The Tripod

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The Iditarod Historic Trail Alliance is an equal opportunity program provider and employer.

The Trail for all Seasons

The Iditarod Historic Trail Alliance promotes public awareness of the Iditarod Trail and its gold rush and Alaska Native heritage by encouraging education programs and historical research, assisting in the protection, improvement, maintenance and marking of the Trail and developing partnerships that foster stewardship commitments and support.

Thanks to everyone who renewed their membership and *Welcome* to new members.

And to all have a *Happy New Year.*

Annual meeting

The annual meeting of the Iditarod Historic Trail Alliance was held in Anchorage on November 28 and 29.

The first day was a workshop for the board members at the Campbell Creek Science Center. The annual meeting of the Alliance was held November 29 at the Lakefront Hotel in Anchorage, 4800 Spenard Road.

Board members elected were:
Seat A: Kenai Region, Lee Poleske, Seward
Seat B: Yukon region, Richard Burnham, Kaltag
Seat C: At - Large #1, Erin Berg, Anchorage
Seat D: Iditarod Trail Committee, Mark Nordman, Denali

Officers elected for 2019 are (left to right):



Judy Bittner, Anchorage, President; Lesli Schick, Anchorage, Secretary; Annie Bill, Palmer, Treasurer; Jonathan Sewell, Seward, Vice President.

From the past...

"Seward Weekly Gateway" 30 December 1911

GIDDINGS COMPLETES HIS DIVISION OF ROAD

Supt. R. S. Giddings and three members of his road commission crew reached Seward last night, Iditarod City was the point of their departure, and the summit of Rainy pass was their destination, so far as trail building was concerned. Road work proper began at Flat creek, ten miles out of Iditarod City. The party left Iditarod on July 8.The work consumed a month longer time than Supt. Giddings had figured, due to the late fall, prevalent throughout Alaska. This fact necessitated the party laying up for some time, it being impossible to build trail during the period intervening between fall and winter weather, especially under the conditions maintaining in that section of country. The trail as built followed with slight deviations the preliminary survey made by Superintendent Goodwin. The road varies from 10 to 15 feet in width, runs through a timbered country where possible, and is well marked with tripods, placed at frequent intervals along the route.

All the mushers who have passed over the road built by Mr. Giddings and his crew are profuse in their compliments to the efficiency of the work and the good judgment used by the foreman. Mr. Giddings modestly declines to discuss the matter, merely saying he was conscientious in his endeavor to construct as good a road for "the boys" as possible, as he has had experience in Alaska and appreciates the hardships of the trail.

Members of the crew who accompanied Giddings are O. E. Steele, Martin Crehan, and P. S. Cummings. Nels Linn remained at Susitna, and B. L. Walton, John Walton, Jack Crydermn and James A. Stewart are due to arrive later. Giddings is a newspaper man, but escaped from that vocation several years ago, and during the past four years has been engaged in road building in the Nome region, under the auspices of the road commission. He is one of the owners of the Gertrude bench claim, one of the rich mines on the famous beach line at Nome.

Several organizations and government agencies gave reports on their activities during 2018.



Some highlights from the report of Kevin Keeler, Bureau of Land Management, Iditarod Trail Administrator:

✓Work at Rohn: airstrip brushed and privy constructed at strip, maintenance work done on historic cabin.

✓Work at Flat: airstrip brushed, extensive brushing around buildings in Flat to protect them from fire.

Mark Nordman, Iditarod Race Director/Race Marshall reported on the Ophir-Shageluk Trail Project:



A crew of 6 Iditarod Trail Committee trail breakers spent from January 26 to February 2, 2018 on the project. The crew, snow machines, equipment and freight were flown into McGrath. They covered 356 miles (178 each way) of trail from McGrath to Shageluk and return to McGrath. There were hundred of stops along the way to cut brush and trees, fix tripods and install new permanent reflectors. For 21 miles they had to brush for two days to get from the Carlson Creek cabin to Moose Creek. All trail work was done to create a 16 foot wide trail. Some areas required straightening of the trail due to intense overgrowth after the fire. In this section all permanent reflectors had been burned off in the fires and required replacing. A total of 600 new reflectors were placed as needed. The same intensive work started from Moose Creek cabin to the Iditarod historic townsite in the last five mies before Iditarod. Work started again 5 miles out of the Iditarod checkpoint and continued for 20 miles toward Big Yentna cabin, from there to Shageluk the trail breakers were pleased to see that basic maintenance brought the trail to par. During the whole trip temperatures ranged from -20 F during the day to -40 F at night.The crew worked 10 hour days.

(more on meeting next month)