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NOME SITUATION REPORTS (1950 OLD FILM)
(see 33/95 for 1951 reports)

1700



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

Col. Noyes	
Chf. Engr.	<i>WJ</i>
Asst. Engr.	
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January 3, 1951

Mr. A. F. Ghiglione
 Chief Engineer
 Alaska Road Commission
 Juneau, Alaska

Subject: Report of Operations - December, 1950

Dear Sir:

The following is the operation report applicable to the Nome District for the month of December, 1950:

During month of December weather was considered better than average, with temperatures seldom below zero. Snow storms with extreme high winds were experienced on December 4, 8 and 11 and while rough were of short duration. Occasional drifting areas were formed, but in most cases the wind blew the road clear. Roads were kept open and no time was lost by ARC employees, in not being able to get to the job at the Nome Depot.

23/93

Route 13A: Nome-Bessie

In cooperation with bush pilots and air transportation companies, road was cleared of snow on 4 occasions, and consisted mainly of occasional drifts, as far as mile 2.4. Total snow removal amounted to 3 miles

Route 13M: Nome Depot

Minor items were completed on warehouse #3, such as interior painting and the electric wiring and lights. Heating facilities were also completed and included the installation of new safeties and new double outside stack.

Shop Building #5 - Wiring for lights and service for the machine shop was started, but was not completed due to urgency of other work. This work is being done by ARC personnel. Sheet metal covering, as a fire protective measure, was placed on walls of welding room and on walls and ceiling of furnace room.

Building #6, Vehicle Storage - Storm shed on south end of cowin was completed and eliminates excessive drifting of snow, which prevents sliding door to be used. It is planned to build a similar addition on the north end early next spring.

Operation Report - December (Cont'd.)

Building #10, Tram equipment Storage - Another 16'x36' quonset was moved in from Nome to the Area and added to quonset brought in previously from old Hospital Area. Both buildings were raised and placed on a 12'x12' mud sill, temporarily, until next spring at which time building will be completed.

General and winter maintenance was carried on during the month and included minor repairs to buildings, care of utilities and snow removal in area.

Route 25D: Center Creek Road and Branches

Snow removal operations were performed on 4 occasions and no difficulty was experienced. A Sno-go and a 12' motor grader was used in these operations and so far have proved far more economical and practical than when D8 tractors w/dozers were used as here to for.


In cooperation with CAA and the Air Force from Marks Field, road to tank farm was kept open to facilitate the transportation of fuel. One mile extra of road was involved and was opened on 4 different occasions. Also in cooperation with U.S.S.R. & M. Company access road to their No. 5 dredge camp was kept open same as road for CAA etc. Combined total of snow removal amounted to about 18 miles.

Miscellaneous:

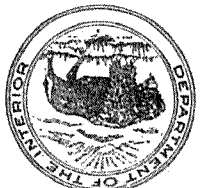
Minor repairs are being made to equipment in the course of winter maintenance operations, but to date the equipment repair program has not progressed beyond the preparatory stage. As stated, time has been spent in preparing for the program and in gathering and compiling information for plant account records and cost summary reports. This includes information in regards to newly acquired Air Force surplus equipment and helping the Property Clerk with the nomenclature and pricing of equipment parts for inventory.

Inventory of material, parts etc. is progressing favorably and to date is about 50% complete.

Yours truly,


J.D. Hudert
District Engineer

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

December 9, 1950

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Register

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Chief Engineer

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Mr. A. F. Gignione
 Chief Engineer
 Alaska Road Commission
 Juneau, Alaska

Subject: Report of Operations - November, 1950

Dear Sir:

The following is the operation report applicable to the Nome District for the month of November, 1950:

Route 8: Nome-Council (Maintenance)

On November 1, the Nome area had its first snow fall of 6", accompanied by high variable winds, causing some drifts but in most cases blowing the road clear. Snow removal was not necessary by ABC forces. This was followed by a severe storm period extending from November 6 to 10. Prevailing high winds from the south, reaching gale velocity accompanied by heavy rain lashed the Bering Sea coast.

Slight damage was reported at Mile 4.0, east approach to Nome River bridge and to fill at Hastings Creek, Mile 10.5. Road at Mile 17 1/2 was completely washed out for 2000' and will need replacement next season before the road can be opened. Slight damage was also reported at several points between Mile 21 and 34. Both ferries have been reported safe.

Except for slight damage, Nome sea wall stood up well under the pounding of heavy seas and eliminated any damage to water front property.

Storm damage at Mile 4 and 10.5 was repaired by Hanson and Osberg, Nome sea wall contractors, as well as removal of several snow drifts in order to continue their operations. Construction of sea wall was completed by November 30.

Route 13A: Nome Bessie

Icy conditions of road was extremely dangerous and is a condition that very seldom prevails. Sand could not be obtained due to frost, so D8 tractors were used to roughen the surface. This method was also successfully used by the City of Nome and by the Army at the base.

It was necessary to do this on only one occasion and as far as Mile 2.4.

Route 13M: Nome Depot, New

Work on new warehouse facilities was completed and included skirting, removal of outside vents, caulking of joints on outer corners, removal of outside vents, caulking of joints on outer corners, gated metal covering, electric, construction of storm shed etc. Storm shed on south end of shop was completed and eliminates heavy drifting snow against the inside door. This side entrance is used solely during the winter and the storm shed was the solution for keeping this entrance clear and the sliding doors from icing up. Ninety six c.y. of gravel was placed to level the approach to the new storm shed.

An 8' partition, lower half sheathed with masonry and upper half screened, was completed in the north west corner of shop building. Area partitioned is 20'x35' and provides space and protection of machine shop equipment acquired from Marks Air Force Base.

Route 25D: Center Creek and Branches

Motor graders were used on one occasion from Mile 1 to 4 to grade road and remove rocks in anticipation of winter maintenance with Sno-go. Due to extreme icy conditions, D8 tractors were used to roughen surface for safe traveling. It is seldom that this condition happens, but the fact that it did means that it can happen again. To provide for this, it is planned to stock pile sand next season at the Nome Depot for sanding operations.

Route 25L: City of Nome Airfield

In cooperation with bush pilots and air transportation companies, it was necessary to level the drifts on the air strip, using a D114 tractor and drag. This was done at the request of William Foster, a member of the Territorial Board of Aviation, and on a reimbursable basis.

Shop Repair Program - Full scale operations have not been started to date. Repairs have been held to a minimum and only on equipment that is to be used for winter maintenance and transportation. Most of time of shop crew has been spent in moving equipment, parts, tools and material from Marks Air Force Base to the Nome Depot. Weather conditions have hindered this operation to a great extent, but by end of month majority of items had been moved.

All inside storage space has been utilized in storing equipment for the winter season and the balance including all heavy equipment placed in an orderly fashion in storage space west and to the rear of shop.

Inventory of Property - Many phases have hindered the completion of our property records, such as the breaking in of a new clerk, the acquisition of army surplus material, supplies etc, the placing of additional warehouse facilities. Inventory is and has been carried on and every effort is being made to complete the records as soon as practicable.

Yours truly,



J. D. Hudert
District Engineer



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

Supt.	
Engr.	
Asst. Engr.	
Ins.	WGN
Asst. Ins.	MM
Supply	
Marshal	
Seawall	

November 10, 1950

Mr. A. F. Ghiglione
Chief Engineer
Alaska Road Commission
Juneau, Alaska

Subject: Report of Operations - October, 1950

Dear Sir:

Following is the operation report applicable to the Nome District for the month of October, 1950.

Route 8: Nome - Council (Maintenance)

Due to the necessity of keeping within the project allotment very little maintenance work was possible. From mile 1 to 15 culverts were cleaned and staked and bridges and drifting areas were staked in preparation for snow removal next spring.

Ferry service was maintained in spite of ice and storm conditions, until all freighting of supplies and material delivered on the last Alaska Steamship of the season, had been accomplished. A D8 tractor had been left at Solomon for the purpose of removing the ferries and placing on ways at the end of the season. The Solomon ferry was terminated on October 28 and the Safety Ferry on October 31. The delay in removing the Safety Ferry was caused by ice conditions and extremely low water.

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Storm period extending from October 13 to 21, delayed the unloading of the Alaska Steamship Square Sinnet, which made it necessary to maintain ferry service longer than was anticipated or deemed safe. The storm caused considerable damage at Nome River Bridge, East approach mile 4, at Hastings Creek Mile 10.5 and at Mile 17 1/2. Almost the entire length of 2000' at mile 17 1/2 was washed out and it was necessary to make sufficient repairs to facilitate the hauling of freight from Nome to Solomon.

Ferry traffic during the month amounted to 372 persons and 138 vehicles including tractors.

In cooperation and for the continuation of work on the Nome Seawall, the contractor Manson and Osberg made the necessary repairs at mile 4 and mile 10.5.

To date the Nome Seawall is about 85% complete.

Route 13A: Nome-Bessie

Maintenance with motor grader was performed on one occasion, mile 0.5 to 4.0 a total of 3.5 miles. Road is in fair shape in spite of adverse weather conditions. At end of season culverts and bridges were cleaned and staked in preparation for snow removal this winter.

Route 13B: Bessie-Snake River

At end of season culverts were cleaned and staked. All bridges were staked and road location staked at drifting areas in preparation for snow removal next spring.

Route 13C: Bessie-Sunset

At mile 1.0 dyke was constructed using D8 Dozer, parallel to and on south side of Anvil Creek in order to eliminate glaciering over the road, which during the spring run off caused considerable damage to road by washouts. This condition has been under observation for some time and it was finally decided that a dyke might be the solution.

All culverts were checked, cleaned and staked. Bridges and drifting areas were staked in preparation for snow removal next spring.

Route 13F: Bessie-Osborn

At end of season culverts were checked, cleaned and staked. Bridges and drifting areas were also staked in preparation for snow removal next spring.

Route 13K: Bessie-Buster

At end of season culverts were checked, cleaned and staked. Bridges and drifting areas were also staked in preparation for snow removal next spring.

Route 13M: New Nome Depot (N-1)

Additional warehouse facilities were needed because of the necessity of segregating new and used tools and the storing of army surplus. This is also in accordance with the number of warehouses originally planned.

To utilize the existing loading platform and maintain compact, practical storage facilities it was necessary to move over one of the existing warehouses to make room for another 25' by 60' quonset, moved in from another part of the depot area. The major portion of this project was completed during the month, including the placing of the bins, acquired from the Army, interior painting, partitions, office facilities and some other repairs needed on the exterior.

Route 25D: Center Creek and Branches

Maintenance with motor grader was performed once during the month from mile 1 to 4 and 1.5 miles of branch road making a total of 4.5 miles.

Snow markers were placed from mile 0.5 to 4.0 at Nome Depot in anticipation of winter maintenance, as this route is the access road from town to the Depot.

Route 27: Deering - Immachuk

Resurfacing operations were continued from mile 13 to 15 $\frac{1}{2}$. Gravel loaded with tractor and dozer and trap and hauled with trucks amounted to 718 cubic yards. A new metal culvert 12" X 20' was installed at mile 15. Due to freeze-up and adverse weather conditions operations were suspended on October 7, 1950.

All gas and oil was transported from Deering and stored at mining

camp mile 19, as was all ARC equipment. Inventory was made of all tools material and supplies on October 11, which is considered the official closing date for the project.

Due to extreme bad weather conditions, Foreman Mc Ginnis was not able to obtain transportation to Nome until October 22, 1950.

Route 67B: Peiler - Bluestone

Maintenance work continued with patching of road between mile 6 - 9 and mile 3 - 4, gravel loaded with tractor and trap and hauled with truck amounted to 72 cubic yards.

At end of season ditches were cleaned, using tractor and pull grader at mile 3-4 and 9 - 15. Maintenance with tractor and pull grader was accomplished once from mile 0 to 15, a total of 15 miles.

Project was officially closed on October 9 with the storing of all equipment at Peiler and the inventory of all ARC property.

Route 89A: Seward Peninsula Railroad

Work of maintenance continued with the repair of track between miles 8 and 9 $\frac{1}{2}$. Track leveled amounted to 400' and included 50' of track raised out of water hole at mile 19 $\frac{1}{2}$. Number of new ties placed amounted to 362 units. One switch was repaired at mile 8.

Project was officially closed on October 7, with the storing of all rolling stock at Nome Depot and the checking in of all tools and provisions.

As far as can be ascertained the only use made of the track after the closing date was by local hunters and by the U.S.S.R. & M. Co. in closing up their ditch camps.

Route 89 AB: Bunker Hill - Taylor and Branches

Operating out of Taylor, gravel surfacing was placed between mile 39 - 40. Gravel loaded with shovel and hauled by trucks amounted to 600 cubic yards.

Excessive rain curtailed operations so that Foreman Michels was unable to complete the road to Taylor. However the gap at the end of the road had been closed by dozing up and leveling off the tundra and under frozen conditions was passable all the way through for freighting purposes.

Actual work on the road was completed on Sept. 28. From this date to the official closing date of October 6, time was spent in closing operations. All oil, material and supplies transported from Nome via

Drum for next seasons operations was hauled from Bunker Hill to Quartz Creek camp, Mile 10 and Black Hill Camp, Mile 32.

On completion of this haul, the Bunker Hill ferry was removed from the Kuzitzin River and placed on ways. By the time this was completed high water from heavy rains would not permit the crossing of the Kuzitzin River with the MD 18 tractor, which was consequently left at Bunker Hill.

The Bucyrus Mine 15H Shovel was left at Taylor in anticipation of operating from this end next season.

Facilities for storing supplies, shop equipment and tools were completed at the Black Hill Camp Mile 32, as it is planned to use this camp next season.

Buildings at Bunker Hill and Quartz Creek Camps were checked and protected for the winter. Also a complete inventory was made of all ARC property.

Route 8: Re-Construction - Nome - Council

Reconstruction continued on the Nome Council end of the road until the closing date of October 8.

Additional surfacing material was placed between mile 72 & 73.5 amounting to 366 cubic yards. Also placed were 60 cubic yards of heavy rock at Bear Creek Crossing. Final grading of road surface was done from mile 71 to 76.5 upon completion of surfacing operations, with motor grader, for a total of 5.5 miles.

Work was resumed on relocation of last season, mile 69.5 to 71 and continued as far as project funds would permit. Work completed on the section is as follows: Ditching with tractor and pull grader, 1.5 miles. Subgrade prepared and road widened with tractor and pull grader, 1.5 miles. Rock hauled for soft area, Mile 70.9 - 213 c.y. Gravel hauled for surfacing Mile 70.9 - 423 c.y. Fill with tractor w/dozer to 48" culvert at Mile 69.5, 595 cubic yards. New metal culverts installed, Mile 71, 2-13" X 24', Mile 70, 2-16" X 24', Mile 69.5, 1-48" X 30' making a total of 5 units and 126 L. F.

At Skookum Gulch, Mile 58, a new metal culvert was installed, 36" X 30'. Fill with dozer over this culvert was 130 cubic yards.

Final grading of road with tractor and pull grader was accomplished from Mile 71 to 48, on the return to Nome. Total miles graded, 23.

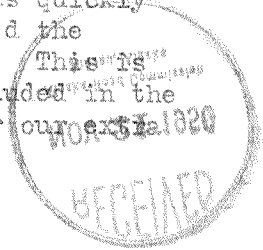
At end of season preparations were made for breaking camp at Mile 71. Several tent frames were left at this location for maintenance next season. The balance was moved back to Mile 62 for probable use on re-construction operations. All camp supplies and equipment were moved back to Nome. Some delay was experienced in getting the heavy equipment back to Nome due to low water at Safety, which prohibited the use of the ferry. Personnel were brought in by truck on October 10, but the equipment was not moved in until the 13th, just prior to the storm.

Miscellaneous

As per authorization regarding the acquisition of surplus property, equipment and material upon the closing of the Marks Airforce Base, additional personnel were required to facilitate it's removal as quickly as possible. Because of the amount and varied material involved the operation has entailed more time than was at first anticipated. This is not without some expense to the Nome District, and was not included in the regular allotments. It is mentioned here as an explanation for our extra curricular duties and expenses.

Yours truly,


J. D. Hudert
District Engineer





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

October 6, 1950

Mr. Noyes	
Chf. Engr.	
Adm.	
Opns.	
Engng.	
Rec'd.	
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Mr. A. F. Ghiglione
 Chief Engineer
 Alaska Road Commission
 Juneau, Alaska

Subject: Report of Operations - September, 1950

Dear Sir:

The following is the operation report applicable to the Nome District for the month of September, 1950.

Route 8: Nome-Council (Maintenance)

Maintenance work was continued with repair and resurfacing operations between Mile 21.5 and Mile 38. Gravel hauled and placed amounted to 3055 c.y. On September 10, maintenance operations were curtailed in order to keep within the project allotment. Except for several minor repairs between Mile 36 and 42 all major repairs were completed.

Moving of crew from Solomon to Nome that was to be completed by September 10 was delayed by the occurrence of a Bering Sea storm on September 9 and 10, which prohibited the use of the ferry at Solomon and especially at Safety. This storm was also accompanied by a heavy rain and caused some damage from washouts along the Solomon River between Mile 36 and 39. While waiting for the ferries to be put back in service, Foreman Mel Jolliffe and crew made the necessary repairs to enable the continuation of traffic.

Before returning to Nome storm damage had to be repaired at Mile 17½ where high water and wave action washed out in part about 600' of road. Heavy clay and rock was hauled from pit at Mile 15, amounting to about 300 c.y. Considerable debris had to be moved also. At no time was traffic stymied, as it was possible to detour on the beach. Operations involved two days.

Ferries at Safety and Solomon were maintained and in operation continuously except for the storm of September 9 and 10. Traffic for the month was still more than normal, with total of persons using ferries at 978 and vehicles at 210. Base camp for survey operations of Corp of Engineers at Solomon, was disbanded and moved to Nome during the first part of the month, which no doubt added considerably to the use made of the road and ferries.

9/3/93

Operation Report - September 1950 (Cont'd.)

In the course of operations road surface was maintained from Mile 0 to 18 on two occasions with motor graders, from Mile 18 to 34 with tractor and maintainer on two occasions and from Mile 34 to 42 with tractor and pull grader on one occasion. Total with motor grader 36 miles, total with maintainer 32 miles and total with pull grader 8 miles. In cooperation with local miners branch roads were graded with tractor and dozer, Big Hurrah Creek, a total of 3 miles and Casa De Paga with a total of 8 miles. Mining operations in these areas are limited and it was only necessary to make the roads passable for truck traffic.

On September 26, a D8 tractor used by maintenance crew was sent to Council for reconstruction operations. Enroute the approaches on relocation Mile 36 were completed and road opened to traffic. Due to heavy rain about this time some damage had been caused by washouts, necessitating the replacement of 200 c.y. of fill at Mile 38 and 70 c.y. at Mile 42, also the replacement of 2 culverts in these locations.

Manson and Osberg, Nome sea wall contractor, continued to haul rock from quarry at Mile 14. Work on wall is progressing favorably and estimate of wall complete to date is about 65%. Maintenance of road is handled mainly by the contractor, with the Road Commission cooperating when necessary with maintenance with motor grader. Occasional spot gravelling, along with constant maintenance of surface with motor grader was necessary. Road is still holding up OK and is in surprisingly good shape.

At end of month condition of road was considered very good by the travelling public. By September 21, it was possible to haul freight all the way to the Niukluk River at Council.

Route 13A: Nome-Bessie

Maintenance with motor grader was performed on 2 occasions from Mile 1 to 4, making a total of 6 miles. Road is in very good shape.

Route 13B: Bessie-Snake River

Mud holes at Mile 19 were repaired. Road was in good shape and no further maintenance was necessary.

Route 13C: Bessie-Sunset

Maintenance of road with motor grader was performed on one occasion from Mile 0 to 6.5, a total of 6.5 miles. Road is in fair shape and plenty good for what traffic uses it.

Route 13F: Bessie-Osborne

Maintenance with motor grader was performed on one occasion from Mile 0 to 5, a total of 5 miles. Road is in very fine shape.

Route 13K: Bessie-Buster

No maintenance was necessary during month and road is in very good shape.

Operation Report - September 1950 (Cont'd.)

Route 13M: New Nome Depot

No work performed on this project during month.

Route 25D: Center Creek and Branches

Maintenance with motor grader was performed once during month, from mile 1 to 4, plus 5 miles of branch roads, making a total of 8 miles. All roads are in very good shape.

Route 27: Deering-Imachuk

Two Reo dump trucks and one D6 Caterpillar tractor w/dozer, plus fuel and lumber arrived at Deering on September 1. This delivery was affected through the courtesy of AFS. A beach landing could not be made right at Deering, but was made on a spot approximately 3 miles N.W. By September 3, Foreman Ray Mc Ginnis had hauled the equipment and supplies to Deering and continued his work of repair on the Imachuk Road.

Some delay was experienced in the repair of the gravel trap. As soon as this was repaired, a very noticeable increase was made in the amount hauled using the tractor and gravel trap for loading. Operations consisted of resurfacing with gravel between Mile 0 and 15. Total gravel hauled and placed amounted to 1610 c.y. New metal culverts were installed at the following locations: Mile 3, 1-12"x12", Mile 7, 1-12"x12", Mile 8.5, 1-12"x12" and Mile 15, 1-12"x12". A total of 4 units and 48 T.F.

Culverts and ditches were cleaned and maintenance of road with tractor and pull grader was performed during gravel operations, making a total of 15 miles complete.

According to reports road is in good shape and it is felt that much more work is being accomplished this season than had been last season.

Route 67B: Jeller-Binestone

Maintenance operations were continued consisting of spot graveling, grading of road with tractor and pull grader and the cleaning of ditches and culverts, between Mile 1 and 14. Gravel loaded by hand amounted to 123 c.y. Maintenance with tractor and pull grader, Mile 0 to 14, making a total of 14 miles. New metal culverts installed areas follows: Mile 13, 1-12"x16", Mile 9, 1-12"x16", a total of 32'. Gravel traps were completed at Mile 13 $\frac{1}{2}$ and 14 $\frac{1}{2}$ and the work of surfacing Mile 14 was started. Gravel, trap loaded and placed amounted to 297 c.y. Considerable wet weather during month, unsatisfactory performance of "40" Caterpillar tractor and construction of gravel traps, were contributing causes that effected the quantity of work accomplished.

From all reports road is in good shape. Use is very limited, due to the lack of mining endeavor in this vicinity.

Operation Report - September 1950 (Cont'd.)

Route 89A: Seward Peninsula Tram

While repairs were in progress from Mile 54 to 80 $\frac{1}{4}$ at Bunker Hill, this section was closed to traffic because of the unsafe condition of the track. Use of RR was permissible from Mile 0 to 54, as this was considered safe for the necessary repairs had been made by the special crew of 18 soldiers enroute to Mile 54.

A tent camp was set up at Mile 54 and used as a base of operations, and all supplies and material were supplied from Nome by ARC locomotive and freight cars. Extensive repairs were carried on under very adverse wet weather conditions, but despite this fact mission was accomplished by September 10 and track was considered safe enough for traffic.

The men of the 30th EBTB, Corps of Engineers, were returned to their Nome headquarters on September 11. The Corps of Engineers were then able to move their material, supplies and equipment back to Nome from the Kougarok to beat the deadline of the 20th at which time they were to go stateside.

Inspection trip made from Bunker Hill to Nome on September 10, with Chief Engineer Ghiglione and Chief of Operation William Niemi, showed that track was in fair shape and as safe as it ever had been, for the continuation of freight hauling.

Work accomplished in the course of maintenance from Mile 8 to 80 $\frac{1}{4}$ is as follows: Raising and levelling of track by placing 4"x12" mud sills and cribbing under ties in low soft spots, amounted to 2580'. Number of new tie replacements amounted to 1475 units. Small bridges repaired totaled 5 units. Wooden culverts repaired, totaled 17 units. Siding extended at Mile 8, totaled 90'.

Miscellaneous: Fuel, lumber, ties, supplies and two GMC trucks transported to Bunker Hill for use on Route 89AB- Bunker Hill-Taylor Road. This involved three trips.

Route 89AB: Bunker Hill-Taylor and Branches

From camp, at Mile 32, drainage and surfacing operations were carried on as far as Taylor, Mile 40 $\frac{1}{4}$. Wet weather and continued equipment breakdowns hindered operations considerably, but despite these setbacks, Foreman Mickel and crew were able to reach Taylor, the terminus of the road.

On September 22, shovel was moved to Taylor, as suitable material could not be found between there and Mile 36. This meant an up hill haul, but with the addition of 2 good trucks from Nome, it was believed that the surfacing could be accomplished by the end of the season. The gap from Mile 39 $\frac{1}{2}$ to 39-3/4 was closed by dozing up tundra, levelling it off and packing it with the tractor. Balance of piled up tundra to Mile 40 $\frac{1}{4}$ was levelled off enough for road width of about 15'. It was, when this operation was completed that the shovel was moved to Taylor and gravelling operations resumed.

Operation Report - September 1950 (Cont'd.)

On inspection trip of September 10, accompanied by Chief Engineer Ghiglione and Chief of Operation William Niemi, from Mile 32 to Mile 39 and return to Bunker Hill via truck, it was very evident from wet weather conditions, that suitable material for surfacing presented a problem. Due to it's scarcity it was trial and error and some of the material placed did not hold up too well under wet conditions, while other material held up very well. Observing the difference and knowing the location of the borrow pits it will be possible to take advantage of the good material, to resurface the questionable areas, next season. However, this is not to be construed as work wasted for placing this material gave some bottom and the road at least was passable though rough, especially between Mile 21 and 39. Since the inspection trip, this area has been graded with tractor and pull grader and with dry weather at end of month was in good shape.

In the course of maintenance the following work has been accomplished:

Maintenance with motor grader Mile 32 to 39, total of 7 miles.

Maintenance with tractor and pull grader Mile 18 to 39, total of 21 miles.

Material placed for subsurface and surface, between Mile 32 and 40 $\frac{1}{2}$ amounted to 4460 c.y.

Ditching Mile 32 to 36 with motor grader, total of 6 miles.

Culverts constructed from oil barrels, installed Mile 30, 1-20' long, Mile 29, 2-20' long, Mile 40 $\frac{1}{2}$, 2-15' long, combined total 90'.

From Mile 29 to 31, road location was moved to top of tundra piles because of settlement and excessive erosion on original location, total length is 2 miles approximate.

Miscellaneous: Repair of camp buildings at Mile 32 in anticipation of continued use next season. Hauling of fuel, supplies and equipment from Bunker Hill to 32 mile camp. Equipment repair which was a major item.

The Corp of Engineers, 30EBTB, vacated the camp at Quartz Creek by September 15, and left everything in A No.1 order.

Route 8: Nome-Council (Construction)

Work of construction of road across the Council flats was carried to completion during the month. Enough gravel had been placed by September 21 to enable freight to be hauled all the way to the bank of the Niukluk River at Council. This date was later than estimated and contributing factors were heavy rain and equipment breakdowns.

After September 21, another 8" lift of gravel was placed for surfacing from Mile 73 to 76.7 and upon completion was graded with motor grader. Material placed both for subgrade and surfacing amounted to 10,846 c.y. Amount of road constructed during month was 4695 L.F. or 0.9 mile, making the mileage at the Niukluk River 76.7.

Operation Report - September 1950 (Cont'd.)

In conjunction with this operation, ditching was done by hand where needed between Mile 73 and 77 for a total of 5600' approximate. New metal culverts were installed between Mile 75 and 76.7, 1-16"x24', 1-12"x24', 1-24"x24', 1-42"x26"x22' and 2-18"x24' making a total of 6 units and 142 L.F. A 48" culvert was extended 2', making culvert total 144'. Only 30' of corduroy was needed and placed. Grading with motor grader in gravel operations amounted to 112 miles total.

Bridge was rebuilt over slough at Mile 76⁷/₈, of timber construction, dimension 12' wide and 24' long. Slough was deepened 3' by blasting of a point 300' east of bridge. This lowered the water 3' at the bridge and was instrumental in draining a considerable area in the vicinity of the road.

At end of month shovel was moved back to borrow pit at Mile 71 and work started on finishing relocation, Mile 69.5 to 71, that had been opened last season. Culverts and ditching are in the process of construction.

The road from Solomon to Council was in good shape and all freighting into the Council area via road was rapidly being carried to completion before the freeze up.

Miscellaneous:

Extra work was accomplished during the month such as transporting North Spit lumber from the Nome Harbor to the Nome Depot at Satellite Field, and the moving of surplus equipment and material from Marks Air Force Base to the Nome Depot.

Yours truly,



J.D. Hudert
District Engineer



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

September 5, 1950

cc - Col. Noyes...
 Chf. Engr. *[Signature]*
 Admin. *[Signature]*
 Op'ns. *[Signature]*
 Engrg. *[Signature]*
[Signature]
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Mr. A. F. Ghiglione
 Chief Engineer
 Alaska Road Commission
 Juneau, Alaska

Subject: Report of Operations - August, 1950

Dear Sir:

The following is the operation report applicable to the Nome District for the month of August, 1950.

Route 8: Nome-Council (Maintenance)

Maintenance work was continued, starting at Mile 17 with raising of fill to eliminate small storms on the Bering Sea, from washing out the road. Heavy clay and rock was hauled from borrow pit at Mile 15 for base course and then surfaced with a light layer of pea gravel obtained in the vicinity. Upon completion sand was then dozed up from the beach to the surface edge of the road on an even slope, so that high water and waves would roll over it instead of washing it out. This was just a follow thru of the natural action that was taking place, for the sea was forming a natural beach up and over the road and it did not appear to be doing much damage.

Material used for this operation: Clay and rock hauled 716 c.y., sand graded to road w/dozers 2050 c.y., pea gravel for surfacing 115 c.y. Area involved about 2000' long between Mile 17 and 18.

Repairs continued to Mile 31 with the grading of holes with clay and sod, the hauling of gravel from Solomon to cover sand areas and the hauling of pea gravel, obtained along road, to stabilize the muddy areas.

Considerable rainy weather was experienced this month, which in some cases helped the road and in others caused considerable more work especially in the muddy areas.

Foreman Mel Jolliffe with a crew of 8 men is doing a good job and by end of month, despite bad weather, a decided improvement had been made especially between Mile 21 and 34, which is now passable for most traffic. Material hauled amounted to 5261 c.y., grade maintained with tractor and maintainer, mile 18 to 24 on 2 occasions and from Mile 24 to 34 on 3 occasions, making a total of 42 miles.

6/1/50

Operation Report - August 1950 (Cont'd.)

A 1000' relocation was made at Mile 36 to eliminate an old bridge and bad curve conditions. Cut and fill was made with tractors and dozers amounting to 2000 c.y. and one new metal culvert 36" x 30'. This relocation is not being used at present, for a little more work is needed on the approach ends.

While operating in the vicinity of Solomon, Foreman Jolliffe and crew boarded at Pete Curran's Road House, which was not only conveniently located for the work being done but also eliminates the trouble of setting up another camp, representing a saving in time and money.

Ferries at Safety and Solomon have been in constant service during month. Traffic is pretty much the same as last month, being more than normal. Number of persons using ferries amounted to 984 and the number of vehicles 316.

In spite of wet weather Manson and Osberg, Nome sea wall contractors, continued to haul rock from quarry at Mile 13½ to Nome. Road is in very good shape and needed only occasional spot gravelling and periodic maintenance with motor grader.

Telephone service was resumed between Safety and Solomon. This is a great aid in coordinating the operation of both ferries and as such can be considered a public benefit, besides being helpful in maintenance operations. All work of salvaging material, replacing poles and insulators and restringing wire was done by ARC forces under the direction of Foreman Jolliffe. Area involved Mile 21 to 35.

Condition of road at end of month was favorable and is as follows: Mile 0 to 20 in good shape and open to all traffic. Mile 21 to 48 in good shape and open to all traffic except passenger cars. Mile 48 to 76 open for freighting only, use limited to 4x4 and 6x6 vehicles, necessitated by high water encountered in fording stream at Fox River. Recent heavy rains have exaggerated this condition and also slippery conditions on heavy grades, otherwise lighter vehicles would be able to use the road.

Route 13A: Nome-Bessie

Maintenance with motor grader was performed on 2 occasions from Mile 1 to 4, making a total of 6 miles. Recent inspection shows that road is in very good shape.

Correction - New metal culvert reported last month is 24" in diameter and 36' long.

Route 13B: Bessie-Snake River

Maintenance with motor grader was performed once from Mile 0 to 19, a total of 19 miles. Recent inspection showed that road was in splendid shape where work had been done this season on resurfacing and drainage, despite heavy rains. Miles 19 to 21 were in fair condition and passable although several mud holes were evident. These will be repaired as soon as practicable.

Operation Report - August 1950 (Cont'd.)

Route 13C: Bessie-Sunset

No maintenance was performed during month. Recent inspection showed that road was in good shape and passable to all traffic.

Route 13F: Bessie-Osborne

Maintenance with motor grader performed once Mile 0 to 5. Total 5 miles. Recent inspection showed that road was in very good shape.

Route 13K: Bessie-Buster

Maintenance was performed once from Mile 0 to 8, a total of 8 miles. Dirt slide was removed with motor grader at Mile 5. Recent inspection showed road to be in very good shape.

Route 13M: New Nome Depot

No work performed on this project during month.

Route 25D: Center Creek and Branches

Maintenance was performed once during month, Mile 1 to 4, plus 5 miles of branch roads, making a total of 8 miles. Recent inspection showed that all roads were in very good shape.

Route 27: Deering-Inmachuk

This project did not start until August 7, the reason being that we were unable to obtain a foreman capable of handling the job. In desperation, personnel in Nome was switched around and equipment operator Ray Mc Ginnis sent to Deering as foreman. Mc Ginnis arrived at Deering August 7, but actual work did not start until August 11.

As soon as one old truck could be repaired enough to use, maintenance repairs were started, such as filling in washouts and chuck holes and cleaning culverts. Gravel for these repairs hand loaded and hauled by one truck amounted to 39 c.y.

Transportation of equipment consisting of D6 Caterpillar tractor w/L dozer and 2 Reo dump trucks and supplies of gas, oil and lumber was delayed until the 28th of August and did not arrive in Deering until the 1st of September. As this equipment and material was transported by ATS in cooperation with Government Agencies, we could do nothing but wait until they could take care of our needs. Although late, it is appreciated and money saved on transportation charges can well be spent on the project. A full month with this equipment should put the Deering road in good shape.

A change in plans as to the number of trucks sent from Nome was necessary since we were unable to obtain the truck from Candle as originally planned. Reason for this change was a request from Mr. Jack Allen, manager of the Havenstrite Mining Company, to continue to use the ARC truck on the maintenance of the roads at Candle. This request was granted. Evidently the same procedure is in force, maintenance of the roads being done by the Havenstrite Mining Company as authorized by and through the Territorial Highway Engineers office in Juneau. The Alaska Road Commission has no authorized road program in Candle.

Foreman Taylor and crew had been over the track and made the necessary repairs so that it was reasonably safe for travel, but when the rain started he had to start repairs all over again and on a more extensive scale.

Up to this time weather had been warm and dry and consequently track was in good shape for freight hauling. Between this time and my return on the 21st the rainy season had started, and softened the road bed considerably. In the meantime freight had been hauled over it and a considerable difference was noticed.

Inspection of track on the 14th was progressing very nicely until inspection speeder jumped the track at Mile 27 1/2 and turned over. Rail had loosened from the ties, caused by expansion of the rails, and when weight of speeder hit it, it spread allowing front tracks to drop off the rails. Fortunately my speed was only about 10 miles an hour. No injuries were sustained except for a few slight bruises, and very slight damage to speeder. Contact was made with District Mechanic at Nome by flagging down an Army helicopter who carried the message in. Help came out the following day and after speeder was put back on tracks, I proceeded back to Nome so that minor repairs could be made at the Depot. My interrupted inspection trip was resumed on the 17th and this time without mishap.

Route 89A: Seward Peninsula R.R. Realizing the condition that existed from Mile 54 to Mile 80-1/4 at Bunker Hill due to grass conditions, burning operations were resumed on the 8th and continued until completed on the 12th, under perfect conditions for burning and without further mishap. It proved that wet weather conditions were the best for burning and a decided improvement was noticed almost immediately. The grass withered to a rusty color and gave the impression of a long rusty trail.

N.B: No operator for tractor was available at Teller, so one was sent from Nome.

Miscellaneous: Tires on Ford truck replaced with mud grip tires. Gasoline, diesel, etc. hauled from beach and placed on loading platform of recent construction.

Maintenance repairs were continued on the roads such as spot graveling, cleaning ditches and culverts between Mile 1 and 13. Gravel loaded by hand and hauled by truck amounted to 206 c.y.

Route 67B: Teller-Bluestone It was unfortunate that the 40 Caterpillar tractor sent to Teller from North Spit was hauled to Mile 13 1/2 for the construction of a gravel trap. on. Continual wet weather was also a contributing factor. Lumber obtained did not come up to expectations and only routine maintenance was carried broke down, necessitating extensive repairs. For this reason progress

Radio contact is maintained with Deering, thanks to the cooperation of Don Stewart, manager for Casa De Fages Gold Company who owns and operates Station KYMB - frequency 5137.5.

Operation Report - August 1950 (Cont'd.)

As rain continued track became so bad that further use was prohibited until repairs could be made. The Corp of Engineers were very much concerned as they were planning to bring back all their equipment and material from the Kougarok via tram.

In cooperation Major Slayter, Commanding Officer, assigned 15 men to aid us in making the necessary repairs and started August the 28th. It is anticipated that repairs will be completed by September 15 at which time the Engineers plan to start moving back to Nome. This will also help the miners in the Kougarok who are planning to freight up their oil.

In the course of maintenance on the track the following work has been accomplished: Between Mile 36 and 66.

Track raised and levelled -	2300'
Brush cut along right of way -	2510'
Ties replaced -	487 units
Switches repaired -	3 units
Bridge rebuilt (small timber) -	1 unit at 49 $\frac{1}{2}$ mile.
Grass burned on track -	Mile 54 to 80-1/4, Total 26-1/4 miles.

Route 89AB: Bunker Hill-Taylor and Branches

The work that is now being done on this road can hardly be termed as maintenance since it involves placing original surfacing on existing sub grade, starting at Mile 21 to end of road at Taylor. Time will not allow for entire road area to be surfaced so the center of road is being surfaced 12' to 14' wide with enough material so as to make it passable for freighting. Good material is scarce, but Foreman Joe Mickel has been fortunate in finding suitable material although a little on the coarse side.

Weather continued dry and warm until the 18th of the month which helped in a great measure toward the rapid progress made so far this season.

On my inspection trip of the 18th and 19th, I was able to observe the road under both dry and wet conditions. Although material that had been placed was inclined to be slick under wet conditions it still held up. Rainy weather started on the 19th and continued intermittently until the end of month. Despite this condition and continuous equipment break downs surfacing has been placed as far as Mile 32, the site of the present temporary tent camp. Camp site was moved on August 20 and 21. Road between Mile 20 and 21, 23 and 28 has been ditched with motor grader. Grading with motor grader has been done between Mile 18 and 32.

Every effort is being made toward getting enough surfacing placed and as far as possible by the end of the season, so that freight can be hauled this fall from Bunker Hill to Taylor. It is doubtful if the last 1 $\frac{1}{4}$ mile can be completed since it involves almost complete construction. However, if weather permits, an effort will be made to close the gap at least temporarily so that freighting with trucks is possible all the way through. It had been determined previously that this section is on 50' of ice and the surface has already been disturbed, causing considerable settlement. For a permanent location it is recommended and possible that a relocation be constructed at a later date.

Operation Report - August 1950 (Cont'd.)

It was also noted that frost action during the past winter caused a serious condition on the North Fork bridge at Mile 28. Steel piling is being twisted out of shape and upward thrust against deck is flattening out the steel caps. Bridge is still safe for normal loads, but action will have to be taken later in the season to relieve this tension. Temporary repairs are planned at a later date.

Work accomplished during month is as follows:

Gravel hauled and placed - 2932 c.y.
Ditching between Mile 20 and 28 - Total 6 miles.
Culverts, metal, installed - at Mile 26 - 2, 16" x 20'
 1, 16" x 16'
 1, 12" x 16'

Total 72'

Grading road with motor grader Mile 18 to 28, total 10 miles.

Road from Bunker Hill to Quartz Creek field, Mile 14, is in constant use by the Corp of Engineers and consequently the grade is rough though passable. Concentration of our equipment on surfacing operations did not permit maintenance with motor grader. However, Foreman Mickel has been advised to take care of this situation as soon as possible.

Miscellaneous: Moving camp from Mile 24 to 32. Hauling diesel oil from Bunker Hill and gasoline from camp at 10 mile to temporary camp at 24 mile and then to 32 mile. Air field 100' wide by 1200' long constructed at camp site, Mile 32, using motor grader. This arrangement is very convenient and a time saver, as it eliminates the long trip to Quartz Creek field at Mile 14 to pick up airborne supplies.

In cooperation with Corp of Engineers U.S. Army, working on the survey of Seward Peninsula, the maintenance camp at Mile 10 was turned over for their use, with the stipulation that it be returned in the same condition as they found it. This arrangement did not interfere with our operations as we were not using this camp and it was a great aid to their operations.

Route 8: Nome-Council (Construction)

Work of construction of road across the Council flats is progressing very favorably and at present rate this section should be completed by September 10. Temporary construction camp is still and will be located at Mile 71, at Fox River, until work is finished in this vicinity.

In most cases the old corduroy road is being followed, but from Mile 74.5 to 74.9, the section was in such bad shape that road location was moved approximately 50' east and parallel, in most cases, to the existing location. It was apparent that this was better ground. This could be termed a relocation.

Coarse aggregate from borrow pit at Mile 71 was used for subgrade as far as Bear Creek, which incidentally was reached on the 16th. Surfacing material will be obtained from Bear Creek. 1300' of old road, in vicinity of Bear Creek, needed only gravel surfacing.

Operation Report - August 1950 (Cont'd.)

Corduroy was placed in the bad areas and is definitely the answer in being able to get over the bad spots and well worth the effort. Progress has been much faster operating out of Bear Creek, due to the shorter haul.

It might seem that progress on this road could be faster, but there are many phases to be considered. The construction crew consists of Foreman Barney Crosby and a crew of approximately 20 men. Equipment being used. One, 15B Bucyrus-Erie $\frac{1}{2}$ c.y. shovel, 7-3 c.y. dump trucks, 2-D8 Caterpillar tractors w/angle dozers, 1-10' Caterpillar #10 motor grader, 1-4x4 cargo truck used for manhaul and 1-6x6 freight truck used between operations and Nome. Purpose is to connect Council with Solomon and Nome as an aid to the miners in the Council area.

Terrain across the Council flats is in reality a swamp and ordinarily impassable to any type of transportation in the summer time. The old location of road is being followed due to the fact that the old corduroy of R.R. ties and spruce is still firm and solid in most cases and at least gives us something to work on. Where corduroy has been broken through there usually forms a soft spot of varying depth. In one instance, as cited in this report, a whole section was bad necessitating a relocation. It is the procedure to replace the corduroy in these soft spots, using local spruce and willows as a mat and then covering with gravel.

Good borrow material was found at Fox River at Mile 71 and was used until Bear Creek was reached about Mile 75. This meant a reasonably long haul over a narrow road of 14' and necessitated the placing of turn-outs and the use of timber ramps, mounted on skids, for turn arounds.

Approximate width of road being constructed is 14' and is considered sufficient at this time for the amount of freight that will be hauled over it. The main object is to close the gap and construct a road that will at least hold up under freighting conditions. Wet weather holds up operations especially where streams have to be forded and also effects the amount of material used on the road. This type of weather is predominant during the month of August and September and may be the deciding factor in finishing the road or not. So far the weather has not effected the operation to any great extent and as stated previously the gap should be closed and the road in use by the 10th of September.

N.B: Radio communication with the camps has been very favorable for the past month with an efficiency of about 80%.

Yours truly,


J.D. Hudert
District Engineer



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

September 5, 1950

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Juneau, Alaska

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Considerable rainy weather was experienced this month, which in some cases helped the road and in others caused considerable more work especially in the muddy areas.

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Ferries at Safety and Solomon have been in constant service during month. Traffic is pretty much the same as last month, being more than normal. Number of persons using ferries amounted to 984 and the number of vehicles 316.

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Correction - New metal culvert reported last month is 24" in diameter and 36' long.

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Operation Report - August 1950 (Cont'd.)

Route 13G: Bessie-Sunset

No maintenance was performed during month. Recent inspection showed that road was in good shape and passable to all traffic.

Route 13F: Bessie-Osborne

Maintenance with motor grader performed once Mile 0 to 5. Total 5 miles. Recent inspection showed that road was in very good shape.

Route 13K: Bessie-Buster

Maintenance was performed once from Mile 0 to 8, a total of 8 miles. Dirt slide was removed with motor grader at Mile 5. Recent inspection showed road to be in very good shape.

Route 13M: New Nome Depot

No work performed on this project during month.

Route 25D: Center Creek and Branches

Maintenance was performed once during month, Mile 1 to 4, plus 5 miles of branch roads, making a total of 8 miles. Recent inspection showed that all roads were in very good shape.

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Up to this time weather had been warm and dry and consequently track was in good shape for freight hauling. Between this time and my return on the 21st the rainy season had started, and softened the road bed considerably. In the meantime freight had been hauled over it and a considerable difference was noticed.

Inspection of track on the 17th was progressing very nicely until inspection speeder jumped the track at mile 23 1/2 and turned over. Rail had loosened from the ties, caused by expansion of the rails, and when weight of speeder hit it, it spread allowing front tracks to drop off the rails. Fortunately my speed was only about 10 miles an hour. No injuries were sustained except for a few slight bruises, and very slight damage to speeder. Contact was made with District Mechanic at home by flagging down an Army helicopter who carried the message in. Help came out the following day and after speeder was put back on tracks, I proceeded back to home so that minor repairs could be made at the Depot. My interrupted inspection trip was resumed on the 17th and this time without mishap.

Route 69A: Seward Peninsula R.R. Hauling the condition that existed from mile 5 1/4 to mile 60-1/4 at Bunker Hill due to grass conditions, burning operations were resumed on the 8th and continued until completed on the 12th, under perfect conditions for burning and without further mishap. It proved that wet weather conditions were the best for burning and a decided improvement was noticed almost immediately. The grass withered to a rusty color and gave the impression of a long rusty trail.

Route 67B: Teller-Bigstone It was unfortunate that the 40 Caterpillar tractor sent to Teller broke down, necessitating extensive repairs. For this reason progress did not come up to expectations and only routine maintenance was carried on. Continued wet weather was also a contributing factor. Lumber obtained from North Spit was hauled to mile 13 1/2 for the construction of a gravel trap. Maintenance repairs were continued on the roads such as spot graveling, cleaning ditches and culverts between mile 1 and 13. Gravel loaded by hand and hauled by truck amounted to 206 c.y.

Miscellaneous: Tires on Ford truck replaced with mud grip tires. Gasoline, diesel, etc. hauled from beach and placed on loading platform of recent construction.

M.B.: No operator for tractor was available at Teller, so one was sent from home.

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Operation Report - August 1950 (Cont'd.)

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In cooperation Major Slayter, Commanding Officer, assigned 15 men to aid us in making the necessary repairs and started August the 28th. It is anticipated that repairs will be completed by September 15 at which time the Engineers plan to start moving back to Nome. This will also help the Miners in the Kougarok who are planning to freight up their oil.

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Track raised and levelled - 2300'
Brush cut along right of way - 2510'
Ties replaced - 487 units
Switches repaired - 3 units
Bridge rebuilt (small timber) - 1 unit at 49½ mile.
Grass burned on track - Mile 54 to 80-1/4, Total 26-1/4 miles.

Route 89AB: Bunker Hill-Taylor and Branches

The work that is now being done on this road can hardly be termed as maintenance since it involves placing original surfacing on existing sub grade, starting at Mile 21 to end of road at Taylor. Time will not allow for entire road area to be surfaced so the center of road is being surfaced 12' to 14' wide with enough material so as to make it passable for freighting. Good material is scarce, but Foreman Joe Mickel has been fortunate in finding suitable material although a little on the coarse side.

Weather continued dry and warm until the 18th of the month which helped in a great measure toward the rapid progress made so far this season.

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