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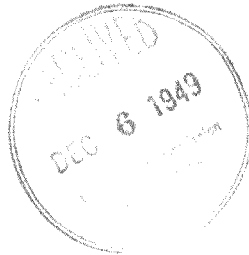
31/ NOME SITUATION REPORTS 1949

UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA
Nome District

December 2, 1949



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Mr. Ike P. Taylor
Chief Engineer, Alaska Road Commission
Juneau, Alaska

Subject: Report of Operations - November 1949

The following is the operation report applicable to the Nome District for the month of November 1949.

Route 8 - Nome-Council

All freighting from Nome to Solomon was completed by November 1, which enabled us to remove the ferries at Safety and Solomon from service. Considerable ice had been forming in Safety Lagoon so it was imperative to remove the ferries as soon as freighting was completed. This was accomplished on November 2 and 3 by placing them on ways. 26' boat, used to push Safety ferry, was removed to Nome for repairs this winter.

The road is passable to the C.A.A. receiver site at Mile 15 except for slight glaciating on road at Mile 14 1/2.

To date the contractor for the Nome sea wall is still hauling material and will do so as long as weather permits. The road from Mile 0 to 14 is in good shape and is now frozen solid. In beginning of month operations were stopped due to thawing of road surface. It has been noted that in several areas the road bed is becoming wavy from the constant hauling and is probably due to the uneven settlement of the road itself. Maintenance is being done with motor grader by the contractor.

After removal of the ferries no further maintenance has been done by A.R.C. forces

Route 13A - Nome-Bessie

No maintenance work done. Road still in use and in good shape.

Route 13C - Bessie-Sunset

Road closed due to drifting snow.

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Operation Report November 1949 (Cont'd.)

Route 13F - Bessie-Osborne

Road closed due to drifting snow.

Route 13M - Nome Depot

Work being done applicable to New Depot at Satellite Field.

Salvage operations in the old Hospital Area were continued and suspended at the end of the month as enough material had been salvaged to complete the improvement of the buildings in the New Area. To date 750' of corridor has been removed in sections and stored, plus the removal of all masonite and most of the celotex and insulation material. Building No. 554, warming shed, frame (no floor) 40' x 72', was torn down and about 90% of the material salvaged.

New furnace room addition and the installation of the heating unit have been completed and sections of new ducts are in the process of being constructed. It is planned to use all the heating duct removed from building 178A. Furnace is now in operation although ducts have not been installed.

Power lines were checked on November 5 and 6 and power made available by November 7.

At present, power is being supplied by the U.S.S.R.&M. Co. until the closing of their operations, after which power will be supplied by the Army at Marks Air Base.

In warehouse No. 1, bins and electric wiring have been completed. Upon completion of this work the transfer and inventory of parts from the Old Depot was started. Warehouse No. 2, has been repaired and cleaned and is in readiness for the placement of bins as the need arises. Bins to be used will be removed from the warehouses of the Old Depot.

It is expected to start work on the shop ceiling December 5, and by concentration of personnel it is anticipated that improvement will be completed by December 15 or shortly thereafter.


Route 13K - Bessie-Buster

Road closed due to drifting snow.

Route 25D - Mouth of Center Creek

Army has completed hauling of gravel enabling road surface to be cleared of stones and debris with motor grader. Road clear and in very good shape.

Yours truly,

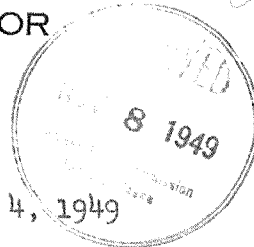

John D. Hudert
District Engineer

UNITED STATES
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA
Nome District

November 4, 1949



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Mr. Ike P. Taylor
Chief Engineer, Alaska Road Commission
Juneau, Alaska

Subject: Report of Operations - October 1949

The following is the operation report applicable to the Nome District for the month of October 1949.

Route 8 - Nome-Council

On October 7 and 8 an inspection trip was made to the end of completed road at Mile 73.9. Despite cold weather, light snow and slight overflows no difficulty was encountered and condition of road was found to be very good.

The hauling of freight could have been continued after closing of maintenance and was until about October 11, at which time road would have been impassable from Mile 60.0 due to excessive overflows in Fox River.

Peter Curran Jr., who had been hauling oil for Lomen's dredge at Council, had to leave his last load at Mile 60.0 due to the above condition.

Foreman Jolliffe on his return operations to Nome had done a very creditable job of improving the road, the most noticeable improvement being the grading between Solomon Ferry, Mile 33.6 and Mile 19.

In regards to improvements between Mile 47 and 71, especially the relocations, additional information has been compiled which may be of interest. From the mouth of the East Fork of the Solomon River, Mile 46.7, extending up stream to Mile 48.7 on the south side, a two mile relocation was completed except for fine grading and the placement of culverts. This involved side hill construction using a D8 Caterpillar tractor w/dozer and a TD18 tractor w/dozer and pull grader. Except for several soft spots material appeared to be very good. In this two mile stretch all river crossings were eliminated as well as probable heavy snow removal.

A side hill relocation of 1.6 miles at the head of East Fork, Mile 54.0 to 55.6, was also completed except for the placement of culverts. The same type of equipment was used. In this case the south side was also followed as much better material was encountered than on the north side. An approximate grade of 8% had been staked by Location

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Operation Report October 1949 (Cont'd)

Route 8 - Cont'd.

Engineer Wilson and crew.

The reason for the relocation was to get away from excessive glaciating and snow conditions besides exceedingly soft road bed conditions that existed on this particular stretch of road. The extent of glaciating was very apparent, as observed on this inspection trip, and extended for at least 0.5 miles.

The last relocation extended from the top of a small divide, Mile 57.4, into Fox River, Mile 58.8, a total of 1.4 miles. This section had been opened up earlier in the season, but not completed because of soft ground in spots. On return operations at end of season this section was ditched and graded, and if useable in the spring should eliminate the excessive snow removal that is usually encountered at the head of Fox River.

It was in the headwaters of Fox River that overflows were encountered on this trip, extending from Mile 59 to about Mile 64. From then on to 73.9 everything was clear.

Another point of interest was the side hill glacier at Mile 55.8 going from Skookum Divide down into Skookum gulch which has always created a very hazardous condition. Glaciating action had already taken place as there was ice in ditch and culvert and extended down side hill for about 500'. Widening of the road, ditching and the placing of a culvert certainly has helped, but it is doubtful if this condition can be eliminated entirely.

As far as can be ascertained no further hauling was done to Council after October 12. It was evident that some hauling had been done to Council from storage area, about Mile 71.0. Existing road to Mile 73.9 was utilized and from then on it was tundra hauling. Tractor and go-devil used.

Freighting was still being done by Peter Curran Jr. and Lee Brothers from Nome to Solomon up to October 31, and on information received their operations are just about completed.

Weather conditions have been exceptionally good this month, but gradually getting colder so that ice is forming in the lagoon at Safety. The incoming tide breaks this ice loose and in going out with the tide could seriously damage the Ferry. It is therefore planned to remove ferries from service on about November 2. Ferries both at Safety and Solomon have been in constant service all month.

Incidentally the road from Nome to the mouth of East Fork, Mile 46.7, has been very good and useable by passenger cars also.

Maintenance of road with Motor Graders was accomplished from Mile 0 to 19 before freeze up and condition of road surface is very good.

In cooperation with the Contractor of the Nome sea wall the road will be maintained with our No. 10 Caterpillar motor grader #718.

Operation Report October 1949 (Cont'd.)

Route 8 -Cont'd.

Up to October 31 the Contractor had not started hauling rock from quarry at Mile 14 (Route 8 - Nome-Council) due to the delay of getting his equipment off the boat which did not start discharging freight until P.M. of October 23.

Due to the lack of communications at Solomon, station KVZH-3 mobile-portable has been set up at Peter Curran's Road House and General Store for the winter months only. This was considered a public service for the community especially in case of emergency, and will also be used for the transaction of Road Commission business pertaining to the road and ferries this fall during a possible storm and also at the time of the spring break up.

Route 13A - Nome-Bessie

Routine maintenance with Motor Grader. This operation had to be done on several occasions because of freezing and thawing of the road surface. Condition of road is now very good.

Route 13B - Bessie-Snake River

No maintenance work done this month. Road fair.

Route 13C - Bessie-Sunset

No maintenance work done this month. Road fair.

Route 13F - Bessie-Osborne

No maintenance work done this month. Road fair.

Route 13M - Nome Depot

Work being done applicable to New Depot at Satellite Field.

Salvage operations were continued and carried on periodically in corridors of Hospital Site concentrating on such items as weather proofing materials (rock wool, balsam wool, fiber glass and kemsul), masonite, celotex and electric wiring. These items have to be removed first, before wrecking corridor, and emphasis is being placed on their removal because of the constant pilfering that prevails. Area is being patrolled regularly, but to-date no one has been caught in the act.

One of the first operations that was done and had to be done before freeze up was the removal, with tractor w/dozers and by hand, of gravel that was piled against sides of buildings to be moved. This proved to be a major operation as in some cases gravel was piled half way up on buildings. This also included the grading of ramps to facilitate the moving of the buildings without wrecking them too much.

The next operation was to grade the entire area of the New Depot using tractors w/dozers. Low areas and holes, too far for dozers to take care of, were filled with gravel hauled by trucks. Final grading was accomplished by motor graders. This was done to facilitate the placement of buildings where desired.

Operation Report October 1949 (Cont'd.)

Route 13M - Cont'd.

One of the most important phases of this move is heating facilities for the shop. After careful consideration it has been planned to put a 12' x 20' addition, centrally located and in the rear of the shop, to house the circulating hot air furnace that was located in building 178A (double cowin). It is not needed in this building which is to be used for equipment storage only.

Previously four smaller furnaces supplied heat for the shop building and although still in place cannot be used being minus burners, blowers and controls taken off by the Army prior to our acquisition. Steps were taken to have these items replaced, but no action has been forthcoming. It is believed that one large furnace will be adequate and should be much more economical to operate.

In regards to the new furnace room addition, the concrete foundation and 75% of the frame construction has been completed. Furnace has already been moved from one location to the other and is in the process of being re-assembled. Although not much time was involved work was considerable as it entailed removal of 25' outside stack, dismantling of furnace and removal of portion of side wall to allow moving out of building. Side of new addition had been left open allowing for such a contingency. Furnace has been placed and side wall is now being completed.

Before moving buildings from old Hospital Area storm sheds and connecting corridors had to be removed, timbers hauled from old depot and a considerable quantity of blocking made available. To date three 24' x 60' Quonsets have been moved and permanently placed at the New Depot, south and in line with shop. They are to be used as warehouses. A fourth Quonset is set on skids and ready to be moved ~~as~~ there is enough snow. Skids were wearing out so fast it was thought advisable to wait for easier going.

Negotiations have been under way for sometime in regards to obtaining power and light from the Army and finally permission has been granted. With luck, power should be available sometime after November 7. Permission has also been requested and granted by the U.S.S.R. & M. Co. to use their power lines.

Route 13K - Bessie-Buster

Routine maintenance with Motor Grader. Condition of road very good.

Route 25C - Nome-Wireless

In cooperation with A.C.S., 175 cu. yds. of gravel has been placed to improve road to new storage tank installation.

Route 25D - Mouth of Center Creek

In anticipation of using this route during the winter months as an access road to the New Depot, 2" x 2" trail stakes have been placed as markers to facilitate snow removal. Chuck holes have been repaired between Mile 1 and 2 and road surface will be graded as soon as Army completes hauling of gravel.

Operation Report - October 1949 (Cont'd.)

All work completed on other projects.

Miscellaneous

All equipment, except for a few items, has been moved and stored in equipment warehouses at the New Depot. Surplus equipment acquired from C.A.A. has finally been moved and also stored at New Depot. D8 Caterpillar tractor w/dozer on this list proved to be in fair condition and was used to move the other equipment.

Yours truly,



John D. Hudert
District Engineer

UNITED STATES

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA

Nome District

October 6, 1949

Mr. Ike P. Taylor
Chief Engineer, Alaska Road Commission
Juneau, Alaska

Subject: Report of Operations - September 1949

The following is the operation report applicable to the Nome District for the month of September 1949.

Route 8 - Nome-Council

On advice of increase in allotment, work was resumed on the 5th. Approximately five days were lost due to the shut down as trucks, material and personnel that had been moved to Nome had to be returned.

Every effort was made to close the gap between the end of existing road Mile 73.5 and Council or at least to Bear Creek, but progress continued to be exceedingly slow because of wet weather and a long haul. Up to and including the 15th only 1800' was gained which left 1.2 miles still to go to get to Bear Creek at Mile 75.1 and 3.1 miles to Council. Mileage at the end of completed fill is 73.9 approximate.

With conditions as they existed and the amount of time left before cold weather set in, it would have been impossible to even reach Bear Creek so it was thought advisable to cease operations at this point and improve the road back from Mile 71 to 19.

This move was started on the 16th necessitating dismantling camp at Mile 71, moving tent frames to higher ground for safety and the setting up of the camp at Mile 48, mouth of East Fork, to serve as base camp until completion of all operations. Three 16 x 36' quonsets had previously been set up for this purpose.

Considerable improvement was done between Mile 48 and 71 with two tractors w/dozers and with pull grader. This included grading of the entire stretch of 23 mile and relocation where possible so as to eliminate excessive fording in both the East Fork and Fox Rivers and excessive snow removal next season.

One-half yd. shovel operating out of road side pit Mile 57 loaded material for repair of soft areas between Mile 59 and 56. Shovel then was moved to the following pits to load gravel for repair of road surface:

- Gravel pit Mile 47 for repair of road Mile 47 to 44.
- " " " " " " 43 for repair of road Mile 43 to 38.
- " " " " " " 35 for repair of road Mile 42 to 33.

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Operation Report September 1949 (Cont'd.)

Route 8 - Cont'd.

Shovel then returned to Camp at Mile 48 and stored for winter. Motor was removed for major overhaul this winter.

A number of new metal culverts were installed to aid drainage conditions and to eliminate probable washouts. The number, dimensions and locations are as follows:

Mile 73.0	1 - 13" x 20'
	1 - 18" x 20'
	1 - 36" x 24' (Brook Crossing)
Mile 59	1 - 13" x 18' (on new location)
" 58	3 - 13" x 20' " " "
" 57	1 - 13" x 18' " " "
" 56	1 - 15" x 18' " " "
" 46	1 - 13" x 20'
" 33	1 - 13" x 20'

The area between Solomon Ferry Mile 33 and Safety Ferry Mile 21 has been extremely rough due to the amount of heavy hauling being done and the wet weather. Repairs have been made and grading done using Adams Maintainer and a D-6 Cat. Tractor. This repair work was extended to Mile 19.

Routine maintenance has been done by Motor Grader from Mile 19 to 0.

The main portion of the crew on the Nome-Solomon project were released on the 25th leaving six men for clean-up and completion of work between Mile 33 and 19. All work completed by September 30th except for possible routine maintenance and ferry service.

Ferries at Safety and Solomon have been in constant service all month with considerable heavy traffic over both. Ferries will probably be in service until about the 20th of October or until after the unloading of the last boat at Nome.

It might also be stated that considerable improvement work is being done by the contractors for the sea wall for the purpose of hauling rock from the Quarry at Mile 13 $\frac{1}{2}$ (Cape Nome Bluff). Numerous turnouts have been added facilitating passing of trucks, bridge reinforced at Golden Gate Creek, Mile 12 $\frac{1}{2}$, fill placed between and to elevation of decks of bridges at Hastings Creek and surfacing placed where needed. This work is being done under the very able supervision of Superintendent Gerard, and every effort was made by the Road Commission to cooperate with him as far as it was able.

Correction - In August report it was erroneously stated that 700' separated the road from the beach line at Mile 17 $\frac{1}{2}$. This is 100' instead.

Route 13A - Nome-Bessie

Routine maintenance with Motor Grader only.

Route 13B - Bessie-Snake River

No maintenance except for repair and replacement of decking on small bridge at Mile 14.6.

Operation Report September 1949 (Cont'd.)

Route 13C - Bessie-Sunset

No maintenance work done. However, road is fair.

Route 13F - Bessie-Osborne

No maintenance work done. However, road is fair.

Route 13M - Nome-Depot

Work being done pertains to New Depot at Satellite Field. Imperative to maintain watchman to protect buildings as Army is in the process of moving material etc. to the base proper from the outlying areas and persons from Nome are always on the prowl.

Work was resumed in this area on the 20th concentrating at present on salvaging as much building material as possible from the buildings in the old Hospital Area.

Constant pilfering and destruction is being done by both Army and civilians and steps were necessary to save and protect what we had. All good windows, doors, etc. are being taken off and placed in warehouse at Satellite Field and all openings boarded up for further protection.

At present crew is small and upon completion of other projects will be increased and efforts concentrated at new Depot Site in preparation for occupancy this winter.

Route 13K - Bessie-Buster

Routine maintenance with Motor Grader and condition of road good.

Route 25C - Nome-Wireless

No work needed as road is in good condition.

Route 27 - Deering-Inmachuk

Closing date of project is September 2 and not August 28 as stated in previous report.

General maintenance continued consisting of patching chuck holes and low spots between Mile 1 and 3; material used, loaded by hand 196 cu. yds.; repair of one wood culvert at Mile 6.

At close of season Chevrolet Dump Truck #717, tools and material was stored at Road Commission Camp at Mile 14. Fori Dump Truck #688 was stored at Deering to be used for transportation to camp as soon as road opens next season. Complete inventory of equipment, tools and material received at Nome office.

Closing remarks expressed in last monthly report.

Route 67B - Teller-Bluestone

General maintenance Mile 1 to 14 which included repairing of chuck holes and low spots and cleaning ditches and culverts. Material used for grading was loaded by hand and amounted to 320 cu. yds. Weather conditions were somewhat better and according to reports from Mr. Bourn, foreman, road is in much better condition than last month.

Operation Report September 1949 (Cont'd.)

Route 67B - Cont'd.

Mr. Bourn was able to rent a D-6 Tractor from Chuck O'Leary, local miner at Teller, as authorized, and was able to complete the surfacing of Mile 14 with it's help, besides stock piling material for use next year. Funds were limited for tractor hire and for that reason Mile 15 still has to be done.

Project was completed September 25 at which time dump truck, tools, etc. were stored for winter.

Route 89A - Seward-Peninsula Tram.

Crew cars were moved from Mile 65 back to Mile 60 in preparation for moving over track at Lake, Mile 58 $\frac{1}{2}$. After further inspection it was found necessary to move more track than at first planned. Condition of track was very hazardous due to thawing action along Lake shoreline and involved moving 1050' of track over 25' to improve this condition and make it safe for heavy loads. Material used 88 new ties and 320 salvaged ties, plus blocking. In some spots grade had to be raised using nigger heads and sod for the purpose. Foreman Taylor was assisted in this work by Foreman Solbick and crew.

Timber trestle #92, at Mile 61, was completed by Foreman Solbick with the able assistance of Foreman Taylor and crew. This trestle was renewed almost entirely, involving the replacement of all stringers and 21 new bents as well as ties. Length of trestle 226'.

Camp cars for Taylor's crew were moved to Mile 54. Both crews combined to complete the work on Sherrette Creek bridge and approaches, Mile 56 $\frac{1}{2}$. South end of Bridge was raised 32" to make it level with the north side. 12" x 12" timbers were placed on top of existing steel piers and secured in place by "U" bolts. Bulkheads were placed on approach side of piers to hold fill in place and to hold to a minimum any erosion that might take place.

The bridge was not raised any higher as at first planned for this would have meant breaking it loose from the north side, which might have weakened the entire structure. Mr. Chiglione who inspected this structure on his recent tour of the district concurred with this idea. Now that the bridge is level clearance seems to be ample.

About 150' of track was removed on the south side to facilitate placing of fill for the approach. Frozen ground was encountered which hindered placing as much fill as was needed. However, enough material was dozed in to complete the approach and fill to the bulkhead. On completion track was then replaced. A protective fill was also completed on the north side.

This completed work on the tram for the season. Solbick and crew returned to Nome on the 17th and Taylor and crew on the 20th as he had to move the crew cars back with him.

Crew cars were stored for winter at New Depot. Locomotive operator and two men were required to make two more trips, one trip being to Bunker Hill with fuel oil for next seasons work in the Kougarok and on the return brought back flat cars, empty drums and one crew car, and one trip

Route 89A - Cont'd.

to Iron Creek to bring in one crew car and flat car with "40" Caterpillar Tractor and Dozer.

Condition of track from Mile 0 to 5 $\frac{1}{2}$ (Iron Creek) is in fair condition, but track from Iron Creek to Bunker Hill, Mile 8 $\frac{1}{2}$, is in very poor shape due to the soft track bed caused by almost incessant rain. The last load of oil for Kougarok freighted over this section on September 22 was instrumental in causing a good many low spots in track that are now covered with mud and water. As soon as freezing weather sets in this condition would prohibit any further travel.

As far as can be determined all freighting on the tram had been completed prior to September 30.

Official closing of maintenance work September 25.

Route 89AB - Bunker Hill-Taylor and Branches

Work consisted of routine maintenance, gravel surfacing, road repair, building repairs at camp, equipment repair and ferry service.

Work was continued on the repair and raising of buildings at Quartz Creek camp site and was done when weather did not permit working on road. Five buildings (16' x 36') were completed September 15.

Repairs were completed to section of road at Checker Creek, Mile 12. This section was settling due to previous removal of tundra to make ditch. Tundra replaced to reseat area and prevent further settlement. Gravel hauled from pit at Mile 14 to bring up surface of road to original elevation.

The most suitable material available was obtained from pit at Mile 14 and used to grade low spots in road surface between Mile 11 and 18 and to fill bad holes situated in Mile 20 and 21. Motor Grader was used to grade road from Mile 0 to 18, and with tractor and Full Grader Mile 18 to 25.

Continued wet weather would not allow much work to be done on the road, but on reports from Foreman Al Pasquan it was passable as far as Taylor, Mile 40 $\frac{1}{2}$. Use of roads by miners has been negligible, not more than 20 ton being moved over it and very little light traffic.

September 20th was decided upon as the closing date for this project after checking with miners in the area regarding the possible use of the road and ferry after this date. In accordance, ferry was removed from service and placed on ways at Bunker Hill, equipment checked, repaired and stored for winter, camp cleaned and boarded up, excess groceries, tools and material were taken to Bunker Hill to be shipped to Nome, via tram, at a later date. Complete inventory of equipment, kitchen ware, tools, material, camp furniture, fuel and groceries was made by Foreman Pasquan and submitted to office.

Final inspection by District Engineer Hudert and District Clerk Gundersen on September 23rd. Everything satisfactory and camp at Quartz Creek ship shape. Road at this time was passable, but exceedingly wet and

Operation Report - September 1949 (Cont'd.)

Route 89AB - Cont'd.

muddy due to the heavy rainfall on the day of inspection.

Official closing date of project September 24.

Route 8-Survey

Pertains to work done on location survey of existing road Nome to Council.

Survey crew with location Engineer Wilson in charge continued this survey starting at about Mile 10. Survey of first 10 miles had been done prior to start of Golovin-White Mountain survey. Pick-up truck was used for transportation and the party operated out of Nome until Mile 28 was reached and from then on to the termination of work at Mile 39 were based at Solomon Road House, Mile 35.

Incidentally progress was slow due to the sickness of Templeton and the loss of two rod men who returned to school. Rod men were not replaced immediately as no one could be found suitable until some of the other projects were closed.

Survey work was terminated and party disbanded September 26th upon the temporary transfer to the Fairbanks District of Wilson, Templeton and Boucher.

Yours truly,


John D. Hudert

District Engineer

ADDRESS REPLY TO
ALASKA ROAD COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION

JUNEAU, ALASKA
Nome District

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SEP 8 1949

Mr. Ike P. Taylor
Chief Engineer, Alaska Road Commission
Juneau, Alaska

Subject: Report of Operations - August 1949

Dear Sir:

The following is the operation report applicable to the Nome District for the month of August 1949.

Route 8 - Nome - Council

Routine maintenance was performed between mile 0 and mile 18½ consisting of grading road with motor grader, spot gravelling, the removal of small slides at Cape Nome Bluff and the lengthening and cleaning of culverts. An effort was made to improve the road between mile 18½ and 30 by placing clay from borrow pit at mile 15 in the sandy spots. In explanation it might be added, the road base on the spit consists of sand with a light covering of sod and soil. Traffic has broken through this covering creating a number of soft sandy spots. By covering with clay and stabilizing with a light covering of pea gravel borrowed from small pits along the road this condition is improved.

In other areas mud conditions were formed during rainy weather and were stabilized by the placing of pea gravel which offset this condition to a great extent.

It is not practical to maintain the section of road between mile 18½ and mile 30 with a motor grader as this disturbs the covering of sod and soil. After prolonged traffic a high center occurs. This high center was removed with scarifyer and blade, without touching the tracks, by an Adams Motor Grader thus facilitateing further grading with a tractor and maintainer. The sod that was left on the travelled way was removed by a crew using hay forks.

Work on the section between Safety and Solomen Ferries was interrupted by the storm of August tenth which did considerable damage to the road at mile 17½, washing out about 1000 ft. This meant moving crew and equipment back from mile 25 to make the necessary repairs. The road bed was replaced in seven days during which time traffic was maintained by using the beach. The D-6 tractor was available if anyone became stuck. At this point about 700 feet separates the beach line from the road for a distance of about 2000 feet. Just enough fill is placed to give a good

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Operation Report - August 1949 (Cont'd.)

surface as the cost would be prohibitive for the placing of further protection such as junked equipment or large rock from Cape Nome Bluff.

The road from Solomon mile 33 to the camp at Fox River mile 71 is in good condition despite considerable rainy weather. Two very bad soft areas, one at mile 58 and one at mile 59 necessitated the removing of mud with D-8 Cat and Dozer and replacing with rock.

Nothing further has been done in constructing a more permanent location from mile 48 to mile 69.5 except for routine maintenance. Considerable fording of both East Fork and the Fox River is encountered which will slow traffic but is not hazardous. If time will permit it is planned to improve these areas on the return to Solomon. On only one occasion has travel been stopped and that due to an unusually heavy rain. It might be added that at this time only truck traffic would be adviseable.

Foreman Mel Jolliffe performing his operations from temporary construction camp at mile 71 has been working under extreme difficulties. Most of his efforts have been confined to this area trying to complete the fill across the flats to the Niukluk, but an unusually rainy season plus equipment breakdowns have hindered him.

Borrow pits at mile 71.5 and at mile 72 are composed of schist and clay and could not be used when to wet. Fill placed to mile 72 last season was composed of this material and turned so soft that gravel from Fox River had to be placed before the fill could be continued across the Flats. Even in normal weather the Flats are soft going, but during this wet season they are almost impassable. The fill placed to date has averaged about five feet in depth and has to be hauled from Fox River, mile 71, thus increasing the average haul.

The old corduroy road is being used because of the certainty of getting some refusal and for this reason the road width does not exceed fourteen feet. Gravel turnouts are maintained where practical, but to save time ^{the} ramps are used as turn arounds. As work progresses ramps are moved ahead with a tractor. A reasonably long haul and soft going has hindered operations considerably. The fill to date is complete as far as mile 73.5 leaving a balance of approximately 3.5 miles to reach the Niukluk River. The terrain seems to be better ahead and it is the opinion of Mr. Jolliffe, the foreman, that a fill of 2 Feet will be sufficient in most cases to carry us through. There still is 1.5 miles to go before reaching Bear Creek where gravel can be obtained and allow for a shorter haul. The remaining two miles should be fairly easy as one mile has already been graveled and should just need patching. Weather permitting the fill across the flats could be completed this season.

In respect to a permanent location a section is being worked between mile 69 and mile 71 on the south side of the Fox River. It involves side hill construction and except for a few small frost areas the material

encountered is exceptionally good. About 1.5 Miles has been opened to date. Several metal culverts were placed to aid drainage. It is planned to continue as the terrain up river is about the same. Work was discontinued on this section about Aug. 15 in order to concentrate all efforts on the fill across the flats.

Some work has been done with tractor, dozer and pull grader in the vicinity of Mile 63 to avoid excessive fording, but with not much success due to soft going and not much gravel.

Work on the Nome-Council Road was suspended Aug. 30, because of shortage of funds. Trucks and some personnel was returned to Nome as per instructions. A delegation of miners from Council headed by Mr. Ralph Lomen, were very much perturbed and considerable public sentiment has been aroused. Because of this reaction and it's justification, there seemed to be a possibility of continuation of the project, and for this reason Foreman Joliffe was advised by this office to remain at Camp Mile 71 with the personnel retained for moving the camp pending further instructions from Juneau.

Ferries at Safety and Solomon have been in constant operation and considerable traffic has been moved over them. Ramps on Solomon ferry were not satisfactory and had to be replaced. This did not interfere with traffic as old ferry was used until repairs were made. Suspension of work at the Council end does not effect the Ferry Service, as enough funds have been retained to maintain service to end of season.

Route 13A - Nome-Bessie

Routine maintenance with motor grader only.

Route 13B - Bessie-Snake River

Routine maintenance and small bridge repair. Maintenance of road with motor grader from Mile 0 to 4 only as the balance of the road was to soft for grading due to excessive rain. Small bridge at Mile 1 1/2, reported washed out, promptly repaired. Road is passable but needs gravel badly in soft areas.

Route 13C - Bessie-Sunset

No work done on this road as it is in fair condition and little used. Needs grading with motor grader which cannot be done until grade dries a bit.

Route 13F - Bessie-Osborne

No work done on this road as it is in fair condition. Needs grading with motor grader which cannot be done until grade dries a bit.

Route 13M - Nome-Depot

No work done on existing Depot. Watchman maintained at New Depot site in order to protect buildings. Besides watching he is also cleaning up area prior to our moving.

Route 13K - Bessie-Buster

Routine maintenance with motor grader and condition of road good.

Operation Report - August 1949 (Cont'd.)

Route 25C - Nome-Wireless

No work needed as road is in good condition.

Route 27 - Deering-Inmachuk

General maintenance has been performed on this project during month and according to reports road is in good condition from Mile 0 to 25.

Work consisted of repairing chuck holes and low spots, most of work being done between Mile 1 and 5 and 17 and 22. Gravel used was loaded and spread by hand, amount hauled 720 cu. yds.

Work also included ditching and cleaning culverts and grading with truck and pull grader, Mile 0 to 22. Six 12" metal culverts were installed to replace old wooden culverts and 1 new metal culvert at new location. Work ended on project Aug. 28, allocated funds having been used up. Trucks and tools etc. stored for winter.

Under the circumstances as much work was accomplished as could be expected, but it is quite evident that Mr. Vestal, native in charge of local native crew, while capable, was not able to control his men and there was considerable friction. So as not to have a recurrence, it is planned for next season to have a foreman sent from Nome to supervise the work, using local labor and equipment and to do the work as quickly as possible. With proper supervision, it is hoped that the work can be done more efficiently and to greater advantage.

Not much help can be expected from mining operators as it is all they can do to take care of their own operations. As most of the mining operations are at Mile 18 and 20, it is very important that the road be kept in good condition for all freight is hauled over it from Deering.

Route 37C - Golovin-White Mountain

Completed.

Route 67B - Teller-Bluestone

General maintenance, Mile 1 to 15, which included repairing chuck holes and washouts, cleaning ditches and culverts, and installing one timber culvert at Mile 14. Material used for grading was loaded by hand and amounted to 325 cu. yds. Excessive rainy weather retarded the work, but according to reports from Foreman Harry Bourn the road is in good condition as far as Mile 13. Mile 14 and 15 have never been completed and as there is only one dump truck at Teller, Mr. Bourn has been advised to rent a tractor, which is available, in order to help in the completion of the last 2 miles. It is necessary for this work to be done as it does hinder the few mining outfits there are, from using truck transportation.

Route 89A - Seward-Peninsula Tram.

Work consisted of routine maintenance such as raising and levelling track, replacement of ties, repair of switches and bridges.

Crew cars were moved from "Y" at Nugget Cr. Mile 34½, to Irene Cr. Mile 52½ and then to final camp at Cotton Wood Mile 65. Enroute track was checked for soft spots, washouts, bad trestles and bad ties. All necessary repairs were made, some temporary to be taken care of later in season so that track would be reasonably safe for future traffic. Track was in good condition from Mile 34 to 56 necessitating only minor repairs and some tie replacements. Tough going was encountered from Mile 56 to 65 due to soft condition of road bed and grass conditions on the track. The grass condition is usually the worse on the first

Operation Report - August 1949 (Cont'd.)

trip over, improving as more traffic goes over it. Using the weed burner last season did improve this condition, but time will not allow for it's use this year with the work that still has to be done.

Numerous soft spots had to be raised and levelled, either by placing long timbers to bridge the area or by mud sills and cribbing. In most cases the men had to work in muck and water, performing this work. Old timber, plank- ing and ties salvaged in these operations were reused where ever possible. It might be stated, that due to the track being laid on the tundra without benefit of ballast, soft areas show up after heavy loads have been hauled over the tracks, so that constant maintenance is almost necessary. Work of this nature is very slow and very discouraging as it is almost impossible to remedy this condition.

Foreman Walt Taylor has been doing a good job and has checked and repaired the line all the way in to Bunker Hill, Mile 80 $\frac{1}{2}$.

A very dangerous condition exists at Mile 58 $\frac{1}{2}$ where the track runs close to the edge of a lake. Thawing action has occurred under the track and although cribbing has been placed for temporary travel it will necessitate moving about 400' of track in order to get away from this hazardous condition.

Foreman Knute Solbick and crew of 3 men, used for bridge repairs, set up camp Aug. 16, at Sherrette Cr. Mile 56 $\frac{1}{2}$, to repair 60' steel bridge at Sherrette Cr. Condition of this bridge is far worse than expected, the south end being lower than the north end by 32". During construction of this bridge, the south bank on the upstream side of the bridge had been dozed out to provide fall for the south approach. This condition has caused considerable erosion at the south end and evidently thawed the ground around the steel piling causing settlement. It is also evident that some action is taking place on the north end, either the piling is heaving from frost action or the approach is settling, as more cribbing had to be placed under the track on this side. Bridge was also hit again with ice during the spring breakup, but no appreciable damage had been done. In order to protect this structure from further damage it will first have to be levelled up and then raised at least another two feet. 400' of track will have to be removed in order to replace the South Bank and to raise the grade at the approaches. Solbick's crew is too small for this operation so it will be combined with Walt Taylor and crew. This arrangement will be also necessary in doing the relocation work at Mile 58 $\frac{1}{2}$.

High water in Sherrette Cr. has hindered any work being done on Sherrette Cr. bridge, so Solbick is repairing long timber trestle at Mile 60. Trestle No. 92. Condition of this bridge is very poor and dangerous and will have to be replaced almost entirely. About 50% has been done.

Material and supplies are transported by A.R.C. gas locomotive from Nome, besides moving crew cars. Not only for R.R. crews, but also for the Kougarok job. The Road Commission is responsible for most of the tonnage being moved over the tram, for it's own use. Tonnage hauled by the Kougarok Freight and Mining Co. for the Kougarok miners to-date would not exceed 20 Ton. Almost constant rain from Aug. 20 to end of month.

Route 89AB - Bunker-Hill-Taylor and Branches

Work consisted of routine maintenance, gravel surfacing, building

Operation Report - August 1949 (Cont'd.)

Route 89AB - Cont'd.

repairs at camp, equipment repair and ferry service. The section of road from Mile 18 to 32 has never been completed and consequently has little or no gravel surfacing. This section is passable when dry but the least rain makes it impassable.

Foreman Al Pasquan is operating out of temporary camp at Mile 24 and is placing gravel surfacing between Mile $23\frac{1}{2}$ and $26\frac{1}{2}$. Gravel borrow suitable for surfacing is very scarce in this area and very little can be obtained from pits accessible to the road. Mr. Pasquan, in prospecting for gravel, found a mountain of it about 1 mile north of the road, opposite Mile 24. This means building an access road to get to it and this has been started, but lacks $\frac{1}{4}$ of a mile for completion. Surfacing of the worst places between Mile $23\frac{1}{2}$ and $26\frac{1}{2}$ was done with what gravel was obtainable, besides filling some bad holes between Mile $26\frac{1}{2}$ and 29.

Because of almost incessant rain and dark cloudy days (18 days of rain, balance cloudy and showers) this work had to be abandoned until better weather. Most of equipment was down for repairs because of tough going, so there was no alternative except to move back to the Quartz Creek Camp at Mile 11. This was done on Aug. 17 and crew was cut from 7 to 5 men. Repairs were made to equipment so as to be available if a break in the weather did occur. Camp buildings at Quartz Cr. were in a bad state so repairs were started consisting of raising, levelling, patching outside surfacing and painting, at least prime coat, if frame will allow. It is also planned to move shop building so as to be readily accessible to the main portion of the camp and the source of power. A new light plant and cook stove were set up. Station KVZH Kougarak, Quartz Creek Camp, has finally been set up and both transmission and reception to-date has been excellent. It is not planned to move the camp to another location until the status of the Bunker Hill-Taylor is ascertained.

Maintenance repairs have been made between Mile 0 and 20 and road graded with motor grader Mile 0 to 20, and with tractor and pull grader Mile 20 to 40. Road at Checker Creek Mile $12\frac{1}{2}$, is beginning to show large cracks in the surfacing, evidently caused by thawing action in the ditches. It is believed that this action can be stopped by resealing the area, involving 500' on both sides, with tundra and then build up the surface. This work has been started, but not completed.

Miners in the Kougarak have been contacted and state they still have freight to be hauled in over the tram and road which will necessitate holding the present crew. Bunker Hill ferry has been in operation and very necessary due to high water in the Kuzitrin River. This service should be continued.

Route 8 Survey - Nome-Solomon

On August 1, 1949, the Nome-Solomon Survey, Route 8, was at a point two miles from the beginning of the project and was completed on August 27, 1949, tying into the previous survey made from Nome to the Nome River bridge during the month of June 1949.

The project started with Station 0+00.00 at a point just North of Penny Creek (about six miles North of Solomon) and ended at Station 1815+89.5 at the Nome River bridge, a total length of 34.392 miles, including distances over rivers to be spanned by bridges.

Operation Report - August 1949 (Cont'd.)

Route 8 Survey - Cont'd.

The previous survey from Nome to the Nome River bridge was 4.186 miles, making a total survey length between Nome and Solomon of 38.578 miles.

The Route 8 project in general followed a course approximately five miles North of the coast line, and was entirely in open country, thereby permitting a rapid completion of the project since there were no obstacles of terrain to retard progress such as are usually encountered in broken and wooded country. Brush was encountered in a few spots, and especially in the vicinity of rivers and creeks, however, it caused no noticeable delay as the dozer-tractor was utilized for clearing sufficiently to run the survey line through.

The ground throughout is tundra with frost encountered at depths varying from one foot to several feet, and the soil varied from a soft, swamp-like material to a firm gravel, and in a few instances was composed of broken shale in pieces up to two feet in diameter. Almost throughout the project gravel could be found under the tundra. There are, of course, many places where the ground is soft, and will require 100% fill. All creeks and rivers have gravel bottoms.

The party of eight, including a tractor operator and cook, were housed in two wannigans, one serving as a kitchen and sleeping two men while the other served as sleeping quarters for six men.

Sufficient stove oil, fuel oil, lubricants, laths (used for stakes), hubs and other supplies were taken with the survey party and carried on a go-devil sled. Canned foods, sugar, flour and other foodstuffs were carried on a rack built on top of the kitchen wannigan. Fresh meat and vegetables were supplied weekly by having them dropped from an airplane; an arrangement that served very satisfactorily. Radio communication was maintained daily - weather and atmospheric conditions permitting - between Road Commission headquarters in Nome and the camps.

Yours very truly,



John D. Hudert
District Engineer

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION



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Nome, Alaska
DATE Aug. 16, 1949
FILE NO.
SUSPENSE

Juneau DISTRICT

REFERENCE-- Report of Operations - July 1949

Route 8 - Nome-Council

Maintenance Road - Patching soft areas, washouts and chuck holes.
Mile 4 to 13 - Gravel hauled, 648 cu. yds.
Mile 17 to 19 - Dirt hauled, 95 cu. yds.
Mile 33 to 47 - Gravel Hauled, 189 cu. yds.

Improvement, Road - Building up road grade between Mile 71 and 72. Gravel hauled, 2125 cu. yds.

Relocations being made with dozer and pull-grader where practicable, between Miles 50 and 70.

Maintenance Road - With motor graders, Mile 0 to 18, twice over, 36 miles.
With motor grader, Mile 32 to 50, 18 miles.
With tractor and pull grader, Mile 50 to 72, 22 miles.

Ditching Road - Where needed between Mile 50 and 71.

Snow Removal - July 11 to 19. Mile 55 to 59. Drifting areas totalling $1\frac{1}{2}$ miles.

Culverts, Metal - Installed between Mile 34 and 72. Totals: 124' of 12", 94' of 15", 52' of 18". Total units, 15.

Culverts, Repaired - Between Mile 2 and 14, 4 units.
" " 34 and 72, 3 units.

Culverts, Lengthened - Mile 44, 3 units. Total 18'.
" 33, 3 " " 18'.

Fill With Dozer - Mile 8, 270 cu. yds.

Miscellaneous - Crew moved from Nome to camp at East Fork, Mile 45, July 5.
Moved from East Fork camp to Mile 71, July 21.

N.B: As of July 31 - Condition of road very soft in spots and impassable, due to frost conditions, located between the head of East Fork, Mile 56 and the head of Fox River, Mile 59.

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INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

Juneau DISTRICT

DATE
FILE NO.
SUSPENSE---

REFERENCE-- Report of Operations - July 1949 Cont'd.

Route 8 - Cont'd.

Mining operators of Solomon and Council have altered their plans and all hauling of oil and supplies will be done by truck from Nome and not from Solomon as planned. This will necessitate more work to be done on road from Mile 17 to Solomon, Mile 33, hence another crew of about 7 men working out of Nome.

Miscellaneous - Repairs made to ramps and rail at Solomon ferry.

Nome River bridge, Mile 4: Guard rail construction, 360 lineal ft. Attached to bridge by welding brackets on girders, 2" x 8" timber used for rails.

Route 8, Survey - Nome-Solomon

Started July 28 and line complete up to July 31, 2.0 miles. July 24 to 28, Preliminary work: Location ties from existing triangulation points and establishment of elevations. Station 0+00 for survey, located at mouth of Shovel Creek at about Mile 39 of existing road. (opposite Lee Brothers camp.)

Route 13A - Nome-Bessie

Maintenance Road - With motor grader, Mile 0 to 4.5, twice over. 9.0 miles, total.

Route 13B - Bessie-Snake River

Maintenance Road - With motor grader, Mile 0 to 4.5. Total 4.5 miles.

Bridge Repairs - Mile 13 $\frac{1}{2}$, replaced deck. Length 16'.

Route 13C - Bessie-Sunset

No work done.

Route 13F - Bessie-Osborne

Maintenance Road - With motor grader, Mile 0 to 5.7. Total 5.7 miles. Resurfacing between Mile 2 & 3. Gravel hauled 1215 cu. yds.

Culvert Metal - Installed, Mile 5. 1- 18" x 20' replacing old bridge over ditch.

Route 13M - Nome Depot

Building Repairs - At Satellite Field. Fixing doors, windows, and general clearing of area.

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

Juneau

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REFERENCE-- Report of Operations - July 1949 Cont'd.

Route 13K - Bessie-Buster

Maintenance Road - With motor grader, Mile 0 to 7.7.
Total 7.7 miles.

Route 25C - Nome-Wireless (A.C.S.)

No work done.

Route 27 - Deering-Inmachuk

Work started, July 11.

Maintenance Road - Cleaning ditches, Mile 1 - 1600'
Mile 19 - 760'
Total 2360'

Patching Road, loading by hand. Gravel placed
between Mile 1 and 7, 80 cu. yds.

Gravel placed between Mile 19 and 20, 300 cu. yds.
Total gravel, 380 cu. yds.

Bridge Repairs - Smith Creek Bridge, Mile 0.1. Repair, bracing,
and placing of willows and sod to protect abut-
ments. Mile 1, repair deck.

Culverts, Installed - Using old hydraulic pipe, Mile 17, 2- 16" x
16'; Mile 19, 1- 16" x 16'; Mile 19, 2- 12"
x 16'.

Culvert Repairs - Timber between Miles 2 and 10, 17 units.
And Cleaning Metal " " 2 and 10, 10 units.

Route 37C - Golovin-White Mountain Survey

Survey - Continued July 1, and completed July 20. Line com-
pleted 24 miles, making a total of 25 miles.

Using Solomon ferry as barge (leaving old ferry to
take care of light traffic), and Capt. Castel's "Vicki
C" boat for towing, Survey crew, equipment and supplies
was transferred from White Mountain to Solomon, starting
on the 21st. and arriving on the 23rd.

Route 67B - Teller-Bluestone

Started work July 13.

Maintenance Road - Mile 0 to 9. Repairing washouts, etc. Hand
loading. Gravel hauled, 60 cu. yds.

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ALASKA ROAD COMMISSION

Juneau DISTRICT

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REFERENCE-- Report of Operations - July 1949 Cont'd.

Route 67B - Cont'd.

Bridge Repairs - Minor, 1 unit at Mile	3 $\frac{1}{2}$
1 " " "	4 $\frac{1}{2}$
1 " " "	5 $\frac{1}{2}$

General - Culverts and ditches cleaned and repaired, Mile 0 to 9.

Route 89A - Seward Peninsula Tram

Snow Removal - Between Mile 17 $\frac{1}{2}$ and 35. Drifts totalling 1150'.

Track Repair - Raised and levelled between Mile 17 and 40, 1450'.

Replacement of ties, new 1264 units.

" " " , salvage 18 units.

Placement of tie rods to hold gauge, 42 units.

Bridge Repair - Temporary, 1 unit Mile 16

1 " " 20 $\frac{1}{2}$

1 " " 37

1 " " 39 $\frac{1}{4}$

1 " " 39 $\frac{1}{2}$

Total 5 units

Culvert Repair - 1 unit, Mile 16 $\frac{1}{2}$.

Route 89AB - Bunker Hill-Taylor and Branches

Maintenance Road - Surfacing between Mile 5 $\frac{1}{2}$ and 7 $\frac{1}{2}$. Gravel hauled 227 cu. yds. Between Mile 23 and 25, 670 cu. yds. Coffee Creek Branch, 335 cu. yds. Total gravel hauled, 1232 cu. yds.

With motor grader. Coffee Creek Branch 3 miles. Mile 0 to 9, 9 miles. Mile 18 to 39, 21 miles. Total miles, 33.

With tractor and pullgrader. Mile 25 to 39. Total, 14 miles.

Fill With Dozer - North Fork Bridge, Mile 28. 197 cu. yds.

Cleaning Culverts and Ditches - Mile 0 to 3, Mile 22 to 25.

Recovering soft areas with tundra, between Mile 23 and 26, with dozer, about 600 cu. yds.

Bunker Hill Ferry- Repaired and in service July 21.

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

Juneau

DISTRICT

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REFERENCE-- Report of Operations - July 1949 Cont'd.

Route 89AB - Cont'd.

Miscellaneous - Setting up temporary camp at Mile 24, using tent frames from old North Fork Camp, and tents, July 14 to 18.


John D. Hudert
District Engineer

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

AUG 9 1949
Alaska Road Commission
Juneau, Alaska

251
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SUSPENSE

Nome, Alaska GHS
DATE Aug. 4, 1949
FILE NO.
SUSPENSE

Juneau DISTRICT

REFERENCE-- Report of Operations - June 1949

Route 8 - Nome-Council

General Maintenance - Mile 0 to 21.

Snow Removal - Concluded. Mile 13.7 to 16.5. Total 2.8 miles

Maintenance Road - With motor graders. Mile 0 to 17.5, plus
2 miles in cooperation with A.C.S. Total
19.5 miles.

Gravelling soft area and patching between
Mile 1 and 13. Gravel hauled, 2841 Cu. Yds.

Metal Culverts Installed - Between Mile 2.5 and 11.5
Total Units 9. Total Length 180 ft.

Metal Culverts Extended - Between Mile 2 and 10. Total units 6.
Total length 36 ft.

Ferries - Solomon in operation, June 20 (using old ferry).
Safety in operation, June 21.

Miscellaneous - Conversion of steel barge for Solomon ferry
service completed June 25.

Route 8 - Survey

Location Survey continued as far as Mile 15 of existing road.
N.B - This is not considered as part of the Nome - Solomon
survey.

Route 13A - Nome-Bessie

Maintenance Road - With motor graders. Mile 0 to 4.5, three
times over. Total 13.5 miles.

Raising grade at Bourbon Creek, Mile 2.
Gravel hauled, 260 cu. yds.

Route 13B - Bessie-Snake River Road

Snow Removal - In cooperation with Army Map Service, continued
Mile 9.1 and completed to Mile 19.5, June 16.
Total 10.4 miles.

Maintenance Road - Spot gravelling. Mile 1.5 to 7.7. Gravel
hauled 785 cu. yds.

With motor grader . Mile 0 to 15. Total
15 miles.

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ALASKA ROAD COMMISSION

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SUSPENSE—

Juneau . . . DISTRICT

REFERENCE— Report of Operations - June 1949 Cont'd.

Ditching - Between Mile 1 and 15. Total ditched 8 miles $\frac{1}{4}$.

Metal Culverts - Installed between Mile 5 and 6. Total units 2, Total length 40 ft.

Route 13C - Bessie-Sunset

Maintenance Road - Graveling soft spots, Mile 4. Gravel hauled 36 cu. yds.

With motor grader, Mile 0 to 3. Total 3 miles.

Miscellaneous - Blasting ice jams at Snake River Bridge, Mile 4.2, June 1 and 2.

Route 13F - Bessie-Osborne

Maintenance Road - Graveling soft areas between Mile 1 and 4.5. Gravel hauled 305 cu. yds.

With motor grader. Mile 0 to 5.7. Total 5.7 miles.

Timber Bridge Rebuilt - Mile 1 $\frac{1}{2}$. Total length 16 lineal ft.

Route 13K - Bessie-Buster

Snow Removal - June 1 to 8. Mile 0 to 7.7. Total 7.7 miles.

Maintenance Road - Graveling soft areas between Mile 2 and 4. gravel hauled 1790 cu. yds.

With motor grader, Mile 0 to 7.7. Total 7.7 miles.

Culverts and ditches cleaned.

Route 13M - Nome Depot

Miscellaneous - Repairs to doors, oil and gas rack. Partition for office in Federal Bldg. Repairs to water line for shop.

Route 25C - Nome-Wireless

Resurfacing - $\frac{1}{4}$ mile. Gravel hauled and placed. 1280 cu. yds.

Maintenance Road - With motor grader, twice over. Total $\frac{1}{2}$ mile.

INTEROFFICE CORRESPONDENCE
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Juneau DISTRICT

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REFERENCE-- Report of Operations - June 1949 Cont'd.

Route 37C - Golovin-White Mountain Survey
Survey - Started June 29. Line completed to June 30, 1.0 mile.

N.B - Survey crew and equipment transferred to Golovin from Nome, June 27, using converted steel barge and Capt. Castel's boat, the "Vicki C". Steel barge then returned to Solomon to be used as ferry at Solomon.

Route 89A - Seward Peninsula Tram
Started work June 3.

Snow Removal - Between Mile 0 to 12. Occasional snow drifts.
Total 2700 ft.

Track Raised - Mile 1 (C.A.A. area). Involving removal of track, placing of 285 cu. yds. of gravel and then relaying track. Total length 350 ft.

Track repaired - Between Mile 0 and 12. Involving raising, straightening of track and replacement of ties.
Total length , 3650 ft.

Tie Rods - Placed to maintain gauge between mile 0 and 12.
Total units placed 73.

Ties, Replacement - New 379 Units
Salvaged 213 Units

Switch Repairs - Mile 6, 1 Unit

Culvert repairs - Mile 5, 1 Unit

Trestle repairs - Dry Creek, Mile 1. Sand bags and rock placed to protect abutment.
Mile 5½, 1 Unit, minor repairs.

Route 89AB - Bunder Hill-Taylor and Branches

Snow Removal - Between Mile 13 and 25. Total removed 4.2 miles.

Bridge Repairs - Minor. Quartz Creek, Mile 10
Checker Creek Mile 12

Maintenance Road - Repairing washouts, etc. Mile 0 to 13.
Gravel hauled 1510 cu. yds.

Motor grader. Mile 0 to 13. Twice over.
Total, 36 miles

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

DATE
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SUSPENSE

Juneau, DISTRICT

REFERENCE-- Report of Operations - June 1949 Cont'd.

Fills With Dozer- Mile 14 - 150 cu. yds.
Mile 18 $\frac{1}{2}$ - 75 cu. yds.
Mile 10 - 125 cu. yds.
Mile 18 - 200 cu. yds.

Total 550 cu. yds.


Culvert repairs - Mile 14, 2 Units

Culvert, Metal-Installed - Mile 17, 1- 12" x 20'

Route 27 - Deering-Inmachuck

Equipment Repair - Mechanic from Route 89AB, Kougarok, re-
pairing Ford Dump #688 and Chev. Dump #717
for seasons work.

N-1 - Hauling equipment, material and supplies from dock to Nome Depot.


John D. Hudert
District Engineer

ALASKA ROAD COMMISSION
INTEROFFICE CORRESPONDENCE

JUL 1 1943
Alaska Road Commission

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1943
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DATE June 25, 1943

FILE NO.
SUSPENSE

Juneau

DISTRICT

REFERENCE - Report of Operations - June 1943

Route 8 - Nome-Council
Snow Removal - started May 16, mile 0 to 13.7. Total 13.7 miles.
Thawed out culverts mile 2.

Route 17A - Nome-Bessie
Snow Removal - May 16 to 21, mile 0 to 4.5. Total 4.5 miles.
Thawed out culverts mile 0 to 1.

Maintenance Road - Motor Grader, mile 0 to 3, total 3 miles.

Route 17B - Bessie-Snake River
Snow Removal - By USRRM Co, mile 0 to 3, total 3 miles.
(Prior to May 26)
ARC started May 26, mile 3 to 9.1. Total 6.1 miles.
Combined total 9.1 miles.

General Maintenance - Culverts cleared and washouts repaired
mile 0 to 4.

Route 17C - Bessie-Sunset
Snow Removal - May 23 to 25. Total 2 miles.

Dynamiting ice jams at Snake River Bridge. May 29-31.

Route 17D - Bessie-Oborne

Snow Removal - May 27-31. Mile 0 to 5.7. Total snow removal 11.5 miles.

Equipment Repairs - None

#721 - Removed, repaired clutch pedal and linkage and reinstalled.
Removed carburetor, repaired and installed.

#712 - Cleaned magnets, adjusted points on spark plugs, complete
grease job, repaired clutch.

#711 - Motor removal, grease overhaul, and reinstallation. Overhauled
transmission. Removed dump box, sub frame, and hoist unit.
Repaired doors and windows, straightened cab. Steam cleaned
entire unit and made ready for painting. Disassembled and
cleaned wheels, etc., and reassembled.

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INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

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Juneau DISTRICT

REFERENCE--Report of Operations - June 1949 cont'd.

- 1424 - Repaired clutch.
- 1426 - Cleaned shovel boom cable. Removed valve lifter assembly, re-mounted and made new valve lifter.
- 1429 - Complete grease job, transmission and rear end drained, flushed, cleaned and refilled.
- 1433 - Cut out track plates. Removed track and idler, installed spring track adjusting bolt. Tapped out holes for roller assemblies. Repaired gas tank and generator gasket.
- 1437 - Repaired starter.
- 1440 - Removed radiator and hoist, and installed front power unit drive.
- 1441 - Removed and overhauled differential assembly. Installed drive line bearings, removed motor, overhauled and installed. Overhauled entire brakes, relined same and installed. Overhauled wheel cylinder assemblies, installed new brake hoses, checked transmission, drained and flushed differential and transfer case. Repaired door and window lifts, steamed cleaned and painted entire car.
- 1450 - Made hook for tow cables and welded on truck.
- 1455 - Made hook for tow cables and welded on truck.
- 695 - Complete overhaul brake assembly. New brake shoes installed. Rewired motor, checked motor and transmission, installed new radiator. Complete differential assembly overhaul. Painted entire unit. Installed muffler and exhaust pipe.

MISCELLANEOUS

- Route 89A - Started to build ramp for flatcar for loading "70" Caterpillar on car.
- Route 8 Survey - Made cupboards in wardens, installed beds, built radio cabinet, built stand for oil tank, also housing for battery charger.
- Route 8 - Removed manhole covers, cut off standpipes, brackets and cleats on deck. Welded all holes. Installed drain plug in bottom. Cut passage way between partitions.

and cover from engine

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

DATE


FILE NO.

SUSPENSE

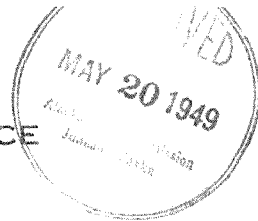
Juneau DISTRICT

REFERENCE-- Report of Operations - June 1949 (Cont'd)

Survey Crew - Location survey of Route 8. Reconnaissance survey of probable road to C.A.A. transmitter site and continued to Nome River Bridge mile 4.


John D. Hudert
District Engineer

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION



Col.	<i>[initials]</i>
IPT	<i>[initials]</i>
AFG	<i>[initials]</i>
EMT	<i>[initials]</i>
WHD	<i>[initials]</i>
GHS	

Nome, Alaska
DATE May 10, 1949
FILE NO.
SUSPENSE--

Juneau . . . DISTRICT

REFERENCE-- Report of Operations - Month of April 1949:

#1426, Quickway Crane: Assembled U9 International engine, overhauled digging clutch, made battery box, rewired entire unit; installed new control wires on choke and throttle. Made and installed sectional rear door on crane cab to facilitate motor removal or inspection. Unit steam cleaned and painted. Unit complete.

#1451, Reo Dump Truck: Installed tow cables.

#730, D6 Tractor: Steam cleaned entire unit, repaired steering clutch lever ratchets and stops. Removed cover of transmission, repaired shifting levers. Adjusted starter motor clutch, removed starting motor, repaired Bendix Drive. Repaired hoist guard, installed cable wedge and pocket.

#1456, Reo Dump Truck: Installed tow cables. Repaired brakes.

#1430, Dodge Pickup: Relined brakes, overhauled wheel cylinder, straightened fender and body, retouched paint.

Route 8 Survey: Construction of wanigan, mounted on skids, for use of survey crew.

Route 37B: Construction of skids for wanigan. For use of survey crew.

Route 89AB: April 5th, started moving TD 18 Tractor #1448 to Kougarok, via Council. Stop made at Council to pick up angle dozer of Milligans' in exchange for one straight dozer. Trail extremely difficult due to deep, soft snow. Arrived at Quartz Creek Camp April 30th.

[Signature]
John D. Hudert,
District Engineer

33/91

Juneau, DISTRICT

REFERENCE - Report of Operations - Month of March 1949:

Route 25L, Nome City Airfield:

Snow removal: On access road to field in cooperation with local bush pilots on several occasions. Mileage total 1 1/2.

Route 68, Trail Staking (Temporary) 11 1/2 miles total.

Vicinity of Teller: Total mileage 37.

Route 67 - Teller to Cape Douglas - 12 miles.

Route 67A - Teller to Mission - 6 miles.

Route 67A - Across Lagoon, northeast of Mission - 3 miles.

Route 67C - Teller to head of Grantley Harbor - 10 miles.

Route 67D - Teller to Igloo Creek - 6 miles.

Vicinity of Golovin: Total mileage 25.

Route 18B - Golovin to White Mountain, 12 Miles.

Route 18 - From west side to Golovin bay to mouth of Mckenley Creek - 13 miles.

Vicinity of Kotzebue: Total Mileage 34.

Route 41F - Kotzebue to Shestaitik - 9 miles

Route 41B - From South Angak Point to Island near mouth of Noatak River - 8 miles.

Route 41A - From mouth of Riley Channel to Nimink Point - 12 miles.

Route 41B - From Kotzebue to South Angak Point - 5 miles.

Vicinity of Mary's Igloo: Total 9 miles.

Route 67C - Between Igloo and Salt Lake - 9 miles.

Vicinity of St. Michael: Total 5 miles.

Route 21 - Across St. Michael's Bay - 5 miles.

Vicinity of Cape Nome: Total 1 1/2 miles.

Route 18 - around Cape Nome Bluff - 1 1/2 miles.

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION



DATE April 7, 1949
FILE NO.
SUSPENSE

Nome

Col. N. [Signature]
IPT
AFG
GMT
WHD
GHS
MFC

16/CC

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

DATE April 7, 1949
FILE NO.
SUSPENSE—

. Juneau . . . DISTRICT

REFERENCE— Report of operations continued.

Route 90B - Shelter cabin repairs - total 5 units.

Route 41P Mouth of Agashavhok (Kotzebue)
Route 67A York (Sales)
Route 67 At Cape Douglas, at Cape Woolley.
Route 67 At Tisuk

Report of automobile repair shop:

- 1426 - Remove Suda Motor, disassemble complete. Install new main bearings, con rod bearings, piston rings, piston pins, new oil pump. Overhaul clutch, reline clutch disc. Overhaul water pump. Install new valve guides and valves. Assemble complete and install. Remove International motor, disassemble complete. Install new liners, piston assembly, main bearings, con rod bearings. Overhaul clutch, install new pinion bearing. Install new valve guides and valves. Build stop braces on rear axle housing, build rear bumper and brackets. Make rear cab doors, battery box and change battery box to starter side. Rewire complete. Steam clean unit and paint.

- 1413 - Steam clean entire unit and paint, repair front frame and bumper mounting. Straighten front fenders and bolt in place on body. Repair hoist shafts and U joints. Reline brakes, overhaul wheel bearings and seals. Install rear hub. Overhaul motor, adjust main bearings, install rings, grind valves, overhaul generator and starter.

- 718 - Steam clean entire unit. Remove engine from frame, disassemble complete, clean up and make ready to install new parts. Check all control units, paint entire unit.

- 1433 - Check rollers, idlers general check up. Grease unit and remove from shop.

- 1425- Thaw out motor and start. Bring in low boy, remove wheels, clean and adjust brakes.

- 699 - Steam clean entire unit, overhaul shifting assembly, replace, check motor, tracks and rollers.

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

DATE April 7, 1949

FILE No.


SUSPENSE—

Juneau . . . DISTRICT

REFERENCE— Report of operations cont'd.

1429 - Change over radiator, radiator door, check motor.

1430 - Overhaul carburetor, tune motor.


John D. Hudert
District Engineer

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

Juneau DISTRICT

Col. <i>[initials]</i>
IPT <i>[initials]</i>
AFG <i>[initials]</i>
GMT <i>[initials]</i>
WHD <i>[initials]</i>
GHS

DATE March 4, 1949
FILE NO.
SUSPENSE—

REFERENCE— REPORT OF OPERATIONS FEBRUARY 1949

EQUIPMENT REPAIR - NOME DEPOT:

1426 QUICKWAY TRUCK SHOVEL

Remove International digging engine. Complete overhaul, reline cylinders, install new main and rod bearings, grind valves. Install new clutch, check all bearings on main and pinion gears, reline clutches, change battery box, change cables, rewire entire unit. Rebush all house rollers. Remove Buda truck motor and completely overhaul, including new mains, new rod bearings, new valves and guides, overhaul air compressor. Make bucket bumper for rear. Make and install stiff legs for differential. Steam clean entire unit and start painting.

#1433 D-8 CATERPILLAR

Overhaul differential, replace leaking seals, overhaul and rebush. Complete assembly of clutch and brake pedals. Check main motor. Remove starting motor, complete overhaul including new rings, valve grind, overhaul of transmission and bendix drive assembly. Steam clean entire unit and paint with primer coat and final.

#1413 CHEVROLET DUMP

Complete motor overhaul, including main bearing and rod adjustment. Install new rings, check clutch, oil pump, etc. Reline all brakes and make emergency brake cables. Check front system complete.

#722 CHEVROLET DUMP

Complete motor overhaul, clutch and entire drive unit. Reline brakes, replace front spring main leaf, check all wheel bearings, clean entire unit and paint.

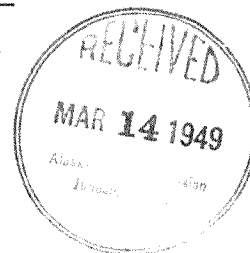
Maintenance

25L - Nome City Airfield: Snow removal in cooperation with local bush pilots.

Respectfully submitted,

John D. Hudert
John D. Hudert
District Engineer

JDE/bg



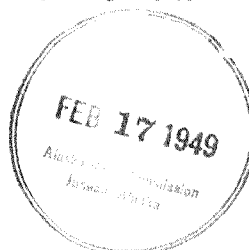
33/91

Nome, Alaska
February 10, 1949

REPORT OF OPERATIONS - JANUARY 1949

TO: ALASKA ROAD COMMISSION, JUNEAU, ALASKA

EQUIPMENT REPAIR * NOME DEPOT:



Col. N
IPT
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- ARC #1424 Chevrolet Cargo 4 x 4:
Remove engine, complete overhaul including replacement of cylinder rings, adjust main and rod bearings, grind valves, check cam shaft bearings and gears, install flywheel ring gear, check transmission, overhaul generator and distributor. Reline breaks, replace two rear hubs and drums, replace hub seals. Replace rear cab glass. Straighten hood, fenders and body. Steam clean entire unit, paint motor, chassis and body. Unit complete.
- ARC #1446 Chevrolet Dump 4 x 4:
Remove engine, complete overhaul including replace cylinder rings, adjust main and rod bearings, grind valves, check cam shaft bearings and gears. Install flywheel ring gear, check transmission, overhaul starter and distributor. Reline breaks, overhaul wheel cylinders, install wheel grease seals. Straighten hood, fenders and body. Steam clean entire unit.
- ARC #1437 Gasoline Locomotive: Repairs continued. Make mountings for 6 x 6 transfer case. Install 6 x 6 transfer case, drive shafts and emergency brake. Rewire entire unit. Remove rear trucks and drill frame for 7/8" cap screws and install. Repair radiator and make wind shroud. Painted. Unit complete.
- ARC #1426 Quickway - Brockway Shovel:
Steam clean entire unit, remove shovel engine, dismantle, clean up and make ready for complete overhaul. Dismantle truck engine, make battery box, change over and shorten starting cable assembly. Grind valves, remove timing cover, check gears. Rewire entire unit.
- ARC #1433 D8 Tractor:
Steam clean entire unit, overhaul transmission, remove starting motor and replace bendix assembly. Install clutch.
- ARC N-1 Miscellaneous:
Grind valves on Stewart Warner heater. Install water pump on tank trailer.

33/91

MAINTENANCE

Snow Removal: In cooperation with local bush pilots. Access road to city airfield (25L). Distance cleared total $\frac{1}{2}$ mile.

Respectfully submitted,

John D. Hudert
District Engineer