November 7, 1939

Mr. Frank Nash
Superintendent, A. R. C.
Fairbanks, Alaska

Dear Sir:

Receipt is acknowledged of your letter of October 27 concerning work on the Middle River bridge, route 46B.

It will be satisfactory to delay this work until a suitable time next spring.

Very truly yours,

Ike P. Taylor
Chief Engineer

IPT:IW

RG 30, FRC Seattle FRC Box 65466

Juneau Alaska March 4 1939

Nash
Fairbanks

You are authorized arrange with Pilgrim fill pier cost to be charged to allotment miscellaneous trails to be made later

Taylor

IPT:IW

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

March 1, 1939.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Mr. Earl Pilgrim, of Morris P. Kirk and Sons, operators of an antimony mine on Stampede Creek in the Kantishna section, advises that his company now has the following freight to move; 100 tons equipment etc Lignite to Stampede Creek, 250 tons ore Stampede Creek to Lignite and between 250-260 tons machinery and equipment from Lignite to vicinity of Stampede Creek for Mr. Dunkle, who is going to operate in the Kantishna section.

Mr. Pilgrim further advises that during the coming summer his company is going to install a stamp mill on their property on Stampede Creek, thus insuring the permanancy of their operations.

In view of this Mr. Pilgrim is requesting further improvements on the bridge across Middle River on Route 46B. The present bridge consists of 2 spans, 18 and 27 foot openings across the main channel. Pier on Lignite side consisting of ~~four~~ cap setting on solid rock, next pier 18 feet out, consists of posts resting on sill protected by rock filled log crib,which is in center of main channel, next pier same construction..At this end the bridge is approximately 10 feet above bottom of river, this pier is at low water on edge of channel, which has been the main channel of this river in average stages of water for several years past. As can be seen from the above we have the following situation, 1 pier in center of main channel and 1 end of the bridge sticking up ten feet in the air with no approach. Which is rather a poor situation.

Mr. Pilgrim advises that rock in these 2 cribs washed out during the summer and that piers are now in such condition that if they are not repaired and cribs refilled with rock, that the chances are the bridge will be taken out during the coming breakup or other subsequent high water.

Other work as requested by Mr. Pilgrim consists of converting the 18 and 27 foot openings into 1 "A" frame span, doing away with the pier that is in the center of the main channel and the construction of a 30 foot span on the uncompleted end, giving this span some grade, so that work of constructing temporary approach will be lessened. Mr. Pilgrim has agreed to

cooperate in all of the above work to the extent of furnishing transportation Lignite to job etc, tractor & dozer and operator, timber for bridge work and compressor for securing rock for filling cribs.

Quenboe concurs with Pilgrim that the bridge as requested would be the most satisfactory in several requests in that approach would be easier to construct each year and that permanancy of the span across the main channel would be assured as far as general conditions are concerned. The prpoer time to make the requested change and construct additional span would be early next September, present cribs repaired and filled this spring.

In view of the above, it is recommended, that if this work is authorized, that Mr. Pilgrim be alloted $125.00 for repairing and filling cribs this spring and that this fall the ARC in cooperation make the change and addition as requested which it is estimated will cost the ARC $1400.00.

Very truly yours

Frank Nash

Frank Nash
Supt.

Fairbanks, Alaska.
Dec; 22nd 1937

Mr G.H.Skinner,
Chief Clerk, A.R.C.,
Juneau, Alaska.

Dear Sir;

With regard to the work on route 46B Lignite-Kantishna Fergus Crough and crew cameto town on Dec; 3rd being unable on account of water to get to the Clearwater, where a bridge is to be built. Earl Pilgrim, who has charge of the antimony mining on Stampede Creek, was in the office today and suggests, that the work on this route be left in abeyance for this year and that the work be completed sometime in March 1938, when all conditions will be more favorable. Please have this office informed what to do in this matter.

Yours very truly
Peter Grandison
adc

Black

Juneau Alaska April 12 1937

Nash
Fairbanks

Reference work recommended Quenboes report consider short bridges on wide gravel bars of doubtful value stop Unable at this time to definitely commit ourselves to allotment thirty six hundred fifty dollars but if additional funds are received which now appears very probable the work will be undertaken to extent recommended stop Suggest Pilgrim go ahead with obtaining piling as he will need them in any case stop Presume you plan on doing this work in fall about freezeup

Taylor

IPT:IW

Form 125K

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM

TELEGRAM

GOVERNMENT PRINTING OFFICE 23—84

RECEIVED AT
71 D N 57 INT

FAIRBANKS ALS APR 10 1937 1010AM

A R C

4/1 JUNEAU

REMYLET FIFTH AND QUENBOES REPORT/ROUTE FORTY SIX B PILGRIM ADVISES WILL COOPERATE TO EXTENT FURNISHING TRACTOR DOZER HOIST ALL FUEL AND DRIVER WILL ALSO HAVE NECESSARY PILING CUT STOP ALREADY HAS SOME FUEL DISTRIBUTED AT VARIOUS PLACES FOR THIS WORK STOP PLEASE ADVISE SOON AS POSSIBLE AS PILGRIM DESIRES CUT PILING ETC AS SOON AS POSSIB

NASH

1220P

INTERIOR
~~WAR~~ DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

DISTRICT OFFICE
FAIRBANKS, ALASKA

April 5, 1937.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

In compliance with your telegram of March 5, Mr. Pilgrim was contacted and Mr. Quenboe made a trip over the sled road that is now being used for the hauling of antimony from Stampede Creek to Lignite on the A R R.

Before leaving Fairbanks it was ascertained that it was impractical to make the return trip via Knights and Kobe, as both the Middle and Nenana Rivers were wide open in the vicinity of the trail. Therefore no trip was made over this route. While at Stampede Creek and vicinity Quenboe was advised that the Toklat River was in bad condition due to overflows.

Further, Mr. Pilgrim advised Quenboe that as far as he was concerned the route via the Toklat River and Knights was out of the question, due to overflows which at times get so bad that several miles of the Toklat would be impassable for a tractor.

Enclosed herewith please find two copies of Mr. Quenboes report. This report has been held up for a few days waiting word from Mr. Pilgrim in regard to co-operation etc, but to date Mr. Pilgrim has not arrived in town. Upon his arrival he will be contacted and as soon as possible thereafter further word will be forwarded.

Very truly yours
Frank Nash
Frank Nash
Supt.

Enc. 2 reports Route 46B.

RECEIVED
APR 12 1937
Alaska Road Commission
Juneau, Alaska

ALASKA ROAD COMMISSION

FAIRBANKS, ALASKA.

March 29th, 1937.

Mr. Frank Nash,
Supt: A.R.C.,
Fairbanks, Alaska.

Dear Sir,

The Winter Trail now in use to haul Antimony Ore out of the Kantishina to Lignite on the Alaska Railroad ~~is~~ is from 48 to 50 miles long. It leaves a railroad siding at Mile 363¼ (on the railroad) and follows up the floor of the Nenana Valley for about 3/4 of a mile to where it starts and climbs a series of benches upon to the watershed between Dry and Pangingie Creeks. The climb upon to these benches has been graded out with a Tractor & Bulldozer and is on an average grade of 8%. About 3 miles from the railroad the trail drops down into and crosses a fork of Pangingie Creek; thence up a ridge, grade not exceeding 10%, until the summit between the Nenana and the Savage river is reached about 4 miles from the railroad.

From here the trail runs down a long, gentle slope to Savage River 13 miles from the Railroad. The Savage at this place is ~~xxxx~~ about 600 feet wide across the gravel bar with an open channel about 20 feet wide against the left limit.

The Glaciers were about 4 feet higher on both sides than the water in the channel and were there from 6" at the edges to 1½' of water in the deepest part. Last fall this channel was spanned by logs covered with brush and snow, and as the over flow built up the icebanks the bridge was built up with more brush and snow. Now that the Sun is getting higher, the water has started to undermine the west bank of this ice and may cave in the bridge.

Last fall at the time ~~of~~ freezing this channel was said to be over 30 feet wide and 2 feet deep and owing to the speed of the current this would drown a Tractor hauling a load; hence this bridge. A lot of time is said to have been lost freezing out the sides for timbers to reach across.

Since a stand of timber has been located on the right limit of the Savage river about 3/4 of mile from this crossing, this will provide good bridge timbers 20 feet long and with a 10" top. Decking poles can be found in any amount right at the crossing.

A trapper there has lived the last 6 years within a mile of this crossing said that there was no icerun during the breakup as the ice rotted away on the gravel bars. When high water occurred later in the summer, overflow channels would form on the gravel bar but that it had always receded to this mean channel which is the only one at average water level. That being the case a piledriven bridge of THREE 15-foot spans with a 6 foot clearance ~~xxxx~~ above average waterlevel and with log approaches should take care of this crossing.

A bridge like this at a place where transportation is so high will cost about $1350.00.

Between Savage and Middle Rivers, a distance of 3 miles, the trail crosses the point of a ridge. The distance from the top of this ridge down to the Middle river flat is about 600 feet, and while the grade is not over 12% there is a sharp turn at both top and bottom which makes it a hard pull. The snow also drifts in at this place. All this can be avoided by throwing the trail farther up hill; but to do so will necessitate some bulldozer work. Probable cost $50.00

The trail strikes the Middle river about 16 miles from the railroad and is the river at the crossing about 1200 feet across the gravelbar, and with a mean channel said to be between 50 and 60 feet wide at average weterlevel and about 3 feet deep at the deepest place.

Last fall Mr.Pilgrim said that he could not cross this channel with his tractor but that he hung trees with the brush on across the channel. When this had frozen together he laid heavier stringers across, filled in with snow and corduroy on top. Then turned water in on it and froze it together. He said that to build this bridge up until it was safe for the Tractor took about 3 weeks. As the overflows built up the ice on the gravelbar the water started to cut this bridge from below so they have from time to time had to build up the top with stringers, brush and snow. Mild weather will likely ruin this bridge before the rest of the trail becomes impassable.

About 200 feet upstream from the present crossing, this mean channel sets against a flattopped outcropping of bedrock. The top of this bluff is about 4 feet higher than the glacier over in the riverbar and is overlayed with about 6 feet of overburden. This overburden can be bulldozed down and a 60-foot pile trestle built from this bluff over to the gravelbar. About 300 feet of new trail will have to be cut over to this bluff; but the cost of this together with the bridge should not be over $1500.00 as the timber can be found on the left limit of the river within one mile of the bridge.

Signs of two old channels were seen farther over on the gravelbar but these are said now to carry water only at high waterlevel.

About 11 miles farther, at mile 27 from the railroad, the trail crosses the Shushana river. This stream is about 600 feet from brushline to brushline but is said to be nearly dry at freezeup time and to cause no trouble that a little bulldozing will not fix. Cost $50.00.

About 5 Miles farther, or 32 miles from the railroad, the trail crosses the East Fork. This stream is about 1000 Feet from brushline to brushline but is the channel at freezeup and said to be only 20 feet wide and not over 8 inches deep and only need a little bulldozing through the timber on both sides. Cost about $50.00.

Ten miles farther, or 42 miles from the railroad, the trail crosses the Toklat river. The gravelbars here are about 1500 feet wide and the river said to be in 4 channels but they are said to be shallow and easy to cross so no bridges are needed; but there are some steep pitches and rough ground on both sides there that should be fixed. $150.00 should take care of it.

About Mile 45 from the railroad the trail crosses the Clear Water. The bar at the crossing was about 600 feet wide at the time of inspection covered by glacier and deep snow so it was hard to tell

where the mean channel went; but it was said to be deep and 35 feet wide at time of freezeup. This stream has no open channel and as the current is said to be slower than in the other rivers and to freeze over quicker in the fall. There also seems to be a doubt about the permanency of the location of the channel and as there is a lot more driftwood showing through the snow all up and down the gravelbars than on the other rivers. A temporary arrangement for crossing this stream will be the more feasible.

A deck 20 feet long and resting on cribbs can be thrown across the deepest part of the channel and log approaches laid up to it from both sides. The lower ends of these approaches can be raised as the glacier builds up so that they as well as the center span can be hauled to safety before the breakup and only the cribbs be lost. Such structure should not cost over $400.00

Between Toklat and Clearwater there is some rough ground that should be bulldozed. Cost $100.00

If a permanent bridge across the stream is desired, the most feasible site for such bridge is about 2 miles upstream from the present crossing. Here the stream is confined between high banks not over 80 feet apart. But the banks may need protection and the two miles up the ~~xxxxxxxxx~~ right limit of the Clearwater is steep sidehill and will cost as much to grade for a sled road as for a truck road.

From the present crossing the trail runs up the left limit of Clearwater over a wide point into Stampede creek about 4 miles from the crossing of the clearwater, thence for about one mile up the right limit ridge to the mine about 50 miles from the railroad.

On the above mentioned wide point below Stampede Creek, Mr.Pilgrim stated that he intended to level off a landing field this coming summer.

As stated above the Ore now being mined is located on top of the ridge between the upper end of Stampede creek and the Clearwater. An outcropping of Antimony ore, said to run 60% Antimony, occurs here in the form of a small hogback on top of this ridge, and all ore so far excavated has been taken out by running a trench or opencut ~~xxxxx~~ through this hogback. The greatest depth so far attained is about 15 feet and the width of the vein not over 10 feet. So far this winter 684 tons have been mined, hauled to the railroad and shipped. Mr.Pilgrim stated that if possible he intended to ship 1000 tons before breakup. This ore was hauled by contract to the railroad at Lignite with two Diesel Tractors; one 40 and one No.6. On the 1st March one more No.6 Tractor was engaged. Each of these Tractors haul two No.6 heavy duty sleds and a Wanigan and has a crew of two drivers and a swamper working in four-hour shifts. The average time for a round trip has been 48 hours and the loads have run from 18 to 22 tons per tractor.

Mr.Meehling, one of the contracting freighters, stated that so far they had hauled back about 35 tons of supplies, part of which were for the mine and part for others intending to operate placer mines in the surrounding district this coming summer. He also said he expected about 50 tons more of this kind of freight before breakup.

Mr.Pilgrim further stated that he had already bought a No.6 Diesel Tractor with Hoist and Bulldozer and that he intended to

get two more No.7 Diesel Tractors before fall and do his own hauling in the future. That he had orders from his employers M.P.Kirk & Son Co, of Los Angeles, to be prepared to ship 2000 tons next winter.

The camp buildings for the mine are located in the bottom of Stampede Creek underneath the above mentioned outcrop and is the difference in elevation about 300 feet.

To excavate this 2000 tons or more, Mr.Pilgrim said he intended to sink a shaft on the lead and run a tunnel from the camp level to meet it and take the ore out through the tunnel. A hoist for sinking the shaft is now on the way and will be landed before breakup.

He also intends during the coming summer to bulldoze out a truckroad from the camp to the winter trail at the proposed landing field, distance about 2 miles, and get his supplies next summer by airplane and use a truck from the landing field to the camp.

Summary of costs of necessary Improvements

Bridging Savage River	1350.00
Bridging Middle River	1500.00
Bridging Clearwater	400.00
Bulldozing, total	400.00
	$3650.00

The above estimate is based on Mr.Pilgrim furnishing the Tractor, Hoist, Dozer, all fuel and pay the operator's wages.

If it would be necessary for the A.R.C. to furnish Tractors,etc, the cost of this work will be increased by approximately $2000.00, this due largely to the fact that the A.R.C. has no tractor equipped with both Hoist and Dozer which would necessitate sending two tractors down there which could not be done until after our other work is completed as we only have equipment of this nature to handle our present work.

Yours truly,

Iver Quenboe

Iver Quenboe,
Transitman.