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NONA SITUATION REPORTS 1951

1951



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

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January 29, 1952

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

Subject: Report of Operations 31 December 1951 to  
20 January 1952.

Dear Sir:

The following is the report of operations applicable to the Nome District from 31 December 1951 to 20 January 1952.

The general weather conditions for this report; first part of the period was below zero with a constant wind, the second part of the period the temperature was above zero but a wind most of the time. On Monday the 21 January we were unable to open the road to the area due to the wind and snow storm.

Route 042 & 042.22 (Nome-Bessie & Center Creek Road)

During this period it was necessary to do seventy (70) miles of snow removal on these routes: 18 miles on Nome-Bessie and 52 miles on Center Creek Road.

401 Nome Depot

During this period it was necessary to clear the snow on six occasions around the shop and other buildings. General maintenance and repairs have been carried on.

Very truly yours,

*John M. Cooley*  
John M. Cooley  
District Engineer

JMC:mb

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JMG:mb

John M. Gooley  
District Engineer

Very truly yours,



During this period it was necessary to clean the snow on three occasions around the shop and other buildings. General maintenance and repairs have been carried on.

401 Home Depot

During this period we have cooperated with the local pilots in cleaning the Home City Airfield twice, they have paid the cost of operation and we furnished our TD-14 Dozer.

During this period it was necessary to do 28 miles of snow removal on these routes: 8 miles on Home-Bessie and 20 miles on Center Creek Road.

Route 042 & 042.22 (Home-Bessie and Center Creek Road)

The general weather conditions for this period: the temperature has stayed above zero although we have had a great deal of snow and wind during the latter part of the period.

The following is the report of operations applicable to the Nome District from 3 December to 30 December.

Dear Sir:

Subject: Report of Operations - 3  
December to 30 December, 1951.

Mr. William J. Hiett  
Chief Engineer  
Alaska Road Commission  
Anchorage, Alaska

January 5, 1952

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

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4	Admin.	<i>[Signature]</i>
2	Op'ns.	<i>[Signature]</i>
3	Eng'g.	<i>[Signature]</i>
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	Pers.	
	Supply	

*[Signature]*

January 5, 1952

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

Subject: Report of Operations - 3  
December to 30 December, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 3 December to 30 December.

The general weather conditions for this period: the temperature has stayed above zero although we have had a great deal of snow and wind during the latter part of the period.

Route 042 & 042.22 (Nome-Bessie and Center Creek Road)

During this period it was necessary to do 28 miles of snow removal on these routes: 8 miles on Nome-Bessie and 20 miles on Center Creek Road.

During this period we have cooperated with the local pilots in cleaning the Nome City Airfield twice, they have paid the cost of operation and we furnished our TD-14 Dozer.

401 Nome Depot

During this period it was necessary to clean the snow on three occasions around the shop and other buildings. General maintenance and repairs have been carried on.

Very truly yours,

*[Signature]*  
John M. Cooley  
District Engineer

JMC:mb

33/96



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

December 7, 1951

Mr. A.F. Ghiglione  
 Commissioner of Roads  
 Alaska Road Commission  
 Juneau, Alaska

Subject: Report of Operations - 5  
 November to 2 December, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 5 November to 2 December.

The general weather conditions for this period has been good, not very much snow or cold weather.

Route 042 & 042.22 (Nome-Bessie and Center Creek Road.)

During this period it was necessary to do fourteen miles of snow removal on these routes: five miles on Nome-Bessie and nine miles on Center Creek Road.

401 (Nome-Depot)

During this period new storm doors were built and installed on the south entrance to the warm storage building 406. The apartment in building 418 was completed and occupied on the 26 November. Repair work of insulating and repairing of the interior was started on the quarters in building 415. The shop crew has started to overhaul equipment for the coming season.

JMC:mb

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		<i>[Signature]</i>

Very truly yours,  
*John M. Cooley*  
 John M. Cooley  
 District Engineer

33/95-

Miller  
JM

XXXXXX  
NOME

December 7, 1951

Mr. A.F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 5  
November to 2 December, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 5 November to 2 December.

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During this period it was necessary to do fourteen miles of snow removal on these routes: five miles on Nome-Bessie and nine miles on Center Creek Road.

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Very truly yours,

John M. Cooley  
District Engineer

JMC:mb

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

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November 8, 1951

Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 8  
October to 4 November, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from 8 October to 4 November.

The general weather condition for this period has been very good, as yet we have had no snow or cold weather.

Route 041 (Nome-Council)

The ferries at Solomon and Safety were put up for winter on the 26 of October, after the last boat had discharged its freight and the people in the Solomon area had been able to move it from Nome.

Route 042.16 (Bessie-Buster Road)

On this route about one quarter of a mile of road was changed in cooperation with the mining company. This operation was necessary as the dredging operation in the vicinity of the junction of the Nome-Bessie and Bessie-Buster was being dredged out. In this operation we furnished one D-8 and one man and the mining company furnished one D-8 and a 12 yard carryall.

401 (Nome Depot)

All deadlined and other equipment was rearranged in the storage yard. All vehicles that could be stored inside were put in buildings 6 and 19.

33/95

Report of Operations - Cont'd

Snow removal equipment was put in shape for winter maintenance.

The remodeling of building eighteen for an apartment is now about 96 percent completed.

Very truly yours,



John M. Cooley  
District Engineer

JMC:mb



*orig. routed*

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NOME

November 8, 1951

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Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 8  
October to 4 November, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from 8 October to 4 November.

The general weather condition for this period has been very good, as yet we have had no snow or cold weather.

Route 041 (Nome-Council)

The ferries at Solomon and Safety were put up for winter on the 26 of October, after the last boat had discharged its freight and the people in the Solomon area had been able to move it from Nome.

Route 042.16 (Bessie-Buster Road)

On this route about one quarter of a mile of road was changed in cooperation with the mining company. This operation was necessary as the dredging operation in the vicinity of the junction of the Nome-Bessie and Bessie-Buster was being dredged out. In this operation we furnished one D-8 and one man and the mining company furnished one D-8 and a 12 yard carryall.

401 (Nome Depot)

All deadlined and other equipment was rearranged in the storage yard. All vehicles that could be stored inside were put in buildings 6 and 19.

*33/95*

Report of Operations - Cont'd

Snow removal equipment was put in shape for winter maintenance.

The remodeling of building eighteen for an apartment is now about 96 percent completed.

Very truly yours,

John M. Cooley  
District Engineer

JMC:mb



*Route 043.1*

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

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	<i>C. Fairis</i>

October 12, 1951

Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 10  
Sept. to 7 October, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from 10 September to 7 October, 1951.

The general weather conditions for this period has been good.

Route 041 (Nome - Council)

During this period all culverts were cleaned and staked in preparation for winter from Nome to mile 15.

The Golden Gate Creek bridge at mile 12.5 was replaced with a twenty-four foot Elephant Hut.

Route 042.12 (Bessie - Snake River)

During this period one 48 in. by 8 ft. by 20 ft. culvert was installed at mile 16. All culverts were cleaned and staked in preparation for winter as far as mile 15.

Route 042.16 (Bessie - Buster Road)

During this period all culverts were cleaned and staked in preparation for winter.

Route 043 (Seward Penninsula Tram)

During this period 2940 feet of track has been repaired between mile 22 and 61. The seasons operations on the Tram were closed down for the season on the 2nd of October.

Route 043.1 (Bunker Hill - Taylor)

During this period 1230 yards of gravel were placed in the low spots between mile 2 and 14.5. Grading and ditching operations were

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Report of Operations - Cont'd

carried on between mile 2 and 29. The bridge at mile 6 was repaired and barrel culverts were installed as follows:

3 at 6 mile  
4 at 8.25 mile  
1 at 9 mile  
6 between 12 and 13.5 mile  
1 at 15.5 mile  
2 at 17.25 mile  
5 at 17.5 mile

The seasons operations were closed down on the 22 of September and the crew and supplies were transported to Nome via the Tram.

Route 040.2 (Deering - Inmachuk)

During this period about 500 yards of gravel were placed on the road between 13 and 16 mile. Grading operations for this period covered 56 miles.

The seasons operation on this route were closed on the 24th of September.

Route 401 (Nome Depot)

The remodeling of building eighteen for an apartment is now about 80 percent completed.

General maintenance of the area has been done in preparation for the winter.

Very truly yours,



John M. Cooley  
District Engineer

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September 17, 1951

Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 13  
August to 9 September, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from 13 August to 9 September, 1951.

The general weather conditions for the first half of the period were very poor, but the second half were good. The rainfall for the month of August was 7.82 inches the greatest on record for the month of August.

Route 041 (Nome - Council Improvement)

During this period about 1650 feet of road has been relocated out of Fox River and culverts have been put in at mile 63 and 64.5. Due to the extremely heavy rain condition during this period the reconstruction work on this route was closed down for the season on the 20th of August.

The painting of the Nome River Bridge has been completed. Due to the weather conditions and the lateness of the season further bridge painting plans have been abandoned.

Route 042 (Nome - Bessie)

On this route general maintenance has been carried out during the period. The elephant hut, 30 feet long, was used to replace the old Dry Creek bridge at mile 0.5.

Route 042.12 ( Bessie - Snake River)

During this period six days were spent on completing the operations on this route, about 600 yards of gravel were placed between 16 and 18 mile and 400 yards at mile 21.

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Report of Operations - Cont'd

Route 042.22 ( Center Creek Road)

On this route general maintenance has been carried out during the period, and the guard rails were repaired on the bridges at mile 0.4 and 2.0.

Route 043 (Seward Peninsula Tram)

During this period 1300 feet of track has been repaired between mile 48 and 70. The bridges at mile 48, 51.5, 57, 60, 64.2 and 71 have been repaired.

The approaches to the Iron Creek bridge at mile 52.25 have been repaired. For this operation it was necessary to rent a D-4 dozer for approximately six days as we were unable to haul the TD14 dozer over the railroad.

Route 043.1 (Bunker Hill - Taylor)

During this period approximately 2800 yards of gravel has been placed on the road between 12 and 29 mile.

The small ferry, which has not been used for years, was launched on the 25th of August to facilitate the movement of our freight across the river. To the present time no one has been hauling freight to the Kougarok so the large ferry has not been used.

Twenty-two culverts have been placed in groups of 1 to 3 at mile 9.5, 14, 14.5, 17.5, 18, 18.5, 24 and 25, of which the greater part were barrel culverts.

Route 040.2 (Deering - Innachuk Road)

During this period approximately 1800 yards of gravel has been placed between 16 and 19 mile.

Grading and ditching operations were carried on between mile 16 and 19. New culverts were installed at mile 17, 18.5 and 18.75.

During this period the D-6 dozer was down for eight days for parts and required the sending of a mechanic from Nome to repair it.

The telephone line between the area and town has been completed.

The remodeling of building eighteen for an apartment is now about 65 percent complete.

Very truly yours,

John M. Cooley  
District Engineer

JMC:mb



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

①	Ghiglione
②	Chl. Engr. W. J. W.
	Admin. <i>W. J. W.</i>
	Op'ns. ....
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	CC Fairies

September 17, 1951

Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 13  
August to 9 September, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from 13 August to 9 September, 1951.

The general weather conditions for the first half of the period were very poor, but the second half were good. The rainfall for the month of August was 7.82 inches the greatest on record for the month of August.

Route 041 (Nome - Council Improvement)

During this period about 1650 feet of road has been relocated out of Fox River and culverts have been put in at mile 63 and 64.5. Due to the extremely heavy rain condition during this period the reconstruction work on this route was closed down for the season on the 20th of August.

The painting of the Nome River Bridge has been completed. Due to the weather conditions and the lateness of the season further bridge painting plans have been abandoned.

Route 042 (Nome - Bessie)

On this route general maintenance has been carried out during the period. The elephant hut, 30 feet long, was used to replace the old Dry Creek bridge at mile 0.5.

Route 042.12 ( Bessie - Snake River)

During this period six days were spent on completing the operations on this route, about 600 yards of gravel were placed between 16 and 18 mile and 400 yards at mile 21.

Report of Operations - Cont'd

Route 042.22 ( Center Creek Road)

On this route general maintenance has been carried out during the period, and the guard rails were repaired on the bridges at mile 0.4 and 2.0.

Route 043 (Seward Peninsula Tram)

During this period 1300 feet of track has been repaired between mile 48 and 70. The bridges at mile 48, 51.5, 57, 60, 64.2 and 71 have been repaired.

The approaches to the Iron Creek bridge at mile 52.25 have been repaired. For this operation it was necessary to rent a D-4 dozer for approximately six days as we were unable to haul the TD14 dozer over the railroad.

Route 043.1 (Bunker Hill - Taylor)

During this period approximately 2800 yards of gravel has been placed on the road between 12 and 29 mile.

The small ferry, which has not been used for years, was launched on the 25th of August to facilitate the movement of our freight across the river. To the present time no one has been hauling freight to the Kougarok so the large ferry has not been used.

Twenty-two culverts have been placed in groups of 1 to 3 at mile 9.5, 14, 14.5, 17.5, 18, 18.5, 24 and 25, of which the greater part were barrel culverts.

Route 040.2 (Deering - Inmachuk Road)

During this period approximately 1800 yards of gravel has been placed between 16 and 19 mile.


Grading and ditching operations were carried on between mile 16 and 19. New culverts were installed at mile 17, 18.5 and 18.75.

During this period the D-6 dozer was down for eight days for parts and required the sending of a mechanic from Nome to repair it.

The telephone line between the area and town has been completed.

The remodeling of building eighteen for an apartment is now about 65 percent complete.

Very truly yours,

  
John M. Cooley  
District Engineer

JTC:mb





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~XXXXXXXX~~ ALASKA  
NOME

① ✓	Chf. Engr. <i>W. J. M.</i>
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August 20, 1951

Mr. A. F. Ghiglione  
Commissioner of Roads  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - 16 July to  
12 August, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 16 July to 12 August, 1951.

The general weather conditions for this period was very poor with a great deal of rain which hindered the field operation considerably.

Route 041 (Nome - Council)

During this period general maintenance has been carried out except for seventeen and a half mile which was again washed out by storms on the 16th and 28th of July. The 22B shovel was moved to Cape Nome and large rock and gravel was taken from the hillside to widen the road as well as to fill in the washout caused by the storms. This operation required a crew of eight four days to repair the damage.

The bridge at Golden Gate Creek at mile 12 was strengthened and the deck repaired.

Route 041 (Nome - Council Improvement)

During this period about 19,500 feet of road has been relocated out of Fox River, 7000 feet of this surfaced, and 2500 feet of the section relocated last year has been resurfaced. In this new section there has been installed eight new culverts.

The Nome River bridge at mile 4.0 is still in the process of being painted. Due to the wet weather conditions it has been possible to paint only five days out of this period. The bridge is about 50 percent completed.

Route 042 (Nome - Bessie)

On this route general maintenance has been carried out during the period. An elephant hut has been moved to the site of Dry Creek and is

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Report of Operations - Cont'd

being prepared to replace the old bridge. The present bridge is narrow and composed of two bridges, one on top of the other and has very little clearance. It is also subject to glaciaring action.

Route 042.12 (Bessie - Snake River)

Due to adverse weather conditions during this period, it was only possible to work five days on this route. During this period about 1100 cu. yds. of gravel were hauled and placed between mile 20 and 21.

Route 042.14 (Bessie - Sunset Creek)

On this route the bridge at Sunset Creek, mile 10, was repaired by installing new stringers and one new bent.

Route 042.22 (Center Creek Road)

The section of road between 2 and 4 mile was raised in places from six to sixteen inches. About 1800 cu. yds. of gravel were placed as weather conditions made it impossible to work on other local roads and as this road is used in the winter it will require less snow removal to maintain it when the road is higher than the surrounding ground.

Route 043 (Seward Peninsula Tram)

The railroad is now open to Bunker Hill but is not in very good condition. On the 1st and 5th of August we hauled freight from Nome to Bunker Hill and on both trips the locomotive jumped the track three times.

During this period 4300 feet of track has been repaired. The bridges at mile 51.5, 58, 62, 64, 64.5, 65, 65.5, 66 and 71 have been repaired.

The approaches to Iron Creek bridge were washed out in the spring and have been temporarily bridged. When the track is in better shape for hauling heavy loads a tractor will be hauled up there to fill in the approaches.

Route 043.1 (Bunker Hill - Taylor)

During this period approximately 5700 cu. yds. of gravel has been placed on the road. New culverts have been installed at mile 29, 29.5, 30, 36, 40, and 40.5.

Grading and ditching operations have been completed between mile 29 and Taylor Creek.

Gravel operation have been completed between the North Fork of the Kougarok River, Mile 31, and Taylor Creek.

Route 043.31 (Teller - Bluestone)

The seasons operation on this route were closed down on August 4. The road is now in fairly good condition to mile 16. During this period grading and cleaning of ditches were done between 8 and 15 mile, also surface graveling was done on this section.

Route 040.2 (Deering - Innachuk)

Work on this route was started on the 26 of July. A foreman was sent there from Nome. Equipment repairs were done and the portable loading ramp was assembled. The road work was begun on the 7 of August.

Report of Operations - Cont'd

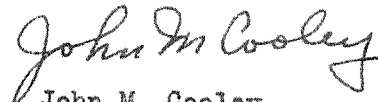
During this period 500 cu. yds. of gravel were hauled and placed between 18.5 and 19 mile, also ditching was done on this section. Two new culverts were installed at 11 and 13 mile.

During the wet weather when the local crews were unable to work on the roads, they completed the foundation for the Roundhouse, building number 10, and started to string a telephone line between the Depot and town of which two miles have been completed.

The remodeling of building eighteen for an apartment is now about fifty percent complete.

The shovel, "15B", for Lost River is now about forty percent completed on the major overhaul.

Very truly yours,



John M. Cooley  
District Engineer

JMC:mb



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

Col. Noyes.....	
Chf. Engr.....	1 ✓ <i>az</i>
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July 23, 1951

*Jacks road*  


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*az*

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

Subject: Report of Operations - 18 June to  
 15 July, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 18 June to 15 July, 1951:

The general weather conditions for this period were as follows: For the first half of the period it was mostly clear with very little rain. For the second half of the period it has rained a great deal and we have had two storms on the Bering Sea.

Route 041 (Nome-Council)

During this period general maintenance has been carried out. A section of the road between mile 28 and mile 34, a light surface of river gravel, about 3000 cu. yds., was placed over the present beach sand road. This gravel was hauled from the Solomon River at mile 38 and across the Solomon ferry. The power boat from the Safety ferry was used to power the ferry back and forth and by using this power boat it was possible to haul gravel over this sandy section without losing more than one load per truck per day if there had been no ferry to cross.

This six mile section will now be very easy to maintain and will permit the use of any type of car to travel over it without any difficulty. The landing on the east side of the Safety ferry was repaired and a pierced plank matting was installed in place of the old wire net matting used before.

The storm on the 3rd, 4th and 5th of July washed out a section of the road at 17 $\frac{1}{2}$  mile which required four days to repair.

Route 041 (Nome-Council Improvement)

The camp at the east fork of the Solomon River, mile 45, was open on the 7th July and the crew began work on the 8th.

Some snow removal between East Fork camp and the shelter

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Report of Operations - Cont'd.

cabin on Fox River was performed. The section of road between mile 45 and 65 was repaired with two trucks, shovel, dozer and carryall.

The camp was moved to Fox River, mile 65, on the 15th from the East Fork, mile 45. On or about the 15th of July a few army trucks and equipment drove from Nome to Council.

The Nome River bridge at Mile 4.0 is in the process of being painted, but due to the wet weather conditions it has been impossible to keep the paint crew working steady on this project.

Route 042.12 (Bessie-Snake River)

On this route some surfacing between mile 16 and 19 has been accomplished. Due to the wet weather operations have had to be discontinued for the present.

Route 043 (Seward Peninsula Tram)

The railroad, on the 15th July, was open to mile 47 and was in fair condition. At this time one could run a speeder on an average of about 12 miles per hour safely for this distance.

During this period general maintenance work was carried on. Three large snow drifts at mile 26, 27 and 27½ required the use of the TD-14 dozer to remove them. The bridges at 22, 22.5 and 35 mile and the trestles at 36 and 39 mile were strengthened and repaired. A switch and 60' of siding were installed at mile 21.

Weed burning operations have been carried on between mile 27 and mile 53.

Route 043.1 (Bunker Hill-Taylor)

On my inspection trip over this route on the 12th and 13th July the road was in good condition and passable from Bunker Hill to Taylor.

During this period approximately 6000 cu. yds. of gravel has been placed on the road and three barrel culverts have been installed in Taylor Creek. The section of road from the top of the hill down into Taylor has approximately a mile and a half left to be surfaced.

Route 043.31 Teller-Bluestone)

This route has had the washouts repaired and some surfacing between 8 and 9 mile and 11 and 13 mile. A new gravel loading platform has been constructed at mile 8 and a gravel trap installed at 14 mile.

The road between 0 and 14 mile is in fairly good condition and the crew is now in the process of improving and resurfacing the section of road between 14 and 16 mile.

Report of Operations - Cont'd.

Route 040.2 (Deering-Inmachuk)

At the present the road crew for this route has not started it's construction season, but it is planned that it will be started on or about the 23rd of July.

Preparation work, the building of a portable gravel loading ramp has been constructed at the Nome shop and will be shipped to Deering on the first available transportation. At the present time, because of weather conditions, it is uncertain when this shipment can be made.

The following routes 042.12, 042.14, 042.15, 042.16 and 042.22 have had normal grading operations during this period.

Very truly yours,



John M. Cooley  
District Engineer

JMC:ge

XXXXXXX  
NOME

July 23, 1951

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

Subject: Report of Operations - 18 June to  
15 July, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 18 June to 15 July, 1951:

The general weather conditions for this period were as follows: For the first half of the period it was mostly clear with very little rain. For the second half of the period it has rained a great deal and we have had two storms on the Bering Sea.

Route 041 (Nome-Council)

During this period general maintenance has been carried out. A section of the road between mile 28 and mile 34, a light surface of river gravel, about 3000 cu. yds., was placed over the present beach sand road. This gravel was hauled from the Solomon River at mile 38 and across the Solomon ferry. The power boat from the Safety ferry was used to power the ferry back and forth and by using this power boat it was possible to haul gravel over this sandy section without losing more than one load per truck per day if there had been no ferry to cross.

This six mile section will now be very easy to maintain and will permit the use of any type of car to travel over it without any difficulty. The landing on the east side of the Safety ferry was repaired and a pierced plank matting was installed in place of the old wire net matting used before.

The storm on the 3rd, 4th and 5th of July washed out a section of the road at 17½ mile which required four days to repair.

Route 041 (Nome-Council Improvement)

The camp at the east fork of the Solomon River, mile 45, was open on the 7th July and the crew began work on the 8th.

Some snow removal between East Fork camp and the shelter

97/95

Report of Operations - Cont'd.

cabin on Fox River was performed. The section of road between mile 45 and 65 was repaired with two trucks, shovel, dozer and carryall.

The camp was moved to Fox River, mile 65, on the 15th from the East Fork, mile 45. On or about the 15th of July a few army trucks and equipment drove from Nome to Council.

The Nome River bridge at Mile 4.0 is in the process of being painted, but due to the wet weather conditions it has been impossible to keep the paint crew working steady on this project.

Route 042.12 (Bessie-Snake River)

On this route some surfacing between mile 16 and 19 has been accomplished. Due to the wet weather operations have had to be discontinued for the present.

Route 043 (Seward Peninsula Tram)

The railroad, on the 15th July, was open to mile 47 and was in fair condition. At this time one could run a speeder on an average of about 12 miles per hour safely for this distance.

During this period general maintenance work was carried on. Three large snow drifts at mile 26, 27 and 27½ required the use of the TD-14 dozer to remove them. The bridges at 22, 22.5 and 35 mile and the trestles at 36 and 39 miles were strengthened and repaired. A switch and 60' of siding were installed at mile 21.

Weed burning operations have been carried on between mile 27 and mile 53.

Route 043.1 (Bunker Hill-Taylor)

On my inspection trip over this route on the 12th and 13th July the road was in good condition and passable from Bunker Hill to Taylor.

During this period approximately 6000 cu. yds. of gravel has been placed on the road and three barrel culverts have been installed in Taylor Creek. The section of road from the top of the hill down into Taylor has approximately a mile and a half left to be surfaced.

Route 043.31 Teller-Bluestone)

This route has had the washouts repaired and some surfacing between 8 and 9 mile and 11 and 13 mile. A new gravel loading platform has been constructed at mile 8 and a gravel trap installed at 14 mile.

The road between 0 and 14 mile is in fairly good condition and the crew is now in the process of improving and resurfacing the section of road between 14 and 16 mile.



Report of Operations - Cont'd.

Route 040.2 (Deering-Immachuc)

At the present the road crew for this route has not started on its construction season, but it is planned that it will be started on or about the 23rd of July.

Preparation work, the building of a portable gravel loading ramp has been constructed at the home shop and will be shipped to Deering on the first available transportation. At the present time, because of weather conditions, it is uncertain when this shipment can be made.

The following routes 042.12, 042.14, 042.15, 042.16 and 042.22 have had normal grading operations during this period.

Very truly yours,

John M. Gooley  
District Engineer

JMG:ge



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU~~. ALASKA  
NOME

Chf. Engr.	
Admin.	
Op'ns.	WJM
Engrg.	Jan 2
Acc't.	
Pers.	
Supply	

cc *Lauren*

June 20, 1951

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

Subject: Report of Operations - 21 May to  
17 June, 1951.

Dear Sir:

The following is the report of operations applicable to the Nome District from 21 May to 17 June 1951.

The weather during this period has been for the most part good and there have been very few rain showers. The roads in the Nome area have dried out and are in very good condition.

Route 041 (Nome-Council)

During this period general spring maintenance work has been carried on such as repairing washouts and culverts.

The fall storm damage caused last year at the Nome River Bridge east approach has been repaired which required approximately 625 yards of gravel. The storm damage at 17 $\frac{1}{2}$  mile has been repaired. The damage here was about 500 feet of road washed out. To repair this section, a bulldozer was used and dirt and beach sand were hauled in which required approximately 1050 yards.

The Safety Ferry has been repaired and painted and put in use on the 10th of June. The ferry at Solomon has been repaired and painted and put in use on the 12th of June.

Route 043 (Seward Peninsula Tram)

The railroad equipment has been repaired and put in order for the seasons operation. The railroad crew moved out to repair the track on the 8th of June and have the railroad open to mile 22. There has been unusual drifts encountered this year between mile 23 and mile 24 and are still 6 to 20 feet deep. At the present a TD14 dozer is being used to clear this section of track.

At mile 7 it was necessary to completely rebuild the 30 foot bridge. Bridge repairs were also required at mile 14 and 17.

W  
3/0-1

Operations Report - Cont'd

Route 043.1 (Bunker Hill-Taylor)

Equipment and camp repair have been nearly completed at the Black Hill camp. Normal spring maintenance work has been started on the section between Bunker Hill and Black Hill camp. A temporary 20 foot bridge has been constructed at Neva Creek. The complete crew needed for the seasons work will be sent to this area in a few days.

Route 040.31 (Teller-Bluestone)

Repair of equipment was begun at Teller on the 1st of June. The airstrip has been repaired to the extent of \$150.00 field money as authorized for the Department of Aeronautics.

General spring maintenance work of repairing washouts and culverts was started on the 11th of June.

The following routes 042.12, 042.14, 042.15, 042.16 and 042.22 have had normal grading operations during this period.

Very truly yours,



John M. Cooley  
Acting District Engineer

JMC:op



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU~~ ALASKA  
NOME

May 25, 1951

Col. Noyes	.....
Chf. Engr.	<i>OFF</i>
Admin.	.....
Op'ns.	.....
Engrg.	.....
Acc't.	.....
Pers.	.....
Supply	.....
<i>C.S. Col. Noyes</i>	
<i>J. Fairies</i>	

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

Subject: Report of Operations - April 23 to  
May 20, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from April 23 to May 20, 1951.

The weather has been mild during this period and spring snow removal operations has been done on roads that were not maintained during the winter season.

Route 041 (Nome - Council)

Snow removal on this route was performed in cooperation for the ACS and CAA at Cape Nome to mile 14.0. Snow removal was continuous from mile 6.5 to 10.6 and 10.8 to 14.0. The culverts that were plugged with ice were thawed with a steam boiler and new culverts were put in where washouts occurred at mile 8.8, 9.1, and 9.9.

Glacering action on the two small bridges at Hasting Creek, mile 10.5, has caused a bad washout on the east end where it will be necessary to put in a temporary bridge until permanent repairs can be made.

Route 042 (Nome - Bessie)

Snow removal on this route was performed between mile 2 and 4. The road surface has now dried out a great deal and the road is in good condition.

Route 042.12 (Bessie - Snake River)

This access road was open to mile 8 by the U.S.S.R. & M. Co. beginning the 7th of May. The road is very soft and wet and is therefore closed to the general public.

32/95-

Operations Report - May (Cont'd)

Route 042.14 (Bessie - Sunset)

Snow removal on this route was begun during the last report period to mile 3 but due to the storm on May 2nd which caused drifting on the road necessitated the reopening of parts of this section. Snow removal was continued to mile 6. Ice jamming conditions at the Sunset Bridge, it was necessary to dynamite the ice to protect the bridge.

The road surface has dried out and the road is in fair condition and was open to the general public to mile 6.

Route 042.15 (Bessie - Osborne)

Snow removal on this route was begun on May 12th and completed on May 19th. The road surface is drying out and will soon be open to the general public.

Route 042.16 (Bessie - Buster)

Snow removal on this route was begun on May 17th and completed on May 19th, a total of 8.3 miles. There are no serious washouts on the road and it will be open to the general public soon.

With the snow removal operation nearly completed, the summer maintenance was begun on the routes as follows:

Route 041 (Nome - Council)

Surface grading on this route has been done to the extent of 33 miles of grading.

Route 042 (Nome - Bessie)

Surface grading on this route has been done to the extent of 8 miles of grading.

Route 042.12 (Bessie - Sunset)

Surface grading on this route has been done to the extent of 10 miles of grading.

Route 042.16 (Bessie - Buster)

Surface grading on this route has been done to the extent of 16 miles of grading.

Route 042.22 (Center Creek Road)

Surface grading on this route has been done to the extent of 14 miles of grading.

Operations Report - May (Cont'd)

Camp 404 Kougarok

The Kougarok camp at Black Hill was open on the 17th of May with a crew of 4 men. This camp was opened up early to do the repair on the equipment and maintenance on the camp for the coming construction season.

Equipment Repair Program

The equipment program is progressing very favorably and Foreman Crosby is to be commended on his fine work. The machine shop has proved invaluable to the repair program due chiefly to the ability of Foreman Crosby to handle the repair and his knowledge of the use of the machine shop equipment in manufacturing parts that would normally have held up repairs.

The equipment painting program is progressing favorably and it is hoped that by the time the seasonal operations begin, most all of the equipment will be painted.

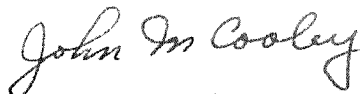
Nome Depot 401

There has been very little maintenance or repair done on the Nome Depot Area, but those that were done are as follows:

Building # 46

A furnace, salvage from army surplus, was installed in the south section of this building. Duct work on this furnace was fabricated from surplus army material. The purpose of this heating plant is to provide heat for the winter warm storage of snow removal equipment and the paint shop.

Very truly yours,



John M. Cooley  
Acting District Engineer

JMC:op

XXXXXXX  
NOME

April 27, 1951

Col. Noyes .....
Chf. Engr. ....
Admin. ....
Op'ns. ....
Engrg. ....
Acc't. ....
Pers. ....
Supply .....
<i>orig. Chiglione</i>
<i>C.C. Faircl</i>

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

Subject: Report of Operations - March 26  
to April 22, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from March 26 to April 22, 1951.

Up to about the tenth of April weather continued cold and unsettled. Storms on the third and eighth caused considerable drifting of snow on the roads with as much as four feet in some areas. After the tenth weather turned mild and gave some promise of approaching spring. Thawing continued until after April 22, necessitating the start of spring snow removal operations on roads, other than those maintained during the winter.

Route 042 (Nome-Bessie)

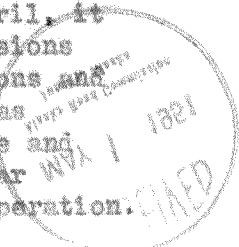
In cooperation with Nome businessmen, winter maintenance was continued until about the tenth of April. Storms caused drifting areas on the road and were removed on two occasions, totaling four miles of snow removal.

In anticipation of spring run off, wet snow and slush was removed from road and shoulders to permit proper drainage. This amounted to two miles, starting on April 19, continuing only as far as mile 3, concluding on April 20.

Along with this operation culverts were opened and in some cases using a steam boiler where glaciering had occurred.

Route 042.2 (Center Creek and Branches)

Due to storms occurring during the first part of April, it was necessary to clear the road of drifted snow on three occasions amounting to a total of twelve miles. Due to thawing conditions and in anticipation of spring breakup, soft, wet snow and slush was removed from the road and shoulders to provide proper drainage and amounted to a total of four miles. The SnoGo, a D8 Caterpillar Tractor w/L dozer and an Adam Motor Grader were used in the operation.



33/95

Route 042.1 (Beagle-Sunset)

In anticipation of spring breakup and the necessity of being able to get to the Snake River bridge in case of ice jams, operations were started on April 20th and completed as far as mile 3. Snow removal totaled 3 miles. Due to very heavy drifts, two DB Caterpillar Tractors were used.

Nome District Depot #101

In maintaining the area, snow removal was necessary on one occasion. Due to thawing conditions and to insure proper drainage, a good portion of the accumulated snow was removed with dozers, especially in the immediate vicinity of shop and warehouse facilities. Work of maintenance, repair and improvement was confined on buildings 43, 45, 46 and 47.

Building 43

A section of the office in this building was utilized for a first aid station where first aid could be administered with a degree of safety and cleanliness.

A case of monoxide poisoning that occurred in the shop showed the need for such a facility. This room has been painted and includes a cot, clean blankets, first aid kits and wash basins. Job summons, property clerk, who has had considerable first aid experience and training was responsible for doing the work and also for the upkeep of this station. He will also be responsible for the treatment and reporting of all accidents.

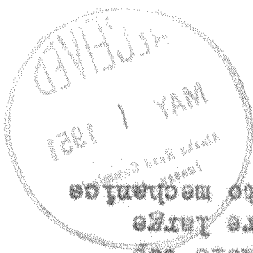
Building 44

A storage rack 30" x 30" x 50' was completed and to be used for the storage of heavy repair parts. Salvage lumber was used in the construction.

Building 45

The shop was given a thorough clean-up and also included the cleaning of windows, lights, reflectors, benches etc. Painting of lower half of walls and benches was continued.

Using army surplus material, two large portable table top mechanic tool boxes were fabricated in shop. These boxes are large enough to hold a full complement of tools and are assigned to mechanics who are responsible for its upkeep.





One large cabinet was constructed over the work bench for the storage of small parts and tools for the machine shop and small tool rack on the bench in the shop proper.

Building 46

About 7000 lbs of ship lap was salvaged and used on the construction of storm shed at north end and the ceiling of the north section of building.

During period storm shed was completed and about 75% of ceiling. This will provide additional warm storage facilities for equipment and also provide for the cleaning of vehicles before going into shop for repairs.

Building 47

Storage bins, using bins acquired from the Army, were installed for the purpose of storing salvage parts.

Equipment Repair Program

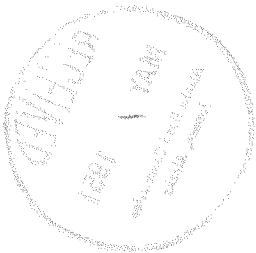
With the additional personnel that has been provided, Shop Foreman Crosby is now making excellent progress in the repair and overhaul of the equipment.

We have been very fortunate in obtaining good men, which is a great help and it present progress continues, equipment will be ready for the seasons operations.

Yours truly,

J. D. Hudart  
District Engineer

JDH:op





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

1	✓	Col. Eng.	<i>RL</i>
		Admin.	
2	✓	Ops.	<i>WGM</i>
3	✓	Engg.	<i>RM</i>
		Acc't.	
		Pers.	
		Supply	
			<i>cc Col. Dwyer</i>
			<i>cc Fairer</i>

April 27, 1951

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

Subject: Report of Operations - March 26  
to April 22, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from March 26 to April 22, 1951.

Up to about the tenth of April weather continued cold and unsettled. Storms on the third and eighth caused considerable drifting of snow on the roads with as much as four feet in some areas. After the tenth weather turned mild and gave some promise of approaching spring. Thawing continued until after April 22, necessitating the start of spring snow removal operations on roads, other than those maintained during the winter.

Route 042 (Nome-Bessie)

In cooperation with Nome businessmen, winter maintenance was continued until about the tenth of April. Storms caused drifting areas on the road and were removed on two occasions, totaling four miles of snow removal.

In anticipation of spring run off, wet snow and slush was removed from road and shoulders to permit proper drainage. This amounted to two miles, starting on April 19, continuing only as far as mile 3, concluding on April 20.

Along with this operation culverts were opened and in some cases using a steam boiler where glaciering had occurred.

Route 042.2 (Center Creek and Branches)

Due to storms occurring during the first part of April, it was necessary to clear the road of drifted snow on three occasions amounting to a total of twelve miles. Due to thawing conditions and in anticipation of spring breakup, soft, wet snow and slush was removed from the road and shoulders to provide proper drainage and amounted to a total of four miles. The SnoGo, a D8 Caterpillar Tractor w/L dozer and an Adam Motor Grader were used in the operation.

Operations Report - April (Cont'd)

Route 042.1 (Bessie-Sunset)

In anticipation of spring breakup and the necessity of being able to get to the Snake River Bridge in case of ice jams, operations were started on April 20th and completed as far as mile 3. Snow removal totaled 3 miles. Due to very heavy drifts, two D8 Caterpillar Tractors were used.

Nome District Depot #401

In maintaining the area, snow removal was necessary on one occasion. Due to thawing conditions and to insure proper drainage, a good portion of the accumulated snow was removed with dozers, especially in the immediate vicinity of shop and warehouse facilities.

Work of maintenance, repair and improvement was confined on Buildings 43, 44, 45, 46 and 414.

Building 43

A section of the office in this building was utilized for a First Aid Station where first aid could be administered with a degree of safety and cleanliness.

A case of monoxide poisoning that occurred in the shop showed the need for such a facility. This room has been painted and includes a cot, clean blankets, first aid kits and wash basins. Bob Emmons, Property Clerk, who has had considerable first aid experience and training was responsible for doing the work and also for the up-keep of this station. He will also be responsible for the treatment and reporting of all accidents.

Building 44

A storage rack 30" x 30" x 50' was completed and to be used for the storage of heavy repair parts. Salvage lumber was used in the construction.

Building 45

The shop was given a thorough clean-up and also included the cleaning of windows, lights, reflectors, benches etc. Painting of lower half of walls and benches gray was continued.

Using army surplus material, two large portable table top mechanic tool boxes were fabricated in shop. These boxes are large enough to hold a full complement of tools and are assigned to mechanics who are responsible for its up keep.

Operations Report - April (Cont'd)

One large cabinet was constructed over the work bench for the storage of small parts and tools for the machine shop and small tool rack on the bench in the shop proper.

Building 46

About 7000 FBM of ship lap was salvaged and used on the construction of storm shed at north end and the ceiling of the north section of building.

During period storm shed was completed and about 75% of ceiling. This will provide additional warm storage facilities for equipment and also provide for the cleaning of vehicles before going into shop for repairs.

Building 414


Storage bins, using bins acquired from the Army, were installed for the purpose of storing salvage parts.

Equipment Repair Program

With the additional personnel that has been provided, Shop Foreman Crosby is now making excellent progress in the repair and overhaul of the equipment.

We have been very fortunate in obtaining good men, which is a great help and if present progress continues, equipment will be ready for the seasons operations.

Yours truly,

  
J.D. Hudert  
District Engineer

JDH:op



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

Chief Engineer	<i>off</i>
Admin.	
Oper.	<i>WGN</i>
Engng.	<i>SM</i>
Arch.	
Ins.	
Supply	

*cc James*

March 29, 1951

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

Subject: Report of Operations - February 25  
 to March 24, 1951

Dear Sir:

The following is the report of operations applicable to the Nome District from February 25 to March 24, 1951.

Weather conditions were generally good with an average temperature a little below zero. Variable strong winds were prevalent during month causing considerable drifting of snow. Snowfall during this period was very light.

The M29 Cargo Carrier (Weasel) was used on only two occasions for transportation of personnel to Depot Area. On all other occasions the Dodge Power Wagon was used made possible by starting snow removal operations at 7:00 A.M. from the Depot.

33/95

Route #042 (Nome-Bessie)

In cooperation with Nome businessmen, winter maintenance was performed almost continuously.

Due to frequent variable strong winds, removal of drifting snow was necessary on twelve occasions amounting to a total of 21 miles. Equipment used was SnoGo #73 and a D8 Caterpillar tractor w/L Dozer for heavy going or a TD18 International Tractor w/L Dozer for lighter going.

Route 042.2 (Center Creek and Branches)

Used by ARC as access road to Depot Area and occasionally by U.S.S.R. & M. Co. and CAA. Prevailing strong variable winds caused drifting snow conditions on road and constant maintenance was almost necessary. Snow removal was done on 15 occasions amounting to a total of 49 miles. Equipment same as Route 042.

Operation Report - March (Cont'd)

Nome District Depot #401

Repairs were made to buildings 416, 417 and 419. Damage was caused by severe snow and wind storms occurring during the previous period. Damage was not too serious and necessitated only the removal of snow from the interior of the buildings and replacing of protective covering on doors and windows.

The same drifting snow conditions existed in the area as on the roads, but not as often, due to protection from surrounding hills. Snow removal was necessary on about five occasions.

Building #42

Racks and bins were constructed and completed for the purpose of properly storing used tools, etc.

During the course of winter maintenance operations it was found necessary to store equipment used such as SnoGo, TD #18 Tractor and Caterpillar #12 Motor Grader in warm storage, in order to eliminate excessive loss of time in starting them, especially in the case of the SnoGo. The only available place was in the shop building #45 which was far from satisfactory as it interfered with the repair of equipment.

Faced with the necessity of warm storage facilities, it was decided to use the south section of building #46. Additional personnel was hired after the first of March and work was started immediately to effect the change. Existing trusses were utilized and strengthened before putting in false ceiling. Lumber used was salvaged from panels of corridors previously brought in from old hospital area. On completion of ceiling, salvaged insulation was then placed between rafters.

Circulating hot air furnace previously used in this building had been removed from its location in the paint shop and stored. As this furnace was adequate, it was reassembled and placed in this new section and with the addition of ducts will provide heat for the paint shop and also the north section.

Repairs were made to existing sliding doors, celotex side wall covering and storm shed on south end. Temporary wiring was placed for lights. By end of period, section was placed in use for storage of winter maintenance equipment. Salvage operations of lumber for completion of work, similar to that on south section, in the north section was continued.

Building #46

Interior main entrance at south end of shop was widened to 14' so as to give access for D8 Caterpillar tractor without removing the L Dozer Blade. An additional 3' hinged section was attached to one section of sliding doors because of the additional width of entrance.

Operation Report - March (Cont'd)

Machine Shop

Outlets and wiring plus the installation of five fluorescent fixtures was finally completed and machine shop is now in use.

Fire Protection and Security

Balance of work required was completed with the installation of fire hose racks and connection for outside fire hydrant. A snow jeep trailer is being converted into a two wheel cart for the purpose of carting hose and fire fighting equipment. This will complete this project.

A small household tank and pump was set up to provide drinking water for shop personnel as well as providing the means to fight a small fire that might occur within the shop. Attached is 100' of garden hose. On completion of the above work pumps, racks etc. were painted gray and red. Lower sections of side walls are in the process of being painted gray, replacing the black, and a decided improvement is noticeable.

Equipment Repair Program

This program is progressing slowly but surely with the repair of both heavy and light equipment. Current repairs to equipment being used for winter maintenance, outside winter maintenance operations, plus incidental shop repairs and cleanup have tended toward slowing operations. Gradually outside operations are decreasing and with shop facilities soon in order, rapid progress is expected from now on.

Yours truly,



J.D. Hudert  
District Engineer

JDH:op

XXXXXX  
NOME

February 27, 1951

Mr. A. J. Chigstone  
Chief Engineer  
Alaska Road Commission  
Juneau, Alaska

Subject: Report of Operations - January 28 to  
February 24, 1951

Dear Sir:

The following is the operation report applicable to the Nome  
District from January 28 to February 24, 1951.

Weather conditions during this period were much more severe  
than the previous month. Temperatures fluctuated quite a bit ranging  
from about 30 degrees below zero to 34 degrees above with the average  
being below zero.

Recurring strong variable winds amounting to almost gale force  
were quite frequent causing considerable drifting of snow. Previous to  
February 20, snowfall had been very light. A blizzard of the old fashioned  
and Nome variety started on February 20 and has continued intermittently  
up and beyond the February 24. Strong variable winds were prevalent  
during this blizzard hitting from all points of the compass and reaching  
a velocity at times in excess of 70 miles per hour.

Nome proper has been snowed in twice from excessive drifting  
and still the storm period continues. An effort has been made to keep  
the road open to the Depot Area but under these conditions it is a  
losing proposition.

Transportation for personnel to and from Area is maintained  
by means of an M29 Cargo Carrier (wessel) only. Unfortunately, carrier  
broke down Friday A.M. February 23, but weather had remained clear that  
day so that personnel was able to return to town with Dodge Power Wagon.

Route #42 (R-13A Nome-Beale)

In cooperation with Nome businessmen winter maintenance was  
performed almost continuously. Snow removal was necessary on eleven  
occasions, which is proof of the storm conditions that existed, and  
amounted to a total of 15 miles.

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Operation Report - February (Cont'd)

Route #042.2 (25D Center Creek and Branches)

Used by ARC as access road to Depot Area and occasionally by U.S.S.R. & M. Co. and CAA. Almost constant winter maintenance was necessary due to prevailing storm conditions. Snow and drifts were removed on 12 occasions amounting to a total of 20 miles.

Nome District Depot #401 (13M)

By request of Mr. A. F. Ghiglione, Chief Engineer, in view of severe loss by fire at Glennallen, immediate steps were taken to protect the Nome District Depot (no other sub installations are involved) from a similar catastrophe.

In compliance with security and fire protection, it had been planned to install well and high pressure pump in southeast corner of Building #5 (shop) in April, but in view of our total lack of water supply and as per request, this project was given priority and started immediately. It was necessary to overhaul pumping unit borrowed on M.R. from the Air Force previously and repairs were started February 2. On completion, well drilling outfit was obtained from Grant Nelson of the Pioneer Water Company. With this outfit an 8 inch steel casing was driven to a depth of 31 feet.

Elevation of water table was found to be 11 feet below the floor level, which should be as low as it ever will be. Eight inch casing, from 11 to 16 feet and 25 feet to 31 feet down had been perforated to allow for the flow of free water. At 20 feet, fine sand was encountered but on driving through it, a coarser material was found. However, it was necessary to put in a gravel plug of 5 feet, so that pump at junction end would not pull in sand. Final test for water supply showed ample for our needs.

Pumping at a pressure of 170 lbs. for 30 minutes without lowering the water table any appreciable amount in the casing, it was estimated that the output was 1600 to 1800 gallons per minute.

By February 22 major portion of this operation was completed including setting up of pump and the temporary placing of hose and fire fighting equipment. It is still necessary to place permanent racks for hose and to construct a small hose cart to facilitate the moving of hose to other locations within the area. On M.R. from Air Force 600 feet of 2 $\frac{1}{2}$  inch hose and 600 feet of  $\frac{1}{2}$  inch hose has been made available and is sufficient for our immediate needs.

Machine shop in Building #5 is being wired by local electrician, with the aid of C. G. Boucher, on a part time or after hour basis and is about 75% complete.

Inventory of new stock has been completed except for pricing of some of the items and summation.

Operation Report - February (Cont'd)

Winter maintenance was necessary on several occasions due to drifting snow. Watchman is maintained at Depot.

Equipment Repair Program

Except for minor repairs to transportation and snow removal equipment, existing shop personnel of three men has not been sufficient to start the repair program, since this same personnel was used for well drilling, inventory, and winter maintenance of routes. Due to insufficient allotment funds, no additional personnel could be hired.

However, it is planned to increase personnel shortly after March 1 when new allotments will be available and to start the repair program at this time. It is estimated that time is still ample to complete all repairs and overhaul to equipment by the start of the working season.

Yours truly,

JDH:op

J. D. Hudert  
District Engineer



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

cc	Col. Hayes	.....
	Chf. Engr.	.....
	Admin.	.....
✓	Op'ns.	WGM
✓	Engrg.	.....
	Acc'l.	.....
	Pers.	.....
	Supply	.....
cc		.....

February 27, 1951

Subject: Report of Operations - January 28 to  
 February 24, 1951

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

Dear Sir:

The following is the operation report applicable to the Nome District from January 28 to February 24, 1951.

Weather conditions during this period were much more severe than the previous month. Temperatures fluctuated quite a bit ranging from about 30 degrees below zero to 34 degrees above with the average being below zero.

Recurring strong variable winds amounting to almost gale force were quite frequent causing considerable drifting of snow. Previous to February 20, snowfall had been very light. A blizzard of the old fashioned and Nome variety started on February 20 and has continued intermittently up and beyond the February 24. Strong variable winds were prevalent during this blizzard hitting from all points of the compass and reaching a velocity at times in excess of 70 miles per hour.

Nome proper has been snowed in twice from excessive drifting and still the storm period continues. An effort has been made to keep the road open to the Depot Area but under these conditions it is a losing proposition.

Transportation for personnel to and from Area is maintained by means of an M29 Cargo Carrier (weasel) only. Unfortunately, carrier broke down Friday A.M. February 23, but weather had remained clear that day so that personnel was able to return to town with Dodge Power Wagon.

Route #042 (R-13A Nome-Bessie)

In cooperation with Nome businessmen winter maintenance was performed almost continuously. Snow removal was necessary on eleven occasions, which is proof of the storm conditions that existed, and amounted to a total of 15 miles.

23/45

Operation Report - February (Cont'd)

Route #042.2 (25D Center Creek and Branches)

Used by ABC as access road to Depot Area and occasionally by U.S.S.R. & M. Co. and CAA. Almost constant winter maintenance was necessary due to prevailing storm conditions. Snow and drifts were removed on 12 occasions amounting to a total of 20 miles.

Nome District Depot #401 (13M)

By request of Mr. A. F. Githione, Chief Engineer, in view of severe loss by fire at Glemallen, immediate steps were taken to protect the Nome District Depot (no other sub installations are involved) from a similar catastrophe.

In compliance with security and fire protection, it had been planned to install well and high pressure pump in southeast corner of Building #5 (shop) in April, but in view of our total lack of water supply and as per request, this project was given priority and started immediately. It was necessary to overhaul pumping unit borrowed on M.R. from the Air Force previously and repairs were started February 2. On completion, well drilling outfit was obtained from Grant Nelson of the Pioneer Water Company. With this outfit an 8 inch steel casing was driven to a depth of 31 feet.

Elevation of water table was found to be 11 feet below the floor level, which should be as low as it ever will be. Eight inch casing, from 11 to 16 feet and 25 feet to 31 feet down had been perforated to allow for the flow of free water. At 20 feet, fine sand was encountered but on driving through it, a coarser material was found. However, it was necessary to put in a gravel plug of 5 feet, so that pump at junction and would not pull in sand. Final test for water supply showed ample for our needs.

Pumping at a pressure of 120 lbs. for 30 minutes without lowering the water table any appreciable amount in the casing, it was estimated that the output was 1600 to 1800 gallons per minute.

By February 22 major portion of this operation was completed including setting up of pump and the temporary placing of hose and fire fighting equipment. It is still necessary to place permanent racks for hose and to construct a small hose cart to facilitate the moving of hose to other locations within the area. On M.R. from Air Force 600 feet of 2 1/2 inch hose and 600 feet of 3/4 inch hose has been made available and is sufficient for our immediate needs.

Machine shop in Building #5 is being wired by local electrician, with the aid of C. G. Boucher, on a part time or after hour basis and is about 75% complete.

Inventory of new stock has been completed except for pricing of some of the items and summation.

Operation Report - February (Cont'd)

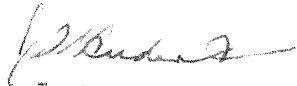
Winter maintenance was necessary on several occasions due to drifting snow. Watchman is maintained at Depot.

Equipment Repair Program

Except for minor repairs to transportation and snow removal equipment, existing shop personnel of three men has not been sufficient to start the repair program, since this same personnel was used for well drilling, inventory, and winter maintenance of routes. Due to insufficient allotment funds, no additional personnel could be hired.

However, it is planned to increase personnel shortly after March 1 when new allotments will be available and to start the repair program at this time. It is estimated that time is still ample to complete all repairs and overhaul to equipment by the start of the working season.

Yours truly,



J. D. Hudert  
District Engineer

JDH:op



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

January 30, 1951

Mr. Tolson	_____
Mr. E.A. Tamm	_____
Mr. Clegg	_____
Mr. Glavin	_____
Mr. Ladd	_____
Mr. Nichols	_____
Mr. Rosen	_____
Mr. Tracy	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

AG

① → Supply

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

Subject: Report of Operations - January, 1951

Dear Sir:

The following is the operation report applicable to the Nome District for the month of January, 1951:

Taken as a whole, the weather during the month of January was good. During first part of month weather was not too cold, with heavy overcast and strong winds prevailing. Balance of month was considerably colder, temperature holding to about 30° below zero and clear, tapering off to much warmer weather at end of month. Due to occasional strong winds, it was necessary to clear the local roads on several occasions.

Route 13A - Nome-Bessie

In cooperation with bush pilots and other business men, road was cleared of drifting snow on 2 occasions, amounting to a total of 4 miles. Equipment used - SnoGo #73 and #12 Caterpillar Motor Grader ARC #1477.

Route 13M: Nome Depot

Except for setting up stove in warehouse #3, construction of tool racks in warehouse #2 and minor repairs to shop building #5, very little work was necessary in the area. Due to drifting snow around buildings, snow removal was necessary on 3 different occasions. Equipment used was SnoGo #73 and D8 Caterpillar tractor ARC #1474.

Two thousand gallon capacity gasoline storage tank borrowed from CAA last season was returned on request. Small storage tank, ARC property, used for gasoline, sprung a leak and could not be repaired, necessitating borrowing a 2000 gallon tank from Army Air Force. This will be returned when surplus tanks at Point Spencer are brought down this coming season.

Route 25D: Center Creek Road and Branches

Used as access road to Nome Depot. It was necessary to remove drifting snow on 4 different occasions amounting to 12 miles.

33/95

Operation Report - January (Cont'd.)

In cooperation with U.S.S.R. & M. Company, branch road to their Camp #5 was cleared of snow on three occasions amounting to 3 miles.

Drifting snow conditions have been moderate so far this season due mainly to lack of snow. Occasional strong winds have caused drifting conditions, not too serious and entailing very little in the way of expense. Equipment used is SnoGo #73 and Caterpillar #12 Motor Grader #1477. Little or no time has been lost in regards to personnel traveling to and from the Nome Depot.

Shop Repair Program

Program has finally been started with repairs being made to transportation vehicles and dump trucks. Lack of personnel due to sickness, taking of annual leave and inventory has retarded this program to a great extent and this will continue somewhat until new allotments will be forthcoming on March 1, at which time it is planned to increase our shop personnel so that repairs will be completed by the time the season's work starts. In the course of use, minor repairs have been made to transportation and snow removal equipment.

Miscellaneous -

In view of the necessity to complete our inventory for cost summary reports, it has been necessary to utilize personnel that would ordinarily have work on the repair of equipment. Through the cooperation of all concerned the inventory of stock has progressed very well and at present is about 95% complete.

Yours truly,



J.D. Hudert  
District Engineer

JDH:ge

~~XXXXXXXX~~  
NOME

January 30, 1951

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

Subject: Report of Operations - January, 1951

Dear Sir:

The following is the operation report applicable to the Nome District for the month of January, 1951:

Taken as a whole, the weather during the month of January was good. During first part of month weather was not too cold, with heavy overcast and strong winds prevailing. Balance of month was considerably colder, temperature holding to about 30° below zero and clear, tapering off to much warmer weather at end of month. Due to occasional strong winds, it was necessary to clear the local roads on several occasions.

Route 17A - Home-Bessie

In cooperation with bush pilots and other business men, road was cleared of drifting snow on 2 occasions, amounting to a total of 4 miles. Equipment used - Snooco #73 and #12 Caterpillar Motor Grader ABC #1477.

Route 17W: Home Depot

Except for setting up stove in warehouse #3, construction of tool racks in warehouse #2 and minor repairs to shop building #5, very little work was necessary in the area. Due to drifting snow around buildings, snow removal was necessary on 3 different occasions. Equipment used was Snooco #73 and D8 Caterpillar tractor ABC #1474.

Two thousand gallon capacity gasoline storage tank borrowed from CAA last season was returned on request. Small storage tank, ABC property, used for gasoline, sprung a leak and could not be repaired, necessitating borrowing a 2000 gallon tank from Army Air Force. This will be returned when surplus tanks at Point Spencer are brought down this coming season.

Route 25D: Center Creek Road and Branches

Used as access road to Home Depot. It was necessary to remove drifting snow on 4 different occasions amounting to 12 miles.

780  
33/95



Operation Report - January (Cont'd.)

In cooperation with U.S.S.R. & M. Company, branch road to their Camp #5 was cleared of snow on three occasions amounting to 3 miles.

Drifting snow conditions have been moderate so far this season due mainly to lack of snow. Occasional strong winds have caused drifting conditions, not too serious and entailing very little in the way of expense. Equipment used is SnoGo #73 and Caterpillar #12 Motor Grader #1477. Little or no time has been lost in regards to personnel traveling to and from the Nome Depot.

Shop Repair Program

Program has finally been started with repairs being made to transportation vehicles and dump trucks. Lack of personnel due to sickness, taking of annual leave and inventory has retarded this program to a great extent and this will continue somewhat until new allotments will be forthcoming on March 1, at which time it is planned to increase our shop personnel so that repairs will be completed by the time the season's work starts. In the course of use, minor repairs have been made to transportation and snow removal equipment.

Miscellaneous -

In view of the necessity to complete our inventory for cost summary reports, it has been necessary to utilize personnel that would ordinarily have work on the repair of equipment. Through the cooperation of all concerned the inventory of stock has progressed very well and at present is about 95% complete.

Yours truly,

J.D. Hudart  
District Engineer

JDK:ge

~~XXXXXX~~  
XXXXXX

January 30, 1951

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

Subject: Report of Operations - January, 1951

Dear Sir:

The following is the operation report applicable to the Nome District for the month of January, 1951:

Taken as a whole, the weather during the month of January was good. During first part of month weather was not too cold, with heavy overcast and strong winds prevailing. Balance of month was considerably colder, temperature holding to about 30° below zero and clear, tapering off to much warmer weather at end of month. Due to occasional strong winds, it was necessary to clear the local roads on several occasions.

Route 13A - Nome-Bessie

In cooperation with bush pilots and other business men, road was cleared of drifting snow on 2 occasions, amounting to a total of 4 miles. Equipment used - SnoGo #73 and #12 Caterpillar Motor Grader ABC #1477.

Route 13M: Nome Depot

Except for setting up stove in warehouse #3, construction of tool racks in warehouse #2 and minor repairs to shop building #5, very little work was necessary in the area. Due to drifting snow around buildings, snow removal was necessary on 3 different occasions. Equipment used was SnoGo #73 and D8 Caterpillar tractor ABC #1474.

Two thousand gallon capacity gasoline storage tank borrowed from CAA last season was returned on request. Small storage tank, ABC property, used for gasoline, sprung a leak and could not be repaired, necessitating borrowing a 2000 gallon tank from Army Air Force. This will be returned when surplus tanks at Point Spencer are brought down this coming season.

Route 25D: Center Creek Road and Branches

Used as access road to Nome Depot. It was necessary to remove drifting snow on 4 different occasions amounting to 12 miles.

JP

3/3/95

In cooperation with U.S.S.R. M. Company, branch road to their camp #5 was cleared of snow on three occasions amounting to 3 miles. Drifting snow conditions have been moderate so far this season due mainly to lack of snow. Occasional strong winds have caused drifting conditions, not too serious and entailing very little in the way of expense. Equipment used is Snogo #75 and Caterpillar #12 Motor Grader #1477. Little or no time has been lost in regards to personnel traveling to and from the Home Depot.

Shop Repair Program

Program has finally been started with repairs being made to transportation vehicles and dump trucks. Lack of personnel due to sickness, taking of annual leave and inventory has retarded this program to a great extent and this will continue somewhat until new allotments will be forthcoming on March 1, at which time it is planned to increase our shop personnel so that repairs will be completed by the time the season's work starts. In the course of use, minor repairs have been made to transportation and snow removal equipment.

Miscellaneous -

In view of the necessity to complete our inventory for cost summary reports, it has been necessary to utilize personnel that would ordinarily have work on the repair of equipment. Through the cooperation of all concerned the inventory of stock has progressed very well and at present is about 95% complete.

Yours truly,

J. D. Hubert  
District Engineer

JHM:eo



ALASKA ROAD COMMISSION  
 NOME DISTRICT OFFICE  
 NOME, ALASKA

January 5, 1951

Estimated Allotment for Period, March 1 thru June 30, 1951

<u>Route</u>	<u>Maximum Required</u>	<u>Minimum Required</u>
Route 8 Maintenance	\$7,000.00	\$5,500.00
" 8 Re-Construction	3,000.00	2,500.00
" 13's & 25's Local Roads	11,000.00	10,000.00
" 27 Deering	500.00	500.00
" 67B Teller	500.00	500.00
" 89A Tram	4,000.00	3,000.00
" 89AB Maintenance Kougarok	4,000.00	3,000.00
" 89AB Re-Construction Kougarok	2,500.00	2,000.00
	<u>\$32,500.00</u>	<u>\$27,000.00</u>

Maximum required (32,500.00) is one fifth (1/5) of proposed L. & M. and field allotment.

Minimum required (27,000.00) is roughly one sixth (1/6) of proposed total of L.&M. and Field Allotments(\$162,500.00).

NOME DISTRICT OFFICE  
NOME, ALASKA

January 5, 1951

Estimated Allotment for Period, March 1 thru June 30, 1951

Route	Maximum Required	Minimum Required
Route 8 Maintenance	\$7,000.00	\$5,500.00
" 6 Re-Construction	3,000.00	2,500.00
" 13 1/2 & 25 1/2 Local Roads	11,000.00	10,000.00
" 27 Deering	500.00	500.00
" 67B Better	500.00	500.00
" 89A Drain	4,000.00	3,000.00
" 89AB Maintenance Kougarok	4,000.00	3,000.00
" 89AB Re-Construction Kougarok	2,500.00	2,000.00
	<u>\$32,500.00</u>	<u>\$27,000.00</u>

Maximum required (\$2,500.00) is one fifth (1/5) of proposed I. & M. and field allotment.

Minimum required (\$7,000.00) is roughly one sixth (1/6) of proposed total of I.M. and field allotments (\$162,500.00).



Proposed 1951 Field Program - Cont'd.

Removal of slides at Cape Nome Bluff between mile 14 and 15 is anticipated and will be done.

For the protection of the travelling public warning signs will be placed at all danger spots and mile posts from mile 17 to 77 will be placed if funds and time will allow.

At end of season culverts and bridges will be checked and markers replaced where necessary, this also includes the placing of snow markers for spring snow removal.

Branches 8D Council-Ophir Creek (12 miles), Route 8H Casa De Paga 7 miles and Hurrah Creek 3 miles will be maintained, and includes grading with dozer and maintenance with tractor and pull grader. Snow removal in spring is held to a minimum. This work is done in cooperation with the local miners.

Route 13A: Nome-Bessie (4.5 miles)

General maintenance: to include maintenance with motor graders, cleaning of culverts, brush cutting along road, placing of mile posts and directional signs.

Additional work is anticipated, if funds will allow, to raise grade of road where needed in view of using this road for access road to Depot. The purpose will be to eliminate excessive snow removal during winter maintenance operations. Drifting conditions will be under observation this winter for the placing of snow fences, if decided feasible for control, at end of work season. It is anticipated that dredge operation will have progressed far enough for the replacement of the road at mile 3, which replacement will be accomplished by the U.S.S.R. & M. Company.

Included in winter maintenance will be the placing of snow markers at intervals on edge of road as well as at all bridges. Keeping this road open through the winter will also be in cooperation with the bush pilots as it gives access to the city air field.

Route 13B: Bessie-Snake River (20.5 miles)

General maintenance includes: spring snow removal to mile 19 in cooperation with U.S.S.R. & M. Company, repair of spring washouts, gravel resurfacing where needed, repair and replacement of culverts, brush clearing, cleaning of ditches, road maintenance with motor graders and the placing of mile posts, warning and directional signs. At end of season culverts and bridges checked and snow markers replaced where needed, for spring snow removal.

Route 13C: Bessie-Sunset

General maintenance (6.6 miles) includes spring snow removal to give access to Snake River bridge for purpose of blasting ice jams occurring during spring break up, repair and replacement of culverts, ditching, clearing brush, repair of washouts, gravel resurfacing from mile 1 to 5 (if time and funds will allow), surface maintenance with motor graders, placing of mile posts and directional signs.

Proposed 1951 Field Program - Cont'd.

At end of season replacing of snow markers where needed and checking culverts.

Route 13K: Bessie-Buster and Branch (11 miles)

General maintenance includes: spring snow removal in cooperation with U.S.S.R. & M. Company, repair of washouts, repair and cleaning of culverts, brush clearing, replacement of 2 timber bridges as repairs would not be sufficient. Locations are 16' bridge at Dry Creek, at mile 1.0 and 20' bridge at Joe's Gulch, mile 4.5, which will also include relocation to eliminate dangerous curve condition requiring 100' of fill approaches.

Necessary maintenance with motor graders will be done during season to assure a smooth road surface. At end of season culverts will be checked and snow markers replaced where necessary for following spring snow removal.

Route 13M: Nome Depot

All improvements and maintenance to be included in the regular program allotment.

It is anticipated to make the following improvements, starting about May 1, and finishing prior to or on June 1: Construction of storm shed on north end of equipment storage cove #6; concrete platform for 30' KD building to be moved in from old Hospital Area and to be used for gasoline, diesel dispensing and lub oil and grease storage; completion of Round House, using 2-16'x36' Quonsets connected, for storage of RR locomotive and speeders; moving and setting up cold storage facilities, using complete unit to be acquired from Army Air Force Base. (Negotiations are in progress and it is anticipated that authorization will be received prior to May 1, 1951).

As authorized by Col. John R. Noyes, it is anticipated to set up a water supply in shop building for fire protection and the installation of about 6 flood lights (using salvage material), strategically placed, for protection of the Nome Depot area; continuance and completion of exterior of building for protection against weather conditions and to improve appearances.

Present storage facilities for storage of gasoline and fuel oil is very inadequate and it is anticipated to improve this condition as soon as the necessary storage tanks can be obtained from Pt. Spencer.

Included in general maintenance items will be the necessary winter maintenance, minor repairs and up keep of all buildings and utilities and the provision of a watchman's services.

Route 250: Nome Wireless (1/4 mile)

General maintenance includes: spring snow removal, spring break up repairs and surface grading with motor grader. All work is done in cooperation with ACS.



Proposed 1951 Field Program - Cont'd.

Route 25D: Center Creek Road and Branches

General maintenance includes: surface maintenance with motor graders, cleaning of culverts and bridge, cleaning of ditches and the regrading of slopes adjacent to road to eliminate some of the drifting snow conditions. It is not known at this time what the intentions of CAA and Air Force are in regards to keeping this road open during the winter months next season as an access road to their tank farm at Satellite Field, and no provisions are being made at this time.

As 13A - Nome Bessie road is to be used as the access road to the Nome Depot, it is possible for the route to be used by CAA and Air Force to have access to their tank farm, through the cooperation of ARC in extending their operations from the Depot to the tank farm area. Distance is somewhat longer but does not exceed 1 mile.

Route 25L: Nome City Field

It has been the policy of the Road Commission in cooperation with local bush pilots and air transportation companies to cooperate with them in maintaining the city air field. In agreement and at the request of the Aeronautics Board of Alaska, emergency work to keep the field open is done by ARC on a reimbursement basis. As requested all work of this nature will be compiled and forwarded to ARC Headquarters, Juneau, Alaska on or before May 1 of each year. This will also pertain to other air fields when this condition arises.

Route 26: Candle-Candle Creek

General maintenance in cooperation with miners. Work performed by Havenstrite Mining Company with funds forthcoming directly from the Territorial Highway Engineer at Juneau. To aid in this maintenance, ARC has provided one 1½ ton dump truck and a 10' pull grader.

Route 27: Deering-Inmachuk (25 miles)

It is not anticipated to start this project before or until July 2, at which time it is possible to work on the road. It is planned to continue on with the work started last season of resurfacing the road in it's entirety. Enough equipment is available now and with supervision provided from Nome Headquarters it should be possible to complete the project as planned.

General maintenance will also be carried on and includes surface grading and ditching with tractor and pull grader, cleaning and repairing bridges and culverts, clearing brush along right of way, repair of washouts caused by spring break up. Snow removal should not be necessary.

Route 67B: Teller-Bluestone

It is planned to continue the work of surfacing with gravel mile 14 and 15. Enough equipment is now available and with supervision provided from Nome Headquarters this project should be completed.

General maintenance will also be carried on and includes: spring snow removal, repair of washouts caused during spring break up, cleaning and repair of culverts and bridges, maintenance of road and ditching with

Proposed 1951 Field Program - Cont'd.

tractor and pull grader and spot gravelling where needed.

Route 68: Flagging trails

The amount of trails staked amounts to 200 miles approximately. This is considered a public service and is in cooperation with residents of outlying areas and villages and in their hunting and fishing endeavors.

Route 89A: Seward Peninsula R.R. (80 $\frac{1}{4}$  miles)

General maintenance only: includes spring snow removal (minimum) between mile 0 and 30 in cooperation with local miners and the U.S.S.R. & M. Company in supplying the needs of their mining camps and ditch camps respectively, repair and raising of track, renewal of ties, repair and cleaning of ditches and culverts, brush clearing along right of way, burning of grass on tracks using weed burner mounted on flat car. It is also planned to paint the three steel bridges located at Nome River - mile 14, Iron Creek - mile 52 $\frac{1}{2}$ , Sherrette Creek - mile 56 $\frac{1}{4}$ .

Route 89AB: Bunker Hill-Kougarok (40-3/4 miles) and Branches  
(3 $\frac{1}{2}$  miles approximate)

General maintenance includes: repair of equipment prior to work season, snow removal only where necessary in spring, cleaning and repair of culverts and ditches, maintenance of ferry at Kusitrine River, Bunker Hill, spot gravelling where needed between mile 0 and 18 and on branch roads, repair of washouts, repair and painting of North Fork bridge, painting of Kougarok River bridge, placing of additional good gravel for surfacing between mile 18 and 36. If time and funds will allow, after gravelling operations are completed, much needed repairs and painting will be done on camp buildings designated as permanent.

Above planning is general and detail planning will be necessary before start of project.

Work will include completion of survey work for construction, construction of tote-road, used later as part of the new road, as access road to construction camp; placement of all drainage structures, such as culverts and small timber bridges, and placement of subgrade as far as possible. If funds will allow the construction of at least one major bridge should be considered, preferably over the Flambeau River.

Route 8: Nome-Solomon (New Construction)  
If approved, work on this project would start as soon as practicable in the spring. Tentative plan, subject to approval, would be to set up camp facilities for about 80 men. To utilize equipment to the fullest extent besides eliminating the purchase of an excessive amount of equipment, it is suggested that two 8 hour shifts of 40 men each be given consideration.

Route 89AB: Bunker Hill-Taylor (Reconstruction & Improvement)  
It is planned to use maintenance crew as soon as possible in the beginning of the season, concentrating efforts between mile 36 and 40-3/4, grading and placing fill for subgrade and gravel surfacing. This is a continuation of the work of last season and will be carried to completion. This work, in conjunction with maintenance operations before and after, should put this road in good shape all the way through and passable for all types of vehicles between Bunker Hill and Taylor.

Section from mile 57 to 77 will be maintained periodically by reconstruction crew and charged against Route 8 Maintenance.

Work of relocation will be continued, concentrating in the Fox River area, between mile 60 and 71. The main purpose of relocation is to give a more permanent road bed and at the same time eliminate the fording of Fox River as much as possible. If this work is completed in time and funds are available, this operation will be continued in the East Fork area between mile 48 and 60.

Route 8: Nome-Council (Reconstruction & Improvement)  
Based on program allotment recommendations and in view of type work involved, crew will be about 1/2 of that used last season, consisting of 1 foreman and 9 men.

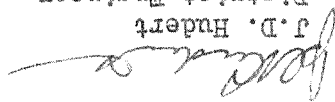
Proposed 1951 Field Program - Cont'd.

Proposal 1951 Field Program - Cont'd.

Following are the recommended dates for seasonal operations on the various projects:

- " Route 8 Maintenance - Between May 15, and October 31, 1951.
- " 8 Reconstruction - July 2 to September 30, 1951.
- " 13s & 25s, Maintenance - Between May 15 and October 13, 1951.
- " 27 Deering - July 2 to September 23, 1951.
- " 67B Teller - Between July 1 and October 1, 1951.
- " 89A Tram - July 11 to October 1, 1951
- " 89AB Kougarok, Maintenance - Between May 14 and October 1, 1951.
- " 89AB " , Reconstruction - Between June 1 and August 1, 1951.
- " 68 Flagging Trails - Between November 1 and December 31, 1951.
- Route 8 Nome-Solomon Construction - May 1 to November 1, 1951.

Yours truly,



J. D. Hudert  
District Engineer

District Engineer

PROPOSED PROGRAM ALLOTMENTS  
SEASON 1951

<u>Routes</u>	<u>Program</u>	<u>J.P.</u>	<u>L. &amp; M.</u>	<u>Field</u>
✓ 8, Maintenance	\$46,300.00	\$16,100.00	\$9,700.00	\$20,500.00
8, Reconstruction	25,000.00 /	7,000.00	3,500.00	14,500.00
* 13 & 25	* 50,100.00	17,500.00	10,600.00	22,000.00
✓ 27	19,100.00	6,300.00	3,800.00	9,000.00
✓ 67B	12,200.00	4,200.00	2,500.00	5,500.00
68, Trails	2,300.00	700.00	400.00	1,200.00
✓ 89A	34,100.00	11,900.00	7,200.00	15,000.00
✓ 89AB, Maint.	38,400.00	13,300.00	8,100.00	17,000.00
✓ 89AB, Reconstr.	<del>15,000.00</del>	<del>3,000.00</del>	<del>2,000.00</del>	<del>10,000.00</del>
Totals	*\$242,500.00	\$80,000.00	\$47,800.00	\$114,700.00

*2,000  
in new dist  
not provided*

\* \$2,500.00 additional included as authorized by John R. Noyes, Commissioner of Roads purposes at Nome Depot 13M and included in program recommendation of Routes 13s & 25s. Winter maintenance also included.  
Route 8, Constr. \$500,000.00      \$225,000.00      \$25,000.00      \$250,000.00

Yours truly,

*J.D. Hudert*  
J.D. Hudert  
District Engineer

JDH:ge

PROPOSED PROGRAM ALLOTMENTS  
SEASON 1951

<u>Routes</u>	<u>Program</u>	<u>J.P.</u>	<u>L. &amp; M.</u>	<u>Field</u>
8, Maintenance	\$46,300.00	\$16,100.00	\$9,700.00	\$20,500.00
8, Reconstruction	25,000.00	7,000.00	3,500.00	14,500.00
13 & 25 *	50,100.00	17,500.00	10,600.00	22,000.00
27	19,100.00	6,300.00	3,800.00	9,000.00
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89A	34,100.00	11,900.00	7,200.00	15,000.00
89AB, Maint.	38,400.00	13,300.00	8,100.00	17,000.00
89AB, Reconstr.	<u>15,000.00</u>	<u>3,000.00</u>	<u>2,000.00</u>	<u>10,000.00</u>
Totals	*\$242,500.00	\$80,000.00	\$47,800.00	\$114,700.00

\* \$2,500.00 additional included as authorized by John R. Moyes, Commissioner of Roads purposes at Home Depot 13M and included in program recommendation of Routes 13s & 25s. Winter maintenance also included.

Route 8, Constr.	\$500,000.00	\$225,000.00	\$25,000.00	\$250,000.00
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Yours truly,

J.D. Hudert  
District Engineer



JDH:ge



UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
 JUNEAU, ALASKA  
 Nome District

December 22, 1950

PROPOSED NEW EQUIPMENT  
 SEASON 1951

Route 8: Nome-Solomon Construction

Due to recent acquisition of heavy duty equipment from Army Air Force at Marks Field, it should not be necessary to purchase any for construction operations. It will be necessary though to provide dump trucks, heavy duty, and preferably 4 wheel drive, with 5 to 6 c.y. dump box capacity.

From experience and information at my disposal and realizing the need for a substantial truck built to take severe punishment, it would be my recommendation to obtain trucks similar to the Oshkosh, 4 wheel drive, Model W-212, with corresponding specifications. Stress should be placed on obtaining as short a wheel base as is practicable.

Equipment recommended.

10 Dump Trucks 5 to 6 c.y. capacity and corresponding to specifications of Oshkosh truck, 4 wheel drive, Model W-212.

*J.D. Hudert*  
 J.D. Hudert  
 District Engineer

Col. Reps	.....
✓ Chf. Engr.	.....
Admin.	.....
Prins.	.....
Trans.	.....
Recd.	.....
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JDH:ge