

John M. Cooley, District Engineer, Nome

October 21, 1952

Chief, Operations Division

ARC Order No. 40, Supplement No. 1

Reference is made to your memorandum of October 13, 1952 on the above subject.

The recommended changes to the names and route numbers of roads in the Nome Feeder and Local system are approved subject to the provision that all mileage be calculated from the city limits rather than from the Post Office. This requirement is necessary as roads lying within the incorporated limits of a city, town or village cannot be included in mileage maintained by the Alaska Road Commission. As the sketch submitted with your comments does not show the distance from the Post Office to the city limits, it is requested that this information be furnished Headquarters and the changes will be incorporated in future revisions of ARC Order No. 40.

With reference to the requested changes in the method of setting up Work Order Nos. 42 and 45, final decision on this point will be made at the District Engineer's Conference, as any immediate change would complicate present work order procedure insofar as this year's program is concerned.

B. D. Stewart, Jr.  
Chief, Operations Division

FFF:ve

*FFF*

FFF

*BDS*  
BDS

*See sketch 40-1*

# Office Memorandum

Alaska Road Commission, Nome, Alaska  
UNITED STATES GOVERNMENT

TO : B. D. Stewart Jr., Chief, Operations Division      DATE: 28 October 1952  
       ARC, Juneau

FROM : John M. Cooley, District Engineer  
        ARC, Nome

SUBJECT: ARC Order No. 40, Supplement No. 1

*John*

Reference your memorandum 21 October and my memorandum 13 October with road sketch.

With reference to the road sketch, the distance from the Post Office to the city limits on the Nome-Council road is 0.9 mile; Post Office to City limits on the Nome-Bessie is 0.5 mile; from the School House to the city limits on the Center Creek road is 0.8 mile.

*ARC 40*

Chf. Engr.....
Admin.....
Op'ns..... <i>RAE</i>
Engrg.....
Acc't.....
Pe.....
Sec'y.....
<i>FARRIS</i>

*Copy w/ HAD*  
*J*



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

Copy/w/dm (3)

have copy (2)

Chf. En.	W J N
Admin.	
Op'n.	B.S.S.
Engng.	
Acc't.	
Pers.	JMS
Supply	

8 December 1952

*9/10/52*

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

Subject: Proposed 1953 Field Program.

Dear Mr. Niemi:

Enclosed is the proposed 1953 field program for the Nome District.

<u>Section</u>	<u>Page</u>
I. Maintenance	1 - 5
II. Reconstruction	
a. Major Projects - Through Roads	None
b. Minor Projects - Feeder & Local Roads	6
III. New Construction	
a. Major Projects	7
b. Minor Projects	7
IV. Plans & Surveys	8
V. Equipment	ARC-49 (Revised)

33/Name

Very truly yours,

*John M. Cooley*

John M. Cooley  
District Engineer

Enclosure

JMC:mb

Section 1 - Maintenance

- A. 1. Route 040                      Trail Flagging                      About 200 miles
2.              Funds recommended are for the flagging of winter trails in the outlying areas for the fishing and hunting endeavors of various villages.
3.              a. Summer Maintenance - None  
                 b. Winter Maintenance - \$1500.00

- B. 1. Route 041                      Nome-Council                      W.O. 41                      78 miles

2.              Funds recommended are for the general maintenance of this route.
- a. It is planned that the remainder of Cape Nome Bluff will be widened.
- b. It is planned that the remainder of the sandspit between Safety Ferry and Solomon Ferry, a distance of about  $2\frac{1}{2}$  miles, will be surfaced with river gravel from the Solomon River.
- c. The present wooden ferry at Safety is planned to be taken to Lost River and replaced with a steel barge similar to the one at Solomon.
- d. It is planned that the section of road between  $17\frac{1}{2}$  mile and Safety Ferry will be straightened and surfaced with a mixture of Cape Nome rock and beach sand.
- e. It is planned that rock ferry approaches will be constructed at Safety Ferry.

The crew for these projects will be the local crew which will consist of five to fifteen men. The major equipment will be a 22B shovel, 2 D-8 dozers, one motor patrol and six or seven dump trucks. It is planned that the crew will work about seven or eight weeks.

3.              a. Summer Maintenance - \$23,450.00  
                 b. Winter Maintenance - None

- C. 1. Route 042                      Nome-Kougarok\*                      W.O. 42                      11.9 miles  
      Route 042.15                      Osborne Road                                      10.2 miles  
      Route 042.16                      Buster Road                                        3.3 miles

\*(In the past the Work Order 42 just took in the section of the road from the city limits to #5 dredge. In my letter dated 13 Oct 1952,

*on hand now*



3.
  - a. Summer Maintenance - \$1,400.00
  - b. Winter Maintenance - None

F. 1. <u>Routes 042.1 and 042.2</u>	<u>Nome-Wireless</u>	0.2 miles	<u>W.O. 45</u> Total 38.5 miles
	<u>Bessie-Snake</u>	21.5 miles	
	<u>Bessie-Sunset</u>	12.0 miles	
	<u>Center Creek Road</u>	3.5 miles	
	<u>Little Creek Road</u>	0.8 miles	
	<u>Bourbon Creek Road</u>	0.5 miles	

2. Funds recommended are for the general maintenance of these routes.

a. It is planned to put a bridge across Glacier Creek on the Snake River Road.

b. It is planned to continue to improve the Snake River Road by additional surfacing, culvert and bridge repairs.

The local crew will do the work on these projects.

3.
  - a. Summer Maintenance - \$8,150.00
  - b. Winter Maintenance - \$2,000.00

Winter maintenance will be snow removal from Nome to ARC Area (Center Creek Road) 3.5 miles and Little Creek Road if ACS gets their receiver site completed this summer.

G. 1. <u>Route 043.1</u>	<u>Bunker Hill - Kougarok</u>	<u>W.O. 45</u>	40.5 miles

2. Funds recommended are for the general maintenance of this route.

A crew of six men will work about 11 weeks. The major equipment of which a part will be used are a 15B shovel, motor patrol, TD18 dozer and five dump trucks.

3.
  - a. Summer Maintenance - \$10,150.00
  - b. Winter Maintenance - None

H. 1. <u>Route 040.2</u>	<u>Deering - Inmachuk</u>	<u>W.O. 47</u>	25.0 miles

2. Funds recommended are for the general maintenance of this route.

A crew of five men will work for about 8 weeks. The major equipment will be a D-6 dozer, two dump trucks and a motor patrol.

3. a. Summer Maintenance - \$5,950.00  
b. Winter Maintenance - None

I. 1. Route 040.3                      Teller - Bluestone                      W.O. 48                      15.5 miles

2. Funds recommended are for the general maintenance of this route.

A crew of five men will work about 6 weeks. The major equipment will be a D-40 dozer, two dump trucks and a pull-grader.

3. a. Summer Maintenance - \$3,850.00  
b. Winter Maintenance - None

Funds are based on 35% of the  
totals for District Direct  
(Labor).

FUNDS FOR MAINTENANCE

SEASON 1953

	<u>W.O.</u>	<u>Route</u>	<u>Total</u>
A.	49	040 Trails	\$ 3,000.00
B.	41	041 Nome - Council	67,000.00
C.	42	042, 042.15, 042.16 Nome-Kougarok, Osborne Road, Buster Road	43,000.00
D.	43	043 Seward Peninsula Tramway	22,000.00
E.	44	041.1 Council Local	4,000.00
F.	45	042.1, 042.2 Nome Locals	29,000.00
G.	46	043.1 Bunker Hill - Kougarok	29,000.00
H.	47	040.2 Deering - Inmachuk	17,000.00
I.	48	040.3 Teller - Bluestone	<u>11,000.00</u>
		Total	\$225,000.00



Section II - Reconstruction

A. 1.	<u>Route 041</u>	<u>Nome - Council</u>	<u>W.O. 410</u>	78.0 miles 20.0 miles Involved
-------	------------------	-----------------------	-----------------	--------------------------------------

2. Funds recommended are for the continuation of relocating of the section of road from the East Fork camp to the head of East Fork about nine miles. Also to complete the surfacing of road relocated last year down Fox River.

If funds and time permits it is planned to put a bridge across Fox River and Bear Creek.

A crew of 5 to 14 men will work for a period of about 8 weeks.

The major equipment to be used is 4 dump trucks, 1 motor patrol, 2 D-8 dozers, TD18 and carryall and 10B shovel.

3. Funds: \$17,500.00

Funds for Reconstruction

Season 1953

				Total
A.	Route 041	Nome - Council	W.O. 410	\$50,000.00

Section III - New Construction

A. 1. Route 040.3                      Lost River                      (about 22 miles)

2.            Funds recommended are for the construction of the road from the beach at Lost River to Teller and to surface about one half to one mile of road constructed last year from the beach to the Tin Mine.

              The first four or five miles of this project will be nearly all dozer construction with very little surfacing required.

              The section of road along the spit will require surfacing. It is contemplated that either six, five yard dump trucks or three turnapulls will have to be acquired for this surfacing job. / Road

              The wooden ferry now at Safety will be taken to Lost River to be installed at the break in the spit which is approximately 300 feet wide.

              A crew of 5 to 16 men will be required and will work about 13 weeks. The major equipment at Lost River is 2 D-8 dozers, 1 motor patrol, 1 15B shovel and 2 small dump trucks. The additional equipment will be required for surfacing the sandspit.

3.            Funds:      Field - \$35,000.00                      Total - \$120,000.00

B.            Farm and Industrial Road

1. Road up Big Hurrah

              This road would be approximately 2½ miles in length and be constructed up the creek bottom.

              Funds:      Field - \$1,500.00                      Total - \$5,000.00

2.            Others if requested and approved by Juneau.

              Funds:      Field - \$4,500.00                      Total - \$15,000.00

Funds for New Construction

Season 1953

A.            Route 040.3                      Lost River                      120,000.00

B.            Farm and Industrial Roads

              1. Road up Big Hurrah                      5,000.00

              2. Other if requested                      15,000.00

Total                      140,000.00

Section IV Surveys

At this time the only survey required is the road from the beach at Lost River to Teller.

Funds:            Field - \$3,000.00            Total - \$10,000.00

*Use  
Defense  
Minesal  
funds.*



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

Comm. of *OB*  
Chf. Engr. *OB*  
Date *OB*  
*[Handwritten signatures and initials]*

27 August 1953

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

Subject: Report of Operations 27 July to  
23 August 1953:

Dear Sir:

The following is the report of operations applicable to the Nome District from 27 July to 23 August 1953.

The general weather conditions during the first half of the period were fairly good but the last half it rained nearly every day.

Route 040.2 Deering-Inmachuk

During the period general road maintenance was carried on and now the road is in very good condition.

Route 040.3 Lost River Road

A crew of three men worked on this job during the period. The section of road between mile 1.5 to 2.2 and 3.3 to 5.7 was graveled with 2,555 yards of gravel.

The entire road was graded as required.

Route 041 Nome-Council

During the period the crew worked one week on the section between the Safety and Solomon ferries and hauled 800 yards of gravel which completed the graveling of the road between the ferries.

During the remainder of the period the straightening of the road was begun from 17 $\frac{1}{2}$  mile toward the Safety ferry. Three thousand yards of rock was hauled on this 1.3 mile section and covered with a light coat of sand. The road around Cape Nome has been widened an additional distance of 800 feet.

The entire road was graded from Nome to Solomon.

100-10110-10  
100-10110-10

1953

Report of Operations 27 July to 23 August 1953 - Page 2

Route 042 Nome-Kougarok, Work Order 42

During the period 1,512 yards of gravel was placed on the road to widen it and raise the grade over the culverts.

Route 042 Nome-Kougarok Extension, Work Order 424

During the period 5,265 yards of gravel was hauled in by carryalls. The road is now about a mile and a quarter long.

Construction Big Hurrah Road - Work Order 425

During the period approximately one mile of road has been completed.

Work Order 428 - Rock haul for the Corps of Engineers

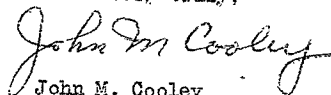
During the period 216 yards of rock was hauled from Cape Nome to the Harbor.

401 Nome Depot

Normal maintenance required on equipment was carried on during the period.

During the period there were four (4) classified personnel and thirty two (32) wage board personnel.

Yours very truly,



John M. Cooley  
District Engineer

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

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

*WJM*  
*10/23/53*  
*10/23/53*  
*10/23/53*  
*10/23/53*

23 October 1953

Mr. W. J. Niemi  
Chief Engineer  
Alaska Road Commission  
Nome, Alaska

Subject: Report of Operations 21 September  
to 18 October 1953

Dear Sir:

The following is the report of operations applicable to the Nome District from 21 September to 18 October 1953.

The general weather conditions during the period have been good.

Route CMC-2 Deering-Inupiatok

During this period general maintenance was carried on. This job was closed down for the season on the 25th of September.

Route CMC-3 Lost River Road

During this period the road was graded as required. The bridge material for Lost River was received and stored due to the leaviness of the season.

All work was closed down on the 17th of October.

Route CMC-Nome-Council

During this period the road between 1 7/8 mile and the Safety Ferry was completed. Seventeen hundred and thirty-six (1736) cubic yards of material was hauled on this section.

The approach on the Safety side of Easting Creek crossing at 1 1/8 mile was completed by the use of a dozer and carryall. Thirteen hundred and twenty (1320) cubic yards of material was hauled in by carryall and approximately the same amount pushed up by the dozer.

Report of Operations 21 September to 18 October 1953 - Page 2

The widening of Cape Nome is now 80% complete. A section of 0.6 miles has been widened. It is estimated that a section approximately 500 ft. more will be widened before the season is finished.

During this period the traffic over the Safety Ferry has been 129 vehicles and 479 people.

The following is the Traffic Census for the past three years:

Year 1951	1287 people	431 vehicles
Year 1952	1447 people	536 vehicles
Year 1953 (29 June to 18 Oct.)	3318 people	960 vehicles

From the above census it is interesting to note the amount of increase in travel over this road during the past three years. The improving of this road has more than doubled the traffic. As no record was kept for the first month of traffic this year, it is estimated that close to 4000 people and over 1000 vehicles have crossed the Safety Ferry this season.

Route 042 Nome-Kougarok, Work Order 42

During the period the road was graded as required.

Route 042 Nome-Kougarok, Work Order 424

During this period seven thousand five hundred (7500) cubic yards of gravel was hauled in by carryalls and approximately the same amount of material pushed up on the swampy ground by dozers. This road is now 90% complete to within 300 feet of Nome River Bridge.

It is estimated that the road will be completed to the bridge and the bridge fills completed before the season closes.

Route 042.13 Snake River Road

During this period a twenty foot wooden bridge was constructed over Glacier Creek and seven hundred (700) cubic yards of material was hauled by carryall for the approaches and approximately twice that amount pushed up by dozer.

One large culvert was installed at Rock Creek. The construction of the bridge and culvert now makes it possible to use the Snake River Road until the snow fills it in the fall, whereas before it usually was closed to traffic when the creeks started to glacier.

Report of Operations 21 September to 18 October 1953 - Page 3

Work Order 423

The four bridges under contract No. 14-04-002-48 and 49 were completed before the 15 October and I inspected the work on the 19th of October. Mr. Carl Swanson did a very good job on these bridges and the bridges should be good for a period of at least fifteen years or more.

Work Order 428 - Rock Haul for the Corps of Engineers

During this period 388 yards of rock was hauled from Cape Nome to the Harbor.

This job has been completed. A total of 952 yards of rock was hauled for the Corps of Engineers.

Work Order 429 - Lost River Airfield

During this period work was done on the section between Station 24+00 and 36+00. Seven thousand two hundred (7200) cubic yards of material was moved.

Due to the weather conditions work had to be discontinued for this season.

Total work accomplished for this year is as follows:

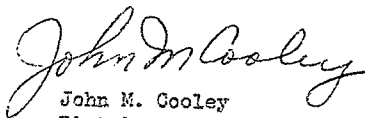
Between Station 0+00 and 5+00	60% complete
Between Station 5+00 and 15+00	10% complete
Between Station 15+00 and 36+00	90% complete

401 Nome Depot

Normal maintenance required on equipment was carried on during the period.

During the period there were four (4) classified personnel and twenty-eight (28) wage board personnel.

Very truly yours,



John M. Cooley  
District Engineer





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

RECEIVED  
NOV 20 1953

30 November 1953

RECEIVED  
NOV 20 1953

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

Subject: Report of Operations 19 October  
to 15 November 1953

Dear Sir:

The following is the report of operations applicable to the  
Nome District from 19 October to 15 November 1953.

The general weather conditions during the period have been  
good.

Route 642 - Nome-Touzassak

The Safety and Solomon ferries were pulled out of the water  
and stored for the winter on the 23rd of October.

The widening of Cape Nome is now 85% complete. Due to the  
snow breaking down, we were only able to continue work for the  
first week of this period.

All equipment on this route was hauled into the depot and  
stored for the winter.

Route 642 - Nome-Touzassak, Work Order 404

During this period one thousand eight hundred and seventy-  
five (1,875) cubic yards of material was hauled in by conveyor  
and approximately three thousand yards of material was pushed in  
by dozers.

The approach to the Nome River bridge is now 90% complete.

The road is now about 90% complete to the Relined Bridge  
across Nome River.

Report of Operations 19 October to 15 November 1953 - Page 2

Due to weather conditions the work on this route was closed down at the end of the 1st two weeks of the period.

Haycock Bridges - Work Order 423

I inspected the bridges under contract at Haycock on the 19th of October. The contractor did a very good job.

401 Home Depot

Normal maintenance required was carried on during the period. All equipment was stored for the winter and work on equipment repairs for next year's operation was begun.

During the period there were four (4) classified personnel and twelve (12) wage board personnel.

*Copy kept for Hist  
JMS*

Very truly yours,

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



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

15 December 1953

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

*Handwritten:* Niemi has copy

Comm. of Re	_____
Chf. Engr.	_____
Admin.	_____
Op'ns.	<i>BSS</i>
Engrg.	_____
Acc't.	_____
Pers.	_____
Supply	_____
_____	_____

Subject: Annual Report, Year 1953

Dear Sir:

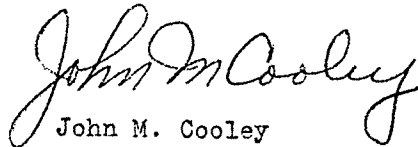
The following is the Annual Report applicable to the Nome District for the Year 1953.

	<u>ROUTE</u>		<u>WORK ORDER</u>	<u>PAGE</u>
1.	040	Trail Flagging	49	1
2.	041	Nome-Council	41	1-2
3.	042	Nome-Kougarok	42	2-3
4.	043	Seward Peninsula Railroad	43	3-4
5.	041.1	Nome-Council Local	44	4
6.	042.1 & 042.2	Nome Locals	45	4-5
7.	043.1	Bunker Hill-Kougarok	46	5
8.	040.2	Deering-Inmachuk	47	5-6
9.	040.3	Teller-Bluestone	48	6
10.	040.1	Candle-Candle Creek	None	6
11.	040.3	Lost River Road	414	6
12.		Haycock Bridges	423	6-7
13.	042	Nome-Kougarok Extension	424	7
14.		Big Hurrah Road	425	7

*Vertical handwritten note:* 108 / 11/22/53

16.	Minnehaha Creek & Virginia Creek Bridges	427	8
17.	Rock Haul for the Corps of Engineers	428	8
18.	Lost River Airfield	429	8
19.	401 Nome		8
20.	Summary of Major Work		9

Very truly yours,



John M. Cooley  
District Engineer

1. Route 040                      Trail Flagging                      W.O. 49                      About 200 miles

During the winter, trails were flagged in the outlying areas for the fishing, hunting, and travel endeavors of various villages and are as follows:

<u>Location</u>	<u>Distance</u>
A. Teller	37 miles
B. Golovin	18 miles
C. Kotzebue	34 miles
D. St. Michael	5 miles
E. Cape Nome	1.5 miles
F. Deering	14 miles
G. Mary's Igloo District	33 miles
	<u>142.5 miles</u>

2. Route 041                      Nome-Council                      W.O. 41                      77.1 miles

Spring snow removal was performed from Nome to Cape Nome, a distance of 14 miles, to allow early access to the ACS and CAA transmitter sites. The snow removal was done on a cooperative basis with the Civil Aeronautics Administration furnishing a snowblower and the ARC a D-8 dozer. Together the operation required six working days.

The two ferries, Safety and Solomon, were repaired and put into service for the public 28 May to 21 October. The Safety Ferry was equipped with a gasoline power unit to power the ferry back and forth. This power unit replaced the use of the power boat to push the ferry. This improvement made it possible to use the ferry in rougher water and lessened the travel time of crossing Safety Lagoon.

The ferries were operated part of the season on a five day per week basis and part on a six day basis.

It is interesting to see how the traffic has increased from improving the spit road and ferries. The following is the season traffic census for the past three years:

Year 1951	1287 people	431 vehicles
Year 1952	1447 people	536 vehicles
Year 1953 (29 June to 18 Oct.)	3318 people	960 vehicles

The gravel crew spent approximately five weeks hauling 4030 cubic yards of gravel from the Solomon River across the Solomon Ferry to complete the graveling of the spit road between Safety and Solomon (11½ miles).

The section of road from 17½ mile to Safety Ferry was straightened for approximately 3¼ miles in length. In the straightening of this section, 6460 cubic yards of material was hauled.

The widening of Cape Nome is approximately 85 percent complete. A section of 0.65 miles was widened by the use of the 22B (3/4 yard) shovel. Some of the material was hauled on the section of road between 17 $\frac{1}{2}$  mile and Safety, and 952 yards were hauled to the Corps of Engineers at Nome. The other was pushed over the bank (approximately 6000 yards).

The sharp curve and grade on the East end of Hasting Creek crossing was taken out. The change was made by the use of a D-8 dozer and carryall. 1320 cubic yards of material was hauled onto the road with the carryall and approximately 1500 yards pushed up by the dozer.

One large three foot culvert was installed in the Hasting Creek fill to take care of the early spring run-off before the thawing crew arrives.

The road was maintained by grader as required between Nome and Lee's Camp, mile 43. The remainder of the road to Council was graded once during the season.

All culverts were repaired and cleaned at the end of the season.

Summary of material moved on the route

Trucks	11,060	cubic yards
Carryall	1,320	" "
Dozer	1,500	" "
Shovel	<u>6,000</u>	" "
Total	19,880	cubic yards

3. Route 042

W.O. 42

32.7 miles

A.

Nome-Kougarok

14.0 miles

This route in the past was a combination of the Nome-Bessie, Bessie-Dexter and the road up Nome River from Dexter, and was officially changed in name last year at the beginning of the season.

The old bridge at Joe's Gulch (sometimes known as Dead Man's Curve) was replaced by a three foot culvert and the hair-pin curve reduced in curvature. This change involved an 800 ft line change and a large fill. This work was done by the use of one D-8 dozer and carryall. The road was surfaced by removing the gravel from the old road with the carryall and replacing it on the new section. Approximately 3000 yards of material was moved by the dozer to make the fill.

At Dexter Creek a large elephant hut was installed in the creek and a road change of about  $\frac{1}{4}$  mile was made. This change has made it possible to use the road for an additional month and a half in the fall after the freeze-up. This change was all done by one man with a D-8 dozer and carryall. Approximately 6500 yards of material was moved.

13. *[Handwritten signature]*

P. O. Box 1961

May 29, 1953

Mr. John M. Cooley  
District Engineer  
Alaska Road Commission  
Nome, Alaska

Dear Mr. Cooley:

Due to the recent reductions in our 1954 fiscal year appropriations, it will be necessary to revise our program downward.

For the Nome District, it has been found necessary to reduce Maintenance funds by \$38,000 to a program total of \$175,000. Please advise as soon as possible your recommendations as to which Work Orders are to be cut and the amount of such cut in each case so that final Work Orders can be prepared accordingly.

*[Handwritten initials]*  
BDS

As soon as word is received from you on the maintenance program, final Work Orders for your District will be issued.

WJN  
*[Handwritten signature]*  
10/last

The reduction in funds necessitates extremely close control over all operations, and expenses must be held to a minimum. All purchases should be scrutinized for any items not specifically required to fulfill this program.

Sincerely yours,

Wm. J. Miami  
Chief Engineer

WJN:daw

*[Vertical handwritten notes]*  
2/11/53



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION

~~JUNEAU~~ ALASKA  
NOME

3 June 1953

Comm. of Rds.	
Chf. Engr.	WJN
Admin.	
Op'ns.	BOS
Engrg.	
Acc't.	
Pers.	
Supply	

2 *[Signature]*

O.K.

*[Signature]*  
Done  
6/9

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

Dear Mr. Niemi:

Reference your letter dated 29 May 1953 in regards to the program for the Nome District.

Due to the necessity of reducing the tentative maintenance program of \$213,000 to \$175,000 for the Nome District, I would like the program set up as follows:

<u>WO</u>	<u>Activity</u>	<u>Description</u>	<u>Amount</u>
41	5-b	Nome-Council	\$ 67,000 ✓
42	5-b	Nome-Kougarok	28,000 ✓
43	5-b	Seward Tram	6,000 ✓
44	5-b	Nome-Council Locals	None ✓
45	5-b	Nome Locals	29,000 ✓
46	5-b	Bunker Hill-Kougarok	22,000 ✓
47	5-b	Deering-Inmachuk	17,000 ✓
48	5-b	Teller-Bluestone	None ✓
49	5-b	Trail Flagging	3,000 ✓
423	5-b	Haycock Bridges	3,000 ✓
Total			\$ 175,000 ✓

From the above proposed program you will notice that I have eliminated both the Nome-Council Locals, W.O. 44, and Teller-Bluestone, W.O. 48. My reasons for this are as follows: 1. Nome-Council Locals have not been maintained the past two years and I don't believe will be needed this year. 2. Teller-Bluestone has not been used for development of the country since I have been in Nome and there is no mining area serviced. Also, the road has only served three vehicles at Teller for berry pickers and under the circumstances I believe should not be maintained this year.

I have cut the Seward Tram, W.O. 43, from \$22,000 to \$6,000 as the track is open to mile 32 now and the U.S.S.R. & M. Company report it is in good shape. The U.S.S.R. & M. Company use the Railroad the most



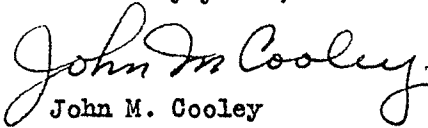
Mr. Wm. J. Niemi - Page 2.

and the section they and the other miners use is in good shape. I plan to try to only make inspection and emergency repairs that may be required.

I have reduced the Bunker Hill-Kougarok Work Order from \$29,000 to \$22,000 which should take care of the maintenance.

If, after inspection of the Tram and Bunker Hill-Kougarok road is made, it is determined that the proposed amounts are more than required could the surplus amounts be added to other routes that are used?

Sincerely yours,

A handwritten signature in cursive script that reads "John M. Cooley". The signature is written in dark ink and is positioned above the typed name and title.

John M. Cooley  
District Engineer

111. ARC 40

Alaska Road Commission, Nome, Alaska

Alaska Road Commission, Juneau

9 November 1954

Alaska Road Commission, Nome

Numbering System for Alaska Roads

Reference ARC Order No. 40, Revised. The following corrections have been marked in red and are as follows:

1. Page 3. Length of 042, Nome-Kougarok, should be 15.6 instead of 14.0.
2. Page 10. Length of 040.1, Candle Creek Road, should be 14.0 instead of 7.3.
3. It is recommended that the Bourbon Creek Road, 0.5 miles, and the Center Creek Road, 2.7 miles, be combined into one route and called the Center Creek Road with the mileage of 3.2 miles.

John M. Goslay  
District Engineer

Attachment

1954



# Office Memorandum • UNITED STATES GOVERNMENT

Alaska Road Commission

TO : B. D. Stewart, Jr., Chief Operations Division, DATE: 27 May 1955  
Headquarters

FROM : Alaska Road Commission, Nome

SUBJECT: Revision of Route Numbers

Comm. R.	
Chf. Engr.	
Admin.	
Cnsts.	BDS
D. & C.	
Road En.	
Dist. En.	
Spec. En.	
Plan. En.	
Finance	
Inv.	
Supply	
R/E OF	SLA

In accordance with your verbal instructions to Mr. John M. Cooley, we have reviewed the present numbering system and recommend the following:

<u>No.</u>	<u>Route</u>
041 ✓	Nome-Council
042 ✓	Nome-Kougarok
043 ✓	Seward Peninsula Railroad
040.2 ✓	Deering-Inmachuk
040.31 ✓	Teller-Bluestone
040.33 ✓	Lost River Road
040.5 ✓	Trails
041.1	Spruce Creek Road 042.21
041.2	Shovel Creek Road 041.13
041.3	Big Hurrah Road 041.14
041.4	Casa de Paga Road 041.12
041.5	Council-Ophir Creek Road 041.11
042.11 ✓	Nome-Wireless Road
042.12	Osborne Road 042.15
042.13 ✓	Snake River Road 042.12
042.14 ✓	Sunset Road
042.15	Snake River-Monument Road 042.13
042.16	Anvil Mountain Road
042.17	Buster Road 042.16
042.21	Center Creek Road 042.22
042.22	Submarine-Paystreak Road 042.22 ✓
042.23 ✓	Little Creek Road
043.1 ✓	Bunker Hill-Kougarok

We believe the above system of route numbering to be realistic and are waiting for your early approval.

*Frank Morris*  
Frank Morris  
District Engineer

1955-1

1956

Nome, Alaska

August 28, 1956

Comm R.....
Chf. Engr.....
Admin.....
Ops.....
M. & C.....
B. & F. Off.....
Road Br.....
Bridge Br.....
Contracts.....
Program Off.....
Finance.....
Pers.....
Supply.....
R/E Off.....
Safety.....
M. & R.....

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

Re: Situation Report for Period Ending  
August 18, 1956

Dear Mr. Niemi:

Wet and disagreeable weather conditions have occurred during the major portion of this past period. A rainfall of 2.88 inches occurred during the night of August 9th and washed out several portions of the Nome-Kougarok, Snake River and the Council Roads. All roads were made passable by the following night and repairs were completed within a few days.

These conditions did not interfere too greatly with the construction of the Nome-Kougarok Road as the crews were working with stable materials.

Visitors to the Nome District this period were:

Alan Wrye, Locator  
Territorial Engineers Office, Anchorage

William Kerns, Engineer  
U.S. Bureau of Mines, Juneau

Alvin Kaufman, Engineer  
U.S. Bureau of Mines, Juneau

CONSTRUCTION

W.G. 424 - Route 97

A continuous grade has been advanced to Mile 28 with broken sections extending to Mile 33. This gives approximately eight miles of road constructed so far this season.

RECEIVED  
AUG 31 1956



One large tractor is working on this road and had raised about 1000' of the grade along the West Fork of the Solomon and then was moved to finish the approach fills for the Solomon River Bridge. It is hoped that the crew will get the rest of the grade raised at least five or six feet across the worst glaciating areas in the West Fork as this should permit the road to be opened next season several weeks earlier than has been normal in the past.

The gravel trucks are spot traveling along Fox River and have moved all but three miles of the road up out of the river bottom. During the wet weather about 1/2 mile of the upper road being used is not too good for passenger cars. We hope to have this stabilized in about two more weeks.

Mileposts have been reestablished as far as Mile 25 along this route. Considerable variance is occurring between the old and new and that there have been several alignment changes made along the way. The gravel trucks are spot traveling along Fox River and have moved all but three miles of the road up out of the river bottom.

Heavy spot traveling, washout repairs and surface blading have comprised most of the maintenance work performed along this road. The pile driver and most of the bridge materials have been moved to the Solomon River Bridge site to begin erection. Considerable delay was caused by the tractor-truck breaking down twice along the way while moving the pile driver.

W.O. 41 - Council Road

MAINTENANCE

Wet weather halted all work on this project as the airfield is over submerged materials which becomes very muddy if handled under these conditions.

W.O. 43 - Basin Creek Airfield

The main camp has been moved to Mile 28 on David Creek and the advance camp moved to Mile 32 on Grand Central River. The crews from these camps are working toward each other with the contractors trucks following, now surfacing and widening near Mile 25 1/2.

Our crews had the good fortune of crossing the difficult ground before the rains came and have been able to work in stable materials since. At their present rate of progress about three weeks more of this exists and then we will be forced to cross a 2 1/2 mile stretch of very poor ground or detour it temporarily along a creek bottom.



Situation Report for Period Ending August 18, 1956

Page 3

Temporary repairs to the Shovel Creek Bridge have been affected as considerable delay has occurred obtaining materials for erecting a replacement culvert.

During the middle part of the period almost three inches of rain fell during one night and washed out about 150' of road at Mile 39, 200' near Mile 38, and a portion of the Hasting Creek Fill at Mile 9.

We believe that the Hasting Creek Fill is now in shape to handle any floods that might occur; however, it will be next spring before its resistance for glaciering action can be observed.

Improvements made last season to the Penny Creek Culvert and the North Approach to Safety Ferry are successfully resisting nature's forces. Next season the South Safety Approach can be reconstructed in the same manner.

Morrison-Knudsen have finished moving their building supplies and materials back to Nome from their winter dump near mile 40.

Four hundred and forty vehicles crossed the Safety Ferry this period.

W.O. 42 - Nome-Kougarok

Washout repairs and surface blading consisted of the maintenance work performed over this route.

On August 9th heavy run off washed out portions of the road at Mile 11, Mile 15 and Mile 21. All were caused by culverts operating beyond their capacity.

W.O. 43 - Seward Peninsula R.R.

No work this period.

Road Construction activities have eliminated the use of this railroad excepting that portion from Mile 28 to Mile 47 by crossing it, by using the old grade where a definite advantage was to be gained, and by the collapse of one trestle while moving supplies over it to our advance crews.

It has been reported by local fishermen that the determined person can make it with a "speeder" from Mile 47 to Iron Creek if cribbing and a jack are carried.

Situation Report for the Period Ending August 18, 1956

Page 4

W.O. 44 - Council Locals

The Big Hurrah Road has been opened and repairs completed on the Council-Ophir Road.

The Big Hurrah Road was opened that we might recover our buildings which had been lent to the mine and had not been returned.

Approximately six inches of gravel was placed across a  $\frac{1}{2}$  mile long section of the Council-Ophir Road that becomes impassable during a heavy rain. An all-weather summer road now exists and was left in good shape by the grader.

W.O. 45 - Nome Locals

Maintenance work was comprised of washout repairs and surface blading this period.

Three washouts occurred on the Snake River Road. Two were caused by culverts being overloaded by heavy run off and the third was caused by the stream channel of Rock Creek shifting.

W.O. 48 - Teller-Bluestone

All maintenance work has been completed for the season on this road. It has consisted of opening the road, cleaning the ditches, spot graveling and some surface blading with a pull grader.

There has been much discussion with the old timers in Teller regarding the merits of surface blading. They are somewhat suspicious of the benefits to the road and believe it to be a waste of money. In the past the policy has been to fill the "chuck" holes and low spots by hand from a gravel truck.

W.O. 476 - Garage Improvement

Almost all the work of installing the new folding equipment doors has been completed. That remaining consists of sealing and insulating around the door frames and grouting in the cane bolt sockets.

Upon opening the shipping crates it was discovered that much of the hardware for assembling the doors was missing. To avoid delaying the job the missing parts excepting the mandoor handles were made up in the shop.

GENERAL

1. The new Ford Dump Trucks have proved to be very good machines. Two minor corrections are necessary - one, the fuel tanks are

Situation Report for the Period Ending August 18, 1956

Page 5

too small to operate for a full shift; second, the subframes of the dump bodies were not fastened securely enough to the truck frames for spreading gravel over soft or uneven ground.

The first has been temporarily corrected by giving each driver a five gallon can of gasoline to finish out his shift with. Additional bolts have corrected the second weak point.

2. A locator from the Territory Highway Engineers Office in Anchorage has been dispatched to Nome to stake the Nome-Teller Road and estimate the volume of materials required for construction. He began work from the end of the road at Penny River and hopes to finish some forty miles to the end of the Teller-Bluestone this season.

3. It has been reported by the Watchman at the Lost River Tin Mine that a portion of the road was washed away about the middle of the period. The road is now passable by driving through the river during low water.

4. Work has begun arranging and consolidating the salvaged materials scattered through our warehouses.

5. A powder house for storing dynamite has been erected from salvaged building materials permitting us to remove the dynamite from the warehouse.

Very truly yours,

Frank Morris  
District Engineer







80830

1957

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
P.O. Box 219  
Nome, Alaska

February 15, 1957

...	
Road Br.	
Bridge Br.	
Contracts	
Program Off.	
Finance	
Person.	
Supply	
R/E Off.	
Safety	
M. & R.	

Mr. Wm. J. Niemi  
Highway Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
February 9, 1957

Dear Mr. Niemi:

Warm weather with temperatures ranging in the high twenties and the low thirties together with drizzle and sleet existed for the greater portion of this period. Offshore winds opened leads in the sea ice, ruined the crab fishing through the ice but helped tom cod fishing - the eskimos were catching them by the gunnysack full.

The Nome District had no official visitors this period.

CONSTRUCTION

No work this period.

MAINTENANCE

Work Order 42 - Route 97

Snow removal with some widening and berming was required during and after each storm of this period. During this time the road became impassable to traffic twice at night but was opened shortly with the new truck-mounted plow.

GENERAL

1. No equipment overhauls were completed this period; however, all automotive equipment, including the graders and excluding one 2000 gallon trailer, should be completed within a week or ten days.

Wm. J. Niemi

2.

February 15, 1957

2. The machinist is painting the power tools a light cream trimmed with black as time permits.


3. The notes covering that portion of the Nome to White Mountain Survey which traverses the Nome-Council Road are being reduced and are almost ready for plotting. This will give a record of the road from Nome to Mile 42 as it existed in 1949. Changes made since then can be surveyed and recorded next summer.

4. An attempt was made to consolidate the existing survey notes, some of which date back to 1906, from Nome to Mile 12 along the Nome-Kougarok Road but we have been unable to make the different surveys close with one another.

This work is being done that an easement crossing USSR&M Co. mining claims can be drawn. The local management says favorable consideration will be given when we present our request.

5. "As built" drawings of the shop and the apartments have been completed this period and will be forwarded to the Regional office for review as soon as checking is completed.

Very truly yours,

  
Frank Morris  
District Engineer



UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 ALASKA ROAD COMMISSION  
 DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS  
 REGION TEN  
 P.O. Box 219  
 Nome, Alaska

*3 rec'd  
 2081*

Comm. R.	<i>[initials]</i>
Chf. Engr.	<i>[initials]</i>
Adm.	
Ops.	<i>[initials]</i>
D. & C.	<i>[initials]</i>
B. & F. Off.	
Road B.	
Bridge B.	
Contracts	
Program Off.	<i>[initials]</i>
Finance	
Pers.	
S. Affs.	
R/E Off.	
Safety	
M. & R.	

March 7, 1957

*[Handwritten signature]*

Mr. Wm. J. Niemi  
 Highway Engineer  
 Bureau of Public Roads  
 Juneau, Alaska

Re: Situation Report for Period Ending  
 March 9, 1957

Dear Mr. Niemi:

Drifting snows with continuous winds of 25 - 30 MPH have been the rule for the greater portion of this period. On February 16, 1957, winds rose to a peak of 77 MPH while the temperature remained -15°F. Plumbing froze and the road closed.

Early in the period freezing drizzle disrupted telephone service and broke down some power lines. Temperatures then dropped to -37°F. This period has seen the greatest weather extremes for many years.

As the end of the period approached, North winds and high tides loosed the ice and drifted it out to sea. By the period's end the winds shifted and drove the ice back.

Mr. E.E. Shellhammer, Regional Office Finance Officer visited the Nome District on a routine inspection trip.

CONSTRUCTION

Work Order 424 Nome - Kougarok

Preparations are being made to activate this project as soon as conditions permit this coming spring.

An attempt was made to survey the Pilgrim River Bridge Site and its alternate during the second week in March. Thirty to forty mile

Wm. J. Niemi

2.

March 7, 1957

winds together with a ground drift made transit work too difficult to obtain any accuracy, so after two days the men returned to Nome to await favorable conditions.

MAINTENANCE

Work Order 42 Nome - Kougarok

Drifting snow produced quite a bit of snow removal this period. A couple times the interval between plowing was too long during storms and the rotary had to be used to remove the hard and deeper drifts.

Work Order 49 Trails

Inspection of all winter trail staking has been completed and the vouchers prepared.

*Last year for this no BPR responsibility WJN*

GENERAL

1. Equipment overhauls were completed for all graders and trucks this period. Repairs have been completed for one bulldozer and a second is almost finished. The crane overhaul is being delayed by parts which are expected to arrive very soon - about five or six days work for two men remains.

2. Towers for the Safety Ferry have been fabricated and painted. Preparations were made at the end of the period to move them to Safety for erection.

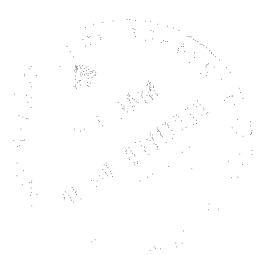
It is planned to move them before the ice leaves the Nome River as the towers will not go through the bridge.

3. Plotting of the traverse covering a portion of the Council Road has progressed to Mile 22.

Very truly yours,



Frank Morris,  
District Engineer



408

UNITED STATES  
DEPARTMENT OF COMMERCE  
**BUREAU OF PUBLIC ROADS**  
REGION 10  
P.O. Box 219  
Nome, Alaska

Comm. R.	
Chf. Eng.	WJN
Adm.	
Opis.	BTS
D. & C.	
B. & F. Off.	
Road Br.	
Bridge Br.	
Contracts	
Program Off.	
Finance	
Supply	
B/E Off.	
Safety	
M. & R.	

*cup*

April 9, 1957

Mr. Wm. J. Niemi  
Highway Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
April 6, 1957

Dear Mr. Niemi:

About half of this past period was marked by excellent weather - we all had visions of spring until an intense storm "blew-up" as the period ended.

Actual on-the-ground snow is now piled higher than the road causing the winds to bury it each time there is a blow unless careful attention is paid to backsloping the snow berms. The rising air temperatures should halt most drifting for the remainder of the winter season.

Mr. Loyd Furestenau, Regional Personnel Officer, visited the District; spoke to the crew on the different types of Federal Employees, the coming Air Force wage schedule, employees prerogatives, and answered their questions. He also advised the Administrative Officer of personnel short-cuts, of hiring procedures, and reviewed the various authorities thereof. And, of course, he was questioned regarding information supporting the various rumors.

CONSTRUCTION

Nome-Kougarok Route 141

Bridge surveys of the Pilgrim Crossing and its alternate have been completed. Excepting the alternate crossing all has been plotted, traced and forwarded to the Regional Bridge Department for review and design.

Preparations are now being made to move fuel over the snow to a point near Mile 55 and stockpile it there for the coming construction work.



MAINTENANCE

Work Order 42 Nome-Kougarok

Compared to the past periods of this winter, considerable snow removal, widening and backsloping was required to keep the road open.

Most of this work was accomplished using a grader and a high-speed plow. Heavy wet snow and deep drifts required use of the rotary and bulldozer at times.

GENERAL

1. BPR assistance for through roads has been discussed with the City of Nome. This summer the City will ascertain via contract engineering that these roads are all on City property - some portions appear to be on private land, requiring a survey for determination.

The subject of providing overhead clearance, in several cases only nine or ten feet, along these routes was brought up. The Mayor will propose to the City Council that no future lines, wires, cables, etc. be constructed below 14 feet and that as repairs are made to existing ones they will be raised above the legal clearance.

*WCB  
14' - 16' - 18' - 20' - 22' - 24' - 26' - 28' - 30' - 32' - 34' - 36' - 38' - 40' - 42' - 44' - 46' - 48' - 50' - 52' - 54' - 56' - 58' - 60'*

He also stated the City will be glad to furnish a bulldozer to construct a fill on Route 130 leading to the Airport if we stake and surface it. This work will tend to eliminate a costly snow trap that has been battled since the Airport's existence.

2. Equipment overhauls were completed this period for a crane and four bulldozers. A field shop crane, a go-devil, an electric powered shop welder and a small truck-tractor have been fabricated and/or converted.

3. Tough going changed our plans for moving the newly fabricated safety towers to the erection site. As soon as they were moved around the last obstacle along the way they were parked until the road is opened and they can be trucked the remaining distance.

4. Work has begun building a portable cookhouse for the construction dozer crew.

5. Council Road traverse plotting has progressed to Mile 42, the limit of our survey notes, and the profile has progressed to Mile 9.

Wm. J. Niemi

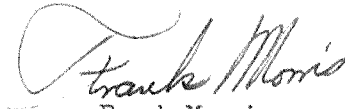
3

April 9, 1957

6. Polar bear hunters have been fairly successful this spring and have lost no airplanes while hunting. At one time thirty-six bear hunter airplanes were reported at Kotzebue - it appears that shooting bears is becoming a popular pastime.

7. Preparations are being made to drill the lead-silver prospect near Utica with private capital assisted by the Territorial Department of Mines equipment and engineers.

Very truly yours,

A handwritten signature in cursive script that reads "Frank Morris".

Frank Morris  
District Engineer

UNITED STATES  
DEPARTMENT OF COMMERCE  
**BUREAU OF PUBLIC ROADS**  
REGION 10  
P. O. Box 219  
Nome, Alaska

September 9, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
August 31, 1957

Dear Mr. Swick:

Considerable overcast and light drizzling rain with some good weather sandwiched in between has marked this month. Some lost time resulted from inclement weather particularly on construction work. Our loss has been the miners' gain - the rain furnished them with the much needed water of which they have been so short this summer.

The Nome District had the following visitors this period:

Mr. Phil Holsworth  
Commissioner of Mines  
Territory of Alaska  
Juneau, Alaska

Leonard Zaciewski  
Pay Practices Survey Team  
Washington, D. C.

Herbert Dixon  
Pay Practices Survey Team  
Washington, D. C.

John L. Spitler  
Pay Practices Survey Team  
Washington, D. C.

L. D. Taylor  
Administrative Manager  
Bureau of Public Roads  
Anchorage, Alaska

Alvin Kaufman  
Bureau of Mines  
Juneau, Alaska

	I	A	TO	
1			R. E.	<i>JS</i>
2			A. R. E.	<i>JS</i>
			ADM.	<i>JS</i>
			OPER.	<i>JS</i>
			D. & C.	<i>JS</i>
3				<i>JS</i>
4				<i>JS</i>
5			M. & R.	<i>JS</i>

*DC-MAILED SEP 13 1957*  
*2 copies*



Mr. E. H. Swick

September 9, 1957

- 2 -

Anthony Evans  
Bureau of Mines  
Juneau, Alaska

Merlyn M. Bunestad  
Employment Security Commission  
Anchorage, Alaska

G. Donald Eberlein  
Geological Survey  
Menlo Park, California

#### CONSTRUCTION

##### Project S-0131(1) Nome - Teller

Location survey 81% complete. Location of this route has progressed from Nome to the mining camp called Sullivan City about six miles from the portion of the road passable from Teller, Alaska. Progress for the remainder of the season will slow down as some of the crew will soon return to college.

##### Project S-0141(1) Nome - Kougarek

###### 1. By Force Account.

Preliminary grading, final grading and drainage structure installation, 67% complete.

###### 2. By Contract.

Surfacing 86% complete.

Construction work had advanced to Mile 60 by the end of August. This point is known as Cottonwood Station and is 65 miles from Nome along the old Seward Peninsula Railroad. As the crew flies, this places the end of construction within eight miles of Bunker Hill, terminus of the railroad and beginning of the Kougarek Road. The road which is passable for autos has advanced less than a mile this period as the scraper crew spent most of the time connecting previously constructed sections which had been accessible by detours. All but one detour had been replaced with constructed road by the end of this month. Upon replacement of this last detour the scraper crew will again advance the passable road.

All work was completed on the Grand Central Bridge this month and traffic turned over it August 29th, 1957. The bridge crew then began moving to Project S-130(1) Bonanza Channel Bridge.

Mr. E. H. Swick

September 9, 1957

- 3 -

Culvert placements still remain our greatest bottle neck as we are short of equipment and forced to excavate by hand. When the situation becomes critical the bulldozer used for spreading by the scraper crew is used to assist the culvert crew. This delays the scrapers, normally delaying the culvert crew is the lesser of the two evils.

The contractors have advanced fairly steadily with the surfacing and are now beginning the ascent to Golden Gate Pass, which is the terminus of their contract.

#### MAINTENANCE

Culvert repairs, graveling, placing riprap, surfacing, blading and cutting brush was accomplished by the maintenance crews this month. The twin 60 x 36 nestable pipe arches at Mile 12 on Nome - Kougarok Road Route 141 failed when the U. S. Smelting Refining & Mining Company's ditch broke and dumped a large volume of water into Banner Creek. This caused the middle of each culvert to sag down from four to five feet, rupture and suck a large portion of the fill away, altho the road did not become closed. It is believed that ice must have supported the culvert and the fill for the past few years until the warm water from the Mining Company's ditch flowed through and melted it. A 72 inch diameter riveted culvert was used for replacement as pipe arches have frozen solid each winter and a portion of the fill washed away each spring during the runoff.

Raising the grade up the East Fork of the Solomon River on Route 0130 has progressed three miles this month and is now almost through the area of heaviest glaciating. An average lift of five feet being placed and together with straightening the river should retard, if not eliminate the glaciating from winter river overflow. If this works, as we believe it will, the road can be open to Council early in June instead of late July or even August as has been the case in the past.

Riprap was placed on the west approach of the Solomon River Bridge to protect it from heavy runoff. The east approach will soon be faced with riprap also.

Routine surface blading was accomplished this period. We are having difficulty keeping the road surfaces in good condition as the graders cannot smooth it as fast as the traffic and weather wears it down. If traffic continues to increase at the rate it has this year considerably more grading equipment than had been anticipated will soon be required.

To reduce winter maintenance and snow removal our maintenance crews have been cutting all brush higher than the road and back at least seventy-five feet to prevent drifting. This is being done only on those portions of road over which winter maintenance is accomplished.

Mr. E. H. Swick

- 4 -

September 9, 1957

GENERAL

1. American Services, contractor for construction of the new Alaska Communication System's building, have moved onto the site and have started pouring the floor slab.

2. Early in August B & R Tug & Barge Company ran on the beach with a barge load of equipment material destined for the B-E-C-K job on North East Cape. As the barge was grounded directly in front of Nome there were many "sidewalk superintendents" advising anyone who would listen how the salvage operations should be handled -- particularly when the barge was pulled off and then settled to the bottom in shallow water.

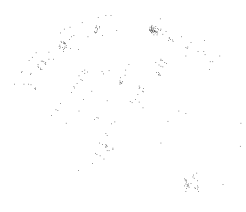
3. Miscellaneous repairs are being accomplished at the Nome Depot before winter sets in. This includes fixing trim, replacing broken window panes and other minor repairs.

4. Alaska Freight Lines tug and barges have been noted in this area and moving equipment and supplies for "White Alice" contractors.

Very truly yours,



Frank Morris  
District Engineer



*For the file  
Remittances  
MBC  
Dale  
John P 10/14/57  
10/14*

*Alaska*

F. O. Box 219  
Nome, Alaska

September 9, 1957

Mr. H. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
August 31, 1957

Dear Mr. Swick:

Considerable overcast and light drizzling rain with some good weather sandwiched in between has marked this month. Some lost time resulted from inclement weather particularly on construction work. Our loss has been the miners' gain - the rain furnished them with the much needed water of which they have been so short this summer.

The Nome District had the following visitors this period:

Mr. Phil Holworth  
Commissioner of Mines  
Territory of Alaska  
Juneau, Alaska

Leonard Zoclewski  
Pay Practices Survey Team  
Washington, D. C.

Herbert Dixon  
Pay Practices Survey Team  
Washington, D. C.

John L. Spidler  
Pay Practices Survey Team  
Washington, D. C.

E. D. Taylor  
Administrative Manager  
Bureau of Public Roads  
Anchorage, Alaska

Alvin Kaufman  
Bureau of Mines  
Juneau, Alaska

RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr + Related Recs, 1955-59  
Box 1127

Mr. E. H. Swick

September 9, 1957

- 2 -

Anthony Evans  
Bureau of Mines  
Juneau, Alaska

Merlyn M. Runestad  
Employment Security Commission  
Anchorage, Alaska

G. Donald Eberlein  
Geological Survey  
Menlo Park, California

CONSTRUCTION

Project S-0131(1) Nome - Teller

Location survey 81% complete. Location of this route has progressed from Nome to the mining camp called Sullivan City about six miles from the portion of the road passable from Teller, Alaska. Progress for the remainder of the season will slow down as some of the crew will soon return to college.

Project S-0141(1) Nome - Kougarok

1. By Force Account.

Preliminary grading, final grading and drainage structure installation, 67% complete.

2. By Contract.

Surfacing 86% complete.

Construction work had advanced to Mile 60 by the end of August. This point is known as Cottonwood Station and is 65 miles from Nome along the old Seward Peninsula Railroad. As the crew files, this places the end of construction within eight miles of Bunker Hill, terminus of the railroad and beginning of the Kougarok Road. The road which is passable for autos has advanced less than a mile this period as the scraper crew spent most of the time connecting previously constructed sections which had been accessible by detours. All but one detour had been replaced with constructed road by the end of this month. Upon replacement of this last detour the scraper crew will again advance the passable road.

All work was completed on the Grand Central Bridge this month and traffic turned over it August 29th, 1957. The bridge crew then began moving to Project S-136(1) Bonanza Channel Bridge.

RG 30, Bur. of Public Roads  
E. 6 D, Gen Conn + Related Recs, 1955-59  
Box 1127

Mr. E. H. Swick

September 9, 1957

- 3 -

Culvert placements still remain our greatest bottle neck as we are short of equipment and forced to excavate by hand. When the situation becomes critical the bulldozer used for spreading by the scraper crew is used to assist the culvert crew. This delays the scrapers, normally delaying the culvert crew is the lesser of the two evils.

The contractors have advanced fairly steadily with the surfacing and are now beginning the ascent to Golden Gate Pass, which is the terminus of their contract.

#### MAINTENANCE

Culvert repairs, graveling, placing riprap, surfacing, blading and cutting brush was accomplished by the maintenance crews this month. The twin 60 x 36 nestable pipe arches at Mile 12 on Nome - Kougarok Road Route 141 failed when the U. S. Smelting Refining & Mining Company's ditch broke and dumped a large volume of water into Banner Creek. This caused the middle of each culvert to sag down from four to five feet, rupture and suck a large portion of the fill away, altho the road did not become closed. It is believed that ice must have supported the culvert and the fill for the past few years until the warm water from the Mining Company's ditch flowed through and melted it. A 72 inch diameter riveted culvert was used for replacement as pipe arches have frozen solid each winter and a portion of the fill washed away each spring during the runoff.

Raising the grade up the East Fork of the Solomon River on Route 0130 has progressed three miles this month and is now almost through the area of heaviest glaciation. An average lift of five feet being placed and together with straightening the river should retard, if not eliminate the glaciation from winter river overflow. If this works, as we believe it will, the road can be open to Council early in June instead of late July or even August as has been the case in the past.

Riprap was placed on the west approach of the Solomon River Bridge to protect it from heavy runoff. The east approach will soon be faced with riprap also.

Routine surface blading was accomplished this period. We are having difficulty keeping the road surfaces in good condition as the graders cannot smooth it as fast as the traffic and weather wears it down. If traffic continues to increase at the rate it has this year considerably more grading equipment than had been anticipated will soon be required.

To reduce winter maintenance and snow removal our maintenance crews have been cutting all brush higher than the road and back at least seventy-five feet to prevent drifting. This is being done only on those portions of road over which winter maintenance is accomplished.

RG 30, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

R530, Bureau of Public Roads  
E. D. Gen. Contr. + Related Recs, 1955-59  
Box 1127



Frank Morris  
District Engineer

Very truly yours,

4. Alaska freight lines tug and barges have been noted in this area and moving equipment and supplies for "White Alice" contractors.
3. Miscellaneous reports are being accumulated at the Nome Depot before winter sets in. This includes fixing trim, replacing broken window panes and other minor repairs.
2. Early in August a H H Tug & Barge Company ran on the beach with a barge load of equipment material destined for the H-H-D-K job on North Star Cape. As the barge was grounded directly in front of Nome there were many "sidewalk superintendents" advising anyone who would listen how the salvage operations should be handled - particularly when the barge was pulled off and then settled to the bottom in shallow water.
1. American Services, contractor for construction of the new Alaska Communication System's building, have moved onto the site and have started pouring the floor slab.

GENERAL

Mr. E. H. Sator

- 4 -

September 9, 1951

SEP 11 1951

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 10  
P. O. Box 219  
Nome, Alaska

October 9, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
September 30, 1957

Dear Mr. Swick:

The month of September has been marked by inclement weather interrupting our construction activities and delaying our maintenance work. Snow fell toward the end of the month but did not remain, except for a few days temperatures have remained above freezing.

Official visitors to the Nome District this month were:

Mr. Ben Stewart  
Supervising Highway Construction  
and Maintenance Engineer  
Bureau of Public Roads  
Juneau, Alaska

Mr. A. K. MacLean  
Building and Facilities Design Engineer  
Bureau of Public Roads  
Juneau, Alaska

CONSTRUCTION

Project S-0130 (1) Bonanza Channel Bridge

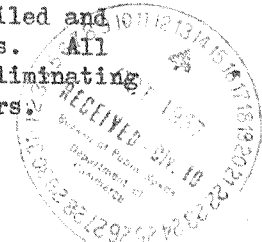
A crew of five men has driven all piling and erected all steel this month. Toward the end of the period bad weather and winds slowed the work making it very difficult to sheath in the piers. Construction of the fill on the north end was delayed when our loader broke down. To expedite the construction a loader was rented locally that we might finish the fill this season.

The steel girders were erected directly from a barge by driving the crane onto it, maneuvering the whole outfit with the tug and lifting the beams into place. Ideal weather conditions prevailed and permitted the operation to proceed without any difficulties. All remaining steel was erected directly from the Ferry thus eliminating all false work, except for some scaffolding around the piers.

208

1	A	TO	
2			
3	cc		
4			
5			
6			

Scapio A C  
10-11-57





Mr. E. H. Swick

October 9, 1957

- 2 -

Project S-0131 (1) Nome - Teller

The location survey is about 93% complete and is now within a short distance of Teller. The contract rental tractor being used by this survey had a major breakdown this month and has been inoperative for the greater part of it. The ACS, very cooperative people, are letting us use their tractor until the rented one is repaired that the survey would not be delayed. Had it not been for their generosity, the survey would have had a very slim chance of being completed this year.

Project S-0141 (1) Nome - Kougarok Highway 97

1. By Force Account.

Grading and drainage structure installation 82% complete.

2. By Contract.

Surfacing 97% complete.

Construction activities have been concentrated between Mile 49 and Mile 60 this period that we might get all sections tied together before freeze up. After the end of the month several soft areas totaling over a mile remained to be graded. Traffic was able to drive over Golden Gate Pass and about half-way down the descent on the far side. Early this month the dozer crew's double shift was changed to a single shift as darkness interfered with the crew's efficiency.

MAINTENANCE

Grading snowtraps, surface blading, and culvert repairs were accomplished by our maintenance crews this month. An average lift of one foot was placed from the city limits to Fort Davis by contract, the processing and blading was by our own forces. This work will permit the wind to blow the snow clear from a large portion of this road thus reducing our winter maintenance.

The grade raise of the East Fork of the Solomon River on Route 0130 was finished through to the area of heaviest glaciation. It had been planned to move the East Fork crew to Fox River to finish grading the hillside. Instead the Fox River work was deferred until next spring as the dredge at Council shut down early this year and will remain so until a new lease agreement can be worked out.

The basic difficulty seemed that approximately 70% of the gold was being lost along with the tailings requiring a change in the type of riffles or more favorable lease terms.

Mr. E. H. Swick

October 9, 1957

- 3 -

A small amount of work was required on Route 1510 near Inmachuk to stabilize a couple of soft areas over which the road passed.

Surface blading in the immediate area of Nome suffered badly this period when one of our graders broke down and was out of operation for almost four weeks. Before this breakdown surface blading was inadequate, this breakdown made it worse than ever.

GENERAL

1. Repairs to the Nome Depot are being accomplished prior to the coming of winter. This includes fixing all cracked and/or broken window panes, repairing the doors, sealing openings and other general maintenance work.
2. The equipment repair shop has been cleaned up and is now being painted inside. Painting and washing of the windows will not be completed until some time next month. This will do much to brighten the interior of the shop during the coming dark winter months.
3. Toward the end of the month Nome is looking forward to the arrival of the season's last boat, it is expected momentarily. Shortly after it has been unloaded and the winter's supplies trucked to Solomon we plan to remove the ferries from the water on Route 0130.

Very truly yours,



Frank Morris  
District Engineer

UNITED STATES  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
REGION 10  
P. O. Box 219  
Nome, Alaska

October 9, 1957

Mr. E. H. Swick  
Regional Engineer  
Bureau of Public Roads  
Juneau, Alaska

Re: Situation Report for Period Ending  
September 30, 1957

Dear Mr. Swick:

The month of September has been marked by inclement weather interrupting our construction activities and delaying our maintenance work. Snow fell toward the end of the month but did not remain, except for a few days temperatures have remained above freezing.

Official visitors to the Nome District this month were:

Mr. Ben Stewart  
Supervising Highway Construction  
and Maintenance Engineer  
Bureau of Public Roads  
Juneau, Alaska

Mr. A. K. MacLean  
Building and Facilities Design Engineer  
Bureau of Public Roads  
Juneau, Alaska

CONSTRUCTION

Project S-0130 (1) Bonanza Channel Bridge

A crew of five men has driven all piling and erected all steel this month. Toward the end of the period bad weather and winds slowed the work making it very difficult to sheath in the piers. Construction of the fill on the north end was delayed when our loader broke down. To expedite the construction a loader was rented locally that we might finish the fill this season.

The steel girders were erected directly from a barge by driving the crane onto it, maneuvering the whole outfit with the tug and lifting the beams into place. Ideal weather conditions prevailed and permitted the operation to proceed without any difficulties. All remaining steel was erected directly from the Ferry thus eliminating all false work, except for some scaffolding around the piers.

RG 30, Bur. of Public Roads  
E. G. D., Gen. Corr. + Related Recs., 1955-59  
Box 1127

Mr. E. H. Swick

October 9, 1957

- 2 -

Project S-0131 (1) Nome - Teller

The location survey is about 93% complete and is now within a short distance of Teller. The contract rental tractor being used by this survey had a major breakdown this month and has been inoperative for the greater part of it. The ACS, very cooperative people, are letting us use their tractor until the rented one is repaired that the survey would not be delayed. Had it not been for their generosity, the survey would have had a very slim chance of being completed this year.

Project S-0141 (1) Nome - Kougarok Highway 97

1. By Force Account.

Grading and drainage structure installation 82% complete.

2. By Contract.

Surfacing 97% complete.

Construction activities have been concentrated between Mile 49 and Mile 60 this period that we might get all sections tied together before freeze up. After the end of the month several soft areas totaling over a mile remained to be graded. Traffic was able to drive over Golden Gate Pass and about half-way down the descent on the far side. Early this month the dozer crew's double shift was changed to a single shift as darkness interfered with the crew's efficiency.

MAINTENANCE

Grading snowtraps, surface blading, and culvert repairs were accomplished by our maintenance crews this month. An average lift of one foot was placed from the city limits to Fort Davis by contract, the processing and blading was by our own forces. This work will permit the wind to blow the snow clear from a large portion of this road thus reducing our winter maintenance.

The grade raise of the East Fork of the Solomon River on Route 0130 was finished through to the area of heaviest glaciaring. It had been planned to move the East Fork crew to Fox River to finish grading the hillside. Instead the Fox River work was deferred until next spring as the dredge at Council shut down early this year and will remain so until a new lease agreement can be worked out.

The basic difficulty seemed that approximately 70% of the gold was being lost along with the tailings requiring a change in the type of riffles or more favorable lease terms.

R630, Bur. of Public Roads  
E. 6 D, Gen Corr. + Related Recs, 1955-59  
Box 1127

Mr. E. H. Swick

October 9, 1957

- 3 -

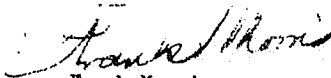
A small amount of work was required on Route 1510 near Innachak to stabilize a couple of soft areas over which the road passed.

Surface blading in the immediate area of Nome suffered badly this period when one of our graders broke down and was out of operation for almost four weeks. Before this breakdown surface blading was inadequate, this breakdown made it worse than ever.

GENERAL

1. Repairs to the Nome Depot are being accomplished prior to the coming of winter. This includes fixing all cracked and/or broken window panes, repairing the doors, sealing openings and other general maintenance work.
2. The equipment repair shop has been cleaned up and is now being painted inside. Painting and washing of the windows will not be completed until some time next month. This will do much to brighten the interior of the shop during the coming dark winter months.
3. Toward the end of the month Nome is looking forward to the arrival of the season's last boat, it is expected momentarily. Shortly after it has been unloaded and the winter's supplies trucked to Solomon we plan to remove the ferries from the water on Route 0130.

Very truly yours,



Frank Morris  
District Engineer

UNITED STATES  
 DEPARTMENT OF COMMERCE  
**BUREAU OF PUBLIC ROADS**  
 REGION 10  
 P. O. Box 219  
 Nome, Alaska

803

1	A	TO	
2		R.E.	<i>[initials]</i>
		A.R.E.	
		ADM.	
		OPER.	
		D.S.C.	
3			<i>[initials]</i>
4			<i>[initials]</i>
5			<i>[initials]</i>
			<i>[initials]</i>
6		M & R.	

*[Handwritten notes and dates]*

November 20, 1957

Mr. E. H. Swick  
 Regional Engineer  
 Bureau of Public Roads  
 Juneau, Alaska

Re: Situation Report for Period Ending  
 October 31, 1957

Dear Mr. Swick:

This month has seen the end of the construction season and the beginning of winter. Mild weather with temperatures higher than normal has prevailed most of this month and has perpetuated several local theories connected with the atomic bomb, shifting of the Japanese current, Sputnik, etc.

Official visitor to the Nome District this month was:

Mr. H. M. Pentecost  
 Planning Engineer  
 Territory of Alaska  
 Anchorage, Alaska

CONSTRUCTION

Project S-0130 (1) Bonanza Channel Bridge

The Bonanza Channel Bridge was completed and open for traffic on October 26, 1957. Inclement weather and difficulties with the Solomon Ferry caused considerable delay the last two weeks of construction.

Winds estimated at fifty miles an hour, surging water, and cakes of ice carried away the scaffolding several times before the pile bents could be sheathed and/or buried in the fill.

After one heavy blow, the Solomon Ferry was washed upon the partially completed approach fill and had to be relaunched. Two days later it sunk as a small hole had been poked thru the bottom either when the wind and the waves put it upon the fill or when it was put back in the water. Traffic was halted for a day and a half until the ferry could be refloated and repaired.

During the storm it was impossible to move the ferry clear of the bridge and the fill, as the ferry is captive to a cable stretched across the channel, and the bridge has been constructed as close to the path of the ferry as possible that erection could be accomplished without the use of false work.

The residents of Solomon welcomed the opening of this bridge to traffic with considerable enthusiasm particularly the ferryman who has been operating this ferry continuously for over twenty-five years.

Project S-0131 (1) Nome-Teller

The location survey from Nome to Teller, a distance of 70.9 miles this season, has had the field work completed this month. Notes and other field data have been brought to Nome, catalogued and are now being reduced preparatory to plotting.

Upon the completion of the field work all camp and survey equipment was moved back to Nome for inspection and repairs.

Project S-0141 (1) Nome-Kougarok Highway 97

1. By B. P. R. Forces

Grading and drainage structure installation completed for 1957 season.

2. By Contract

Completed.

Constructed activities on this project were not too seriously hampered by bad weather as the work is some distance back from the coast and behind a range of mountains. There was light snowfall which vanished after about a week when warmer weather arrived. At no time did the crews have to fight frost as is normal for this time of the year. When the construction crew was "pulled out" for the season the road was passable to Mile 60, all fuel dumps had been placed preparatory to next seasons construction work, and the camps moved to where they will be safe from winter glaciating by the Pilgrim River.

It has been reported that one of the local eskimo hunters has driven from Nome to Shelton, Mile 68, after the ice over the Pilgrim River was thick enough to hold his pickup. The last six miles to Shelton he traveled over a "cat" trail which had been constructed preparatory to moving the camp and fuel ahead.

MAINTENANCE

Maintenance activities were severally hampered this month by freezing weather followed by heavy rains which fell upon a partially thawed road. This trapped the water in the top two or three inches of surfacing making it unstable where marginal or submarginal material had been used. The surfacing then froze again before it dried sufficiently to blade and reshape.

Except for some spot graveling in the Solomon area maintenance work throughout this district comprised mostly of surface blading, some culvert repairs, and clearing of brush to prevent the formation of snow drifts this coming winter. Work was started on roadside clean up in the immediate vicinity of Nome this month but was soon discontinued as wind and sleet made working conditions uncomfortable.

The Safety Ferry was removed from the water November 1, 1957 for the winter months. This closed route FAS 130 beyond the Ferry.

GENERAL

1. Painting and cleaning the windows in the equipment repair shop was not completed this month as had been anticipated. The contractor with whom we had negotiated for this work was delayed by a fire partially destroying his home and having to make repairs before winter set in.
2. Our equipment that needed repairs has been moved into the Nome Depot this month that all repairs may be accomplished this coming winter.
3. Early this month the seasons last boat arrived and had considerable difficulty unloading as rough water and winds held up lightering operations for days at a time.
4. Work on the new Federal Building has progressed to the point where it's now closed in sufficiently for the crew to continue working on the interior this coming winter. They plan to finish the remaining outside work such as flashing, sidewalks and grading next season.
5. Work on the new ACS building halted shortly after the footings had been poured and the wall forms had been erected.
6. M-K Company has contracted to maintain the road to the Anvil Mountain White Alice Site for Federal Electric. A D-8 bulldozer and a grader were flown to Nome by the Air Force for this



Mr. E. H. Swick

4

November 20, 1957

work. Already local M-K employees are complaining of the contract conditions that were misunderstood at bidding time. This is hard to imagine of an organization with the experience and background of M-K - the pattern leading to claims is an interesting subject.

Yours very truly,

A handwritten signature in cursive script that reads "Frank Morris". The signature is written in dark ink and is positioned above the typed name and title.

Frank Morris  
District Engineer

8561

UNITED STATES DEPARTMENT OF COMMERCE <b>BUREAU OF PUBLIC ROADS</b> REGION 10											
Dist. Engr.	Asst. Dist. Eng.	Adm. Officer	Asst. Adm. Off.	Ops. Engr.	Const. Engr.	Accounting	Payroll	Personnel	F. Engr.	S. Engr.	M. Engr.

P.O. Box 219  
Nome, Alaska  
August 6, 1958



Mr. H. W. Johansen  
Division Engineer  
Bureau of Public Roads  
Fairbanks, Alaska

Re: Situation Report for Month of  
July 1958

Dear Mr. Johansen:

The second ship north has arrived and has been unloaded. Steel for Pilgrim River bridge arrived on this load, together with a flatbed truck and a 3/4 ton Chevrolet. Freight amounted to 42 1/2 tons.

I	A	TO	INT
		RE.	
		ARE	
		ADM.	
3			
4		WP	
6			

CONSTRUCTION

Project S-0130(1) Bonanza Channel Bridge

Embankment for approaches being made. Riprap rock being placed on the toe of the embankment and additional rock blasted for use about the center pier.

Project S-0130(2) Nome Airport - Preliminary Engineering

No work this period.

Project DS-0130(3) Nome Airport - FAS Construction

No work this period.

Project S-0131(1) Nome-Teller Design

Two men full time plotting plan-profile sheets. Sheets for the area between Snake and Penny River bridges submitted to Fairbanks Division for design.

Project S-0131(2) Nome-Penny River Ditching

Design referred to Fairbanks.

Project S-0141(2) Nome-Kougarok Force Account

Advance ditching and grading crew moved camp from Cottonwood to Shelton and started work from the Kuzitrin River backwards towards the beginning of the project. Borrow area stripped.

Bridge crew completed a temporary bridge across the Pilgrim at Cottonwood and started driving piling for the permanent bridge.

The cat and can grading crews together with the culvert crew installed two ten foot culverts in Crater Creek (Mile 43) and a one six foot culvert in Golden Gate Creek eliminating two fords. Embankment over the culverts at Crater Creek completed. Culvert crew of three men full time on new culverts.

Cat and cans started on the overlay of the two one mile sections left incomplete last year, beginning at about Mile 54.

Project S-0141(3) Nome Dexter Relocation Survey

Field work completed except for bridge site survey of Nome River.

Project DS-0141(4) Nome-Kougarok Contract

Contractor working from Cottonwood camp. Negotiations under way to sub a second operation from the Kuzitrin back towards Cottonwood.

MAINTENANCE

Routine grading operations north on Route 141 to Mile 54 and east on Route 130 to Shovel Creek.

Summer maintenance camp at Golden Gate (Mile 55) completed including a successful well.

Gravel lift made on Route 131 from Manilla Creek to Bonanza Bridge completed in preparation of heavy hauling of rock to Bonanza Bridge.

Safety Ferry in operation. Traffic count for the week July 27th to August 2nd inclusive.

84	Pickups
58	Automobiles
526	Passengers

Mr. H. W. Johansen

3

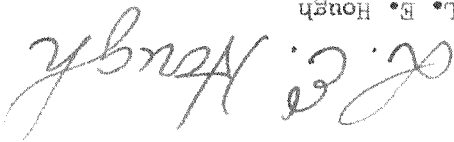
August 6, 1958

GENERAL

Official visitors:

- A. J. Marshall Region 10
- R. L. Pourtrey Region 10
- Harvey W. Dunham Division - Design
- H. B. Gunderson Division - Administrative
- John E. Savelle Division - Equipment
- Frank Morris Division - Construction & Maintenance

Yours very truly,



I. E. Hough  
District Engineer