

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.

Head 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

Route 8: Nome-Council (Construction)

Work of construction of road across the Council Lake 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.

Course 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.

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

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU~~, ALASKA  
NOME

August 9, 1950

Col. Noyce	<i>[Signature]</i>
Chf. Engr.	<i>[Signature]</i>
Admin.	<i>[Signature]</i>
Op'ns.	<i>[Signature]</i>
Engr.	<i>[Signature]</i>
Asst. Engr.	<i>[Signature]</i>
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Asst. Engr.	<i>[Signature]</i>

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

Subject: Report of Operations - July, 1950 *[Signature]*

Dear Sir:

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

Route 8: Nome-Council (Maintenance)

Due to break down of truck mounted Quickway shovel and the obligation of keeping the borrowed Army shovel in the vicinity in the event that they would need it, necessary repairs could not be started as soon as we would have wished especially in regards to the section of road between Safety Ferry and the Solomon Ferry.

Continued dry warm weather and unusual heavy traffic caused disintegration of the traveled way in the above mentioned area, so badly that it was almost impassable for 4x4 vehicles. In some cases a new route was started parallel to the existing one and after several days this also disintegrated, so that at present there are several routes on the spit. Truck mounted shovel was repaired by end of month and immediate steps were taken to start repair of the spit road beginning at Mile 19.

The section between Mile 21 and 34 is very difficult to improve or retain. The reason is the lack of suitable material for stabilizing the sand in the vicinity of this condition. Suitable material can only be obtained from borrow clay pit at Mile 15 or borrow gravel pit at Mile 36 or 38. Either way involves a long haul and the use of the ferries which is a very slow operation. In previous years sections have been stabilized with clay or gravel only to be washed out by fall storms, so it is very evident that anything that is accomplished is of a temporary or seasonal nature.

In explanation of the unusual heavy traffic. Corp of Engineers, U.S. Army, set up a base camp of 150 men at Mile 39 for survey operations in the Solomon and Council areas. Material, provisions, equipment and personnel were transported from Nome and involved about a 12 day operation. In cooperation 24 hour ferry service was maintained, ARC personnel being supplemented by Army personnel for the additional hours of operation.

*33/93*

Operation Report - July 1950 (Cont'd.)

Mining operations at Solomon also contributed their share. Both ferries were in operation all month without any break down. Number of persons using the ferries amounted to 801 and vehicles 341.

Manson and Osberg, Nome sea wall contractors, continued their operations. The usual spot grading of soft areas and constant maintenance with motor graders is still necessary to keep the section of road Mile 0 to 13½ in good condition. Road bed continues to hold up and inspection shows no change or damage to the Nome River Bridge, mile 4.

Condition of road at end of month is as follows: Mile 0 to 21 (Safety Ferry) in good condition for all traffic. Mile 21.3 to Mile 34 (Solomon Ferry) is in very poor shape, although passable for 4x4 vehicles only about 3 miles of this stretch could be considered good. This condition will be remedied as soon as possible. Mile 34 to Mile 71 has been repaired by construction crew on way to Fox River temporary construction camp at Mile 71 and is passable for all traffic except passenger cars.

Route 13A: Nome-Bessie

Maintenance with motor graders was performed on three occasions, from Mile 1 to 4, making a total of 9 miles. A new metal culvert, 24" x 36", was placed at Mile 1.5 to eliminate a recurrence of washout that occurred during the spring break up. Gravel replaced over culvert amounted to 50 c.y. At end of month road was in very good shape.

Route 13B: Bessie-Snake River

Work was continued on this road until Quickway shovel was repaired which was near the end of the month. Surfacing and drainage was badly needed and to date a decided improvement has been made concerning these conditions. Between Mile 10 and 17 surfacing was placed in the worst areas and was handled with shovel and trucks. Gravel hauled amounted to 9070 c.y.

New metal culverts were installed and are located as follows:

Mile 10, 1 - 18" x 24'  
" 10, 1 - 18" x 20'  
" 11, 1 - 18" x 18'  
" 16, 2 - 18" x 20'  
" 16, 1 - 15" x 20'

Number of units equals 6 and lineal ft. equals 142.

Culvert extended: Mile 6, 1 - 36" x 3'

Culverts rebuilt and replaced: Mile 17, 5 units

Culverts repaired between Mile 7 and 17 totaled 36 units and amounted to 144'.

Ditching was completed with Adams 512 motor grader between Mile 1 and 18 and totaled approximately 14 miles. Minor repairs such as replacing running plank was made to small bridge at Mile 19. Fills made with dozer at Mile 16 totalled 250 c.y. Maintenance with motor graders, from Mile 0 to 24 was accomplished on two occasions making a total of 48 miles.

Operation Report - July 1950 (Cont'd.)

Although work is not complete road is more than passable. Grade is a trifle rough due to the placing of pit run gravel, but grading with motor grader combined with traffic will soon improve this condition.

Route 13C: Bessie-Sunset

Maintenance with motor grader only Mile 0 to 8, making a total of 8 miles. Road is in good shape.

Route 13F: Bessie-Osborne

Maintenance with motor grader only Mile 0 to 7, making a total of 7 miles. Road is in good shape.

Route 13K: Bessie-Buster

Repairs were made to timber bridge at Mile 3, and were of a minor nature such as levelling up bent and replacing running planks. Maintenance with motor graders was performed on two occasions from Mile 0 to 11. Total mileage completed was 22 miles.

Route 13M: New Nome Depot

Except for minor repairs no construction work was done or needed.

Route 25D: Center Creek and Branches

Maintenance of road with motor graders had been accomplished on two occasions, Mile 1 to 4, plus 6 miles of branch roads in vicinity of Satellite Field. Total mileage completed was 18 miles.

Road and branches are in very good shape.

Route 67B: Teller-Bluestone

Project officially started on July 22.

From Mile 0 to 11 washouts were repaired using 5<sup>1</sup>/<sub>4</sub> c.y. of gravel hauled by truck and loaded by hand. In many instances material was adjacent to washouts and grading was done by hand.

Recent inspection trip showed road to be in good shape to Mile 11, except for being a little rough which was to be expected, since no grading with pull grader had been done as yet. It was Foreman Harry Bourn's idea to make minor repairs by hand and then move the #40 Caterpillar tractor to Mile 12 (as soon as operator could be obtained) and continue surfacing operation to Mile 15.

Prior to starting this project a #40 Caterpillar tractor and a Reo 3 c.y. dump truck had been sent from Nome, in the hope of increasing and possibly completing the last 2 miles of road which has had very little or no gravel placed for surfacing thus making it impassable in wet weather. Also it is anticipated that drainage conditions and maintenance of road will be improved with the help of this additional equipment.

Route 89A: Seward Peninsula R.R.

One of the worst handicaps on the track is the grass, which grows so high and so thick, that it makes the track invisible and traction just about nil.

Operation Report - July 1950 (Cont'd.)

This condition exists throughout the entire length of the R.R., but in varying degrees. From Mile 4 to Iron Creek, Mile  $52\frac{1}{2}$ , is not as bad as the balance of the track to Bunker Hill at  $80\frac{1}{4}$  mile.

Using a weed burner, mounted on a flat car and pushed by the gasoline locomotive, some success has been achieved in control of this condition as far as Iron Creek. However, this method is not permanent and has proven, especially this season, to be very hazardous for the reason that the track is layed on the tundra, without benefit of gravel ballast. Even with precautions during burning operations several small fires were started, one trestle burned out and almost lost a speeder by fire.

Investigation proved that Foreman Walt Taylor had taken all precautions and could not be blamed. However, burning operations were discontinued until weather conditions, preferably wet, permitted resumption.

The trestle that burned was #61 at Nugget Creek, Mile 33. This structure was 30' high on timber bents - about 50% of stringers, ties and top section of bents were destroyed and had to be replaced. How this trestle burned can only be surmized, but it was the concensus of opinion that a piece of hot carbon must have dropped off the burner, in crossing the trestle and lodged on top of a cap. It did not catch fire until crew was out of sight for Foreman Taylor knew nothing about it until the following day when he was returning to Nome for a part for the locomotive which had broken down. This happened on the 5th and trestle was repaired by July 9.

Damage to the speeder was negligible for only the wiring in the motor was destroyed.

On completion of the trestle burning operations were continued as far as Mile  $54\frac{1}{2}$  before being discontinued. Crew cars were moved to siding at Mile 47 and enroute repaired track and trestles. Locomotive made several trips back to Nome for timber and supplies to continue much needed repairs to track between Mile 47 and  $52\frac{1}{2}$ .

While locomotive was at Nome, Foreman Taylor inspected track to Bunker Hill on the 21st and reported very tough going due to extreme high grass, track itself was in fair shape needing only minor repairs. On the 27th crew worked through to Bunker Hill, Mile  $80\frac{1}{4}$ , and returned to Iron Creek on the 29th repairing the track both coming and going.

First load of freight by Kougarok Freight Company went through to Iron Creek on the 29th.

Work Accomplished: Burning of grass and weeds on the track, Mile 14 to  $54\frac{1}{2}$ , making a total of  $40\frac{1}{2}$  miles.

Burned trestle	#61,	Mile 33,	repaired	-	Total length	155'
Timber	"	#66,	" 38,	"	"	24'
Timber bridge	#84,	" 49,	rebuilt	-	Length	22'
"	"	#85,	" 49,	rebuilt	-	" 32'

Track raised and levelled, using mud sills and cribbing, between Mile 33 and  $80\frac{1}{4}$ , totalling 3070 L.F.

Culverts, wood, repaired - 2 units.



Operation Report - July 1950 (Cont'd.)

Installation of new culverts, metal, amounted to 114 L.F. and are located as follows: Mile 46.5, 1 - 13" x 22'  
" 46.7, 1 - 13" x 24'  
" 47.1, 1 - 18" x 22'  
" 47.3, 1 - 18" x 22'  
" 47.5, 1 - 24" x 24'

Work of repair and improvement of road continued as equipment was moved over to construction camp on Fox River at Mile 71 which is the same location as last season. Camp was established by August 19 and operations began immediately to continue road across the Council flats starting at Mile 73.9. It was not found necessary to place additional corduroy as existing corduroy was still in good shape.

Weather was exceptional being dry and warm and helped immensely in getting a good start. By end of month 0.3 of a mile of road had been completed, gravel fill placed with shovel and trucks including fill for turnouts amounted to 3147 c.y. Average width of road is 14' and average depth 2'. New metal culvert was installed at Mile 73, 1 - 24" x 20'.

All washouts were repaired and surfacing placed with dozer and carryall, where needed most, between Mile 47.5 and 71.0. Work accomplished is as follows: gravel surfacing placed with tractor and carryall was 1600 c.y. fill made with dozer was 3060 c.y. surfacing with shovel and trucks - 337 c.y. new metal culvert installed Mile 55.5 -, 1 - 36" x 28'. Drainage conditions were improved by ditching with pull grader.

Maintenance of road, Mile 35 to 70, was completed on two occasions with tractor and pull grader making a total of 70 miles. Gravel bar at Mile 71 was graded with dozer and used for an emergency landing strip. It has been used already on several occasions in contacting construction camp.

At end of month road was in good shape from Mile 35 to Mile 74.2.

Miscellaneous:

Radio transmission has been very poor during the month and it is estimated that only 25% efficiency has been achieved. Nothing seems to be wrong with the sets and we do know that atmospheric conditions have been very unfavorable, which is probably the reason for such poor efficiency. Interference from ARC stations of the other Districts does not help matters any and to date we have not been able to work a schedule that is free from interference.

Yours truly,

  
J. D. Hudert  
District Engineer





Nome sea wall contractor, Manson and Osberg Construction Company, continued their operations. Existing road is holding up beyond expectations. Spot grading of soft areas and continuous surface maintenance with motor grader have been found necessary. This is being done by the contractor.

Repairs were necessary on 16' timber bridge at Hastings Creek (mile 10 $\frac{1}{2}$ ). The work required placing additional stringers and a timber bent under center of span. This was accomplished by the contractor with material obtained from A.R.C.

Inspection at end of month showed that road was in good condition from mile 0 to 21 - Safety Ferry. It was fair or passable from mile 21 to 34. From mile 34 to 48 it was in good condition except for a detour, which is necessary because of a wash out. This condition will be remedied as soon as equipment can be sent to East Fork for construction work.

Route 13A: Nome-Bessie

Repairs were made to slight washout of shoulders of mile 1.

Gravel hauled amounted to 15 cu. yds. Motor grader was used on two occasions from mile 0 to 4, making a total of 8 miles. Road is in very good shape.

In cooperation with U.S.S.R. & M. Company, a detour at mile 5 was changed as I considered the existing detour too dangerous. Very little work was involved. It required placing one 18 inch culvert to provide run off at dredge pond. All material was moved with tractor and dozer and then graded with motor grader.

Route 13B: Bessie-Snake River

Maintenance repair work was resumed on this route on June 27 in response to numerous requests to open the road. The Northwest shovel borrowed from the Army was moved from borrow pit at No. 5 dredge falling pile at mile 5, north of Nome-Bessie Road, to mile 10 on Snake River Road. From this spot washouts were filled and soft areas covered so that road was passable to mile 23.

Until quickway shovel is repaired the local road crew under Foreman Mel Jolliffe will continue to improve the condition of road by resurfacing with gravel, ditching and the installing and repairing of culverts and bridges.

Rock placed in washout at mile 6 - 21 cu. yds.  
 Gravel hauled and placed in soft areas between mile 7-12 - 1132 c.y.  
 Metal culverts repaired mile 7 - 1 unit  
 " " " " 8 - 2 units  
 " " " " 14 - 3 units  
 Total 6 units

Installed new metal culverts mile 14: 1 - 13"x19"x20"  
 " " " " 8: 1 - 12"x20"  
 " " " " 8: 1 - 13"x19"x20"  
 Total 3 units - 60'

Maintenance of road with motor graders Mile 0-23 - total 23 miles.

Route 130: Bessie-Sunset

No maintenance work was done. This road so far is in fair condition and passable for all traffic.

Route 12F: Bessie-Osborne

Repairs were made on this road between Mile 4 and 8 such as:

Graveling soft areas and cleaning ditches.

Gravel hauled and placed - 420 cu. yds.

Ditching with motor grader - 4 miles

Maintenance of road with motor grader, Mile 0 to 8 - 8 miles total.

Road in very good shape and passable to all traffic.

Route 12K: Bessie-Buster

Further maintenance was continued to improve surface and drainage conditions. Culverts cleaned and repaired between Mile 6 and 11

totalled 9 units.

Washouts repaired between Mile 8 and 10, gravel hauled 270 cu. yds. and at

Mile 5, 20 cu. yds.

Resurfaced soft area at Mile 7, gravel used 180 cu. yds.

New metal culvert installed at Mile 3, 1 - 30"x19 1/2"x24".

Maintenance of road with motor grader Mile 0 to 11, totaling 11 miles.

Road is in very good shape and open to all traffic.

Route 13M: New Home Depot

Warehouse facilities - Corrugated metal skirting, salvaged from

quonsets, was completed on building #11. Leaks repaired on warehouses #2

and 3#, completed for the present work that is to be done on these facilities.

Construction office or storage - A knock down type building

20' x 60' was acquired from C.A.A. and moved into location from old quarter-

master area. C.A.A. expressed the desire to get rid of KD buildings, so

advantage was taken of the opportunity of getting a building intact rather

than build one from buildings that would have to be taken down at the old

Hospital Area and then reassembled.

Oil Dock and Loading Platform #21 - Dimensions 25' x 100' and

completed.

Blacksmith Shop #9 - Is constructed from panels of knock down

type building removed from Old Hospital Area. Side panels were spliced

to give additional head room (from 7' to 10'). Building dimensions are

20' x 30' and is placed on 4" x 12" mud sills, as time would not allow

for concrete footings. Floor is of gravel. Building was completed except

for painting and the placement of hood above forge.

Painting of Building - Shop #5, one coat of grey paint completed.

Double cowin comprising of #6-7-8 has been completed.

Operation Report - June 1950 (Cont'd.)

Roundhouse #20 - One 16' x 36' quonset was brought in from Old Hospital Area and placed on temporary location. Permanent location will be completed in the fall, at which time it is anticipated to bring in another 16' x 36' quonset, making a total of 72' which should be ample to store the R.R. speeders and locomotive for the winter.

Grading of Area - All grading has been completed in rear of shop for equipment storage and areas 22 and 23 for lumber storage. No further grading anticipated.

Flagpole #24 - Concrete base has been completed. Difficulty in obtaining the proper size pipe for fabricating pole has hindered completion.

Route 25D: Center Creek Road and Branches:

Due to muddy condition at Mile 1, gravel was placed to improve this condition amounting to 399 cu. yds. Gravel was hauled and placed in low areas, between Mile 3 and 4, amounting to 488 cu. yds.

To prevent damage to R.R. tracks on one side and Moonlight water line on the other ditches were made with motor grader between Mile 3 and 4. Total ditching amounted to 1-1/2 miles.  
Metal culvert installed at Mile 1, 1 - 18" x 24".  
Maintenance of road with motor graders Mile 1 to 4, twice over, totaled 6 miles.

Condition of road very good.

Route 89A: Seward Peninsula R.R.

New "Y" and sidings were completed at the Nome Depot by June 14. Considerable time had been lost in this operation due to the fact that 80% of material used had to be removed from unused portions of tracks, such as "Y" at Little Creek and spur going to the old Lomen oil dock east of Nome. Salvaged material amounted to 2760' of rail, 4 frogs and 4 switches. New ties used amounted to 700 units.

R. R. track placed - main line extension	- 144'
spur	- 481'
"Y"	- 755'
Total	1380'

On July 6, Foreman Walt Taylor inspected track as far as Mile 17 $\frac{1}{2}$  which was as far as he could go due to heavy drifted snow. On inspection it was found that trestle #19 at mile 13 $\frac{1}{2}$  was unsafe and would have to be repaired before heavy vehicles could use it. This was accomplished on June 23.

Camp cars had been moved to 6 mile siding on June 16 and used as a base of operations in that vicinity.

At Mile 5 $\frac{1}{2}$ , section of track was relocated to eliminate several bad curves. Two hundred foot of grade was prepared with tractor w/dozer. Track removed and replaced amounted to 250', fill required 200 cu. yds.

Operation Report - June 1950 (Cont'd.)

On June 20th Foreman Taylor injured his foot and had to go to hospital. C. G. Boucher was sent out to replace him temporarily.

After repairs were completed to trestle #19, crew returned to Mile 6 and continued the work of repair on track and bridges between Mile 6 and  $13\frac{1}{2}$ . On June 24 crew cars were moved to siding at Mile 14, Nome River, and work of inspection and repair continued as far as Mile 19. Foreman Taylor returned to work on June 26 and continued to inspect and repair track, moving his camp cars as he went along.

On June 28th a snow drift 275' long with average depth of 3', at Mile  $33\frac{1}{2}$ , was removed and camp cars moved to siding at Mile 38 opposite Salmon Lake. Track was inspected as far as Iron Creek,  $52\frac{1}{2}$  mile, and reported OK to Mile 47 except for minor repairs. From Mile 47 to  $52\frac{1}{2}$  Foreman Taylor reported track in very poor shape and that it would need plenty of work. Section is passable for light vehicles only and extreme caution advised.

On June 29th Taylor and 3 members of crew with locomotive returned to Nome to pick up weed burner. On 30th time was spent in getting burner ready and finishing small mess car to be used in burning operations.

Route 89AB: Bunker Hill-Taylor & Branches

Project officially started on June 14th with preparation being made for opening Quartz Creek camp. All personnel, tools and supplies were flown in and included food products for a good portion of the season.

Foreman originally slated to start this job could not be found at time of departure from Nome and when found was too intoxicated to be of any use. This caused some confusion as no suitable replacement could be found immediately and necessitated sending equipment operator Ray Mc Ginnis, key man in town crew, to take over temporarily on the 15th. A suitable replacement was found in Foreman Joe Mickel and to date has been found to be very conscientious and capable. Equipment operator Ray Mc Ginnis returned to Nome after a creditable job where he was most urgently needed.

Foreman Mickel carried on repairing the road from Bunker Hill, Mile 0, to Neva Creek, Mile 18, the Coffee Creek branch of 2 miles and the Quartz Creek branch of  $1\frac{1}{2}$  miles.

Considerable repairs are needed on trucks and this is being accomplished as quickly as possible so as to take advantage of the good weather that is being enjoyed.

Gravel hauling was started on June 17, filling low spot and washouts between Mile 0 and 18 and branches. Gravel hauled 683 cu. yds. Culverts and ditches were cleaned where needed. Maintenance of road with motor grader was done from Mile 0 to 18. Coffee Creek branch 2 miles and Quartz Creek branch mile  $1\frac{1}{2}$ . Combined total  $21\frac{1}{2}$  miles. Ditching with motor grader between Mile  $10\frac{1}{2}$  and 18 amounting to about 6 miles.

Operation Report - June 1950 (Cont'd.)

Air field at Quartz Creek was graded with motor grader at request and in cooperation with bush pilots.

Radio communication was established, but only 50% efficiency has been achieved, evidently due to weather conditions.

Route 8: Nome-Council (Construction)

Project officially started on June 23rd by transporting of supplies and equipment to the East Fork camp at Mile 47 $\frac{1}{2}$ . Setting up camp including cleaning and painting was completed.

Motor repaired in Nome shop was placed in 15B shovel. Repairs continued and work was more extensive than had been reported last season and meant sending to Seattle for parts.

While waiting for heavy equipment to arrive, Foreman Crosby inspected road to head of East Fork, Mile 58, and reported excessive glaciering starting at Mile 47. However, it is melting fast and should not hinder operations when the time comes.

Radio communication was set up on June 30th and contact made with Nome and Kougarok.

Considerable difficulty was experienced in obtaining heavy equipment operators so that heavy equipment was not enroute until June 30th. D8 tractor w/dozer and D8 tractor w/dozer and carryall were sent. It is planned to do most of surface gravelling with tractor and carryall from Mile 47 to 71. This would allow the shovel and trucks to proceed to Bear Creek, which is 2 miles from Council.

Miscellaneous:

Material, supplies and ties that arrived on first boat were moved from dock at Nome to New Nome Depot.

Yours truly,

  
J.D. Hudert  
District Engineer

UNITED STATES  
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

~~JUNEAU~~, ALASKA

NOME

June 5, 1950

*Copy given Noyes*

Col. Noyes	.....
Chf. Engr.	.....
Asst. Engr.	.....
Office	.....
Engrs.	.....
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Mr. A. F. Ghiglione  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - May, 1950

Dear Sir:

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

Route 8: Nome-Council

Except for several days the weather remained cold, consequently effecting the spring break up. Run off was slow with very little damage to roads from washouts.

Snow removal was continued by ARC forces which had started at Mile 13 and was completed to Mile 15, plus 2 miles of side road to ACS Receiver Site on May 5. Total snow removal equaled 4 miles. Considerable glacier ice had to be removed from the road between Mile 13 and 15 and the road was slow in drying out.

Nome sea wall contractor, Manson and Osberg Construction Company, completed repairs and improvement of the road, mile 1 to 13, and started hauling light loads of rock on May 9. As this traffic increased it was found necessary to continue the placing the beach gravel, obtained at mile 2-1/2 and at 4-1/2, in soft areas.

Beach gravel was the only material available as borrow pits were and still are frozen. This material seems to be working out satisfactorily in drying up the wet spots, although constant grading with motor grader is necessary to maintain a smooth surface. In view of the fact that the contractor is maintaining this stretch of road, he has been allowed the use of Caterpillar 10 motor grader, ARC No. 718, assuming full responsibility for fuel and repair. By end of month road was sufficiently dry to allow the contractor to haul capacity loads.

Spring run off started May 15, but did not reach serious proportions due to colder weather at night. No serious washouts occurred except at Hastings Creek, mile 10-1/2, but was soon checked by contractor's

33/93

This road is in poor shape and it will be necessary to replace culverts, ditch and resurface when necessary this season. Drainage and surface conditions were improved somewhat with small motor grader so that at end of month road was passable.

Road was closed to public until the latter part of the month due to soft condition and high water overflow from Snake River. Blasting of ice jams occurring at Snake River Bridge was necessary on several occasions during the period of May 18 to 20.

Snow removal was started on May 3 and stopped on May 3 due to tractor trouble. Resumed on May 6 and completed as far as Snake River Bridge, mile 5, on May 9. Total snow removed, 5 miles.

Route 130: Bessie-Sunset

As far as Glacier Creek the road is in good condition, with ditching and surface maintenance being done with motor graders. Total maintenance road, 5 miles. Metal culvert installed at mile 5, 18" x 16" x 20'.

Snow removal was started on May 17 and was completed only as far as Glacier Creek, mile 5, May 20. Glaciering and high water prohibited continuing and in as much as little use is made of this road no attempt was made to clear beyond this point. This was also a precaution for the road is extremely muddy and soft in the spring of the year and it was concluded that considerable maintenance would be eliminated by allowing nature to take it's course. Very few washouts occur and these can be taken care of in the course of routine maintenance. It is anticipated to improve drainage conditions and resurface as many of the soft spots as possible this season.

Route 131: Bessie-Snake River

Maintenance of road surface with motor grader was completed to mile 4.0. Total graded 4 miles.

Snow removal was continued and completed on May 10. Road closed to public until May 16 at which time it was opened to all traffic. Caution was requested on detour constructed by U.S.R. & M. Company around their dredging operations at mile 3. Snow removal totaled 2 miles. Sight washouts at mile 1 opposite City Air Field. Culverts had been opened, but were inadequate to take care of run off. Additional culverts to be placed this season.

Route 13A: Nome-Bessie

By end of month the road was opened as far as safety. The public using the road was requested to use extreme caution, especially during the operations of the contractor.

forces and hauling operations were resumed after a loss of about a day and a half. Metal culverts installed by contractor: Mile 13, 1-15"x22", AHC forces took care of flood conditions at mile 4-1/2 in time to prevent any washouts.



Route 13F: Beasie-Osborne

Snow removal was started on May 3, but was stopped as equipment was more urgently needed elsewhere. Resumed on May 9 and completed to Nome River on May 10. Total snow removed, 5 miles.

During run off fill at mile 1, Dry Creek Bridge, was washed out, caused by glaciating condition. Road bed was very soft and muddy and was closed to the public until May 25. Condition of road at end of month was still not too good due to cold wet weather, especially the last 1/4 mile. It will be necessary to resurface some areas besides improving drainage conditions this season.

Considerable use is made of this road by local residents who have their summer camps at Nome River and by local fishermen. U.S.S.R. & M. Company also use it frequently because of their ditch camp and ditch.

Route 13K: Beasie-Bueter

Snow removal started on May 11 and was completed on May 17 to end of branch road paralleling Nome River, mile 7.7. Total snow removed 7.7 miles.

Considerable glaciating at mouth of Dexter Creek and side hill in vicinity was encountered, which prohibited the use of the road for the last 3 miles until near the end of the month. During the run off several washouts occurred between mile 4 and 5, but were not serious.

Maintenance of road had been done with motor graders, totaling 7.7 miles. Condition of road is very good and at present open to all light traffic.

Route 13M: Nome Depot (New Location)

At present rate of progress work on New Depot will be completed by the time active seasonal work begins.

Warehouse Facilities: The continuous 10' loading platform across the front of warehouses 1, 2 and 3 has been completed. Office for property and warehousing personnel, plus additional facilities for grocery, hardware and small tool storage have been completed in warehouse #2. Additional racks for tools and bins for heavy chain was completed in warehouse #3 plus the construction of a 6' door to facilitate the handling of heavy freight. In addition roof had to be repaired for leaks.

The front sections of these warehouses were reinforced with ship lap sheathing and painted. Skirting with corrugated sheet metal, salvaged from Quonset obtained from the U.S.S.R. & M. Company, was completed and added greatly to the finished appearance of the buildings. This completes the major portion of the work to be done on warehouses 1, 2 and 3.

Separated loading platforms 8' x 25' have been completed on salvage warehouses No. 11, 12, 13 and 14. Skirting similar to that of the other warehouses has been completed on buildings 12, 13 and 14.

Operation Report - May 1950 (Cont'd.)

Property lines have been established and grading is now in progress, concentrating on railroad and material yard areas.

The work in progress at the New Depot is directly under the supervision of C.G. Boucher. He has ably followed instructions and it is largely through his efforts, plus the active cooperation of men doing the work, that such favorable progress has been made.

Route 25D: Center Creek Road and Branches

Routine maintenance only has been done with motor graders on two occasions, totaling 9 miles. Road is in excellent condition.

Route 25L: Nome City Field

In cooperation with local bush pilots and air transportation companies, snow was removed from north end of field on east side, 75' wide by 2000' long, to facilitate landing with wheels. Snow removal was done on May 4-5, 12-13 involving about 3 days.

Route 89A: Seward Peninsula R.R.

A small crew of 4 men started to work on May 16. The tracks at mile 1 and between mile 3 and 4 had been damaged in snow removal operations and was the first condition to be taken care of. Damaged track repaired amounted to 300'.

Between mile 1 and 4, 8 road crossings were cleared, snow removal (drifts) removed by hand totaled 300'. Minor breaks on tracks repaired and 2 trestles checked. Snow removal was continued to mile 5, totaling about 400'. Crew then returned to work at New Depot.

To facilitate the handling of freight for tram and the Kougarok road a "Y" at Little Creek is being removed to the New Depot area together with the sidings. The necessary grading is being done so that this work can be accomplished. The location of the "Y" at Little Creek was not too convenient and was in need of considerable repairs. It was thought advisable to move it to the new depot site where it would be just as convenient for the public, as well as being a convenience and a time saver in the movement of ARC railroad rolling stock.

Equipment repair program:

Judging from the spirit of cooperation and the amount of work that has been accomplished since Allan G. Doyle has taken over the District Mechanics job replacing E. Warner, the only conclusion that can be drawn is that the causes responsible for the slow down during the month of April have been removed.

The program is just about complete and all equipment will definitely be ready to go as the seasons work starts. This also includes painting of the equipment.

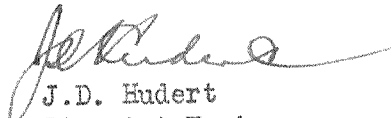
Operation Report - May 1950 (Cont'd.)

Miscellaneous:

Corridors and KD Buildings are being removed from the Old Hospital Area, as needed, keeping in mind also that this area should be cleared by July, 1950 in accordance with agreement with the U.S.S.R. & M. Company. This may not be possible and an extension of time may be required, which I am sure can be arranged.

Corridor floors are being used in sections for loading platforms at the New Depot and a KD building for the blacksmith shop.

Yours truly,

  
J.D. Hudert  
District Engineer

UNITED STATES  
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

JUNEAU, ALASKA  
NOME

May 4, 1950

*Copy given to Col.*

Col. Noyes	<i>[Signature]</i>
Chf. Engr	<i>[Signature]</i>
Admin	<i>[Signature]</i>
Op'ns	<i>[Signature]</i>
Engrg.	<i>[Signature]</i>
Magist. Ed.	<i>[Signature]</i>
.....	
.....	

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

Subject: Report of Operations - April, 1950

*[Handwritten mark]*

Dear Sir:

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

Route 8: Nome-Council

During the first part of month weather was not too good because of snow storms. After the 9th of month conditions changed and weather was exceptionally mild, giving rise to the hope that possibly we were to have an early spring break up. However the weather turned cold again on the 29th retarding the thaw.

33/93

The Nome sea wall contractor took advantage of the good weather and started snow removal on the 10th completing the operation about the 21st. Four tractors were used, one donated by ACS, one from CAA, one of contractor's own and one on a rental basis from a private source.

Snow removal was completed only as far as mile 13, from which point it was carried on by ARC forces starting on April 27. Considerable glacier ice is being encountered which necessitates blasting with dynamite to break it up for removal. This operation is being carried on in cooperation with ACS and CAA to open up transportation facilities to their respective receiver sites.

Culverts were thawed out with use of steam boiler at mile 3. Road had not been opened to the public in view of thawing conditions and repair work being carried on.

Nome sea wall contractor is limiting his operations to graveling between mile 1 and 4, filling in the soft areas with beach gravel and to opening the quarry at mile 13½ to accumulate a stock pile.

Any future snow removal will be done by ARC forces.

Operation Report - April 1950 (Cont'd.)

Route 13A: Nome-Bessie

At request and in cooperation with Wien Airlines the road was cleared of snow as far as the Red Hangar, about mile 3. Snow removal started April 27. Total snow removed - 1 mile. Two culverts at mile 1 were thawed out using the steam boiler.

Route 13M: Nome Depot (New Location)

Repairs, rehabilitation and reconstruction carried on with the end in view of completing as much of this work as is possible before the work season starts, emphasis being placed on warehouse facilities.

Repair shop #5: At long last heat ducts have been completed. Thermostatic controls have been checked and set and the system is now working very satisfactorily.

Existing work benches were removed as they were very poorly constructed and in need of extensive repairs. Benches were completely rebuilt and heavy enough to take heavy vises as requested by Master Mechanic. On completion benches were then painted.

Lower section of shop has been painted, thus completing all interior work for the present.

Warehouse Facilities: A six foot door has been constructed in warehouse number 1 to facilitate handling of freight. A continuous 10' wide loading platform is being constructed across the front of warehouse 1, 2 and 3 and is about 75% complete.

NB: Floor sections from corridors of Old Hospital Area are being used for the platform.

Electric power and light meter has been duly installed, thus eliminating the necessity of estimating our power consumption. Considerable time was involved in checking for leaks in the line.

Snow removed in area on two occasions.

Route 25D: Center Creek Road (Access road to Depot)

Winter maintenance considerably less this month. Snow removed on two occasions due to snow storm, involving about 3 miles of road and total snow removal of 6 miles.

During thaw period, 10th to 27th, tractor was used to push snow off of road shoulders to aid surface drainage. Motor grader aided in this operation as well as grading surface as it dried out.

Route 25L: Nome City Field

In cooperation with local bush pilots and air transportation companies, Route 13A (access road to city air field) was cleared of snow on two occasions involving about 1 mile total of snow removal.

Operation Report - April 1950 (Cont'd.)

Equipment Repair Program:

Based on amount of work accomplished and reported this month the program has definitely slowed down.

Lack of parts to finish repairs, although air shipments have been very prompt, shop repairs and sickness have contributed in some degree to slowing up the program, but not to such an extent. Investigation is being made and subsequent remedial measures will be taken to assure equipment being ready for the seasons work.

Miscellaneous: Snow Removal - Road to old Hospital Area and vicinity of old Hospital for the purpose of obtaining salvage material when needed.

Yours truly,



J.D. Hudert  
District Engineer

UNITED STATES  
DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

~~JUNEAU~~, ALASKA  
NOME

April 4, 1950

*copy to Col. Noyes*  
Col. Noyes.  
Chf. Engr. *AKB*  
Admin. *AKB*  
Op'ns. *AKB*  
Engrg. *AKB*  
Goodson. *AKB*  
Noyes. *AKB*  
.....

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

Subject: Report of Operations - March 1950 *AK*

Dear Sir:

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

Route 8: Nome-Council

No work done by A.R.C. forces or by Nome sea wall contractor. Weather conditions were discouraging.

Route 13M: Nome Depot (New Location)

Repairs, cleaning and electric wiring was completed on three 24' x 60' Quonsets. These buildings, No.12-13-14, to be used for storage.

Paint shop: Reported in error on last months report. Should be designated as No.7, connecting buildings 6 and 8. Has been completed and is in readiness for our painting program. Work included: completion of sheathing side wall and ceiling with shiplap and asphaltic celotex, placing of insulation, electric wiring, work bench and installation of exhaust fan.

Repair Shop, No.5: Installation of heat ducts was continued and by end of month was about 90% complete. Oil consumption has been considerably less and should be more so as soon as this work is completed, at which time thermostatic controls can be set properly.

Route 25D: Center Creek Road (Access Road to Depot)

Winter maintenance somewhat heavier this month due to frequent wind causing drifting conditions, plus occasional light snow. Snow removed was performed on five different occasions, totalling 10 miles.

Route 25L: Nome City Field

In cooperation with local bush pilots and air transportation companies, Route 13A (access road to City Air Field) was cleared of drifts and snow on five different occasions, involving about 2-1/2 miles total of snow removed.

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Operation Report - March 1950 (Cont'd.)

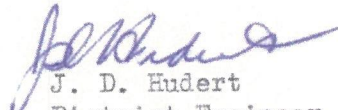
Equipment Repair Program

Progressing favorably and if present rate is continued all equipment will be completed in time for season's work.

Miscellaneous:

Due to lack of phone service between New Depot and the District Office, station KVZH-2 has been set up in shop building No.5, establishing perfect communication between the two. Due to short distance involved, about 3 miles, frequency 2264 is being used and is proving very satisfactory since it does not interfere with A.C.S. and viceversa. Also no interference experienced from A.R.C. stations in Fairbanks and Anchorage.

Yours truly,

  
J. D. Hudert  
District Engineer



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

March 7, 1950

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

Subject: Report of Operations - February 1950

Dear Sir:

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

Route 8: Nome-Council

No work had been done this month on Nome sea wall by contractor. Due to continued high winds and snow it is the decision of the contractor's representative, Mr. Gerard, that work will not be resumed until about the first of April weather permitting.

Upon request from Mr. Gerard, the Road Commission will cooperate in snow removal operations on route 8; as authorized by the Juneau office of the Alaska Road Commission.

Route 13M: Nome Depot (New Location)

Blocking of two 24'x60' Quonsets, classed as permanent installations, was completed.

Work continued in shop building included: completion of wiring and installation of fluorescent lights at work bench. Work was started on paint shop located in building number 5 and about 50% complete. Work included: removal of hot air furnace (circulating) to warehouse number 2 and replacing with H.C. Little space heater, insulation of side walls with kemsul, sheathing of side walls with shiplap and asphaltic celotex, re-wiring for electric lights and service.

N.B: Heat ducts in shop have not been completed because of emergency work in town by local tinsmith due to storm damage. Lack of heat ducts effects oil consumption, but heat supply is sufficient to allow continuation of equipment repair work.

Col. Noyes	<i>[Signature]</i>
Chf. Eng.	<i>[Signature]</i>
Admin.	<i>[Signature]</i>
Op'ns.	<i>[Signature]</i>
Eng'g.	<i>[Signature]</i>
	<i>[Signature]</i>

33/95

Operation Report - February 1950 (Cont'd.)

Route 25D: Center Creek Road (Access road to Depot)

Winter maintenance continued light with removal of snow and drifting areas on two occasions. Total snow removal - 4 miles. Snow markers knocked down by ice storm were replaced.

Route 25L: Nome City Field

Pertains to snow removed on Route 13A (used as access road) on two occasions, due to drifting snow, involving 1 mile of snow removal. This work is done as a public service and in cooperation with local bush pilots and air transportation companies.

Route 68: Flagging Trails (Temporary)

In cooperation with the inhabitants of the village of Kotzebue, for reasons outlined in January report.

Vicinity of Kotzebue - Total 34 miles.

N-1:

Salvage office furniture was obtained from the Marks Air Force Base which included: desks, filing cabinet, chairs and tables. Most of the furniture was made at the Post and will necessitate minor repairs before being used at the New Nome Depot for furnishing the office of Stores and Property Accounting.

Equipment repair program is progressing favorably.

Yours truly,



J. D. Hudert  
District Engineer

used for power supply until necessary repairs were made and power resumed. a 40 KW diesel electric power plant was borrowed from Army and causing a power failure. So as not to close down equipment repair operations on power lines with resulting damage to poles and lines and freezing rain, occurring on the 25th, caused severe icing conditions considerable drifting around buildings. These drifts were removed by tractor w/carryall and tractor w/dozer.

Blizzards occurring during the first part of January caused metering pump from the old depot was installed. gallon tanks were placed in rear of building and the electric gasoline as well as storage for grease and oil. In conjunction with this, two 550 building was also moved in for use as gasoline and diesel fuel pump house, new area, and minor repairs made to keep out snow. A 16' x 16' frame During month three more 24' x 60' Quonsets were moved in to the old Hospital Area, as protection against snow.

Further repairs have been completed on buildings moved in from now being carried out by District Mechanic Ed Warner. Although shop is not entirely completed, the additional work contemplated will not interfere with progress of equipment repair program Route 13M: Nome Depot (New Location)

No work was done, during month, on the Home sea wall. This was due to the closing of road from quarry at mile 14, caused by heavy drifting snow. An attempt was made by contractor to open road with D-8 tractors but without success.

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

Dear Sir:

Subject: Report of Operations - January 1950

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

February 8, 1950

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

ALASKA ROAD COMMISSION  
ADDRESS REPLY TO

33/63

Comm. Rds.	
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Roads	
Bridges	
Safety	
Cost	

Operation report for Jan. 1950 (Cont'd.)

Route 25D: Center Creek Road (Access Road to New Depot)

Winter maintenance continued light with removal of drifting areas on two occasions. Ice storm of 25th was responsible for knocking down quite a few snow markers along the road. Replacement will be made at first opportunity.

Route 25L: Nome City Field

Pertains to snow removal on Route 13A (access road to city field) on two occasions, involving about 1 mile of snow removal. This operation was done in cooperation with local bush pilots and air transportation companies.

Also in cooperation and as a public service. A TD-14 tractor w/dozer was loaned to users of the field for the purpose of dragging of field. Except for use of equipment no expense was involved for the Road Commission, as an accredited operator and fuel were furnished by the parties concerned. Time involved about 1/2 day.

Route 68: Flagging Trails (Temporary)

It is customary to cooperate with inhabitants of outlying villages in regards to the temporary staking of trails. In most cases these trails are used by natives travelling between villages or to some point for supplies, or to their hunting grounds. Investigation has proven the need for this staking not only as a public service, but as a necessity for the welfare and safety of the people using them.

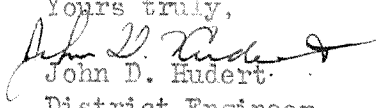
Trail staking accomplished to date is as follows:

Vicinity of Mary's Igloo - Mary's Igloo to head of Grantley Harbor:	Total 33 miles
Vicinity of Teller:	Total 37 miles
Vicinity of Golovin:	Total 18 miles
Vicinity of St. Michael:	Total <u>5</u> miles
Total miles	93

N-1: - Physical inventory of both non-expendable and expendable items has been completed, except for the placement of information in card index system, which will be accomplished as soon as permanent personnel is assigned to perform the work.

Miscellaneous: - Removal of salvage equipment acquired from Army, from Air Base to storage yard at New Nome Depot. This involved one GMC 6x6 cargo truck, one GMC 6x6 truck tank mounted and one 8 c.y. carryall, Letourneau

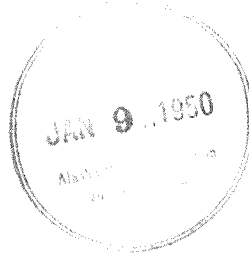
Yours truly,

  
John D. Hudert  
District Engineer

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

JUNEAU ALASKA  
Nome,

January 6, 1950



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

Subject: Report of Operations - December 1949

Dear Sir:

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

Route 8 - Nome - Council

Road is impassable to the C.A.A. Receiver Site, Mile 15, due to excessive glaciating at Cape Nome Bluff between Mile 14 and 15.

No winter maintenance is planned or funds set up for this purpose because of the impossibility of keeping this road open during the winter season. It has only been due to the mild winter experienced thus far and the maintenance of road from mile 0 to 14 by the Nome sea wall contractor, for his operations, that has made possible the use of the road to the C.A.A. Receiver Site.

The Nome sea wall contractor has been working continuously except for short lay-offs to allow for snow removal after several light snow storms.

No maintenance by A.R.C. forces.

Route 13M: New Nome Depot

Work on the new Depot progressed favorably this month and it is encouraging to be able to see what is being done. Shop ceiling has been completed, including the placing of insulation and painting. Side walls have also been painted except for lower part. This will be completed as soon as repairs are made to work bench and the electric wiring at benches replaced in conduit as a safety precaution. Shop doors were repaired and weather proofed.

On further investigation existing electric wiring in the shop building was found to be poor and was replaced almost entirely to eliminate possible fire hazards.

CG to  
COL. N  
INT  
AFG  
CMT  
15.F.G.  
33/93

Operation report for Dec. 1949, (cont'd.)

With the new ceiling in shop, the heating system is proving very adequate and will be more so when ducts are in place.

Four more 24' x 60' Quansets have been moved from the old Hospital Area and minor repairs made to keep out the snow.

About 75% of the utilities from old shop have been moved to the new area and are in process of being installed. The new shop is being used with repair work started on equipment to be used for winter maintenance, and continuing with our equipment repair program.

Bins have been placed in number 2 warehouse, using the bins from Nome warehouses. Also tool racks are being installed. Number 3 warehouse has been cleaned and repaired and is in readiness for bulk storage.

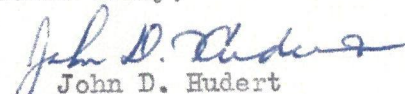
Power is now being supplied for the New Depot by Army, Marks Air Base.

Inventory continued and as far as actual inventory of all items are concerned, is about 75% complete. After inventory is taken the items are then moved and stored at the new depot.

Route 25D - Center Creek Road (Access road to New Depot)

Winter maintenance light, necessitating removal of several drifting areas on two occasions.

Yours truly,

  
John D. Hudert  
District Engineer