

Situation Report for Period Ending June 26, 1955

Page 2

Mr. A. H. Mason
International Harvester Co.

Mr. H. E. Broadwell
International Harvester Co.

Mr. P. D. Koon
Partner, B-E-C-K Constructors, Seattle

Mr. J. McLeod
Supt., B-E-C-K Constructors, Seattle

SURVEYS, INVESTIGATIONS & PLANS

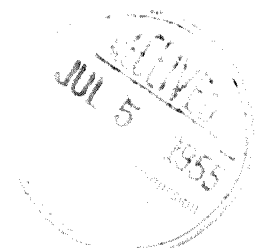
Aerial reconnaissance was made over the proposed routes of the Nome-Kougarok and the Nome-Teller Roads. Some foot reconnaissance has been accomplished for about eight miles ahead of construction on the Nome-Kougarok Route.

CONSTRUCTION

W.O. 424 - Nome-Kougarok

Work began on this project June 8, 1955 when a D-8 tractor was moved onto the job to begin preliminary ditching and grading. Equipment has been added a piece at a time as it was prepared by our shop. By the time this period had ended all the tournapulls and all but two of the tractors were operating. At first we were very discouraged with the performance of the D-8 tractors as we were unable to keep more than two operating for a full shift. The tournapulls operating steadily almost ran out of grade to gravel before more tractors could be readied.

About one mile of new road had been graveled and about two miles of grade had been built by the end of the past period. This grade becomes substandard with turnouts as the haul lengthens. Close to the pit it is about 22 feet wider, making room for the equipment to pass.



17 1/2
mile
fill

Situation Report for Period Ending June 26, 1955

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W.O. 441 - Nome-Teller

The local equipment owners were assembled in the District Office June 18, 1955 and negotiated equipment rental rates with the Territorial Highway Engineer. He returned the following Saturday and executed contracts with them based on these rates. He also agreed to furnish an engineer for staking the route. This will do much to lighten the Alaska Road Commission's load.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

The maintenance crew has opened this road to the East Fork of the Solomon River where ice up to five feet thick blocks further travel.

Two tractors have been "walked-in" over this route by Don Stewart and the Dutch Creek Mining Co. These two appear to be the only miners who will operate in the Council area this season.

An inspection was made of this route from the air June 23, 1955. The road traversing the East Fork of the Solomon was about 60% covered with ice and much of the remainder had water flowing over it. Many washouts and one slide were noted along the right limit of the Fox River for a distance of about four miles. The road from there to Council appears to be in good shape with only a few minor washouts.

The Safety Ferry was launched June 12, 1955. The following day the Solomon Ferry was launched - connecting the community of Solomon to Nome with auto traffic.

Work is now in progress improving the North approach to the Safety Ferry and reinforcing the fill at Mile 17 1/2.

W.O. 42 - Nome-Kougarok

Surface blading and washout repairs consisted of a portion of maintenance this period.



Situation Report for Period Ending June 26, 1955

Page 4

An ice jam near the Nome River Bridge at Mile 13 took out a total of 1100 lineal feet of fill along the left limit and above the bridge.

Near the 10 Mile Post a spring broke up through the middle of the road, squirted a fountain of water about two feet above the road surface, and washed it away. Repairs were accomplished by firing two rounds, each twenty sticks of 50% gelatin, down as deep as they could be thrust on the end of a pole.

No work was performed for the following Work Orders:

- W.O. 43 - Seward Peninsula Railroad
- W.O. 44 - Nome-Council Locals

W.O. 45 - Nome Locals

Graveling and surface blading was the major part of maintenance accomplished this period.

The Sunset Road was graveled on the frost between Anvil Creek and the Snake River with an average lift of eight inches. As the road has little grade in this area we used this project as a training ground for our tournapull operators.

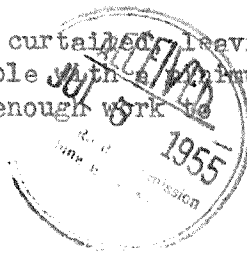
Spot graveling has just about been completed. That remaining is on the Osborne Road, a favorite for the local fishermen and those who picnic.

W.O. 46 - Bunker Hill-Kougarok

Maintenance work began June 21, 1955 and consisted of washout repairs. By the end of the period, the road had been made passable to Taylor. Some spot graveling and surface blading is still required.

W.O. 47 - Deering-Inmachuk

Mining activity in this area has been sharply curtailed, leaving only a one-man operation. The road has been made passable with a minimum of work - minor washout repairs. We intend to do only enough work to maintain a passable road for this one miner.



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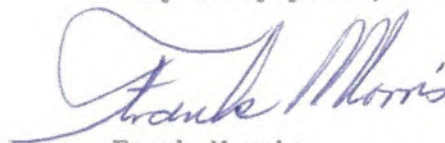
No work was performed for any of the remaining maintenance work orders.

GENERAL

1. A portable camp consisting of four 10' x 15' wanigans and a cook house has just about been completed for use on the Nome-Kougarok Construction. The wanigans are patterned after those of Lytle and Green's-movable on a two-wheeled trailer. The cook house, remaining to be completed, is being mounted on the frame of an old 6x6 army truck as it is too heavy for the two-wheeled trailer.

2. Arrangements have been made with the Northern Commercial Co. to supplement our Caterpillar parts inventory with theirs. They will order these parts for delivery on the last boat and carry them until we can use them during next winter's equipment overhaul. We have no obligation concerning those unused parts. A large portion of those surplus Caterpillar parts we acquired from the Army are "slow-moving" - making it difficult to reduce our inventory.

Very truly yours,



Frank Morris
District Engineer





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

31 May 1955

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

cc - [unclear]

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

Re: Situation Report for Period Ending
May 29, 1955

Dear Mr. Niemi:

The annual spring "break-up" has marked this past period. The streams have begun to flow and the shore ice has begun to move out to sea.

Maintenance crews have opened up the roads sufficiently to protect them as removal of ice from winter glaciering would consume much of our funds. Local persons report it has been some time since they have seen such severe glaciering.

Visitors to the Nome District this period were:

Mr. John M. Cooley
District Engineer, ARC, Valdez

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

Mr. Ben Young
Member Territorial Board Road Commissioners

Mr. Aner Erickson
General Manager, M-K Co., Anchorage

Mr. R. W. Millensifer
Representative, M-K Co., Boise, Idaho

Mr. Dick Egge
Partner, B-E-C-K Constructors, Seattle, Wash.

Situation Report for Period Ending May 29, 1955

Page 2

SURVEYS, INVESTIGATIONS & PLANS

An inspection trip was flown over the proposed Nome-Kougarok Route returning via the Nome-Council. This trip was made in company with Mr. John Cooley, Mr. Harry White and Colonel Borden, who furnished the airplane from the National Guard. Other than for orientation, little was accomplished due to the features of the route being snow-covered.

CONSTRUCTION

No work this period.

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

This road has been opened from Nome to Hastings Creek where the road was submerged last winter by a glacier for a distance of four or five hundred feet. Hastings Creek is flowing on top of this ice with a maximum depth of three feet. The culverts in this fill have been opened, but will remain ineffectual until the ice elevation drops below that of the road.

Reconnaissance has shown another large glacier near Cape Nome.

As no one has indicated any immediate need for this road, we will wait for the glaciers to melt down until they can be easily removed or detoured using a bulldozer.

W.O. 42 - Nome-Kougarok

A large mass of ice up to six feet thick and about five hundred feet long covered the road at Nine Mile. This was jarred loose with dynamite and dozed off the road as the United States Smelting Refining & Mining Company wish to gain access to their ditches.

Reconnaissance showed this to be the worst glacier along the route as far as the Nome River crossing. Most of the glaciering activity occurred between Miles 9 and 10½. Several easily repaired washouts were also noted.

Situation Report for Period Ending May 29, 1955

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No work was performed for the following Work Orders:

1. W.O. 43 - Seward Peninsula Railroad
2. W.O. 44 - Nome-Council Locals

W.O. 45 - Nome Locals

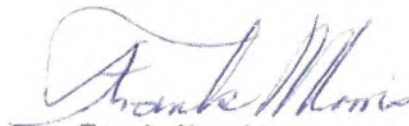
Summer maintenance of these roads has consisted of surface blading and ditching. Heavy blading was required on some sections due to the spring run-off.

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

GENERAL

1. Preparations are being made to gravel the Sunset Road between Anvil Creek and the Snake River Bridge before the frost leaves the road. Tournapulls will be used for this work as soon as they can be started and adjusted.
2. As there are no experienced Tournapulls operators in the vicinity, we intend to "break in" some of the local men, so work will progress slowly at first.

Very truly yours,



Frank Morris
District Engineer



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

08

6 May 1955

Comm. R.	
Chf. Eng.	W.S.
Admin.	
Ops.	GR
D. & C.	
Road Ev.	
Bridge Br.	
Const. Engr.	
City Off.	
Finance	
Pers.	
Supply	
R/S Off.	

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

Subject: Report of Operations April 4, 1955
to May 1, 1955

Dear Sir:

The following is the report of operations applicable to the Nome District from April 4, 1955 to May 1, 1955.

The general weather conditions have been fair. Snow and wind made it necessary to do quite a bit of snow removal.

Route 042 Nome-Kougarok W.O. 42

Snow removal was performed several times during the period.

Route 042.22 Center Creek Road W.O. 45

Snow removal was performed several times during the period.

W.O. 439 ACS Access Road

Snow removal was performed several times during the period.

401 Nome Depot

The general maintenance and winter overhaul of equipment has been carried on during the period.

General cleaning of shop and repair of tools as required.

1. ARC #3524, D-4 Tractor - Dismantled towing winch, removed track and swing frames. Took rollers apart and cleaned. Removed rear end. Cut grouser shoes off old rails. Replaced seals in rear end.

- ARC #3524 (cont'd) - Did necessary welding on frames. Bolted grouser shoes on new rails. Installed new seals in rollers and idlers. Replaced track tension bolts. Installed swing frames, spring, motor, clutch, transmission and rear end cover. Painted.
2. IO45-111, 1000 Watt Kato Light Plant - Repaired coupling. Made shield for generator. Mounted on small wheels to make moving around easier. ARC #1443, 5 KW Light Plant - Made new towing tongue. Changed gas tank. Breaking in engine. Painted.
4. ARC #3226, Model C Tournapull - Made rear tow hook. Moved out of shop.
5. ARC #1472, D-8 Tractor - Made necessary adjustments. Moved out of shop.
6. ARC #1426, QuicKway Crane - Cleared off snow, started, removed boom and moved into shop. Pulled truck motor and replaced crankshaft, main bearings, rod bearings. Installed new clutch plate.
7. ARC #1429, Model M29 Wessel - Replaced lower fan pulley and timing gear cover. Repaired gas line.
8. ARC #3521, 4000 gal. Gasoline Tanker - Repaired tires. Aired all tires.
9. ARC #1469, D-8 Tractor - Moved into shop. Removed rear power unit. Removed master clutch to reline. Built up and machined clutch collar. Cleaned filters. Replaced compression release lever. Cleaned starting engine and ground valves. Mounted rear power unit. Installed new lining and seals in front power unit. Installed one new idler.
10. ARC #1470, Ford Coupe - Took front end apart. Installed new arms, pins, bushings, steering rods and ends. Re-lined brakes, cleaned wheel cylinders. Checked front end for wheel alignment.
11. ARC #1496, Hobart Welder - Painted and numbered.
12. ARC #1467, Ford Model C 1/2 ton Pickup - Removed front fenders and radiator. Removed engine. Rebuilt front end. Installed new springs and spring hanger brackets. Re-lined front brakes.
13. #73, Snogo - Replaced con rod bearing in Climex Motor and replaced crankshaft pulley. Straightened fan blades on Snogo head.
14. Bldg. #3 - Replaced furnace smoke stack.
15. Hauled fuel oil and gasoline to area.

Report of Operations April 4 to May 1, 1955

Page 3

16. Snow removal in area.

During the period there were two classified personnel and ten wage board personnel.

Yours very truly,

Donald J. Lyle
Donald J. Lyle
Acting District Engineer



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

808' June

5 April 1955

Comm. R.	<i>[Signature]</i>
Chf. Engr.	
Admin.	<i>[Signature]</i>
Ops.	
C. & C.	<i>[Signature]</i>
Road B.	<i>[Signature]</i>
Bridge B.	<i>[Signature]</i>
Const. Engr.	
R/W Off.	
Finance	
Pers.	
Supply	
R/E Off.	<i>[Signature]</i>

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

Subject: Report of Operations March 7, 1955
to April 3, 1955

Dear Sir:

The following is the report of operations applicable to the Nome District from March 7, 1955 to April 3, 1955.

The general weather conditions for the first part of the period were not too good. Snow and wind prevailing made it necessary to do quite a bit of snow removal. During the latter part of the period we have had good weather.

Route 042 Nome-Kousprok W.O. 42

Snow removal was performed several times during the period.

On March 26, I made a trip over this route to Mile 15 via weasel. Between Mile 4 and Mile 8 there is between five and six feet of snow on the road. At Dexter Creek a glacier has built up approximately two feet over the fill. Between Mile 8 and Mile 9 there is a glacier approximately 500 feet long and approximately 6 feet thick. No glaciers showing at Banner Creek this year. At Mile 14 there is a small glacier over the road.

Route 042.22 Center Creek Road W.O. 45

Snow removal was performed several times during the period.

W.O. 439 Snow Removal ACS Station

Snow removal was performed once during the period.

Report of Operations March 7 to April 2, 1955

Page 2

401 Nome Depot

The general maintenance and winter overhaul of equipment has been carried on during the period.

General cleaning of shop and repair of tools as required.

1. Haul stove oil to Area.
2. Snow removal in Area.
3. ARC #1477, #12 Motor Grader - Replaced temperature gauge, built up and turned down teeth on circle.
4. Gas driven Fire Pump in Shop - Took pump apart and cleaned, machined housing and repacked pump.
5. ARC #73, Snogo - Replaced cylinder head gaskets, replaced auger chain, machined new idler gear plate, replaced wear plates and shoes, repaired fan bracket.
6. ARC #1473, 4x4 Lodge Power Wagon - Repaired heater.
7. ARC #3517, Safety Ferry - Rebuilt fairleads by machining new pins and bushings.
8. ARC #1457, 4x4 Dodge Power Wagon - Replaced spring pins and bushings, machined hangers, repaired and replaced winch.
9. ARC #3524, D-4 Tractor - Dismantling engine, steam cleaned parts, installed new crankshaft and bearings, also new sleeves, pistons and rings, installed new bearings and rings, ground valves on starting engine, removed winch and deck.
10. ARC #1472, D-8 Tractor - Removed swing frame L.H. side, removed rollers, cleaned and replaced seals, repaired steering clutches, dismantling final drives, installed new pinions and gears and bearings in final drives, installed swing frames and track.
11. ARC #3225, Model C Tournapull - Assembled rear wheels and axles, checked wiring on diesel engine, moved out of shop.
12. ARC #3226, Model C Tournapull - Cleaned off snow, moved into shop, removed rear axles and wheels, did necessary machine work on axles, made special nuts for axles, installed new grease seals, assembled axles and wheels.

13. 1045-112, 950 Watt Light Plant (for use with radio out of town) - Ground valves, cleaned up piston and rings, installed condensers on brushes to cut down noise.

14. 1045-111, 1000 Watt Light Plant - Dismantled engine, installed new connecting rod, piston, rings and valves, cleaned up structure, checked wiring.

15. ARO #11413, 5 KVA Portable Light Plant - Assembled engine, installed new crankshaft and bearings, new pistons, rings and valves.

16. ARO #11429, M29 Messerl - Removed radiator to replace lower pulley and fan belt.

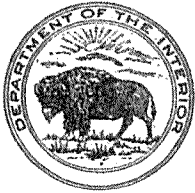
17. Bldg. #3 - Repaired furnace.

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

Yours very truly,

Donald J. Love
Acting District Engineer

Handwritten notes:
OK
why no more?



805-N

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

Comm. R.	
Chf. Engr.	<i>[Signature]</i>
Admin.	
Ops.	<i>[Signature]</i>
D. & C.	<i>[Signature]</i>
Road En.	
Bridge En.	
Const. Engr.	
R/W Off.	
Finance	
Pers.	
Supply	
R/E Off.	

11 March 1955

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

Subject: Report of Operations February 7,
1955 - March 6, 1955

Dear Sir:

The following is the report of operations applicable to the Nome District from February 7, 1955 to March 6, 1955.

The general weather conditions have not been too good. Snow and wind prevailing has made it necessary to do quite a bit of snow removal to keep the roads passable. A glacier is building up on Bourbon Creek, Route 042.22 Center Creek Road.

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

Snow removal was performed several times during the period.

Route 042.22 Center Creek Road W.O. 45

Snow removal was performed several times during the period.

Work Order 413 - Reimbursable

15 1/2 hours time was spent working on the Alaska Communication System's D-8 and D-6 Caterpillars during the period.

401 - Nome Depot

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.

1. Haul stove oil to area.
2. Snow removal in area.

3. Machine work on spare D-6 final drive housings.
4. Bldg. #6 - Repairs to furnace and side doors of building.
5. Auxiliary Light Plant: Charged batteries, made new battery cables. Ran power unit three hours.
6. ARC #73 - Snogo: Repaired auger and auger head, also service job.
7. ARC #3517 - Safety Ferry: Repaired fairleads, machined new shafts and bushings.
8. ARC #3227 - Model C Tournapull: Made rear tow hook. Moved out of shop.
9. ARC #3225 - Model C Tournapull: Moved into shop. Removed rear wheels and axles, did necessary machine work on axles and special nuts. Replaced rear wheel bearing races.
10. ARC #1473 - Dodge 4x4 Power Wagon: Finished transfer case repair by replacing gears and seals.
11. ARC #1457 - Dodge 4x4 Power Wagon: Replaced gears and seals in transfer case, replaced wheel seals, overhauled wheel brake cylinders, replaced muffler and checked light wiring. Removed pickup body and built flat bed.
12. ARC #1429 - Wessel: Repaired radiator.
13. ARC #1472 - D-8 Tractor: Installed new sleeves, pistons and rings, rod bearings and new heads. Ground valves on starting engine. Installed new pinion and ring gear. Checked rear power unit and installed new seals. Installed new seals in lower roller R.H. side, new bushings, seals and shafts in carrier rollers.

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

Yours very truly,

Acting District Engineer

Donald J. Lutz
Donald J. Lutz



808-766-11

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

11 February 1955

Comm. of R.	
Chf. Engr.	W. J. Niemi
Admin.	
Op'ns.	B. S.
Engrg.	W. P. B.
Acc't.	
Pers.	
Supply	

C. J. Anderson

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

Subject: Report of Operations January 10,
1955 - February 6, 1955

Dear Sir:

The following is the report of operations applicable to the Nome District from January 10, 1955 to February 6, 1955.

The general weather conditions during the period have been cold with wind and snow. Had to do some snow removal to keep the roads passable.

Route 042 Nome-Kougarok (Maintenance)

Snow removal was performed once during the period.

Route 042.22 Center Creek Road W.O. 45

Snow removal was performed several times during the period.

Work Order 413 - Reimbursable

Twelve hours time was spent working on the Alaska Communication System D-8 Caterpillar.

401 Nome Depot

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.

1. Haul stove oil to area.
2. Snow removal in area.

Report of Operations January 10 to February 6, 1955

Page 2.

3. Weld and machine spare final drive cases on special jig made for same.
4. Bldg. #15 - Thawed septic tank.
5. Bldg. #5 - Repaired water pump. Cleared roof of snow.
6. Bldg. #6 - Cleaned and straightened up to make more room for storage of winter snow removal equipment.
7. ARC 1491 - Dodge 4x4 Carryall; finished engine installation, check brakes, made necessary body repairs. Road checked.
8. ARC 1443 - 5 KW Portable Light Plant; Removed engine and tore down to replace crankshaft, cleaned parts. (Now waiting for parts to come in before we can finish the repairs.)
9. #73 Snogo; Replaced two augers and cutting edge. Checked batteries, grease job.
10. ARC 1440 - D-8 Tractor; Did necessary machine work on housings, welded "A" frame, installed tracks, installed dozer frame and blade, made adjustments.
11. ARC 1493 - Ford Jeep Fire Truck; Made and installed rear step.
12. ARC 3524 - D-4 Tractor; Cleared off snow and moved into shop for overhaul.
13. ARC 1472 - D-8 Tractor; Cleared off snow, moved into shop, started to dismantle for diesel engine, transmission and steering clutch repair.
14. ARC 3225, 3226 3228 - Tournapulls; Machine work - new nuts for carryall wheel shafts.
15. ARC 3227 - Tournapull; Moved into shop. Replaced seals and bearings in carryall wheels. Made new shaft nuts. Also made new axle hold down bolts.
16. ARC 1429 - Weasel; Adjusted steering clutches. Removed radiator and installed new water pump.
17. ARC 1494 - Weasel; Replaced starting motor, Installed new engine mountings.



Report of Operations January 10 to February 6, 1955

Page 3.

18. APO 1473 - Dodge 4x4 Power Wagon; Removed transfer case for gear replacement, cleaned parts, repaired window regulators.

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

Yours very truly,

Donald J. Lytle

Donald J. Lytle
Acting District Engineer



578 - new

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

14 January 1955

Comm. of Res.	WJM
Chf. Engr.	WJM
Admin.	
Op'ns.	ASS
Engrg.	W.B.S.
Acc't.	
Pers.	
Supply	
M&R	

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

Subject: Report of Operations December 13,
1954 - January 9, 1955

Dear Sir:

The following is the report of operations applicable to the Nome District from December 13, 1954 to January 9, 1955.

The general weather conditions during the period have been cold. Most of the period was below zero and a few nights the temperature was around 30° below zero. Takes a lot of fuel oil this kind of weather.

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

Snow removal was performed once during the period.

Route 042.22 Center Creek Road W.O. 45

Several trail stakes that had been knocked down were reset.

401 Nome Depot

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 necessary rewiring in the shop.

1. Haul stove oil to area.
2. 1473, Dodge Power Wagon. Servicing and generator repair.
3. Bldg. #6. Repairs to furnace fan.

- 4. 1740, D-8 Tractor. Installed new seals in lower rollers; made new hold down bolts for Hyster towing Winch; welded cracked cross member; machined worn front engine mount and made bushing for same; rebuilt starting engine; mounted diesel engine in frame.

- 5. 1491, Dodge Carryall. Removed fenders, radiator and engine; installed new engine; made necessary repairs to car body.

- 6. Made special jig and boring bar to salvage B-8 Caterpillar final drive cases.

- 7. 73, Snogo. Repaired cab heater and made shield for top augers.

- 8. Checked and ran auxiliary light plant (gas driven 35 KVA generator).

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

Henry

Yours very truly,

Donald J. Lyle
 Donald J. Lyle
 Acting District Engineer

BDS
 This appears to be out of
 all proportion to make of
 District and to accident
 of work coming out of
 shop.
 WBM

- 1 - Warehouseman.
- 1 - Watchman.
- 1 - Dist. Mechanic.
- 1 - Foreman.
- 2 - H.D. Mechanics.
- 2 - Tractor ops
- 1 - Grader ops



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION TEN
P.O. Box 219
Nome, Alaska

908.

Comm. R.	<i>[Signature]</i>
Civ. Engr.	<i>[Signature]</i>
Admin.	<i>[Signature]</i>
Opns.	
D. & C.	<i>[Signature]</i>
B. & F. Off.	
Road Br.	<i>[Signature]</i>
Bridge Br.	<i>[Signature]</i>
Contractis.	
Program Off.	<i>[Signature]</i>
Finance.	
Pers.	
Supply.	
R/E Off.	
Safety.	
M. & R.	

December 11, 1956

Mr. Wm. J. Niemi
Highway Engineer
Bureau of Public Roads
Juneau, Alaska

Re: Situation Report for Period Ending
December 8, 1956

Dear Mr. Niemi:

Weather conditions have been generally favorable with only an occasional snow flurry this period. A total snowfall of 15" and a maximum wind velocity of 53 mph has been recorded. As this blast lasted but a few hours little snow removal was required.

Nome District had no visitors this period.

CONSTRUCTION

Work Order 424 - Route 97

The proposed bridge site for crossing the Grand Central River has been plotted and traced. The tracing has been forwarded to Headquarters for review.

No field activities occurred this period.

MAINTENANCE

Work Order 42 - Route 97

Snow removal amounted to the removal of some small drifts near the City Airfield - the rest of the road blew clean.

GENERAL

Wm. J. Niemi

2

December 11, 1956

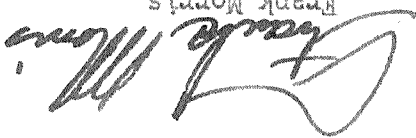
1. All temporary personnel were laid off this period.

2. Repairs have been completed for one grader, one power wagon and the payloader this period. A second grader and a second power wagon will be completed within a day or so upon receipt of parts. This will leave one more grader to be repaired which it is expected will require only light work.

3. Work has stopped on the fuel service trucks one of which is virtually completed until parts are received.

4. The 3/4 yard shovel was brought into the shop for overhaul toward the end of this period. It is expected that this machine will require fairly heavy repairs as it has never been overhauled since acquisition from the Army.

Very truly yours,



Frank Morris
District Engineer

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Cross Reference Sheet

808 Nome

(Code Number and Title)

Nov. 30, 1956

(Date of Correspondence)

To Dist. Engineers & Construction Eng., Haines

From Wm. J. Niemi

Subject Progress Reports

Synopsis: Re our Nov. 28, memorandum, subject "Change in Pay Periods".

Original filed 508 Anchorage



UNITED STATES
 DEPARTMENT OF THE INTERIOR
 ALASKA ROAD COMMISSION
 DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 DIVISION TEN
 P.O. Box 219
 Nome, Alaska

808

Comm. R.	
Chf. Engr.	WST
Admin.	
Ops.	BE
D. & C.	
B. & F. Off.	
Road Br.	ND
Bridge B.	078
Contract	
Program	
Financ.	
Pers.	
Supply	
R/E Off.	
Safety	
M. & R.	

November 14, 1956

Mr. Wm. J. Niemi
 Highway Engineer
 Bureau of Public Roads
 Juneau, Alaska

Re: Situation Report for Period Ending
 November 10, 1956

Dear Mr. Niemi:

The cessation of summer work and the beginning of the winter's program was seen this period. The period began with stormy weather, moderated about the middle, and became clear and cool by the end. Temperatures then dropped to -10° F.; however, average daily temperatures remained above zero.

There were no visitors to the Nome District this period.

CONSTRUCTION

Work Order 424 - Route 97

Construction crews have advanced this road to Mile 36 placing the end opposite Salmon Lake. Preliminary grading has been completed to Mile 45; however, the bulldozers did not reach this point as the last four miles are along a series of eskers which will require no thawing or draining before a road can be shaped over them.

On November 1, 1956 our camps were closed and all equipment moved into the Nome Depot the next day. By this time the frost had penetrated over a foot in undisturbed areas and the ice was eighteen inches thick on the rivers. About a foot of snow had fallen.

*Suspense 12/10
 for BSS
 R. J.*

MAINTENANCE

Work Order 41 - Council Road

Operation of the ferries and their removal for the winter months was our maintenance accomplishments for the period.

After all boat freight destined for Solomon had been trucked over the road the ferries were pulled from the water October 20, 1956.

Work Order 42 - Route 97

Snow removal has been required but once this period at which time our new one-way truck plow was used.

It was found that at speeds of over 20 mph fresh snow boils over the top and obscures vision. A sheet metal airfoil similar to that devised by Foreman Leo Harris was mounted on top and deflected all flying snow until 50 mph was reached.

The test run at 50 mph was made in about 8" of snow that had fallen three days previous. Newly fallen snow may billow more and require a reduction in speed.

Work Order 445 - Bldg. #418 Improvement

The service panel for completing this job has been received. Arrangements have been made with a local electrician to make the installation.

GENERAL

1. All repair work has been completed on the rotary snow plow and the 3 yard dump trucks that are worth repairing.
2. In the shop now are two power wagons, one fuel service truck and a grader. About three days work remains to complete the overhaul of the Dodge power wagons which are waiting for the arrival of a few odd parts. The fuel service truck has been disassembled for inspection and is now being rebuilt. The grader is in for minor repairs and should be completed in a day or two.
3. Painting of the shop interior has just about been completed. This has brightened it very much.

Wm. J. Niemi

3

November 14, 1956

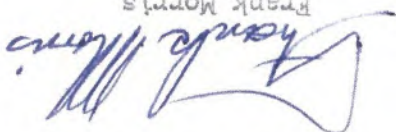
4. The contractor constructing the new Federal Building ceased work upon completion of the excavation and stockpiling of some aggregate.

5. The warehouse is now locating the property in the 1st Account. This is becoming quite difficult as control during our active months becomes rather loose with no property man.

6. One hundred drums of diesel oil has been flown to Quartz Creek Alstrip in the Kongarok Area by Wren Airlines. Dredge operators on Fox Bar plan to use this fuel next spring as the stockpile of Army surplus fuel was exhausted this past season.

7. The Bering Sea began freezing over November 6, 1956. By the end of the period the Eskimos were fishing for tomcod through the ice.

Yours very truly,



Frank Morris
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION TEN
P.O. Box 219
Nome, Alaska

October 19, 1956

Mr. Wm. J. Niemi
Highway Engineer
Bureau of Public Roads
Juneau, Alaska

Re: Situation Report for Period Ending
October 13, 1956

Dear Mr. Niemi:

The approaching signs of winter with freezing then thawing temperatures and some snow has been the rule for the period.

All summer maintenance activities have ceased leaving only the construction of the Nome-Kougarok road continuing.

On October 10, 1956 the last boat for the year arrived and began discharging the winter's supplies. Boat freight will not be available to this area again until the end of June next summer.

Visitors to the Nome District were:

A. F. Ghiglione, Director
BPR, Juneau

M. M. Flint, Division Engineer
BPR, Juneau

F. C. Turner, BPR Survey Team
Washington D. C.

Jimmy Allen, BPR Survey Team
Washington D.C.

Curt Barber, BPR Survey Team
Washington D.C.

J. R. Gordon, BPR Survey Team
Washington D.C.

806

Comm. R.	MS
Chl. Engr.	WGN
Admin.	MS
Ops.	MS
D. & C.	MS
B. & F. Off.	MS
Road Br.	MS
Bridge Br.	MS
Contracts	MS
Program Off.	MS
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
Spec. & R.	

Very little surface blading was accomplished as the surface froze early in the period. It thawed several times and is now rutted in places. This will create no particular problem as no winter maintenance is contemplated.

All work was completed on the Solomon River bridge September 24, 1956; however, traffic had been using it for two weeks prior to this date.

It has been necessary to break the ice ahead of the ferries in the mornings as the end of the period was reached. The ice at Solomon Ferry froze over the lagoon on October 3, 1956 and was strong enough for a man to walk across on until the weather warmed. We plan to pull the ferries out of the water as soon as the Solomon people get their freight off the season's last steamship.

Ferry maintenance, bridge construction and surface blading comprised the maintenance work accomplished this period.

Work Order 41 - Council Road

MAINTENANCE

Location has been staked to about Mile 48. We are hopeful of completing the advance grading this far but do not really expect it this season.

Frost had penetrated to six inches below the surface of our borrow pits by the end of this period. As we are working with scrapers the frost offers no serious problem as long as equipment can break through each morning.

Borrow is very scarce in this area requiring the use of considerable submarginal materials. Later this can be surfaced with higher quality gravel.

A continuous grade has been built to Mile 33 with broken sections extending to Mile 39. This places the end of the drivable road on the descent from Nugget to Salmon Lake.

Work Order 424 - Route 97

CONSTRUCTION

Jim Williams, Engineer
Territorial Department of Mines, Juneau

October 19, 1956

2

Wm. J. Nemi

The road to the ACS Receiver Site was across, around, and behind tailing piles, also it was very crooked. This made snow plowing very difficult as the road was hard to follow and the rotary plowed up many rocks. To remedy this the ACS and the GAA each provided a dozer for straightening and raising this road under our supervision. This resulted in shortening the road from 1.0 mile to 0.8 mile and which most of will blow clean this winter - it is hoped.

Using our new Hough Payloader and dump trucks the grade across the worst of our snow traps was raised that it will blow clean this coming winter.

Railroad ties were utilized for replacing the running plank on Bourbon Creek Bridge. These 4" thick ties should wear for some time.

Maintenance work accomplished this period was repairing the Bourbon Creek Bridge, raising the grade on the ARC Depot Spur and straightening the ACS Receiver Site Road.

Work Order 45 - Nome Locals

Some snow fell but was whipped off by traffic and required no plowing.

By the end of this period the surface was frozen and will require no further surface blading until winter maintenance becomes necessary or unless thawing weather occurs.

Maintenance work consisted of surface blading with particular emphasis on that portion over which winter maintenance will be performed.

Work Order 42 - Nome-Kougarok Road

At the time of this writing the road is still open to Mile 50.

The last trip of the season through to Council was made by Pete Gurrin, a Solomon freighter, on October 3, 1956 with a load of fuel oil for the Council Dredge. He reports that he had to push through snow drifts up to four feet deep as the winds rose and began drifting snow before he could return.

October 19, 1956

3

Wm. J. Meme

Wp. J. Niemi

4

October 19, 1956

GENERAL

1. Nelse Mortensen, a Seattle contractor, began the excavation for the new Nome Federal Building October 13, 1956. He has subcontracted this portion of the work locally.

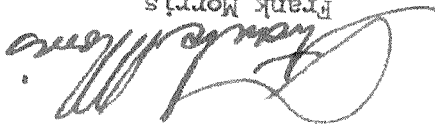
2. High winds have broken one of our 70' plywood antenna masts again for which the shop is fabricating a replacement of steel pipe. The other mast is of treated paper and has had no failures.

3. Conducted A. F. Ghitlone and a BPR Survey Team which he was conducting over a portion of the Council Road, over the Nome-Kougarok Road to construction activities and through the Nome Depot.

4. The season's first snow fell September 19, 1956; however, it remained only a short time.

5. The Territory Highway Engineer asked for and received bids September 20, 1956 to accomplish preliminary grading on the Miller Road. No award has yet been made.

Very truly yours,



Frank Morris
Highway Engineer



808

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~UNITED STATES~~
~~DEPARTMENT OF THE INTERIOR~~
ALASKA ROAD COMMISSION
P. O. Box 219
Nome, Alaska

September 18, 1956

Comm. R.	
Chf. Engr.	1/27
Admin.	
Ops.	6/5
B. & C.	
B. & F. Off.	
Road Br.	
Bridge Br.	1/27
Cont.	
Finance	
Pers.	
Supply	
Trk. & Eng.	
Unk.	

Mr. Wm. J. Niemi
Chief Engineer
Bureau of Public Roads
Juneau, Alaska

Re: Situation Report for Period Ending
September 15, 1956

Dear Mr. Niemi:

Inclement weather spaced by a day or two of good weather, at least once a week, has marked this period.

Two storms interrupted ferry service and washed over the Nome-Council Road at Mile 16 $\frac{1}{2}$ - both halting traffic until repairs were made. Bush pilots report these storms have carried away almost all drainage structures on the Lost River Road - there remains a few culverts.

Visitors to the Nome District were:

Mr. E. L. Bartlett
Delegate from Alaska

Mr. Irving Reed
Territorial Highway Engineer, Juneau

Mr. G. A. Seeliger
Board of Road Commissioners, Fairbanks

Mr. Peter C. McCormick,
Board of Road Commissioners, Wrangell

Mr. Ken Sheppard
Board of Road Commissioners, Anchorage

Mr. Dewey Goodrich
Board of Road Commissioners, Nome

Mr. Don Maki, Aerial Photographer
D. J. Belcher & Associates, Fairbanks

Mr. Wm. J. Niemi

3

September 18, 1956

The gravel trucks have stabilized for wet weather conditions almost all of that upper road along the Fox River opened this season. About the middle of the period they were all brought to Nome to finish raising the grade through snow traps on the ARC Depot Spur as funds were running low on the Nome-Council Road and we wish to accomplish the dozer work in the East Fork of the Solomon before the season's end.

Mileposts have been installed to Mile 50 and we expect to have the balance in within a week or so.

Traffic has increased considerable as surface blading has kept the road fairly smooth most of the summer. It has reached the point that the ferrymen have to put in pretty long hours, particularly over the weekends. If it continues to increase much more, arrangements will have to be made to double shift the ferries during the peak periods.

Installation of a new traction cable for the Safety Ferry became necessary when the old one became unsafe.

Fifty four vehicles crossed the Safety Ferry during this period.

Work Order 42 - Nome-Kougarok Road

Maintenance work consisted of surface blading and raising the grade across snow traps between Nome and the ARC Depot.

Work Order 45 - Nome Locals

Surface blading, washout repairs and raising the grade comprised most of the maintenance work.

Washouts occurred on the Snake River Road at Mile 5.4, Mile 6.2 and Mile 20.0 due to heavy run off. Repairs have been accomplished to the extent that the road is passable for auto traffic.

The snow traps on the ARC Depot Spur are being raised with dump trucks - a few more days will complete the job for this season.

Work Order 47 - Deering-Inmachuk

Heavy rains have made this road all but impassable. Sufficient spot graveling is being performed only to protect the existing road.

Mr. Wm. J. Nemi

4

September 18, 1956

Continued operation of the Immachuk Mining Company, the largest miner in the area, is problematical at this time. Lack of operating funds forced them to cease work. After the crew had gone the owner and his wife were making the cleanup on the dredge and were pleasantly surprised, so the story goes. No doubt, with this development they will operate again next season if funds can be raised.

Work Order 436 - Garage Improvement

All work has been completed on this project except for installing the mandoor latches and catches. This has made a welcome improvement in our shop.

No work has been performed for those work orders not mentioned above.

GENERAL

1. Difficult working conditions halted the survey work being performed by the Territorial Highway Engineer's Office on the Nome to Teller route. They began work where the Sunset Road ends at the Penny River and progressed about 20 miles to the Feather River.

2. During the worst of the rainy weather the maintenance crew made a general cleanup around the ARC Depot and began destroying and dumping those surveyed pieces of equipment located behind the shop.

3. The modification kit for the portable two-way auto radio has been received. Arrangements have been made with one of the GAA technicians to make the installation.

Very truly yours,

Frank Morris
Frank Morris
District Engineer

UNITED STATES
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

P. O. Box 219
Nome, Alaska

September 18, 1956

Mr. Wm. J. Niemi
Chief Engineer
Bureau of Public Roads
Juneau, Alaska

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Board of Road Commissioners, Fairbanks

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Board of Road Commissioners, Wrangell

Mr. Ken Sheppard
Board of Road Commissioners, Anchorage

Mr. Dewey Goodrich
Board of Road Commissioners, Nome

Mr. Don Maki, Aerial Photographer
D. J. Belcher & Associates, Fairbanks

Comm. R.....
Chi. Engr.....
Admin.....
Ops.....
M. & C.....
B. & F. Off.....
Road Br.....
Bridge Br.....
Contracts.....
Program Off.....
Finance.....
Pers.....
Supply.....
R/E Off.....
Safety.....
M. & R.....

Mr. Wm. J. Niemi

2

September 18, 1956

Mr. Al Stout, Placer Miner
Kobuk, Alaska

Mr. A. C. Steinwandel
Construction Division Operations North
District Engineer Office, Anchorage

CONSTRUCTION

Work Order 424 - Route 97

The advance construction crew has progressed to Mile 36 while the scraper crew has reached Mile 31 to which point a passenger car can drive.

Work did not progress as rapidly this period as the tournapulls were "broke down" a large portion of the time. Toward the end of the period they were all hauled back to the Nome Depot and preparations made to continue graveling with our trucks since summer maintenance work is almost through for the season.

The Territorial Board of Road Commissioners met here in Nome and voted to provide an additional \$100,000 that we might provide a passable road to Salmon Lake near Mile 34, extend our advance crew's work to the vicinity of Mile 50, and to design and order the bridge steel for three crossings. This we expect to accomplish this season. Bridges of the deck girder type are contemplated.

On September 17, 1956 a Territorial work order for \$35,000 will be issued to cover our immediate costs; the balance will be provided as soon as the Territorial Highway Engineer can make the proper arrangements.

Accomplishing this will make it possible to connect through to Bunker Hill in one more season if too much wet weather does not occur.

MAINTENANCE

Work Order 41 - Council Road

Surface blading, bridge erection, graveling and milepost installation has consisted of the maintenance work performed this period.

The bridge across the Solomon River near Mile 42 has just about been completed by a three man crew during the period. Installation of the running planks, bolting the bullrail and painting the steel remains to be completed.

Mr. Wm. J. Niemi

3

September 18, 1956

The gravel trucks have stabilized for wet weather conditions almost all of that upper road along the Fox River opened this season. About the middle of the period they were all brought to Nome to finish raising the grade through snow traps on the ARC Depot Spur as funds were running low on the Nome-Council Road and we wish to accomplish the dozer work in the East Fork of the Solomon before the season's end.

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Fifty four vehicles crossed the Safety Ferry during this period.

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The snow traps on the ARC Depot Spur are being raised with dump trucks - a few more days will complete the job for this season.

Work Order 47 - Deering-Inmachuk

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Mr. Wm. J. Niemi

4

September 18, 1956

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Work Order 436 - Garage Improvement

All work has been completed on this project except for installing the mandoor latches and catches. This has made a welcome improvement in our shop.

No work has been performed for those work orders not mentioned above.

GENERAL

1. Difficult working conditions halted the survey work being performed by the Territorial Highway Engineer's Office on the Nome to Teller route. They began work where the Sunset Road ends at the Penny River and progressed about 20 miles to the Feather River.
2. During the worst of the rainy weather the maintenance crew made a general cleanup around the ARC Depot and began destroying and dumping those surveyed pieces of equipment located behind the shop.
3. The modification kit for the portable two-way auto radio has been received. Arrangements have been made with one of the CAA technicians to make the installation.

Very truly yours,

Frank Morris
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Nome, Alaska

August 28, 1956

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

Re: Situation Report for Period Ending
August 18, 1956

Dear Mr. Niemi:

Wet and disagreeable weather conditions have occurred during the major portion of this past period. A rainfall of 2.88 inches occurred during the night of August 9th and washed out several portions of the Nome-Kougarok, Snake River and the Council Roads. All roads were made passable by the following night and repairs were completed within a few days.

These conditions did not interfere too greatly with the construction of the Nome-Kougarok Road as the crews were working with stable materials.

Visitors to the Nome District this period were:

Alan Wrye, Locator
Territorial Engineers Office, Anchorage

William Kerns, Engineer
U.S. Bureau of Mines, Juneau

Alvin Kaufman, Engineer
U.S. Bureau of Mines, Juneau

CONSTRUCTION

W.O. 424 - Route 97

A continuous grade has been advanced to Mile 28 with broken sections extending to Mile 33. This gives approximately eight miles of road constructed so far this season.

808. Nome

Comm. R.	
Chf. Engr.	WJN
Admin.	
Opns.	WJN
B. & C.	
B. & F. Off.	
Road Br.	WJN
Bridge Br.	
Contracts	
Program Off.	R
Finance	
Pers.	
Supply	
R/E OH	
Safety	
M. & R.	

Situation Report for Period Ending August 18, 1956

Page 2

Our crews had the good fortune of crossing the difficult ground before the rains came and have been able to work in stable materials since. At their present rate of progress about three weeks more of this exists and then we will be forced to cross a $2\frac{1}{2}$ mile stretch of very poor ground or detour it temporarily along a creek bottom.

The main camp has been moved to Mile 28 on David Creek and the advance camp moved to Mile 32 on Grand Central River. The crews from these camps are working toward each other with the contractors trucks following, now surfacing and widening near Mile $25\frac{1}{2}$.

W.O. 433 - Basin Creek Airfield

Wet weather halted all work on this project as the airfield is over submarginal materials which becomes very muddy if handled under these conditions.

MAINTENANCE

W.O. 41 - Council Road

Heavy spot graveling, washout repairs and surface blading have comprised most of the maintenance work performed along this road.

The pile driver and most of the bridge materials have been moved to the Solomon River Bridge Site to begin erection. Considerable delay was caused by the tractor-truck breaking down twice along the way while moving the pile driver.

Mileposts have been rehabilitated as far as Mile 25 along this route. Considerable variance is occurring between the old and new mileage, probably because the old was measured from the Post Office and that there have been several alignment changes made along the way.

The gravel trucks are spot graveling along Fox River and have moved all but three miles of the road up out of the river bottom. During the wet weather about $\frac{1}{2}$ mile of the upper road being used is not too good for passenger cars. We hope to have this stabilized in about two more weeks.

One large tractor is working on this road and had raised about 1000' of the grade along the East Fork of the Solomon and then was moved to finish the approach fills for the Solomon River Bridge. It is hoped that the crew will get the rest of the grade raised at least five or six feet across the worst glaciating areas in the East Fork as this should permit the road to be opened next season several weeks earlier than has been normal in the past.

Situation Report for Period Ending August 18, 1956

Page 3

Temporary repairs to the Shovel Creek Bridge have been affected as considerable delay has occurred obtaining materials for erecting a replacement culvert.

During the middle part of the period almost three inches of rain fell during one night and washed out about 150' of road at Mile 39, 200' near Mile 38, and a portion of the Hasting Creek Fill at Mile 9.

We believe that the Hasting Creek Fill is now in shape to handle any floods that might occur; however, it will be next spring before its resistance for glaciering action can be observed.

Improvements made last season to the Penny Creek Culvert and the North Approach to Safety Ferry are successfully resisting nature's forces. Next season the South Safety Approach can be reconstructed in the same manner.

Morrison-Knudsen have finished moving their building supplies and materials back to Nome from their winter dump near mile 40.

Four hundred and forty vehicles crossed the Safety Ferry this period.

W.O. 42 - Nome-Kougarok

Washout repairs and surface blading consisted of the maintenance work performed over this route.

On August 9th heavy run off washed out portions of the road at Mile 11, Mile 15 and Mile 21. All were caused by culverts operating beyond their capacity.

W.O. 43 - Seward Peninsula R.R.

No work this period.

Road Construction activities have eliminated the use of this railroad excepting that portion from Mile 28 to Mile 47 by crossing it, by using the old grade where a definite advantage was to be gained, and by the collapse of one trestle while moving supplies over it to our advance crews.

It has been reported by local fishermen that the determined person can make it with a "speeder" from Mile 47 to Iron Creek if cribbing and a jack are carried.

Situation Report for the Period Ending August 18, 1956

Page 4

W.O. 44 - Council Locals

The Big Hurrah Road has been opened and repairs completed on the Council-Ophir Road.

The Big Hurrah Road was opened that we might recover our buildings which had been lent to the mine and had not been returned.

Approximately six inches of gravel was placed across a $\frac{1}{2}$ mile long section of the Council-Ophir Road that becomes impassable during a heavy rain. An all-weather summer road now exists and was left in good shape by the grader.

W.O. 45 - Nome Locals

Maintenance work was comprised of washout repairs and surface blading this period.

Three washouts occurred on the Snake River Road. Two were caused by culverts being overloaded by heavy run off and the third was caused by the stream channel of Rock Creek shifting.

W.O. 48 - Teller-Bluestone

All maintenance work has been completed for the season on this road. It has consisted of opening the road, cleaning the ditches, spot graveling and some surface blading with a pull grader.

There has been much discussion with the old timers in Teller regarding the merits of surface blading. They are somewhat suspicious of the benefits to the road and believe it to be a waste of money. In the past the policy has been to fill the "chuck" holes and low spots by hand from a gravel truck.

W.O. 436 - Garage Improvement

Almost all the work of installing the new folding equipment doors has been completed. That remaining consists of sealing and insulating around the door frames and grouting in the cane bolt sockets.

Upon opening the shipping crates it was discovered that much of the hardware for assembling the doors was missing. To avoid delaying the job the missing parts excepting the mandoor handles were made up in the shop.

GENERAL

1. The new Ford Dump Trucks have proved to be very good machines. Two minor corrections are necessary - one, the fuel tanks are

Situation Report for the Period Ending August 18, 1956

Page 5

too small to operate for a full shift; second, the subframes of the dump bodies were not fastened securely enough to the truck frames for spreading gravel over soft or uneven ground.

The first has been temporarily corrected by giving each driver a five gallon can of gasoline to finish out his shift with. Additional bolts have corrected the second weak point.

2. A locator from the Territory Highway Engineers Office in Anchorage has been dispatched to Nome to stake the Nome-Teller Road and estimate the volume of materials required for construction. He began work from the end of the road at Penny River and hopes to finish some forty miles to the end of the Teller-Bluestone this season. } *Good man*

3. It has been reported by the Watchmen at the Lost River Tin Mine that a portion of the road was washed away about the middle of the period. The road is now passable by driving through the river during low water.

4. Work has begun arranging and consolidating the salvaged materials scattered through our warehouses.

5. A powder house for storing dynamite has been erected from salvaged building materials permitting us to remove the dynamite from the warehouse.

Very truly yours,



Frank Morris
District Engineer

Nome, Alaska

August 28, 1956

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

Re: Situation Report for Period Ending
August 18, 1956

Dear Mr. Niemi:

Wet and disagreeable weather conditions have occurred during the major portion of this past period. A rainfall of 2.88 inches occurred during the night of August 9th and washed out several portions of the Nome-Kougarok, Snake River and the Council Roads. All roads were made passable by the following night and repairs were completed within a few days.

These conditions did not interfere too greatly with the construction of the Nome-Kougarok Road as the crews were working with stable materials.

Visitors to the Nome District this period were:

Alan Wrye, Locator
Territorial Engineers Office, Anchorage

William Kerns, Engineer
U.S. Bureau of Mines, Juneau

Alvin Kaufman, Engineer
U.S. Bureau of Mines, Juneau

CONSTRUCTION

W.O. 424 - Route 97

A continuous grade has been advanced to Mile 28 with broken sections extending to Mile 33. This gives approximately eight miles of road constructed so far this season.

Comm. R.....
Chf. Engr.....
Admin.....
Opns.....
B. & C.....
B. & F. Off.....
Road Br.....
Bridge Br.....
Contracts.....
Program Off.....
Finance.....
Pers.....
Supply.....
R/E Off.....
Safety.....
M. & R.....



Situation Report for Period Ending August 18, 1956

Page 2

Our crews had the good fortune of crossing the difficult ground before the rains came and have been able to work in stable materials since. At their present rate of progress about three weeks more of this exists and then we will be forced to cross a 2½ mile stretch of very poor ground or detour it temporarily along a creek bottom.

The main camp has been moved to Mile 28 on David Creek and the advance camp moved to Mile 32 on Grand Central River. The crews from these camps are working toward each other with the contractors trucks following, now surfacing and widening near Mile 25.

W.O. 433 - Basin Creek Airfield

Wet weather halted all work on this project as the airfield is over submarginal materials which becomes very muddy if handled under these conditions.

MAINTENANCE

W.O. 41 - Council Road

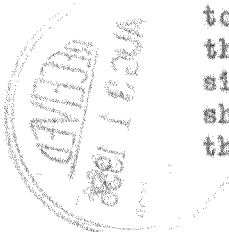
Heavy spot graveling, washout repairs and surface blading have comprised most of the maintenance work performed along this road.

The pile driver and most of the bridge materials have been moved to the Solomon River Bridge Site to begin erection. Considerable delay was caused by the tractor-truck breaking down twice along the way while moving the pile driver.

Mileposts have been rehabilitated as far as Mile 25 along this route. Considerable variance is occurring between the old and new mileage, probably because the old was measured from the Post Office and that there have been several alignment changes made along the way.

The gravel trucks are spot graveling along Fox River and have moved all but three miles of the road up out of the river bottom. During the wet weather about ½ mile of the upper road being used is not too good for passenger cars. We hope to have this stabilized in about two more weeks.

One large tractor is working on this road and had raised about 1000' of the grade along the East Fork of the Solomon and then was moved to finish the approach fills for the Solomon River Bridge. It is hoped that the crew will get the rest of the grade raised at least five or six feet across the worst glaciating areas in the East Fork as this should permit the road to be opened next season several weeks earlier than has been normal in the past.



Situation Report for Period Ending August 18, 1956

Page 3

Temporary repairs to the Shovel Creek Bridge have been affected as considerable delay has occurred obtaining materials for erecting a replacement culvert.

During the middle part of the period almost three inches of rain fell during one night and washed out about 150' of road at Mile 39, 200' near Mile 38, and a portion of the Hasting Creek Fill at Mile 9.

We believe that the Hasting Creek Fill is now in shape to handle any floods that might occur; however, it will be next spring before its resistance for glaciating action can be observed.

Improvements made last season to the Penny Creek Culvert and the North Approach to Safety Ferry are successfully resisting nature's forces. Next season the South Safety Approach can be reconstructed in the same manner.

Morrison-Knudsen have finished moving their building supplies and materials back to Nome from their winter dump near mile 40.

Four hundred and forty vehicles crossed the Safety Ferry this period.

W.O. 42 - Nome-Kougarok

Washout repairs and surface blading consisted of the maintenance work performed over this route.

On August 9th heavy run off washed out portions of the road at Mile 11, Mile 15 and Mile 21. All were caused by culverts operating beyond their capacity.

W.O. 43 - Seward Peninsula R.R.

No work this period.

Road Construction activities have eliminated the use of this railroad excepting that portion from Mile 28 to Mile 47 by crossing it, by using the old grade where a definite advantage was to be gained, and by the collapse of one trestle while moving supplies over it to our advance crews.

It has been reported by local fishermen that the determined person can make it with a "speeder" from Mile 47 to Iron Creek if cribbing and a jack are carried.

Situation Report for the Period Ending August 18, 1956

Page 4

W.O. 44 - Council Locals

The Big Hurrah Road has been opened and repairs completed on the Council-Ophir Road.

The Big Hurrah Road was opened that we might recover our buildings which had been lent to the mine and had not been returned.

Approximately six inches of gravel was placed across a $\frac{1}{2}$ mile long section of the Council-Ophir Road that becomes impassable during a heavy rain. An all-weather summer road now exists and was left in good shape by the grader.

W.O. 45 - Nome Locals

Maintenance work was comprised of washout repairs and surface blading this period.

Three washouts occurred on the Snake River Road. Two were caused by culverts being overloaded by heavy run off and the third was caused by the stream channel of Rock Creek shifting.

W.O. 48 - Teller-Bluestone

All maintenance work has been completed for the season on this road. It has consisted of opening the road, cleaning the ditches, spot graveling and some surface blading with a pull grader.

There has been much discussion with the old timers in Teller regarding the merits of surface blading. They are somewhat suspicious of the benefits to the road and believe it to be a waste of money. In the past the policy has been to fill the "chuck" holes and low spots by hand from a gravel truck.

W.O. 436 - Garage Improvement

Almost all the work of installing the new folding equipment doors has been completed. That remaining consists of sealing and insulating around the door frames and grouting in the cane bolt sockets.

Upon opening the shipping crates it was discovered that much of the hardware for assembling the doors was missing. To avoid delaying the job the missing parts excepting the mandoor handles were made up in the shop.

GENERAL

1. The new Ford Dump Trucks have proved to be very good machines. Two minor corrections are necessary - one, the fuel tanks are

Situation Report for the Period Ending August 18, 1956

Page 5

too small to operate for a full shift; second, the subframes of the dump bodies were not fastened securely enough to the truck frames for spreading gravel over soft or uneven ground.

The first has been temporarily corrected by giving each driver a five gallon can of gasoline to finish out his shift with. Additional bolts have corrected the second weak point.

2. A locator from the Territory Highway Engineers Office in Anchorage has been dispatched to Nome to stake the Nome-Teller Road and estimate the volume of materials required for construction. He began work from the end of the road at Penny River and hopes to finish some forty miles to the end of the Teller-Bluestone this season.

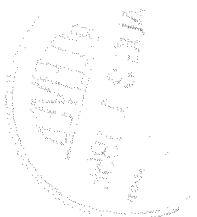
3. It has been reported by the Watchman at the Lost River Tin Mine that a portion of the road was washed away about the middle of the period. The road is now passable by driving through the river during low water.

4. Work has begun arranging and consolidating the salvaged materials scattered through our warehouses.

5. A powder house for storing dynamite has been erected from salvaged building materials permitting us to remove the dynamite from the warehouse.

Very truly yours,

Frank Morris
District Engineer





UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

Nome, Alaska

July 25, 1956

808

Comm. R.	
Chf. Engr.	WSD
Admin.	
Ops.	
S. & C.	
B. & E. Off.	
Road Br.	
Bridge Br.	
Contracts	
Program Off.	
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
M. & R.	

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

Re: Situation Report for Period Ending
July 21, 1956

Dear Mr. Niemi:

The past period has been marked by excellent weather. Our construction force took advantage of this and advanced the grade four miles across difficult ground to fairly easy construction.

The powder-dry road surface has made it very difficult for our maintenance crews to keep the road surfaces smooth - they hope for rain.

After the middle of the month the frost had receded sufficiently that it no longer created interference in the scraper borrow pits. Equipment in the shovel pits is still "bucking" it.

Visitors to the Nome District this period were:

Governor B. Frank Heinzelman
Juneau

Mr. B.D. Stewart Jr., Chief Operations
ARC, Juneau

Mr. Emery F. Kennedy, Safety Engineer
ARC, Juneau

Mr. Irving Reed, Territorial Highway Engineer
Juneau

Mr. Glenn B. Walker, Representative
Goodyear Tire & Rubber Company

Lt. S.G. Al Bridgman, Executive Officer
USCG Sedge

Situation Report for Period Ending July 21, 1956

Page 2

Mr. Al Hansom, Photographer
Don Horter Productions

Mr. Al Snyder, Miner
Kougarok

CONSTRUCTION

W.O. 424 - Route 97

The crew was built up to full strength early this period and advanced a continuous grade to Milepost 25 along the old Seward Peninsula RR - broken sections of grade extend on to Milepost 28.

Very little "down time" occurred for the tractors, this was not true for the tournspulls. Of the four machines we have, there has seldom been more than three operating. Most trouble stems from improper adjustment of controls and some units that were not completely overhauled. It is believed that as our mechanics become more familiar with this equipment less trouble will develop.

Toward the end of the period the gravel contractor began placing borrow on the road. His production has not been very good as the equipment developed mechanical difficulties and is not too well matched.

We plan to move our camp from Darling Creek to David Creek near Milepost 30 in the near future. The advance dozer camp will be moved to the head of Salmon Lake near Milepost 33.

It should be noted that the actual mileage of the road is about one mile less than the mileposts of the railroad indicate. The gap will continue to widen as the road progresses.

W.O. 433 - Basin Creek Airfield

Some grading was continued this period and remains to be completed. As one of our motor graders was not operating the roads required the other for maintenance leaving little time for finishing the airfield.

W.O. 441 - Teller Road

No work this period. The Territorial Highway Engineer advanced the idea of accomplishing some preliminary grading this season and asked that we submit any ideas we might have - this has been accomplished.

Situation Report for Period Ending July 21, 1956

Page 3

RECONSTRUCTION

No work this period.

MAINTENANCE

W.O. 41 - Nome-Council

Maintenance of this route has consisted mostly of heavy spot graveling, surface blading, washout repairs and ferry repairs.

Unusually heavy traffic created by the large volume of return White Alice freight broke up the road surface until it became difficult to traverse, for some autos it was impassable, and damaged the Solomon Ferry, which became inoperative until it was again floated and a new apron built. The road was then closed to all truck-trailers until the road surface could be graveled - this required about one week. Morrison-Knudson was asked to help with the graveling as they were responsible for breaking up the road. This they did by adding two dump trucks which hauled for a few days and then slipped away. As we were able to handle it by then we did not attempt to hold them to their promise of help.

The old Shovel Creek Bridge was broken down by one of our gravel trucks. Traffic will be forced to ford the Solomon River until galvanized bolts are obtained to erect a large multiplate culvert for replacement.

Winter glaciers receded sufficiently that a bulldozer was able to open the road to Mile 65 along the Fox River by the end of the period. A couple small washouts that are passable with a pickup block auto traffic from reaching Council. These will be repaired within a day.

W.O. 42 - Nome-Kougarok

Erection of mileposts and surface blading consisted of the maintenance work performed over this route during the period.

Mileposts, beginning from the City Limits of Nome have been repaired, replaced and moved to the corrected distance as far as Mile 23.

W.O. 45 - Nome Locals

Routine surface blading has been performed for these roads. Some spot graveling is required but will not be accomplished until loading equipment can be repaired.

W.O. 48 - Feller-Bluestone

Maintenance work has consisted of opening the road to Mile 6 and cleaning the ditches with a pullgrader. About three miles of ditching and grading had been accomplished by the end of the period.

W.O. 447 - Quartz Creek Airfield

The airstrip has been leveled, graded and drained. Fairly heavy leveling was required as there were dips in and two to three feet below the grade. Lateral drains were cut to prevent accumulation of water from the melting subsurface ice.

W.O. 448 - Utica Airfield

The lower end of the airstrip, damaged by the spring runoff of the Imechuk River, had several loads of gravel placed and was graded.

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

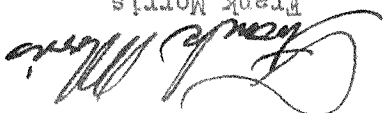
GENERAL

1. The Big Hurrah maintenance camp has been established along the Nome-Council Road near Mile 42.

2. Radio communication has been established between our depot and the construction crew. The modification kit for the portable auto radio has not yet been received that it can be used in the new pickups supplying 12 volts.

3. The painting of the interior of the Nome Depot Shop has been deferred until needed as a "fill-in" when poor weather arrives later this summer.

Very truly yours,



Frank Morris

District Engineer



808

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
Nome, Alaska

June 28, 1956

Comm. R.	
Chf. Engr.	WJM
Admin.	
Opns.	BPE
D. & C.	
B. & F. Off.	
Road Br.	
Brig. Br.	
Contracts	
Program Off.	
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
A. & R.	

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

Re: Situation Report for Period Ending
June 23, 1956

Dear Mr. Niemi:

Early this period excellent weather, reaching into the upper sixties, caused a rapid spring runoff which carried away portions of our roads. Most notable were those near Mile 10 on the Nome-Council Road, near Mile 13 on the Nome-Kougarok Road and between Miles 16 and 17 on the Deering-Inmachuk Road. The last being the most serious as approximately one mile of road was lost when the Inmachuk River cut a new channel.

With the arrival of the season's first boat June 17, 1956 the weather cooled to high daytime temperatures in the low fifties. This gave us a good chance to get our construction and maintenance crews organized and started to work.

Visitors to the Nome District this period were:

Mr. H.M. Pentecost, Territorial Highway Engineer Office
Anchorage, Alaska

Mr. M.W. Bales, Chief, Administrative Division
ARC, Juneau, Alaska

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

SURVEYS, INVESTIGATIONS & PLANS

W.O. 42 - Nome - Kougarok Road

Assistance has been received from the USGS men working here in the form of expert opinions concerning interpretations of formations located from aerial photos along this route between Miles 30 and 45. Aerial reconnaissance has verified some and an-on-the-ground inspection will be necessary at the first opportunity before a route can be definitely established.

Situation Report for Period Ending June 23, 1956

Page 2.

The USGS at Menlo Park, California has forwarded a report covering gravel deposits between Miles 14 and 30 which is very helpful. This will eliminate much tedious foot reconnaissance.

CONSTRUCTION

W.O. 424 - Route 97

Work began with two bulldozers opening borrow pits on June 2, 1956. By June 18, 1956 the tournapulls moved onto the job at which time the pits were sufficiently thawed and hauling began.

By the end of this period the dozer crew had advanced to Mile 25 and the tournapulls to Mile 22 graveling in both directions from the 21.5 mile pit.

Several breaks in the grade exist from Mile 21 to 25, a total of about one mile remains to be graveled before the road becomes continuous. One of these breaks is across a 3000 foot bog over which a strong effort is being made to cover it with gravel before the frost recedes too far or the rains come.

W.O. 433 - Basin Creek Airfield

Ditching and grading is continuing as the south end dries up.

W.O. 441 - Teller Road

No work this period.

MAINTENANCE

W.O. 41 - Nome - Council

The road has been opened to Mile 47 where four feet of ice on the road halted further work. The Safety and Solomon ferries became ready for service June 16, 1956 - about ten days later than usual as considerable repair work was necessary after last fall's large volume of White Alice freight.

Warm weather bringing a heavy spring runoff caused a section of the Hastings fill at Mile 10 to be carried away and the North approach to the Jerusalem Creek Bridge near Mile 32 to be washed out. Partial repairs have been accomplished at Hastings and completed at Jerusalem Creek.

Morrison-Knudsen is busy trucking their 1200 tons of White Alice freight from Mile 37 to Nome.

W.O. 42 - Nome - Kougarok

Maintenance of this route, opened early this period, consisted

Situation Report of Period Ending June 23, 1956

Page 3.

of raising the grade approximately two feet from Mile $1\frac{1}{2}$ to Mile 2, washout repairs near Mile 12 and 13, and some surface blading.

Surface blading was at a minimum as only one grader whose use was required on all roads, was in operating condition this period.

W.O. 43 - Seward Peninsula Railroad

The USSR&M the only user to date has removed the snow and made the railroad passable to Mile 30. We have performed no work.

W.O. 44 - Council Locals

No work this period.

W.O. 45 - Nome Locals

All roads in this system have been opened and are passable.

Graveling of the Submarine-Paystreak Road has been completed; replacing the three bridges crossing Anvil Creek with one culvert together with realigning the approaches has been completed; raising the low snow traps along the ARC Depot spur has been started. The tournapulls were then moved onto construction work as we were requested to hold back on our maintenance work until after July 1, 1956.

W.O. 46 - Bunker Hill-Kougarok

A two man crew was flown to Quartz Creek at the beginning of the period to repair the tractor and open the road to Taylor. They had completed all work by the end of the period and started to bring the tractor to Nome. At Mile 66 along the Seward Peninsula Railroad it became mired down in a creek bottom. Preparations are now under way to take a winch tractor from Nome to assist.

W.O. 47 - Deering-Inmachuk

Maintenance of this route consisted of opening the road, spot graveling, and making a passable detour around a mile-long washout where the Inmachuk River changed its course near Mile 16.

Mining activity at Utica has been reactivated this season and will require about 200 tons of freight. If the weather holds fair the authorized funds will be sufficient to maintain the road in a passable condition for this freight. Rainy weather, which is generally not the rule for this area, will make the partially built detour around the 16-Mile washout impassable as it crosses ungraveled tundra.

Situation Report for Period Ending June 23, 1956

Page 4

W.O. 48 - Feller-Bluestone

Work in this area has been deferred until after July 1, 1956.

W.O. 49 Trails

No work this period

W.O. 436 - Garage Improvements

No work has been performed. A contract has been entered into with a local firm to accomplish this work.

W.O. 445 - Building #418 Improvement

All preparatory work has been completed and we are now waiting for the arrival of a control panel and the sheet rock that we might finish this job.


W.O. 446 - Kiwelik-Candle Trail

A 30" X 20' corrugated metal pipe has been shipped to Mud Creek and is now ready for installation.

GENERAL

1. Painting the interior at the Nome Depot repair shop has started.
2. The new equipment has been received on the season's first boat. It appears to have been handled roughly in transit as some was dented and scraped. Supplies are still being unloaded.

Very truly yours,


Frank Morris
District Engineer



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

508 Nome

June 1, 1956

Chief Eng.	
Admin.	
Ops.	
D & C.	
B & E. Off.	
Road Br.	
Brig. Br.	
Contracts	
Program Off.	cc
Finance	
Pers.	
Suppl.	
R/E Ch.	
Salary	
M & R	

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

Re: Situation Report for Period Ending
May 26, 1956

Dear Mr. Niemi:

The annual signs of spring are now with us - the streams and rivers are running full, the snow is melting fast, the sun is shining and the grass is just beginning to turn green.

On May 11, 1956 the sea ice began breaking and moving to form large ice packs. During the remainder of the period it drifted back and forth between one and twenty miles (dependent upon wind and current) from shore. We are assembling our maintenance crews and are accomplishing all of the readily accessible work before opening the roads. Toward the end of the period the Nome - Council Road was opened to Mile 11 and the Nome - Kougarok to Mile 16.

There were no visitors to the Nome District during this period.

MAINTENANCE

W.O. 41 - Nome - Council

The Nome - Council Road has been opened to Mile 11 where the annual washout of Hastings Creek stopped further progress. A 112" diameter x 40' multiplate culvert has been assembled at the Nome Depot from plates salvaged from abandoned ammunition huts. This culvert will be installed as soon as the water drops and permits preparation of the culvert bed.

Aerial inspection shows the Solomon Crossing at Mile 42 to be completely glaciated over. Water is flowing around both ends of the present bridge which appears to be tipped to the North. An on - the - ground inspection will have to be made before the damage can be ascertained. As this bridge is scheduled for replacement this season few repairs will be made unless it becomes impossible to ford the Solomon River for a long period.

Early snows last fall have held most other glaciering along this route to a minimum.

W.O. 42 - Nome - Koverok

Snow has been removed and washouts are being repaired to Mile 16 along this route. Glaciering is at a minimum along this route also. It is expected that our crew will have this route completely opened within a few more days.

W.O. 45 - Nome Locals

Graveling of the Submarine - Pysstreak Road, raising the low spots on the Alaska Road Commission Depot Spur, and improving the Anvil Creek Crossing of the Sunset Road are all in progress. In a few more days all will be completed except raising the low spots on the Alaska Road Commission Depot Spur.

These projects were used to keep our men busy while embaling our maintenance crews and waiting for the weather to melt the snow. About the middle of the period it became necessary to dynamite the floating cakes of ice in the Snake River to protect the Sunset Road Bridge from damage.

W.O. 436 - Geyere Improvement

Those materials to be salvaged for incorporation into this project have been collected and invitations to bid on the labor for erection have been posted.

W.O. 445 - Bibe. 418 Improvement

Preliminary work has begun and a small negotiated contract has been entered into for leveling and reframing the furnace room.

W.O. 422 - Anvil Mt. Road

Early in the period the snow road to the Anvil Mt. Site was removed when warm weather softened, and made it impassable. As the Air Force was very anxious to continue repairs to their fire damaged buildings and equipment our crew did not wait until the weather melted down the snow. This required the removal of three drifts averaging up to twenty feet deep and eight hundred feet long. The remainder of the snow was from two to ten feet deep.

A slot the width of a dozer blade was carried out and required almost daily maintenance as the sides continued to fall in and block the road. Toward the end of the period the snow banks were undercut with a grader to expose the ditches and permit the water to drain under the snow.

GENERAL

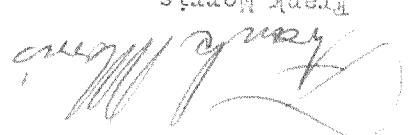
1. The shop - warehouse office has been entered into the tool room, the ceiling lowered, and the whole painted. The tool room was moved into the battery room which only requires a wall shelf for charging batteries.

2. The journal overhaul program has been completed and the journals are operating somewhat sporadically while grinding the submerine - Raysbreak Rod. Most of the down time is for adjustments and some minor repairs. It is expected that as soon as our mechanics become more familiar with the idiosyncrasies of these machines a smoother operation will result.

3. Building # 418 has been leveled and the skirting around the bottom repaired.

4. While sorting out our stock of iron and steel for the shop this spring three long rolled steel tank plates were found. Two were 2' x 25' and one was 4' x 25'. These are being fabricated into a 6700 gal. gasoline storage tank which will be buried at the Depot in lieu of ordering the 5000 gal. tank as authorized in the operations orders.

Very truly yours,



Frank Morris
District Engineer



808 Nome

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
P. O. BOX 1961 219
~~JUNEAU~~ JUNEAU, ALASKA
NOME,

Comm. R.	
Chf. Engr.	
Admin.	
Opns.	
D. & C.	
B. & F. S.	
Road	
Brack.	
Cur.	
Proc.	
Eng.	
Phys.	
Supply	
W/E Unit	
Safety	
M. & R.	

April 30, 1956

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

Re: Situation Report for Period Ending
April 28, 1956

Dear Mr. Niemi:

This past period began with -30° F. temperatures, turned stormy as it progressed, and warmed to +40° F. the last week. The snow has settled and melted considerably, black spots are showing on the hills and ponds are forming on the sea ice.

The "snow road" has been removed from the one mile access to the ACS Receiver Site - the deepest section measured fifteen feet. Work began removing the "snow road" from the Anvil Mt. Site access but was discontinued until the snow settles more as the first section opened at the bottom of the hill measured eighteen feet deep.

Visitors to the Nome District this period were:

Mr. Dan Taylor
Investigator, G.A.O.

Mr. Richard Scott
Employment Security Commission

MAINTENANCE

W.O. 41 - Nome - Council

Repair work of the Safety Ferry's units is continuing and is expected to be completed in May.

Morrison-Knudsen Company recovered all of their storm bound equipment by April 17 after spending about a month attempting to open this road to Mile 37.

Situation Report for Period Ending April 28, 1956

Page 2.

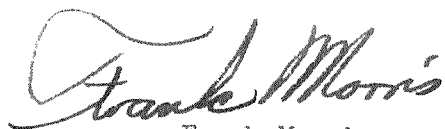
W.O. 42 - Nome - Kougarok

Continuous winds caused heavy snow removal during the middle of the period. When the temperatures rose to $+40^{\circ}$ F. the shoulders were exposed to permit the melting snows to drain into ditches.

GENERAL

1. All tractor overhauls, eight major and one minor, have been completed. One tournapull has been completed, a second is 95% complete, and a third about 50%.
2. Renovation of our portable cookhouse for construction has begun and arrangements have been made to construct three portable wanigans for our maintenance and construction crews.
3. The shop crew began working six days per week as soon as it was authorized. A heavy work load will remain well into June as there are three trucks, two graders, one Quickway crane, and one tournapull yet to repair in addition to routine maintenance and miscellaneous work.
4. On April 3, 1956 Anvil Mt. Site was partially destroyed by fire. Using emergency equipment the Air Force had resumed communications again late that same night.

Very truly yours,



Frank Morris
District Engineer

XXXXXXXXX XXX 219
NOME,

April 30, 1956

Ct
Chi
Adm
Opn
D. &
B. & E.
Road
Brig
Cont
Progr
Finance
Pers
Supply
R/E Off
Safety
M. & R.

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

Re: Situation Report for Period Ending
April 28, 1956

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Visitors to the Nome District this period were:

Mr. Dan Taylor
Investigator, G.A.O.

Mr. Richard Scott
Employment Security Commission

MAINTENANCE

W.O. 41 - Nome - Council

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Morrison-Knudsen Company recovered all of their storm bound equipment by April 17 after spending about a month attempting to open this road to Mile 37.

Situation Report for Period Ending April 28, 1956

Page 2.

W.O. 42 - Nome - Kougarok

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GENERAL

1. All tractor overhauls, eight major and one minor, have been completed. One tournapull has been completed, a second is 95% complete, and a third about 50%.
2. Renovation of our portable cookhouse for construction has begun and arrangements have been made to construct three portable wanigans for our maintenance and construction crews.
3. The shop crew began working six days per week as soon as it was authorized. A heavy work load will remain well into June as there are three trucks, two graders, one Quickway crane, and one tournapull yet to repair in addition to routine maintenance and miscellaneous work.
4. On April 3, 1956 Anvil Mt. Site was partially destroyed by fire. Using emergency equipment the Air Force had resumed communications again late that same night.

Very truly yours,

Frank Morris
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
P. O. BOX 1961 219
JUNEAU, ALASKA
NOME,

808.

Comm. R.	
Chf. Eng.	MBN
Admin.	
Ops.	CS
D. E. C.	Lu
B. & C.	
Roads	
Bridge-B-	MS
Contract	
Program	CC
Finance	
Pers.	
Supply	
R/E Off.	
Safety	
M. & R.	

April 11, 1956

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

Re: Situation Report for Period Ending
March 31, 1956

Dear Mr. Niemi:

Snow and blowing snow conditions alternating with excellent weather marked this March period. One storm became so intense that it was impossible to travel between the ARC Depot and Nome for two days. After this storm there were new snow drifts up to twelve feet deep along the road to town and one end of the bunkhouse was completely buried.

Visitors to the Nome District this period were:

Mr. O.F. Weinerd
Miner, Candle, Alaska

Mr. Harry Knudsen
Inspector U.S. Army Corp Engineers

MAINTENANCE

W.C. 41 - Nome - Council

Repair work has been started on the various units that were brought in last fall from the Safety Ferry.

M-Z Company has been attempting to clear the snow as far as Mile 37 where they have yarded materials and supplies for construction of a site near Haycock.

Response 9754118

Situation Report for Period Ending March 31, 1956

Page 2.

Beginning on March 23 three TD 24 tractors had the road opened almost to Mile 21 at one time. As the period advanced drifting snows covered the road much faster than the tractors could advance - they are now re-opening back toward Nome and plan to abandon this project as soon as they can recover all their equipment.

W.O. 42 - Nome - Kougarok

Maintenance this period consisted of routine widening and berming which was extended to include some fairly heavy snow removal during wind storms.

Toward the end of this period the snow road to Anvil Mt. Site was opened only intermittently due to continuous blowing snow.

No work performed on the remaining work orders.

GENERAL:

1. All major tractor overhauls have just about been completed for those tractors in the Nome Area. One tournepull has been brought into the shop, disassembled for inspection, and repairs begun.
2. Arrangements have been made to fly repair parts to the TD 18 in the Kougarok Area. It will be conditioned sufficiently to open the road this spring and later travel to Nome where it's repairs can be completed.
3. An inspection was made of our camp at Mile 21 on the Nome - Kougarok Road and it was found that all was intact. Other persons in the same general area have reported their camps wrecked by wolverine this winter.

Very truly yours,



Frank Morris
District Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
P. O. BOX 219
~~JUNEAU~~ ALASKA
NOME

308. Nome

Comm. R.	
Chf. Engr.	
Admin.	
Ops.	
D. & C.	
S. & F. Off.	
Road Div.	
Bridge	
Const.	
Program. Off.	
Financ.	
Pers.	
Supply	
R/E Off.	
Safety	
M. & R.	

March 7, 1956

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

Re: Situation Report for Period Ending
March 4, 1956

Dear Mr. Niemi:

Temperatures dropped and the winds ceased during the later part of the period - it is now clear and cold. With the coming of cooler weather those home with the flu returned to work recovered and raised the production of our overhaul program back to it's normal rate.

Visitors to the Nome District this period were:

George Wilson, Utility Survey Board
Anchorage, Alaska

MAINTENANCE

W.O. 42 - Nome-Kougarok

Early in the period snow removal was required. With the arrival of colder temperatures it became much less and has been required only once during the last week.

W.O. 422 - Anvil Mountain Road

The snow road, built last period, became stabilized as soon as the temperature dropped below zero for more than a day. It became very hard down to a depth of three to four feet after the Air Force hauled fuel with their 4,000 gallon semi-trailer tanker over it. Removal of this packed snow, to a depth of 15 feet in sections, may become a problem in the spring.

GENERAL

Page 2.

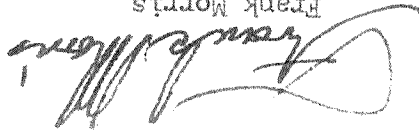
1. Two radio antenna masts are being painted and assembled for erection at the Nome Depot.

2. The Nome CAA Station Manager has recommended to his office in Anchorage that they request the ARC to handle the winter maintenance of the road leading to their range station. This site is located about one mile north of Mile Post 2 on the Nome-Council road and would involve approximately three miles of road. It would be highly desirable to raise the grade of the Nome-Council road if we are to accept this responsibility.

3. The Morrison-Knudsen Cat train had reached Council by the end of the period and is preparing to go on to Haycock. Apparently the going is extremely tough and/or the crew is wearily inexperienced as the first Cat progressed along the trail only fifty miles in the last four weeks.

One D-8 tractor was flown from Nome to Moses Point and "walked" to Haycock to begin work on the construction site.

Very truly yours,



Frank Morris
District Engineer

XXXXX 219

XXXXXXXXXX

NOME

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Situation Report for Period Ending March 4, 1956

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Very truly yours,

Frank Morris
District Engineer



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

February 6, 1956

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

Re: Situation Report for Period Ending
February 5, 1956

Dear Mr. Niemi:

Little snowfall with blustery weather, moderating toward the end of January, required daily snow removal for a greater part of the past period.

North winds have drifted the old sea ice far south. The newly frozen ice, about two feet thick, has many cracks and leads making it easy for the hunters and fishermen.

MAINTENANCE

W.O. 42 - Nome-Kougarok

Winter maintenance consisted of opening the road daily for the greater part of the period. During the first half prevailing winds with just enough velocity to cause drifting occurred for days at a time.

The local weather bureau is unable to furnish us with very much information regarding storm duration and occurrence as our location is on the fringe of their data gathering stations. This makes it difficult to work most effectively. There were times we should have stayed home, others we should have worked.

W.O. 49 - Trail Staking

All winter dog trail staking has been inspected and the vouchers submitted for payment except that at Deering.

808 11/2/56

Comm. R.	...
Chf. Engr.	...
Admin.	...
Ops.	...
D. & C.	...
B. & F. Off.	...
Road Br.	...
Bridge Br.	...
Contract	...
Program Off.	...
Finance	...
Pers.	...
Supply	...
R/E Off.	...
Safety	...
M. & R.	...

Handwritten signature/initials

Situation Report for Period Ending February 5, 1956

Page 2.

During the inspection teams were seen traveling in the Teller area with temperatures of -30° F. and 25 mph winds - hardy persons these Eskimos. The most heavily used trail was that between Noorvik and Selawik. No travel was noted between Noorvik and Kotzebue.

W.O. 422 - Anvil Mountain Road

Drifting snows caused this road to close behind the crew faster than it could be opened. To get relief to the Anvil Mountain personnel a snow road was built above the surrounding terrain with a bulldozer. Difficulty is being had to stabilize the snow fill, up to ten feet deep in places, as relatively moderate temperatures have occurred for most of the period. One night the temperature dipped to -16° F. and we are now able to get over the road with a 4x4 truck. One or two more cold nights and possibly the snow road will support a grader; then it can be smoothed.

GENERAL

1. Four major tractor overhauls had been completed by the end of this period. Progress lagged as an average of two or three men were home with the flu during the later portion of January. It is expected that the shop will have all tractors completed in about six more weeks.

2. The rotary has been repaired and began operating about the end of the period.

3. M-K Company is beginning to assemble men and equipment for cat train freighting from Solomon to Haycock. The first tractors left Nome for Solomon about two weeks ago and had considerable difficulty breaking trail. No progress has been made from Solomon.

4. Extreme heavy glaciating has been noted at Mile $16\frac{1}{2}$ on the newly constructed portion of the Nome-Kougarok Road.

5. The Nome CAA Station Manager has been approached to determine if his organization will consider helping reduce our large stock of Oshkosh parts on a reimbursable basis. He is favorable and will take it up with his Anchorage office. The CAA have four Oshkosh trucks at Nome that our parts will fit.

Very truly yours,


Frank Morris
District Engineer

Comm. R.
Chf. Engr.
Admin.
Opns.
D. & C.
B. & F. Off.
Road Br.
Bridg. Br.
Contracts
Program. Off.
Finance
Part.
Supply
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XXXXXXXXXX
Nome

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Alaska Road Commission
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Very truly yours,

Frank Morris
District Engineer

Office Memorandum • UNITED STATES GOVERNMENT

TO : Wm. J. Niemi, Highway Engineer
Juneau, Alaska

DATE: December 21, 1956

FM

FROM : Frank Morris, District Engineer
Nome, Alaska

SUBJECT: Annual Report

Attached is the annual report of Nome District Accomplishments for the 1956 work season.

We have taken the liberty of presenting it's form parallel to that of the operations orders that programmed work and accomplishments can be readily compared.



Comm. R.	
Ch. Engr.	
Admin.	
Ops.	
D. & C.	
S. & F. Off.	
Road Br.	
Bridge Br.	
Contracts.	
Program Off.	
Finance	
Perf.	
Supply	
R/E Off.	
Safety	
M. & R.	

cc

ACCOMPLISHMENTS - NOME DISTRICT - 1956 SEASON

General

Snow and blowing snow marked the beginning of this year. As spring approached the weather moderated and remained favorable for the greater part of our working season.

These conditions cause abnormally heavy snow removal - drifts with twenty foot cuts through them remained into May. As the runoff was rapid and the weather warm, opening of those roads having no winter maintenance was delayed as long as public pressure would permit to avoid making the roadway cut through the snow into a small river.

Construction in Progress

By Government Forces

Nome-Kougarok (Route 97) Route 042

Territorial funds were made available for the construction of 15.8 miles of new road, advancing a driveable road to Mile 36, within the vicinity of Salmon Lake. Preliminary grading was extended with bulldozers for another nine miles.

Grading and short haul (under 2500') surfacing was accomplished by Government forces. A local contractor placed the long haul (over 2500') surfacing and widening. As the volume specified in his contract was not sufficient a sizable portion was placed by our crew using tournapulls. Later the tournapulls became inoperative and gravel trucks were moved onto the job as their maintenance assignments became completed.

During the later part of September the loader broke down, ending all long haul activities for the season.

Grading and short haul surfacing continued until the first of November when short daylight hours and restless crews began to hamper operations.

Accomplishments - Nome District - 1956 Season

Page 2

Maintenance

Route 041 - Council Road

On May 26, 1956 this route was opened to Mile 9 where the annual Hastings crossing washout halted further progress. A 10' x 40' multiplate culvert was assembled from salvaged ammunition huts plates and installed in Hastings Creek by June 2, 1956. We expect this to solve future high water washout problems at Hastings crossing. When this large diameter culvert was installed the culvert invert was placed two feet above the surrounding terrain forming a pond upstream from the fill. It is hoped that this pond will discourage further glaciating. Next spring will give an answer.

Considerable repairs were required on the ferries (launched June 16, 1956) as the large volume of DEW Line freight caused a rather large amount of wear and tear.

This same freight, all hauled from Nome to Mile 37 in the fall of 1955 and back in the spring of 1956, wore through the thin gravel surfacing in many places and made the road impassable for light traffic. As our gravel trucks could not make repairs as fast as the road was wearing out the freighters were asked to halt their operations for a time - this they did until the road was again made passable. Mechanical trouble limited their freighting permitting our gravel crew to keep pace with repairs.

Land ice forming over the road traversing the East Fork of the Solomon delayed opening of the last 30 miles of this route through to Council until July 21, 1956.

All but three miles of the road along the bottom of Fox River was moved to a new grade along the hillside on the right limit. Those remaining three miles will be the toughest to grade and gravel.

A 90' multispan single lane I-beam and wooden stringer bridge was constructed over the Solomon River replacing the old 42 Mile bridge that was in bad condition.

Collapse of the Shovel Creek bridge on July 12, 1956 resulted when a truck broke it down. The bridge was patched up and will do for light traffic until a large culvert can be fabricated for replacement.

The heavy grading along the East Fork and Fox River as programmed in the operation orders was not accomplished as heavy maintenance from the movement of DEW Line freight used a large portion of the funds.

Note

Accomplishments - Nome District - 1956 Season

Page 3

Route 042 - Nome-Kougarok

Winter maintenance was performed to Mile 5.2 and summer maintenance extended on for the length of the road.

Winter maintenance included that performed on the ARC Depot Spur and the Anvil Mt. Spur, the later cost being partially offset by reimbursement from the Air Force.

Excepting the installation of the 72" culvert in the ditch crossing at Mile 6.75 all work programmed in the operation orders was accomplished on this route. U.S.S.R. & M. Company policy dictated to the local manager last summer prevents the replacement of a bridge with a culvert when crossing an active ditch.

The Air Force indicated that no further use of the present Anvil Mt. Site after the 1956-57 winter was contemplated and that they planned to use weasels for commuting daily, this coming winter - quartering their crews in Nome instead of at the Site. Those funds programmed for improving and maintaining the Anvil Mt. Spur were then used to raise the grade through the snow traps between Mile 1 and 2.

Route 043 - Seward Peninsula RR

No work was performed by Government crew this season. The U.S.S.R. & M. Company opened the RR to Mile 30 to gain access to their ditch camps. Private individuals performed some maintenance work near Mile 46 for which we furnished a few salvaged ties.

Maintenance - Local Roads

Route 041.1 - Nome-Council Locals

The Council-Ophir Road was graveled as programmed and should stay in shape for several years with moderate surface blading.

The Shovel Creek Road was made passable only to Mile 3 as no activities other than assessment work occurred beyond.

The Big Hurrah Road was opened that supplies and materials could be moved out.

No work was performed on the Casadepaga Road as only assessment work was performed in this area.

Routes 042.1 & 042.2 - Nome Locals

All work that was programmed in the operation orders was accomplished. Results on the Anvil Creek line change were not too good as some of the fill was placed over ice. We were attempting to finish this work before moving the equipment onto construction.

This uneven grade can be trued by surface blading in conjunction with our regular maintenance.

Route 043.1 - Bunker Hill-Kougarok

Minimum maintenance was performed along this road consisting of washout repair, spot graveling and some surface blading.

Each season this road is deteriorating faster than we are making repairs which merely are maintaining it passable.

Route 040.2 - Deering-Immachuk

A mile long section of this road was carried away when the Immachuk River changed it's channel near Mile 16. A road was brushed out over the tundra, spot graveling the worst soft spots. This served during dry weather.

The bridge at Deering was patched up and should be good for another year or two if it doesn't have to weather any bad storms or overloads.

As surface blading was limited by the available funds the road was pretty well rutted by fall.

Route 040.3 - Teller-Rinestone

The annual opening of road together with ditch cleaning, culvert opening, spot graveling and some surface blading was accomplished.

This road has a very low traffic count past mile 3 as only berry pickers and hunters go beyond the water hole.

Check with
Warrior on activity
in these areas at
DE Conference N8M

Route 040.5 - Trails

Flagging of the winter dog trails had not been completed by this writing. These trails are used mostly by the eskimos for hunting, fishing, inter village travel, and gaining access to their reindeer herds.

For years lath has been used in some areas but it has been noted that a willow bush with several branches is much more visible. In the Golovin-White Mountain area small spruce trees which are now being used, wherever available, show best of all.

Special Work Orders

Work Order 422 - Anvil Mt. Spur

Winter maintenance was performed under the authorization of this work order.

The Air Force maintained a crew on Anvil Mt. Site for its operation. For their convenience an attempt was made to open this road once each day. As conditions became tougher this was cut to once each week. Snow fence was erected at the worst spots but blew down when winds reached an estimated 80 mph (by Air Force personnel at Anvil Mt.) - don't believe we installed it quite right.

The rotary snow plow would not cut through the wind-packed snow after it had settled for a week so it became necessary to use a bulldozer. With blowing snow for days at a time this became a difficult project as some of the one-way cuts through the drifts were approaching a depth of 12' - 15'.

A packed snow road was then built by pulling snow into the road with an angle dozer and packing it down. This became useable for a pickup truck as soon as it froze. Also, it blew clear excepting an occasional small drift.

The arrival of spring softened the snow road until it had to be removed - grade was found to be as much as twenty feet below the snow surface in places.

Work Order 423 - Solomon Airfield

The airfield, serving the town of Solomon, was graded per instruction of the Territorial Director of Aviation. Surfacing is

becoming very thin. During grading operations the grader cut the tops off quite a few "nigger heads" particularly along the edges.

Work Order 433 - Basin Creek Airfield

Completion of this project was not accomplished this season as equipment was being used elsewhere when conditions were most favorable.

A useable strip 1500' long now exists. Another 500' has been roughed out but will need leveling before it can be completed. This strip is for emergency use when the weather at Nome is too bad for landing safely.

Before this will become an all weather strip it will be necessary to haul and place gravel to stabilize the surface.

Board members of the Department of Aviation have indicated they wish this to be accomplished in the future and hope to provide funds.

Work Order 436 - Shop Doors

New folding equipment doors were installed in building #45. Salvaged building materials were used to frame and seal around the doors. As supervision of the salvaging operation was not close enough and the cost of the doors underestimated this project overran the authorized funds.

It is believed the cost of these doors will be amortized by the saving in fuel consumption in a few years. Last winter approximately 25,000 gallons of fuel was used, so far this winter 3,000 gallons have been used and the winter is almost half over. Of course, we have experienced no extreme temperatures yet.

Work Order 445 - Improvement Building #418

The furnace room was rebuilt, lined with asbestos board, and a breaker-switch panel installed - moving the power distribution away from the furnace room.

This improvement eliminates a potential fire hazard.

Work Order 446 - Candle-Kivajik Trail

An agreement was made with one of the Candle miners to install a 36" x 20' culvert in Mud Creek if we delivered the culvert to Candle.

The culvert was delivered, moved to Mud Creek, assembled but not installed. We have the man's word that it will be installed at the first opportunity next spring. He explained that conditions were such this season that his cat and men were not at the site simultaneously.

Work Order 447 - Quartz Creek Airfield

The Kongarok miners have no other means for bringing in supplies except by cat train and by air freight to this airfield. Funds provided by the Territorial Director of Aviation permitted rehabilitation so that now a C46 can land with a full load. Rehabilitation consisted of leveling, grading and draining.

Work Order 448 - Utica Airfield

This airstrip is used by the "bush" fliers to supply the local miners.

Spring overflow from the Imashuk River carried away the surface lines and washed potholes in the lower end. Those funds provided by the Territorial Department of Aviation were used to fill the potholes and surface blade the airstrip.

General

Fuel tanks for dispensing gasoline and diesel oil were buried at the Nome Depot this summer. This eliminates the potential fire hazard of having a large quantity of gasoline stored above ground in the area. Also, the underground tanks have sufficient capacity that they should not have to be filled during the winter months permitting the winter storage of the truck-tankers.

Accomplishments - Nome District - 1956 Season

Page 8

The spring of 1956 saw the completion of major overhauls for our tractors. Overhaul of the automotive equipment began the following fall and is almost finished - this includes the graders also.

Some repairs will be required for the tractors in the spring of 1957 and will consist mainly of replacing tracks and rollers.

The interior of the repair shop was painted and the office renovated that both the District Mechanic and Warehouseman now have sufficient room to perform their functions.