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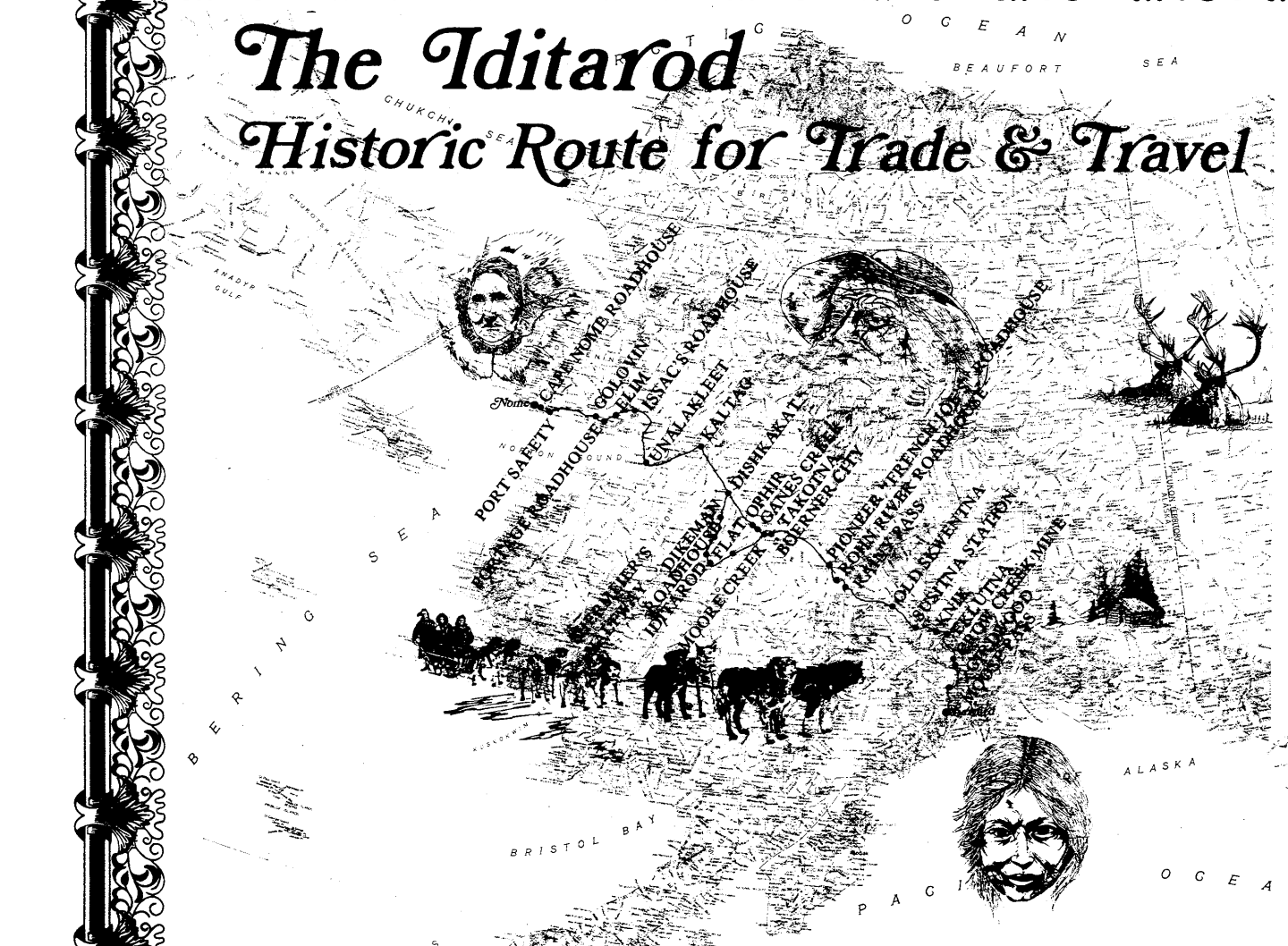
The Iditarod National Historic Trail

Seward to Nome Route

A Comprehensive *M*anagement Plan

U.S. Department of the Interior
Bureau of Land Management
1986

The Iditarod
Historic Route for Trade & Travel



Map 1

The Iditarod Trail consisted of a 938-mile main trail and numerous branch or connecting trails for a total of some 2,264 miles. The main trail connected the ice-free port of Seward with the mining and trade center of Nome, an ice-locked port from October to June. The branch or connecting trails tapped three major Alaskan mining regions--the Cook Inlet Country, the Inland Empire (between Iditarod and Ruby), and the Seward Peninsula.

Between 1908, when the U.S. Army's Alaska Road Commission blazed the main trail, and the 1930's, the Iditarod Trail served as one of the three main cross-Alaska land routes. Used primarily during the winter, travelers crossed the trail by dogsled, snowshoe, and in a few segments, bobsled. Roadhouses and shelter cabins were built approximately every twenty miles, a convenient day's journey apart, and served the mushers between settlements. The decline of mining after World War I and the introduction of the airplane for mail and freight service caused the decrease of trail use. Today, trappers, hunters, Natives, and dogsledders continue to use portions of the trail.

Seward to Nome at the turn of the century

The Iditarod National Historic Trail

Seward to Nome Route

A Comprehensive *M*anagement Plan

March 1986

Prepared By:

Bureau of Land Management
Anchorage District Office
Anchorage, Alaska

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INTRODUCTION

IDITAROD is a magical word not only in Alaska, but also in the Nation and in many other parts of the world. It is a word that raises different images and emotions in different people. To the oldest Alaskan Natives, it recalls the approximate name of a 19th century Athabaskan Indian village on a small river now also called Iditarod. To "Sourdoughs" and others familiar with the State's history, IDITAROD refers to the now-abandoned Gold Rush town of the 1910's and its associated mining district in Southcentral Alaska. More technically, to the historian, IDITAROD refers to the 1910 Seward-to-Nome mail trail surveyed by the U.S. Army's Alaska Road Commission. Yet today the name IDITAROD, above all in National and International recognition, symbolizes the dramatic, long distance sled dog race between Anchorage and Nome held each March since 1973.

In November of 1978, IDITAROD took on still another meaning when the National Trails System Act was amended. At the urging of the public, Congress created a new category of National Trails when the Lewis and Clark, the Oregon, the Mormon-Pioneer, and the Iditarod were designated as National Historic Trails.

The IDITAROD NATIONAL HISTORIC TRAIL (Iditarod NHT) is composed of the federally administered areas of the Gold Rush Trail network which connect Seward in southern Alaska with Nome in northwestern Alaska via the Iditarod Mining District. The 938-mile Trail, commonly known as the "Iditarod Trail" during the Iditarod Gold Rush of the 1910's, was formally constructed by the Alaska Road Commission under the direction of Walter L. Goodwin during 1910-11. This constitutes the Iditarod NHT's "Primary Route." Yet branching from this primary route are hundreds of miles of land and water based routes and trails. They were important not only during the 1910's, but also during the entire Gold Rush Period in Interior Alaska from the 1880's into the 1920's, with some based on even earlier Indian trails. In addition to the trails used during this period, other routes used yearly in the IDITAROD TRAIL SLED DOG RACE are also part of this Trail system. Collectively, these trail segments and associated historic sites make up what is referred to as the IDITAROD NATIONAL HISTORIC TRAIL SYSTEM.

Though the IDITAROD NATIONAL HISTORIC TRAIL SYSTEM currently includes only the federally administered portions of the Gold Rush trail system, the remainder of the network will be recognized officially as components of the National Trails System once cooperative agreements between the Secretary of the Interior and the non-federal land managers are executed.

This Comprehensive Management Plan, as mandated by Congress, represents the cooperative efforts of the Bureau of Land Management, the Forest Service, the Fish and Wildlife Service, the National Park Service, the State of Alaska, the Iditarod National Historic Trail Advisory Council, various local governments, Native corporations, and interest groups, as well as hundreds of individuals. Together, these agencies, groups, and individuals have proposed a cooperative management philosophy.

This management philosophy, which is based on the spirit of cooperation and on formal agreements, seems particularly appropriate for Alaska. The entire Trail system would be managed as a unit by a coalition of volunteer Trail organizations in partnership with the local land managers who are ultimately responsible for the various segments of the Trail. The intent of this plan is for the Federal Government to initiate cooperative management of the Iditarod NHT, so that eventually the State of Alaska and a coalition of

volunteer organizations may assume the major portion of the management responsibility for the Trail system.

The IDITAROD NATIONAL HISTORIC TRAIL is unique in Alaskan and American history. It represents the last vestiges of a truly remote and wild trail system which today remains much the same as it was 75 years ago. We trust that as stewards of this remarkable nonrenewable resource, we will work cooperatively to preserve a prominent part of America's past for future generations who will treasure this resource as much as or more than we do today.

Archeologists for the Bureau of Land Management, examine the remains of an old dog barn near Pioneer Roadhouse, Mile 330 on the Iditarod Trail.

I. PROJECT BACKGROUND

Project Background

A. National Trails System Act

The National Trails System Act, Public Law 90-543, was approved on October 2, 1968. This Act states:

> In order to provide for the ever increasing outdoor recreation needs of an expanding population and in order to promote public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within established scenic areas more remotely located.

The original Act instituted a national system of recreation and scenic trails, designated the Appalachian and Pacific Crest Trails as the initial components of the National Scenic Trail System, and prescribed methods by which, and standards according to which, additional components may be added to the system. The Act directed that 14 specified routes would be studied for the purpose of determining the possibility and desirability of designating each as a national scenic trail. One route named for study was the "Gold Rush Trails in Alaska." No further identification of the route was included in the original Act.

B. Alaska Gold Rush Trails Study

The primary task of the Alaska Gold Rush Study Team, formed in September 1973, was to determine specific trails that should be studied as a basis of appropriate proposals for additional national scenic trails. The study team, chaired by the Bureau of Outdoor Recreation, was made up of various Federal, State, and local government representatives.

In September 1977, the study team made its recommendations to the President and to Congress in The Iditarod Trail (Seward-to-Nome Route) and Other Gold Rush Trails. The team recommended that the 2,037-mile Iditarod Trail system be included in the National Trails System and designated as a National Historic Trail.

C. Iditarod Trail Sled Dog Race

In March of 1973, the Iditarod Trail Committee staged the first IDITAROD TRAIL SLED DOG RACE between Anchorage and Nome. Twenty-two mushers successfully retraced the steps of men and dogs from over 50 years earlier by traveling overland to Nome. The event that year captured the imagination of many Alaskans. In the years to follow, interest in the event would spread to many parts of the world as mushers from many different countries began to enter the competition. Billed as a 1,049-mile race each year, it actually exceeds that distance, as well as alternates between a southern and a northern race route.

Some variation of the northern race route has been used by the Iditarod Race Committee in 1973, 1974, 1975, 1976, 1978, 1980, 1982, 1984, and 1986. This race route generally follows Trail segments identified on the Iditarod NHT system.

Some variation of the southern race route has been used in the Iditarod Sled Dog Race in each odd-numbered year between 1977 and 1985. This race route generally follows Trail segments identified on the Iditarod NHT system, with two exceptions. Normally the southern race route leads from the town of Iditarod to the villages of Shageluk, Anvik, and Grayling, and then follows the Yukon River to the village of Kaltag. (This portion of the southern race route, though not originally listed in the Alaska Gold Rush Trails Study Report as a potential addition to the Trail system, is certainly eligible for inclusion into the National Trail System and should be added at some later date.) In 1981, the Iditarod

Trail Committee ran the event through the Anvik River and Chirosky River drainages, thereby bypassing the Yukon River and the village of Kaltag.

Without a doubt, the excitement and success of the annual Iditarod Sled Dog Race and the organization of people behind that race helped the once-abandoned Iditarod Trail attain national recognition and National Trail status.

D. National Historic Trails

The Seward-Nome Route became one of the first National Historic Trails selected when Public Law 95-625 (The National Parks and Recreation Act) was signed by the President on November 10, 1978. This Act, amending the National Trails System Act, provided for and specifically named the Iditarod as a National Historic Trail. It mandated the following actions:

1) The Iditarod NHT shall be administered by the Secretary of the Interior.

2) The Secretary of the Interior shall submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a "comprehensive plan" for the management and use of the Trail. The comprehensive plan shall include, but not be limited to:

-- The identification of the historic Trail system and side and connecting trails.

-- The identification of all significant natural, historic, and cultural resources to be preserved.

-- Specific objectives and practices to be observed in the management of the Trail.

-- Details of any anticipated cooperative agreements to be consummated.

-- Procedures for establishing a uniform marker, marking the Trail, and providing markers to cooperating agencies.

-- Identifying access needs to the Trail where appropriate and identifying acquisition needs for significant sites or segments.

3) An Advisory Council be formed with the following members to be included:

-- A member of each Federal or independent agency administering land through which the Trail route passes.

-- A member to represent the State, appointed by the Governor.

-- One or more members appointed to represent private organizations and individual landowners or land users who have an established and recognized interest in the Trail.

4) The Secretary shall select necessary rights-of-way for the Trail after obtaining advice and assistance of the State of Alaska, local governments, private organizations, and landowners and land users concerned.

5) Maps of the Iditarod NHT shall be kept on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C.

The National Trails System Act specifically authorized and designated "The Iditarod National Historic Trail" as the "route of approximately two thousand miles extending from Seward, Alaska to Nome, Alaska . . ., following the routes as depicted on maps identified as 'Seward-Nome Trail'" in the Bureau of Outdoor Recreation's September 1977 study report. The route is actually a trail system made up of a primary trail route connecting Seward and Nome, and over

thirteen hundred miles of other trails which connect the Alaska Road Commission's Seward-to-Nome Route with gold strikes, communities, and access points.

E. Comprehensive Management Plan

The Secretary of the Interior delegated the responsibility of preparing a comprehensive management plan for the Iditarod NHT to the Bureau of Land Management. This responsibility was eventually assigned to the Anchorage District Office of the Bureau.

The project team, which was assembled between June 1979 and September 1981, consisted of a project leader, outdoor recreation planner, historians, historic architect, project assistants, archeologists, and landscape architects. A writer/editor, graphic artists, realty specialists, public affairs specialists and others also gave invaluable assistance. The project team was also assisted by other Federal, State, and local government representatives and private individuals in historical research and in preparation of a September 1981 Draft Comprehensive Management Plan.

The project team, disbanded after completion of the Draft Comprehensive Management Plan, accomplished various tasks during their assignment.

-- Field inventories were conducted during 1980 and 1981 to locate and evaluate historical sites and segments.

-- State and Federal records and private collections throughout the United States and Canada were researched for Iditarod-related documents, photographs and maps. Maps and photographs collected were cataloged.

-- Site information files were established to compile known information on each historic site and segment which were indexed to the Alaska Historical Resources Survey (AHRS) system as maintained by the State of Alaska.

-- Maps at the 1:63,360 scale depicting historic site and Iditarod Trail segment locations were produced by the project staff.

-- Informal conversations as well as formal oral history interviews with people who recollect the days of the Iditarod Trail were recorded, annotated, and contributed to the Alaska State Historical Library in Juneau.

-- An extensive public involvement program designed to inform and involve citizens in the planning process was carried out.

-- A Draft Comprehensive Management Plan was prepared for transmittal to the Secretary of the Interior.

-- A document entitled Resource Inventories was completed. This document summarized the recommendations of the individual resource specialists as of September 1981. (Copies of Resource Inventories are available from the Anchorage District Office, Bureau of Land Management.)

In August 1984 the Anchorage District was directed to revise the Comprehensive Management Plan for the Iditarod NHT. This revision was necessary primarily because of budget and organizational implications found in the 1981 draft plan.

F. Advisory Council

On January 14, 1981, the Secretary of the Interior officially appointed a twenty-member Advisory Council to assist the Bureau of Land Management in the formulation of the Comprehensive Management Plan. The original Advisory Council, appointed for a two-year term, met on March 6,

1981, and May 7-8, 1981. It reviewed the BLM's management proposal and approved the recommendations and management approach contained within the draft document. The membership of the original Advisory Council is shown in Appendix 1. Minutes of Advisory Council meetings are on file at the Anchorage District Office, Bureau of Land Management.

The Advisory Council will be reinstated once the expired charter is replaced with a new charter signed by the Secretary. The main objective of the new Advisory Council will be to advise the Secretary and all Iditarod NHT managers and cooperators in the implementation of this comprehensive management plan.

G. Management Goals

> "National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment" (Section 3(c), National Trails System Act, as amended).

The primary goal of this comprehensive plan is to establish a common guide which will be used to promote the preservation, enjoyment, use, and appreciation of the historic route of the Iditarod Trail. This plan identifies the trails and sites making up the historic Trail system and recommends non-binding possible management actions for protecting significant segments, historic remnants, and artifacts for public use and enjoyment.

In addition, the plan identifies the opportunities for outdoor recreation and public enjoyment which are compatible with the integrity of the historic route and are not destructive to the cultural and natural resources associated with the Iditarod Trail.

This comprehensive management plan proposes a cooperative management system for the Iditarod NHT which is based on a PARTNERSHIP of: 1) the Federal land managers already responsible for sections of the NHT; 2) State, local, and private landowners/managers who have entered into cooperative agreements supporting the historic Trail management concept; and, 3) the Trail management organization(s), who will accept major responsibilities for carrying out on-the-ground work on the Trail. The Bureau of Land Management will be responsible for the COORDINATION of efforts of all Trail partners.

H. Management Objectives

Components of the Iditarod NHT should be managed by the respective land managers or owners in a manner consistent with the intent of the enabling legislation so as to achieve the following broad, long term objectives:

1) The Iditarod NHT should be managed under a cooperative agreement system, involving Federal agencies, the State of Alaska, local governments, private Trail organizations, and an Advisory Council, using the Comprehensive Management Plan as a common guide.

2) Encourage and assist the "Iditarod Trail Blazers" a coalition of Trail organizations and interest groups, to participate as a working partner in the management of the Iditarod NHT.

3) On behalf of the Secretary of the Interior, use the Bureau of Land Management's Anchorage District Office as liaison for Iditarod NHT matters.

4) Utilize the Iditarod NHT Advisory Council for consultation with respect to matters related to the Trail.

5) In order to increase public use and enjoyment, all Trail segments identified for active management should be managed to protect and interpret their historic values, and should be identified by the placement of uniform markers.

6) Public use of Trail segments should be encouraged, protected, and managed to the extent that such use does not

impact the historic values of the Iditarod NHT. Rights-of-way, easements, management corridors, cooperative agreements, and access improvements will all be used to meet this objective.

7) Non-federal sites and segments should be included in the Iditarod NHT through cooperative agreements as soon as possible.

8) A full range of publications, maps, and other materials interpreting the Trail and the component sites and segments should be made available to the public in order to increase public appreciation and understanding of the Iditarod NHT system. This information and education program should be a cooperative effort of Trail managers and volunteer groups.

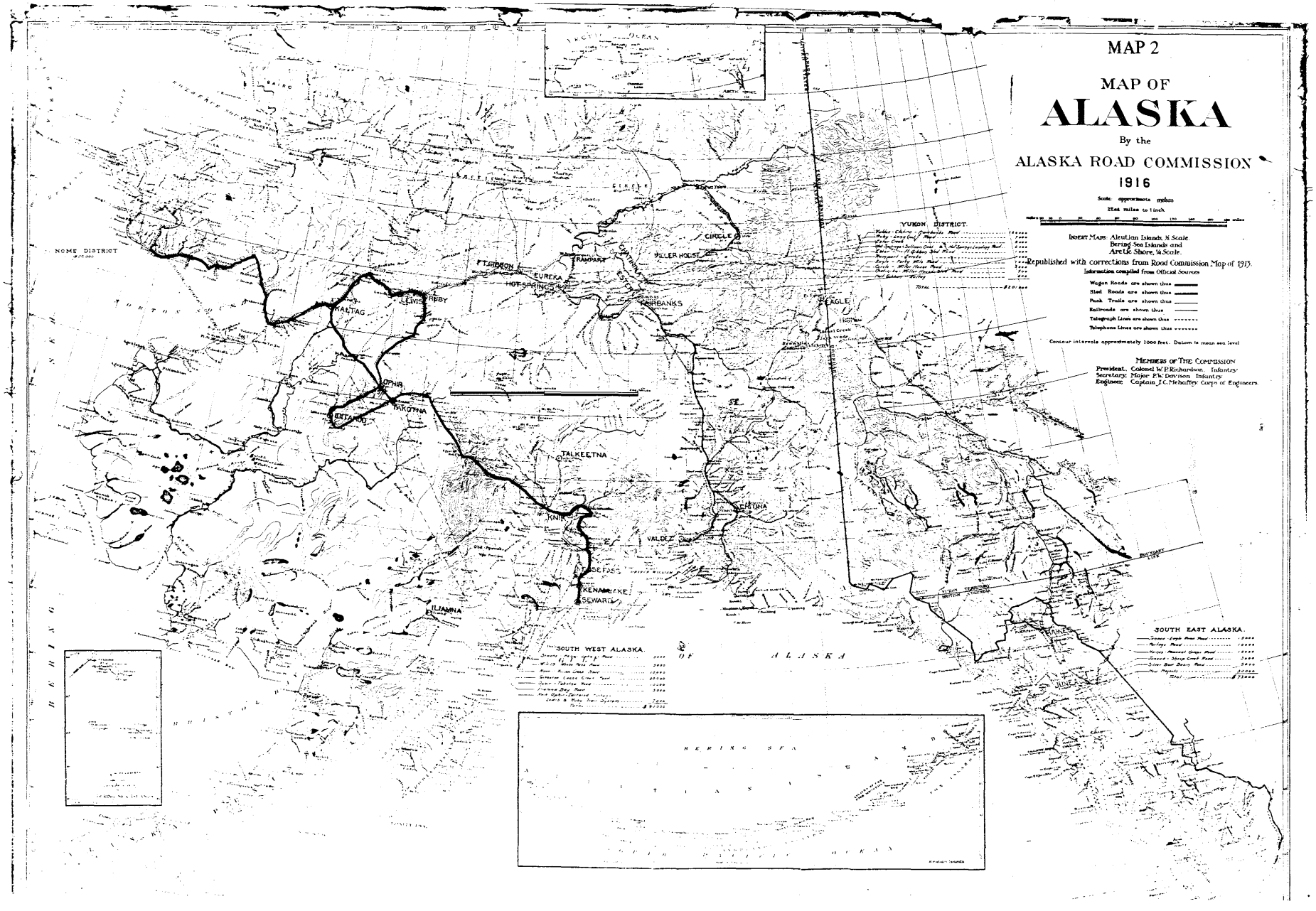
9) Certain segments and all historic sites identified in Appendix 5 should be further evaluated for possible nomination to the National Register of Historic Places. This should be done prior to making any binding management decisions which eventually may include various degrees of protection, interpretation, and recordation of their historic values. It is recommended that Level 1 and 2 sites be given the highest priority. Detailed management and use plans for accomplishing this objective should be prepared by the appropriate land management agency.

10) Nominations to the National Register of Historic Places should be by a thematic group format submission. If not possible, then each managing agency should consider undertaking site-specific nominations of the site recommended.

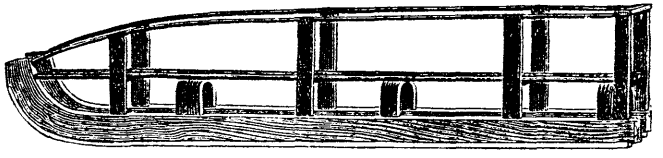
"Mush! Husky and malamute! Keep to the trail!
They're depending on us, for the government mail!"

THE MAIL
Council City News
December 17, 1904

U.S. mail team near Nome


MAP 2
MAP OF
ALASKA
By the
ALASKA ROAD COMMISSION
1916
Scale approximate
Inset Maps: Aleutian Islands, ½ Scale.
Bering Sea Islands and
Arctic Shore, ¼ Scale.
Republished with corrections from Road Commission Map of 1913.
Information compiled from Official Sources
Wagon Roads are shown thus
Sled Roads are shown thus
Pack Trails are shown thus
Railroads are shown thus
Telegraph Lines are shown thus
Telephone Lines are shown thus
Contour intervals approximately 1000 feet. Datum is mean sea level
Members of The Commission
President. Colonel W. P. Richardson. Infantry
Secretary. Major P. W. Davison. Infantry
Engineer. Captain J. C. Mehaffey Corps of Engineers.
NOME DISTRICT
YUKON DISTRICT
SOUTH WEST ALASKA.
SOUTH EAST ALASKA.
BERING SEA
CIRCLE
MILLER HOUSE
RAMPART
FT. GIBBON
EUREKA
HOT SPRINGS
FAIRBANKS
EAGLE
KALTAG
LEWIS
RUBY
OPHIR
IDITAROD
YAKOTNA
TALKEETNA
KNIK
VALDEZ
CHITINA
SEWARD
ILIAMNA
JUNEAU
BAINES
OF ALASKA

Historic Overview



Innuit sled of Norton Sound

"If you love the grandeur of nature--its canyons, its mountains and its mightiness, and love to feel the thrill of their presence--then take the trip by all means; you will not be disappointed. But if you wish to travel on 'flowery beds of ease' and wish to snooze and dream that you are a special product of higher civilization too finely adjusted for this more strenuous life, then don't. But may God pity you, for you will lose one thing worth living for if you have the opportunity to make this trip and fail to do so."

C. K. Snow
At the End of the Trail
Seward, February 15, 1919

The Iditarod Trail, a symbol of frontier travel and once main artery of Alaska's winter commerce, served a string of mining camps, trading posts, and other settlements founded between 1880 and 1920, during Alaska's Gold Rush Era. The Alaska Gold Rush was an extension of the Western mining frontier that dates from the California gold discovery in 1848. In each new territory, gold strikes had caused a surge in population, the establishment of a territorial government, and the development of a transportation system linking the goldfields with the rest of the nation. Alaska, too, followed through these stages. With the increase in gold production, the non-Native population boomed from a recorded 430 in 1880 to some 36,400 in 1910. In 1912 President Taft signed the act creating the Territory of Alaska. At that time, transportation systems included steamship and steamboat lines, railroads, and four major cross-country dogsled winter trails. Of the latter, the longest ran from Seward to Nome, and was called the Iditarod.

The Iditarod Trail was developed as a response to gold rush era needs. Its antecedents were the Native trails of the Tanaina and Ingalik Indians and the Inupiaq and Yupik Eskimos. They knew the route and had developed winter modes of travel--the dogsled and snowshoe. The peaceful collaboration of Native groups with the newcomers made settlement easier.

Our stereotyped image of the parka-clad musher behind a sled and string of dogs reflects a mixture of Native technology and European adaptations. The Native sled was built to carry all the owner's possessions from camp to camp or from camp to village. The owner ran in front, guiding his dog team along unimproved trail. The Russian, Lt. Zagoskin, wrote in the 1840's that the Russians introduced the method of harnessing the dogs single file or in pairs in front of the

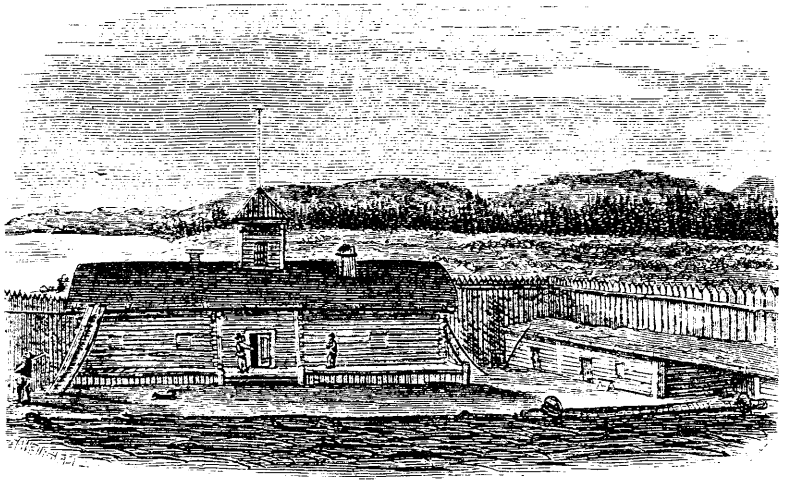
Dogsledding the Kaltag Portage, 1866

sled. The Russians also introduced the lead dog or "leader" --the best trained dog that kept the others in line and recognized voice commands for direction. During the Russian era, guide-poles and later handlebars were attached to the rear of the sled to direct, push, and balance the weight.

The Russians also developed parts of the later Iditarod Trail as a route of supply and provision for fur trading posts. The Russian American Company sent fur trading expeditions across the Kaltag Portage to Nulato on the Yukon River, along a section built later as part of the Iditarod Trail. When the American fur trading companies took over the Russian posts (after 1867), they continued using the Kaltag Portage and extended it as part of the Yukon River Trail, linking fur trading posts into Canada. From there came French-Canadian traders and trappers, along with their voice commands for dogsledding: Americanized as gee for ye (go right), haw for cha (go left), and mush for marche (go ahead). Thus, the mode of travel and an emerging pattern of transportation were developed, aiding the movement north by the time of the first gold strikes.

Alaska's gold rushes occurred after the other Western states had passed beyond their frontier mining eras. As those frontiers closed, parties ventured north to prospect, to trap, to trade. These freebooters came north from the industrializing mines of Montana, the Black Hills, from the deserts of Arizona and the mountains of Colorado--each in search of an Eldorado or enough of a grubstake to continue his itinerant lifestyle. These were miners after the California fashion, who had moved up the Pacific coast with the series of strikes: into the Cassiar, then into Juneau, and, during the 1880's, some crossed into the Yukon. There the particular conditions of geography and the Arctic climate changed the familiar patterns of the mining west. Dogs and sleds replaced the burro, sourdough replaced johnny cakes, and cigars (with their mosquito deterrent) replaced the plug and chew.

The first mining area to develop along the future route of the Iditarod Trail was the Cook Inlet country. The glacial Kenai



Nulato

and Chugach ranges cut along the Inlet's eastern shores creating numerous bays and arms. In a few of the streams pouring into the ocean, gold had been deposited into rich pockets. Russians and early trader/prospectors found traces of gold, but the first major find did not occur until the 1890's. In 1891, Al King, a veteran prospector from the interior, working with gold pan and rocker, located gold on Resurrection Creek, a steep-graded stream flowing north into Turnagain Arm. A secretive sort, King kept his find quiet until 1893. That year the prospectors and traders followed the usual practice of establishing a mining district, creating rules for claim ownership, and electing a recorder.

The Turnagain Arm Mining District boomed in 1895-1896. News of rich finds on the tributaries of the Six-Mile, Resurrection, and Glacier Creeks drew a reported 3,000 people into Turnagain Arm. Most arrived by steamship or sailing vessel, precariously navigating the treacherous tides of the Arm in order to dock at the log cabin communities of Hope and Sunrise. Several hundred other miners took the Portage Glacier route. Steamers from Juneau and Sitka

Knik, Alaska - Sign for Cottonwood Roadhouse

unloaded their passengers in winter at Portage Bay, where the miners had a 15-mile trek across a glacier, the frozen Placer River, and the frozen Arm to Sunrise. Here miners were introduced to the hardships of Alaska winter travel; some froze on the glacier, others starved while lost in "white-outs," and a few drowned in the Arm.

During the 1890's, Sunrise, Hope, and scattered trading posts at Resurrection Bay, Knik Arm, and the Susitna River were connected by roughly blazed trails. Miners and merchants combined to build a wagon road from Sunrise up Six-Mile Creek along the mining claims.

Like their counterparts on the Yukon, miners in Southcentral Alaska were adapting to the northern climate. Prospecting followed the cycle of seasons. In the fall, after freeze-up, they hooked up their dogs and pulled their Yukon sleds loaded with a year or two of supplies up the Kenai, Susitna, Knik, or other rivers, then established camp at a promising location and spent the winter thawing ground and digging gravel. At spring break-up, with plenty of water, they sluiced the hoped-for gold from pay dirt. At season's end they built rafts or poling boats and floated back downstream to the trading posts or towns. In this way, the land was prospected. As goldfields were found to the north in the Talkeetna Mountains and the Yentna River drainage, the network of trails was extended.

The greatest impetus to Alaska mining occurred, not in Alaska, but in the Canadian Klondike goldfields. After gold was discovered there in 1896, the stampede in 1897-1898 brought an estimated 50,000 souls to the north. Many never reached the Klondike, but flowed over into the Cook Inlet country, the American Yukon River, and elsewhere.

During the summer of 1898, on the shores of the Bering Sea, a handful of inexperienced prospectors happened upon the gold of Anvil Creek. On September 20, 1898, Jafet Lindeberg, Eric Lindblom, and John Byrneson, the three "Lucky Swedes," staked the richest creekbeds of the Cape Nome goldfields.

THE ALASKA FREIGHT SLED.

THE ONLY ONE ON THE MARKET.

The above illustration is a correct reproduction of the only ALASKA **FREIGHT** SLED on the market. This is made from a pattern furnished by the gentleman who took the United States census in Alaska, and is a reproduction of the one that he used in traveling thousands of miles when taking the census, and in which he carried his outfit and provisions.

The sled is **much larger** and **stronger** than the "Yukon Miner's" sled. It is made entirely of oak, and at the joints, instead of being riveted, it is mortised and lashed **with rawhide** so that there is not the same liability of breakage as there would be if bolted together. The top hamper is made of oak interlaced with rawhide and tarred marline.

This sled is not an experiment. It is the kind the natives use, and will be found invaluable for transporting all kinds of merchandise. It is intended to be used for a dog team or to be hauled by hand. The weight is approximately 75 pounds. Its carrying capacity varies from 1,000 to 1,500 pounds, according to the material transported. We are the only manufacturers of this kind of sled. Price is $30 each.

BAKER & HAMILTON, San Francisco.

AITCHISON & LAWRENCE.

Kaltag General Store

ROADHOUSE AND SALOON IN CONNECTION

Stables for Dogs—Lots of Salmon

The only Government Trail to Iditarod and Innoko, and Shortest Starts from "Kaltag."

Post Office, Nome

Knik Pier, Cook Inlet, 1898

Nome became an instant city. Word of gold discoveries in the beach sands caused one of the West's and Alaska's largest stampedes. By the summer of 1900, an estimated 20,000 to 30,000 people arrived by steamer to dig the golden sands of Nome. Miners' tents spread for miles along the Bering Sea coast, and inland hydraulic plants were introduced to wash away gravel. Nome also gained national notoriety for its violence and its corrupt Federal officials, who were later exposed and imprisoned. These events were immortalized by the novels of Rex Beach.

From October to June, the Bering Sea froze, isolating the people of Nome who had missed the last boat "Outside." In order to break down this isolation, the people focused their concern on wintertime ties to the rest of the nation. A telegraph system was constructed from Valdez across Alaska to Nome. Trails were cleared to bring in needed supplies and the mail.

Between 1898 and 1908, four routes were used connecting ice-free ports with Nome. The first ran from Skagway to Dawson, Yukon Territory, then down the Yukon River to the Bering Sea coast and Nome. This 2,000-mile route, though used by express companies and the mail, was considered unsatisfactory because of its great distance and because it crossed Canadian territory. The search for an "All-American route" and the demand for a shorter haul to Nome brought into existence two aborted routes--the Valdez to Eagle Trail and the Iliamna Route. Each proved uneconomical. After the gold rush to Fairbanks in 1903, the Valdez route became feasible via Fairbanks and the Yukon River Trail. By 1904-1905, all winter mail bound for Nome went by way of Valdez and Fairbanks.

Wintertime travelers to Nome, however,still believed the shortest route to Nome would be via the Cook Inlet country. Railroad promoters had already begun construction of the ill-fated Alaska Central Railway north from Seward. In 1907, because of the development of Seward on the Resurrection Bay and recent gold discoveries in the Innoko District, the Army's Alaska Road Commission took action.

A winter camp

Sinking of a shaft near Iditarod

Major Wilds Richardson ordered Walter Goodwin and a crew of three to blaze a route from Seward through the Cook Inlet country and beyond to Nome. From January to April 1908, Goodwin blazed the Iditarod Trail. In a report to Richardson, he concluded that the 800-mile proposed trunkline would be feasible only if mines of value were developed, attracting additional traffic. Unknown to Goodwin, two prospectors, John Beaton and William Dikeman, had penetrated the virgin territory and uncovered paydirt in the area that soon would become the Iditarod Mining District.

The Iditarod was Alaska's last major gold rush. It was the most productive strike in a vast area, loosely termed the Inland Empire, spreading from Ruby on the Yukon River, south along the Kuskokwim Mountains into the drainages of the Innoko and Upper Kuskokwim Rivers. Prospectors had visited the area since the 1880's, and minor stampedes had occurred up to 1907 with strikes on Ganes Creek and near Ophir. The rush to Iditarod and Ruby, between 1910 and 1912, set 10,000 stampeders in motion, while each community reached peak populations of 3,000. Within two decades, $30 million worth of gold was dug from these goldfields.

Whereas Nome and the Cook Inlet country were easily accessible by ocean steamers, interior camps in the Inland Empire (the Iditarod, Innoko, and Ruby districts) were isolated. Stampeders bound for the mines took steamships to tidewater, then steamboats for as far as 1,000 miles up the meandering rivers--the Yukon, Innoko, or Kuskokwim. The majority of passenger and freight traffic used the river system from May to October. Freeze-up shifted traffic to the trails.

Trails developed in the Inland Empire in direct response to gold discoveries. Prospectors took the natural land routes or Native routes to the Innoko mines in 1906 and 1907 and were followed the next year by Goodwin. Goodwin's blazed and cleared Seward-to-Nome winter trail became the main winter access route to the Iditarod district. A loop trail left the main trail at Takotna and followed the creeks to the town of Iditarod, and from there north through to Dikeman to

Sluicing paydirt near Nome

Fairbanks Weekly Times

FAIRBANKS, ALASKA, THURSDAY, FEBRUARY 26, 1920. (From Sunday's Daily.)

RICH PAY STRUCK IN THE IDITAROD

Flat Creek Has Been Opened Up for Three Miles and Shows a Paystreak that Averages Five Cents to the Pan---All Shallow Ground.

TILLMAN WILL NEVER BE ABLE TO TALK AGAIN

South Carolina Senat
Helpless Condition
Never Recover His
Health.

ENTIRE RIGHT SIDE
HAS BEEN PAR

Doubtful if the Disti
Patient Will Surviv

TELEGRAM TO JEROME CHUTE.

NULATO, Feb. 19.—Flat creek opened up for three miles and a half. Shows $2 to $5 to the square foot. Width of pay has not been determined, but in some places shown to be 150 feet wide. Creek runs 14 to 16 feet to bedrock, two feet of muck and 8 to 12 feet of gravel that averages 5 cents to the pan.

A. B. FERGUSON.

BEGIN HEARING OVER LOSS OF THE FARALLON

OVER THREE HUNDRED STAMPEDERS LEAVE

Steamers Tanana, Delta, Tana and Dusty Diamond Pull Out for New Diggings, Crowded With Passengers Amid Cheering of Those Left Behind.

With practically the entire camp turned out to big them Godspeed on their journey to the new diggings, in spite of at bitterly cold wind, more than three hundred Argonauts pulled out from town last night on the steamers Tanana, Delta, Tana and Dusty Diamond. It was the biggest exodus that the camp has ever seen and none of the usual accompaniments of the wild stampede were missing. Along the waterfront for the past week has been stacked a collection of goods and chattels destined for use in the new camp comprising everything from bird cages to fifty-horsepower boilers.

The Tanana was the first to pull out and her decks were black with passengers when the cast-off whistle sounded at about 11:30. Front street was packed and a great cheer went up wher
barges at the shipy

The Tanana ha
similar signals were
boats slipped their
utes after midnight

On the Tanana
were later transferr
52 and the Dusty D
Chena by the Tana
took some few hea
mond being particu
around a cage on t

On the Tanana

ANOTHER SHOOTING AFFAIR IN IDITAROD

Jack Sheedy Fires Five Shots Into William Fowler's Cabin on Otter Creek in an Attempt to Kill William Malott.

ril 11.—The killing of three persons in a small cabin on Otter creek was
d only by the bad aim of the person intent on doing the killing. On or
the month, Jack Sheedy fired five shots into William Fowler's cabin on Ot
se of killing William Malott. There were three persons in the shack at the
rs. Fowler, and that all of them escaped scathless appears to have been a
stopped shooting only when he had emptied his rifle, and he was prevented
s attempt at murder only by the arrival of other persons on the scene.
sold a claim on Flat creek for $25,000. Malott claimed that he owed
mentioned the matter several times without getting any satisfaction from
Sheedy at Baynes' cigar store about the first of the month, Malott again
money. Sheedy had been drinking and became abusive, and the controvers
t knocking Sheedy down. Malott then went to William Fowler's cabin on
e was leaving the cabin he was met by Sheedy at the door. Sheedy had a
and said, "Now, you ———, I have got you." Malott jumped back into the
the door almost at the instant that Sheedy fired. The frenzied man fired
the door. Mrs. Fowler became hysterical and William Fowler stepped to
mplored Sheedy to desist. Sheedy raised the rifle to fire into the window
he motion and stepped back in time to avoid the shot which Sheedy fired.
ty now and Sheedy was reloading when neighbors, attracted to the scene by
Fowler's screams, succeeded in disarming him.

THE RELIABLE NEWS FROM ALL PARTS OF THE WORLD

NOME DAILY NUGGET

VOL. 16. NO. 148. Telephone Main 46. NOME, ALASKA, THURSDAY, JUNE 24, 1920. Telephone Main 46. PRICE 25 CENTS

Fresh Petaluma Eggs
JUST ARRIVED
Sold at the same price as any other Eggs

Fresh Goods
WE HAVE A LARGE STOCK OF NEW GROCERIES, COMPLETE IN EVERY WAY.
Green Onions, Rhubarb, Tomatoes, Carrots, Turnips, Oranges, Lemons, Grape

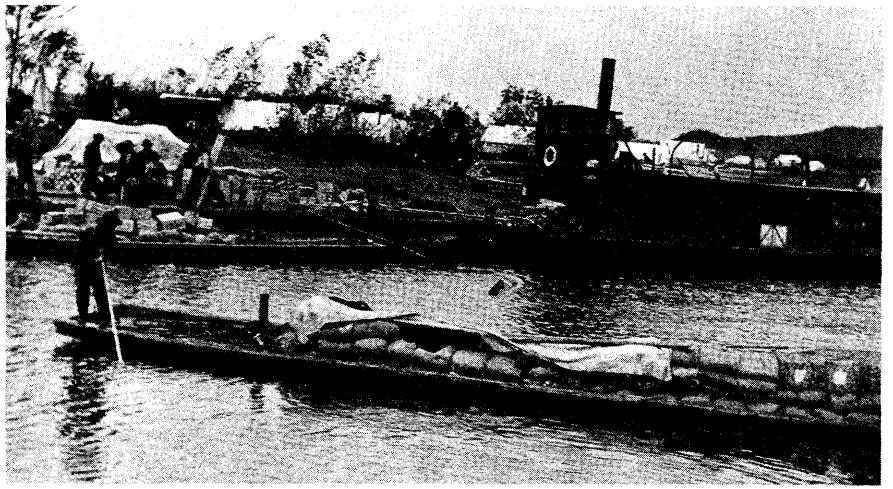
HARMON'S BOOM TO BE LAUNCHED

Nugget's Special Service.

DAYTON, Ohio, June 2.—Plans have been perfected for immediately launching the boom for Governor Judson Harmon, of this State, for the Presidency. This is the result of the conference held by the National Democratic Committee at Hot Springs, Ark., last April, when it was agreed by that body that the Democratic Governor of Ohio should be the nominee of that party at the next Presidential election. It is thought that the Ohio President-habit has got such a mild

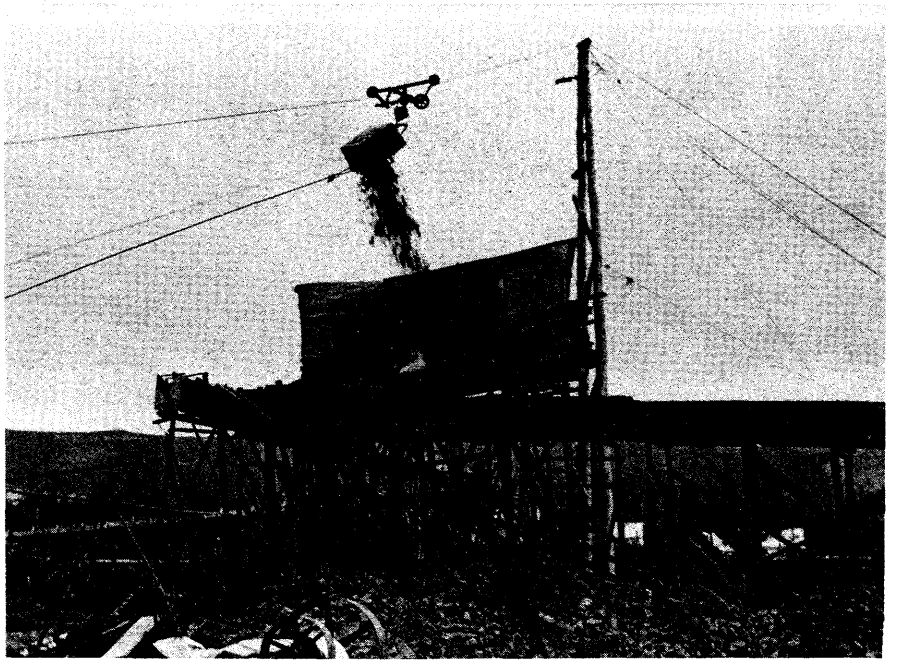
MORE IDITAROD NEWS WORTH CONSIDERING

R. M. Rau was a passenger on the Umatilla yesterday, direct from the Iditarod. Mr. Rau reconcile Rothschilds Bros., wholesale liquor dealers in Portland, Oregon, and is making his annual tour through Alaska, [illegible] he says. "Kentucky bourbon," [illegible] Generally it may be said that [illegible] not advertise himself quite as [illegible] be expected from the above [illegible]



Little Delta and stampeders at Iditarod, June 1910

VIC OLSON'S
Dog Team Express
Will connect between
Seward and Anchorage
Ends of Steel.
Big Teams.
Comfortable Sleds.
For Passenger and Express
Rates apply at
BAXTER'S NEWS STORE



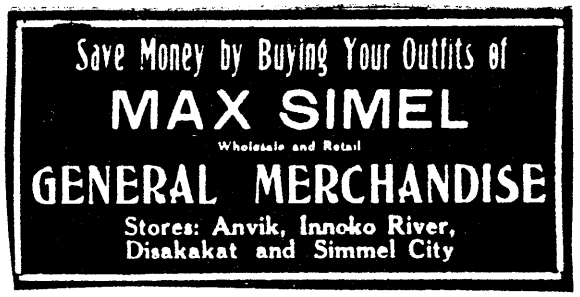
Dragline scraper mining at Flat Creek

Flat City, 1912

Drop in at
The NORTHERN
Where you will always find a fine line of
Liquors & Cigars.
RICKARD & LITTLE
Proprietors.

First Avenue, Iditarod, 1911

Nome, 1900

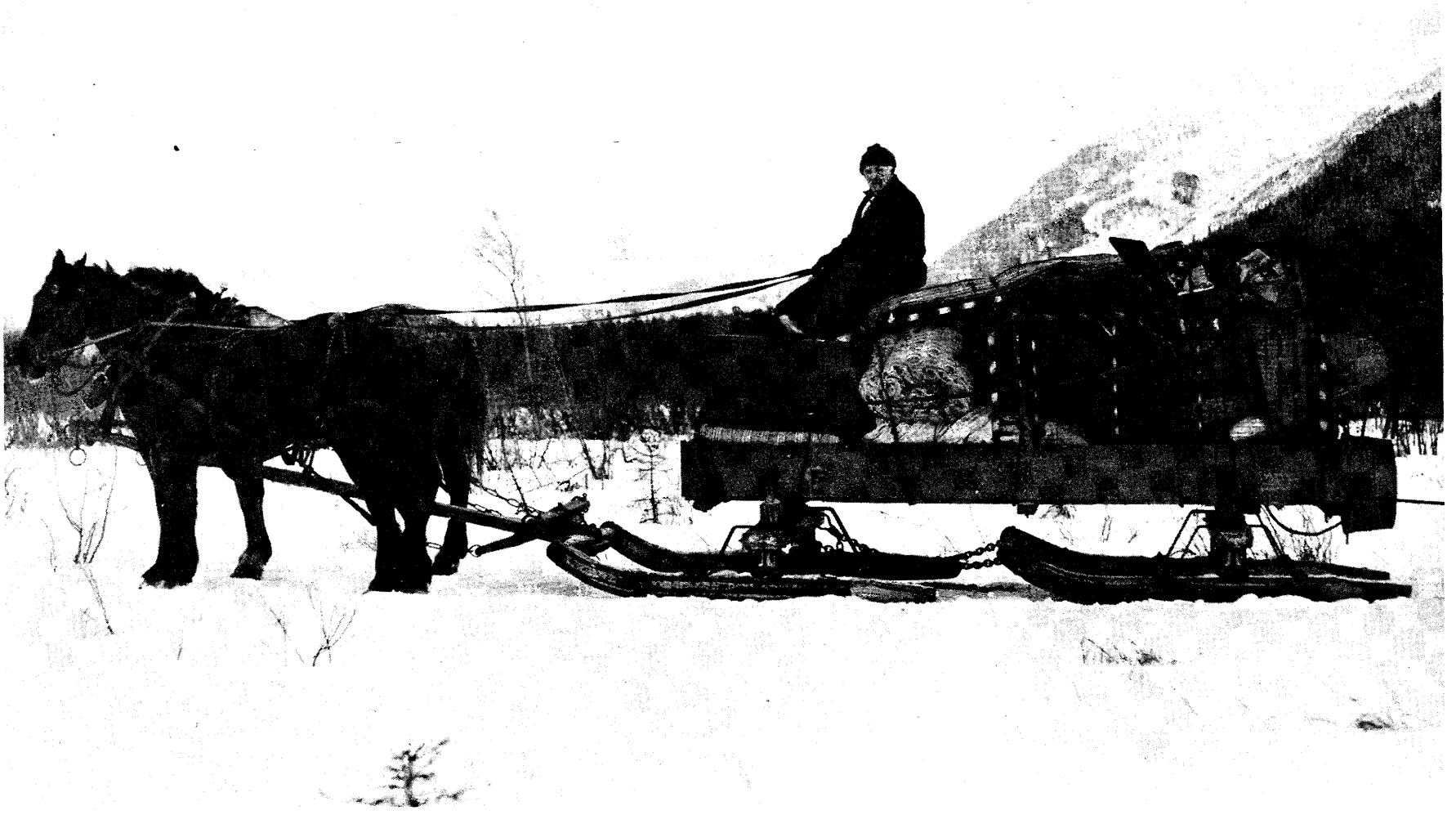


rejoin the trunkline trail at Dishkakat. A trail from Ruby to the Yukon River ran south in response to strikes made on the tributaries of the Nowitna and Upper Innoko Rivers. By 1913, an alternate trail to Nome left the trunkline at Ophir and headed north to Ruby via the gold camps of Cripple, Poorman, and Long. From Ruby the musher followed the Yukon River Trail east to Fairbanks or west to Nome.

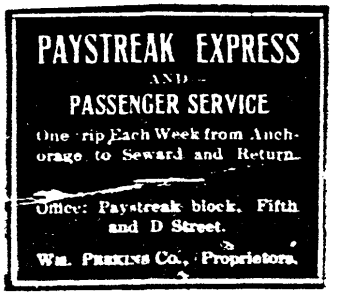
These crude trails built by the mining camp residents were upgraded by the Alaska Road Commission. Congress established the Alaska Road Commission in 1905 as part of the Army's road and trail building efforts connecting the military posts and the new mining camps with tidewater ports and navigable streams. Major Wilds P. Richardson headed the Commission and with his engineers set the standards for construction. The lowest level of transportation was the trail, a cleared and smoothed surface approximately eight feet wide and with no grades steeper than four percent. Along barren stretches or areas above timberline the trails were flagged. The Commission's bobsled roads were similar to trails, except they were wider and more attention was given to grade. The few early wagon roads built by the Alaska Road Commission along the Iditarod Trail ran from communities to mining areas: from Nome to Solomon and Council, from Ruby to Long, Iditarod to Flat, Knik to Willow mines, and from Sunrise to Canyon and Six-Mile Creeks. These roads were graded and drained; corduroyed or macadamed; and further improved, enabling them to be used in the summer.

Most travelers on the Iditarod Trail did not go from trailhead to trailhead--Seward to Nome--as they did on the other trails of settlement in the American West. Instead, they mushed from the ice-free harbor of Seward to the various mining districts or used the Trail segments while traveling between mining camps and trade centers.

An assortment of travelers used the Trail. The majority were prospectors, trappers, or Natives who traveled--often without dogs or with one or two to help pull a sledload of



Bobsled freight along Turnagain Arm, 1916

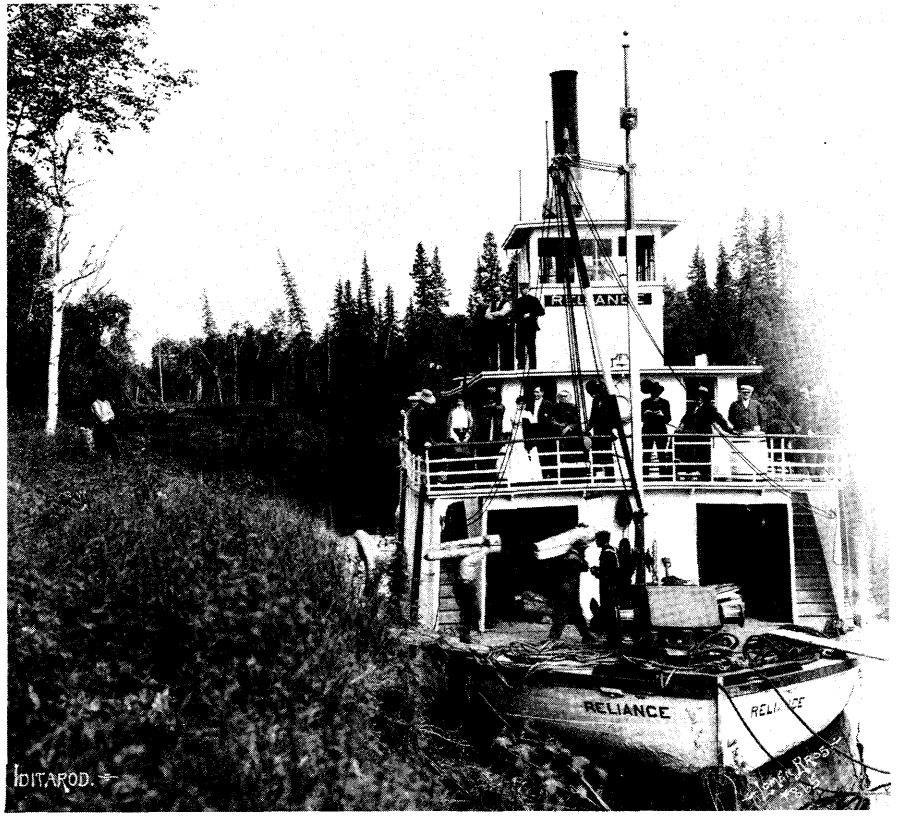


supplies--to isolated cabins. A surprising number walked along the Trail. The hero of the Trail, however, was the dogsled team and driver.

These noteworthies earned nicknames befitting the men who raced along the Trail carrying fresh eggs or oranges, mail or express, or shipments of gold--Frank Tondreau, known from Belfast to Point Barrow as the Malemute Kid; the famous racer John "Iron Man" Johnson and his indefatigable Siberians; Captain Ulysses Grant Norton, the tireless trojan of the trails; the Eskimo, Split-the-Wind; and the wandering Japanese, Jujira Wada. All were welcomed in the camps and became often interviewed celebrities.

One such person and event glorified in the press was Bob Griffis and his annual Iditarod gold train. Griffis, who had once driven stages during the Black Hills rush in the Dakotas, ran the mail from Unalakleet to Nome for a decade before the Miners and Merchants Bank of Iditarod acquired his services. In November 1910, he started from Iditarod for Seward with a quarter million dollars worth of gold lashed to his dogsled. The scene was set for a spectacular robbery, but the 63-year-old Griffis knew that the Alaskan winter was deterrent enough to robbers. Thirty-seven days later, his three teams and their guards arrived unscathed in Seward. Until World War I, Griffis protected the Iditarod gold trains carrying up to one million dollars worth of gold on their annual trek to Seward. It is to his credit that the gold was never stolen. (Not until 1922 was a gold shipment stolen--$30,000 worth by a roadhouse operator and his confederate, an Iditarod prostitute.)

The relative ease of travel along the trails during this period was made possible by the maintenance provided by the Alaska Road Commission and by the many roadhouses which once lined the Trail and its branches. During stampedes to a new gold strike, numerous impromptu roadhouses vied for traveler patronage, but after business settled to a routine, roadhouses were naturally thinned to locations roughly a day's journey apart--approximately 20 miles. Roadhouse operators might begin business in a tent, then during the first winter build a



Steamboat Reliance on Iditarod River, 1911

"The Musher"

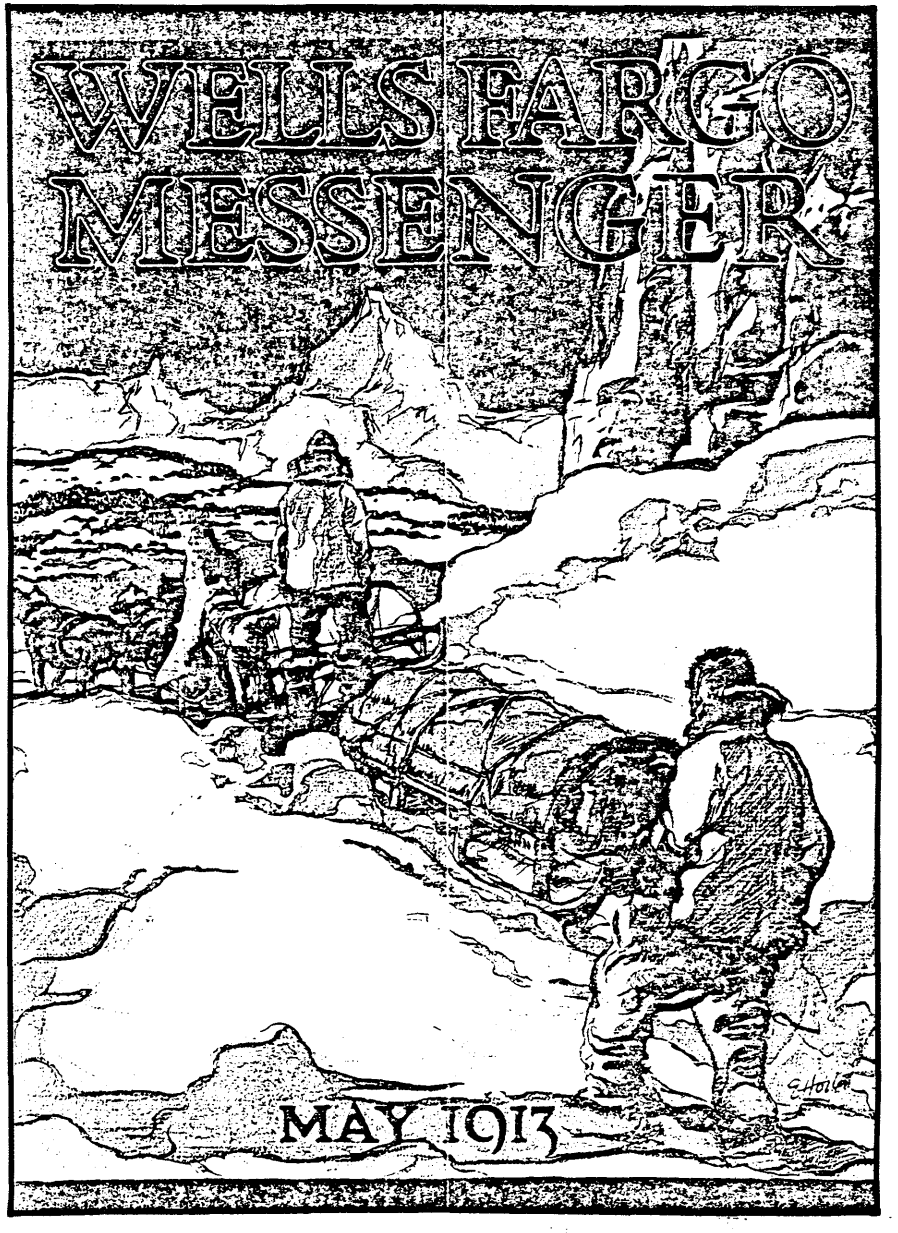
Arrival of mail team at Nome Post Office, 1900

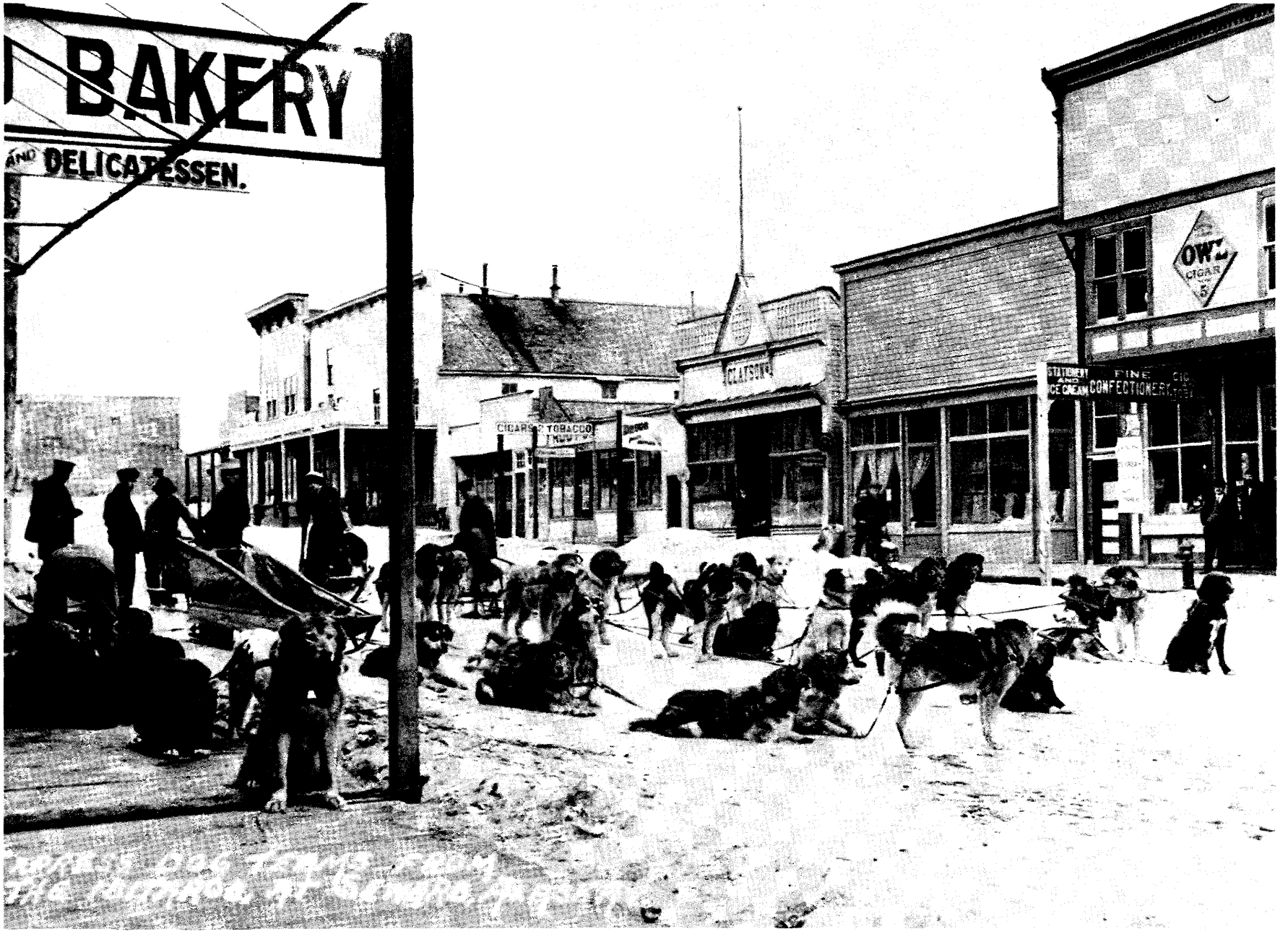
log cabin, adding another story or an addition as business increased. Accommodations varied. Hudson Stuck stopped at a filthy, low roadhouse at Shaktoolik, where the proprietor continued his card games rather than serve patrons. Near Iditarod, he and other travelers praised the Bonanza Creek Roadhouse as the best on the Trail. The fresh meat and roomy bunks were termed luxuries.

An advertisement in the Ruby Record Citizen gives an image of Cox's Roadhouse at Poorman, a better than average stop. Besides the 22-by-30-foot main roadhouse, Henry Cox had a lean-to kitchen with running water and a dining room plus an "outside white porcelain bathtub." A cache and ice house were nearby. To entertain patrons, the roadhouse had a pool table, card tables, and phonograph "with 40 records." The nine single beds had springs and mattresses. Henry Cox's Poorman Roadhouse was a place of comfort and leisure. Roadhouse proprietors faced economic problems once the stampede days passed and travel on the trails declined. Thus, a major mainstay was becoming a stop on the mail contractor's run. The first mail contract to Iditarod ran from Nulato, on a branch run of the Valdez-Fairbanks-Nome route. In 1914, "Colonel" Harry Revell received the first contract to carry the winter mail from Seward to Iditarod.

Revell had been one of the stampeders to the Cook Inlet country in 1896. With his father-in-law, Alfred Lowell, he operated a winter mail service connecting Seward, Sunrise, Girdwood, Eklutna, Knik, and Susitna Station. With the development of the Seward-to-Nome route, he joined other Seward businessmen to boost the establishment of a mail route between the two places. Although travel between the two points was common, the mail route extended only to Iditarod. Connections with Nome were made via a short spur route from Takotna to Ruby, where the main mail run was joined. After 1918, Revell gave up the mail contract.

With the end of mail runs, roadhouses began to close. The lack of roadhouses caused residents to demand protection for winter travel. A strong voice in the Territorial legislature





Express dog teams from Iditarod to Seward, 1910

during the early 1910's, the representatives of the voters along the Iditarod Trail enacted legislation to aid travelers. All roadhouses were required to keep a list of travelers in order to help find the last known location of lost mushers. A territorial road commission was established to assist the Alaska Road Commission. Funds were set aside by the territory for staking trails and building shelter cabins in order to save the lives of travelers stranded by blizzards. The legislators also dealt with restrictive mining laws, moralistic change, prohibition, and other issues of the mining camps and trade centers.

By World War I, the days of isolation were coming to an end. The activities "Outside" began to bear more and more on local events, especially the Great War. Young miners and workers enlisted and left the country, never to return. Money expected to be funneled into trails or mines went east. The slow construction of the Federal government's Alaska Railroad and its anticipated aid to growth did little to

Front Street, Nome

St. Nicholas Restaurant

J. H. BABCOCK HOTEL CO. Propra.

We never have time to scratch up business; it comes of its own accord.

Eat, drink and be merry. Don't squeal but root or die.

Meals $1.00

BEST CUISINE IN NOME

....Today's Menu....

RELISH
Sliced Cucumbers — Olives.

SOUP
Rice and Tomato.

FISH
Boiled Salmon; Sauce Hollandaise — Potatoes Natural

BOILED
Corned Beef and Cabbage

ENTREES
Chicken Livers a la Brochettes — Minced Ham on Toast
Beef a la mode — Spaghetti Italien

ROAST
Young Turkey; Cranberry Sauce

VEGETABLES
Mashed Potatoes — Stewed Corn

DESSERT
Rice Custard Pudding; Cream Sauce — Mince and Apple Pie
Jelly Roll — Cheese and Crackers — Assorted Fruit

COFFEE

PAR EXCELLENT SERVICE

DO YOU WANT GENUINE

MOCHA AND JAVA COFFEE

Get "GOLDEN AGE"

5 and 10 lb tins ground and roasted

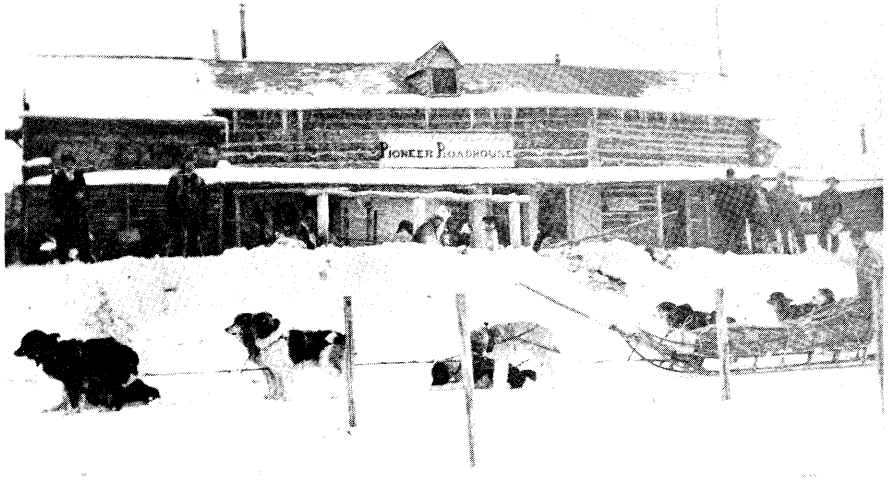
DELIGHTFUL FLAVOR——SUPERIOR STRENGTH

Ames Mercantile Co.

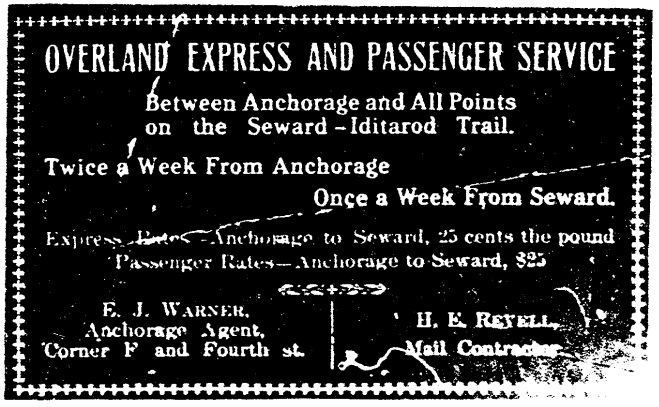
Mainstreet, Girdwood, 1915

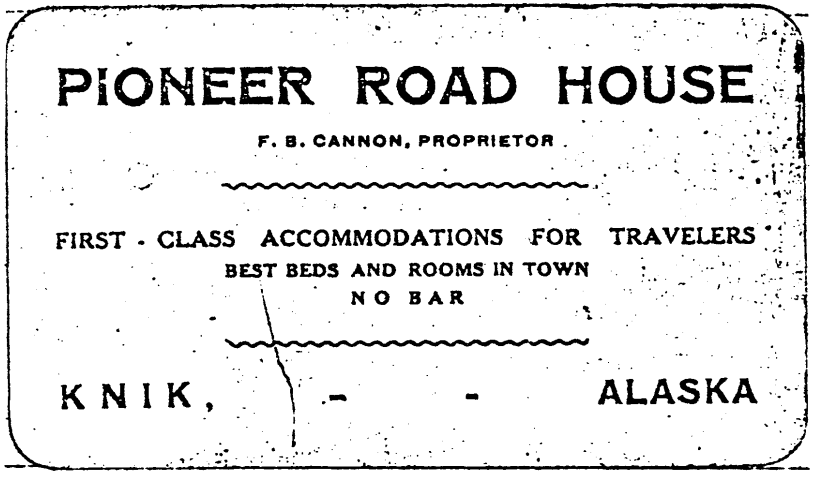
stabilize the Inland Empire's economy. Instead, many of its settlers moved to the railroad town of Anchorage.

During the 1920's, dogsled transportation was challenged by the airplane. On February 21, 1924, the first Alaskan airmail flew into McGrath; by the end of the decade airmail replaced the run to Nome. However, in 1925, the dog team and driver captured the attention of the nation for a final episode. A feared epidemic of diptheria caught the town of Nome without enough serum to inoculate the community. A wire for help went out, but plans to send an airplane from Fairbanks were thwarted by weather. It was decided to use a relay of dog teams from Nenana on the Alaska Railroad, down the Yukon River Trail to the Iditarod Trail, and into Nome. Twenty mushers carried the serum the 674 miles in 127-1/2 hours. The mushers became heros. President Coolidge sent medals, and Balto, the dog leading the last team into Nome, was used as a model for statues of dogs in places as distant as New York City's Central park. The Iditarod Trail and dogsledding, along with Alaska's gold rush frontier era had gone out with a flash.



Canton's Pioneer Roadhouse, Knik


OVERLAND EXPRESS AND PASSENGER SERVICE
Between Anchorage and All Points
on the Seward - Iditarod Trail.
Twice a Week From Anchorage
Once a Week From Seward.
Express Rates—Anchorage to Seward, 25 cents the pound
Passenger Rates—Anchorage to Seward, $25
E. J. WARNER,
Anchorage Agent,
Corner F and Fourth st.
H. E. REYELL,
Mail Contractor


PIONEER ROAD HOUSE
F. B. CANNON, PROPRIETOR
FIRST - CLASS ACCOMMODATIONS FOR TRAVELERS
BEST BEDS AND ROOMS IN TOWN
NO BAR
KNIK, - - ALASKA

"When in Flat City there's a good place to dwell.
It is known by all as the Grand Hotel;
From kitchen to garret, it is clean and neat,
And the tables are loaded with good things to eat."

THE GRAND HOTEL
Iditarod Nugget
June 28, 1913

T. SUTER
AL MERCHANDISE
HAY AND OATS
THE HOME
SPRING BEDS
FURNISHED ROOMS
RESTAURANT
FEAT CITY - ARIZONA - AUG-1-1911

Regional Profile

A. Seward to Rainy Pass

More change has occurred on the historic routes between Seward and the Alaska Range over the last 70 years than on any other portion of the historic Trail system. Now approximately 300 of the 700 miles of primary and connecting trails are paved or covered with railroad and State highway rights-of-way. There are nearly 50 miles of developed recreation trails, while the remainder of the trails are suitable for winter-use only or are abandoned trails which are difficult to follow. (See Map 3.)

From sea level at Seward, the trails follow various narrow valleys through the Kenai and Chugach Mountains to Knik Arm. Topographic relief is varied, with Crow Pass and Indian Pass reaching 3,500 and 2,300 feet, respectively. From sea level at Knik, the Trail again begins a slow climb across the Susitna River valley, the Skwentna and Happy Rivers to Rainy Pass (at approximately 3,350 feet) in the Alaska Range, where surrounding peaks are over 5,000 feet. In these mountainous areas, avalanche danger threatens contemporary travelers as it did historic travelers.

Vegetation types vary from the coastal western hemlock-Sitka spruce forest communities of the Kenai Peninsula to the alpine-tundra and barren-ground communities of the Chugach Mountains and Alaska Range. From Knik Arm north, the transition from lowland spruce-hardwood forests to bottomland spruce-popular forests is as subtle as the elevation gain. Sitka spruce is commercially harvested adjacent to the Trail in the Seward area.

Soils in the Cook Inlet and Susitna River Valley are generally well drained, strongly acid silt-loams, while extremely shallow and rocky soils are found in the Chugach Mountains and Alaska Range. Patches of poorly drained soils occur in the Susitna River Valley. Wildlife is plentiful in the area south of the Alaska Range. Moose, caribou, black bear, brown-grizzly bear, lynx, beaver, land otter, marten, muskrat, northern bald eagles, and all types of waterfowl are common. Fish species include salmon, steelhead, Dolly Varden trout, arctic grayling, and lake trout.

Major climatic zones--the Maritime, Transition, and Continental--provide varied weather conditions along the Iditarod Trail system between Seward and Nome.

Whittier, falling into the Maritime Climatic Zone, has weather typical of a thin band along the Gulf of Alaska: heavy precipitation (175 inches, including 140 inches of snow), cool summers (45°F to 63°F), and mild winters (26°F to 30°F).

A small cell of the Continental Climatic Zone is situated in the central portion of the Kenai Peninsula. For example, Cooper Landing is characterized by light precipitation (30 inches, including 76 inches of snow), cool summers (42°F to 65°F), and mild winters (11°F to 42°F). Extremes of -25°F to 84°F have been recorded.

The major portion of the Trail system falls in the Transitional Climatic Zone. Near Rainy Pass at the Puntilla Lake station, precipitation is light (14 inches, including 86 inches of snow); summer temperatures are cool (37°F to 63°F), and winter temperatures normally range from -7°F to 34°F. Extreme temperatures of -47°F and 86°F have been recorded. Transition Zone stations at Skwentna, Wasilla, Anchorage, and Seward record similar weather statistics.

As in the gold rush days, climatic conditions are always a vital consideration in planning travel along many portions of

the Iditarod Trail. Extreme temperatures and winds, and heavy snowfall with extreme avalanche danger will threaten the lives of unwary travelers.

The communities of the Iditarod Trail system south of the Alaska Range have changed more than those north of Rainy Pass. Anchorage, nonexistent in 1910, today boasts a population of more than 200,000. As the largest city in Alaska, it is the regional trade/transportation and service center. Substantial amounts of land have been developed for transportation, commercial and residential, and to a lesser extent, agricultural purposes. (The importance of Anchorage today tends to alter the contemporary perception of the historic Iditarod. Anchorage was not a major destination or supply point during the 1880-1920 period.)

All communities within this region of the Iditarod system are linked by major transportation systems. The Alaska Railroad, the Alaska Highway System, the Alaska Maritime Highway, and an international airport connect this portion of the Iditarod Trail with interstate points.

Table 1 summarizes community population, government, services, and access information for this region.

Recreation is the most diverse on the Trail segments south of Rainy Pass; the Trail receives the heaviest recreation use of any part of the Trail system. Several segments receive year-round use for hiking, skiing, and snowshoeing. Other Trail segments are popular routes for sled dog teams and snowmobiles, and at times unregulated use has created conflicts on various portions of the Trail system.

Within the Chugach National Forest, no summer motorized use is allowed on the historic trails, which are currently used as hiking trails. The Crow Pass-to-Eagle River traverse is closed to motorized use during the entire year within both the National Forest and Chugach State Park. Similarly, Indian Pass, within the State Park, is also closed to motorized use year-round.

The large tracts of land on the Trail system south of Rainy Pass presently have several land managers.

Most of the Trail between Rainy Pass and Seward is presently managed as public lands by the State of Alaska, the Matanuska-Susitna Borough, the Municipality of Anchorage, the U.S. Army, and the U.S.D.A. Forest Service. Several miles of it are in private ownership. Only those portions of Trail situated on federally managed land are presently in the National Trail System. Section IV - Significant Sites and Segments will discuss which non-Federal portions of the Trail system are recommended for active management and for inclusion into the Iditarod National Trail System.

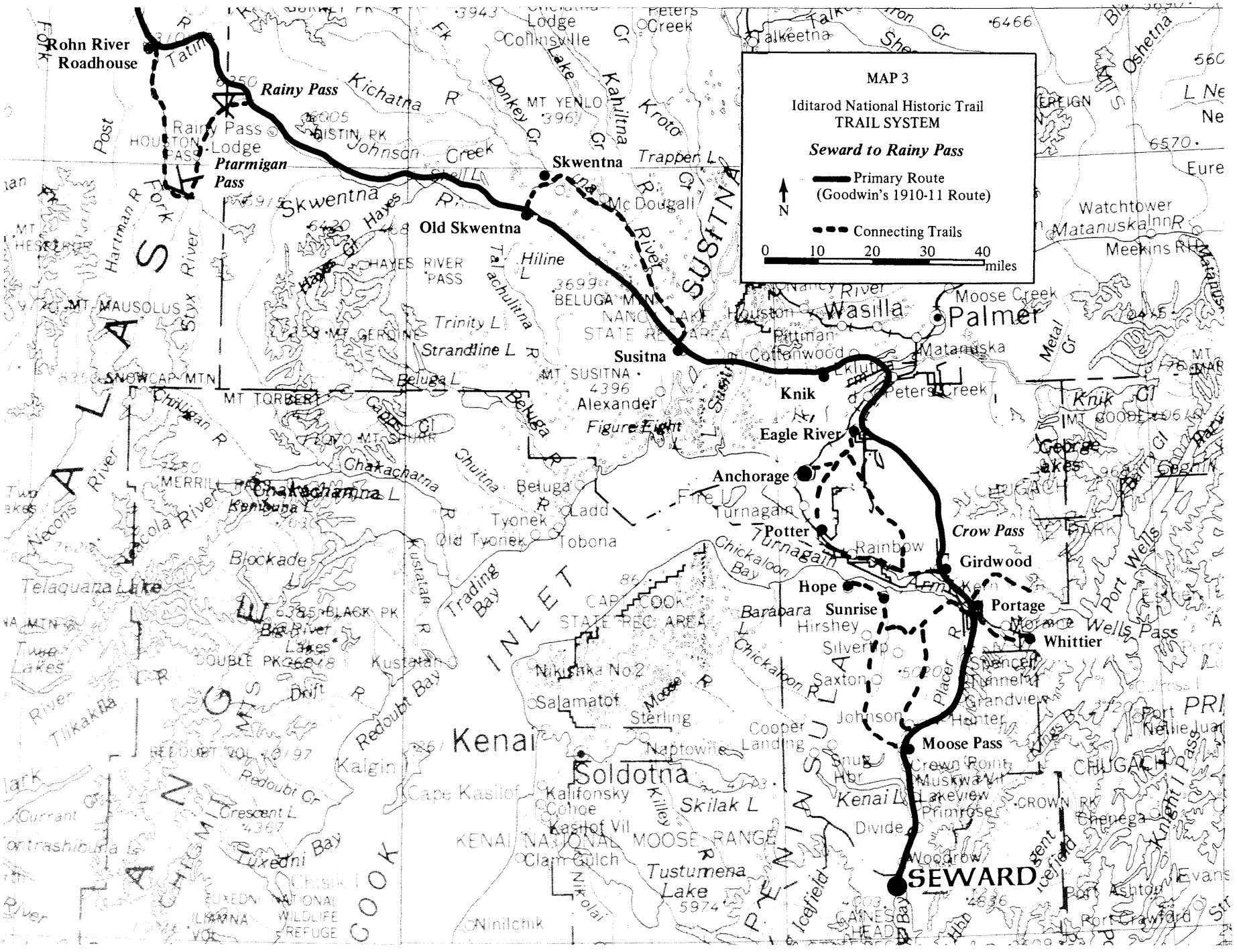

MAP 3
Iditarod National Historic Trail
TRAIL SYSTEM
Seward to Rainy Pass
Primary Route
(Goodwin's 1910-11 Route)
Connecting Trails
N
0 10 20 30 40
miles
Rohn River Roadhouse
Rainy Pass
Ptarmigan Pass
Skwentna
Old Skwentna
Susitna
Knik
Eagle River
Anchorage
Potter
Crow Pass
Girdwood
Hope
Sunrise
Portage
Whittier
Moose Pass
SEWARD
Wasilla
Palmer
Kenai
Soldotna
Nikiski
Nikolaevsk
Ninilchik
Tustumena Lake
Skilak L
Kenai L
Trapper L
Hiline L
Trinity L
Strandline L
Beluga L
Chakachamna L
Telaquana Lake
Blockade L
Barabara L
Crescent L
Tuxedni Bay
Redoubt Bay
Trading Bay
Chickaloon Bay
Turnagain Arm
Cook Inlet
Kenai Mts
Chigmit Mts
Alaska Range
Susitna River
Chulitna River
Talkeetna
Lake Creek
Peters Creek
Matanuska
Knik Glacier
George Lakes
Colony Glacier
Harding Icefield
Port Wells
Wells Pass
Placer R
Kenai Peninsula
Kenai National Moose Range
Chugach
Mt Susitna 4396
Alexander
Figure Eight
Mt Gerdine
Mt Mausolus
Mt Torbert
Snowcap Mtn
Mt Yenlo 3961
Beluga Mtn 3699
Mc Dougall
Johnson Creek
Donkey Gr
Kahiltna
Kroto Cr
Hayes Gr
Hayes River
Tatina R
Hartman R
Fork
Post
Styx River
Chuitna
Tyonek
Old Tyonek
Ladd
Tobona
Beluga
Kustatan
Redoubt Mt 10,197
Double Pk 6658
Black Pk 6385
Bear River Lakes
Twin Lakes
Merrill Pass
Cola River
Necons River
Tlikakila R
Drift R
Moose R
Sterling
Salamatof
Kalifonsky
Cohoe
Kasilof Vil
Clam Gulch
Kasilof
Cape Kasilof
Naptowne
Cooper Landing
Kalgin
Redoubt Cr
Currant Cr
Killey
Nikolai
Chinitna Bay
Tuxedni National Wildlife Refuge
Hirshey
Silver Up
Saxton
Johnson
Grandview
Hunter
Spencer
Tunnel Mt
Rainbow
Lynx Cr
Crown Point
Muskwa Vil
Lakeview
Primrose
Divide
Woodrow
Snug Hbr
Crown Rk
Chenega
Port Ashton
Port Crawford
Port Nellie Juan
Evans
Gaines Head
Bay
Icefield
Kenai Pass
Meekins Rk
Watchtower
Meadow Lakes
Houston
Pittman
Cottonwood
Moose Creek
Metal Cr
Knik Cl
Peters Creek
Lk Lucille
Nancy River
Susitna
Beluga
Cape Cl
Chuitna
Chakachatna
Kenibuna L
Fire I
Turnagain
Rainbow
Lynx Cr
Placer R
Kenai L
Skilak L
Killey
Kustatan R
Trading Bay
Chickaloon Bay
Barabara L
Redoubt Bay
Moose R
Sterling
Kalgin
Cape Kasilof
Kasilof Vil
Clam Gulch
Nikolai
Tuxedni Bay
Icefield
Harding Icefield
Port Wells
Wells Pass
Placer R
Kenai Peninsula
Kenai National Moose Range
Chugach
Mt Susitna 4396
Alexander
Figure Eight
Mt Gerdine
Mt Mausolus
Mt Torbert
Snowcap Mtn
Mt Yenlo 3961
Beluga Mtn 3699
Mc Dougall
Johnson Creek
Donkey Gr
Kahiltna
Kroto Cr
Hayes Gr
Hayes River
Tatina R
Hartman R
Fork
Post
Styx River
Chuitna
Tyonek
Old Tyonek
Ladd
Tobona
Beluga
Kustatan
Redoubt Mt 10,197
Double Pk 6658
Black Pk 6385
Bear River Lakes
Twin Lakes
Merrill Pass
Cola River
Necons River
Tlikakila R
Drift R
Moose R
Sterling
Salamatof
Kalifonsky
Cohoe
Kasilof Vil
Clam Gulch
Kasilof
Cape Kasilof
Naptowne
Cooper Landing
Kalgin
Redoubt Cr
Currant Cr
Killey
Nikolai
Chinitna Bay
Tuxedni National Wildlife Refuge
Hirshey
Silver Up
Saxton
Johnson
Grandview
Hunter
Spencer
Tunnel Mt
Rainbow
Lynx Cr
Crown Point
Muskwa Vil
Lakeview
Primrose
Divide
Woodrow
Snug Hbr
Crown Rk
Chenega
Port Ashton
Port Crawford
Port Nellie Juan
Evans
Gaines Head
Bay
Icefield
Kenai Pass
Meekins Rk
Watchtower
Meadow Lakes
Houston
Pittman
Cottonwood
Moose Creek
Metal Cr
Knik Cl
Peters Creek
Lk Lucille
Nancy River
Susitna
Beluga
Cape Cl
Chuitna
Chakachatna
Kenibuna L
Fire I
Turnagain
Rainbow
Lynx Cr
Placer R
Kenai L
Skilak L
Killey
Kustatan R
Trading Bay
Chickaloon Bay
Barabara L
Redoubt Bay
Moose R
Sterling
Kalgin
Cape Kasilof
Kasilof Vil
Clam Gulch
Nikolai
Tuxedni Bay
Icefield
Harding Icefield
Port Wells
Wells Pass
Placer R
Kenai Peninsula
Kenai National Moose Range
Chugach

TABLE 1

COMMUNITY PROFILES
SEWARD TO RAINY PASS

COMMUNITY	POPULATION	GOVERNMENT	NATIVE ORGANIZATIONS		SERVICES					ACCESS						
			Regional Corporation	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy	AK Railroad	AK Hwy System	Jet Service	Scheduled Prop	Barge	Iditarod Checkpoint
Seward	1,843	Home Rule City	Chugach Natives Incorporated		×	×	×	×	×	×	×[2]	×	—	×	×	—
Moose Pass	*[1]	Kenai Peninsula Borough	Cook Inlet Region, Inc.		×	×	—	—	—	—	×	×	—	—	—	—
Hope	*[1]	Kenai Peninsula	Cook Inlet Region, Inc.		×	—	—	—	—	—	—	×	—	—	—	—
Whittier	224	2nd class city	Cook Inlet Region, Inc.		×	×	×	×	—	×	×	—	—	—	—	—
Portage	*[1]	Municipality of Anchorage	Cook Inlet Region, Inc.		—	×	×	—	—	—	×	×	—	—	—	—
Girdwood	114	Municipality of Anchorage	Cook Inlet Region, Inc.		×	×	×	×	—	—	×	×	—	—	—	—
Anchorage	204,216	Unified Home Rule Municipality	Cook Inlet Region, Inc.		×	×	×	×	×	—	×	×	×	×	×	×
Eagle River	*[1]	Municipality of Anchorage	Cook Inlet Region, Inc.		×	×	—	×	—	—	×	×	—	—	—	×
Eklutna	*[1]	Traditional	Cook Inlet Region, Inc.	Eklutna, Inc.	—	×	—	—	—	—	×	×	—	—	—	—
Wasilla	1,559	2nd class city	Cook Inlet Region, Inc.		×	×	×	×	—	—	×	×	—	—	—	—
Knik	*[1]	Matanuska Susitna Borough	Cook Inlet Region, Inc.	Knikatnu, Inc.	—	—	—	—	—	—	—	×	—	—	—	×
Susitna	*[1]	Matanuska Susitna Borough	Cook Inlet Region, Inc.		—	—	—	—	—	—	—	—	—	—	—	×
Skwentna	*[1]	Matanuska Susitna Borough	Cook Inlet Region, Inc.		—	—	—	—	—	—	—	—	—	—	—	×

[1] Information not available

[2] Non-passenger

NOTE: Population data sources vary; 1980 census figures or more recent data if available

B. Rainy Pass to Kaltag

Branching off the Alaska Road Commission's original Seward-to-Nome Trail, a trail system developed connecting the villages and mining camps of the Kuskokwim, Innoko, and Yukon rivers. Remaining today are trails still used each winter, summer roads, and abandoned sections of trail which have probably not been used in 40 years. Along the almost 1,200 miles of Trail system between Rainy Pass and Kaltag, no railroads, paved highways, or maintained recreation trails have been constructed. (See Map 4.)

The Iditarod Trail system between Rainy Pass and Kaltag leaves the 3,500-foot level of the Alaska Range and descends for more than 3,000 feet into the Kuskokwim River Valley to McGrath, then crosses the Kuskokwim Mountains (over several routes) into the Yukon River drainage. All routes meet at the village of Kaltag (elevation 200 feet) on the Yukon River.

The predominant vegetation type through which this section of the Iditarod Trail passes is the spruce-hardwood forest of the Kuskokwim and Innoko Flats and surrounding mountainous areas. Bottomland spruce-poplar forest communities dominate the major river valleys of the Yukon, Kuskokwim, Iditarod, and Innoko rivers. Alpine tundra and barren ground communities are scattered throughout this large area, with large communities located near the Iditarod Loop of the Trail and the Alaska Range. The major low brush bog community is located in the lowlands between Kaiyuh Mountains and the Yukon River. Other small low brush bog communities are located near the Yukon River, Iditarod River, and Takotna River.

Wildlife species are diverse in the interior portion of the Iditarod Trail System: caribou, hare, lynx, moose, black bear, wolverine, fox, wolf, brown-grizzly bear, beaver, Dall sheep, marten, land otter, bald eagle, golden eagle, osprey, peregrine falcon, muskrat, weasel, and mink.

Important waterfowl areas are located in the Innoko and Kuskokwim valleys. Sport fish species in various areas include grayling, northern pike, and several species of salmon.

The entire Trail system between Rainy Pass and Kaltag falls into the Continental Climatic Zone. Generally, weather conditions are characterized by extreme temperatures both winter and summer, light precipitation, and often light surface winds.

At McGrath, average daily temperatures range from about 45°F to 68°F during the summer months and from -1°F to -18°F in the winter months. Precipitation averages 18 inches, including 56 inches of snow. The towns of Flat, Ruby, Galena, and Nulato experience similar weather conditions.

The Iditarod Trail in Alaska's interior has fewer communities along the route now than it did at the height of the Iditarod and Ruby gold strikes. The population is concentrated in the villages along the Yukon River between Ruby and Kaltag, with Galena being the transportation and trade center in the area. McGrath serves as the population/trade center between the Yukon and Rainy Pass on the Kuskokwim River. Athabascan Indians make up the majority population of communities in this portion of the Trail system.

Besides employment relating to trade, transportation, and service in McGrath and Galena and the U.S. Air Force Base in Galena, the people living in villages and camps along the route are engaged in seasonal and/or subsistence activities. Mining is a significant economic base for the area, with active mines around Ganes Creek, Moore Creek, Flat, Poorman, and Ophir.

Transportation between villages is chiefly by light plane. Galena and McGrath are connected to Anchorage by commercial airlines. The State maintains roads between Poorman and Ruby, and between Takotna and Ophir. Riverboats, snowmachines, dog teams, and all-terrain

vehicles transport equipment and people between villages, subsistence areas, and mining camps.

Table 2 summarizes community population, government, services, and access information for this region.

Due to the extreme weather conditions and lack of support facilities away from communities, the Trail system does not attract many visiting recreationists. During the fall, some big game hunting is based out of the Yukon River villages and the McGrath area. Each March, the Iditarod Sled Dog Race attracts mushers, tourists, and support personnel, who utilize portions of the historic route. Recreational use of the Trail system is concentrated around villages by local residents during the winter months.

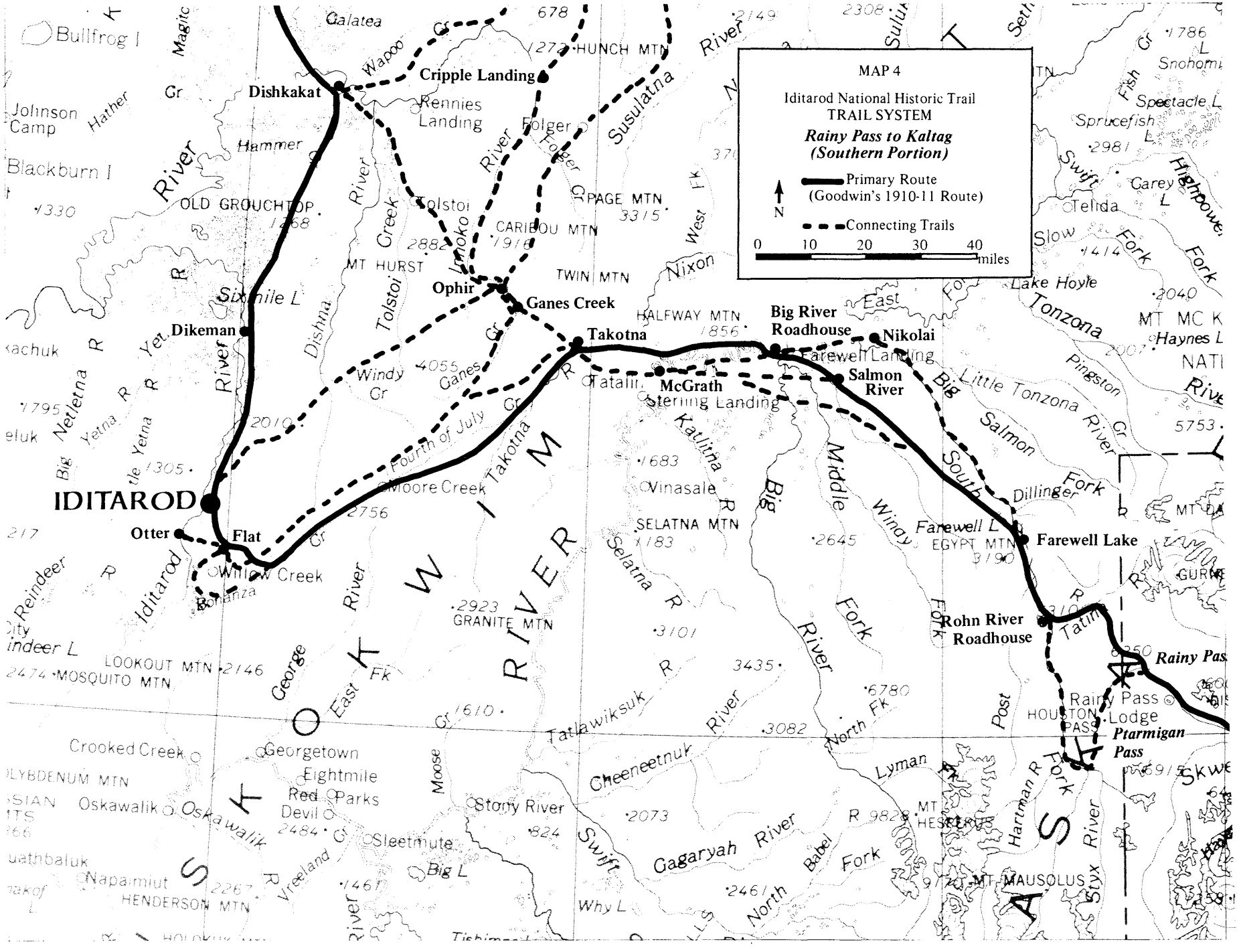
The State of Alaska is the major landowner of the Trail system between Rainy Pass and the Yukon River. The State will manage major blocks of land around the Alaska Range, Iditarod Loop, and between McGrath and the Yukon River.

Various Trail segments are within the Innoko National Wildlife Refuge managed by the U.S. Fish and Wildlife Service. One frequently used Trail segment between Ophir and Iditarod (commonly called the "Hunter Trail") crosses a "Designated Wilderness Area."

The Bureau of Land Management is responsible for various blocks of Federal land near the South Fork of the Kuskokwim River and Flat.

Various portions of the historic route cross Doyon, Ltd. regional corporation lands, Native village lands of McGrath, Takotna, and Kaltag, and individual Native allotment lands.

Federal easements generally follow all sections of the historic Trail system across Native lands except for small portions through Kaltag Village, McGrath Village, and Doyon Regional Corporation lands.


MAP 4
Iditarod National Historic Trail
TRAIL SYSTEM
Rainy Pass to Kaltag
(Southern Portion)
Primary Route
(Goodwin's 1910-11 Route)
Connecting Trails
N
0 10 20 30 40
miles
IDITAROD
Otter
Flat
Dikeman
Dishkakat
Cripple Landing
Ophir
Ganes Creek
Takotna
McGrath
Big River Roadhouse
Nikolai
Salmon River
Farewell Lake
Rohn River Roadhouse
Rainy Pass
Ptarmigan Pass
Galatea
Rennies Landing
Tolstoi
Sterling Landing
Farewell Landing
Willow Creek
Moore Creek
Fourth of July Cr
Bullfrog I
Johnson Camp
Blackburn I
OLD GROUCHTOP
MT HURST
HUNCH MTN
PAGE MTN
CARIBOU MTN
TWIN MTN
HALFWAY MTN
SELATNA MTN
EGYPT MTN
GRANITE MTN
LOOKOUT MTN
MOSQUITO MTN
Crooked Creek
Georgetown
Eightmile
Red Parks
Devil
Oskawalik
Sleetmute
Napaimiut
HENDERSON MTN
Stony River
Vinasale
Tatalina
Lake Hoyle
Telida
Spectacle L
Sprucefish L
Haynes L
MT MC K
Rainy Pass Lodge
HOUSTON PASS
MT HESPERUS
MT MAUSOLUS
Yukon River
Iditarod River
Innoko River
Takotna River
Dishna River
Tolstoi Creek
Susulatna River
Nixon Fork
Big Salmon River
Little Tonzona River
Tonzona River
Dillinger Fork
Middle Fork
Windy Fork
Katlitna R
Selatna R
Tatlawiksuk R
Cheeneetnuk River
Gagaryah River
Swift River
Styx River
Hartman R
Lyman Fk
Post Fork
North Fk
Babel Fork
Moose Creek
George River
East Fk
Reindeer R
Big Yetna R
Yet. R
Netletna R
Ganes Cr
Windy Cr
Hammer Cr
Wapoo Cr
Folger Cr
Magitc
Hather Gr
Swift Fork
Slow Fork
Highpower
Carey L
Pingston Cr
Fish Cr
Snohomi
Sulu
Seth
Nixon
West Fk
East Fk
Big
South
Middle
Fork
Why L
Big L
Vreeland Cr
Moose
Tatin
GURNE
MT DA
Skwe
ASKOKWIM RIVER
ALASKA

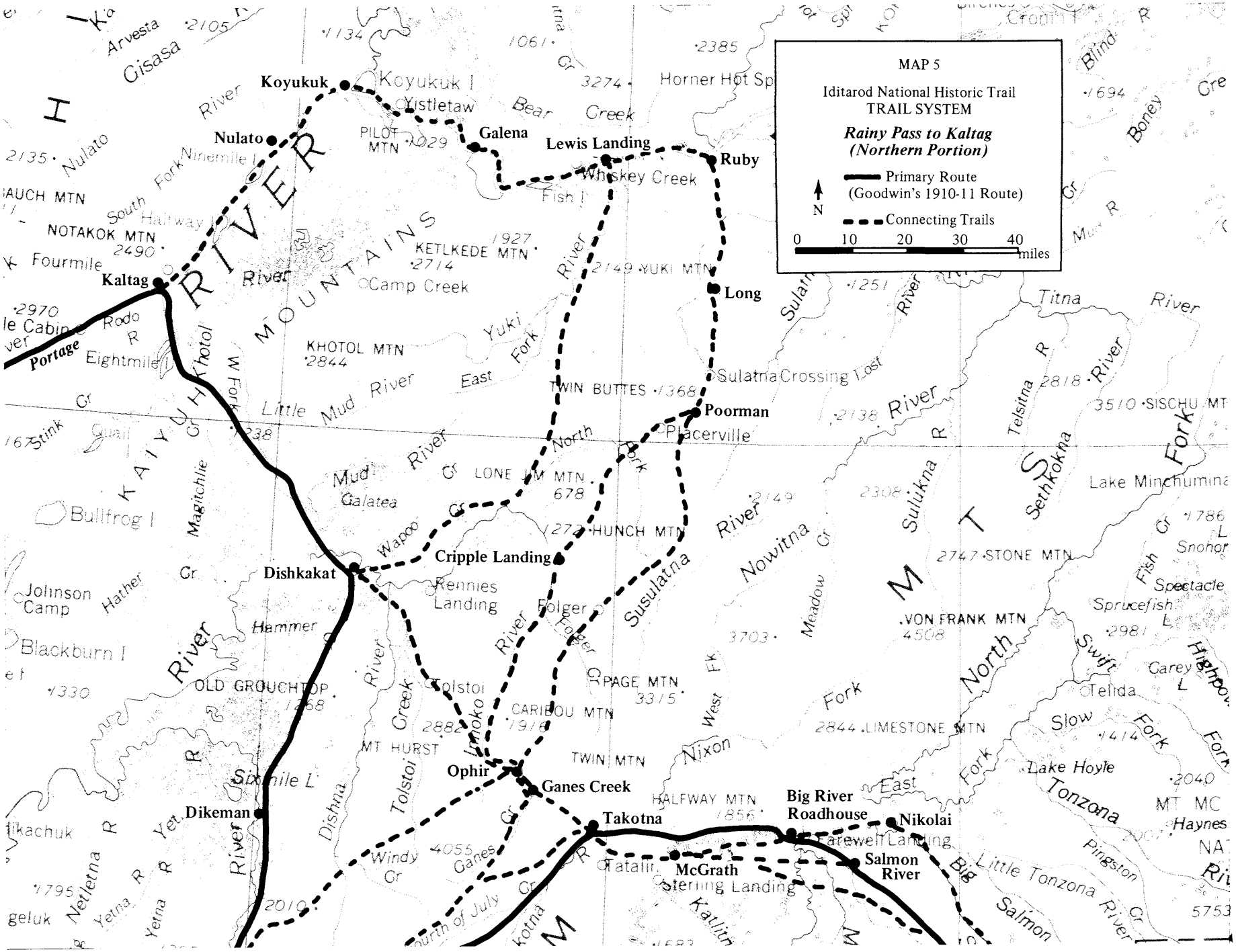

MAP 5
Iditarod National Historic Trail
TRAIL SYSTEM
Rainy Pass to Kaltag
(Northern Portion)
Primary Route
(Goodwin's 1910-11 Route)
Connecting Trails
N
0 10 20 30 40
miles
Koyukuk
Nulato
Galena
Lewis Landing
Ruby
Long
Poorman
Kaltag
Portage
Dishkakat
Cripple Landing
Ophir
Ganes Creek
Takotna
Dikeman
McGrath
Big River Roadhouse
Nikolai
Salmon River
Farewell Landing
Sterling Landing
Rennies Landing
Placerville
Sulatna Crossing
Camp Creek
Koyukuk River
Yukon River
Kaiyuh Mountains
Nowitna River
Susulatna River
Little Mud River
Mud River
Bear Creek
Whiskey Creek
Titna River
Telsitna River
Sethkokna River
Sulukna River
Lake Minchumina
Tonzona River
Little Tonzona River
Big Salmon River
Swift Fork
North Fork
Yuki Fork
Tolstoi Creek
Dishna River
Windy Creek
Ganes Creek
Hammer Creek
Folger Creek
Meadow Creek
Wapoo Creek
Nixon Fork
Pingston Creek
Fourth of July Creek
Arvesta
Gisasa
Yistletaw
Pilot Mtn
Notakok Mtn
Ketlkede Mtn
Yuki Mtn
Khotol Mtn
Twin Buttes
Lone Mtn
Hunch Mtn
Caribou Mtn
Page Mtn
Old Grouchtop
Mt Hurst
Twin Mtn
Halfway Mtn
Stone Mtn
Von Frank Mtn
Limestone Mtn
Sischu Mt
Lake Hoyle
Telida
Spectacle
Sprucefish
Snohor
Carey L
Highpow
Jolinson Camp
Blackburn I
Bullfrog I
Sixmile L
Eightmile L
Fourmile
Quail
Stink
Gr
Nulato
Horner Hot Sp
Boney
Blind R
Mud R
Cre
Netletna R
Yetna R
Yet
Ikachuk
geluk
Katlin
Tatalina
Haynes
MT MC
NA
Ri
5753

TABLE 2

COMMUNITY PROFILES
RAINY PASS TO KALTAG

COMMUNITY	POPULATION	GOVERNMENT	NATIVE ORGANIZATIONS		SERVICES					ACCESS						
			Regional Corporation	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy	AK Railroad	AK Hwy System	Jet Service	Scheduled Prop	Barge	Iditarod Checkpoint
Nikolai	91	2nd class city	Doyon, Ltd.	MTNT, Ltd.	X	X	X	X	—	—	—	—	—	X	X	X
McGrath	497	2nd class city	Doyon, Ltd.	MTNT, Ltd.	X	X	X	X	—	—	—	—	—	X	X	X
Takotna	48	None	Doyon, Ltd.	MTNT, Ltd.	X	—	X	X	—	—	—	X	—	X	X	X
Ophir	*[1]	Unincorporated	Doyon, Ltd.		—	—	—	—	—	—	—	X	—	—	—	X
Moore Creek	*[1]	None	Doyon, Ltd.		—	—	—	—	—	—	—	—	—	—	—	—
Flat	*[1]	None	Doyon, Ltd.		—	—	—	—	—	—	—	—	—	—	—	—
Poorman	*[1]	None	Doyon, Ltd.		—	—	—	—	—	—	—	X	—	—	—	—
Ruby	214	2nd class city	Doyon, Ltd.	Dineega Corporation	X	X	X	X	—	—	—	X	—	X	X	X
Galena	844	1st class city	Doyon, Ltd.	Gana-a'Yoo Ltd.	X	X	X	X	—	—	—	—	X	X	X	X
Koyukuk	98	2nd class city	Doyon, Ltd.	Gana-a'Yoo Ltd.	X	X	—	X	—	—	—	—	—	X	X	X
Nulato	350	2nd class city	Doyon, Ltd.	Gana-a'Yoo Ltd.	X	X	—	X	—	—	—	—	—	X	X	X
Anvik	114	2nd class city	Doyon, Ltd.	Ingalik, Inc.	X	X	X	X	—	—	—	—	—	X	X	X
Grayling	209	2nd class city	Doyon, Ltd.	Hee-Yea-Lingde Corporation	X	X	—	X	—	—	—	—	—	X	X	X
Shageluk	131	2nd class city	Doyon, Ltd.	Zho-tse, Inc.	X	X	X	X	—	—	—	—	—	X	X	X

[1] Information not available

NOTE: Population data sources vary; 1980 census figures or more recent data if available

C. Kaltag to Nome

The travel routes between the Yukon River and the villages bordering Norton Sound have changed little since the gold rush era. Of the almost 400 miles of Trail included or eligible for inclusion in the National Trail System, 33 miles are a State-maintained road between Nome and Solomon, and the remainder are winter trails which follow the beaches and cross Norton Bay. No developed recreation trails have been established between Kaltag and Nome. The winter trail tread is quite evident in all seasons along most of the Kaltag portage, but portions of the Trail that cross tundra areas are undetectable during the summer months. Various segments of the Trail are visible at scattered intervals along the Kaltag-to-Nome segment. (See Map 6.)

The route leaves the 200-foot elevation in the Yukon River basin at Kaltag and follows the low, broad Unalakleet River Valley, reaching an elevation of 600 feet in the vicinity of Twenty-two Mile Cabin as it passes through the Kaltag Mountains with peaks averaging 2,000 to 3,000 feet.

From Unalakleet, the Trail generally stays at or near sea level as it skirts Norton Sound along the tidewater lagoons, spits, and barrier beaches. The normal winter trail actually crosses Norton Bay when sea ice will support such travel. The portion of the Trail system that leaves barren beaches reaches a maximum elevation of 300 feet near the village of White Mountain.

Vegetation types range from the upland spruce-hardwood communities of the Yukon and Unalakleet River valleys to the various tundra and beach communities bordering Norton Sound.

Wildlife species common to the area include: brown-grizzly bear, red fox, moose, arctic fox, land otter, marten, hare, musk-ox, caribou, beaver, lynx and walrus.

Important waterfowl nesting areas are located along the shores of Norton Sound. Grayling, arctic char, northern pike, and several species of salmon are found in the Unalakleet River and other creeks and streams along Norton Sound.

Passing from Kaltag to Nome, a traveler will leave the Continental Climatic Zone and enter the Transitional Climatic Zone. In general, coastal summer weather temperatures will be less extreme, but precipitation will be about the same as for the interior region.

At Nome, precipitation averages 19 inches, including 82 inches of snow. Average daily temperatures range from 38°F to 56°F in the summer months, and from -4°F to -13°F in the winter months. Other coastal communities experience similar weather patterns.

This portion of the Iditarod Trail crosses the boundary between Indian and Eskimo cultures. Athabascan Indians inhabit the Yukon River village of Kaltag, while people of Eskimo descent make up a majority of the population of the villages along the route between Unalakleet and Nome.

Nome has remained the largest community in this area since the gold rush boom. It serves as the trade, transportation, and service center for the villages of the Norton Sound area.

Besides employment relating to trade, transportation, and service in Nome, people living in Nome and other villages on the route to Kaltag are engaged in seasonal employment such as reindeer herding, commercial fishing and fish processing, and fire fighting. Mining for precious metals is still the most important economic activity of the Seward Peninsula.

Subsistence activities within the area include hunting, trapping, fishing, firewood gathering, and berry picking.

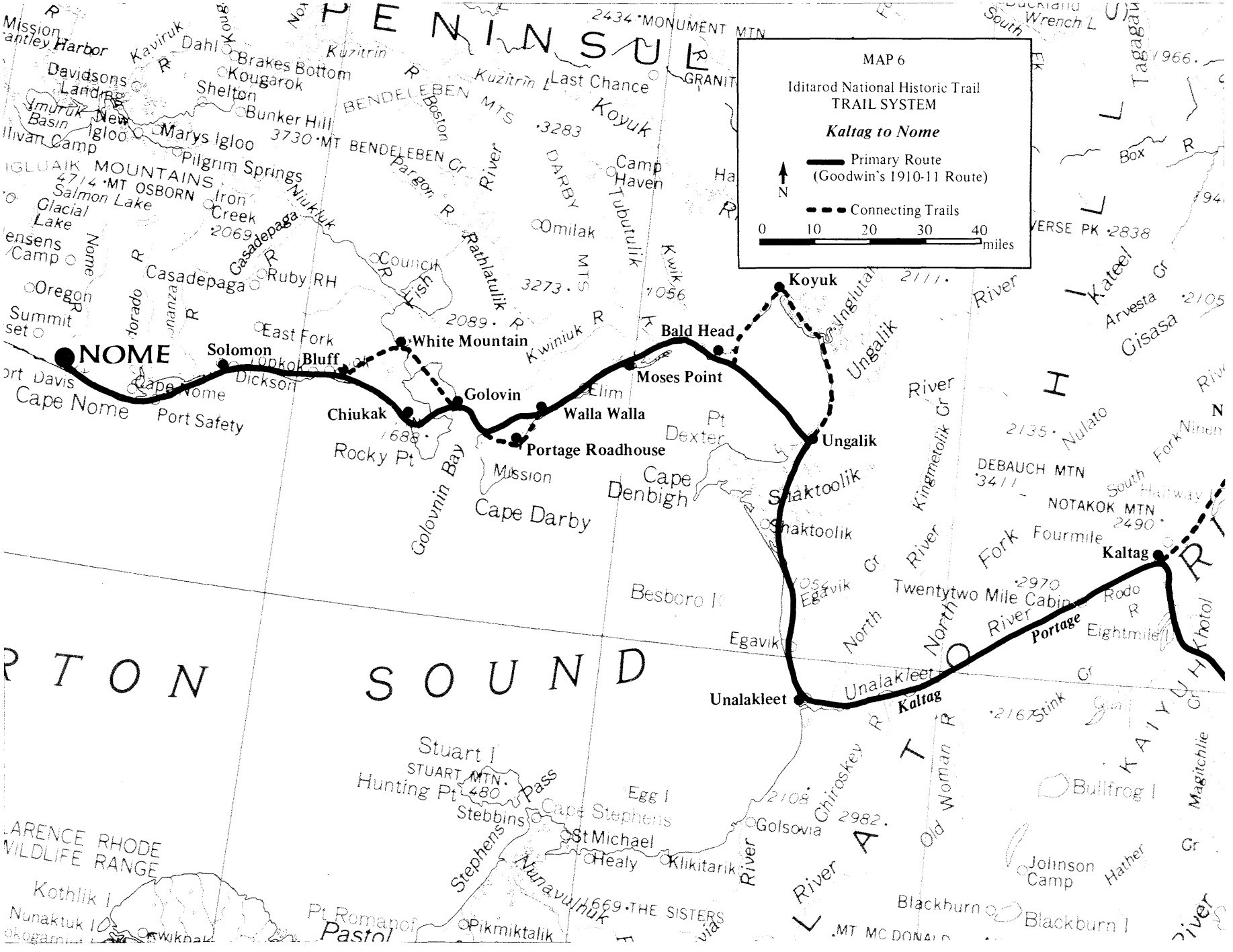
Transportation between villages during winter is by light plane, snowmachine, and dog team. Boats or small planes are used during the summer. Only Nome and Unalakleet are connected to Anchorage by commercial airliner. Other villages are connected by regularly scheduled mail planes.

The villages of Council, Solomon, and Nome are connected by a State-maintained road system.

Table 3 summarizes community population, government, services, and access information for this region.

Recreation use in the region is concentrated around Nome, where a large number of tourists are attracted by the historic Nome townsite, active and historic mining, the annual Iditarod Sled Dog Race, and side trips from Nome. Access to the Trail system is by aircraft to the villages along the route. Outside of Nome, recreational use of the Trail is limited primarily to local villagers with snowmachines and dog teams.

Native regional and village corporations have selected most of the land along the route between the Yukon River and Nome. Federal easements protect public access along the historic route, however, the primary route between Kaltag and Unalakleet crosses the Unalakleet National Wild River, managed by the Bureau of Land Management. The Trail also crosses U.S. Fish and Wildlife Service withdrawals for the Alaska Maritime National Wildlife Refuge. The State of Alaska manages the historic route between Solomon and Nome along the State-maintained road.


MAP 6
Iditarod National Historic Trail
TRAIL SYSTEM
Kaltag to Nome
Primary Route
(Goodwin's 1910-11 Route)
Connecting Trails
0 10 20 30 40 miles
N
NOME
Solomon
Bluff
White Mountain
Golovin
Chiukak
Walla Walla
Portage Roadhouse
Moses Point
Bald Head
Koyuk
Ungalik
Shaktoolik
Unalakleet
Kaltag
Portage
Cape Nome
Port Safety
Rocky Pt
Golovnin Bay
Cape Darby
Cape Denbigh
Besboro I
Egavik
Twentytwo Mile Cabin
Eightmile
Stuart I
Hunting Pt
Stebbins
Cape Stephens
St Michael
Healy
Klikitarik
Golsovia
Egg I
Kothlik I
Nunaktuk I
Pt Romanof
Pastol
Pikmiktalik
Blackburn
Blackburn I
Johnson Camp
Bullfrog I
Kateel
Arvesta
Gisasa
Nulato
Kaltag
Koyuk
Ungalik
Shaktoolik
Unalakleet
Kaltag
Portage
Nome
Casadepaga
Ruby RH
Council
Fish
Rathlatulik
Omilak
Tubutulik
Kwiniuk R
Elim
Pt Dexter
Mission
Kingmetolik Cr
Egavik Cr
North River
North Fork
Fourmile
Rodo R
Old Woman R
Chiroskey R
Nunavulhuk
Stephens
Pass
Kuzitrin
Last Chance
Koyuk
Camp Haven
Darby
Boston
Pargon R
Niukluk
Iron Creek
Salmon Lake
Glacial Lake
Oregon
Summit
Dickson
East Fork
Kougarok
Shelton
Bunker Hill
Marys Igloo
Pilgrim Springs
Brakes Bottom
Davidsons Landing
Kaviruk
Dahl
Harbor
Mission
Wrench L
South
Tagagawik
Box R
Arvesta Cr
Gisasa
Nulato
South Fork Ninen
Halfway
DEBAUCH MTN
NOTAKOK MTN
Twentytwo Mile Cabin
Eightmile
Stink Cr
Bullfrog I
Johnson Camp
Hather Cr
Blackburn
Blackburn I
Magitchlie Cr
Khotol
KAIYUH HILLS
MT MC DONALD
THE SISTERS
Pikmiktalik
Pastol
Pt Romanof
Kothlik I
Nunaktuk I
CLARENCE RHODE WILDLIFE RANGE
RTON SOUND
PENINSUL
MONUMENT MTN
BENDELEBEN MTS
MT BENDELEBEN
MT OSBORN
IGLUAIK MOUNTAINS
DARBY MTS
Ungalik River
Kingmetolik Cr
Egavik Cr
North River
North Fork
Fourmile
Rodo R
Old Woman R
Chiroskey R
Nunavulhuk
Stephens
Pass
Kuzitrin
Last Chance
Koyuk
Camp Haven
Darby
Boston
Pargon R
Niukluk
Iron Creek
Salmon Lake
Glacial Lake
Oregon
Summit
Dickson
East Fork
Kougarok
Shelton
Bunker Hill
Marys Igloo
Pilgrim Springs
Brakes Bottom
Davidsons Landing
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Blackburn I
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Khotol
KAIYUH HILLS
MT MC DONALD
THE SISTERS
Pikmiktalik
Pastol
Pt Romanof
Kothlik I
Nunaktuk I
CLARENCE RHODE WILDLIFE RANGE
RTON SOUND
PENINSUL

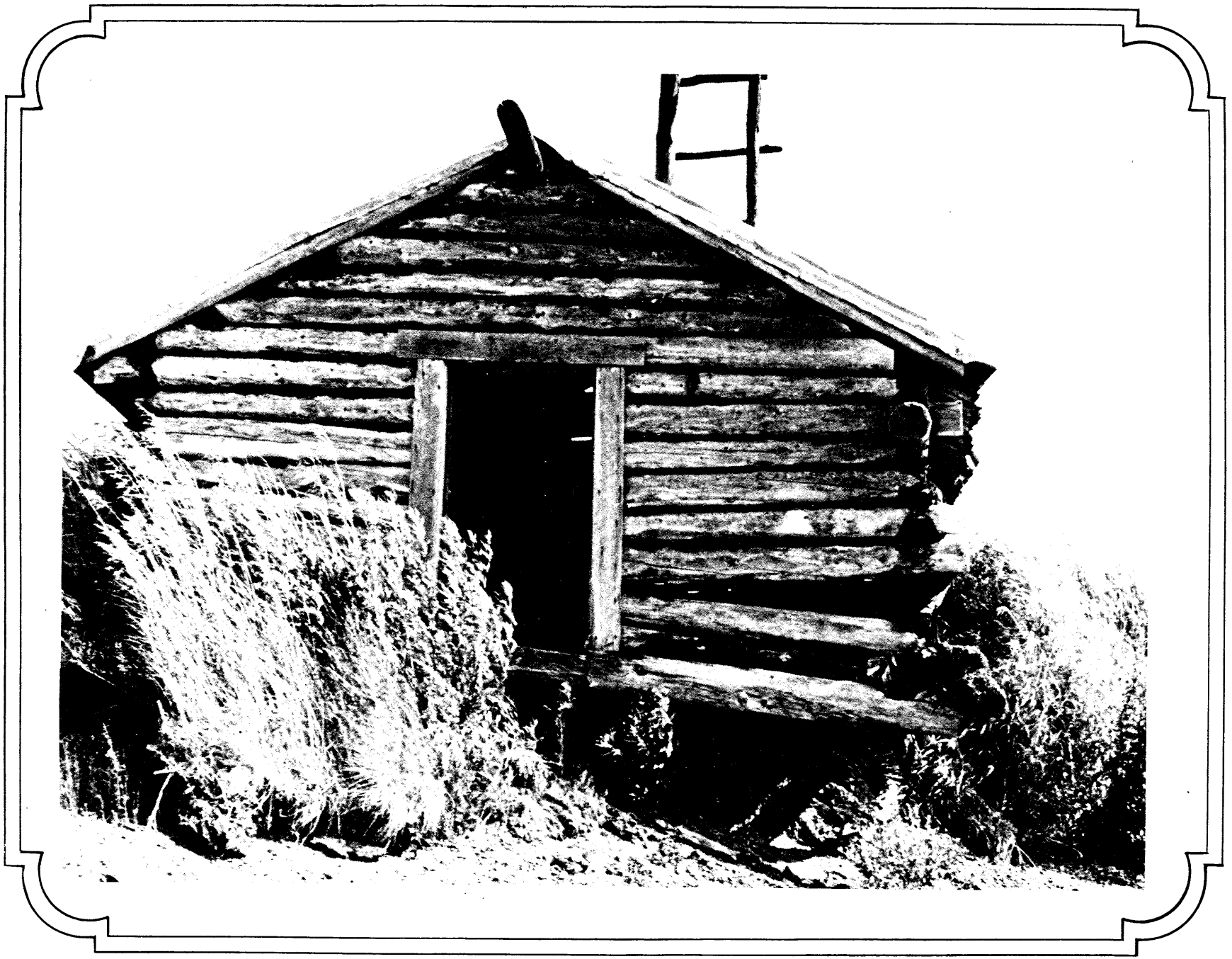
TABLE 3

COMMUNITY PROFILES
KALTAG TO NOME

COMMUNITY	POPULATION	GOVERNMENT	NATIVE ORGANIZATIONS		SERVICES					ACCESS						
			Regional Corporation	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy	AK Railroad	AK Hwy System	Jet Service	Scheduled Prop	Barge	Iditarod Checkpoint
Kaltag	247	2nd class city	Doyon, Ltd.	Gana-a'Yoo Ltd.	X	X	—	X	—	—	—	—	—	X	X	X
Unalakleet	632	2nd class city	Bering Straits Native Corp.	Unalakleet Native Corporation	X	X	X	X	—	—	—	—	—	X	X	X
Shaktoolik	163	2nd class city	Bering Straits Native Corp.	Shaktoolik Native Corporation	X	X	—	X	—	—	—	—	—	X	X	X
Koyuk	178	2nd class city	Bering Straits Native Corp.	Koyuk Native Corporation	X	X	—	X	—	—	—	—	—	X	X	X
Elim	218	2nd class city	Elim Native Corporation		X	X	—	X	—	—	—	—	—	X	X	X
Golovin	118	2nd class city	Bering Straits Native Corp.	Golovin Native Corporation	X	X	—	X	—	—	—	—	—	X	X	X
White Mountain	115	2nd class city	Bering Straits Native Corp.	White Mountain Native Corp.	X	X	—	X	—	—	—	—	—	X	X	X
Council	11	None	Bering Straits Native Corp.	Council Native Corporation	—	X	—	X	—	—	—	X	—	X	—	—
Solomon	4	None	Bering Straits Native Corp.	Solomon Native Corporation	—	—	—	X	—	—	—	X	—	—	—	—
Nome	3,430	1st class city	Bering Straits Native Corp.	Sitnasuak Native Corporation	X	X	X	X	X	—	—	X	X	X	X	X

NOTE: 1980 population data sources: 1980 census, various sources, 1983 Alaska Blue Book

The original Whaleback cabin on the Unalakleet River photographed in 1976 was lost to history in 1977 when severe erosion of the river bank undermined the structure and it was washed down river.



Significant Sites and Segments

The National Trails System Act (Public Law 90-543), as amended by the National Parks and Recreation Act (Public Law 95-625), required that a comprehensive plan be completed for the management and use of the Iditarod Trail. The plan must include, but not be limited to, the following

> "specific objectives and practices to be observed in management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved."
>
> --The National Trails System Act as amended (through P.L. 95-625, November 10, 1978), Section 5(e)(1). (Emphasis added.)

To qualify as a National Historic Trail, the trail had to:

> "have significant potential for public recreational use or historical interest based on historic interpretation and appreciation."
>
> --Section 5(b)(11)(c). (Emphasis added.)

To meet these congressional requirements, the project team and specialists from other State and Federal agencies identified the "significant" natural, historic, cultural, and outdoor recreation resources associated with the Iditarod Trail system. Because of the vast mileage of the trail system and the hundreds of historic, cultural, and natural sites associated with the gold rush trail system, the specialists agreed upon the following three-step procedure to inventory and evaluate information and to determine the most "significant" components of the Trail system for this comprehensive management plan.

1) Identification and selection of the primary route and connection trails.

2) Inventory of historic (gold rush era), pre-gold rush era, natural, and recreational resources along the primary route and connecting trails by specialists.

3) Recommendation of priority levels of management for segments and sites.

The resource evaluations summarized in this document and discussed in detail in Resources Inventories are by no means final. The evaluations, instead, are the project team's identification of all significant natural, historical, and cultural resources of the Iditarod Trail system as required by Congress. The evaluations, however, will be most valuable to individual land managers/owners. Using this comprehensive management plan, each land manager/owner can begin to view how a particular property fits in with the entire Iditarod NHT management scheme.

The project team has evaluated all known sites and segments associated with the Iditarod Trail system and has made recommendations as to which sites and segments have the highest priority for management action. It will be each individual land manager/owner who will review these evaluations, consider each as an opportunity to preserve and/or protect part of the Trail system, and then take the appropriate management action.

A. Primary Route and Connecting Trails

As discussed in the Introduction, the Iditarod NHT is made up of a primary route and connecting trails. The primary route was selected after considerable discussion by the project teams. The Trail surveyed by W. L. Goodwin of the Alaska Road Commission in 1910 to connect Seward, Nome, and the town of Iditarod was selected by the project team as the "primary route" of the Iditarod NHT. This route was the most important travelway of the Trail system during the Iditarod Gold Rush.

Branching from the Iditarod NHT primary route are over a thousand miles of Connecting trails which were important components of this gold rush trail system. Though the terms "primary and connecting trails" lead readers to assign a relative level of importance to individual segments inventoried in each type of trail, that was not the intent of the project team. The primary route of the 1910's is not the exact route accepted as the "modern day" Iditarod Trail. The northern and southern Iditarod Trail race routes actually use portions of Goodwin's route (primary route), some connecting trails, and some trails not presently included in the National Trails System.

The primary route and the connecting trail system as identified by the project team is displayed in Table 4.

B. Resource Inventories

1. HISTORIC (GOLD RUSH ERA) RESOURCES

The inventory of historic resources of the Iditarod NHT system certainly was the most exhaustive of the four inventories listed herein. The inventory consisted of literature searches, record searches, oral interviews, and field examinations.

The project team gathered all the information that could be located on historic trail segments and sites related to the Iditarod Trail system. The information was organized into Site and Segment Files, now stored at Anchorage District Office of BLM. This information came mostly from local sources, but information was also located in places as unlikely as Reno, Nevada; Calgary, Alberta; and Eugene, Oregon. This research served as the information base for field examinations conducted in 1980 and 1981. In addition to the research of literature and records, an oral history of the Iditarod Trail was initiated to further gather and record many previously unrecorded accounts of uses of the Trail.

The purpose of the field examinations of the Trail system was to verify locations of both sites and segments which had been identified on "paper." Once historic sites were located, general condition was noted. They were then rated on a weighted point system to determine the relative manageability compared to other Iditarod NHT sites. The management rating criteria was based on access, condition, and potential visitor use. During the course of the evaluation, 364 historic sites were inventoried and rated, with many of the sites north of Rainy Pass actually located and evaluated during field examinations.

2. PRE-GOLD RUSH ERA RESOURCES

Although the Iditarod Trail was designated as a National Historic Trail to commemorate Alaska's gold rush era, it is also a Trail system which incorporates many portions of an earlier system of Indian and Eskimo travel routes. In addition, it also is a Trail system which passes prehistoric and contact period villages, temporary campsites, cemeteries, and traditional gathering places. Many of the historic sites which were "discovered" in the historical research actually overlie pre-gold rush era sites which are important to Native Alaskans.

As a result of the initial cultural resource inventory effort, known pre-gold rush sites along the primary and connecting routes have been identified, including prehistoric and contact-period villages, temporary campsites, cemeteries, and traditional gathering places.

The first step of the inventory of these pre-gold rush sites was exclusively a literature search of known information.

The specialists identified 100 known sites along the primary and connecting routes. It is recommended that all such sites receive further evaluation for potential nomination to the National Register of Historic Places. Accordingly, final decisions concerning the management of any of the pre-gold rush sites should be made only after proper consideration of their importance based on National Register criteria.

The second step of the inventory was to evaluate the significance of these cultural sites in terms of their association with the National Historic Trail. Because of the disparity in the amount of information available for individual sites, specialists proposed a "significance level" for each of the cultural sites.

Significance Level 1 - Sites likely eligible or on the National Register.

Significance Level 2 - Sites potentially eligible for the National Register.

Significance Level 3 - Sites likely not eligible for the National Register.

Significance Level 4 - Sites for which potential eligibility could not be determined.

The Native settlements along the Iditarod Trail, which continued to be occupied during the gold rush era, demonstrated the relationship between the historic and prehistoric system of trails and exemplify Native involvement in the activities of the system. Roadhouses were often located in villages and run by Native families. Natives served as guides for the early explorers and played a major role in later years in the delivery of mail and freight, a role that is little understood and not well documented. Determining the particular significance of these sites should be a priority for the land manager/owner.

Native sites with an historic Iditarod component:

SITE	Alaska Historical Resource Inventory
Eklutna	ANC-008
Knik	ANC-036
Susitna Station	TYO-018
Salmon River	MCG-013
Nikolai	MED-995
Big River Village	MED-xxx
Nixon Forks	MED-xxx
Slow Fork Village	MED-xxx
Khadilotden	IDT-002
Dikeman	IDT-003
Dishkakat	OPH-004
Kaltag	NUL-003
Unalakleet	UKT-004
Issac's Village	NOB-010
Chiukak	SOL-012
Steuk	SOL-070
Mupterukshuk	SOL-xxx

3. NATURAL (SCENIC) RESOURCES

Legislative intent called for the identification and protection of significant natural qualities along the Trail. Scenic quality is perhaps best described as the overall impression a person retains after passing from one landscape type to the next along the Iditarod Trail.

The first step of the process was to identify broad physiographic provinces using Physiographic Divisions of Alaska (Wahrhaftig 1973). The physical appearances of the topography provided the basis for differentiating one division from another. Divisions were further delineated by the geologic structure, which may or may not be visually distinctive. For example, the Innoko lowlands and the Kuskokwim lowlands were evaluated as separate landscapes, even though they look similar. Topographic maps, aerial photographs, and regional resource maps were used to define

TABLE 4

PRIMARY AND CONNECTING ROUTES

THE PRIMARY ROUTE
(Goodwin's 1910 Route)

	Miles
SEWARD TO RAINY PASS	
Seward to Moose Pass	30
Moose Pass to Portage	36
Portage to Girdwood	10
Girdwood to Eagle River (Crow Pass)	42
Eagle River to Knik	29
Knik to Susitna River	28
Susitna River to Old Skwentna	38
Old Skwentna to Rainy Pass	70
RAINY PASS TO KALTAG	
Rainy Pass to Farewell Lake	35
Farewell Lake to Big River Roadhouse	56
Big River Roadhouse to Takotna (ARC Trail)	37
Takotna to Flat	80
Flat to Iditarod	8
Iditarod to Dikeman	30
Dikeman to Dishkakat	50
Dishkakat to Kaltag	66
KALTAG TO NOME	
Kaltag to Unalakleet	81
Unalakleet to Ungalik	52
Ungalik to Baldhead	24
Baldhead to Moses Point	18
Moses Point to Walla Walla	18
Walla Walla to Golovin	20
Golovin to Chiukak	12
Chiukak to Solomon	35
Solomon to Nome	33
TOTAL – PRIMARY ROUTE	938 Miles

CONNECTING TRAILS
TO
THE PRIMARY ROUTE

	Miles
SEWARD TO RAINY PASS	
Moose Pass Military Road (Canyon Creek Trail)	27
Johnson Pass/Sunrise/Hope Military Road	41
Granite/Ingram Creek Trail	13
Portage Pass Route	13
Potter Trail	28
Billings Creek/Glacier River Trail	18
Girdwood to Ship Creek (Indian Pass)	37
Anchorage to Eagle River	12
Susitna Station to Old Skwentna (Yentna River)	45
Ptarmigan Pass	75
RAINY PASS TO KALTAG	
Pitka Fork Loop to McGrath	45
Salmon River to McGrath	33
Farewell Lake to Nikolai (via S.F. Kuskokwim)	45
Nikolai to McGrath	42
McGrath to Takotna	17
Takotna to Ophir	18
Iditarod to Ophir (Ganes Creek) Summer Trail	72
Iditarod to Takotna Summer Trail	32
Otter to Flat	8
Willow Creek Loop	24
Ophir to Dikeman Cut Off (Hunter Trail)	56
Ophir to Dishkakat	55
Ophir to Poorman Winter Trail	82
Ophir to Poorman Summer Trail	87
Poorman to Ruby	58
Ruby to Kaltag (Yukon River)	143
Dishkakat to Lewis Landing	108
KALTAG TO NOME	
Ungalik to Baldhead (via Koyuk)	48
Portage Roadhouse Trail	17
Golovin to Bluff	27
TOTAL – CONNECTING TRAILS	1326 Miles

these physiographic boundaries. Then, the scenic values within each physiographic unit were inventoried using seven key factors: landform, vegetation, water, color, influence of adjacent scenery, scarcity, and cultural modifications. A standardized point system assigned great, same, or little importance to each factor. The values for each category were calculated, and according to total points, three scenic quality classes were determined and mapped:

Class A - Areas that combine the most outstanding characteristics of each rating factor.

Class B - Areas in which there is a combination of some outstanding features and some that are fairly common to the physiographic region.

Class C - Areas in which the features are fairly common to the physiographic region.

These ratings were verified by flying over the primary route in a fixed-wing aircraft.

4. OUTDOOR RECREATION RESOURCES

Outdoor recreation opportunities on the Iditarod NHT were analyzed according to the following factors:

-- existing recreation use
-- potential recreation use
-- season of use
-- accessibility
-- proximity to population centers
-- distribution of historic sites
-- existing land uses
-- ownership
-- manageability

Each segment identified in Table 4 was evaluated according to the interrelated, but varied aspects of the Trail which determine the potential for outdoor recreation use. Based on this evaluation, those segments which were recognized to enhance and support the historic nature of the Trail system were determined as having a HIGH POTENTIAL for outdoor recreation and historic interpretation.

C. Management Categories

1. ACTIVE AND MINIMUM MANAGEMENT OF SEGMENTS

Once trail locations were identified and evaluated for historic, pre-gold rush, and natural significance and outdoor recreation potential, management recommendations for specific segments were made using the broad categories of ACTIVE and MINIMUM management.

The ACTIVE MANAGEMENT category applies to segments that are recommended for physical trail management. The primary route was recommended for active management in order to connect Nome, Seward, and Iditarod on a continuous trail. Certain connecting trails were recommended for active management due to the relative significance of the individual segments to current or potential use.

Active management is a broad category. A recommendation for only a roadside sign is considered "active" management. Other management actions may include trail marking, trail clearing, trail reconstruction, parallel trail construction, shelter and visitor facility construction.

The MINIMUM MANAGEMENT category was applied to Trail segments where existing laws and regulations are adequate for trail management purposes. Periodic reevaluation of these segments is recommended.

2. RECOMMENDED MANAGEMENT LEVELS FOR HISTORIC SITES

There are inherent difficulties in assigning a level of significance and appropriate management to each site, especially when dealing with as many sites as there are on

the Iditarod Trail. Also, the detailed process of evaluating sites and segments of the trail as to potential eligibility for the National Register of Historic Places remains to be done and will precede any decisions which could affect them. Thus, this additional evaluation step may result in certain changes as to recommended management. Further, if oversights become apparent or new information becomes available, this information also should be evaluated by the appropriate land manager and new recommendations should be proposed and reviewed by the Iditarod National Historic Trail Advisory Council.

Following the resource inventory step, all historic sites were rated and tentatively assigned a management level to establish and prioritize management recommendations.

a. Level 1--Recommended Priority Management

Every effort should be made to actively preserve and protect those sites recommended for Level 1 management category, which may include:

-- Future evaluation for possible site-specific or thematic nomination to the National Register of Historic Places.

-- Complete documentation of the historic and cultural resources through established architectural and archeological procedures.

-- Protection of sites from disturbance due to natural and manmade causes in accordance with established Federal and State procedures.

-- Stabilization, restoration, or adaptive use (sometimes in support of recreation activities) of existing sites or structures after National Register eligibility evaluation.

-- Identification and location of adequate easements for protection of access and visual integrity.

-- Table 5 lists all Level 1 sites.

-- Appendices 5a and 5b describe site management opportunities for sites listed in Table 5.

b. Level 2--Recommended Secondary Management

Passive preservation of historic resources assigned Level 2 may include:

-- Future evaluation for possible site-specific or thematic nomination to the National Register of Historic Places for certain sites.

-- Preservation of certain significant sites to the extent that funds and resources are available, as determined by the managing agency.

-- Identification and location of adequate easements for protection of access and visual integrity.

-- Mitigation of disturbance to or destruction of these sites.

-- Stabilization, restoration, or reconstruction at specific sites to support recreational activities, or other needs after National Register eligibility evaluation.

-- Further site documentation and recording to support continuing trail documentation or interpretation.

-- Table 6 lists all Level 2 sites.

-- Appendices 5a and 5b describe site management opportunities for federally administered sites listed in Table 6.

c. Level 3--Recommended Minimum Management

-- Further evaluation for possible thematic nomination to the National Register of Historic Places for specific area.

-- Adequate site protection in accordance with established Federal or State regulations.

-- Level 3 sites are listed in Appendix 3.

Recommendations have been made for 47 Level 1 sites, without regard to land ownership, in hopes that the landowners will realize the historic significance of their properties and take the necessary actions to protect and preserve them. Recommendations for Level 2 sites were made only for known Federal properties.

3. NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the official list, involving an inventory process, for the Nation's significant cultural resources. It was established by the Historic Sites Act of 1935 and further expanded by the National Historic Preservation Act of 1966. It includes districts, sites, buildings, structures, and objects significant as physical reminders of the prehistoric and historic past. One major use of the National Register is in facilitating consideration of these values by Federal and State agencies for planning and other purposes. In all, the register is designed to insure future generations an opportunity to appreciate and enjoy the rich heritage of the Nation, including Alaska's historically significant trails and associated sites.

The Iditarod NHT is one of a new type of nationally commemorated routes and events that have been designated by Congress. Because of this designation, the entire Trail has been considered as "potentially eligible for inclusion into the National Register of Historic Places." More appropriately, only certain segments probably deserve National Register status. Nominations to the National Register should be made for those specific Trail sites and segments which best represent the historic values of the Trail. These would include sites and segments where physical remains exist which are associated with the Iditarod Trail. Nominations would be accomplished within the Federal planning process for Federal lands and through the Alaska State Historic Preservation Plan for State and private properties.

a. Nomination of Specific Sites Associated with the Trail

As of 1984, there were 34 sites or districts on the National Register associated with the historic Iditarod Trail for the period 1880 to the 1920's. There is also a 35th, a prehistorical site on Cape Denbigh Peninsula in the vicinity of the Trail but unrelated to it historically. (See Appendix 4.) Other potential National Register listings include the Level 1, 2, and 3 sites and connecting trails discussed earlier in this plan. All would be evaluated for individual significance related to the Trail and nominated to the National Register as individual sites or as components within a more comprehensive thematic Iditarod Trail nomination (discussed below). However, no attempt would be made to list privately owned sites along the Trail on the National Register without the concurrences of the owners. If privately owned properties are listed individually on the National Register, owners may choose to apply for matching Federal Historic Preservation funds and Tax Act certification.

b. Thematic Iditarod Trail Nomination

A thematic group format submission for nominating properties to the National Register is one which includes a finite group of resources related to one another in a clearly distinguishable way. A thematic Iditarod Trail nomination would include those sites or Trail segments (including physical remains of the Trail, such as trail tread) which relate to the Trail's significance for the period 1880 to the 1920's. It has been recommended by both the BLM and the State Historic Preservation Officer that a thematic nomination to the National Register be undertaken. The thematic nomination procedure offers the most flexible and open-ended process for applying National Register designations. It will also serve as a criteria basis for inclusion of non-Federal sites into the Trail system by the Secretary of the Interior (as required under the National Trails System Act of 1978).

TABLE 5

LEVEL 1 SITES
(Federal and Non-Federal Properties)

	SITE NUMBER
SEWARD QUAD	
Seward Railroad Depot	SEW-001
Tunnel 1 (Railroad Tunnel)	SEW-139
Alaska Nellie's Homestead	SEW-025
Crow Creek Consolidated Mine	SEW-191
Lauritsen Cabin	SEW-152
Gilpatrick's Cabin	SEW-015
Canyon Creek	SEW-036
Whites Roadhouse	SEW-105
Bruhn Ray Mine	SEW-197
Sunrise (Townsite)	SEW-195
Hope Historic District	SEW-018
ANCHORAGE QUAD	
Girdwood Mine	ANC-xxx
St. Nicholas Russian Orthodox Church, Eklutna	ANC-022
Whites Cabin	ANC-xxx
Knik Townsite	ANC-003
Whitney's Ranch (Homestead)	ANC-xxx
Potter Section House	ANC-075
TYONEK QUAD	
Susitna Station (Roadhouse)	TYO-018
Skwentna Roadhouse	TYO-021
McGRATH QUAD	
Rohn River Roadhouse	McG-007
Pioneer Roadhouse	McG-009
Old McGrath	McG-001
IDITAROD QUAD	
Otter (River Landing)	IDT-039
Flat (Mining Camp/Town)	IDT-005
Iditarod (River Community)	IDT-001
Shermeier's Halfway Roadhouse	IDT-010
Dikeman (River Community)	IDT-003

	SITE NUMBER
OPHIR QUAD	
Dishkakat (Native/Mining Community)	OPH-004
Ganes Creek Mine (Camp)	OPH-001
Ganes Creek Dredge	OPH-001
Ophir City (Roadhouse)	OPH-005
RUBY QUAD	
Poorman (Mining Camp)	RUB-012
Sulatna Crossing (River Crossing)	RUB-009
Long (Mining Community)	RUB-001
Ruby Roadhouse	RUB-008
Fisher Roadhouse	RUB-016
NORTON BAY QUAD	
Old Woman (Mountain) Cabin	NOB-034
Isaac's (Village)	NOB-010
SOLOMON QUAD	
Walla Walla Roadhouse	SOL-026
Dexter Trading Post	SOL-110
Dickson (River Landing)	SOL-003
Solomon River & Council City R.R.	SOL-032
Solomon Roadhouse	SOL-031
Safety Roadhouse	SOL-023
Cape Nome Roadhouse	SOL-069
Portage Roadhouse	SOL-027
McKinley Creek Relief Cabin	SOL-079
NOME QUAD	
Fort Davis (Military Fort)	NOM-002
St. Joseph Church, Nome	NOM-040

-xxx = No AHRS Record

TABLE 6

LEVEL 2 SITES
(Federal and Non-Federal Properties)

	SITE NUMBER
SEWARD QUAD	
Falls Creek Mine	SEW-162
Johnson (Roadhouse Site)	SEW-118
Twentymile River Sawmill	SEW-xxx
Girdwood Roadhouse	SEW-102
Michaelson Cemetery	SEW-035
Michaelson Mining Camp (Cabin)	SEW-153
Wibel (Mining Camp)	SEW-xxx
Canyon Creek Dam	SEW-036
ANCHORAGE QUAD	
Raven Creek (Duke's) Roadhouse	ANC-xxx
Monarch Mine	ANC-xxx
W. D. Elliot's Roadhouse	ANC-xxx
TYONEK QUAD	
Rabbit Lake Relief Cabin	TYO-044
Mountain Climber's Roadhouse	TYO-022
Happy River Roadhouse	TYO-023
TALKEETNA QUAD	
Puntilla Cabin	TAL-044
McGRATH QUAD	
Rainy Pass Shelter Cabin	McG-xxx
Dalzell Roadhouse	McG-003
Salmon River Roadhouse	McG-013
Big River Roadhouse	McG-015
MEDFRA QUAD	
Big River Village	MED-xxx
Nixon Forks (Trading Post)	MED-012
Boerner City (Trading Post)	MED-011
Nikolai (Native Village)	MED-025

	SITE NUMBER
IDITAROD QUAD	
Moore Creek (Mining Camp)	IDT-012
Moore Creek Halfway Cabin	IDT-031
Bonanza Creek ARC Relief Cabin	IDT-030
Moore City	IDT-006
First Chance Relief Cabin	IDT-019
Reindeer Cabin (Don's)	IDT-015
Fritz's Roadhouse	IDT-009
OPHIR QUAD	
Brown Creek Shelter Cabin	OPH-014
Yankee Creek ARC Cabin	OPH-017
Yankee Creek Roadhouse	OPH-015
Boxcar Roadhouse	OPH-006
Del Thompson's Boob Creek	OPH-016
Tolstoi (Olson's Roadhouse)	OPH-008
Cripple Landing	OPH-003
Dishna (Native Village)	OPH-020
Simels (Trading Post)	OPH-021
RUBY QUAD	
Hub Roadhouse	RUB-019
Tenmile Roadhouse	RUB-018
NULATO QUAD	
Captain Dalquist's Lodge	NUL-019
Lewis Landing (Noo Sa Gunh)	NUL-031
Louden (River Landing)	NUL-008
UNALAKLEET QUAD	
Whale Back Cabin	UKT-026
NORTON BAY QUAD	
Twenty-Two Mile Roadhouse (Ivan)	NOB-003
Tenmile Roadhouse	NOB-033
Egavik (Reindeer Progress Point)	NOB-006
Koyuk (Big Sam's Roadhouse)	NOB-004
SOLOMON QUAD	
Chiukak (Relief Cabin)	SOL-012
Topkok Roadhouse	SOL-028

-xxx = No AHRS Record

If a thematic nomination is not possible in the near future, then each managing agency should consider undertaking site-specific nominations of the site recommended.

c. Highways and Other Transportation Corridors

Section 7(g) of the National Trails System Act (as amended through P.L. 95-625) states:

> No land or site located along a designated historic trail . . . shall be subject to the provisions of section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f)) unless such land or site is deemed to be of historical significance under appropriate historical criteria such as those for the National Register of Historic Places.

Section 4(f) of the Department of Transportation Act of 1966 (P.L. 89-670), as amended, states as national policy:

> special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.

Section 4(f) specifically requires that the Secretary of Transportation

> cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands traversed. After the effective date of the Federal Highway Act of 1968, the Secretary (of Transportation) shall not approve any program or project which requires the uses of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of the land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

Section 4(f) of the Department of Transportation Act does not apply to the Alaska Railroad right-of-way.

On non-Federal land, Section 4(f) will apply to National Trail segments and sites determined eligible for nomination to the National Register of Historic Places, and to non-Federal land where the landowner/manager has applied to the State Historic Preservation Officer to include their properties into the National Register.

If a transportation project or program would affect sites designated for active management, section 4(f) consideration may require rerouting or special design if there is no reasonable and prudent alternative to mitigate the potential impact.

Further, any surface-disturbing activities occurring on federally managed lands along the Trail must follow the guidance mandated by legislation and regulation regarding the management of cultural resources. Specific legislative requirements are described by the National Historic Preservation Act of 1966, the Antiquities Act of 1906, and other applicable legislation.

D. Secretary's Interim Criteria for Inclusion of Non-Federal Sites and Segments into the Iditarod NHT System

Based on the resources evaluation conducted by the project team, the following sites and non-Federal segments should be included in the Iditarod NHT. The following sites and

segments have been determined to be eligible for inclusion into the Iditarod NHT system. They include:

-- The primary and connecting routes identified in Table 4.

-- Historic sites identified in Appendix 3.

-- Pre-gold rush sites with an Iditarod component, in Appendix 3.

-- Natural landmarks identified on the maps in Resources Inventories.

Further study and research may reveal additional sites, segments, and connecting trail which may be eligible for certification as components of the Iditarod NHT system.

ONLY THOSE SITES AND SEGMENTS (OR PORTIONS THEREOF) LOCATED ON FEDERAL LANDS ARE ESTABLISHED AS INITIAL COMPONENTS OF THE IDITAROD TRAIL SYSTEM. Other identified and unidentified non-Federal sites and segments may later become components of the Iditarod Trail system through application from the owner (private, local, or State) to the Secretary of the Interior, through the BLM.

Application for inclusion of sites or segments by the owner shall include:

-- Statement of Significance
-- Relationship to Iditarod NHT Focus
-- Location
-- Legal Description
-- Condition
-- Photo Documentation
-- Proof of Ownership

All applications will be reviewed and forwarded with comment to the Secretary by the Iditarod NHT Advisory Council.

"We've struck the pay in Ruby,
Let the cry go far and wide,
And old sourdoughs Outside
Will come back and be surprised
When they hear we've got the pay in Ruby."

WE'VE GOT THE PAY IN RUBY
Ruby Reed Citizen
February 10, 1912

Ruby, Yukon River, 1912

Management Opportunities

A. Cooperative Management System

1. MANAGEMENT PHILOSOPHY

The Iditarod Trail was improved and maintained by the U.S. Alaska Road Commission (ARC) to provide a safe and sure way for early travelers to cross the wilds of Alaska, but it was those people who lived in the communities and traveled along the length of the trail who "managed" the route--who often reset tripods, repaired and cleared roadways for wagon, sled, and foot travel, constructed roadhouses, and occasionally constructed better routes.

Even National Trail status for the Iditarod was prompted and made possible by citizen support.

In considering possible management approaches for a 2,300-mile Trail system which crosses various Federal, State, local, and private landholdings, a cooperative management system similar to the one used during those early days seems most appropriate. Though the Federal and State governments may take the lead in future possible reestablishment and reconstruction of certain important segments of the historic route, it is the trail users who can best maintain the historic Iditarod as a viable transportation link as well as a recreation and cultural resource in Alaska.

Private management of federally designated trails is by no means a new concept. The Appalachian Trail Conference, a nonprofit organization, initially determined the route and coordinated the work of the clubs and individuals who made the 2,100-mile Appalachian National Scenic Trail a reality, and now this private management organization works with the Federal government to protect and care for the Trail.

Through cooperative agreements, Federal, State, local, and private landowners, as well as interested groups and individuals, using this plan as guidance will work toward a common goal in the management and protection of this historically significant Trail.

2. SECRETARY'S ADMINISTRATIVE RESPONSIBILITIES

The Secretary of the Interior is by law charged with the responsibility for the administration of the Iditarod NHT. This responsibility is delegated to the Bureau of Land Management.

Administration of the National Trail by the Department of Interior involves coordinating trail management and historic preservation efforts on the Iditarod Trail system, but does not include management of non-Federal trail segments or sites. National Trail designation on any non-Federal site or trail segment will not transfer management responsibility to any Federal agency. Instead designation is formal recognition of the significance of the historic site or segment, and enters the non-Federal component into a partnership of landowners, land managers, and private trail groups concerned by the cooperative management of the Iditarod Trail.

The Secretary of the Interior, represented by the Anchorage District Manager of the Bureau of Land Management, will coordinate the cooperative management of the Iditarod NHT by carrying out the following actions:

-- Functioning as liaison between the land managers, private trail organization(s) and trail managers by maintaining an information network, including, when appropriate, acting as media contact on National Trail matters.

-- Providing administrative support for the Iditarod NHT Advisory Council until 1991.

-- Preparing and assisting in preparation of cooperative agreements as needed.

-- Reviewing and processing of applications for certification of non-Federal Trail sites or segments subsequent to the recommendations of the Advisory Council.

-- Reviewing for appropriateness and consistency any draft regulations proposed for use on the National Trail segments.

-- Selecting and publishing in the Federal Register rights-of-way for the Trail after obtaining advice and assistance from the State of Alaska, local governments, private organizations, trail users, and the Advisory Council.

-- Providing uniform trail markers to cooperating non-Federal agencies, in accordance with written agreements. Cooperators then erect and maintain them in accordance with standards established.

-- Coordinating efforts to prepare thematic nomination for inclusion of sites and segments into National Register of Historic Places.

-- Coordinating efforts to initiate an information/interpretation program for the Trail.

3. MANAGEMENT ROLES AND RESPONSIBILITIES

The cooperative management system for the Iditarod NHT will be a PARTNERSHIP made up of: 1) the Federal land managers already responsible for sections of the National Historic Trail; 2) State, local, and private landowners/managers who have entered into cooperative agreements supporting the historic trail management concept; and, 3) trail management organization(s), who will accept major responsibilities for carrying out on-the-ground work on the Trail. The Bureau of Land Management will be responsible for the COORDINATION of efforts of all trail partners.

a. Federal Land Management Agencies

When the National Trails System Act was amended by Public Law 95-625 in 1978 the Iditarod became a National Historic Trail, the Departments of Interior, Agriculture, Defense and Transportation became management partners. The management of the Trail ultimately remains the responsibility of each Federal land manager across whose land the Trail passes.

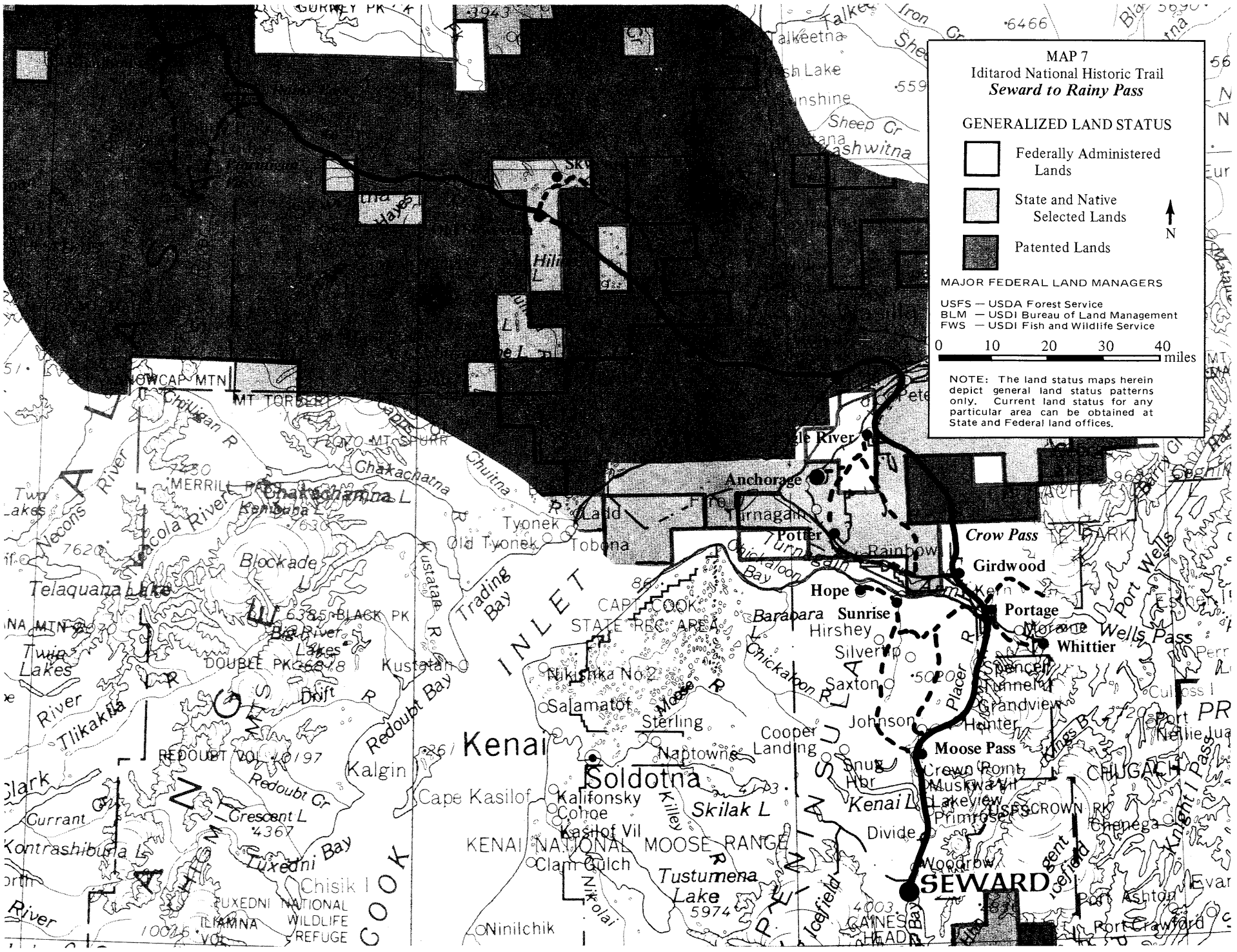
These Departments will work together to ensure that the management objectives and specific practices outlined in this comprehensive plan are observed in the protection and use of the Iditarod NHT to prevent or mitigate actions which may compromise the historic integrity of the Trail. Consultations with the Iditarod NHT Advisory Council will be conducted about proposed management actions on or near the Trail which are contrary to the management objectives of the Trail.

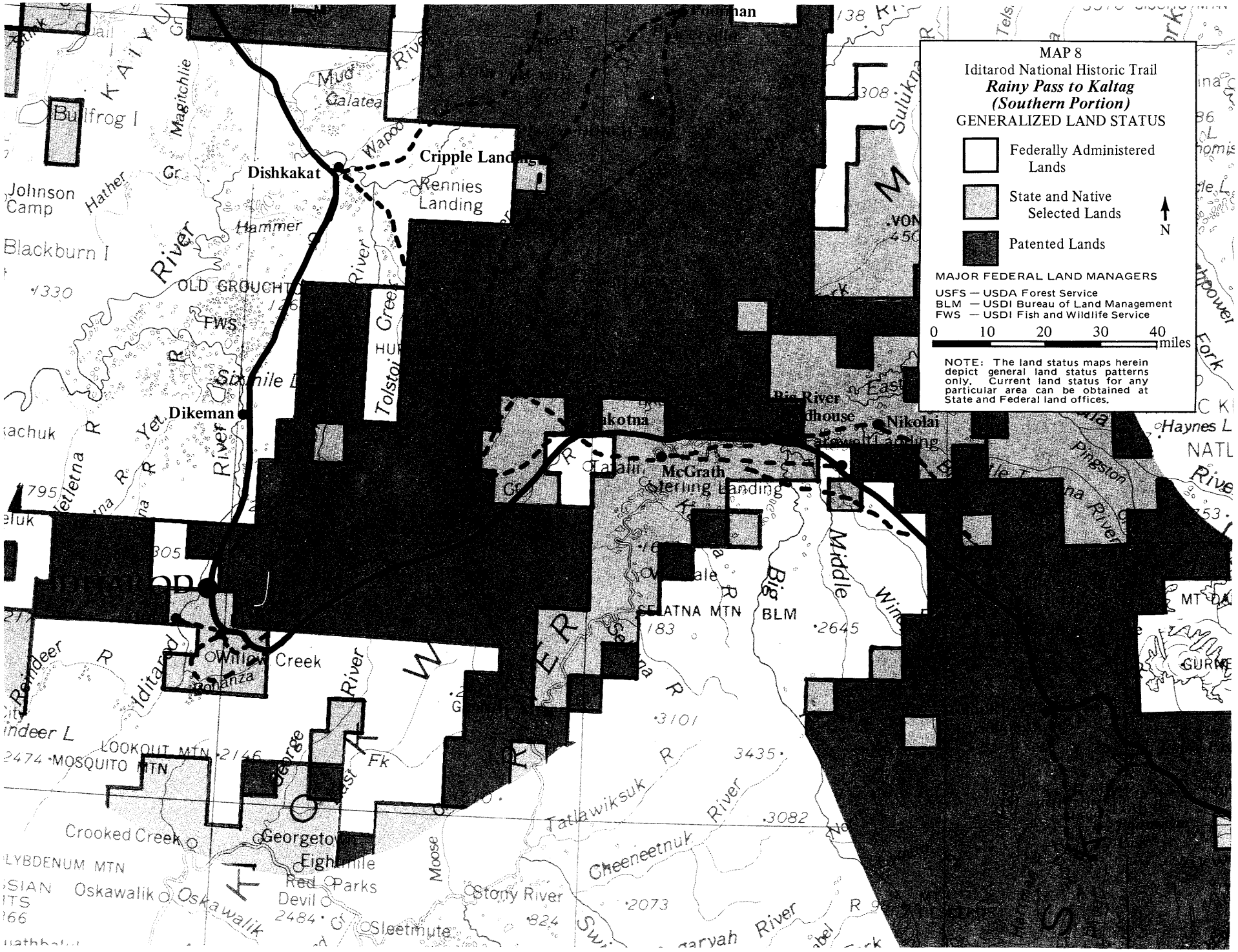
Maps 7, 8, 9, and 10 generally display Federally-administered lands which are the current components of the National Trails System.

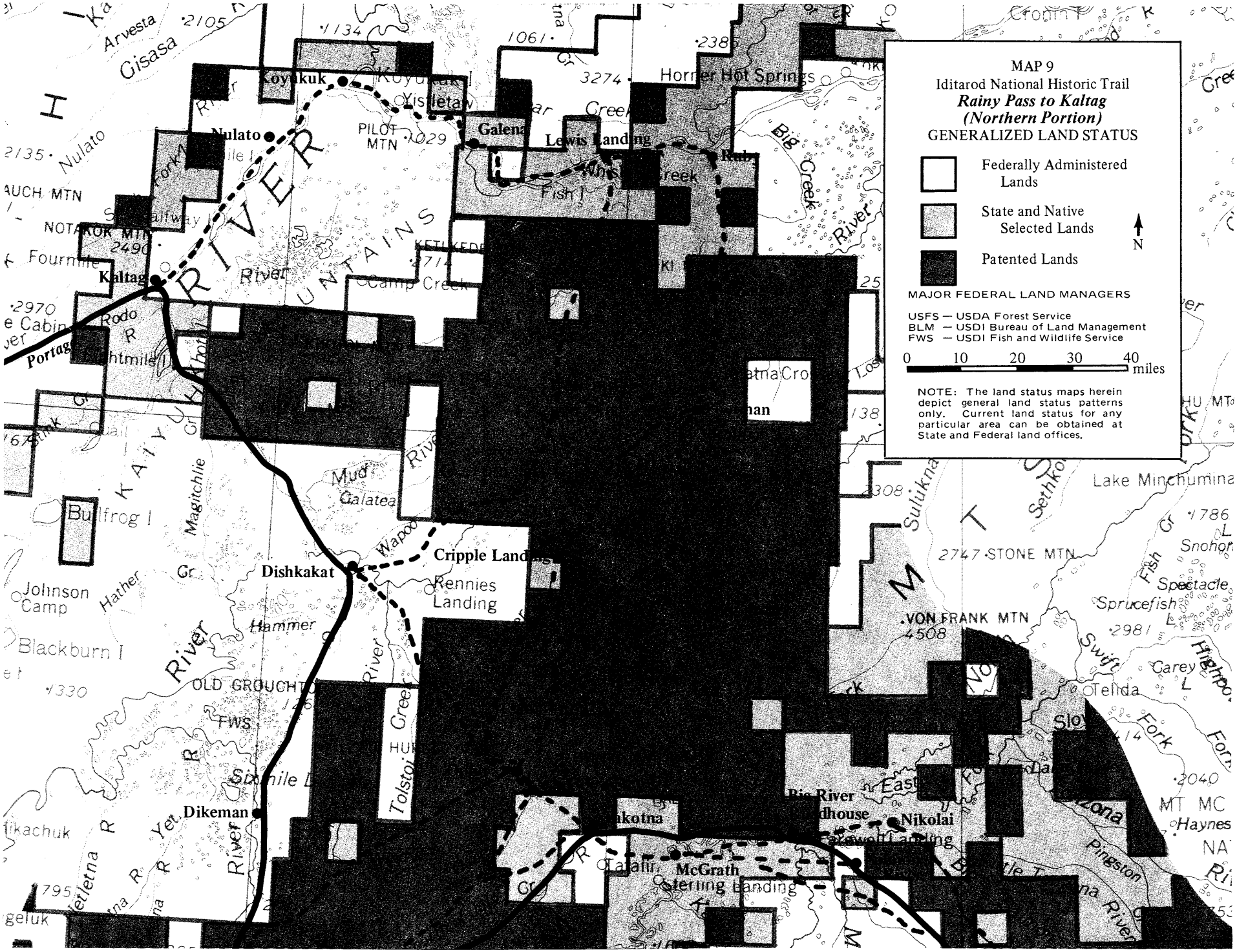
The following Federal agencies are managers of lands crossed by the Iditarod NHT:

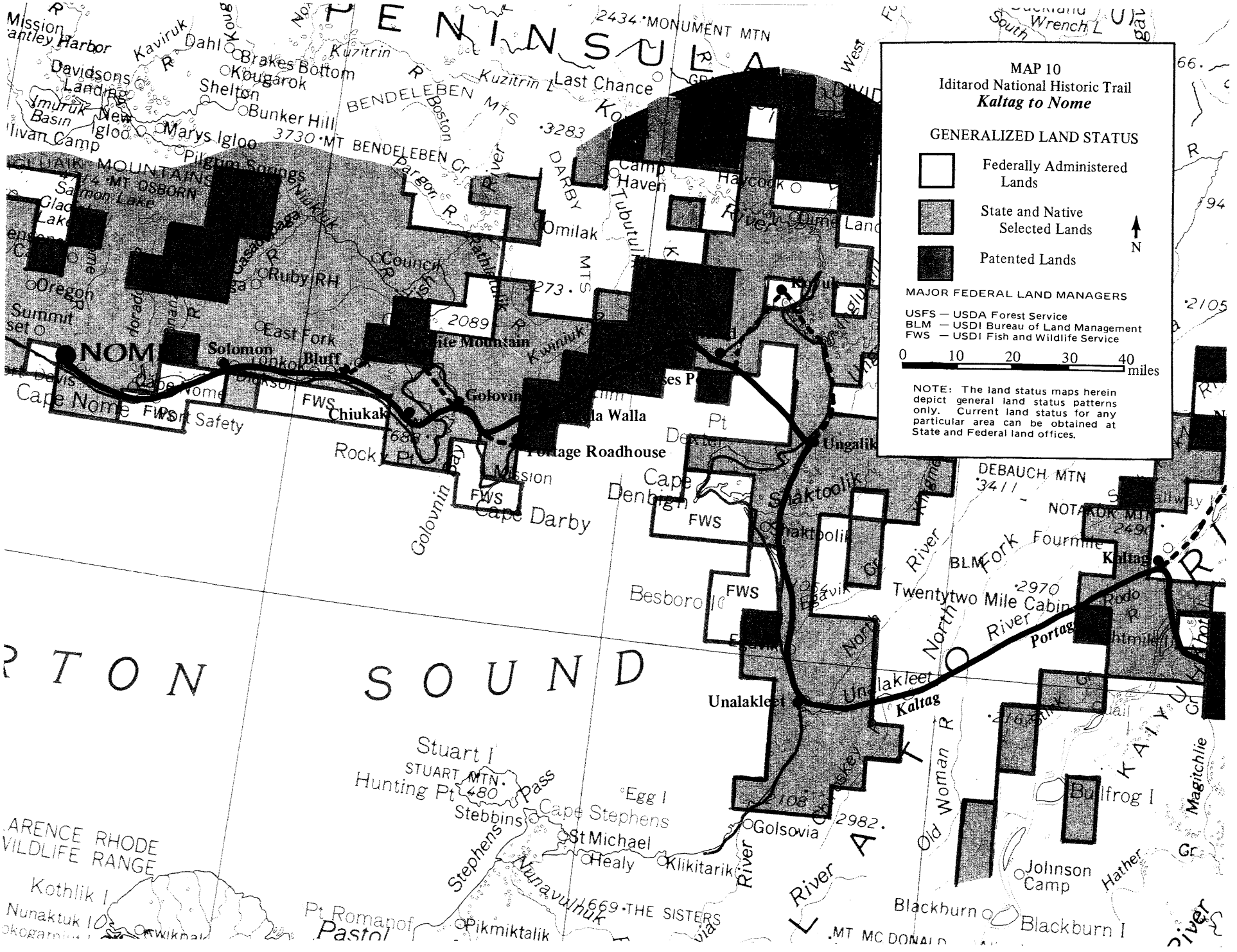
Department of Agriculture
- Forest Service, Chugach National Forest

Department of Interior
- Bureau of Land Management
  - Anchorage District Office
  - Fairbanks District Office


MAP 7
Iditarod National Historic Trail
Seward to Rainy Pass
GENERALIZED LAND STATUS
Federally Administered Lands
State and Native Selected Lands
Patented Lands
N
MAJOR FEDERAL LAND MANAGERS
USFS — USDA Forest Service
BLM — USDI Bureau of Land Management
FWS — USDI Fish and Wildlife Service
0 10 20 30 40 miles
NOTE: The land status maps herein depict general land status patterns only. Current land status for any particular area can be obtained at State and Federal land offices.
Anchorage
Girdwood
Crow Pass
Hope
Sunrise
Portage
Whittier
Wells Pass
Moose Pass
SEWARD
Kenai
Soldotna
Skilak L
Tustumena Lake
Kenai Mts
Kenai Peninsula
Cook Inlet
Redoubt Bay
Tuxedni Bay
Kenai National Moose Range
Tuxedni National Wildlife Refuge
Kenai L
Turnagain Arm
Knik Arm
Chugach
Resurrection Pass
Johnson Pass
Placer R
Kenai R
Kasilof R
Kustatan R
Chakachatna R
Chuitna R
Trading Bay
Chickaloon Bay
Turnagain
Potter
Rainbow
Girdwood
Hope
Sunrise
Portage
Whittier
Spencer
Tunnel
Grandview
Hunter
Saxton
Hirshey
Silvertip
Barapara
Moose Pass
Crown Point
Muskwa Vil
Lakeview
Primrose
Divide
Woodrow
Naptowne
Sterling
Salamatof
Nikiska No 2
Kalgin
Cooper Landing
Kasilof Vil
Kalifonsky
Cohoe
Clam Gulch
Ninilchik
Cape Kasilof
Chisik I
Crescent L
Redoubt Vol
Redoubt Gr
Currant Gr
Kontrashibuna L
Telaquana Lake
Blockade L
Twin Lakes
Chakachamna L
Kenibuna L
Tyonek
Old Tyonek
Tobona
Ladd
Eagle River
Chugach State Park
Port Wells
Port Crawford
Port Ashton
Gent Icefield
Bear Icefield
Harding Icefield
Kings R
Snug Hbr
Resurrection Bay
Gaines Head
Crown Rk
Chenega
Nellie Juan
Evan
Culross I
Perry Gl
Seg Gl
Eur
Falkeetna
Iron Cr
Sheep Cr
Lake
Sunshine
Hayes
Hilt L
Mt Torbert
Chulitna R
Chuitna R
Tyonek
Old Tyonek
Tobona
Ladd
Eagle River
Anchorage
Turnagain
Potter
Rainbow
Girdwood
Hope
Sunrise
Portage
Whittier
Spencer
Tunnel
Grandview
Hunter
Saxton
Hirshey
Silvertip
Barapara
Moose Pass
Crown Point
Muskwa Vil
Lakeview
Primrose
Divide
Woodrow
Naptowne
Sterling
Salamatof
Nikiska No 2
Kalgin
Cooper Landing
Kasilof Vil
Kalifonsky
Cohoe
Clam Gulch
Ninilchik
Cape Kasilof
Chisik I
Crescent L
Redoubt Vol
Redoubt Gr
Currant Gr
Kontrashibuna L
Telaquana Lake
Blockade L
Twin Lakes
Chakachamna L
Kenibuna L
Tyonek
Old Tyonek
Tobona
Ladd
Eagle River
Chugach State Park
Port Wells
Port Crawford
Port Ashton
Gent Icefield
Bear Icefield
Harding Icefield
Kings R
Snug Hbr
Resurrection Bay
Gaines Head
Crown Rk
Chenega
Nellie Juan
Evan
Culross I
Perry Gl
Seg Gl
Eur
Falkeetna
Iron Cr
Sheep Cr
Lake
Sunshine
Hayes
Hilt L
Mt Torbert
Chulitna R
Chuitna R
Trading Bay
Chickaloon Bay
Placer R
Kenai R
Kasilof R
Kustatan R
Chakachatna R
Redoubt Bay
Tuxedni Bay
Kenai National Moose Range
Tuxedni National Wildlife Refuge
Kenai L
Turnagain Arm
Knik Arm
Chugach
Resurrection Pass
Johnson Pass
Cook Inlet
Kenai Mts
Kenai Peninsula
Skilak L
Tustumena Lake
Soldotna
Kenai
Redoubt Vol
Redoubt Gr
Crescent L
Currant Gr
Kontrashibuna L
Telaquana Lake
Blockade L
Twin Lakes
Chakachamna L
Kenibuna L
Tyonek
Old Tyonek
Tobona
Ladd
Eagle River
Chugach State Park
Port Wells
Port Crawford
Port Ashton
Gent Icefield
Bear Icefield
Harding Icefield
Kings R
Snug Hbr
Resurrection Bay
Gaines Head
Crown Rk
Chenega
Nellie Juan
Evan
Culross I
Perry Gl
Seg Gl
Eur
Falkeetna
Iron Cr
Sheep Cr
Lake
Sunshine
Hayes
Hilt L
Mt Torbert
Chulitna R
Chuitna R
Trading Bay
Chickaloon Bay
Placer R
Kenai R
Kasilof R
Kustatan R
Chakachatna R
Redoubt Bay
Tuxedni Bay
Kenai National Moose Range
Tuxedni National Wildlife Refuge
Kenai L
Turnagain Arm
Knik Arm
Chugach
Resurrection Pass
Johnson Pass
Cook Inlet
Kenai Mts
Kenai Peninsula
Skilak L
Tustumena Lake
Soldotna
Kenai


MAP 8
Iditarod National Historic Trail
Rainy Pass to Kaltag
(Southern Portion)
GENERALIZED LAND STATUS
Federally Administered Lands
State and Native Selected Lands
Patented Lands
N
MAJOR FEDERAL LAND MANAGERS
USFS — USDA Forest Service
BLM — USDI Bureau of Land Management
FWS — USDI Fish and Wildlife Service
0 10 20 30 40 miles
NOTE: The land status maps herein depict general land status patterns only. Current land status for any particular area can be obtained at State and Federal land offices.
Dishkakat
Cripple Landing
Rennies Landing
Dikeman
McGrath
Nikolai
Big River Roadhouse
Willow Creek
Georgetown
Eightmile
Red Devil
Parks
Sleetmute
Stony River
Crooked Creek
Oskawalik
Johnson Camp
Blackburn I
Bullfrog I
Haynes L
Tatlawiksuk River
Cheeneetnuk River
Middle Big
Iditarod
Reindeer R
Yetna R
Tolstoi Creek
Hamilton
Moose
Sulukna
Pingston
LOOKOUT MTN
MOSQUITO MTN
SELATNA MTN
BLM
MT DA
GURNE
NATL
River
Fork
Creek
Landing
Bonanza
Galatea
Mud
Hammer
Hather
Magitchlie
Wapoo
Sixmile
OLD GROUCHT
FWS
HUR
Yetletna R
Reindeer L
Iditarod
George
Fk
Moose
Tatlawiksuk R
Cheeneetnuk River
Swiftwater
Haywater
Sulukna
Middle
Big
Pingston
Haynes L
Johnson Camp
Blackburn I
Bullfrog I
Dikeman
Dishkakat
Cripple Landing
Rennies Landing
McGrath
Nikolai
Big River Roadhouse
Willow Creek
Georgetown
Eightmile
Red Devil
Parks
Sleetmute
Stony River
Crooked Creek
Oskawalik
LOOKOUT MTN
MOSQUITO MTN
SELATNA MTN
BLM
MT DA
GURNE
NATL
River
Fork
Creek
Landing
Bonanza
Galatea
Mud
Hammer
Hather
Magitchlie
Wapoo
Sixmile
OLD GROUCHT
FWS
HUR
Yetletna R
Reindeer L
Iditarod
George
Fk
Moose
Tatlawiksuk R
Cheeneetnuk River
Swiftwater
Haywater
Sulukna
Middle
Big
Pingston
Haynes L
Johnson Camp
Blackburn I
Bullfrog I
Dikeman
Dishkakat
Cripple Landing
Rennies Landing
McGrath
Nikolai
Big River Roadhouse
Willow Creek
Georgetown
Eightmile
Red Devil
Parks
Sleetmute
Stony River
Crooked Creek
Oskawalik
LOOKOUT MTN
MOSQUITO MTN
SELATNA MTN
BLM
MT DA
GURNE
NATL
River
Fork
Creek
Landing
Bonanza
Galatea
Mud
Hammer
Hather
Magitchlie
Wapoo
Sixmile
OLD GROUCHT
FWS
HUR
Yetletna R
Reindeer L
Iditarod
George
Fk
Moose
Tatlawiksuk R
Cheeneetnuk River
Swiftwater
Haywater
Sulukna
Middle
Big
Pingston
Haynes L


MAP 9
Iditarod National Historic Trail
Rainy Pass to Kaltag
(Northern Portion)
GENERALIZED LAND STATUS
Federally Administered Lands
State and Native Selected Lands
Patented Lands
N
MAJOR FEDERAL LAND MANAGERS
USFS — USDA Forest Service
BLM — USDI Bureau of Land Management
FWS — USDI Fish and Wildlife Service
0 10 20 30 40 miles
NOTE: The land status maps herein depict general land status patterns only. Current land status for any particular area can be obtained at State and Federal land offices.
Koyukuk
Nulato
Kaltag
Galena
Lewis Landing
Rubi
Dishkakat
Cripple Landing
Rennies Landing
Dikeman
McGrath
Nikolai
Telida
Lake Minchumina
Horner Hot Springs
Yistletaw
PILOT MTN
NOTAKOK MTN
Portage
Bullfrog I
Blackburn I
Johnson Camp
OLD GROUCHTO
Galatea
Mud
Magitchlie
Hammer
Hather
Rodo
Big Creek
Camp Creek
Fish I
Arvesta
Gisasa
Nulato
Fourmile
Quail
Sulukna
Sethkokna
STONE MTN
VON FRANK MTN
Spectacle
Sprucefish
Swift
Carey L
Pingston
Haynes
Tolstoi Creek
Big River
Yetna R
Yetletna R
Sixmile
Tatalina
Sterling Landing
Farewell Landing
Dishhouse
Kakotna
Yukon
Kuskokwim
Kaiyuh Mountains
Kaiyuh Hills
Ophir Mts
Nowitna
Innoko
Kuskokwim Mts
Alaska Range
Tanana
Yukon
Koyukuk
Nulato
Kaltag
Dikeman
Dishkakat
Cripple Landing
Rennies Landing
Galena
Lewis Landing
Rubi
McGrath
Nikolai
Telida
Lake Minchumina
Horner Hot Springs
Yistletaw
PILOT MTN
NOTAKOK MTN
Portage
Bullfrog I
Blackburn I
Johnson Camp
OLD GROUCHTO
Galatea
Mud
Magitchlie
Hammer
Hather
Rodo
Big Creek
Camp Creek
Fish I
Arvesta
Gisasa
Nulato
Fourmile
Quail
Sulukna
Sethkokna
STONE MTN
VON FRANK MTN
Spectacle
Sprucefish
Swift
Carey L
Pingston
Haynes
Tolstoi Creek
Big River
Yetna R
Yetletna R
Sixmile
Tatalina
Sterling Landing
Farewell Landing
Dishhouse
Kakotna
Yukon
Kuskokwim
Kaiyuh Mountains
Kaiyuh Hills
Ophir Mts
Nowitna
Innoko
Kuskokwim Mts
Alaska Range
Tanana
Yukon
Koyukuk


MAP 10
Iditarod National Historic Trail
Kaltag to Nome
GENERALIZED LAND STATUS
Federally Administered Lands
State and Native Selected Lands
Patented Lands
N
MAJOR FEDERAL LAND MANAGERS
USFS — USDA Forest Service
BLM — USDI Bureau of Land Management
FWS — USDI Fish and Wildlife Service
0 10 20 30 40 miles
NOTE: The land status maps herein depict general land status patterns only. Current land status for any particular area can be obtained at State and Federal land offices.
PENINSULA
SOUND
NOME
Solomon
Bluff
Chiukak
Golovin
Portage Roadhouse
Ungalik
Unalakleet
Kaltag
Portage
Cape Nome
Cape Darby
Cape Denbigh
Besboro I
Stuart I
Hunting Pt
Stebbins
Cape Stephens
St Michael
Healy
Klikitarik
Golsovia
Blackburn
Blackburn I
Johnson Camp
Bullfrog I
Twentytwo Mile Cabin
Fourmile
Kaltag
Omilak
Haycock
Last Chance
Brakes Bottom
Kougarok
Shelton
Bunker Hill
Marys Igloo
Pilgrim Springs
Ruby RH
East Fork
Council
Rock Pt
Mission
Port Safety
Oregon
Summit
Davidsons Landing
Imuruk Basin
New Igloo
Kaviruk
Dahl
Kuzitrin
Boston
Pargon
Tubutulik
Kwiniuk
Shaktoolik
Egavik
Old Woman R
Magitchlie
Hather
Pt Romanof
Pastol
Pikmiktalik
Nunavulnuk
Stephens
Egg I
Kothlik I
Nunaktuk I
ARENCE RHODE
VILDLIFE RANGE
MT BENDELEBEN
MT OSBORN
MONUMENT MTN
DEBAUCH MTN
NOTAKOK MTN
THE SISTERS
MT MC DONALD
BENDELEBEN MTS
DARBY MTS
FWS
BLM
2434
3730
3283
2089
2273
2105
3411
2490
2970
2982
2108
1669
480

- Fish and Wildlife Service
  - Alaska Maritime National Wildlife Refuge
  - Innoko National Wildlife Refuge

Department of Defense
- U.S. Army, Fort Richardson
- U.S. Air Force, Elmendorf Air Force Base

In 1985, the primary route trail segment between Seward and Girdwood was transferred from the Federal Department of Transportation to the State of Alaska with the transfer of the Alaska Railroad. No reservation was made for this National Trail segment by mutual agreement of the parties, but the national significance of this trail segment is recognized by the State of Alaska.

b. The Volunteer Trail Organization

The Iditarod Trail Blazers is a private, non-profit organization formed in 1972 to locate, clear, place signs, and protect the historic integrity of the Iditarod Trail. This organization, made up of people with varied interests, has volunteered to enter into partnership with land managers in the implementation of this management plan.

The Iditarod Trail Blazers has agreed, in concept, to form a coalition of trail organizations interested in protecting the Iditarod Trail. The group intends to assist public land management agencies and private land owners in trail location, trail maintenance, historic site protection, and public information programs related to the Iditarod Trail.

The Trail Blazers organization will coordinate the activities of individual trail organizations and interest groups who volunteer to take on a portion of the management responsibilities from one or more land management entities. The Trail Blazers organization could be made up of existing trail organizations, such as the Iditarod Trail Committee, the Nome Kennel Club, and the Iron Dog Association. Where organized Trail groups do not exist, independent chapters of the Trail Blazers have been and can be formed, as has already occurred in Seward and Knik.

Through cooperative agreements between land management agencies/owners and other organized trail user groups, this volunteer management organization could assume the responsibilities of:

-- Coordinating the volunteer services of individuals and member clubs to assist in fulfilling the goals and objectives of this plan.

-- Assisting land managers in clearing, placing signs, and marking Trail segments designated for active management.

-- Assisting the Federal and cooperating land managers in constructing and maintaining approved shelters.

-- Assisting the land managers in problems related to visitor use or resource damage, including scheduling and monitoring of competitive events on the Trail.

-- Assisting in maintaining, patrolling, and placing signs for historic structures along the Trail.

c. Non-Federal Land Managers

State, city, municipal, or borough land managers responsible for Trail segments or for historic sites identified in this management plan are encouraged to enter into cooperative agreements with the Federal government.

Cooperative agreements would formally recognize Trail sites and segments as components of the National Trail System.

Cooperative agreements will define actions which are consistent with the management on a segment-by-segment or site-by-site basis and may cover one or more of the following areas: public access, National Register nominations, certification for inclusion into the National Trail System, interpretive programs, and Federal revenues or incentives for actions taken on historic and non-federally owned properties.

d. Private Landowners

Private landowners, including Native villages and regional corporations, owning portions of Trail segments identified for active management or owning historic sites are encouraged to enter into cooperative agreements with the Federal government.

Cooperative agreements would formally recognize Trail sites and segments as components of the National Trails System. Agreements concerning segments which currently have public rights-of-way or easements would detail standards for marking and maintaining specific Trail segments, and would discuss use of those segments.

Trail segments on private land without public rights-of-way or easements can also be recognized as having historic, cultural, or natural significance and/or potential for future inclusion into the National Historic Trail system when the landowner desires.

e. Iditarod National Historic Trail Advisory Council

The Secretary of the Interior has appointed an Advisory Council to consult about matters relating to the Trail, including selecting rights-of-way, setting standards for erecting and maintaining markers, and administering the Trail. The original Advisory Council reviewed and approved the management concepts of this comprehensive plan. A newly appointed Advisory Council's critique and advice will be given to all National Trail land managers during the implementation of the plan. The original Advisory Council membership is shown in Appendix 1.

4. COOPERATIVE AGREEMENTS

Once the Iditarod NHT Comprehensive Management Plan is submitted to Congress, Federal land management agencies may sign a Memorandum of Understanding which would formally bind the Federal agencies as Trail management partners. A Memorandum of Understanding will commit agency heads to the cooperative management philosophy and the specific objectives of the Iditarod NHT Comprehensive Management Plan.

Non-federal land managers and land owners, and the volunteer trail organization may become Trail management partners by entering into Cooperative Agreements with the Secretary of Interior, or his designee. The cooperative agreements will commit non-Federal partners to the cooperative management philosophy.

The Memorandum of Understanding and each Cooperative Agreement will contain general language which will address the cooperative management philosophy, the management objectives, and the Comprehensive Management Plan for the Trail.

In addition, specific details unique to each particular situation may be addressed as an addendum to each agreement if necessary. These specific details may include, but are not limited to:

-- Protective Status of each Specific Trail Segment
-- Trail Markers Purchase, Installation, and Maintenance
-- Maintenance Standards and Cooperation
-- Reconstruction of Trail Segments or Side Trails
-- Information/Interpretation Cooperation
-- National Register of Historic Places Nomination
-- Research Cooperation
-- Preservation/Stabilization Cooperation
-- Type of Use allowed on specific Trail Segments

B. Trail Management Guidelines

Guidelines regarding traditional, existing, and future uses of the historic Trail system need to be clearly defined and understood by all partners of the cooperative management system, by users, and by the public-at-large.

1. PROTECTION OPTIONS FOR TRAIL SEGMENTS

When the Bureau of Outdoor Recreation recommended amending the National Trails System Act by including a category of national historic trails, the primary purpose was to protect historic values and trail segments for potential future recreational trail development and to insure continued public travel along the various segments.

Section 7(a) of the National Trails System Act states that:

> the appropriate Secretary shall select the rights-of-way for national scenic and historic trails and shall publish notice thereof in the Federal Register, together with appropriate maps and descriptions; Provided, that in selecting the rights-of-way, full considerations shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple use plans for that specific area in order to ensure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local government, private organizations, and landowners and lands users concerned.

Section 7(c) of the National Trails System Act also states:

> When a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's non-historically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where national historic trail parallels an existing public road, such road may be marked to commemorate the historic route.

Because of the complex land patterns and conveyance actions occurring in Alaska at the present time, protection of the various segments of the Iditarod NHT Segments can be accomplished by various legal and cooperative methods:

a. National Trail Withdrawal

The strongest protection of the Iditarod Trail system on Federal lands is through a formal withdrawal of a specific trail corridor for the specific purpose of preserving the historic values and ensuring continued public travel.

Each Department of the Federal Government can withdraw from other forms of land use, such as settlement or mining, a reasonable trail corridor along their respective Trail Segments.

b. Administrative Trail Corridor

Agencies may also protect the historic resources and ensure public travel along the trail by administratively designating the particular trail route. Protection and management of the historic trail corridor can be assured by recognizing the specific trail corridor in land use plans, recreation and cultural resource plans, and other management standards and guidelines.

If further protection of the historic resources is needed within the specific corridor, each agency can withdraw the corridor from mineral entry to protect against new mining operations.

c. Federal Trail Reservation

A trail reservation or right-of-way of specific location and width can be established on Federal land, and will be done in any area where the surrounding land will pass from Federal to State or private ownership.

A trail reservation ensures the public travel along the segment, but may not protect the historic resources along the trail segment. However, prior to taking historic and other cultural resources from Federal ownership, procedures would be followed as required by laws and regulations (mentioned earlier) mandating consideration of such resources, including potential nomination to the National Register of Historic Places.

d. State Trail Right-of-Way

Similarly to the Federal Government, the State has provisions to establish a "dedicated" right-of-way along portions of the Iditarod Trail. This has been done already on most of the Knik-to-Susitna River Trail Segment where a trail corridor of specific width has been surveyed and noted on status plats as the Iditarod Trail. Within State lands, this is the strongest protection of the Iditarod Trail which can be applied currently.

The State may claim portions of the Iditarod Trail system as a public right-of-way under Revised Statute 2477. On any segment where the State perfects an RS 2477 assertion, only public travel, not protection of the historic resources, is assured. Additional protective measures would then have to be taken by the State if the trail is to be managed as an historic resource. A proposed State trails bill would would enable State officials to recognize and protect the Iditarod Trail as a "State Historic Trail."

However, until an RS 2477 is asserted, the Federal government will continue to manage the historic resources and ensure public travel on segments currently under Federal administration.

e. Easements Across Native Conveyed Land

The identification of public access easements as required under the Alaska Native Claims Settlement Act began in 1971. In the process and prior to the designation of the Iditarod Trail as a National Historic Trail, roads and trails corresponding to most of the trail segments considered to be the "Iditarod Trail" were identified. Proposed easements identified under Sec. 17(b) of ANCSA were considered to be "following existing public rights-of-way approximating the original location of an historic route," as discussed in Section 7(c) of the National Trails System Act. No additional protective status will be sought.

f. Existing Public Roads and Rights-of-Way

On Trail segments corresponding to existing highways and secondary roads, such as the Seward Highway, the Nome-to-Solomon Highway, and a portion of Alaska Railroad between Seward and Girdwood, no additional rights-of-way will be sought since use is established and public access is assured.

Within the Alaska Railroad right-of-way currently under State of Alaska Management, no additional right-of-way will be sought since use is established. However, the State recognizes the historic values of this particular segment, and recognizes the potential for future recreational trail development.

g. Waterways

On trail segments which follow public waterways, no trail corridor will be established.

Land managers should investigate the possible existence of land-based trail paralleling water routes which may need a protective corridor.

h. Cooperative Agreements On Private Lands

Section 10(c) of the National Trails System Act states that no funds may be expended by the Federal government for acquisition of lands or interest in land. On lands held in private ownership where no public right-of-way exists, the Secretary may enter into cooperative agreements in regard to the protection of historic trail and public access on any

trail segments or properties eligible for inclusion into the National Trails System.

Other public land managers are also encouraged to acquire interest or enter into cooperative agreements with private land owners in regard to the protection of historic resources and the assurance of continued public travel on Iditarod NHT segments.

Upon submission of this comprehensive management plan to Congress, Federal agencies should determine on a segment-by-segment basis by what method the Trail segments will be protected or recognized on lands under their respective administration.

Non-Federal land managers, in their application for inclusion of their respective segments into the National Trails System, should describe what protective status will apply to each segment under their respective administration.

The following trail corridor guidelines are recommended and are summarized on a segment-by-segment basis in Table 7.

2. TRAIL CORRIDOR GUIDELINES

a. Federally Managed Lands

National Register Nominations - A 1000-foot corridor will be established on federally managed Trail segments which are recommended for both Active Management and National Register nomination in this plan.

Active Management Lands - A corridor of 100 to 1000 feet will be established on all other Federal lands recommended for active management. On existing Federal highway and road rights-of-way, no additional trail corridor width is recommended.

Minimum Management Lands - A trail corridor of no more than 100 feet, to preserve public access for possible future active management, will be established for approximately 800 miles of the Trail system recommended for minimum management because of remoteness, terrain, and/or relatively low historic, cultural, natural, and recreational significance.

b. State and Local Government Lands

For Trail segments on: 1) State patented lands, 2) lands tentatively approved for patent under the Alaska Statehood Act, or 3) patented local government lands, rights-of-way consistent with those on federally managed lands are recommended.

On lands that have been selected by the State, but not yet conveyed or tentatively approved for conveyance as of the date of passage of the Act (November 10, 1978), it is recommended a Federal right-of-way be retained as provided for in the Act:

> whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.
>
> --(Section 7(h), National Trails System Act, as amended.)

c. Private Lands

Existing and proposed Federal easements through Native lands which overlie or closely parallel the actively managed historic route will be recognized and uniformly marked as the historic Trail after cooperative agreements are consummated. In addition, where no easement overlies or closely parallels the route, cooperative agreements may be executed to recognize Trail segments eligible for inclusion into the National Trail System. Otherwise, no additional easements or restrictions will be sought by the Federal government for national historic trail management purposes unless special circumstances warrant an additional agreement between the Federal government and the private landowner.

On other (non-Native) privately-owned lands where no public rights-of-way or easement exists, cooperative agreements can be made with the Federal government or adjacent non-Federal land manager allowing for public use of the historic route. If private landowners reject public use of the historic route, alternate routes should be explored to provide the public with access between Trail segments.

Federal acquisition of any trail segment is currently prohibited in the National Trails System Act. But if the State of Alaska does not assert an RS 2477 claim on private lands between Knik and Susitna River, then State or Borough acquisition of private lands is recommended for approximately 4 miles of private land near Knik which connects the road system with the historic Trail system. In their 1977 report to Congress the Bureau of Outdoor Recreation also recommended a portion of this segment be acquired.

3. UNIFORM TRAIL MARKERS

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary. Where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide uniform markers to cooperating agencies and shall such agencies to erect and maintain them in accordance with the standards established. (National Trails System Act, as amended. P.L. 90-543; 95-625.)

Standard Symbol
Iditarod National Historic Trail
Figure 1

The standard National Trails System symbol with the Iditarod Historic Trail logo, as shown in Figure 1, will be used on sites and segments certified for inclusion into the National Trails System, as recommended for adoption by the Iditarod NHT Advisory Council in May 1981.

The official marker conforms to the shape established for trails within the National Trails System and will be gold-leaf-on-bright-royal-blue-background marker. It will be made available in three sizes: 3-1/2-inch, 9-inch, and 18-inch. The symbol is a representation of the historic use of

the trail--winter travel using sled and dogs by miners, merchants, mailrunners, and residents.

The 3-1/2-inch markers will be used to mark recreation side trails; the 9-inch markers will designate trailheads and/or highway retracement routes off the designated highway route; the 18-inch markers will mark the designated highway route and/or place where the trail crosses a major or secondary highway. Deviations from these standards may be allowed for special conditions. Exceptions to these standards may be made after consultation with the Advisory Council.

4. TRAIL MARKING STANDARDS

Because of the diversity of the country through which the Trail passes (e. g. swamps, riverbeds, sea ice, treeless mountain passes, and areas of cultural modification), trail marking techniques may include Iditarod NHT markers, rock cairns, tripods, blazes, and brands.

These signs and markers would identify the historic Trail at public access points, safely guide travelers along the Trail route, and provide information to visitors (such as distances to features and facilities, and historic significance).

The following general standards will apply to trail segments certified for inclusion into the National Trails System:

a. Highway Segments

The Iditarod NHT marker will be used on segments overlain or crossed by State highways. The symbol may be used as a highway marker or incorporated into interpretive signs at pull-offs or historic sites. Actual locations of highway markers would be specified in cooperative agreements.

b. Railroad Segments

Trail segments overlain by the Alaska Railroad should be uniformly marked with the Iditarod NHT symbol at intersections with other public travel routes or along the State highway system where the highway closely parallels the actual historic route.

c. Forested Areas

Trail segments through forested areas will be marked with the Iditarod NHT symbol at trailheads, intersections, and at intermediate points. In addition, blazes on trees may be used, as well as brands with the Iditarod NHT symbol. Single blazes will assure the traveler of being on the correct course, double blazes--one below the other--will be used when an abrupt change in direction occurs or special attention is required. In areas primarily used by winter travelers, painted orange blazes or reflectors may be used where high visibility is especially needed. It will be the responsibility of the individual land manager to select the marking techniques most appropriate for Trail segments.

d. Tundra-Alpine Areas

Trail segments through areas without trees or cultural modifications will be marked with cairns or tripods. The Iditarod NHT symbol may be used in conjunction with cairns and tripods.

e. Historic Sites

The Iditarod NHT symbol should be used on all Levels 1 and 2 historic sites.

f. Trailheads

Signs and bulletin boards should be installed at all major trailheads (entrance, parking areas, etc.) to inform the user of the nature and conditions of the Trail, the history of the Trail, the meaning of different types of trail markings, rules and regulations, emergency procedures, points of interest, and other information.

5. MAINTENANCE

Maintenance of the Iditarod NHT should be concentrated along the primary route and along connecting trails in the active management category and will include trail marking and clearing, sign maintenance, and shelter maintenance.

The success or failure of the future management of the Iditarod NHT will greatly depend on the use of volunteers to mark, establish, maintain, and patrol the Trail. Volunteers authorized by the appropriate agency may be allowed, under specific stipulations, to use government-owned equipment, fly in government-owned or chartered aircraft, and lodge and subsist in government quarters when performing official authorized trail activities.

After reconstruction/stabilization of certain sites, land managers should consider a caretaker to reside at the site to maintain the structure and inhibit vandalism or misuse of the buildings and related artifacts. At such sites, an adjacent building of compatible architecture may be provided for travelers. Guidelines for such a program should be initiated by the Advisory Council with full assistance from the land manager and other interested parties.

Cooperative agreements should be consummated between volunteer trail groups and appropriate land managers to formalize specific maintenance standards and responsibilities.

6. CONSTRUCTION

Reconstruction, or the reestablishment, of Trail segments and reconstruction of historic structures is recommended for certain sites due to the high potential for historical interpretation and outdoor recreation. This would be preceeded by further evaluation for potential nomination to the National Register of Historic Places, as mentioned previously.

Trail shelters may be built on federally managed lands to support recreation activities if the shelters are otherwise allowable under land use management plans, are compatible with the surrounding environment, and the design consistent with the historic structures of the Trail. Where possible, existing cabins could be used for temporary shelters for travelers and visitors, after evaluation of possible inclusion into the National Register of Historic Places.

It is stressed that constructing trail shelters is considerably easier than maintaining them year after year because of severe snow-loading, freeze-thaw effects, and other ravages of the extreme Alaskan environment. It must be satisfactorily proven to all management parties that such shelters are feasible, needed in the best interest of the public, and that they will be maintained. Shelters constructed by other landowners or land managers along the Trail should (when possible) also be consistent with the historic theme of the Trail.

Shelter construction is not recommended at Level 1 historic sites, but is recommended along the Trail and at Level 2 and 3 sites pending appropriate National Register evaluation.

7. OFF-ROAD VEHICLE USE

As well as being an important historic resource, some Trail segments making up the Iditarod NHT system are also vital transportation arteries. In designating the Trail system as a national historic trail, Congress also intended to honor the existing uses of the trail segments.

Section 7(c) of the National Trails Act (as amended through P.L. 95-625) states:

> Other use along the historic trails . . . which will not substantially interfere with the nature and purposes of the trail . . . including the use of motorized vehicles, shall be permitted.

In 1983, the National Trails Act was amended in Public Law 98-11 to include the following passage:

> Potential trail uses allowed on designated components of the national trails system may include, but are not limited to, the following: bicycling, cross-country skiing, day hiking, equestrian activities, jogging or similar fitness activities, trail biking, overnight and long-distance backpacking, snowmobiling, and surface water and underwater activities. Vehicles which may be permitted on certain trails may include, but need not be limited to, motorcycles, bicycles, four-wheel-drive or all-terrain off-road vehicles.

Local people use substantial segments of the historic route near remote towns and villages in traveling between villages; camps; and mining, hunting, trapping, and fishing areas. In the summer, motorboats use the Yukon River segment of the Trail; most of the local use during winter is by snowmachine and, to a lesser extent, dogsled and snowshoe. Such traditional uses will continue where they already exist.

While the National Trails System Act (as amended) recognizes motorized vehicles as a possible allowable use on the Iditarod NHT system, other legislation may prohibit certain types of motorized vehicles in specific areas. In areas designated as components of the National Wildlife Refuge System, National Wilderness System or the National Wild and Scenic Rivers System, land managers may prohibit certain types of vehicles which might be otherwise allowable elsewhere on the Iditarod NHT system.

Other specific closures to motorized use along portions of the historic trail segments may be made by individual land managers. The Bureau of Land Management will assist in publicizing and coordinating Trail closures and will assist in processing public requests for authorized use along the historic Trail.

Emergency closure to motorized use of any federally managed land along the Trail may occur at any time if conditions so dictate. Notification of such closure shall be announced in the Federal Register, as well as in newspapers within communities along or adjacent to the Trail.

Nothing in this management plan should be construed as denying motorized access to private landowners. Those who feel that their access is being denied or compromised are encouraged to work with the appropriate land manager to resolve conflicts.

Dealing with potential conflicts between motorized use and the historic significance of the Trail is the land manager's responsibility.

8. COMMERCIAL/COMPETITIVE ACTIVITIES

On Federal land, when two or more commercial/competitive activities requiring Federal permitting will potentially interfere with one another, preference will be given to the activities whose purposes align most closely with the historic nature of this Trail.

Permits for all commercial or competitive events requiring the permission of two or more landowners should be coordinated whenever possible so that the public or the user group will not be duplicating efforts to utilize the Trail. The Bureau of Land Management shall also assist the public by providing information regarding land ownership and the appropriate landowners to contact when competitive/commercial events are proposed on the Iditarod Trail.

9. MINING

It was primarily mining activities and the transportation system which evolved from mining routes that made the Iditarod historically significant in Alaska and America. The mining activities near Hope, Girdwood, Ophir, Flat, Iditarod, Poorman, Ruby, and along the Nome coast are a continuation of similar activities that have been going on, depending on market conditions, for over 75 years. Most of this land, primarily because of its mineral value, is privately owned. Nothing in this plan or in the enabling legislation that

included the Iditarod within the National Historic Trails System was meant to prohibit or prevent existing mining activities or to prevent a logical progression of current mining operations.

10. WILDFIRE/PRESCRIPTION BURNING

Recognizing that wildfire is a natural phenomenon in Alaska and that land management agencies and private landowners use prescription burning for various management reasons (moose habitat improvement, seedbed preparation, etc.), agencies will retain options for using fire as a management tool in the vicinity of the Iditarod Historic Trail segments. Fire management plans have been adopted for all wildlands along the Trail system. Land managers should assess impacts of proposed prescription burning on or adjacent to the Iditarod NHT.

C. Information/Interpretation

Because a majority of the public will never experience a dogsled ride through Rainy Pass, or visit the abandoned town of Iditarod, or spend a winter's night in a restored roadhouse along the Iditarod, an information/interpretation program has been proposed (see Appendix 6) to interpret the history of the Trail away from the Trail, as well as at key historic and visitor contact points along the Trail. If implemented, this program will represent the most contact most people will ever have with the Iditarod Trail.

Implementation of this information/interpretation program should be a multi-agency endeavor. The Federal land management agencies and the State of Alaska would be the primary partners in the public contact program, but local governments, individual landowners, and volunteers could play key roles.

Visitor centers, waysides, and key historic sites along the Trail as well as airports, museums, and ferry terminals are identified and recommended for informative/interpretive exhibits. Audio-visual materials, such as films, videotapes, and sound/slide programs, are proposed in order to leave the viewer with an appreciation of the evolution of the Trail and the people and events that made it significant.

A multi-agency trail guide is proposed to provide specific information to both potential travelers and persons interested in the history. A brochure is proposed to be distributed along the Trail at visitor contact points. Interpreters from cooperating agencies and volunteer groups would provide personal services to visitors stopping at key contact points.

The information/interpretation program should be given much emphasis in this comprehensive plan. The effort eventually spent by all agencies, groups, and individuals in the information/interpretation program may well prove to be the greatest investment in the preservation and appreciation of the Iditarod National Historic Trail.

D. Research Opportunities

1. COMPREHENSIVE HISTORY

The significance of the Iditarod Trail extends back beyond the gold rush era to its use as a prehistoric Native trail and early historic route. Though relatively recent history, a comprehensive, scholarly history of the Iditarod NHT has not been completed. Much of the written information is scattered and unpublished. In order to understand and to educate others as to the significance of the Trail, an historic overview should be undertaken by some agency and/or volunteer group. The historic overview compiled should include a discussion of major figures, themes, and events using the following framework:

Phase I - Data Gathering:

- General overview of available information.
- Review and additional compilation of historic maps, photos, diaries, and records.

- Incorporation of existing oral history interviews.
- Preparation of comprehensive bibliography.

Phase II - Research to Define the Historic Framework, to include:

- Description/Geography
- Prehistory/Contact
- Russian Period
- American Period
- Gold Rush Era
- Present Development

Phase III - Theme Development, to include:

Exploration, Mining, Hunting, Fishing, Trapping Communities, Cultural Values, Dogsledding, Transportation Roads and Trails, River Transportation, Aviation

2. ORAL HISTORY DOCUMENTATION

In the course of preparing this management plan, the project team initiated an oral history program on the Iditarod Trail which revealed the extensive knowledge people have of the Trail, of its location, its folklore, and the lifestyle along the Trail--information that is seldom published and that is fast disappearing.

Contracting for the gathering of information is recommended to be with local historical societies, etc., under the supervision of a professional historian. This would serve to establish oral history programs in many areas along the Trail.

3. ARCHEOLOGICAL RESEARCH

Archeological research should be focused on those sites where the relationship between prehistoric and historic settlements and activities can be documented, and should be conducted in conjunction with other work at selected Level 1 sites. Archeological research which is required as part of any restoration or reconstruction activities could reveal, for example, information on the prehistoric and early historic context of an Iditarod Trail roadhouse; the nature of the prehistoric settlement at the site, the date and nature of European contact, Native lifeways during the gold rush era, and even the history of the construction of the structure itself. Such information is a fundamental part of the historic significance of a site and would contribute immensely to our knowledge of the trail and to a visitor's appreciation of its significance.

Agencies should cooperatively initiate a three-phase ethnohistorical/archeological research program for the Iditarod NHT to include:

Phase I - Completing an ethnohistorical study of the prehistoric trail system which the Iditarod NHT system overlays.

Completing an ethnohistorical review of Native involvement in the Iditarod NHT.

Incorporating information gathered in Phase I into the historic overview.

Phase II - Researching and investigating the 17 sites initially identified as culturally significant and having an Iditarod component. This would be done in order to better understand and interpret the Native role in the development and establishment of the Iditarod Trail system.

Phase III - Phase I, Phase II, and a refined research focus could result in additional investigation of specific sites.

4. PRESERVATION OF HISTORICAL PHOTOGRAPHS, MAPS, AND DOCUMENTS

Land agencies, landowners, and volunteer groups should strive to secure historical photographs, maps, and other significant documents for archival protection within the State of Alaska. In the course of this project, invaluable records have been discovered and will continue to be found as future research takes place.

A single repository for the Iditarod NHT archival documents and artifacts should be established with the recommendation of the Iditarod NHT Advisory Council. Consideration should be given to:

Anchorage Historical and Fine Arts Museum
University of Alaska, Anchorage
Iditarod Trail Committee Headquarters

(NOTE: Active collection or removal of artifacts from the Trail should not begin without proper documentation and/or completion of National Register evaluation.)

5. HISTORICAL/ARCHITECTURAL RESEARCH

Agencies should cooperatively initiate a four-phase historical/architectural research program for the Iditarod NHT to include:

Phase I - Iditarod Trail thematic nomination to the National Register of Historic Places:

- Evaluate and potentially recommend the 54 sites identified in Appendix 5 for inclusion in the National Register.
- Acquire owner concurrence for nomination.
- Nominate, with owner concurrence, the Flat/Iditarod area as a National Historic District.

Phase II - Photo documentation of historic Level 1 and 2 sites to National Architectural and Engineering (NAER) standards:

- Photograph, with owner concurrence, the 41 historic sites (identified in preceding recommendations) to NAER standards.
- Photograph the Flat/Iditarod townsite to NAER standards (about 60 structures).

Phase III - Recording of significant or unusual architectural features or details:

- Architecturally record the 33 Level 1 and 2 sites, identified in the previous section, to include: schematic site plans, schematic floor plans, schematic elevations and specific architectural documentation of unusual features or details.

Phase IV - The assembly, for educative/interpretive purposes, of an historic structures/resources report to include the thematic nominations, NAER-photo project, and the architectural record program.

E. Segment Management Opportunities

Specific historic site recommendations are found in Appendix 5a (Historic Sites Along the Primary Route) and Appendix 5b (Historic Sites Along Connecting Trails).

1. THE PRIMARY ROUTE (GOODWIN'S 1910-11 ROUTE)

SEGMENT: Seward to Girdwood
Predominate Ownership: STATE R/W THROUGH FOREST SERVICE

The Alaska Railroad is the primary historic route, closely paralleled by the Seward Highway for 40 of the 76 miles.

Recommendations: No additional right-of-way or protective status along the highway or railroad.

Interpretative signs along portions of the Seward Highway.

Construct parallel recreational trail (60 miles) between Seward and Portage adjacent to, but outside of, existing railroad and highway rights-of-way. Initially, the Trail should be brushed and marked by volunteers along a route to be determined by the USFS. An adequate right-of-way should be reserved on this proposed route to provide both summer and winter access.

Priority sites within segment:

Seward Railroad Depot
Tunnel 1
Loop District
Tunnel (Railroad Siding)
Tunnel 0
Tunnels 2 - 7
Tunnel 8
Nellie Neal's Homestead

SEGMENT: Girdwood to Eagle River
Predominate Ownership: FOREST SERVICE, STATE OF ALASKA

The historic route closely follows Girdwood Road, Crow Creek Road, the existing hiking trail over Crow Pass into Eagle River Valley, and Eagle River Valley Road.

Recommendations: Place signs along roadway and trail heads to identify the historic route.

Use appropriate trail markers to guide foot travelers through the summer-use portion of the historic route.

Continue to maintain the summer hiking trail.

Investigate the original route through Girdwood and place appropriate signs.

Establish a 1000-foot corridor between the USFS Crow Pass Trailhead and Chugach State Park Eagle River Visitor Center.

Consider segment as part of the thematic Iditarod Trail nomination to the National Register.

Conduct a centerline survey on the back-country portion of the Trail.

Priority sites within segment:

Crow Creek Consolidated Mine
Girdwood Mine

SEGMENT: Eagle River to Knik
Predominate Ownership: STATE OF ALASKA, PRIVATE

This portion of the historic route is overlain with highways, roads, and bike paths.

Status plats exist which define Trail locations in great detail for the Greater Anchorage Area, i.e., Anchorage, Birchwood, and Eklutna. As a result of Trail inventories by the Iditarod NHT staff, the Municipality of Anchorage is presently investigating land ownership and easements within the area to determine the feasibility of relocating and marking the Trail system.

Priority sites within segment:

W.D. Elliot Roadhouse
Knik Townsite
St. Nicholas Russian Orthodox Church, Eklutna

SEGMENT: Knik to Old Skwentna
Predominate Ownership: STATE OF ALASKA, MATANUSKA-SUSITNA BOROUGH

The historic Trail from Knik to Susitna River was located and marked by the State of Alaska in 1980.

All public lands between Knik and Finger Lake have been surveyed to date. Right-of-way width, where established, ranges from 300 to 400 feet.

Recommendations: Acquire the approximately 4 miles of private land beyond Knik. Purchase, if necessary, a public right-of-way to the trail from the Knik Road.

On public lands, establish an adequate right-of-way.

Continue trail marking and maintenance.

Priority sites within segment:

White's Cabin
Susitna Station
Skwentna Roadhouse

SEGMENT: Skwentna to Farewell Lake
Predominate Ownership: STATE OF ALASKA

The historic route is well defined and is marked and cleared between Skwentna and Finger Lake.

Recommendations: Establish a minimum 1000-foot right-of-way.

Consider segment as part of the thematic Iditarod Trail nomination to the National Register.

Mark and clear the Trail.

Construct trail shelters near the Rainy Pass Summit and Dalzell Creek.

Improve the airstrips near Puntilla Lake, Rohn River, and Farewell Lake to enhance public access.

Priority sites within segment:

Rohn River Roadhouse
Pioneer Roadhouse

SEGMENT: Farewell Lake to Big River Roadhouse
Predominate Ownership: PRIVATE WITH FEDERAL EASEMENT

The primary route between Pioneer Roadhouse and Big River Roadhouse has been located and maintained. A major portion of the segment on the north had been abandoned. A 1977 forest fire burned the southern portion of the Trail segment so that this segment was in poor and dangerous condition for winter travel, but was improved in a 1982 joint State/Federal trail maintenance project between Submarine Lake and Salmonberry Lake.

Recommendations: Continue major trail clearing and marking as soon as possible.

Establish a 100- to 1000-foot right-of-way across public lands.

SEGMENT: Big River Roadhouse to Takotna
Predominate Ownership: BUREAU OF LAND MANAGEMENT (STATE-SELECTED), PRIVATE

Recommendations: Enter into a cooperative agreement with the Native regional corporation to grant public access to the historic Trail.

Establish and survey a 100- to 1000-foot right-of-way on public land.

Clear and mark the Trail system once cooperative agreements are consummated or alternative routes established.

The route may have to be reestablished between Forks and Takotna.

SEGMENT: Takotna to Iditarod (via Moore Creek)
Predominate Ownership: STATE OF ALASKA

The winter trail between Takotna and Iditarod is generally well defined.

Recommendations: Establish a 100- to 1000-foot right-of-way on public lands.

Survey and mark the route.

Consider the Trail between Flat and Iditarod as part of a thematic Iditarod Trail nomination to the National Register.

Improve the airstrip at Ophir for Trail access.

Priority sites within segment:

Flat
Iditarod

SEGMENT: Iditarod to Kaltag
Predominate Ownership: FISH AND WILDLIFE SERVICE

The Trail between Iditarod and Kaltag across the Innoko Flats is difficult to locate because the tripods originally used to mark the route have deteriorated. Little if any use occurs in present day.

Recommendations: Establish an adequate right-of-way on public land.

Survey the Trail.

Remark the historic route with tripods.

Consider constructing trail shelters.

Priority sites within segment:

Shermeier's Roadhouse
Dikeman
Dishkakat

SEGMENT: Kaltag to Unalakleet
Predominate Ownership: BUREAU OF LAND MANAGEMENT, PRIVATE WITH FEDERAL EASEMENTS

This portion of the trail, known as the Kaltag Portage, is significant for its role in historic and prehistoric development of the Arctic. This valley is further distinguished by the Unalakleet River, a portion of which is a component of the National Wild and Scenic Rivers System.

Recommendations: Establish a right-of-way adequate to protect the entire valley from intrusions which would interfere with these values.

Consider the Kaltag Portage as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Clear, mark, and survey the route tread, which still remains.

Construct a trail shelter in the vicinity of the Old Woman Cabin. Begin placing signs and regular maintenance.

Priority sites within segment:

Twenty-two Mile Roadhouse
Tenmile Roadhouse
Old Woman Cabin
Whaleback Shelter Cabin

SEGMENT: Unalakleet to Moses Point
Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

TABLE 7

MANAGEMENT OPPORTUNITIES
PRIMARY ROUTE
(For Active Management)

PRIMARY ROUTE RECOMMENDED FOR ACTIVE MANAGEMENT		MANAGEMENT RESPONSIBILITY													MANAGEMENT RECOMMENDATIONS										
SEGMENT	LENGTH	FED USFS	FED BLM	FED US ARMY	FED USFWS	FED EASEMENT/RESERVATION	STATE ALASKA RAILROAD	STATE SELECTED	STATE PATENTED	STATE HWYS & WATERWAYS	LOCAL GOVERNMENT	PRIVATE	RECOMMENDED CORRIDOR		TRAIL MARKING	HIGHWAY SIGNING	TRAIL MAINTENANCE	TRAIL SHELTER	TRAIL RECONSTRUCTION	ACQUISITION	ACCESS IMPROVEMENT	TOTAL/MILES NATIONAL REGISTER	FED MILES/NATIONAL REGISTER
SEWARD TO RAINY PASS																								
Seward to Moose Pass	30						28				2		Existing			X			X				
Moose Pass to Portage	36						36						Existing			X			X				
Portage to Girdwood	10						10						Existing			X							
Girdwood to Eagle River (Crow Pass)	36	7							14	15			1000+		X		X					23	9
Eagle River to Knik	29					6				23			Existing			X							
Knik to Susitna River	28								14		11	3	100-1000'		X		X	X		X	X		
Susitna River to Old Skwentna	38								38				100-1000'		X		X	X					48
Old Skwentna to Rainy Pass	70								70				1000+		X		X	X	X		X	70	
RAINY PASS TO KALTAG																							
Rainy Pass to Farewell Lake	35		1					21	13				1000+		X		X	X	X		X	35	35
Farewell Lake to Big River RH	56		30			16			10				100-1000'		X		X	X					
Big River RH to Takotna (ARC Trail)	37					25		6				6	25-1000'		X		X						
Takotna to Flat	80		15			20			43	2			100-1000'		X		X	X					
Flat to Iditarod	8									8			1000'+		X		X					8	
Iditarod to Dikeman	30				16				8			6	100-1000'		X		X	X				30	16
Dikeman to Dishkakat	50				50								100-1000'		X		X	X					
Dishkakat to Kaltag	66				34			8	10			14	100-1000'		X		X						
KALTAG TO NOME																							
Kaltag to Unalakleet	81		49			32							1000+		X		X					81	49
Unalakleet to Ungalik	52					52							25-100'		X		X	X					
Ungalik to Baldhead	24					2				22			25-100'		X		X						
Baldhead to Moses Point	24									24			25-100'		X		X						
Moses Point to Walla Walla	18					18							25-100'		X		X					18	
Walla Walla to Golovin	20					16				4			25-1000'		X		X					20	
Golovin to Chiukak	12				3	9							25-1000'		X		X					12	3
Chiukak to Solomon	35				13	22							25-1000'		X		X					46	13
Solomon to Nome	33									33			Existing			X						33	
TOTALS	938	7	95	0	116	218	74	35	220	131	13	29										376	173

TABLE 8

MANAGEMENT OPPORTUNITIES
CONNECTING TRAILS
(For Active Management)

CONNECTING TRAILS RECOMMENDED FOR ACTIVE MANAGEMENT		MANAGEMENT RESPONSIBILITY														MANAGEMENT RECOMMENDATIONS								
SEGMENT	LENGTH	FED USFS	FED BLM	FED US ARMY	FED USFWS	FED EASEMENT/RESERVATION	STATE ALASKA RAILROAD	STATE SELECTED	STATE PATENTED	STATE HWYS & WATERWAYS	LOCAL GOVERNMENT	PRIVATE	RECOMMENDED CORRIDOR		TRAIL MARKING	HIGHWAY SIGNING	TRAIL MAINTENANCE	TRAIL SHELTER	TRAIL RECONSTRUCTION	ACQUISITION	ACCESS IMPROVEMENT	TOTAL/MILES NATIONAL REGISTER	FED MILES/NATIONAL REGISTER
SEWARD TO RAINY PASS																								
Moose Pass Military Road	27									27			Existing			X								
Johnson Pass/Sunrise/Hope Mil. Road	41	19								22			Existing		X	X	X					19	19
Granite/Ingram Creek Trail	13	2								11			Existing			X							
Portage Pass Route	13	10								2	1		1000'		X	X	X					10	10
Potter Trail (Johnson Trail)	12							3	9				Existing		X	X	X						
Girdwood to Ship Creek (Indian Pass)	37			5			13	5	14				Existing		X		X	X				24	5
Anchorage to Eagle River	12			8							4		100-1000'		X	X							
Susitna Station to Old Skwentna (Yetna River)	45								45				100-1000'		X		X						
RAINY PASS TO KALTAG																							
Salmon River to McGrath	35		20			15							25-1000'		X		X						
McGrath to Takotna	17					17							25-100'		X		X						
Takotna to Ophir	18									18			Existing			X						18	
Otter to Flat	8		5						3				100-1000'		X		X					8	
Ophir to Dikeman Cut Off	56				5				51				1000'		X		X					56	56
Ophir to Poorman Winter Trail (Hunter Trail)	82								82				100-1000'		X		X						
Poorman to Ruby	58							2	31	25			Existing		X		X						
KALTAG TO NOME																							
Ungalik to Baldhead (via Koyuk)	48		16			23						9	25-1000'		X		X						
TOTALS	522	31	41	13	5	55	13	10	233	105	5	9										135	90

Recommendations: Mark and survey this generally well defined route.

Construct a trail shelter on Federal land in the vicinity of Ungalik.

Priority sites within segment:

Issac's Roadhouse

SEGMENT: Moses Point to Solomon
Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

Recommendations: Survey and mark the route, which is generally well defined.

Establish a 1000-foot right-of-way.

Consider nomination, with landowners'/managers' concurrence, to the National Register of Historic Places.

Establish a trail shelter in the Chuikak vicinity.

Priority sites within segment:

Walla Walla Roadhouse
Portage Roadhouse
McKinley Creek ARC Relief Cabin
Dexter Trading Post
Bluff
Dickson

SEGMENT: Solomon to Nome
Predominate Ownership: STATE OF ALASKA

The State highway which connects Solomon and Nome closely follows the historic route. The road is maintained during the summer. The existing right-of-way is adequate.

Recommendations: Consider nomination of the entire segment to the National Register of Historic Places.

Place highway signs to identify the highway as an historic route.

The Nuk site/district, through which a portion of the road passes is eligible for inclusion into the National Register because of its archeological value. It should be so nominated and appropriately protected and managed.

Other priority sites within segment:

Solomon River and Council City RR
Solomon Roadhouse
Safety Roadhouse
Cape Nome Roadhouse
Ft. Davis
St. Joseph Church, Nome

2. CONNECTING TRAILS

SEGMENT: Moose Pass Military Road (Canyon Creek Trail) and Granite Creek/Ingram Creek Trail
Predominate Ownership: STATE OF ALASKA, FOREST SERVICE

The year-round Seward Highway overlies these historic Trail segments, except for the north end of the Canyon Creek Trail, which is either intact or unmaintained dirt road.

Recommendations: Mark the highway segments with the appropriate symbol.

Priority sites within segment:

Lauritsen Cabin
Gilpatrick's Camp
Canyon Creek Dam
Bruhn Ray Mine

SEGMENT: Johnson Pass/Sunrise/Hope Military Road
Predominate Ownership: FOREST SERVICE, STATE OF ALASKA

The Seward Highway, Hope Highway, and Johnson Pass Trail make up this historic connecting route. The Johnson Pass Trail is entirely administered by the USDA Forest Service. The Sunrise/Hope section is mostly overlain with State highway rights-of-way. The highways receive year-round use, as does Johnson Pass Trail, although the Johnson Pass Trail is used most during the summer months.

Recommendations: Ensure adequate recreation trail corridor along the Johnson Pass Trail.

Consider including 19 miles of the Johnson Pass Trail which overlies the historic route in the thematic Iditarod Trail nomination to the National Register.

Continue trail maintenance on Forest Service Trail No. 10 (Johnson Pass Trail) for 22 miles. This provides access to the historic portions of the Trail.

Place appropriate trail markers along the historic trail between Johnson and Canyon Creek.

Place highway markers from Canyon Creek to Hope.

Priority sites within segment:

White's Roadhouse
Hope Historic District
Sunrise Townsite

SEGMENT: Portage Pass Segment
Predominate Ownership: FOREST SERVICE

This route over Portage Glacier contains significant historic, cultural, and scenic resources.

Recommendations: Analyze route for development as a summer recreation trail.

Protect with a minimum 1000-foot right-of-way.

Consider including in the thematic nomination to the National Register.

NOTE: Excellent interpretive opportunities are available in the Forest Service interpretive center at Portage Glacier.

SEGMENT: Potter (Johnson) Trail
Predominate Ownership: STATE OF ALASKA

Portions of the Potter Trail, now referred to as the Johnson Trail, are currently popular recreation routes within the Chugach State Park during the summer.

Recommendations: Place appropriate signs. Consider re-naming to the more historically accurate and descriptive name: "Turnagain Trail."

Continue maintenance.

Priority sites within segment:

Potter Section House

SEGMENT: Girdwood to Ship Creek (Indian Pass)
Predominate Ownership: STATE OF ALASKA, MILITARY RESERVATION

The historic route between Girdwood and the Anchorage vicinity is currently overlain by railroad, secondary roads, and a Chugach State Park hiking route. The segment is used year-round.

Recommendations: Consider including the 24-mile route maintained by Chugach State Park from the vicinity of Indian Pass to Arctic Valley road in the thematic nomination to the National Register.

Protect the 24-mile route with a minimum 1000-foot right-of-way.

Place appropriate trail markers along the 24-mile route.

Continue maintaining the 24-mile route.

SEGMENT: Anchorage to Eagle River
Predominate Ownership: LOCAL GOVERNMENT/PRIVATE, MILITARY RESERVATION

Recommendations: Undertake additional research and planning by the Municipality of Anchorage in order to provide a trail link between Anchorage, the Indian Pass Route, and the primary route.

Place appropriate trail markers once the historic route is identified and established.

Priority sites within segment:

Whitney's Ranch

SEGMENT: Susitna Station to Old Skwentna/Yentna River
Predominate Ownership: STATE OF ALASKA

Recommendations: Periodically mark and maintain the winter route paralleling the Yentna River to provide an alternative route.

Establish a 100- to 1000-foot right-of-way to protect public access.

SEGMENT: Salmon River to Takotna (via McGrath)
Predominate Ownership: BUREAU OF LAND MANAGEMENT, PRIVATE WITH FEDERAL EASEMENTS

Recommendations: Mark and maintain, through Federal portions and Federal easements, the well-established winter Trail connecting Salmon River, McGrath, and Takotna.

Remove deadfall and snags from portions of the Trail that have been burned.

Establish a 100- to 1000-foot right-of-way on Federal land.

SEGMENT: Takotna to Dikeman Cut Off (via Ophir)
Predominate Ownership: FISH AND WILDLIFE SERVICE, STATE OF ALASKA

Recommendations: Mark with trail signs the 18-mile road connecting Takotna and Ophir and the 56-mile winter trail known as Hunter Trail.

Consider including as part of the thematic nomination to the National Register.

Establish a minimum 1000-foot right-of-way on Hunter Trail.

Priority sites within segment:

Old McGrath
Ganes Creek Mine
Ganes Creek Dredge
Ophir City

SEGMENT: Otter to Flat
Predominate Ownership: BUREAU OF LAND MANAGEMENT

Recommendations: Identify Discovery Trail between Otter and Flat.

Mark and periodically maintain the route.

Protect the route with a 1000-foot right-of-way.

Consider including in the thematic nomination to the National Register.

Priority sites within segment:

Otter

SEGMENT: Ophir to Ruby (Winter Trail)
Predominate Ownership: STATE OF ALASKA

Recommendations: Mark the Trail between Ophir and Poorman and the highway between Poorman and Ruby.

Maintain the 82 miles of winter Trail periodically.

Establish a 1000-foot right-of-way along the winter Trail.

Priority sites within segment:

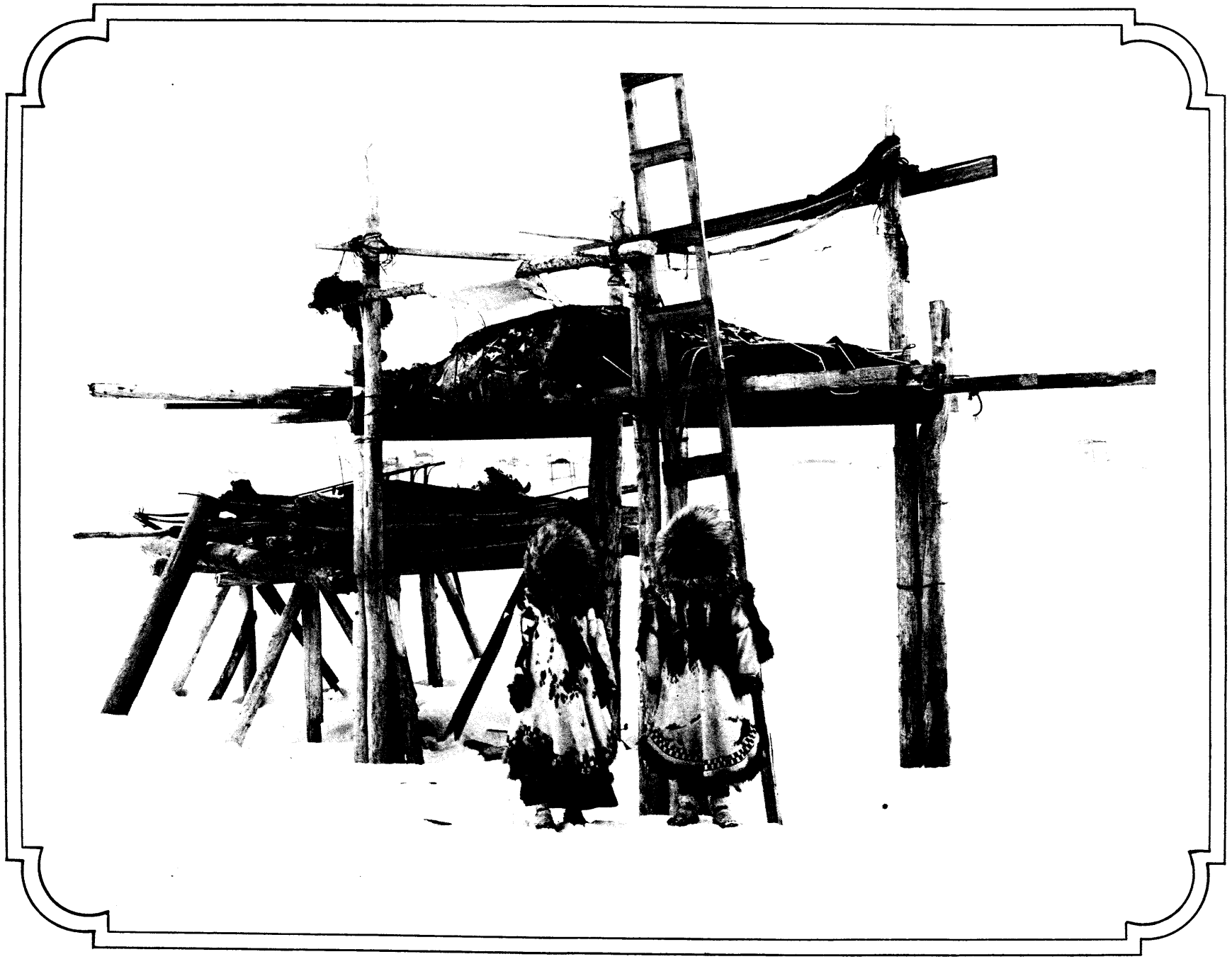
Poorman
Sulatna Crossing
Long
Ruby Roadhouse
Fisher Roadhouse, Ruby

SEGMENT: Ungalik to Issac's Point (Baldhead)
Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

Recommendations: The land route connecting Ungalik and Baldhead should be periodically marked and maintained. Cooperative agreements between private landowners and the Federal government should recognize public use of the historic route.

Much of the network of trails on the Seward Peninsula was traditionally used by Eskimos of that region for hunting and travel.

VI. APPENDICES



APPENDIX 1

IDITAROD NATIONAL HISTORIC TRAIL ADVISORY COUNCIL
1981 - 1983

On January 14, 1981, an Advisory Council was appointed by the Secretary of the Interior. The original council members were:

Joseph E. Redington, Sr.	Chairman	Knik
Clay G. Beal	U.S. Department of Agriculture	Anchorage
William F. Coghill	U.S. Department of Transportation	Anchorage
Floyd W. Sharrock	U.S. Department of Interior	Anchorage
Chip Dennerlein	State of Alaska	Anchorage
Ken Chase	Public-at-Large	Anvik
Raymond L. Collins	Public-at-Large	McGrath
LeRoy J. Davie	Mat-Su Borough	Willow
Wilda Hudson	Municipality of Anchorage	Anchorage
Andy Edge	Public-at-Large	Nome
Jack Garrison	Public-at-Large	Big Lake
Shirley J. Heatwole	Public-at-Large	Anchorage
Edgar Kalland*	Public-at-Large	Kaltag
Fritz A. Livesay	Public-at-Large	Anchorage
Michael J. Meehan	Public-at-Large	Seward
Roderic M. Perry	Public-at-Large	Chugiak
Clyde Peters	Public-at-Large	Galena
Rosemary Phillips	Public-at-Large	Nome
Daniel Seavey	Public-at-Large	Seward
Mary Shields	Public-at-Large	Fairbanks

*Mr. Edgar Kalland, veteran dog musher and one of the original serum runners from the 1925 Nome Diphtheria Epidemic, died after a period of serious illness in April 1981.

APPENDIX 2

PUBLIC INVOLVEMENT RECORD
(1979 - 1981)

Public Meetings

Anchorage, Coordination Meeting	June 8, 1979
Anchorage, Coordination Meeting	August 7, 1979
Nikolai, Village Meeting	January 15, 1980
Ruby, Village Meeting	January 23, 1980
Galena, Village Meeting	January 24, 1980
Nulato, Village Meeting	January 25, 1980
Anvik, Village Meeting	January 30, 1980
Grayling, Village Meeting	January 31, 1980
McGrath, Village Meeting	February 1, 1980
Unalakleet, Village Meeting	February 5, 1980
Anchorage, Fur Rondy Booth	February 8-17, 1980
Nome, City Hall (Iditarod Month)	March 13-22, 1980
Anchorage, Coordination Meeting	April 28, 1980
Seward, City Meeting	October 3, 1980
Iditarod National Historic Trail Advisory Council, Anchorage	April 6, 1981
Seward City Council Meeting	April 26, 1981
Hope, Public Meeting	May 2, 1981
Cooper Landing, Public Meeting	May 3, 1981
Moose Pass, Public Meeting	May 3, 1981
Iditarod National Historic Trail Advisory Council, Anchorage	May 7 & 8, 1981

Interest Group Meetings

Ruby, Elementary School	January 24, 1980
Galena, High School	January 25, 1980
Anvik, Village	January 31, 1980
Grayling, Elementary School	February 1, 1980
McGrath, High School	February 1, 1980
Unalakleet, Grade/High School	February 6, 1980
Anchorage, University of Alaska	February 26, 1980
Anchorage, Rodgers Park School	February 29, 1980
Fairbanks, BLM-Fairbanks District Office	March 3, 1980
Fairbanks, Interior Village Association Workshop	March 3, 1980

Brochures

March 1980, Iditarod National Historic Trail. (3,000 copies)
August 1980, Iditarod National Historic Trail. (Reprint, 5,000)

Visuals

December 1979, "The Iditarod National Historic Trail" (slide presentation), produced by the Bureau of Land Management.

Interest Group Meetings

Palmer, High School	March 12, 1980
Anchorage, HCRS/USFWS	March 26, 1980
Fairbanks, College Rotary	April 8, 1980
Denver, National Trails Workshop	April 1980 and December 1980
Anchorage, Prospectors Society	April 29, 1980
Anchorage, Mining in Alaska's History, Mining Conference	September 18, 1980
Victoria, B.C., Alaska Yukon Pioneers International Convention	October 2-5, 1980
Fairbanks, Iditarod Trail Committee	September 14, 1980
Anchorage, Exchange Club	November 4, 1980
Anchorage, Iditarod Trail Blazers	January 19, 1981
Davis, California, Sixth National Trails Symposium	June 28-July 1, 1981

Articles

June 1979, "Iditarod Advisory Council to be Formed," Anchorage Times, Anchorage Daily News, Tundra Times, Alaska Magazine.

September 1979, "The Iditarod Trail. Protecting Alaska's Gold Rush History." The Land, Bureau of Land Management.

January 1980, "Planning Begins for Management of Famed Trail," BLM-Anchorage District Office, 1979 Annual Report.

January 1980, "Mining Trail Finds Its Place In Mining." Alaska Miner's Association Journal.

Articles (Continued)

Spring, 1980, "The Iditarod-Alaska's National Historic Trail." Alaska Recreation and Parks Association Quarterly.

June 17, 1980, "Plan to Protect Historic Trail Begins." New York Times.

September 8, 1980, "The Iditarod National Historic Trail." Alaska Yukon-Pioneer News.

Fall 1980, "The Historic Iditarod," Our Public Lands, Bureau of Land Management.

May 9, 1981, "Idea from Appalachia May Revitalize Trail," Anchorage Daily News.

APPENDIX 3

HISTORIC/PRE-GOLD RUSH SITES
IDITAROD NATIONAL HISTORIC TRAIL

SEWARD QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Seward	SEW-xxx	A7	Local Gov., Private	3
* SEWARD ALASKA RAILROAD DEPOT	SEW-001	A7	Local Gov.	1
Woodrow R.R. Station	SEW-114	A7	State RR R/W	3
Lakeside Roadhouse	SEW-027	A7	State RR R/W	3
- Tunnel 0	SEW-115	B7	State RR R/W	2
Divide	SEW-020	B7	State RR R/W	3
Minnie Andacher Homestead	SEW-094	B7	Fed (USFS)	3
Primrose	SEW-116	B7	State RR R/W	3
Primrose Mine	SEW-142	B7	Fed (USFS)	3
Victor Creek Prospect	SEW-163	B7	Fed (USFS)	3
Lakeview	SEW-117	B7	State RR R/W	3
Sawmill-Rocky Creek	SEW-xxx	B7	State RR R/W	3
* ALASKA NELLIE'S HOMESTEAD	SEW-025	B7	Private	1
Roosevelt R.R. Station	SEW-095	B7	State RR R/W	3
Falls Creek R.R. Station	SEW-013	B7	State RR R/W	3
- Falls Creek Mine	SEW-162	B7	Fed (USFS), Mining Claim	2
Crown Point	SEW-021	B7	State RR R/W	3
Crown Point Mine	SEW-192	B7	Fed (USFS), Mining Claim	3
Moose Pass	SEW-024	B7	Private	3
Moose Pass R.R. Stop	SEW-xxx	B7	State RR R/W	3
- Johnson (Possible Roadhouse Site)	SEW-xxx	C7	Fed (USFS)	2
Johnson R.R. Site (Sunrise Site)	SEW-118	C7	State RR R/W	3
Johnson Springs	SEW-037	C7	Fed (USFS)	3
Hunter RH/R.R. Stop	SEW-093	C6	State RR R/W	3

* Level 1 Sites
\- Level 2 Sites
xxx No AHRS Record

Seward Quadrangle Historic Sites (continued)

	Snoring Inn	SEW-xxx	C6	Fed (USFS)	3
	Grandview R.R. Stop	SEW-099	C6	State RR R/W	3
	Grandview Roadhouse	SEW-017	C6	State RR R/W	3
	Snowshed	SEW-128	C6	State RR R/W	3
*	TUNNEL 1	SEW-139	C6	Fed (USFS)	2
-	The Loop District	SEW-xxx	C6	Fed (USFS)	2
	Second Placer Creek Crossing	SEW-136	C6	State RR R/W	3
-	Tunnel Siding	SEW-094	C6	State RR R/W	2
-	Tunnels 2 - 7	SEW-107-12	C6	State RR R/W	2
	Snowshed 2	SEW-129	C6	State RR R/W	3
	Snowshed 3	SEW-130	C6	Fed (USFS)	3
-	Tunnel 8	SEW-138	C6	Fed (USF)	2
	Spencer Bridge	SEW-120	C6	State RR R/W	3
	Spencer Siding	SEW-121	C6	State RR R/W	3
	Trapper's Cabin	SEW-xxx	C6	Fed (USFS)	3
-	Twenty Mile River Sawmill	SEW-xxx	D6	Fed (BLM)	2
	Portage	SEW-123	D6	Fed (BLM), Private	3
	Portage Roadhouse	SEW-100	D6	State RR R/W	3
	Kern	SEW-092	D6	State RR R/W	3
	Virgin Creek Sawmill	SEW-xxx	D6	Private	3
	Girdwood Townsite	SEW-016	D6	Private	3
	Glacier Creek Bridge	SEW-124	D6	State RR R/W	3
-	Girdwood Roadhouse	SEW-102	D6	State RR R/W	2
	Glacier Creek R.R. Station	SEW-137	D6	State RR R/W	3
	Linblad Cabin (Calif Creek)	SEW-xxx	D6	Private	3
	Linblad Cabin (Winter Creek)	SEW-xxx	D6	Fed (USFS)	3
	Porter Knox Cabin	SEW-xxx	D7	State, Private	3
*	CROW CREEK CONSOLIDATED MINE	SEW-191	D6	Private	1

JOHNSON PASS TRAIL

	Gleason's Camp	SEW-xxx	C6	Fed (USFS)	3
*	WHITE'S VICINITY ROADHOUSE	SEW-105	C7	Fed (USFS), Mining Claim	1
*	ANDERSON'S CAMP	SEW-xxx	C7		1
-	The Fork's	SEW-xxx	D7	Fed (USFS)	2
*	BRUHN RAY MINE	SEW-197	D7	Fed (USFS), Mining Claim	1
*	SUNRISE	SEW-194	D7	Private	1
	Sunrise Cemetery	SEW-195	D7	Private	3
*	HOPE HISTORIC DISTRICT	SEW-018	D8	Private	1
	Ogle Camp	SEW-xxx	D6	Fed (USFS)	3

Seward Quadrangle Historic Sites (continued)

PORTAGE PASS TRAIL				
Griset's Roadhouse	SEW-104	D5	Fed (USFS)	3
Moraine	SEW-122	D5	State RR R/W	3
Whittier Tunnel	SEW-xxx	D5	State RR R/W	3
* GILPATRICK'S	SEW-015	C7	Fed (USFS)	1
Gilpatrick's Cabin	SEW-159	C7	Fed (USFS) Permit	3
Slate Creek Mine	SEW-190	C7	Fed (USFS), Mining Claim	3
Oracle Mine	SEW-190	C7	Undetermined	3
Dahl	SEW-022	C7	Fed (USFS)	3
- Michaelson Cemetery	SEW-035	C7	Fed (USFS)	2
- Michaelson Cabin	SEW-153	C7	Fed (USFS), Mining Claim	2
Saxton Camp	SEW-149	C7	Fed (USFS)	3
- Wibel	SEW-xxx	C7	Fed (USFS)	2
* CANYON CREEK DAM	SEW-036	D7	Fed (USFS)	1
Swetmann Camp	SEW-196	D7	Fed (USFS)	3
SEWARD MISCELLANEOUS SITES				
Condit Cabin	SEW-xxx		Fed (USFS), Permit	3
Snowshed 5	SEW-133	D6	State RR R/W	3
Snowshed 6	SEW-134	D6	State RR R/W	3
Snowshed 7	SEW-135	D6	State R/W	3
Side Hill Stream Bridge	SEW-119	C6	State RR R/W	3
Bird R.R. Station Mi 81	SEW-xxx	D7	State RR R/W	3
Cabin on Bird Point	SEW-xxx	D7	State	3
Cabin (4) between Girdwood/Bird Creek	SEW-xxx	D7	State	3
The Bird House	SEW-xxx	D7	Private	3
Bird Creek Roadhouse	SEW-103	D7	Fed (USFS)	3
Bird Creek Lumber Co. Sawmill	SEW-xxx	D7	State	3
Indian Sawmill Site	SEW-132	D7	State	3
Sibley's Tent Roadhouse	SEW-xxx	D7	State	3
Indian R.R. Station Site	SEW-126	D7	State RR R/W	3
Falls Creek Cabin	SEW-113	D7	State	3
Falls Creek Construction Camp	SEW-xxx	D7	State	3
Old Mail Camp	SEW-xxx	D7	Fed (USFS)	3
John's Creek Cabin	SEW-158	C7	Undetermined	3
* LAURITSEN CABIN	SEW-152	C7	Fed (USFS), Mining	1

Seward Quadrangle Pre-Gold Rush Era Sites

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Trail River Ruins	SEW-xxx	4	
Passage Canal	SEW-106	3	
Hope Cutoff Site	SEW-106	3	
SEW-131	SEW-131	3	

ANCHORAGE QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Crow Creek Roadhouse	ANC-xxx	A6	State	3
* GIRDWOOD MINE	ANC-xxx	A6	State	1
- Raven Creek (Duke's) Roadhouse	ANC-xxx	A6	Fed (USFS)	2
Brenner's Prospect	ANC-xxx	A6	Fed (USFS)	3
- Monarch Mine	ANC-xxx	A6	Fed (USFS)	2
Bahrenberg Cabin	ANC-xxx	A6	Fed (USFS)	3
Eagle River Roadhouse (deserted)	ANC-076	B7	Private	3
Kuney Siding (R.R.)	ANC-xxx	B7	State RR R/W	3
Cabin (Ship Creek)	ANC-xxx	B7	Local Gov., Private	3
Birchwood R.R. Siding	ANC-xxx	A8	State	3
Eklutna	ANC-008	B7	Private	3
* ST. NICHOLAS RUSSIAN ORTHODOX CHURCH	ANC-022	B7	Private	1
Eklutna R.R. Station	ANC-091	B7	State RR R/W	3
A.C. Warehouse (Eklutna)	ANC-xxx	B7	Private	3
Weise Farm	ANC-xxx	C7		3
F. Hunt's Cabin	ANC-xxx	A8		3
- W.D. Elliot Roadhouse	ANC-xxx	A8		2
Brown's Roadhouse	ANC-xxx	A8		3
Watson's Roadhouse	ANC-xxx	A8		3
Matanuska	ANC-082	C7		3
12 Mile House	ANC-xxx	C7		3
Cottonwood Roadhouse	ANC-010	C7	Private	3
Hughe's House	ANC-xxx	C7		3
Gate's House	ANC-xxx	B8		3
O'Brien's Cabin	ANC-xxx	B8		3
Cabin	ANC-xxx	B8		3
* WHITE'S CABIN	ANC-xxx	B8		1
* KNIK TOWNSITE	ANC-003	B8	Mat-Su Borough	1
INDIAN PASS TRAIL				
18 Mile Roadhouse	ANC-xxx	A7	State	3
25 Mile Roadhouse	ANC-xxx	A7	State	3

Anchorage Quadrangle Historic Sites (continued)

SHIP CREEK TRAIL				
Anchorage Historic District	ANC-081	A8	Local Gov., Private	3
Saloon (Ship Creek)	ANC-xxx	A8	Local Gov., Private	3
T. H. Jeter's Cabin	ANC-xxx	A8	Local Gov., Private	3
Whitney's Cache	ANC-xxx	A8	Local Gov., Private	3
G. W. Palmer Warehouse	ANC-xxx	A8	Local Gov., Private	3
J. Nelsen's Cabin	ANC-xxx	A8	Local Gov., Private	3
Kincaid	ANC-xxx	A8	Local Gov., Private	3
* WHITNEY'S RANCH	ANC-xxx	A8	Local Gov.	1
Whitney's R.R. Section House	ANC-xxx	A8	State RR R/W	2
J. Albert's (Cabin)	ANC-xxx	B8	Unknown	3
JOHNSON'S TRAIL (Rainbow to Ship Creek)				
Rainbow Construction Camp	ANC-xxx	A8	State	3
Cabin Ruins (Foundations)	ANC-xxx	A8	State	3
Beluga Pt. Cabin Site	ANC-xxx	A8	State	3
Mp 110 Cabin	ANC-xxx	A8	State	3
McHugh Creek Construction Camp	ANC-xxx	A8	State	3
Telegraph Station Site	ANC-xxx	A8	State	3
Sheep Creek Cabin	ANC-xxx	A8	State	3
Sheep Creek Construction Camp	ANC-xxx	A8	State	3
Mrs. Johnson's Roadhouse	ANC-050	A8	State	3
* POTTER SECTION HOUSE	ANC-075	A8	State	1
Last Chance Quartz Claim	ANC-xxx	A8	Unknown	3
OTHER SITES				
Nancy	ANC-087	C8	State RR R/W	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
ANC-055	ANC-055	3	
* BELUGA POINT	ANC-054	1	
ANC-078	ANC-078	3	
Eklutna	ANC-008	4	
- Cottonwood Creek	ANC-035	2	
- Knik Lake	ANC-036	2	
Fisher-Hong	ANC-038	4	
Fish Creek	ANC-052	3	

TYONEK QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Little Susitna Roadhouse	TYO-017	B1	State	3
Relief Cabin	TYO-043	B1	State	3
* SUSITNA STATION	TYO-018	C1	State, Private	1
Alexander's Roadhouse	TYO-019	C2	State	3
Keller's Roadhouse	TYO-xxx	C2	State	3
Lakeview Roadhouse	TYO-020	D3	State	3
- Rabbit Lake Relief Cabin	TYO-044	C3	State	2
Bear Creek Cabin	TYO-045	C3	State	3
* OLD SKWENTNA ROADHOUSE	TYO-021	D4	State	1
- Mountain Climber Roadhouse	TYO-022	D5	State	2
- Happy River Roadhouse	TYO-023	D7	State selected	2
McPHERSON'S - 1914 R.R. Survey Route				
Old Camp	TYO-046	D3	State	3
- McDougal Roadhouse	TYO-047	D3	State	2
Roadhouse (Kaniltna & Yentna)	TYO-048	D3	State	3
- Kroto (or Croto)	TYO-001	D3	State	2

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Susitna	TYO-018	4	
TYO-011	TYO-011	4	
Eight Mile Creek	TYO-010	3	

TALKEETNA QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Unnamed Roadhouse	TAL-xxx	A5	State selected	3
- Puntilla Cabin	TAL-044	A6	State	2
Pass Creek Roadhouse	TAL-010	A6	State	3

MEDFRA QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
- Big River Village	MED-xxx	A5	State, Private	2
Cabin (Crooked Creek)	MED-xxx		State selected	3
- The Forks	MED-012	A6	State selected	2
Grayling Creek Cabin	MED-xxx	A5	State selected	3
- Boerner City	MED-011	A6	State selected	2
BIG RIVER - TELIDA TRAIL (NENANA)				
Nikolai	MED-022	A3	Private	3
- East Fork Roadhouse (Hosley)	MED-023	A3	Private	2
East Fork Village	MED-xxx		Private	3
Ekilina Village	MED-xxx		Private	3
Slow Fork Village Roadhouse 1	MED-020	A2	Unknown, State selected	3
Slow Fork Roadhouse 2	MED-021	A2	State selected	3
Ruins	MED-xxx	A4	Private	3
Medfra	MED-001	A4	Private	3
OPHIR-POORMAN - WINTER TRAIL				
Hogan's Relief Cabin	MED-013	D6	State	3
OPHIR-POORMAN - SUMMER TRAIL				
Army Shelter Cabins	MED-xxx	C6	State	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Nixon Fork Village	MED-xxx	4	
East Fork Village	MED-xxx	4	
Slow Fork Village	MED-xxx	4	

McGRATH QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
- Rainy Pass Shelter Cabin	MCG-xxx	A1	State selected	2
- Dalzell Roadhouse	MCG-003	A1	State selected	2
* ROHN RIVER ROADHOUSE	MCG-007	B1	Fed (BLM)	1
* ROHN RIVER CHECKPOINT CABIN	MCG-019	B1	Fed (BLM)	1
* PIONEER ROADHOUSE	MCG-009	C2	State Nat. Selection	1
Morgan's Roadhouse	MCG-010		Federal	3
Peluk Roadhouse	MCG-011	C3	Fed (BLM)	3
Sullivan Roadhouse	MCG-014	D3	Fed (BLM)	3
Seattle Cabin	MCG-021	D4	Fed (BLM)	3
Sheep Creek Cabin	MCG-020	D3	Fed (BLM)	3
Pitka Fork	MCG-018	D3	Fed (BLM)	3
Bear Creek Roadhouse	MCG-012	D3	Fed (BLM)	3
- Salmon River Roadhouse	MCG-013	D4	Private	2
Fish Camp	MCG-xxx	D4	Private	3
- Big River Roadhouse	MCG-015	D4	Private	2
BIG RIVER TO McGRATH - PER McPHERSON SURVEY 1914				
Hosner's Cabin	MCG-030	D5	Private	3
Cabin	MCG-024	D5	Private	3
Atwater's Cabin	MCG-023	D6	Private	3
* OLD McGRATH	MCG-001	D6	Private	1
McGrath	MCG-022	D6	Local Gov., Private	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Egypt Mountain	MCG-xxx	4	
Farewell Lake	MCG-xxx	4	MCG-31
Nikolai Village	MCG-xxx	4	
Salmon River	MCG-013	4	MGR-30
Gathering Place	MCG-xxx	4	
Farewell Landing	MCG-xxx	3	MGR-29
Big River Roadhouse	MGC-xxx	4	MGR-28

IDITAROD QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Takotna Townsite	IDT-008	D1	Private	3
Cabin	IDT-xxx	D1	Private	3
Big Creek Roadhouse	IDT-007	D1	Private	3
Indian Village Site	IDT-033	D1	Private	3
Smith's Halfway Roadhouse	IDT-017	D2	State selected	3
Lincoln Creek Roadhouse	IDT-011	D2	State selected	3
- Moore Creek	IDT-012	C3	State, Mining Claim	2
Mrs. Perry's Roadhouse	IDT-xxx	C3	State	3
Summit Roadhouse	IDT-xxx	C3	State	3
Summit ARC Cabin	IDT-021	C3	State	3
- Moore Creek Halfway Cabin	IDT-031	B4	State	2
Ruby Creek Roadhouse 2	IDT-022	B4	Fed (BLM)	3
Ruby Creek Relief Cabin 3	IDT-028	B4	Fed (BLM)	3
Ruby Creek Roadhouse 1	IDT-029	B4	Fed (BLM)	3
Bonanza Creek A.P.C. Relief Cabin	IDT-030	B4	Fed (BLM)	3
Moose Creek Cabin	IDT-018	B4	Fed (BLM)	3
* OTTER	IDT-004	B4	Fed, Mining Claim	1
* FLAT	IDT-005	B5	Fed, Private	1
Iditarod to Flat Tramway	IDT-024	B5, C5	Fed, State, Private	3
Summit Roadhouse	IDT-xxx	B5	State	3
* IDITAROD	IDT-001	C5	State, Private	1
Discovery Cabin	IDT-004	C5	State	3
Richmond's Roadhouse	IDT-016	C5	State	3
Murray's Roadhouse	IDT-043	C4	State	3
Langley City	IDT-xxx	C4	State	3
- Shermeier's Halfway Roadhouse	IDT-010	C4	Fed (USFWS)	2
* DIKEMAN	IDT-003	D4	Fed (USFWS)	1
PRIMARY ROUTE - IDITAROD TO OPHIR - SUMMER TRAIL				
Lincoln Creek ARC Cabin	IDT-023	D2	State selected	3
- Moore Creek City	IDT-006	D2	State	2
Brush Creek ARC Cabin	IDT-025	C3	State	3
4th of July ARC Cabin	IDT-027	C3	State	3
Willow Creek Reindeer Cabin	IDT-041	C3	State	3

Iditarod Quadrangle Historic Sites (continued)

Duffey-Riley Cabin	IDT-042	C3	State	3
McGee ARC Cabin	IDT-xxx			3
HUNTER TRAIL				
- First Chance Cabin	IDT-019	D4	State	2
- Reindeer Cabin (Don's)	IDT-015	D3	State	2
- Fritz' Roadhouse	IDT-009	D3	State	2
CROOKED CREEK TRAIL				
ARC Relief Cabin	IDT-xxx			3
HOLY CROSS WINTER TRAIL				
Pound's Place Roadhouse	IDT-xxx			3
Wannigan Swinging Dome	IDT-037	B5		3
WILLOW CREEK TRAIL LOOP				
Prince Creek Mine	IDT-032		Fed (BLM)	3
Willow Creek Mine	IDT-xxx	B4		3
Bonanza Flats Cabin	IDT-xxx	B5	Fed (BLM)	3
Willow Creek Roadhouse	IDT-xxx	B5		3
Cullenville Roadhouse	IDT-xxx	B5		3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Old Fish Camp	IDT-xxx	4	MGR-40
4th of July Creek	IDT-xxx	4	MGR-39
Mouth of Big Creek	IDT-xxx	4	MGR-41
Kadilotden	IDT-002	4	SHG-14
Dikeman	IDT-xxx	4	GRY-17

OPHIR QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Cut-off Roadhouse	OPH-xxx	A4	Fed (USFWS)	3
Lovell's Tent	OPH-xxx	A4	Fed (USFWS)	3
Frenchman's Roadhouse	OPH-xxx		Fed (USFWS)	3
* DISHKAKAT	OPH-004	C3	Fed (USFWS), Private	1
Daniel's Cabin	OPH-023	C4	Unknown	3
All-Right Roadhouse	OPH-xxx	D4	Fed (USFWS)	3
HUNTER TRAIL				
Ruins	OPH-018	A2	State	3
- Brown Creek Shelter Cabin	OPH-014	A2	State	2
McCarthy's Cabin	OPH-009	A2	Unknown	3
TAKOTNA TO OPHIR TRAIL				
- Yankee Creek ARC Cabin	OPH-017	A1	State, Mining Claim	2
- Yankee Creek Roadhouse	OPH-015	A1	State, Mining Claim	2
* GANES CREEK MINE	OPH-001	A1	State, Mining Claim	1
* GANES CREEK DREDGE	OPH-001	A1	Private	1
Spruce Creek Mine	OPH-019	A1	State, Mining Claim	3
* OPHIR CITY	OPH-005	A2	State, Mining Claim	1
OPHIR TO DISHKAKAT - TRAIL				
- Boxcar Roadhouse	OPH-006	A2	State	2
Big Aggie's Roadhouse	OPH-xxx	A2	State	3
Del Thompson's Mt. Hurst Cabin	OPH-013	A2	State	3
Mt. Hurst Summit Roadhouse	OPH-007	A2	State	3
- Del Thompson's Boob Creek	OPH-016	B3	State	2
Evan's (Roadhouse)	OPH-xx	B3	State	3
- Tolstoi	OPH-008	B3	State	2
Madison Creek Roadhouse	OPH-011	B3	State	3
Regans	OPH-xxx	B3	Fed (USFWS)	3

Ophir Quadrangle Historic Sites (continued)

OPHIR TO CRIPPLE LANDING				
Johnson's Roadhouse	OPH-xxx			3
18 Mile Roadhouse	OPH-xxx			3
Lewis Roadhouse	OPH-xxx			3
Cripple Landing	OPH-003	C1	State, Private	3
DISHKAKAT TO LEWIS TRAIL				
- Dishna	OPH-020	C3	Fed (USFWS), Private	2
- Simels	OPH-021	C3	Fed (USFWS), Private	2
Rennie's Landing	OPH-022	C3	Fed (USFWS)	3
Dave Lewis Tent	OPH-xxx	C2		3
Lone Jim Roadhouse	OPH-xxx	D1		3
Antonio's Roadhouse	OPH-xxx	D2		3
CRIPPLE LANDING TO LEWIS TRAIL				
Florence City	OPH-xxx			3
Davenport Cabin	OPH-xxx	D1		3
CRIPPLE LANDING TO RUBY				
ARC Relief Cabin 1	OPH-xxx	C1		3
ARC Relief Cabin 2	OPH-xxx	D2		3
California Roadhouse	OPH-xxx	D1		3
OPHIR - POORMAN - SUMMER TRAIL				
U.S. Army Relief Tent	OPH-xxx	B1		3
OPHIR MISCELLANEOUS SITES				
Jessie Baugh Cabin	OPH-xxx	B2		3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Dishkakat	OPH-004	4	GRY-16

RUBY QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Timber Creek Mining	RUB-013	A6	State, Mining Claim	3
* POORMAN	RUB-012	A6	State, Mining Claim	1
Placerville	RUB-014	A6	State	3
Tamarack Landing and Ferry	RUB-011	A5	State	3
Spruce Creek Mining	RUB-010	A5	State, Mining Claim	3
Jessie's Roadhouse	RUB-xxx	A5		3
* SULATNA CROSSING	RUB-009	A5	State	1
Greenstone Creek Roadhouse	RUB-xxx	B5	State selected	3
Midnight Creek Roadhouse	RUB-xxx	B5	State selected	3
* LONG	RUB-001	B5	State, Mining Claim	1
Cabin Ruins (Long Creek)	RUB-xxx	C6	Fed, Village Selection	3
ARC Warehouse	RUB-xxx			3
- HUB Roadhouse	RUB-019	C6	State	2
1912 Mining Camp	RUB-015	B6	State selected	3
Big Dome Roadhouse	RUB-xxx		Private	3
Dome Roadhouse	RUB-xxx			3
14 Mile Roadhouse	RUB-017	C5	State	3
New York Creek Roadhouse	RUB-017	C5	Unknown	3
10 Mile Roadhouse	RUB-018	C5	State	3
Boston Roadhouse	RUB-005	C5	State	3
Ruby	RUB-004	C5	Private	3
* RUBY ROADHOUSE	RUB-008	C5	Private	1
* FISHER ROADHOUSE	RUB-016	C5	Private	1
Melozi	RUB-003	D6	Private	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Melozikaket	RUB-003	4	

NULATO QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Lakeshore Roadhouse	NUL-017	A5	Fed, State selected	3
Slough Roadhouse	NUL-018	A6	Fed	3
- Capt. Dalquist's Lodge	NUL-019	B6	Unknown	2
Adolph Muller's Roadhouse/Store	NUL-xxx	B6	Private	3
Kaltag	NUL-003	B6	Private	3
RUBY TO KALTAG - ROUTE				
- Lewis Landing	NUL-031	C1	Fed, State selected	2
Whiskey Creek	NUL-020	C1	Fed, State selected	3
- Louden	NUL-008	C2	Private	2
Galena	NUL-006	C2	Private	3
Pilot Mountain	NUL-xxx	C3, D3	Private	3
Bishop Rock	NUL-030	D3	Private	3
Koyukuk	NUL-005	D4	Private	3
Nulato	NUL-009	C5	Private	3
ARC Shelter Cabin	NUL-xxx		Private	3
LEWIS TRAIL (LEWIS LANDING TO DISHKAKAT)				
50 Mile Roadhouse	NUL-xxx	A1	State	3
J. Carrol Roadhouse	NUL-xxx	B1	State	3
Mrs. Parson's Roadhouse	NUL-xxx	B1	State	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
- Old Fish Camp	NUL-010	2	KAL-2
Kaltag	NUL-xxx	4	
Galena	NUL-006	4	
Koyukuk	NUL-005	4	
Nulato	NUL-009	4	
Kaiakak	NUL-001	4	
Chogolthlinde	NUL-xxx	4	
Tatsenibanten	NUL-xxx	4	
Knogotlinde	NUL-xxx	4	

Nulato Quadrangle Pre-Gold Rush Era Sites (continued)

Village	NUL-xxx	4	
Nuloyit	NUL-xxx	4	
Tom's Village	NUL-xxx	4	
Nodoyitekentlit	NUL-xxx	4	
Sanlaytor	NUL-xxx	4	
Old Village	NUL-003	4	KAL-3

UNALAKLEET QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
- Whaleback	UKT-026	D3	Fed (BLM)	2
Eaton's	UKT-xxx	D4	Private	3
Unalakleet	UKT-004	D4	Private	3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Lutz's Site 4	UKT-024	4	
Ulukuk	UKT-xxx	4	
Lutz's Site 3	UKT-023	4	
Lutz's Site 1	UKT-021	4	
Iktigalik	UKT-022	4	
Unalakleet	UKT-004	4	
- Airport Site	UKT-007	2	
Crosswind Site	UKT-008	3	
Bridge Site	UKT-009	4	
Tacan Site	UKT-010	4	
- Epidemic Site	UKT-011	2	
Cranberry Slough	UKT-012	4	
Powers Creek Hill	UKT-013	3	
Blueberry Creek	UKT-014	4	

NORTON BAY QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
- 22 Mile Roadhouse	NOB-xxx	A1	Fed (BLM)	2
- 10 Mile Roadhouse	NOB-033	A2	Fed (BLM)	2
* OLD WOMAN CABIN	NOB-034	A2	Fed (BLM)	1
- Egavik	NOB-006	A4	Private	2
Foothill's Roadhouse 2	NOB-009	A4	Private	3
Foothill's Roadhouse 1	NOB-046	B5	Private	3
Shaktoolik Roadhouse	NOB-028	B5	Private	3
- Bonanza (Ungalik) Roadhouse	NOB-029	C4	Private	2
- Koyuk (Big Sam's Roadhouse)	NOB-004	D5	Private	2
* ISSAC'S ROADHOUSE	NOB-030	D6	Private	1
Kwik Site	NOB-007	D6	Private	3
Ungalik	NOB-047	C4		3

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
Egavik	NOB-006	4	
Egavik	NOB-009	4	
- Difchahak	NOB-005	2	
- Nukleet	NOB-001	2	
- Madjujuinuk	NOB-008	2	
* IYATAYET	NOB-002	1	
NOB-023	NOB-023	4	
Akulik River	NOB-xxx	4	
Koyuk	NOB-004	4	
NOB-015	NOB-015	4	
NOB-016	NOB-016	4	
NOB-014	NOB-014	4	
Kwighuk	NOB-013	4	
NOB-012	NOB-012	4	
NOB-011	NOB-011	4	
- Issac's Village	NOB-010	2	
NOB-024	NOB-024	4	
- Kwik	NOB-007	2	
Tubuktulik	NOB-031	4	

SOLOMON QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
Moses Point	SOL-007	C1	Private	3
Iron Creek	SOL-016	D6	Private	3
Elim	SOL-039	C1	Private	3
Keiktalik	SOL-017	C1	Private	3
* WALLA WALLA ROADHOUSE	SOL-026	C1	Private	1
* RELIEF CABIN (McKINLEY CREEK)	SOL-080	C2	Private	1
* GOLOVIN HISTORIC DISTRICT	SOL-009	C3	Private	1
* DEXTER TRADING POST (GOLOVIN)	SOL-110	C3	Private	1
- Chiukak	SOL-012	C3	Fed (USFWS)	2
- Topkok Roadhouse	SOL-028	C4	Fed (USFWS), Private	2
* BLUFF	SOL-021	C4	Fed (USFWS), Private	1
Chekuk	SOL-098	C5	Private	3
* DICKSON	SOL-003	C5	Private	1
* SOLOMON-COUNCIL CITY R.R.	SOL-032	C5	State, Private	1
Taylor Lagoon Roadhouse	SOL-xxx	C5	Fed (USFWS)	3
Solomon	SOL-020	C5	Private	3
* SOLOMON ROADHOUSE	SOL-031	C5	Private	1
Lee's Creek Cabin	SOL-xxx		Private	3
Golden Gate Cabin	SOL-xxx		Private	3
* SAFETY ROADHOUSE	SOL-023	B6	Private	1
* CAPE NOME ROADHOUSE	SOL-069	B6	Private	1
PORTAGE LOOP - ROUTE				
* PORTAGE ROADHOUSE	SOL-027	B2	Private	1
Summit ARC Cabin	SOL-080	C2	Private	3
Relief Cabin (McKinley Creek)	SOL-079	C2		3

PRE-GOLD RUSH ERA SITE NAME	SIGNIFICANCE AHRS	LEVEL	14(h)(1) NO.
Moses Point	SOL-007	4	
Milianotulik	SOL-037	4	
Kuiuktalik	SOL-017	4	
Nuviakchak	SOL-038	4	

Solomon Quadrangle Pre-Gold Rush Era Sites (continued)

Elim	SOL-039	4
Nutikut	SOL-040	4
- Atnuk	SOL-xxx	2
- Gungnuk	SOL-011	2
Golovin	SOL-009	4
Malimium	SOL-059	4
Chiukak	SOL-012	4
Eghukachak	SOL-066	4
Tapkak	SOL-067	4
Okpiktulik	SOL-068	4
- Nuk	SOL-002	2
- Old Beach Site	SOL-xxx	2
Mupterukshuk	SOL-001	4
Setuk	SOL-070	3

NOME QUADRANGLE

HISTORIC SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Quad Map	OWNERSHIP	MANAGEMENT LEVEL
PRIMARY ROUTE				
* FORT DAVIS	NOM-002	B1	Private	1
Hastings Creek	NOM-011	B1	Private	3
Nome Historic District	NOM-xxx	B1, C1	Local Gov., Private	3
* ST. JOSEPH'S CHURCH	NOM-040	C1	Private	1

PRE-GOLD RUSH ERA SITE NAME	AHRS	SIGNIFICANCE LEVEL	14(h)(1) NO.
- Ayasayuk	NOM-009	2	
Uinakhtaguin	NOM-010	4	

APPENDIX 4

SITES ON THE NATIONAL REGISTER OF HISTORIC PLACES IN THE PROXIMITY OF THE IDITAROD NATIONAL HISTORIC TRAIL

QUAD/ AHRS NUMBER	SITE/LOCATION	DATE ENTERED	SIGNIFICANCE
Seward 011	Diversion Tunnel, near Seward	11/23/77	This Corps of Engineers project eliminated the danger of spring floods of Lowell Creek to Seward. Surveyed 1936, started 2/8/39, completed 11/20/40.
Seward 018	Hope Historic District, Hope	4/25/72	Center of gold mining activity on the Kenai Peninsula dating back to 1888. Commemorates the site of the first (and only) significant gold rush on the Kenai Peninsula.
Seward 023	Ballaine House, Seward	7/12/78	Seward residence of Frank L. Ballaine, major figure in creation of the Alaska Central Railway and founder of the townsite and community of Seward. Dates 1905.
Seward 025	Alaska Nellie's Homestead, north of Seward	4/3/75	Marks the townsites of Roosevelt and Lawing and commemorates a widely known Alaskan personality, Alaska Nellie Lawing, Ca. 1915.
Seward 028	St. Peters Church, Seward	12/21/79	Built 1904-05. First church building in Seward. First Protestant Church on the Kenai Peninsula. First Episcopal Church in Southcentral Alaska.
Seward 139	Alaska Central Railroad Tunnel No. 1, north of Grandview on the Kenai Peninsula	11/28/77	An important adjunct and engineering feature of the first major railroad into Alaska's interior. Surveyed in 1905, built in 1906, and used until 1951 when the railroad was re-routed.
Seward 146	Cooper Landing Post Office, Cooper Landing	5/23/78	Oldest known usable building in Cooper Landing, operated as store, post office. Also headquarters for dog team mail run. Built 1921.

Seward 150	Swetman House, Seward	2/17/78	Noted for its architectural design. Built in 1916 by Gerhard Johnson and later sold to Elwyn Swetman, a prominent Seward resident.
Seward 152	Lauritsen Cabin, northern Kenai Peninsula	10/16/79	Important for its construction and use in the early period of mining on Canyon Creek, on the most lucrative gold claim on the Kenai Peninsula. Dates Ca. 1895.
Seward 160	Van Gilder Hotel, Seward	12/2/80	Oldest surviving hotel in Seward. Completed October 1916. Received world-wide attention when round-the-world pilots stayed night of 4/13/24 to rest for remainder of their history-making flight.
Seward 191	Crow Creek Consolidated Gold Mine Co., northern Kenai Peninsula	9/13/78	A well preserved picturesque mining camp with 8 surviving frame buildings, built between 1898 and 1900. Was one of the best gold properties over a longer span of years than almost any other in the vicinity of Anchorage.
Anchorage 003	Knik Town Site, Knik	7/24/73	Knik, once the largest community on Cook inlet, served as regional trading and transportation center from about 1898 to 1917. Includes Knik Museum containing materials dating back to Knik's heyday and "Dog Mushers Hall of Fame" commemorating the long history of dog mushing in Alaska.
Anchorage 004	Old St. Nicholas Russian Orthodox Chapel, Eklutna	3/24/72	Symbol of Russian missionary activity associated with fur trading in Cook Inlet dating back to about 1870. Is an example of vernacular church architecture.
Anchorage 054	Beluga Point Site, south of Anchorage	3/30/78	Prehistoric archeological site south of Anchorage important for data clarifying areal and temporal boundaries between the Eskimo and Tanaina Athabaskans.

Anchorage 088	Wasilla Depot, Wasilla	12/16/77	Wasilla townsite was established around the depot which was built in 1917. Has served as a transportation and supply point for mining and farming activities in the area including the famous Matanuska Valley.
Anchorage 098	Oscar Anderson House, Anchorage	6/13/78	This house, built in 1915, was among the first permanent residences in Anchorage. It was the home of prominent businessman and civic figure, Oscar Anderson and his family.
Anchorage 114	Teeland's Country Store, Wasilla	11/14/78	This store was built by O.G. Herning in 1917, a former store operator at Knik. It has operated at its Wasilla location since the Alaska Railroad established the town.
Anchorage 128	Federal Building, Anchorage	6/23/78	Built in 1939, it served as the U.S. Post Office and Courthouse from that time. It was the most advanced, modern concrete structure then built in Anchorage and has remained a city landmark since its completion.
Anchorage 136	Lathrop Building, Anchorage	2/22/84	Built in 1915-16 by noted Alaskan businessman Austin F. "Cap" Lathrop, it remains as one of the earliest commercial structures in Anchorage.
Anchorage 240	Anchorage City Hall, Anchorage	12/2/80	Built in 1936, this building was the hub of municipal operations 1936-1979, and was the predecessor of much architecture in Anchorage buildings which followed.
Anchorage 244	Pioneer School, Anchorage	12/3/80	First school in Anchorage, built in 1915. Housed Pioneers of Alaska, Igloo 15, from 1920's to 1964.
Anchorage 251	Alaska Methodist University Campus Center, Anchorage	6/22/79	Built in 1966, it was the site of the 1971 ratification by Alaska Natives of the Alaska Native Claims Settlement Act of 1971. During December 16-18, 1971, the Alaska Native delegation met and agreed to the settlement of Alaska Native claims. They also learned by phone at this location from President Nixon that he had signed the historic and highly significant act which continues to shape Alaska into the 1980's and beyond.

Anchorage 284	Fourth Avenue Theatre, Anchorage	10/5/82	This elegant theatre was begun in 1941 and completed in 1947 using ART DECO style architectural design. Besides being significant for large murals and fine interior workmanship, it is also noted for its association with its builder, Austin F. "Cap" Lathrop, early Anchorage entrepreneur.
Anchorage 293	First Wasilla School, Wasilla	2/5/80	First school in Wasilla, built in 1917. From the beginning of the town, it served as a center of community, educational, and cultural affairs.
Anchorage 294	Mike Alex Cabin, Eklutna	9/8/82	The original cabin was built in 1926 by Mike Alex, the last traditional chief of the village of Eklutna.
Medfra 022	Presentation of Our Lord Chapel, Nikolai	6/6/80	Nominated as part of the Russian Orthodox Church thematic nomination to the National Register. Located at Nikolai (3rd Old Nikolai); described variously as dating to 1929 or earlier.
Ruby 008	Ruby Roadhouse, Ruby	5/20/82	Ruby Roadhouse is the last remaining evidence of Ruby Camp from its founding to the present. It incorporates a log cabin built around 1911 by "Doc Frost," the Tackstrom residence built in 1913, and numerous additions made since 1935.
Solomon 031	Solomon Roadhouse, Solomon	9/17/80	Built in 1904 this roadhouse is one of the few surviving structures from the railroad town of Dickson, Alaska.
Solomon 069	Cape Nome Roadhouse, east of Nome	12/12/76	Built Ca. 1900, it is considered the best surviving example of a roadhouse on the Seward Peninsula. Also is the only roadhouse still standing that was used in the famous "race to Nome" in 1925 during the diptheria epidemic in Nome. Was a major stopover for dog teams traveling the Iditarod Trail. Currently used as a private residence and store.

Norton Bay 002	Iyatayet Site, Cape Denbigh Peninsula, Norton Sound (This is a National Historic Landmark)	1/20/61	One of the earliest such sites found, dating back to 6000 B.C., it has given definite sequential evidence of coastal occupation beginning with the Denbigh flint industry. Site has given substance to the assumption that the first people in the Americas came south from Alaska. This is the type site for both the Norton Culture and the Denbigh Flint Complex.
Nome 018	Sally Carrighar House, Nome	8/3/77	Perhaps the first two-story residence in Nome. It was built in 1904 by Jacob Berger, a local miner, and later was the home of Sally Carrighar, a local naturalist and author.
Nome 021	Anvil Creek District, Nome (This is a National Historic Landmark)	12/21/65	Alaska's great gold rush to Nome began when the first large gold placer strike was made here on September 20, 1898. By June 1899 Nome ("Anvil City") had a population of 1700 and a year later had swollen to 12,488 souls.
Nome 032	Carrie McLain Home, Nome	12/19/78	This Nome home typifies the lifestyle, architecture, and culture of one of the Nation's most famous gold camps. It is noted also for its association with Carrie McLain, prominent Nome citizen. Built 1900-1902.
Nome 036	Lt. C.V. Donaldson (wooden launch craft), Nome	8/9/76	Built as an Army launch to serve Ft. Liscum, Valdez in 1907. Sold to Capt. Allan in 1923 and used to relieve Stefannson's Wrangell Expedition that year. Later used by the Arctic Transport Co. in 1927 and by about 1955 was employed in the St. Michael-to-Nome trade. Currently beached at Nome.
Nome 042	Discovery Saloon, Nome	4/3/80	Nome's oldest surviving business structure. Built in 1901 and converted into a private residence about 1940.

APPENDIX 5a

SITE MANAGEMENT OPPORTUNITIES - PRIMARY ROUTE

(Goodwin's 1910 Route)

Site Name	Site Number	Owner
Level 1 Site SEWARD RAILROAD DEPOT	AHRS SEW-001	CITY OF SEWARD

Recommendations: Consider, with owner's consent, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Develop a multi-unit visitor center interpretation complex at the depot area by reinstalling a railbed for a short distance at the depot, bringing railroad passenger cars for adapted use and lease by the Chamber of Commerce, Kenai Fjords National Park, the Chugach National Forest, and Alaska State Parks. The complex will give the city a focus as a port and railhead. Upgrade the existing depot for continued use as the Alaska Marine Highway ferry terminal and visitor restrooms.

Develop a port plan in the area of the depot that addresses mixed uses: industrial, commercial, visitor, parking, reestablishment of historic texture and context, and zoning for the area. Assist city in upgrading landscaping and facilities of adjacent city park.

Establish a trailhead monument at the Seward Railroad Depot.

Identify and mark streets or trails through the City of Seward that indicate the historic trail route. Proposed trail (as proposed in this plan) from Seward to Portage should begin at the railroad depot.

Level 1 Site TUNNEL 1	AHRS SEW-139	ALASKA RAILROAD (STATE)

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document existing wood structures within the tunnel through National Architectural and Engineering Record (NAER)-quality photos.

Record significant architectural features or details.

Maintain as part of the railroad maintenance activities.

Level 1 Site NELLIE NEAL'S HOMESTEAD PRIVATE	AHRS SEW-025

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Rehabilitate Nellie Neal's Roadhouse at Lawing to near-original condition.

Record the structure through NAER-quality photographs.

Record significant architectural features and details of these structures.

Level 1 Site
CROW CREEK CONSOLIDATED MINE AHRS SEW-191
PRIVATE, FOREST SERVICE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document structures and equipment though NAER-quality photographs.

Map the existing mine site and delineate major structures.

Continue to use gold placer mine as visitor facility.

Record significant or unusual architectural features or details.

Develop a stabilization plan for the structures at Crow Creek. The plan would be used to preserve the structures in their present "rustic" conditions.

Level 1 Site
GIRDWOOD MINE AHRS UNASSIGNED PRIVATE, FOREST SERVICE

Recommendations: Consider as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Level 1 Site
W.D. ELLIOT ROADHOUSE AHRS
UNASSIGNED UNKNOWN

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and document through NAER-quality photos any structural remains.

Take necessary action for its protection/preservation.

Level 1 Site
ST. NICHOLAS RUSSIAN ORTHODOX CHAPEL, EKLUTNA
AHRS ANC-022 PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photographs.

Record any significant or unusual architectural features.

Continue to maintain the structure and site. The structure and cemetery spirit houses were restored in 1981.

Prepare an interpretative history of the church and its significance--the settlement of the Cook Inlet area; include data from the early historic period through the Iditarod gold rush period.

Level 1 Site
KNIK TOWNSITE AHRS ANC-003
MAT-SU BOROUGH

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Prepare a management/development plan for the Knik historic site.

Complete the restoration phase of Knik Pool Hall. Begin restoration of the Knik Bar and provide for a site development and redefinition of structures and the townsite.

Consider possible construction of a Mushers' Hall of Fame by the Iditarod Race Committee through private funding and construction of a new visitor restroom facility as part of a tour bus program for the site. Care should be taken to ensure reconstruction of historical buildings instead of noncompatible new construction.

Direct future site planning in order to define and reestablish the historic main street of Knik, which ran by the Knik Bar and the Pool Hall. Reconstruct structures that fronted that street and boardwalks, fences, historic signs. Place historic transportation equipment, such as sleds and wagons, along the street.

Through interpretation and site development, reestablish Knik's connection with Knik Arm and the ocean.

Work with highway department in order to provide a safe pedestrian way (either under or over the highway) from Knik Mushers' Hall of Fame to the beach.

Organize and maintain the existing museum at Knik Pool Hall and operate on a regular schedule.

Study and identify ways to lessen the existing highway's visual impact upon the site.

Protect the site from fire through an active program of vegetation control and by installing a fire shed with pump at Knik Lake.

NOTE: The opportunity exists for tours beginning at Knik that last from several hours to several days.

Level 1 Site
WHITE'S CABIN AHRS UNASSIGNED UNKNOWN

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and record existing structure or ruins through NAER-quality photographs.

Record significant or unusual architectural features.

Stabilize existing structure or structural ruins to halt further deterioration.

Level 1 Site
SUSITNA STATION AHRS TYO-018STATE, PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Inventory and document through NAER-quality photos existing structures at Susitna Station.

Record all significant or unusual architectural features or details.

Construct, in a historically sympathetic manner, an overnight facility in support of existing trail uses. The location of the structures may correspond with the Iditarod Race Committee's proposed dog lot in the Susitna Station area.

Preserve and protect the existing historic Northern Commercial Company Store at Susitna.

Level 1 Site
SKWENTNA ROADHOUSE AHRS TYO-021
STATE or PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Develop a management plan for the structure using plans recorded to Historic American Building Survey (HABS) standards in 1981.

Rehabilitate or restore and maintain the old Skwentna Roadhouse for use as a shelter cabin. The cabin has recreational potential to support trail use from Knik to Old Skwentna during winter months and river transportation during the summer.

Level 1 Site
ROHN RIVER AHRS McG-007FEDERAL (STATE-SELECTED)

The Rohn River Roadhouse site was recorded to HABS standards in 1981. Primary historic structures destroyed by spring flooding of the Tatitna River in 1984.

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the Register of Historic Places.

Prepare a management plan for the Rohn River site to include restoring the existing Civilian Conservation Corps cabin to be used as a Trail visitor cabin.

Transfer to State of Alaska.

Level 1 Site
PIONEER ROADHOUSE AHRS McG-009
FEDERAL (Native-selected 14(h)(1))

Recommendations: Consider, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Consummate a cooperative agreement with 14(h)(1) owner to preserve and manage the site.

Perform emergency stabilization on the only remaining intact cabin at the site. The roof collapsed in 1981.

Prepare a management plan for the Pioneer site to include research and restoration of the primary cabin at Pioneer for use as a trail relief cabin.

Reconstruct one of the barns to use in support of trail maintenance activities.

Reconstruct a log cache at the site.

Institute a trail/site caretaker program similar to that at Rohn River.

Perform historic and archeological research on the site to include testing, mapping, photo documentation, and historic archival research as a prerequisite for site work.

Level 1 Site
FLAT AHRS IDT-005 BUREAU OF LAND MANAGEMENT, MINING CLAIMS - PRIVATE STRUCTURES

(See discussion below.)

Level 1 Site
IDITAROD AHRS IDT-001 STATE, PRIVATE STRUCTURES

Iditarod and Flat offer the largest concentration of intact historic structures on the Iditarod Trail and perhaps in Alaska. The architectural styles, building technology, and the many people who survive today in Alaska who were from the area during its heyday, offer a sizeable preservation and documentation problem. This problem is compounded further by the remoteness and lack of access to the area. As a result, this plan recommends a program to document the existing site and structures within the area by photographic documentation, mapping, and architectural recording of significant or unusual features and details. Complete documentation are recommended made of the most significant structures and both written and oral history of the Flat/Iditarod area are recommended undertaken. With owner concurrence the planners also propose to systematically record and remove representative objects and artifacts from the site for preservation and interpretative purposes at exhibits and museums along the Trail, if appropriate, following National Register evaluation.

Recommendations: Consider, with the owners' consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record all structures through NAER-quality photographs, interior and exterior.

Record through HABS drawings those structures best typifying the building of the Flat/Iditarod area, i.e., typical store, warehouse, cabin, roadhouse, saloon, mining structures such as shops, bunkhouses, and the Flat dredge.

Map the Flat/Iditarod area, recording significant man-developed features within the area.

Evaluate and prepare an historic furnishings inventory report for those items remaining within the townsite of Flat and Iditarod.

Initiate, with the owners' compliance and through the volunteer assistance of the Iditarod Trail Blazers, a caretaker program for the Flat and Iditarod site. The caretaker would maintain the site, provide some fire, vandalism, and theft protection and remove intrusive vegetation which otherwise allow for the spread of fires.

Develop a maintenance program through minimum repair to roofs and sash for significant sites and structures within the Flat/Iditarod area to prolong the life of those structures.

NOTE: The Flat/Iditarod area should be considered for possible nomination as an historic district along the Iditarod Trail.

Level 1 Site
SHERMEIER'S ROADHOUSE AHRS IDT-010
FISH AND WILDLIFE SERVICE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Protect from potential site disturbance.

Level 1 Site
DIKEMAN AHRS IDT-003 FISH AND WILDLIFE SERVICE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photos.

Record significant or unusual architectural features or details.

Prepare a site map to include location of ruins, the existing structure at the site, and the cemetery.

Protect site from future disturbance.

Allow structure to deteriorate.

Level 1 Site
DISHKAKAT AHRS OPH-004 FISH AND WILDLIFE SERVICE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Continue research into the significance of the Native culture of the site and its relationship to the contact period of the Iditarod Trail.

Undertake archeological testing to determine its significance.

Prepare site map of existing ruins.

Document cabin remains on site though NAER-quality photos.

Record significant or unusual architectural features or details.

Protect sites from future impact.

Level 2 Site
22-MILE ROADHOUSE AHRS NOB-003
BUREAU OF LAND MANAGEMENT

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Record through NAER-quality photos.

Record significant or unusual architectural features and details.

Identify in any Unalakleet National Wild River management planning.

Protect the site from future disturbance.

Consider historical reconstruction.

Level 2 Site
TENMILE ROADHOUSE AHRS NOB-033
BUREAU OF LAND MANAGEMENT

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document existing ruins through NAER-quality photos.

Consider in any Unalakleet Wild River management planning.

Protect site from future disturbance.

Level 1 Site
OLD WOMAN CABIN AHRS NOB-034 BUREAU OF LAND MANAGEMENT

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photos remaining structure at the site.

Record significant or unusual architectural features at the site.

In a historically sympathetic manner, construct a relief cabin in the vicinity of Old Woman for present and future trail use.

Identify the Old Woman site in any Unalakleet Wild and Scenic River management planning.

Protect historic site through existing Federal mandates.

Level 2 Site
WHALEBACK SHELTER CABIN AHRS UKT-026
BUREAU OF LAND MANAGEMENT

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Record existing structure and ruins through NAER-quality photos.

Record significant or unusual architectural features and details.

Consider as part of any Unalakleet Wild and Scenic River management planning.

Protect from future site disturbance.

Level 1 Site
ISAAC'S ROADHOUSE AHRS NOB-010
PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos remaining structures at the site.

Record significant or unusual architectural features or details.

Level 1 Site
WALLA WALLA ROADHOUSE AHRS SOL-026
PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Record through NAER-quality photos existing structures at the site.

Record significant or unusual architectural features or details at the site.

Rehabilitate and maintain existing structures at the site for continued use as a shelter.

Level 1 Site
PORTAGE ROADHOUSE AHRS SOL-027
PRIVATE
The structure was recorded to HABS standards in 1981.

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Protect the site.

Level 1 Site
MCKINLEY CREEK ARC RELIEF CABIN AHRS SOL-079
PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photos.

Record significant or unusual architectural features and details.

Rehabilitate for continued use as a shelter.

Level 1 Site
DEXTER TRADING POST AHRS SOL-110 PRIVATE

Recommendations: Consider, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Document the existing structure through NAER-quality photos.

Record significant architectural features and draw details of the structure.

Continue to preserve/maintain the structure. Preservation guidance and expertise would be available, at owner's request, through the Iditarod NHT Staff.

Undertake a historic research project that focuses upon its significance in relation to whaling, herring fishing, and grubstaking of miners in the Golovin area.

Level 1 Site
BLUFF AHRS SOL-021 (INACTIVE) MINING CLAIM (FEDERAL)

Recommendations: Consider, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structures through NAER-quality photographs.

Prepare a site map of the existing structures and mining features within the area.

Record all significant or unusual architectural features or details.

With owner concurrence, record and remove representative artifacts or objects for preservation and interpretation at exhibits and museums along the Trail. Due to Bluff's location in relationship to Nome, documentation of structures remaining at the site not only may provide additional information for the Bluff site but could serve to better identify and interpret those structures built during the same period at Nome.

Prepare a detailed history of Bluff and its place in the gold history of the Seward Peninsula and along the Trail.

Level 1 Site
DICKSON AHRS SOL-003 FEDERAL

SOLOMON RIVER AND COUNCIL CITY RR
AHRS SOL-032 PRIVATE

Recommendations: Consider as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Protect and preserve the site through withdrawal or cooperative agreement with the owners (Solomon Village) that identifies continued preservation and an interpretative program.

Prepare a management plan for the Dickson and Solomon-Council Railroad site to include: a) construction of a 200-foot railroad bed for the trail; b) stabilization of two of three locomotives and their cars; c) maintenance of the site to preserve and protect the ghosttown-like quality; and d) relocation of the railroad stock to the new railroad bed.

Preserve and restore one of the three locomotives.

Stabilize and maintain existing warehouse structure at the site. Retain contents in abandoned warehouse atmosphere.

Document the entire site through NAER-quality photos with emphasis on documenting industrial marking on the locomotives and equipment within the area.

Record any significant or unusual architectural features or details.

The area should serve as a prime interpretative point on the Iditarod Trail.

Level 1 Site
SOLOMON ROADHOUSE AHRS SOL-031
PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

At the owner's request, provide initial planning and preservation expertise for the protection and preservation of the structure.

Record through NAER-quality photographs.

Record through HABS architectural documentation.

Level 1 Site
SAFETY ROADHOUSE AHRS SOL-023
PRIVATE
NOTE: This structure burnt in 1983.

Recommendations: Consider site, with owner concurrence, as a part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Level 1 Site
CAPE NOME ROADHOUSE AHRS SOL-069
PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Work with the State Highway Department to ensure maintenance of the existing roadbed to the south of the roadhouse. The road presently protects the site from wind and sea erosion.

Explore the possibility of re-adapting this structure to a "bed and board" roadhouse operation typical of early travel along the trail. Restored use as a roadhouse would offer an alternative opportunity to visitors in the Nome area.

Record, through HABS drawings, the original roadhouse and any modifications to that structure.

Level 1 Site
FT. DAVIS AHRS NOM-002
PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Determine if any structures in the Nome area are from Ft. Davis.

Photograph to NAER-quality standards.

Record any significant or unusual architectural features or details.

Level 1 Site
ST. JOSEPH CHURCH, NOME AHRS NOM-040
PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record to HABS-quality architectural standards.

Relocate to original location within the City of Nome.

Protect the structure for potential restoration.

Restore or adaptively reuse the structure so that it could once again serve as a church, or possibly as a visitor center, expanded city museum, or city theater. Reconstruct the landmark steeple that once stood with the church. Reconstruction of the steeple would once again provide a visual landmark of the city--the landmark that has served in the past to designate the end of the Iditarod Trail.

APPENDIX 5b

SITE MANAGEMENT OPPORTUNITIES - CONNECTING TRAILS

Site Name | Site Number | Owner

Level 1 Site
LAURITSEN CABIN AHRS SEW-152 ACTIVE MINING CLAIM PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photographs existing structures.

Record significant or unusual architectural features and details.

Continue to use as a cabin.

Make available, at owner request, preliminary preservation and planning assistance by Iditarod NHT staff.

Level 1 Site
GILPATRICK'S CAMP AHRS SEW-015
FOREST SERVICE

Recommendations: Consider as a part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document any existing ruins through NAER-quality photos.

Survey and prepare site map.

Level 2 Site
CANYON CREEK DAM AHRS SEW-036
FOREST SERVICE

Recommendations: Consider as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structure through NAER-quality photos.

Protect from future site disturbance.

Level 1 Site
BRUHN RAY MINE AHRS SEW-197ACTIVE MINING CLAIM PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photographs existing structures.

Record significant or unusual architectural features or details in the Bruhn Ray Mine.

Map the existing site and structures within the site.

Stabilize existing structures to preserve the rustic qualities now present at the site.

NOTE: The existing structures at the Bruhn Ray mining camp and the location at the junction at Moose Pass Highway and the highway to Cooper's Landing offer an opportunity to preserve and exhibit an early Kenai Peninsula mining camp. The site has potential because of its historic significance and easy accessibility. It could serve as a Kenai Peninsula mining museum, where historic mining objects from the Kenai Peninsula mining district could be relocated and preserved.

Level 1 Site
WHITE'S ROADHOUSE AHRS SEW-105
FOREST SERVICE MINING CLAIM

Recommendations: Consider as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Resolve ownership of property.

Document the two remaining historic structures and other contemporary structures remaining at the site through NAER-quality photographs.

Records any significant or unusual architectural details or features.

Stabilize existing structures for continued preservation.

Explore possibility of adaptive reuse of one or several of the structures as shelter cabins on the Johnson Trail portion of the Iditarod.

Level 1 Site
SUNRISE TOWNSITE AHRS SEW-194 PRIVATE, FOREST SERVICE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Locate and map the old original townsite.

Evaluate potential for historic archeology.

Protect the site under existing State and Federal regulations from unwanted impact.

Level 1 Site
HOPE HISTORIC DISTRICT AHRS SEW-018
PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photographs the structures within the historic district.

Map the existing townsite through the use of city maps, aerial photos, and historic data.

Record unusual or significant architectural features or details.

Develop a city plan for the preservation, protection, and restoration for adaptive reuse of existing resources within the area.

Level 1 Site
POTTER SECTION HOUSE AHRS ANC-075
MUNICIPALITY OF ANCHORAGE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Inventory and document through NAER-quality photos existing structures or details.

Record all significant or unusual architectural features or details.

Rehabilitate and adaptively use as a visitor center the existing railroad section house on the present site.

Preserve the existing railroad context of the site.

Level 1 Site
WHITNEY'S RANCH AHRS UNASSIGNED PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the the National Register of Historic Places.

Consider, locate, and document any remaining structures through NAER-quality photos.

Protect and stabilize or preserve any significant features at the site--the first recorded homestead in the Anchorage area.

Level 1 Site
OLD MCGRATH AHRS McG-001PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photos the only remaining structure of the historic period at McGrath.

Record all significant or unusual architectural features or details within that existing structure.

Encourage city/owners to protect and preserve the remaining buildings.

Remove existing vegetation for fire protection.

Level 1 Site
GANES CREEK MINE AHRS OPH-001
MINING CLAIM PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document through NAER-quality photos.

Record significant architectural features or details.

Preserve and protect existing structures by owner.

Level 1 Site
GANES CREEK DREDGE AHRS UNASSIGNED
PRIVATE or STATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs.

Record significant or unusual architectural features and details.

Level 1 Site
OPHIR CITY AHRS OPH-005ACTIVE MINING, STATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Map existing site indicating ruins.

Level 1 Site
OTTER AHRS IDT-004 STATE

Recommendations: Consider as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record through NAER-quality photos. There are reported remains of the Gugenheim hydro-plant at the site. No other structures or features are anticipated at the site.

Level 1 Site
POORMAN AHRS UNASSIGNED ACTIVE MINING CLAIM, PRIVATE

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination o the National Register of Historic Places.

Document through NAER-quality photos the only remaining structure of the historic period at Poorman today.

Record all significant or unusual architectural features or details within that existing structure.

Level 1 Site
SULATNA CROSSING AHRS UNASSIGNED
UNKNOWN

Recommendations: Consider, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record existing structures and bridge through NAER-quality photos.

Record any significant or unusual architectural features or details.

Protect existing site through Federal and State mandates.

Level 1 Site
LONG AHRS RUB-001ACTIVE MINING CLAIM PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places.

Document and map original townsite at Long.

Protect site through existing State and Federal regulations.

Level 1 Site
RUBY ROADHOUSE AHRS RUB-008PRIVATE

Recommendations: In the thematic nomination of the Iditarod Trail, recognize site as currently on the National Register of Historic Places. (Note: On August 29, 1984, the Ruby City Council passed a resolution establishing the Ruby Historical District Commission.)

Document through NAER-quality photos.

Record any significant or unusual architectural features or details.

Preserve and protect the roadhouse for continued use--the only continuously operated roadhouse on the Iditarod Trail. (Note: In 1984, stabilization work took place on portions of the roof and foundation of the Ruby Roadhouse.)

Make available, at the owner's request, preservation skills and guidance.

Level 1 Site
FISHER ROADHOUSE, RUBY AHRS UNASSIGNED

PRIVATE

Recommendations: Consider, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and document existing structure through NAER-quality photographs.

Record significant or unusual architectural features or details.

Stabilize and preserve, if feasible. Provide, at owner's request, preservation guidance and expertise.

APPENDIX 6

INFORMATION/INTERPRETATION OPPORTUNITIES

The overall theme of the Iditarod NHT is that of a major transportation route interconnecting Seward with Nome and a place called Iditarod. Established by Eskimos and Indians, used by Russian explorers, and traveled by thousands of gold rushers, the Trail connects many of the people, events, and history that made Alaska unique. The Trail is the thread on which many of the pearls of Alaskan prehistory and history are strung.

In 1978, the National Trails System Act established the Iditarod NHT, a trail system stretching across Alaska, tying together two points, two ports, and many parts of an expansive land. Most visitors cannot travel the Trail. They have to read about it, see pictures of it, listen to stories about it, and look at maps of it. There is no place where visitors can do all of these things at the same time. There is no place where the history of the Iditarod Trail can be presented as a single story. There is no single way to present the history either.

The following recommendations address these problems--the length of the trail, the scattered and uneven visitor-use patterns, the long and complicated history of the first people in what is now Alaska--those who came and left, and those who came and remained.

To develop these recommendations, planners weighed the physical, geographic, and climatic conditions of Alaska, transportation routes, and visitor use patterns. They considered the advantages and disadvantages of interpretative media in order to use exhibits, films, publications, and personnel to the best advantage.

A. COOPERATIVE PLANNING AND IMPLEMENTATION

Implementation of any information/interpretation program must be a multi-agency endeavor, with the State and Federal land management agencies coordinating the various landowners and agencies concerned. Interpretative recommendations are made without reference to specific landowners. State and local historical societies, and each agency, such as the Chugach National Forest and the Chugach State Park, have their own objectives, exhibits, and interpretative programs. The objectives of each would be detailed when specific planning begins. Planners would study all the options available for visitors to learn the history that led to formation of the Trail. The Anchorage District Office of BLM retains the information/interpretation program funding recommendations in district files.

B. COOPERATIVE VENTURES

1. Anchorage Historical and Fine Arts Museum

Cooperative programs with the museum should include complementary exhibits on the history of that part of the Iditarod Trail which passed through what is now the Anchorage area.

The BLM staff would work closely with the museum to develop an agreement to continue using this facility as an archival and collection center.

2. Alaska Marine Highway

An introduction/orientation wayside exhibit could be placed on the ferry that travels between Whittier and Cordova/Valdez. Free brochures would be included. A program done by an interpreter during the trip back to Whittier would give visitors an opportunity to understand what it was like to land at the port as the gold rushers did 80 years ago. Some role playing or living history (first person) interpretation could be included in the program.

The interpretative panel should complement the USFS exhibits: descriptions of the rushers arriving on various kinds of ocean-going vessels, the supplies they carried, origins of the travelers, and their dreams and misconceptions of what lay ahead. Journals and letters with old photos of Whittier, Cordova, and Valdez, and the steamships at the docks could be used.

The docks at the ferry landings would be another excellent place for introduction/orientation waysides to give visitors some of the Iditarod NHT and Alaskan history, which often began at the docks.

3. Alaska Railroad

At Anchorage, Portage Depot, and Whittier, wayside exhibits would be placed outside the depots. They should be near the inside ticket gate so people waiting for the Whittier/Seward Train can be enlightened before they leave. A brochure dispenser would be added, and/or a listening device, where up-to-date messages would tell visitors about opportunities for recreation and interpretation along the Iditarod NHT.

Panels could be put in individual cars, including trains going to Fairbanks, to call attention to the stretch from Seward and Whittier to Nancy Lake.

A taped message could also be provided on passenger cars to be used on demand or by an interpreter/volunteer. Arrangements could be made to provide programs about the Trail, much like the ferry service programs provided by the USFS.

4. Airport Terminals

Introduction/orientation panels by the baggage claim areas or public transportation pickup areas would inform visitors of the Trail and their chances of crossing and learning about it. If located inside a building, the panel could have a brochure dispenser and a telephone or other listening device to transmit taped messages about the Trail.

Taped programs, or a script, could be arranged with the airlines to provide short orientation programs for passengers coming into Nome, Anchorage, McGrath, or anywhere commercial flights contact sites along the Trail. Brochures would also be available for passengers to follow along with the narration.

C. SIGNS

The Iditarod NHT logo should be on all signs. All signs and labels would be on at least two sides of the post, easily visible and highly legible from a distance and from a moving car or train. The materials would be the same as the wayside supports--sturdy and suitable for the area and requiring little maintenance. The site signs could be incorporated into the support of the wayside exhibits where suitable. Any sign labeling the location of a site (e.g. Alaska Nellie's Roadhouse) would have a pullout or parking area.

Each point where the Iditarod NHT crosses a public transportation route should be marked (State Highways 1 and 3, the Alaska Railroad right-of-way, an existing hiking trail, a street, and ocean or river landings). The Primary Route and major connecting trails also would be marked (e.g. CONNECTING TRAIL TO HOPE, INDIAN PASS TRAILHEAD).

Major "monument" type trail markers of the same design should mark the two trailheads at Nome and Seward. Whittier is an additional site for a major monument, although it is not on the Primary Route.

Signs should be installed at, but not limited to, the following places:

Moose Pass
Forks (Bruhn Ray Mine and Canyon Creek Mine)
Johnson
Hope
Sunrise
Captain Dalquist's Site
Kaltag
Ophir
Ruby
Galena
Nulato

Portage	Koyuk
Girdwood	Moses Point
Crow Pass	Elim
Eagle River, Town of	Walla Walla
Indian Pass	McKinley Creek
Indian River	Dexter Trading Post
Wasilla	Bluff
Takotna	Solomon
Iditarod	Dickson
Shermeier	Port Safety
Flat	Cape Nome
Discovery	Fort Davis

In communities established over the historic Trail, the logo should mark where the streets cross the Trail, wherever it can be documented, in:

Seward	Girdwood
Anchorage	Birchwood
McGrath	Eagle River
Nome	

. . . and . . .

on hiking, skiing, and mushing trails, a symbol should indicate that use, if it does not already exist.

Level 1 sites should be interpreted, on-site, by a wayside exhibit or group of exhibits indicating the significance of each point along the Trail. As research is done on each, some may duplicate others along the same route and may be deleted. Some Level 2 sites may be substituted at a later date to fill gaps in interpretation of the total Trail.

Just before reaching the wayside exhibits along the highways, drivers should be warned by small signs bearing the Iditarod NHT logo that a "point of interest" lies 50 yards ahead. These small indicators should be placed for both directions and enable visitors to stop safely by giving them enough time to make a decision and signal for a turn.

D. VISITOR CENTERS

1. Anchorage Visitor Information and Orientation Services

Exhibits, maps, and interpretative specialists to interpret the trail and its plan in Alaskan and American history should be part of the Alaska Public Lands Information Center. A common theme, consistent with the intent of Congress and this management plan, would be the central focus of these exhibits.

Among questions and answers to be included in the exhibits at the Center:

Why is the gold here?
Present the area's geologic formations in a simple way.

What conditions do residents face?
Present the weather and climate of Alaska, graphically.

How did people get to Alaska?
Describe steamships, foot and dog sled travel, etc.

How did they get around once there?
Show hikers, bicycles, sleds, back packs, steamboats, railroad, etc.

Why did the use of the the trail decline?
Present the reasons.

Maps
Construct overlays or plexiglass panels to be pulled over a base map showing, one-by-one, the advances, connections, and developments of the trail, and bringing the visitor up to today.

Early transportation routes

Depict graphically Eskimo and Indian groups and their travel, hunting and trade routes.

Historic transportation routes

Trace exploration, the Russian fur trade, and the gold rush, with dates of development, Goodwin's survey, the peak development of the Iditarod Trail, ending with the Iditarod NHT and its connecting routes.

The exhibits would present a "broad brush" story of the Trail, to be supplemented by staff-presented programs, publications, and audio-visual presentations.

Off-site programs could be given at schools, for community groups, and at special workshops for local historical societies and volunteers to develop cooperative programs, exhibits, and publications.

The Alaska Public Lands Information Center will provide visitors with the tools they need to make best use of the recreational and educational choices offered to them. Exhibits here would complement the Anchorage Historical and Fine Arts Museum exhibits on the history of the gold rush. Visitors should be encouraged to visit that museum to enlarge their knowledge of Alaska.

2. Seward Visitor Center and Trailhead Monument

Visitors to Seward would be invited by attractive and succinct signs to the dock/depot area. There they would see the railroad depot and a proposed visitor center consisting of the existing building and four or five historic railroad cars parked on a siding. The depot would continue its present use as the Alaska Marine Highway terminal, ticket office, and waiting room. The space would be shared with the Alaska State Parks as a greeting place and rest area for visitors. The cars would contain information and interpretative centers for the local Chamber of Commerce and such agencies as the Chugach National Forest, Kenai Fjords National Park, and the Iditarod NHT. A car in the middle of the line of historic cars would be shared for communal audio-visual programs.

The pleasant complex would be a center for both information and orientation about the area, as well as interpretative programs and exhibits about the trailhead to the Iditarod, the Alaska gold rush days, everything one might want to know about Seward, and how to learn about the natural history of the Kenai Peninsula in a few easy lessons, using the nearby forests and parks.

The design of the complex would match the period of history around which the city plans to focus its restoration and development. The Seward Chamber of Commerce would staff the first railroad car to assist visitors to go where they want in the time they have available and to do what is best suited to their interests.

Each car would be decorated in the style of a cooperating agency, so that visitors would see a variety of environments.

A "monument" like the one at Nome would mark the beginning of the famous Iditarod Trail - the gateway marker to the Alaskan Interior and Nome.

The complex would be open whenever a cruise ship or ferry is coming in, as well as 12 hours a day during peak seasons (depending on demand). Interpretive staff should be on duty when the complex is open.

The Trail Guide and other publications about the Trail could be sold if they were not readily available in town.

Exhibits would complement the local historical society's objectives in providing a complete picture of the historic and prehistoric Iditarod Trail. Exhibits would provide an introduction to the Iditarod NHT, geology (why gold was here), transportation routes and modes (the main theme of the Trail) of the original inhabitants, Russians, the gold rushers, and mushers, and the Iditarod/Flat/Ophir area, and

would indicate the tremendous distance from Seward to Nome and the rigors of getting there.

The communal audio-visual car would be used by all of the agencies for Iditarod NHT films, slide shows, orientation programs, and other interpretative presentations.

Outreach programs would be available in cooperation with the USFS and the NPS for the local communities. Volunteer groups would be encouraged to staff the facility and help provide school programs to support and extend services available to the public and to the community.

3. Nome Visitor Center and Trailhead Monument

A proposed center would be open and completely staffed during the peak season (depending on use patterns). Seasonal employees or volunteers would provide information and interpretative services during the peak season and whenever special occasions warrant (e.g., Month of the Iditarod or a historical celebration). A "monument" here and at Seward would mark the beginning of the Iditarod Trail--the gateway marker to the Alaskan Interior and sister port at the other end.

Exhibits would provide an introduction to the geology, weather/climate, transportation routes and modes of transportation used by original inhabitants--Eskimos, Russians, gold rushers, mushers--over the years.

The center exhibits would describe activities available in the area and recommend a trip to the Dickson/Solomon complex as an introduction to the Trail beyond.

A cooperative project with the Carrie McLain Memorial Museum is recommended to study the possibility of combining the center and the museum into one complex in a central location in Nome. This could work to the advantage of both of these visitor services, which would complement each other to present a well-rounded story of what this part of Alaska offers travelers.

E. WAYSIDE EXHIBITS

1. Objectives

Wayside, or outdoor, exhibits are to be used to present on-site, unmanned, 24-hour, year-round interpretation of the Iditarod NHT to the best advantage. They should be placed at points of highest visitor contact so the investment in time and money is the most cost effective.

On-site exhibits are most effective in showing the relationship of individual sites to the overall Iditarod NHT. Specific descriptions of the sites and their histories would create an atmosphere in which visitors can most fully appreciate past events.

At a wayside exhibit, a single subject would be presented independently. Visitor-use patterns indicate that few people visit such sites in any predictable order.

2. Future Planning

When future development along the Trail results in increased visitor use, wayside exhibits can be developed for such sites as Ruby and points south, highlighting the large mines and communities in the Interior. When private owners begin to develop their roadhouses, individual exhibits can be done on such places as Port Safety and Cape Nome in cooperation with the owners.

3. Cooperative Planning

Any exhibits produced in cooperation with another agency would be planned and developed with a designated representative from that agency (local, State, or Federal). Quality should be assured through close adherence to the approved design criteria.

4. Design

Wayside exhibit units, supports, or structures should be low

profile and require little maintenance. Materials would be selected to blend with the area and with Alaska's natural beauty. The units must be attractive, noticeable from the road but not obtrusive, and fit nicely into pullouts and parking areas. The wayside support would be designed to be used in multiple units. It is suggested that the panels, whether they are fiberglass embedments or etched aluminum, be removable for storage in winter so they would last longer and not be vulnerable to vandalism when not being used. A Coreten (steel that rusts to an old finish) support could be used, but with extruded aluminum framing for easy and safe removal of the panels.

5. Location

Introduction/orientation exhibits should be in highly accessible and visible places, available 24 hours a day, where there is parking space. Existing pullouts or parking areas are to be used whenever possible to cut costs and physical impacts. The capability for parking, or establishing a parking area, would be a criterion for locating additional wayside sites. Existing picnic areas in towns and along highways should be considered, as well as places where people congregate. These panels are to complement any existing interpretation or information, so they can be located near public places or museums or parks, such as Mirror Lake, Knik Hall, or Anchorage city parks.

6. Introduction/Orientation Wayside Exhibits

These "generic" waysides should be placed along the Iditarod NHT at high exposure sites--places along the Trail where visitors or communities congregate or pass as they tour Alaska. Each panel should be identical except for the "you are here" marker on the map, and a space where a brief label and picture would address the specific point/site.

These waysides could stand alongside or be combined with site-specific waysides to make a two- or three-unit device.

The waysides would be planned and placed in cooperation with the specific landowners or agencies concerned.

The wayside exhibit panels should include, but not be limited to, the following components:

-- A map of the entire Trail with the main points of interest indicated graphically (historic sites and towns, dates of establishment, etc.)

-- A summary of why the Iditarod NHT is significant.

-- Points of contact where visitors who are driving can visit, hike, ski, mush, or learn more about the Trail in general.

7. Site-Specific Exhibits

The exact number of units or panels needed has not been addressed here. The location and general subjects have been discussed in connection with the site. When planning begins, a site-specific subject, or grouping, may require more than one unit because of its subject matter and interest.

Each of these exhibits should be as simple, attractive, and graphic as possible.

Each exhibit should be complete in itself and not depend on another exhibit or other knowledge to support it. Each should contribute, however, to the overall feeling of the great distances in Alaska, the difficulty of transportation, the activity levels of each era compared with those of today's population, and the variety of transportation routes and modes exemplifying the development of Alaska.

8. Recommendations for Individual Wayside Exhibits

The following exhibits are listed in order from Seward to Nome:

LAWING - PRIVATE
Themes: People and roadhouses

This exhibit would combine all of Alaska Nellie Neal Lawing's various roadhouses, her background, and main activities in the area. Many photographs of the roadhouses and this woman exist in collections. These would provide interesting material.

JOHNSON TRAILHEAD SOUTH - FOREST SERVICE
Themes: Mining and people

Located at an existing parking area at the south end of the busy Johnson Trail, this wayside would combine the interpretation of two Level 1 sites: Lauritsen's Cabin and Gilpatrick's Camp.

The wayside would address the establishment of these places and the people who worked in the area. The activities on the Johnson Trail would also be tied in here--recreational activities on historic trails using historic means of transportation.

JOHNSON TRAILHEAD NORTH - FOREST SERVICE
Themes: Mining, transportation, and roadhouses

Located at the existing trailhead parking at the north end, this wayside would combine the interpretation of several Level 1 sites: White's Roadhouse, the Bruhn Ray Mine, Forks, and Canyon Creek Dam. The Bruhn Ray Mine has the potential to be developed into a mining museum, in situ. The wayside would address mining equipment and procedures used in this area of the Kenai Peninsula. White's Roadhouse would tie to the mining supply route. A short hike could be developed to an overlook where one can see the amazing dam built to provide water for mining. If that occurs, a separate, but smaller wayside would be installed at the overlook explaining how and why the dam was built.

PORTAGE DEPOT - STATE OF ALASKA
Theme: The railroad

This point is the rail junction (Whittier and Seward branches), highway junction (Portage Visitor Center and Seward/Homer), and Trail junction (Seward to Portage) section of the Iditarod NHT. As part of the new depot an exhibit would address the railroad story. All of the tunnels would be mentioned in connection with the difficulties of building and maintaining the railroad in this country. Freight that was historically carried on the railroad would be compared with freight that is carried now.

The significance of the end of the railroad and the beginning of the old trail would be mentioned, as well as the extension of the railroad to Nancy and beyond, causing the decline in trail use.

This exhibit (or exhibits) would be planned and executed in cooperation with the Alaska Railroad.

PORTAGE VISITOR CENTER - FOREST SERVICE

Information on the Iditarod NHT would be available 24 hours a day, year-round to the more than 300,000 visitors to this popular USFS attraction. This introductory panel would be done in cooperation with the USFS, Chugach National Forest, Anchorage District.

The small site-specific display would discuss this section of the Trail and problems of the climate impeding transportation along the route (e.g., travelers falling into crevasses).

WHITTIER TERMINALS - STATE OF ALASKA
Theme: Railroad routes

Another high-visibility wayside exhibit would be provided for visitors using the Alaska Railroad and the Alaska Marine Highway. It would be a major contact point for the general orientation to the Iditarod NHT.

The small site-specific section would be on the port itself, showing how the port operated as a port-of-entry for the gold rush, what came into it, and what went out of it.

The Portage Pass route used by the Indians and Eskimos would be marked on the map.

HOPE HISTORIC DISTRICT AND SUNRISE - PRIVATE
Theme: Mining

Combining two Level 1 sites, this wayside would stress Hope and Sunrise and the parts they played in gold rush era mining on the Kenai Peninsula. This wayside is on a connecting trail of the Iditarod NHT, not the Primary trail, in order to incorporate the Historic District of Hope.

CROW PASS TRAILHEAD - FOREST SERVICE

This trailhead would stress the role that avalanches and severe winter conditions played in Trail location and relocation. This trail, between Crow Pass Trailhead, across Eagle River to the Chugach State Park Visitor Center, re-creates the route used during the gold rush days and traverses a spectacular pass through the Chugach Mountains.

Theme: Ore processing and transportation

Combining two Level 1 sites, the Crow Creek Mining Company and the Girdwood Mine (as well as the Monarch Mine and Falls Creek Mine), the types of processing, the transportation problems, and the Crow Pass Trail (and Indian Pass alternate) would be shown here.

Parking is already available at this well-used site, so no additional construction or impacts would result from waysides being installed here.

POTTER STATION - MUNICIPALITY OF ANCHORAGE
Theme: Railroading

In conjunction with the recreational use of this site, the Potter Station Railroad Section House would be interpreted by descriptions of the construction problems of the transportation system to Nancy and beyond. The alternative Indian Pass route can be addressed here as well. The extension of the railroad ended the need for trails over the passes and their use diminished. Now the same trails are recreational and are being used once more.

When the Municipality of Anchorage develops this building into a visitor center, the trail coordinator and interpreter would work cooperatively to develop an exhibit that would complement the city's interpretation.

WHITNEY RANCH - MUNICIPALITY OF ANCHORAGE
Theme: Homesteading

The first recorded homestead in the Anchorage area, the Whitney Ranch, would be used to expand on the transportation routes, the evolution of development from Native to modern use, and the settlements along the trails.

It would ask, and answer, such questions as:

Who were the people who homesteaded?
When did they come?
Where did they come from?
What did they do here?
How did they get here?
What was the Alaska Homestead Act?

EAGLE RIVER VISITOR CENTER - CHUGACH STATE PARK

A wayside exhibit would be a short distance away from the visitor center, on the Trail itself, both as part of a short loop trail around the center and as the beginning or end of this section of the Iditarod NHT.

Interpreters at the visitor center are developing an interior exhibit that would present information specifically pertinent to the portion of the Trail within the Chugach State Park.

EKLUTNA - PRIVATE

This wayside could be located, in cooperation with the church parking, at the St. Nicholas Orthodox Church.

Theme: Indigenous people of Alaska and Russian exploration

In cooperation with the church and the local corporation, the Eklutna village site and Russian era would be interpreted as a highly significant and visible site along the Iditarod NHT.

The history of Native use, then Russian contact, both evolving into the gold rush patterns of use, would introduce visitors to the multi-cultural aspects of the entire Trail.

KNIK - PRIVATE

An introductory exhibit would be provided here in conjunction with the picnic area, to provide 24-hour information to the traveling public at this very important trailhead. The exhibit would indicate the existence of a 4-mile-long hiking trail (summer) and the longer skiing/mushing trail (winter). As the old roadhouses and relief cabins become available with caretakers, guided tours and reserved rental of the chain of cabins could be started from here and advertised as one of the recreational ways to use the Iditarod NHT.

Theme: The wilderness beyond and homesteading, plus recreation.

This is the beginning of the wild part of the Iditarod NHT, the section that only mushers see. Exhibits should give the flavor of the Trail and depict the conditions, distances, the roadhouses (Susitna Station, Skwentna relief cabins, Rohn River and Pioneer roadhouses) and on to Iditarod/Flat/Ophir area. White's Cabin, an early homestead, would be interpreted in Knik, with an invitation to walk a bit on the Trail and enjoy imagining what it would like to start out on the entire trip from there.

THE KNIK AREA - MATANUSKA-SUSITNA BOROUGH

Specific objectives would be established with the Knik-Wasilla-Willow Historical Society, the Mushers Hall of Fame, the Iditarod Trail Committee, and the Iditarod Trail Blazers to identify interpretative themes for each group so that none duplicates and all complement one another in that rather small area.

The groups would be encouraged and helped to provide the major interpretation of such topics as their specific sites, the closest portions of the Trail, the historic trailhead, the history of dogsledding, its uses and equipment, and finally the present Iditarod Trail Race.

Planning and design support for the Knik Hall and Bar and the Mushers Hall of Fame may be provided, with a cooperative agreement between the management agencies and owners. A recommendation to the Historical Society and the Iditarod Trail Committee would be that cooperative storage and archival facilities be established in the new building, so that artifacts and other materials are safely stored in one place.

McGRATH - LOCAL GOVERNMENT

The transportation routes through McGrath, centered on the Trail in the winter and the river in the summer, would be emphasized in the individual section. The roadhouse in McGrath was a part of the whole system and still is--an excellent bit of continuity to bring the past up to the present.

KALTAG - LOCAL GOVERNMENT

The transportation routes through this point ranged from dogsled trails to riverboat systems. These modes of transportation could be presented in the context of their seasonal use on an exhibit.

UNALAKLEET - LOCAL GOVERNMENT

The summer ocean access and the hazards of winter travel across Norton Sound to the coast of the Bering Sea would be emphasized here. Locations of the many roadhouses between here and Nome would be indicated, as well as the way on to Kaltag and Iditarod/Flat/Ophir--all to give an impression of the remoteness of this site.

DICKSON-SOLOMON - STATE OF ALASKA

Themes: The Trail, mining, the railroad, roadhouses, Native villages

This would be a major wayside exhibit complex to include interpretation and a brief summary of the other Level 1 sites along the Bering Sea (Cape Nome and Port Safety roadhouses and those at Bluff and Golovin, McKinley Creek Relief Cabin, Portage Roadhouse, Walla Walla, Elim, Koyuk, and the dangerous Norton Sound crossing to Unalakleet). Roadhouses and relief cabins could connect all of the significant sites, to indicate the distances and the numerous support facilities and people needed to maintain and facilitate the use of the Trail.

A section of the railbed and narrow gauge tracks would be rebuilt for the locomotives and miscellaneous rolling stock. They would be stabilized and used to symbolically point the way to Solomon, just as they do today, drawing attention to the ghost town and the ghost railroad that supplied all the communities in the hills above.

The dredges seen all around Nome and on up the road past Solomon would be at this site, with particular attention paid to the Ganes Creek Dredge, a Level 1 site along the Trail.

F. AUDIO-VISUAL MATERIALS

Motion pictures are usually well received by visitors. The films are portable and can be sent easily to provide outreach interpretations of isolated areas. Visitors find it easier to concentrate on a complicated story when they do not have distractions, can focus on a single screen in comfortable surroundings, and have the feeling of realism that motion picture convey. Music and graphics, sound and motion can intensify an experience and enhance the message. It would be possible to have sound tracks in multiple languages for a number of foreign visitors coming every year. Films are also well suited to presenting sequential or developmental stories--and that is what the main theme of the Iditarod NHT is all about.

The motion picture and slide shows produced for the Iditarod NHT would be used in visitor centers on site and would be provided throughout the country. Videotapes are becoming more and more useful in school programs and even in visitor centers, eliminating the nuisance of threading and rethreading projectors for short programs. Where projectors and monitors are not available, the sound/slide programs make fine packages to send to audiences away from the site. Where none of these is appropriate, personal services with audio-visual aids may be tailored to fit the area, with the audience and the situation.

Local schools, community groups, statewide programs, and

programs given in the Lower 48 could all use the single motion picture or slide show in many ways. The costs are mitigated by the great number of visitors and potential visitors reached, as well as those who can never come but still want to know about the Iditarod NHT.

1. The Film--The Iditarod National Historic Trail

Theme: The transportation routes that crossed a country.

THE SCENARIO: NATIVE/ESKIMO TRAIL AREA, long shots of the country, quiet, solitary, scenics of the typical countryside with no population . . . slowly a man enters and begins the progression. In an overlay, a map begins to grow from two points, what is now Nome and Seward, growing slowly as the numbers of people increase their range, but just a few people, moving about . . . dates slowly passing in large numbers to show centuries. The whole mood is quiet and solitary, in sound and scene.

RUSSIAN EXPLORATION begins, and the use of the Native trails increases. Graphics, music, and visuals tell, more than narration, what is happening. The trails on the map increase at a little more rapid pace, the dates begin getting closer together, the music gets a little faster, the pace of the filming moves a little faster, the population is obviously increasing. Furs and mining begin to bring in outsiders, foreigners.

GOLD! Dates bring the viewer to a more recent time, to the events of the period through headlines, voices, old photographs of more contemporary activities. Oldtimers begin to get excited about the events leading up to the period of the gold rush. Appropriate music is much faster, building up the pace, the map is branching out, growing from the two points, closer and closer. The dates are moving faster in small numbers to show years. The whole mood is growing rapidly to a fever pitch . . . tremendous activity, background noise and old photographs, film, and re-creation of men working, building, honkytonks, women, dogs, horses, and finally trains . . . Goodwin connects the trails in 1908 and the activity peaks . . . gold, gold, and more gold! The population has increased to its peak. So has the gold rush and everything is frantic, hectic, and map is spreading . . . then . . .

WORLD WAR I and AIRPLANES enter the scene. Fairly rapidly, all of that activity slows, in the trail use, in population, as gold strikes peter out. Trails begin vanishing from the screen as they are abandoned (but leave a trace that will be the connecting trails of the Iditarod NHT). The music slows and becomes the music of the 1920's and 1930's, quiets and the scene becomes more solitary once again. Alaska sounds of a plane, dogs, people in small towns and villages . . . the rush is over . . . things have changed . . . and 1978 . .

IDITAROD NATIONAL HISTORIC TRAIL remains, simple and almost back to the original single line from Nome to Seward. The dates have slowed, the music is American (Aaron Copeland could do a stunning job on a piece of Alaskan music). The use of the trail is obviously by villagers and recreational users, the race, snow machines, hikers, hunters and fishermen, both subsistence and recreational. The date now stops at the establishment, with an invitation to come up TODAY and use your trail in as many ways as you can.

* * * * * * * * * * *

The visual progression of the film includes actual footage of the countryside, working from both ends or beginnings of the trail. Old photographs, objects, graphics, overlain with the map showing ever-increasing established trails and their uses, the heyday and the decline of the Trail graphically show the Trail's evolution. Pictures of the activities, headlines, scenics, and so forth, instead of complicated narration, with voice-over interviews with oldtimers, readings from journals of the period, would give the flavor of the area in the words of the people who made the history.

2. Videotapes or Short Films

While shooting footage for the major film, the crew would purposefully overshoot in order to produce additional films on

specific subjects (ie., dogsledding on the Trail, the people on the Trail, winter use versus summer use, the race, the different life zones of the Trail, the railroads, the sea ports, and so forth). This would increase the value of the footage and provide more versatile audio-visual capability to trail interpreters. These would also be used on-site, at schools, communities, and at far-off places with strange-sounding names.

3. Sound/Slide Program

Also to be used on-site or for outreach programs, the sound/slide program would provide information and orientation for visitors, potential visitors, and those who may never come but want to learn about the trail. The program could be made automatic, to be used by the visitor when he wants it without having to wait for an interpreter to present it.

G. PUBLICATIONS

1. Trail Guide

One of the objectives of this publication is to present the evolution of the Iditarod Trail while taking visitors over it segment-by-segment. It does not matter whether they are in a car, on the Trail, or in a motel along the way, or even if they never see any of the Trail. Other objectives are to give readers a feeling of the incredible length of the Trail, the great amount of activity that went on along the trail, and the many people who made up the history along this complicated transportation route across Alaska.

The Trail Guide would introduce the Iditarod Trail as part of the National Trails System. It would show the Trail segment-by-segment on the actual maps, with points of interest indicated right on the trail map. The map would be used by hikers, cross-country skiers, boaters, or just visitors to Nome or Seward. Many of the Level 1 sites would be interpreted with the old pictures of the sites in their heyday. Landmarks and roadhouses, relief cabins and mines, river crossings and ice crossings, segments of the actual Trail and fascinating characters would be noted and described.

The research and outline for this guide were done during the study to produce the management plan. The layout and art work are the only part remaining to be done. For a publication of this importance, it would be a fairly simple and inexpensive production, and one with an immediate high return of reaching many visitors quickly.

2. Brochure

A 3- to 6-fold, four-color brochure would be available free to visitors at all possible contact points. All staffed visitor centers would have them. Airports, railroad stations, and ferries would be encouraged to keep them available for all visitors.

3. Packaged Monographs or Mini-Publications

As research progresses, individual district, roadhouses, mines, people, and events would be recorded and authenticated. Each of these projects may be reported as an individual publication or a photo-essay booklet. These individual publications would be collected by visitors and residents, depending on their interests (such as history, natural science, or architecture) or the sites they had visited. Covers such as a scrapbook or binder with pockets might be purchased in which to keep the booklets in a library, in a car, or to add to as new publications become available.

This is a flexible, easily corrected, and updated way to develop a future handbook of the Trail. A publication program like this produces inexpensive publications, as well as high visibility, in-depth interpretation that gets out to the public in a timely fashion. When the research is completed for an Iditarod NHT Historic Handbook, it would be combined and published as a single volume. The public would not have to wait for completion of the research if single subject publications were made available as research progresses.

H. PERSONAL SERVICES

1. Programs and Presentations

Programs and presentations that are given by permanent or seasonal personnel, as well as by volunteers, at areas of high visitor use would provide the basis for the personal services of the Iditarod NHT. The advantage of personal services is the opportunity for direct exchange with the visitor. Questions could be asked and answered and a travel plan could be tailoredto individuals' interests and the amount of time available. Training for members of the volunteer organizations, any of the historical society docents, and all agency staff interpreting to visitors in any locations along the Trail would be provided in cooperation with all the agencies involved, such as the BLM, the USDA Forest Service, Alaska State Parks, and perhaps the National Park Service. Cooperative programs with local community colleges might be arranged for training local people in speaking skills, history, and dealing with large groups of visitors.

Slide programs for visitors, demonstrations, on-site guided walks and talks, campfire programs in nearby campgrounds, programs in the local auditoriums, and even theater presentations about the trail history would be presented on regular schedule during the peak season. The demand and cost-effectiveness would be decided on a site-by-site basis to ensure the best use of personnel.

Off-season programs would be given in schools and locals communities. Portable programs would be developed to be sent to communities where personnel cannot visit. Many kinds of teaching tools and packages could be developed, depending on the demand and local needs.

Workshops could be arranged among the agencies to take programs and training to isolated areas in an efficient manner.

Theater productions or playwriting contests might possibly be encouraged based on the fascinating history of the Iditarod Trail. They could provide enjoyable learning projects with schools. Readings of old journals and reminiscences are very effective. Demonstrations of old mining techniques, panning, rockers, dogsled equipment and handling, and other pioneer skills would be encouraged.

The advantages and possibilities of having first-hand interpretation are limited only by the interpreters' imaginations.

2. Outreach Programs

Alaska is not an easy place even for residents to move around in. A series of outreach programs through existing media should be encouraged throughout the year. A 15- or 30-minute radio program should be considered, probably live at a local radio station (with a script prepared and sent to the station), as well as weekly or monthly column in local newspapers, suited to the specific area. Notices of activities could be placed on local bulletin boards and local schools become involved. When the State or community is celebrating a local or national holiday, such as the Fourth of July, the Anchorage Fur Rendezvous, the salmon festivals, and the Nome Month of Iditarod, it would be tied to similar celebrations in Native, Russian, or gold rush history.

Traveling workshops to outlying areas would include instruction in history, artifact care and identification, and interpretative skills. Demonstrations would be part of the show. Instead of people coming to the office, the offices could go to the people.

I. COMMERCIAL TOURS

Tours could be encouraged by the commercial enterprises in Nome, guided by the tour company or volunteers. Guided tours to Dickson and Solomon in vehicles or hiking tours and guided walks around any of the roadhouses or beach areas could be included.

Guided bus and air tours out of Nome along the Trail, using the Trail Guide, a local guide, taped tours, or a script for the driver or pilot. The roadhouses could be renovated for such use by the owners, or longer trips could be staggered between villages to spread out the use and impact, depending on the wishes and capabilities of the village residents.

J. COLLECTIONS POLICY

No agency should begin an active collection program of any kind. The Anchorage Historical and Fine Arts Museum has informally agreed to be a repository for any artifacts and archival material for the Iditarod NHT. This should be formalized in a memorandum of agreement or a contract so the land managing agencies and the museum know exactly what the responsibilities of each are. In order to have a thorough knowledge of the holdings in the State, a catalog should be established of artifacts associated directly with the historic Iditarod Trail in the museums and historical societies in the area. These artifacts would not necessarily be used in Iditarod NHT exhibits but record will be made of their location for possible use in publications, for borrowing, trade, or purchase for specific locations, or for study. This collections policy would assist agencies in providing a complementary and balanced interpretative program, exhibits, and publications.

APPENDIX 7

DETERMINATION OF "NO EFFECT" CORRESPONDENCE

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Alaska State Office
701 C Street, Box 13
Anchorage, Alaska 99513

IN REPLY REFER TO
8143 (018)
Iditarod

OCT 8 1985

Ms. Judy Bittner
State Historic Preservation Officer
Office of History and Archeology
Pouch 7001
Anchorage, Alaska 99510

Dear Ms. Bittner:

Enclosed is a copy of the "Iditarod National Historic Trail Management Plan Final Draft." We request your formal review of this document pursuant to consulation procedures outlined in 36 CFR 800.

Further, we request your concurrence with the determination that this Plan will have no effect on the qualities which qualify properties on or eligible to the National Register of Historic Places.

This determination was made by BLM for the following reasons:

1) The Plan is advisory in nature and provides only non-binding recommendations and proposals for possible future management.

2) The Plan stresses that future compliance with Section 106 of the National Historic Preservation Act must occur in every case before any National Register or eligible properties can be affected in any way.

We will appreciate your comments as soon as possible. Also, we would like to thank you and members of staff for previous help and review of this plan.

Sincerely yours,

Mike Penfold

Michael J. Penfold
State Director

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

225A CORDOVA STREET
ANCHORAGE, ALASKA 99501
PHONE (907) 276-2653

MAILING ADDRESS:
POUCH 7001
ANCHORAGE, ALASKA 99510

October 14, 1985

Re: 3440 (BLM)

Michael J. Penfold
State Director
Bureau of Land Management
701 C Street, Box 13
Anchorage, Alaska 99513

Dear Mr. Penfold:

Thank you for the "Iditarod National Historic Trail Management Plan Final Draft". We agree with your determination that the plan will have no effect on the qualities that qualify properties on or eligible for the National Register of Historic Places.

Sincerely,

Neil C. Johannsen
Director

Judith E. Bittner

By: Judith E. Bittner
State Historic Preservation Officer

DR:clk