.	<i>[Signature]</i>
Chf. Engr.	<i>[Signature]</i>
Admin.	
Op'ns.	<i>[Signature]</i>
Eng'g.	<i>[Signature]</i>
Acc't.	
Pers.	
Supply	<i>[Signature]</i>

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

Subject: Report of Operations 23 August to  
19 September 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 23 August to 19 September 1954.

The general weather conditions during the period have been very wet with rain nearly every day. The weather has turned good again since the 16th of September. The wet weather began on the 24th of July and lasted for 56 days.

Route 040.2 Deering-Inmachuk W.O. 47

General road maintenance by a one-man crew has been carried on during the period.

Route 040.31 Lost River Road W.O. 430 (Maintenance)

The Lost River crew was brought back to Nome on the 26th of August because of the wet weather conditions and being unable to accomplish any headway. The crew was sent back to Lost River on the 14th of September as the weather has turned good.

General road maintenance was carried on after the crew returned to Lost River.

Lost River Airfield W.O. 429

During the period from 26 August to 15 September no work was done on the Airfield. Since the 15th of September approximately 600 yards of material was put in the soft spots and the field from the Beach Station 36/00 north to Station 27/00 was graveled and graded and is now complete.

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Report of Operations - 23 August to 19 September 1954

Page 2

It is estimated the field will be completed about the 1st of October.

Route 041 Nome-Council W.O. 41

The vehicle count over the Safety Ferry for the period is 221 vehicles and 480 people. The count for the season so far is 677 vehicles and 2,312 people.

The road was graded during the dry days between Nome and Safety.

The Fox River crew was brought into Nome on the 27th of August as it was impossible to accomplish any work there due to the wet weather. Now that the weather has improved, it is too late in the season to return and continue the work there. Now that we have the tournapulls and will have the two D-8's back from Lost River this fall, it will be better to go down there and begin work next season right after the ferries go into service, approximately the 10th of June.

A large elephant hut was installed at Penny Creek and a short section of road was graveled.

On the 9th of September we had high winds up to 50 miles per hour and about one third of the road at 17 1/2 mile was washed out. If it had not been for the rock hauled on 17 1/2 mile a year ago we would have had another opening between the Safety Lagoon and the Bering Sea approximately 400 to 500 feet wide. This place was refilled with beach sand as only the fine material of the road was washed out.

Route 042 Nome-Kougarok W.O. 424 (Construction)

Two dozers have been working on this new extension and have been dozing up the road bed. About 5000 yards of material was moved during this period. At the present time we are about two miles above the Nome River Bridge.

Route 042 Nome-Kougarok W.O. 42 (Maintenance)

The road has been graded as needed during the period.

401 Nome Depot

General equipment repairs needed have been carried on during the period.

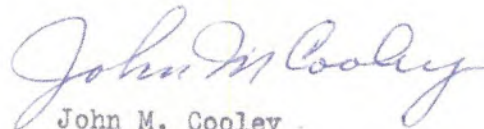
Report of Operations - 23 August to 19 September 1954

Page 3

The tournapulls from Anchorage have all arrived on the following dates: 1, 9, 16 and 20 September.

During the period there were three (3) classified personnel and eighteen (18) wage board personnel.

Yours very truly,

A handwritten signature in cursive script that reads "John M. Cooley". The signature is written in dark ink and is positioned above the typed name and title.

John M. Cooley  
District Engineer





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

3 August 1954

Comm. of	
Chf. Eng.	
Admin.	
Op'ns.	BTS
Engrg.	IBS
Acc't.	
Pers.	
Supply	

*[Handwritten signatures and initials over the form]*  
 cc: Sundwall

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

Subject: Report of Operations 28 June  
 to 25 July 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 28 June to 25 July 1954.

The general weather conditions during this period have been very dry with no rain. All the rivers are very low and not enough water for mining operations. In Nome itself the Moonlight water system has not had enough water to furnish the people with their normal consumption and consequently they have had to haul water in trucks as they do during the winter.

Route 040.2 Deering-Inmachuk W.O. 47

General maintenance by one man has been carried on during this period.

Route 040.3 Teller-Bluestone W.O. 48

On this route general maintenance has been carried on.

Route 040.31 Lost River Road W.O. 414

During this period a large wooden culvert 20 ft. x 14 ft. and 5 ft. high was installed on Rapid River. Also, there were three 30 ft. barrel culverts installed on this crossing and a fill of 2,380 cu.yd. was made in order to divert the water through the culverts.

Route 041 Nome-Council W.O. 41

Due to the very dry weather there has been a great deal of car traffic over this route. The vehicle count over the Safety

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Report of Operations 28 June to 25 July 1954 - Page 2

Ferry for the period was 220 vehicles and 680 people. In the last monthly report the traffic count should have read 72 vehicles instead of 27 vehicles. The count for the season so far is 275 vehicles and 976 people. This is 17 more vehicles and 134 more people than last year for the same period.

The Fox River camp was started on the 19th of July and they have ditched the entire new section once and are now in the process of deepening the ditches and installing culverts.

This route was graded as needed.

Route 042 Nome-Kougarok W.O. 424

The old steel 180 ft. railroad bridge across Nome River has been decked for vehicles and is three-quarters painted.

Two dozers have been building the extension up Nome River and have made about three-quarters of a mile of new road. They have dozed up about 8,000 yards of material.

The route has been graded as needed.

Route 043.1 Bunker Hill-Kougarok W.O. 46

Mr. Hoogendorn, the foreman at Deering, was sent to the Kougarok for a couple of weeks to patch the washout and grade the road. There is a crew of two men on this route and in another week they will have it in fairly good condition for the little traffic that uses this road. As yet the Kougarok dredge has not started operation but they plan to have it in operation sometime in the month of August.

Lost River Airfield W.O. 429

The airfield is progressing very well and should be completed in approximately 10 days if the weather holds out. During the period the upper section was ditched and approximately 8,000 yards of material was moved.

Nome Field Dredging for Alaska Air Command W.O. 431

The dredging for the water pond at Nome Field was completed on the 16th of July.

Report of Operations 28 June to 25 July 1954 - Page 3

401 Nome Depot

General equipment repairs needed have been carried on during the period.

During this period there were three (3) classified personnel and twenty-five (25) wage board personnel.

Yours very truly,



John M. Cooley  
District Engineer



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

2 July 1954

Coman of ...	<i>[Signature]</i>
Chf. Engr	<i>[Signature]</i>
Admin.	
Op'ns.	<i>BBS</i>
Engrg.	<i>[Signature]</i>
Acc't.	
Pers.	
Supply	

*Boston TB*  
*Defendant*

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

Subject: Report of Operations 31 May  
 to 27 June 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 31 May to 27 June 1954.

The general weather conditions during the first three weeks of the period were clear and very nice. The last week of the period it has rained nearly every day.

The first boat of the season arrived on the 18th of June and finished unloading it's cargo on the 25th of June. There were 24 new cars and pickups on the boat for people here. At the present time it is estimated that there are about 500 to 600 vehicles in the Nome area.

Route 040.1 Minnehaha and Virginia Creek Bridges W.O. 427

These two bridges were constructed by people in the Candle area for the ARC and were completed approximately the middle of June. I inspected these bridges on the 29th of June and the work was done satisfactorily. The cost of the labor is being paid for on a purchase order. One man's bill was for \$100.00 and the other man's bill for \$400.00 making a total cost of \$500.00 for erecting the two bridges. These bills will be vouchered as soon as the purchase orders are signed and returned to this office. This completes the work on this work order.

Route 040.2 Deering-Innacuuk W.O. 47

Work was started on this route on the 7th of June and the crew is composed of one man. This one man will do nearly all the work required at Deering this season except for repairing the bridge at Deering. This one man, Mr. Jack Hoogendorn, by himself has accomplished more in keeping the road in good condition than any crew that has worked at Deering in the past.

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cc: *[Signature]*



Report of Operations 31 May to 27 June 1954 - Page 2

The Casa de Paga Gold Company dredge started it's seasons work at Deering about the 15th of June. This is the earliest they have ever been able to begin dredging there in the past. It is usually about the first of July or later that dredging has been started.

Route 040.3 Teller-Bluestone W.O. 48

Work was started on this route the 21st of June.

Route 040.31 Lost River Road W.O. 414

During this period one week was spent on the bridge site at Lost River. The Lost River was diverted and part of the road approach fill was constructed. Approximately 5800 yards of material was moved by dozer for the fill and the dam to divert the river in order to construct the bridge.

Route 041 Nome-Council W.O. 41

The ferries were put into service for the public on the 8th of June and are being operated on a five day week basis with Tuesday and Thursday as the days off. So far this season the traffic count over the Safety Ferry is 27 vehicles and 296 people.

A soil cement approach was constructed on the approach to the Safety Ferry on the Solomon side and it seems to be holding the sand very well. ✓

The road was graded as far as East Fork and the section from Nome to East Fork is in good condition. It is planned to grade the road from East Fork to Council right after the 4th of July as by that time all of the glaciers will have melted out of Fox River and East Fork. The first vehicle to Council was on the 26th of June and the road is in fairly good condition except for a few glaciers. This season there will be only one dredge working at Council. This dredge has not been operated for the past five years. Lomens are not planning on operating their dredge this season.

The road was patched in several places between Nome and Old Fort Davis with approximately 110 yards of gravel.

Route 041.14 Big Hurrah Road W.O. 44

This road was graded and is in good condition.

Route 042 Nome-Kougarok W.O. 42

The wooden bridge at Mile 4.5 Dry Creek has been replaced with a culvert and fill. This fill required about 800 yards of material by dozer and 250 yards of gravel for surfacing. Later on it will be necessary to add more surfacing to this fill.

Report of Operations 31 May to 27 June 1954 - Page 3

The bridge replacement over the U.S.S.R. & M. Company ditch at Mile 6.5 was started and approximately 1500 yards of material has been put in below the bridge with a carryall and dozer.

The road has been graded as required.

Route 042.12 Snake River Road W.O. 45

The washouts were filled in by a dozer and then graded. This road is in good condition.

Route 042.15 Osborne Road W.O. 45

This route was graded once and is in good condition.

Route 042.24 Submarine-Paystreak W.O. 45

This route was graded once and is in fairly good condition.

Lost River Airfield W.O. 429

During this period three weeks were spent on the airfield. The field was graded between Stations 11 and 36. It was dozed to grade between Stations 8 and 11 and dozed to frost between Stations 0 and 8. Approximately 14,300 yards of material was moved on the field. I have contacted Mr. Porter of the Department of Aviation to furnish one of his engineers to check the grades on the 6 or 7 of July and he says they will do it then. The field should be completed sometime about the 1st of August.

Nome Field Dredging for Alaska Air Command W.O. 431

Work of dredging the water pond at Nome Field was begun on the 31st May and is progressing very well. It is planned that this job will be completed about the middle of July.

Solomon Airfield W.O. 432

On the 16th and 17th of June two graders graded the Solomon Airfield and it is now in good condition. All of the low spots and rolls were graded out. On this job we over expended the field allotment by \$3.22 which was one hours work. This completes the work order on the Solomon Airfield.

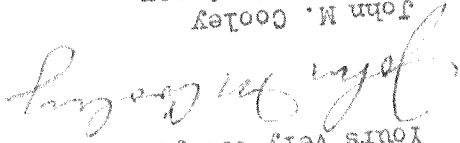
401 Nome Depot

During this period all of the freight from the first boat was hauled to the area and is now being checked.

General equipment repairs needed have been carried on during the period.

During the period there were three (3) classified personnel and twenty-one (21) wage board personnel.

Yours very truly,



John M. Cooley  
District Engineer

XXXXXXX  
NONE

2 July 1954

Mr. Wm. J. Miami  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations 31 May  
to 27 June 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 31 May to 27 June 1954.

The general weather conditions during the first three weeks of the period were clear and very nice. The last week of the period it has rained nearly every day.

The first boat of the season arrived on the 18th of June and finished unloading it's cargo on the 25th of June. There were 24 new cars and pickups on the boat for people here. At the present time it is estimated that there are about 500 to 600 vehicles in the Nome area.

Route 040.1 Minnehaha and Virginia Creek Bridges W.O. 427

These two bridges were constructed by people in the Gandle area for the ARC and were completed approximately the middle of June. I inspected these bridges on the 29th of June and the work was done satisfactorily. The cost of the labor is being paid for on a purchase order. One man's bill was for \$100.00 and the other man's bill for \$400.00 making a total cost of \$500.00 for erecting the two bridges. These bills will be vouchered as soon as the purchase orders are signed and returned to this office. This completes the work on this work order.

Route 040.2 Deering-Immachuk W.O. 47

Work was started on this route on the 7th of June and the crew is composed of one man. This one man will do nearly all the work required at Deering this season except for repairing the bridge at Deering. This one man, Mr. Jack Hoogendorn, by himself has accomplished more in keeping the road in good condition than any crew that has worked at Deering in the past.



The Cass de Regen Gold Company dredge started its seasons work at Deering about the 15th of June. This is the earliest they have ever been able to begin dredging there in the past. It is usually about the first of July or later that dredging has been started.

Route 040.3 Teller-Binestone W.O. 48

Work was started on this route the 21st of June.

Route 040.21 Lost River Road W.O. 414

During this period one week was spent on the bridge site at Lost River. The Lost River was diverted and part of the road approach by dozer for the fill and the dam to divert the river in order to construct the bridge.

Route 041 Home-Council W.O. 41

The ferries were put into service for the public on the 8th of June and are being operated on a five day week basis with Tuesday and Thursday as the days off. So far this season the traffic count over the Safety Ferry is 27 vehicles and 296 people.

A soil cement approach was constructed on the approach to the Safety Ferry on the Solomon side and it seems to be holding the sand very well.

The road was graded as far as East Fork and the section from Home to West Fork is in good condition. It is planned to grade the road from West Fork to Council right after the 4th of July as by that time all of the glaciators will have melted out of Fox River and East Fork. The first vehicle to Council was on the 26th of June and the road is in fairly good condition except for a few glaciators. This season there will be only one dredge working at Council. This dredge has not been operated for the past five years. Lomans are not planning on operating their dredge this season.

The road was patched in several places between Nome and Old Fort Davis with approximately 110 yards of gravel.

Route 041.14 Big Hurrah Road W.O. 44

This road was graded and is in good condition.

Route 042 Home-Kougarok W.O. 42

The wooden bridge at Mile 4.5 Dry Creek has been replaced with a culvert and fill. This fill required about 800 yards of material by dozer and 250 yards of gravel for surfacing. Later on it will be necessary to add more surfacing to this fill.

Report of Operations 31 May to 27 June 1954 - Page 3

The bridge replacement over the U.S.S.R. & M. Company ditch at Mile 6.5 was started and approximately 1500 yards of material has been put in below the bridge with a carryall and dozer.

The road has been graded as required.

Route 042.12 Snake River Road W.O. 45

The washouts were filled in by a dozer and then graded. This road is in good condition.

Route 042.15 Osborne Road W.O. 45

This route was graded once and is in good condition.

Route 042.24 Submarine-Faystreak W.O. 45

This route was graded once and is in fairly good condition.

Lost River Airfield W.O. 429

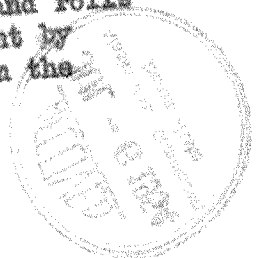
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Nome Field Dredging for Alaska Air Command W.O. 431

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Solomon Airfield W.O. 432

On the 16th and 17th of June two graders graded the Solomon Airfield and it is now in good condition. All of the low spots and rolls were graded out. On this job we over expended the field allotment by \$3.22 which was one hours work. This completes the work order on the Solomon Airfield.





John M. Cooley  
District Engineer

Yours very truly,

During this period all of the freight from the first boat was handled to the area and is now being checked.  
General equipment repairs needed have been carried on during the period.  
During the period there were three (3) classified personnel and twenty-one (21) were board personnel.

401 Home Depot

Report of Operations 31 May to 27 June 1954 - Page 4



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

7 June 1954

Comm. of Rd.	
Chi. Engr.	WON
Admin.	
Op'n's.	
Engrg.	J.B.S.
Acc't.	
Pers.	
Supply	

Boxing 7/8  
 Dept. 6-11  
 C.C. Lundwall

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

Subject: Report of Operations 3 May  
 to 30 May 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 3 May to 30 May 1954.

The general weather conditions during this period have been warm and clear. Nearly all the snow has melted and most of the ice has gone out of the Bering Sea.

Route 041 Nome-Council W.O. 41

During the period it was necessary to repair some washouts at Hastings Creek (10½ mile) with a dozer and carryall. Approximately 1000 yards of material was dozed and hauled in by a carryall to protect the fill from washing out. The ice this year was about one foot higher on the upper side than the fill which is very unusual. The road has been graded twice during the period and is now in very good condition.

Route 042 Nome-Kougarok W.O. 42

During this period the road has been graded several times and most of the washouts have been repaired and all the culverts thawed.

The road change at No. 5 Dredge has been completed which involved about one-half of a mile change. Approximately 4000 yards of material was moved with two D-8 dozers and 5000 yards of fill and surfacing was hauled on the change with one carryall.

8081



Route 042.14 Sunset Road W.O. 45

This road was graded and the washouts repaired. A short road change was made in the area of the U.S.S.R. & M. Company's old Little Greek Camp in order to eliminate the several routes in this area. This work was done by the use of one dozer and approximately 1500 yards of material was moved.

Route 042.24 Submarine-Faystreak W.O. 45

This route was graded and is in good condition.

401 Nome Depot

General maintenance and repairs of equipment has been carried on during the period and are as follows:

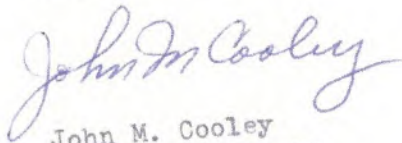
1. Hauling oil and gas to the area.
2. General building maintenance as required.
3. General cleaning of shop and repair of tools as required.
4. 1426, Quikway Crane. Installed the boom.
5. 1430, Dodge Pickup. Repaired the rear fenders.
6. 1434, Lowbed Tractor. Reinforced the rear wheels and the front end so it would work with the large tractor truck.
7. 1441, 6x6 Flatbed Truck. Had to recheck the new engine valves as the factory had left a stud loose and it caught in the valves. 1464, Adams Motor Grader. Had to put a patch on the rear end to stop the oil leak.
8. 1465, TD-18 Tractor. Repaired the fuel tank and starter.
9. 1467, Ford Pickup. Installed new brake lining and tire rods.
10. 1471, International Dump Truck. Repaired the tail gate.
11. 1474, D-8 Dozer. Repaired the front unit.
12. 1475, D-8 Dozer. Installed new transmission gears.
14. 1479, 10B Shovel on 6x6 Truck. Repaired the brakes and installed new lining.

Report of Operations 3 May to 30 May 1954 - Page 3

15. Other minor repairs to equipment as was needed.

During the period there were 3 classified personnel and 12 wage board personnel.

Very truly yours,



John M. Cooley  
District Engineer





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
~~JUNEAU~~ ALASKA  
NOME

4 May 1954

Comm. of Eng.	
Chf. Engr.	<i>WJN</i>
Admin.	
Op'ns.	<i>EAS</i>
Engrg.	<i>71138</i>
Acc't.	
Pers.	
Supply	

*cc: Lindwall*

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

Subject: Report of Operations 5 April  
to 2 May 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 5 April to 2 May 1954.

The general weather conditions during the period have been very good. During the last week of the period we had three days of rain and snow. The snow is going fast but not doing any damage to the roads.

Route 041 Nome-Council W.O. 41

This route was open to Hastings Creek, 10½ mile, so as to open the large culverts on the fill. The ice conditions this year are very bad. The glacier on the upper side of the fill at Hastings is approximately 8 to 10 feet thick and about one foot over the top of the road. All culverts were open and drain ditches made so as to protect the fill from washing.

Route 042 Nome-Kougarok W.O. 42

This route has been opened to mile 9½. The road over the hill to Dexter has few glaciers and will dry out very good in a short time. The Nome River is very badly glaciated this year. The road between 8½ mile to 9½ mile has glacier nearly all the way from one to three feet thick. According to District Mechanic Don Lyle there is more glacier out on this route than there has been in many years.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during the period and is as follows:

1. Hauling oil and gas to the area.

2. Snow removal around the area.

3. General building maintenance as required.

4. General cleaning of shop and repair of tools as required.

5. 722, Chev. Stake Truck. Spring check-up.

6. 1424, Chev. Cargo Truck. Repaired the brakes and clutch.

7. 1430, Dodge Pickup. Repair of the rear fenders and clutch.

8. 1431, Dodge Pickup. General spring check-up.

9. 1457, Dodge Power Wagon. Repaired tail gate and installed a hook on the rear for towing a trailer.

10. 1441, GMC 6x6 Freight Truck. Changed the engine.

11. 1470, Ford Coupe. Completed the general overhaul (Engine & body).

12. 1473, Dodge Power Wagon. Repaired the brakes.

13. 1478, Bucyrus Erie 22B Shovel. Repaired the starting engine, boom and clutches and gave it a paint job.

14. 1480, Koehring 304 Crane. Repaired the engine and clutches and brakes.

15. 1491, Dodge 3/4 ton Carryall. Replaced one of the universal joints.

16. 3514, Solomon Ferry. Repaired the motor of the power unit.

17. Geological Survey Jeep. Repaired the brakes and gave it a general overhaul.

During the period there were three classified personnel and eleven wage board personnel.

Yours very truly,

*John M. Cooley*

John M. Cooley  
District Engineer





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

8 April 1954

Comm. of Rd.	
Chl. Engr.	WJN
Admin.	
Op'ns.	BDS
Engrg.	HBS
Acc't.	
Pers.	
Supply	

cc [Signature]

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

Subject: Report of Operations 8 March  
to 4 April 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 8 March to 4 April 1954.

During the first two weeks of the period it stormed nearly every day. During the last two weeks it has melted during the day and has been cool at night. About half of the snow has melted off the hills and they are showing a great many bare places.

Route 042.2 Center Creek Road W.O. 45

During the period the road was opened several times during the first two weeks. It required 56 hours of snow removal to keep the road open.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during the period and is as follows:

1. Hauling parts from the Army.
2. General building maintenance.
3. General cleaning of shop and repair of tools as required.
4. Hauling stove oil and gas to the area.
5. Snow removal in the Depot Area.
6. 73, Snogo. General repairs.

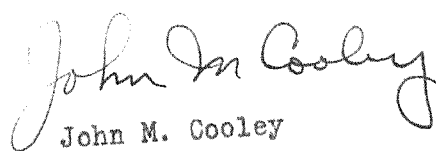
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Report of Operations 8 March to 4 April 1954 - Page 2

7. 1411, P&H Arc Welder. General repairs.
8. 1429, Weasel. Clutch repair.
9. 1457, Dodge Power Wagon. Generator repair.
10. 1466, TD-14 Dozer. Adjusted tracks and checked the valves.
11. 1470, Ford Coupe. General overhaul.
12. 1473, Dodge Power Wagon. Repaired the brakes and replaced the wheel bearing.
13. 1474, D-8 Dozer. Completed the general overhaul.
14. 1475, D-8 Dozer. Completed the general overhaul.
15. 1478, 22B Bucyrus Erie Shovel. General repairs.
16. 1480, Koehring Crane. General repairs.
17. 3514, Solomon Ferry. Building ramps.
18. 3517, Safety Ferry. Repairing the power unit.

During this period there were three classified personnel and eight wage board personnel.

Very truly yours,

  
John M. Cooley



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

11 March 1954

Comm. of Rds.	.....
Chl. Engr.	<i>WGN</i>
Admin.	.....
Op'ns.	<i>EPS</i>
Engrg.	<i>NBS</i>
Acc't.	.....
Pers.	.....
Supply	.....

*Bartlett*  
*Jefferson*

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

Subject: Report of Operations 8 February to 7 March 1954 *cc: Lundell*

Dear Sir:

The following is the report of operations applicable to the Nome District from 8 February to 7 March 1954.

The general weather conditions during the first three weeks of the period were fairly nice but cold. The temperature ranged from zero to minus 33 below. The last week of the period it has stormed, and we have had strong winds and snow.

Route 042.2 Center Creek Road W.O. 45

During this period it was necessary to perform snow removal twice on this route.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during this period and is as follows:

1. Hauling oil for the Alaska Communication System.
2. General building maintenance.
3. General cleaning of shop and repair of tools as required.
4. Picking up parts from the Army.
5. Hauling stove oil and gas to the area.
6. 1429, Weasel. Clutch repair.
7. 1470, Ford Coupe. General overhaul.

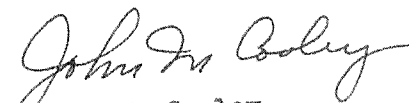
*808*

Report of Operations 8 February to 7 March 1954 - Page 2

8. 1473, Dodge Power Wagon. Replaced the points and condenser.
9. 1474, D-8 Caterpillar. Completed the general overhaul.
10. 1475, D-8 Caterpillar. The general overhaul was continued, most of the work being done on the rollers, track assembly and repairing the dozer blade.
11. 1484, 6x6 Tractor Truck. Repaired the manifold, and replaced the head gasket.
12. 1487, 6x6 Tank Truck. Replaced the fuel line and repaired the tank fuel pump.
13. 1491, Dodge Carryall. Repaired the fuel pump.
14. 1494, Weasel. Replaced the gas line.
15. 1498, Trailer-Semi Fuel Tanker. Replaced the hose reel rewind system.
16. 3514, Solomon Ferry. Making steel approach aprons for the ferry.
17. 3517, Safety Ferry. Making repair parts for the ferry.
18. 3518, Boiler. Making points and hose.

During this period there were three classified personnel and eight wage board personnel.

Very truly yours,

  
John M. Cooley  
District Engineer





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

11 February 1954

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

Subject: Report of Operations 11 January  
to 7 February 1954

Comm. of	
Chl. Engr.	WJN
Admin.	
Opns.	BOS
Engrg.	
Acc't.	
Pers.	
Supply	
Dexter Pelt	
cc: Lundwall	

Dear Sir:

The following is the report of operations applicable to the Nome District from 11 January to 7 February 1954.

The general weather conditions during the first half of the period were fairly good, but the last half was very cold. The temperature was down around 25 to 30 below most of the time.

Route 042.2 Center Creek Road W.O. 45

During the first half of the period it was necessary to perform snow removal once.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during this period and is as follows:

1. 73, Snogo. It was necessary to clean the oil and fuel lines.
2. 1426, Quickway Crane. Repairs were made on the boom.
3. 1457, Dodge Power Wagon. Repairs were done on the brakes, cleaned the points, and repaired the heater and radiator.
4. 1470, Ford Coupe. The battery was replaced with a new one.
5. 1474, D-8 Tractor. The general overhaul was continued, most of the work being done on the rollers and track assembly.
6. 1475, D-8 Tractor. The general overhaul was continued, most of the work being done on the rollers and track assembly.

Any other  
maintenance  
- WJN


305

Report of Operations 11 January to 7 February 1954 - Page 2

7. 1477, Caterpillar Grader. The drive chain was repaired.
8. 1484, Tractor Truck. The gas tank was cleaned and repaired.
9. 1496, Welder. General repairs were made.
10. 1491, Dodge Carryall. Installed a heater in the rear section of the vehicle.
11. 1499, Trailer-Semi-Servicing Truck, 2000 gal. Repaired clutch on the pump motor.
12. 3522, Biederman Tractor Truck. Completed the painting of the vehicle.
13. General building maintenance.
14. General cleaning of shop and repair of tools as required.

During this period there were four classified personnel and eight wage board personnel.

Very truly yours,

  
John M. Cooley  
District Engineer

XXXXXX  
NOME

11 February 1954

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

Subject: Report of Operations 11 January  
to 7 February 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 11 January to 7 February 1954.

The general weather conditions during the first half of the period were fairly good, but the last half was very cold. The temperature was down around 25 to 30 below most of the time.

Route 042.2: Center Creek Road W.O. 45

During the first half of the period it was necessary to perform snow removal once.

401 Nome Depot

General maintenance and winter repair of equipment has been carried on during this period and is as follows:

1. 73, Snogo. It was necessary to clean the oil and fuel lines.
2. 1426, Quickway Crans. Repairs were made on the boom.
3. 1457, Dodge Power Wagon. Repairs were done on the brakes, cleaned the points, and repaired the heater and radiator.
4. 1470, Ford Coupe. The battery was replaced with a new one.
5. 1474, D-8 Tractor. The general overhaul was continued, most of the work being done on the rollers and track assembly.
6. 1475, D-8 Tractor. The general overhaul was continued, most of the work being done on the rollers and track assembly.

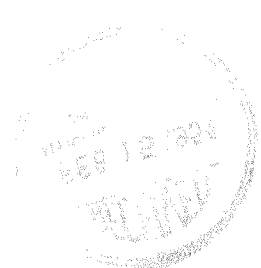
Report of Operations 11 January to 7 February 1954 - Page 2

7. 1477, Caterpillar Grader. The drive chain was repaired.
8. 1484, Tractor Truck. The gas tank was cleaned and repaired.
9. 1496, Welder. General repairs were made.
10. 1491, Dodge Carryall. Installed a heater in the rear section of the vehicle.
11. 1499, Trailer-Semi-Servicing Truck, 2000 gal. Repaired clutch on the pump motor.
12. 3522, Biederman Tractor Truck. Completed the painting of the vehicle.
13. General building maintenance.
14. General cleaning of shop and repair of tools as required.

During this period there were four classified personnel and eight wage board personnel.

Very truly yours,

John M. Cooley  
District Engineer







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

21 January 1954

Comm. of Rds.	
Ch. Engr.	WGN
Admin.	
Op'ns.	BSE
Eng'g.	B.S.
Acc't.	
Pers.	
Supply	
cc: Lundvall	

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

Subject: Report of Operations 14 December  
 1953 to 10 January 1954

Dear Sir:

The following is the report of operations applicable to the Nome District from 14 December 1953 to 10 January 1954.

The general weather conditions during this period have been very good. There is very little snow in the Nome Area and only the last week of the period has the temperature been below zero.

During this period no maintenance work was required on the roads. ✓

401, Nome Depot

General maintenance and winter repair of equipment has been carried on during the period and is as follows:

1. 1430, Dodge Pickup. Repaired the carburetor.
2. 1469, D-8 Tractor. General overhaul.
3. 1473, Dodge Power Wagon. Repaired the heater.
4. 1474, D-8 Tractor. General overhaul.
5. 1475, D-8 Tractor. General overhaul.
6. 1477, Caterpillar Grader. Repaired the door.
7. 1491, Dodge Carryall. Repaired the gas tank.
8. 1496, Welder. Repairs.
9. 1498, Trailer-Semi-Fuel. Repairs.

SOS. Niemi

Report of Operations 14 December 1953 to 10 January 1954 - Page 2

10. 3518, Boiler. Repaired the tongue.
  11. 3522, Beldenmen Tractor Truck. Completed the overhaul and painted the truck.
  12. 3523, Herman Nelson Heater. Installed an electric motor in place of the gas engine.
  13. General building maintenance.
  14. General cleaning of shop and repair of tools as required.
- During this period there were four classified personnel and nine wage board personnel.

Very truly yours,



John M. Cooley  
District Engineer

1955

CLOSED FILE



Response copy

Our snow fence erected last period did not work out very

fresh water. Arrangements have been made with the Air Force to open their Anvil Mountain Road only once a week that they may have Most of the road blows relatively clear except for drifts at Miles 0.5, 1.3 and 1.7. These total up to a distance of three-quarter mile. Snow removal has consisted of the main portion of work this period. The continuing winds have made it necessary to open the road on an average of four times per week.

W.O. 42 - Nome-Kougarok

MAINTENANCE

No visitors this period. Old timers say this is an unusual winter - seldom is there any snow before January. Twelve inches, quite a bit for this area, of snowfall has been recorded so far this winter. Blowing snow with prevailing winds of from ten to forty mph have been characteristic of this period. Relief with calm weather has occurred once each week and has lasted from one to three days.

Dear Mr. Nemi:

Re: Situation Report for Period Ending December 11, 1955

Mr. Wm. J. Nemi  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
P. O. BOX 1961  
JUNEAU, ALASKA  
NOME

December 14, 1955



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Chf.	



well- the first high wind blew it down. We could not get sufficient penetration with the steel posts into the rocky surface and attempted to freeze the posts to the ground. Possibly if the posts had been driven before the ground froze the fence would have worked.

W.O. 49 - Trail Staking

Bids for staking trails in the district were opened November 28, 1955 at 4:00 PM. The successful bidders in the various areas were then notified by wire to proceed.

It is expected that the staking will be completed in the

near future.

No work has been performed for those work orders not listed.

GENERAL

1. The shop building has been banked with snow to a height of ten feet to conserve heating fuel. Also the attic has been sealed from the main floor reducing the heated volume by 25%.

2. A second tractor is almost completely overhauled.

This tractor required the rebuilding of the engine, final drives and running gear. The mechanics are now testing it to make sure all adjustments are proper and that nothing has been forgotten.

A third tractor has been disassembled and the running gear rebuilt; work on it will continue into next period.

Very truly yours,



Frank Morris

District Engineer



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

November 18, 1955

Comms. R.	
Chf. Engr.	<i>[Signature]</i>
Admin.	<i>[Signature]</i>
Opns.	<i>[Signature]</i>
D. & C.	<i>[Signature]</i>
Road En.	<i>[Signature]</i>
Bridge En.	<i>[Signature]</i>
Const. Engr.	
R/W	<i>[Signature]</i>
Finance	
Buyer	<i>[Signature]</i>
Supp.	<i>[Signature]</i>
R/E Chf.	<i>[Signature]</i>
	<i>[Signature]</i>

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

Re: Situation Report for Period Ending  
November 13, 1955

Dear Mr. Niemi:

The beginning of winter weather conditions have marked this period. Seven inches of snow fell accompanied by winds up to forty-seven mph. During the three storms road closures occurred on the Anvil Mountain Road.

Visitors to the Nome District this period were:

Brene S. Canaday, Manager  
Morrison-Knudsen Company

Fred Ellis, Project Engineer  
Morrison-Knudsen Company

Jack Newbauer, Superintendent  
Morrison-Knudsen Company

William T. Bowser Jr.  
Western Electric Company

Louis O. Echuch  
Western Electric Company

Bud White  
Western Electric Company

SURVEY, INVESTIGATIONS & PLANS

No work this period.

CONSTRUCTION

No work this period.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

No road maintenance was performed by the Alaska Road Commission this period; however, the ferries were operated to permit Morrison-Knudsen Company to move construction materials. They provided for highway snow removal and ice removal from the paths of the ferries.

Control of the ice threatening the Safety Ferry was our greatest concern. Dynamite and shaped charges were used successfully to combat the large sheets of solid floating ice. Slush ice was not so easily cleared. A south or south-westerly wind would drive the slush ice into Safety Lagoon packing it two to three feet thick. Explosives had little effect on it. By working the ferry into the slush as far as possible and then backing away the floating slush could be packed sufficiently hard to be parted by blasting. All freight, approximately 1,000 tons, was moved to Solomon and the ferries were pulled out on November 1, 1955. Curiously, both ferries had an ice armour coat about one foot thick below the waterline.

Poor condition of the hauling equipment and tough glaciating conditions along the East Fork of the Solomon brought a halt to all further freighting for the present. M-K plans to continue freighting from Solomon by "cat train" later this winter. Traffic count measured at the Safety Ferry this period was 381 vehicles.

Comm. R.	
Chf. Engr.	
Admin.	
Ops.	
D. & C.	
Road En.	
Bridg. En.	
Const. Engr.	
Genl. Supt.	
Finance	
Per.	
Supply	
R/E Off.	

W.O. 42 - Nome-Kougarok

Maintenance consisted of snow removal and snow fence erection. Between Nome and the ARC Depot twice the grader was required for snow removal. The section providing access to Anvil Mountain required the use of the Rotary several times.

Arrangements have been made with the Site personnel to open the road once each morning during week days if it is required. Should an emergency occur while the road is impassable we will send out our "Wesell" in lieu of opening the road.

After the first storm twin snow berms about four feet high were built parallel and ~~to~~ fifty and eighty feet upwind from the shoulder of the road with an angle dozer. When the next blow came these snow traps worked well until the snow filled them.

W.O. 443 - Nome School Addition

The backfill volume was determined and the field notes together with the calculations were given to the Resident Engineer.

No maintenance was performed for any of the remaining work orders.

GENERAL

1. The winter overhaul program has been started. One tractor is almost completed - lacking about two more days work. This tractor required rebuilding of the clutch, transmission and final drives. Our mechanics have pronounced the engine and walking gear good. A second tractor has been "opened up" and the mechanics are inspecting the units to determine which requires rebuilding.

2. A one-way snow plow was mounted on our Oshkosh truck but it did not have enough power to plow fast enough to throw the snow back from the shoulder. About 10 mph on the level was the best it could do with four inches of snow. The grader does better than this and is much cheaper to operate.

3. The warehouse office has been moved into the shop that heating the warehouse might be discontinued this winter.



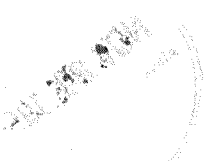
Situation Report for Period Engind November 13, 1955

Page 4.

4. The U.S.S.R. & M. Company closed down their dredges November 10, 1955 and are beginning their overhaul.

Very truly yours,

  
Frank Morris  
District Engineer





Situation Report for Period Ending November 13, 1955

Page 2.

CONSTRUCTION

No work this period.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

No road maintenance was performed by the Alaska Road Commission this period; however, the ferries were operated to permit Morrison-Knudsen Company to move construction materials. They provided for highway snow removal and ice removal from the paths of the ferries.

Control of the ice threatening the Safety Ferry was our greatest concern. Dynamite and shaped charges were used successfully to combat the large sheets of solid floating ice. Slush ice was not so easily cleared. A south or south-westerly wind would drive the slush ice into Safety Lagoon packing it two to three feet thick. Explosives had little effect on it. By working the ferry into the slush as far as possible and then backing away the floating slush could be packed sufficiently hard to be parted by blasting.

All freight, approximately 1,000 tons, was moved to Solomon and the ferries were pulled out on November 1, 1955. Curiously, both ferries had an ice armour coat about one foot thick below the waterline.

Poor condition of the hauling equipment and tough glaciering conditions along the East Fork of the Solomon brought a halt to all further freighting for the present. M-K plans to continue freighting from Solomon by "cat train" later this winter.

Traffic count measured at the Safety Ferry this period was 381 vehicles.

NOV 15 1955  
MORRISON-KNUDSEN

Situation Report for Period Ending November 13, 1955

Page 3.

W.O. 42 - Nome-Kougarok

Maintenance consisted of snow removal and snow fence erection. Between Nome and the ARC Depot twice the grader was required for snow removal. The section providing access to Anvil Mountain required the use of the Rotary several times.

Arrangements have been made with the Site personnel to open the road once each morning during week days if it is required. Should an emergency occur while the road is impassable we will send out our "Weasel" in lieu of opening the road.

After the first storm twin snow berms about four feet high were built parallel and of fifty and eighty feet upwind from the shoulder of the road with an angle dozer. When the next blow came these snow traps worked well until the snow filled them.

W.O. 443 - Nome School Addition

The backfill volume was determined and the field notes together with the calculations were given to the Resident Engineer.

No maintenance was performed for any of the remaining work orders.

GENERAL

1. The winter overhaul program has been started. One tractor is almost completed - lacking about two more days work. This tractor required rebuilding of the clutch, transmission and final drives. Our mechanics have pronounced the engine and walking gear good. A second tractor has been "opened up" and the mechanics are inspecting the units to determine which requires rebuilding.

2. A one-way snow plow was mounted on our Oshkosh truck but it did not have enough power to plow fast enough to throw the snow back from the shoulder. About 10 mph on the level was the best it could do with four inches of snow. The grader does better than this and is much cheaper to operate.

3. The warehouse office has been moved into the shop that heating the warehouse might be discontinued this winter.

Situation Report for Period Ending November 13, 1955

Page 4.

4. The U.S.S.R. & M. Company closed down their dredges November 10, 1955 and are beginning their overhaul.

Very truly yours,

Frank Morris  
District Engineer







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

4	Comm. R.	<i>[Signature]</i>
1	Chf. Engr.	<i>[Signature]</i>
	Admin.	<i>[Signature]</i>
2	Ops.	<i>[Signature]</i>
3	D. & C.	<i>[Signature]</i>
	Road Br.	
	Bridge Br.	
	Const. Engr.	
	R/W	
	Finance	
	Pers.	
	Supply	
	R/E Off.	
	<i>[Handwritten signature]</i>	

October 20, 1955

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

Re: Situation Report for Period Ending  
October 16, 1955

Dear Mr. Niemi:

Clearing weather followed by freezing conditions have halted all construction activities and summer road maintenance for the 1955 season. Snow flurries had deposited almost an inch of snow on the ground by the end of this period.

Visitors to the Nome District this period were:

B. D. Stewart, Jr., Chief Operations Division  
Alaska Road Commission, Juneau

Harry O. White, Master Mechanic  
Alaska Road Commission, Anchorage

Earl A. Parker, Technical Representative  
Standard Oil Co. of California

SURVEYS, INVESTIGATIONS & PLANS

No activity this period.

CONSTRUCTION

W.O. 424 - Nome-Kougarok

Except for graveling between isolated sections of road all construction activities halted at the beginning of this period. Graveling over frozen ground all sections were connected by October 8, 1955. As funds were running short the last 1/2 mile received a thin surfacing and may require more next season.

Situation Report for Period Ending October 16, 1955

Page 2.

Beginning at Mile 15.6 this Spring a one-way gravel road was pushed forward to Mile 20.8 by the end of the season. Advance grading progressed to Mile 24.1 and requires only surfacing and culverts to complete.

It was necessary to rebuild from Mile 15.0 to Mile 15.6 - 0.4 mile - to detour a bad snowdrift lasting until August of this year and the last 0.2 mile to restabilize for hauling borrow over.

All equipment requiring repairs has been hauled to the Nome Depot and cleaned preparatory to our winter overhaul program.

#### RECONSTRUCTION

No work this period.

#### MAINTENANCE

##### W.O. 41 - Nome-Council

During this period our maintenance crew completed the road to the new Solomon River bridge site as far as possible, installed a 72" diameter culvert at Hastings Creek, repaired storm damages and ceased work October 15, 1955.

Morrison & Knudsen Company plan to transport 800 tons of freight to Council over the road. They promised to provide men, equipment and supplies to protect our ferries from the ice at Safety and Solomon if we will keep them in the water until they are through hauling. To date no dynamite or boat has appeared so when the first ice cake threatens the ferries will be beached for the season unless Morrison & Knudsen Company are ready and able to offer the promised protection.

Several D-8 tractors and two No. 12 graders have been brought in to keep the road open. It is expected they will have their hands full maintaining a passable trail along the bottom of the East Fork of the Solomon and the Fox Rivers as glaciating will be aggravated by the lack of snow and the weather turning cold.

Traffic count measured at the Safety Ferry this period was 221 vehicles.

##### W.O. 42 - Nome-Kougarok

Maintenance this period consisted of surface blading and ceased as soon as the ground became frozen.

Situation Report for Period Ending October 16, 1955

Page 3.

W.O. 45 - Nome Locals

A 50 foot portion of the Osborne Road was raised about two feet to prevent heavy winter glaciating - this will permit it's opening earlier in the spring.

Surface blading was accomplished this period only where it was effective. A water soaked road made it inadvisable to attempt grading over most of the roads.


W.O. 433 - Basin Creek Airstrip

A pull grader drawn by a tractor made a 2000' intercepting drain ditch parallel to the airstrip, then graded and extended the strip to approximately 2000'. The last 500' is too wet for aircraft to use but should dry out by next season. Some surface blading will then be needed.

GENERAL

1. A "clean-up" campaign is being waged in our repair shop. It is now much cleaner than it has been and could be called fairly clean; however, more improvement is being sought as the tendency is to relax as soon as the pressure is removed.
2. Snow fell for the first time this season on August 27, 1955 at Teller and on September 15, 1955 at Nome - neither remaining. On October 9, 1955 about one inch of snow fell at Nome that remained with us - no doubt for the season.
3. DEW Line subcontractors are creating considerable activity in the Nome vicinity with their assembling of men, equipment and supplies.

Very truly yours,

  
Frank Morris  
District Engineer

Comm. R.....
Chf. Engr.....
Admin.....
Ops.....
D. & C.....
Road En.....
Bridge En.....
Const. Engr.....
R/W En.....
Finance.....
Per.....
Supply.....
R/E Off.....



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

Comm. & <del>RS</del>
Chf. Engr. <del>RS</del>
Admin. <del>RS</del>
Ops. <del>RS</del>
D. & C. <del>RS</del>
Read Br. <del>RS</del>
Bridge Br. <del>RS</del>
Const. Engr. <del>RS</del>
R/W Off. <del>RS</del>
Finance. <del>RS</del>
Fors. <del>RS</del>
Supply. <del>RS</del>
R/E Off. <del>RS</del>

*ce Lankford*

22 September 1955

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

Re: Situation Report for Period Ending  
September 18, 1955

Dear Mr. Niemi:

Weather conditions, disrupting maintenance and construction activities, have been disagreeable for the greater part of this period. Heavy runoff caused the large culverts at Penny Creek, Hastings Creek, and Rock Creek to fail. The fill approaches to Glacier Creek Bridge were also carried away. The flow of traffic was soon re-established but repairs, awaiting more favorable conditions, have not been completed.

Visitors to the Nome District this period were:

Mr. Irving Reed  
Territorial Highway Engineer, Juneau

Mr. Heinz Halfgen  
Writer At-Large

Mr. Phil Holdsworth  
Commissioner Territorial Dept. of Mines, Juneau

General John R. Noyes  
Alaska National Guard, Juneau

SURVEYS, INVESTIGATIONS & PLANS

Nome-Teller

Reconnaissance of the routes between Nome and Teller has been completed and the information is now being compiled by the Territory's Engineer. Upon completion, this information will be forwarded to Troy Pewe of the Geological Survey for consolidation with his notes. From this, a geological map will be drawn and made available to us.



Situation Report for Period Ending September 18, 1955

Page 2

### CONSTRUCTION

#### W.O. 424 - Nome-Kougarok

Preliminary grading operations have reached to Mile 24 completing pit stripping, ditching, and all grading that can be completed with a bulldozer. The carryalls filling the gaps left by the dozers and handling the short-haul graveling have progressed to Mile 21.

There remains about a one-mile gap in the graveling by rented trucks before it is completed to Mile 21. Due to wet weather, graveling has progressed rather sporadically - now completely stopped until the subgrade dries. It is hoped to close this gap before the end of the season.

#### W.O. 441 - Nome-Teller

Ditching and some spot graveling progressed from Teller toward Nome this period. On September 9, 1955, all work ceased leaving a road passable to Mile 16, if it does not rain too hard. After a heavy rain, it is difficult to attempt driving past Mile 12 $\frac{1}{2}$ .

Completion of culvert installations for road constructed this season constituted all work accomplished from Nome this period.

Mr. Irving Reed made preliminary negotiations with Mr. Olsen of Western Electric to continue construction of this road from the Penny River as far as proposed radar sites toward Teller. He proposed they build the road with their equipment and he will pay for the crossing of the Penny River. If fruitful, we will have to stake it for construction.

### RECONSTRUCTION

No work this period.

### MAINTENANCE

#### W.O. 41 - Nome-Council

Emergency stream crossing repairs, surface bleding, and graveling constituted the major portion of maintenance work this period.

The "elephant huts" previously installed at Hastings Creek and Penny Creek both washed out when flood waters scoured beneath their unprotected inverts. A ten foot diameter multi-plate culvert is being constructed

Situation Report for Period Ending September 18, 1955

Page 3

of plates from salvaged ammunition huts at the Nome Depot. Upon completion, expected very soon, it will be transported to and installed at Penny Creek. We plan to replace the one at Hastings Creek with a 72" diameter culvert either late this Fall or next Spring.

Graveling of the new grade has progressed from the Fox River Camp almost to Skookum Divide and will permit us to abandon the present road along the bottom of Fox River parallel to this section not later than next Spring.

Construction of the grade to the new location of the Solomon River Bridge has been delayed by a tractor breakdown lasting almost four weeks before repairs were completed. Some of the materials for bridge repair have been moved to the new site.

Approximately 100 tons of freight moved over this route during the period. According to Mr. Pete Curran, the principle freighter, the supplies arriving on the last boat will bring his total tonnage for the season to 450 tons. Of this, the greater portion migrates back to Nome as the Solomon store's lower prices invite many persons from Nome to trade there.

Traffic count measured at the Safety Ferry this period was 285 vehicles.

W.O. 42 - Nome-Kougarok

Maintenance consisted of surface blading of the main road and washout repairs of the Anvil Mountain Branch. Heavy runoff plugged one of the higher culverts with debris and washed out the ditch block. The culverts down the grade were then successively overloaded until all ditch blocks had been washed away clear to the bottom. The water rushing down the ditch then scoured away the road past the centerline but did not break across. Repairs were required for a distance of 1500 feet and were accomplished with an angle dozer pulling materials from the backslope of the ditch. Surfacing was repaired by shaving some from the undamaged portion and covering the new fill.

W.O. 43 - Seward Peninsula Railroad

No work this period.

W.O. 44 - Nome-Council Locals

Surface blading was performed once from Council to Stewart's Mining Camp on the Council-Ophir Road. No other work was performed this period.

Situation Report for Period Ending September 18, 1955

Page 4

W.O. 45 - Nome Locals

Maintenance work consisted of surface blading and bridge repair. The decking of Bourbon Creek and Anvil Creek both required patching to keep them safe for traffic. Bourbon Creek will need new decking and running planks very shortly. Anvil Creek Bridge will require replacement - possibly a culvert will suffice after studying the glaciering.

W.O. 46 - Bunker Hill-Kougarok

No work this period.

W.O. 47 - Deering-Inmachuk

No work this period.

W.O. 48 - Teller-Bluestone

See W.O. 441 on work progressing from Teller.

W.O. 430 - Lost River-U.S. Tin

The bridge crossing Rapid River was carried down stream and the one crossing at Lost River was damaged by heavy runoff early this period. As it is problematical that the Tin Mine will continue operating after this season and the road is passable during normal weather, repairs are being deferred indefinitely.

GENERAL

1. All Army surplus parts have been listed, warehoused, and are now being priced. The quantities of some types of parts are so great, it will be some time before we can ever use them. Arrangements are being made to supply the major Districts - particularly with bearings, seals, Oshkosh and Snogo parts.
2. Except for the trim, the painting has been completed for the outside of Building 418.
3. Buried fuel tanks have been installed to supply the furnaces in Buildings 418 and 45. This will greatly reduce the potential fire hazard and permit us to burn a cheaper low grade fuel as the temperature in the tanks will never go below that of the surrounding earth.
4. Negotiations are now being made with other Federal Agencies to take all our freezeable food on a reimbursable basis. If we can accomplish


Situation Report for Period Ending September 18, 1955

Page 5

this, there will be no need to maintain any heated warehouses at the Nome Depot.

5. Preparations are now being made to survey all obsolete railroad parts and supplies. We anticipate advertising them for sale to the highest bidder.

Very truly yours,

  
Frank Morris  
District Engineer





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

818.

Comm. R.	
Chf. Engr.	
Admin.	
Opns.	
D. & C.	
Road Br.	
Bridge Br.	
Const. Engr.	
R/W Off.	
Finance	
Pers.	
Supply	
R/E Off.	

25 August 1955

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

Re: Situation Report for Period Ending  
August 21, 1955

Dear Mr. Niemi:

Three weeks of excellent weather have marked this period, ending in a storm that completely stopped all construction work and disrupted traffic.

There were no visitors to the Nome District this period.

SURVEYS, INVESTIGATIONS & PLANS

Nome-Teller

A reconnaissance of the Pass at the head of Canyon Creek has been made by the Territorial Engineer. He reports the South approach to the Pass to have a fair grade and sufficient materials to build a road. The North approach is not so favorable - a "live" talus slide from high above and dropping 150 ft. below the grade blocks the way.

The Air Force greatly assisted in this work by transporting the Engineer and his gear to Glacial Lake in a float plane.

Before arriving at any conclusions it is still necessary to investigate the remainder of the route down Canyon Creek and compare its possibilities with that of a route crossing the Feather River and following up the Tisuk River .

Reconnaissance will begin in this area from the Teller end as soon as we get a break in the weather. Only one cabin on the Tisuk could be spotted in this area.

Situation Report for Period Ending August 21, 1955

Page 2

#### CONSTRUCTION

##### W.O. 424 - Nome-Kougarok

All work has ceased on this project due to heavy rains at the end of the period. It is expected that work will resume as soon as the grade dries.

Advance construction activities consisting of bulldozer work have reached Mile 22 on the railroad. The carryall scrapers have reached Mile 19, to which point one could drive until the rains began. Graveling operations have proceeded as far as Mile 17 $\frac{1}{2}$ . Use of the tournapulls was discontinued about the middle of the period as their condition is such that they were "down" more than they were working. They are designed so that it is necessary to remove the final drive, difficult without removing the engine and transmission, to do any minor work on the steering clutches or brakes. This ties up the machine for about ten days. Two machines are now inoperative and one is threatening.

Construction staking has progressed to Mile 24 along the railroad to within one half mile of the Santa Clara Ditch Camp.

##### W.O. 441 - Nome-Teller

On August 18, 1955 the Penny River was reached, at which time the rented trucks and shovel discontinued work. Measured from the point where this road leaves the Snake River Road it is 9.7 miles to the Penny River or 14.4 miles from the city limits of Nome - speedometer mileage.

The contractors' trucks and shovel were then moved onto the Nome-Kougarok Road, taking over the graveling from the tournapulls. After working one day, inclement weather forced a work stoppage continuing until this writing.

#### RECONSTRUCTION

No work this period.

#### MAINTENANCE

##### W.O. 41 - Nome-Council

On August 2, 1955 the entire length of this route was opened to traffic. Most of the maintenance work consisted of surface blading,

Situation Report for Period Ending August 21, 1955

Page 3

graveling and bridge repair.

Work continued with one truck placing slope protection along the new embankment crossing the 17½ Mile washout.

The North approach to the Safety Ferry has been completed. We are now waiting for a good strong storm to test its effectiveness. If it remains, it is planned to make the same type of improvement for the South approach.

Approximately 150 tons of commercial freight has moved from Nome to Solomon this summer - 80 tons will continue to Council. Negotiations are under way to acquire and operate a now idle dredge at Council next summer; if successful, this will increase the Council freight 70 or 80 tons.

Traffic count measured at the Safety Ferry this period was 316 vehicles.

#### W.O. 42 - Nome-Kougarok

Maintenance work this period consisted mainly of surface blading. Heavy blading was required between Nome and the USSR&M Company camp to keep a reasonably smooth surface.

#### W.O. 43 - Seward Peninsula Railroad

A small amount of work was required to spike down the rails near Mile 20 as the rails spread and derailed the speeders.

The Air Force is building a "rest camp" on Salmon Lake and has provided most of the maintenance work that far - we furnished them the track tools.

A few fishermen, the USSR&M Company supplying their ditch camps, and the Air Force hauling "rest camp" building materials are the only users of the railroad.

#### W.O. 44 - Nome-Council Locals

The Big Hurrah Road was opened for its entire length, and the Council-Ophir Road repaired as far as Don Stewart's camp.

Nothing has been done on the Shovel Creek Road as the mine owner's extra-curricular activities have landed him in jail - ceasing his operations.

Situation Report for Period Ending August 21, 1955

Page 4

W.O. 45 - Nome Locals

Maintenance work this period consisted of routine surface blading and some ditch cleaning.

W.O. 46 - Bunker Hill-Kougarok

No work this period.

W.O. 47 - Beerling-Imeschuk

No work this period.

W.O. 48 - Teller-Bluestone

Maintenance and repairs have progressed to Mile 12. On August 5, 1955 a D-4 bulldozer was shipped from Nome to Teller and is now being used to load dump trucks through a gravel trap. Work is progressing much faster now that loading is done with equipment rather than by hand.

No work this period for those work orders not shown.

GENERAL

1. The Army surplus Caterpillar parts have been listed and priced. The LeTourneau parts have been listed and are now being priced. The LeTourneau parts listing is just about finished. Those Army surplus parts remaining are Dodge parts, Snogo parts, V-Belts, bearings, seals, etc. Viewing the heap of parts from the standpoint of volume, about 60% of it has been listed and put into bins.

Scattered among the Army surplus parts, we have found new parts obsolete to us, such as those for a Caterpillar 30, for a HD-10, for Allis Chalmers K and KO, and a few for railroad equipment. We plan to advertise these for sale in their respective lots as soon as the listing is completed.

2. Arrangements have been made with the Northern Commercial Company, Goodgear Tire Dealer, to stock all sizes of tires we use - permitting us to clear the tire inventory from our warehouse.

3. Painting of Building 410 was started this period but was halted by bad weather before completion.

4. A check of the wiring in the warehouses has been accomplished, and most of the defects creating potential fire hazards have been corrected. This was prompted by persons touching the walls and/or doors of these buildings and receiving an uncomfortable jolt.

Very truly yours,



Frank Morris  
District Engineer



XXXXXXX  
NOME

25 August 1955

Comm. R.....
Chf. Engr.....
Admin.....
Opns.....
D. & C.....
Road Br.....
Bridge Br.....
Const. Engr.....
R/W Off.....
Finance.....
Pers.....
Supply.....
R/E Off.....

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

Re: Situation Report for Period Ending  
August 21, 1955

Dear Mr. Niemi:

Three weeks of excellent weather have marked this period, ending in a storm that completely stopped all construction work and disrupted traffic.

There were no visitors to the Nome District this period.

SURVEYS, INVESTIGATIONS & PLANS

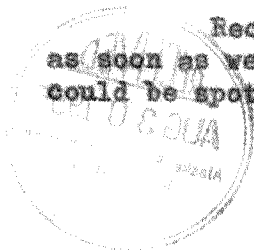
Nome-Teller

A reconnaissance of the Pass at the head of Canyon Creek has been made by the Territorial Engineer. He reports the South approach to the Pass to have a fair grade and sufficient materials to build a road. The North approach is not so favorable - a "live" talus slide from high above and dropping 150 ft. below the grade blocks the way.

The Air Force greatly assisted in this work by transporting the Engineer and his gear to Glacial Lake in a float plane.

Before arriving at any conclusions it is still necessary to investigate the remainder of the route down Canyon Creek and compare its possibilities with that of a route crossing the Feather River and following up the Tisuk River .

Reconnaissance will begin in this area from the Teller end as soon as we get a break in the weather. Only one cabin on the Tisuk could be spotted in this area.



Situation Report for Period Ending August 21, 1955

Page 2

CONSTRUCTION

W.O. 424 - Nome-Kougarok

All work has ceased on this project due to heavy rains at the end of the period. It is expected that work will resume as soon as the grade dries.

Advance construction activities consisting of bulldozer work have reached Mile 22 on the railroad. The carryall scrapers have reached Mile 19, to which point one could drive until the rains began. Graveling operations have proceeded as far as Mile 17½. Use of the tournepulls was discontinued about the middle of the period as their condition is such that they were "down" more than they were working. They are designed so that it is necessary to remove the final drive, difficult without removing the engine and transmission, to do any minor work on the steering clutches or brakes. This ties up the machine for about ten days. Two machines are now inoperative and one is threatening.

Construction staking has progressed to Mile 24 along the railroad to within one half mile of the Santa Clara Ditch Camp.

W.O. 441 - Nome-Teller

On August 18, 1955 the Penny River was reached, at which time the rented trucks and shovel discontinued work. Measured from the point where this road leaves the Snake River Road it is 9.7 miles to the Penny River or 14.4 miles from the city limits of Nome - speedometer mileage.

The contractors' trucks and shovel were then moved onto the Nome-Kougarok Road, taking over the graveling from the tournepulls. After working one day, inclement weather forced a work stoppage continuing until this writing.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 441 - Nome-Council

On August 2, 1955 the entire length of this route was opened to traffic. Most of the maintenance work consisted of surface blading,

Situation Report for Period Ending August 21, 1955

Page 3

graveling and bridge repair.

Work continued with one truck placing slope protection along the new embankment crossing the 17 $\frac{1}{2}$  Mile washout.

The North approach to the Safety Ferry has been completed. We are now waiting for a good strong storm to test its effectiveness. If it remains, it is planned to make the same type of improvement for the South approach.

Approximately 150 tons of commercial freight has moved from Nome to Solomon this summer - 80 tons will continue to Council. Negotiations are under way to acquire and operate a now idle dredge at Council next summer; if successful, this will increase the Council freight 70 or 80 tons.

Traffic count measured at the Safety Ferry this period was 316 vehicles.

W.O. 42 - Nome-Kouzarok

Maintenance work this period consisted mainly of surface blading. Heavy blading was required between Nome and the USSR&N Company camp to keep a reasonably smooth surface.

W.O. 43 - Seward Peninsula Railroad

A small amount of work was required to spike down the rails near Mile 20 as the rails spread and derailed the speeders.

The Air Force is building a "rest camp" on Salmon Lake and has provided most of the maintenance work that far - we furnished them the track tools.

A few fishermen, the USSR&N Company supplying their ditch camps, and the Air Force hauling "rest camp" building materials are the only users of the railroad.

W.O. 44 - Nome-Council Locals

The Big Hurrah Road was opened for its entire length, and the Council-Ophir Road repaired as far as Don Stewart's camp.

Nothing has been done on the Shovel Creek Road as the mine owner's extra-curricular activities have landed him in jail - ceasing his operations.

Situation Report for Period Ending August 21, 1955

Page 4

W.O. 45 - Nome Locals

Maintenance work this period consisted of routine surface blading and some ditch cleaning.

W.O. 46 - Bunker Hill-Kougarok

No work this period.

W.O. 47 - Deering-Innacluk

No work this period.

W.O. 48 - Teller-Bluestone

Maintenance and repairs have progressed to Mile 12. On August 5, 1955 a D-4 bulldozer was shipped from Nome to Teller and is now being used to load dump trucks through a gravel trap. Work is progressing much faster now that loading is done with equipment rather than by hand.

No work this period for those work orders not shown.

GENERAL

1. The Army surplus Caterpillar parts have been listed and priced. The LeTourneau parts have been listed and are now being priced. Oshkosh parts listing is just about finished. Those Army surplus parts remaining are Dodge parts, Snogo parts, V-Belts, bearings, seals, etc. Viewing the heap of parts from the standpoint of volume, about 60% of it has been listed and put into bins.

Scattered among the Army surplus parts, we have found new parts obsolete to us, such as those for a Caterpillar 30, for a HD-10, for Allis Chalmers K and KO, and a few for railroad equipment. We plan to advertise these for sale in their respective lots as soon as the listing is completed.

2. Arrangements have been made with the Northern Commercial Company, Goodyear Tire Dealer, to stock all sizes of tires we use - permitting us to clear the tire inventory from our warehouse.

3. Painting of Building 418 was started this period but was halted by bad weather before completion.

Situation Report for Period Ending August 21, 1955

Page 5

4. A check of the wiring in the warehouses has been accomplished, and most of the defects creating potential fire hazards have been corrected. This was prompted by persons touching the walls and/or doors of these buildings and receiving an uncomfortable jolt.

Very truly yours,

Frank Morris  
District Engineer







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

*\$08. Name -*

Comm. R.	<i>RB</i>
Chf. Engr.	<i>WJN</i>
Admin.	<i>WJN</i>
Ops.	<i>BOS</i>
D. & C.	<i>WJN</i>
Road Br.	
Bridge Br.	
Const. Engr.	
R/W. Off.	
Finance.	
Pers.	
Supply.	
R/W. Off.	
<i>cc Lundvall</i>	

27 July 1955

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

Re: Situation Report for Period Ending  
 July 24, 1955

Dear Mr. Niemi:

This period has been marked by the arrival of "spring" - the vegetation turned green and the frost began receding about the first of July. The receding frost was still being followed down in some of the Nome-Teller Road borrow pits on July 23, 1955.

Inclement weather hindered activities this period excepting that week following July 4 when excellent weather prevailed.

This last week of the period showed a marked increase in the production from our newly trained operating personnel - they are now beginning to work as a team.

Visitors to the Nome District this period were:

Mr. William H. Kerns  
 U.S. Bureau of Mines, Juneau

Mr. David Hopkins  
 U.S.G.S.

Mr. G. Donald Eberlein  
 U.S.G.S.

Mr. Herman Porter  
 Territorial Dept. of Aviation, Anchorage

Mr. Harvey Turner  
 Territorial Dept. of Aviation, Anchorage

Mr. H.O. White  
 Master Mechanic, ARC, Anchorage

SURVEYS, INVESTIGATIONS & PLANS

Nome-Feller

Foot reconnaissance has been partially accomplished by the Territorial Engineer between the Fenny and the Snuuk Rivers over three possible routes. He reports further investigation is necessary but it appears that sufficient materials are readily available to build a passable road. Which of these routes will be the most favorable depends upon his findings in the vicinity of the pass at the head of Canyon Creek.

Wet weather has made this work somewhat disagreeable, however, old cabins in the area permit him to dry out almost every night.

Nome-Kougarok

Reconnaissance and investigation has progressed to Rocky Mountain Creek. Access to the area has been simplified by the use of a railroad speeder.

Gravel is not very much in evidence until Hoodoo Gulch is crossed. From there to Rocky Mountain Creek materials are readily available from the Nome River bars with the longest haul about 3/4 mile.

CONSTRUCTION

W.O. 424 - Nome-Kougarok

Construction activities have reached to within 1/2 mile of Sampson Creek - our next proposed camp site. A 2000 foot gap prevents auto traffic from reaching this point. It is expected this gap will be closed as soon as weather conditions permit handling of the fill material.

Wet weather has hindered progress considerably this period. The trolleys grveled only 0.4 miles of road before the fill became too soft to work effectively. They were then moved to the Nome-Council road for the remainder of this period.

A portable railroad bunkhouse has been readied for the use of a small advance grading crew. This crew, consisting of two "catwalkers", will begin working from the Darling Creek Sliding very shortly.

Winds up to 36 mph blew the seas against the new unprotected embankment carrying spray and a small amount of driftwood over the top - practically no damage resulted. It is expected that the remainder of the slope protection will be placed before the more intense fall storms occur.

A mixture of limestone and what appears to be decomposed granite was used to raise the grade about two feet across the 17 1/2 mile washout. The embankment was completed by the end of the period and about 60% of the slope protection remains to be placed.

Heavy slide materials from Cape Nome have been hauled and placed in a stockpile on the Safety Ferry approaches and as slope protection at the 17 1/2 mile washout.

Surface blading, slide cleanup, washout repair, and ferry approach improvement have constituted the greater portion of maintenance on the route this period.

W.O. 41 - Nome-Council

MAINTENANCE

No work this period.

RECONSTRUCTION

Construction is being conducted under the supervision of our foreman and location is being established by the Territorial Highway Engineer.

Heavy rains have forced complete stoppage of work four times this period.

On June 27, 1955 the contractors began traveling toward Teller from the Snake River Crossing making a one-way road with an average 1 1/2 foot fill. Work has progressed to Mile 7.1 just across Sunset Creek.

W.O. 411 - Nome-Teller

Construction staking has progressed to a point 1/2 mile past Sampson Creek.

17 1/2 mile  
fill

Situation Report for Period Ending July 24, 1955

Page 4

Very little of the rock placed last season in the Safety Ferry Approach was in evidence this spring, indicating the rock was not heavy enough to resist the seas and ice. Therefore, in lieu of the costly rock fill authorized in the operations orders, sand-filled oil drums, three wide, have been placed to contain a sand fill. Rock now stock-piled from Cape Nome will be dozed on top of this sand to stabilize it for traffic and to permit the seas to sweep over the top of the approach without carrying it away. If this does not remain next spring little will be lost, if it does the problem is solved.

The bridge crossing Jerusalem Creek near Solomon collapsed. To reestablish traffic the Lee Brothers prepared a ford which is still in use with their bulldozer. The materials for a new replacement bridge 22' long have been cut at the Nome Depot and will be assembled in the immediate future. An "as-built" detailed sketch will be forwarded to Headquarters upon completion.

Frame bents for the new location of the Solomon River Bridge have been cut and assembled at the Nome Depot. Upon completion of the Jerusalem Creek Bridge, the crew will erect the frame bents and move the 40' wooden center span of the present Solomon River Bridge onto them. The old approach spans are in such condition that little can be salvaged.

Ice still remains over the road along the East Fork of the Solomon River. Preparations were being made at the end of this period to "move-in" a D-8 and bulldoze the ice from the road as it is now "rotten" enough to remove.

W.O. 42 - Nome-Kougarok

Surface blading consisted of the major part of maintenance work performed this period.

Work was started about the middle of July on the line change below the USSR & M Company ditch at Mile 6.75 but the slowly receding frost did not permit much to be accomplished. This work will be left until later

W.O. 43 - Seward Peninsula RR

No work this period.

W.O. 44 - Nome-Council Locals

No work this period. A request has just been received to open the Shovel Creek Road from Mr. Tookylook to gain access to his now active placer mine - he says he is getting too old to walk any more.

W.O. 45 - Nome Locals

Maintenance this period consisted mainly of surface blading. A small bridge crossing an abandoned pipeline of the USSR & M Company near the beginning of the Snake River Road was replaced with a fill when our freight truck hauling a D-4 tractor broke through the deck - no damage to the truck.

W.O. 46 - Bunker Hill-Kougarok

Surface blading and spot graveling of the worst places was performed this period. This work was completed at the end of the period leaving the road in a good traveling condition during dry weather. Heavy work is required if it is to be made into an all weather summer road as there are areas that a skilled driver with a four-wheel drive vehicle can barely get through when it is raining.

The miners in the area are planning to move most of their fuel supply with Athey Wagons over the route unless it dries up. A group of four men from Kalpanks headed by Bert Beltz of Kotzebue is now in the area around Quartz Creek prospecting with a portable diamond drill. They are using a small airplane for transportation - lashing the drill steel to the struts.

W.O. 47 - Deering-Inmachuk

Surface blading and some spot graveling was performed this period. Two additional small placer mine operators have begun working near Ulica making a total of three active operators in this area.

W.O. 48 - Teller-Bluestone

Work began opening this road on June 27, 1955. Loading a dump truck by hand, repairs have been made to Mile 11.

The power shovel at Lost River has been moved to Teller and the most promising local truck driver has been brought to Nome for training in care and operation of shovels.



Situation Report for Period Ending July 24, 1955

Page 6

It is expected that he will gain sufficient experience to operate at Teller next spring.

W.O. 429 - Lost River Airfield

Work has been started and completed on this project during the period. It consisted of surface blading the entire airfield and shaping the upper end.

Several truck loads of gravel were required to bring the low areas to grade. Cleaning and deepening the ditches was also necessary to improve the drainage.

Upon completion of work the new limits were marked with painted oil drums.

It is doubtful if the upper end will ever completely dry out as it appears that a seeping condition will have to be corrected first - possibly an underdrain will become necessary.

W.O. 430 - Lost River - U.S. Tin

Surface blading and minor washout repairs were accomplished before the Lost River Airfield crew returned to Nome.

No work was performed for any of the remaining work orders.

GENERAL

1. Recording and warehousing of those Caterpillar, LeTourneau, Oshkosh, and unidentified parts acquired as Army surplus has begun.
2. Obsolete Ford parts have been cleared from our inventory and are now being advertised for sale. Two interested persons have already made inquiries so it appears that we will get some competitive bidding.
3. The failure of two small bridges prompted the inspection of

Situation Report for Period Ending July 24, 1955

Page 7

the remainder. It was found that the majority of them are able to carry only passenger car and light truck traffic. Culverts can be used as needed to replace most.

Very truly yours,

A handwritten signature in cursive script that reads "Frank Morris". The signature is written in dark ink and is positioned above the printed name and title.

Frank Morris  
District Engineer

XXXXXX  
NOME

27 July 1955

Comm. R.....
Chf. Engr.....
Admin.....
Opns.....
D. & C.....
Road Br.....
Bridge Br.....
Const. Engr.....
R/W Off.....
Finance.....
Pers.....
Supply.....
R/E Off.....

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

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July 24, 1955

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Mr. G. Donald Eberlein  
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Mr. Harvey Turner  
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Master Mechanic, ARC, Anchorage

Situation Report for Period Ending July 24, 1955

Page 2

SURVEYS, INVESTIGATIONS & PLANS

Nome-Teller

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Situation Report for Period Ending July 24, 1955

Page 3

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Heavy rains have forced complete stoppage of work four times this period.

Construction is being conducted under the supervision of our foreman and location is being established by the Territorial Highway Engineer.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

Surface blading, slide cleanup, washout repair, and ferry approach improvement have constituted the greater portion of maintenance on the route this period.

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Situation Report for Period Ending July 24, 1955

Page 5

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Situation Report for Period Ending July 24, 1955

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Situation Report for Period Ending July 24, 1955

Page 7

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Very truly yours,



Frank Morris  
District Engineer





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

*80% None*

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

Comm. R.	
Chf. Engr.	
Admin.	
Opns.	
B. & C.	
Road Br.	
Bridge Br.	
Const. Engr.	
R/W Off.	
Finances	
Pers.	
Supply	
R/E Off.	

29 June 1955

Re: Situation Report for Period Ending  
June 26, 1955

Dear Mr. Niemi:

Construction and maintenance forces were brought up to full strength as conditions permitted during this period. Necessity has required the training of operators for our tractors and tournapulls as experienced local men are not readily available.

All roads have been opened excepting the Nome-Council Road. Auto travel is stopped by glaciers up to five feet thick where the East Fork of the Solomon River is traversed.

Excellent weather prevailed over the first half of this period. As it progressed, drizzling rains and fog became the rule.

Visitors to the Nome District this period were:

Mr. Irving Reed  
Territorial Highway Engineer, Juneau

Mr. Ben Young  
Member Territorial Board Road Commissioners

Mr. Sherman B. Jackson  
Army Map Service, Washington, D.C.

Mr. Eric R. Radhe  
Army Map Service, Washington, D.C.

Mr. Paul J. McElvoy  
Army Map Service, Washington, D.C.

