

Airstrip on Snake R.

File

Largest Iron Ore.

The deposit was discovered in late 1961 by a geological field party of Chevron Standard Limited. The staking was carried out in early 1962 and was not detected by the "telegraph" before claims were recorded. Chevron was drilling an oil well on the Blackstone River about 120 miles WNW of the claims. All stakers and equipment were taken into the wellsite landing strip then across to the area to be staked by Beaver and Helicopter. No one realized the traffic in men and supplies was for more than the operation of the drilling well, and information on the staking was well kept secret partly due to the remoteness of the area. The staking was completed in 1962 and Bechtel sent a nine man party into the area in late summer for a railway study.

In the spring of 1963 a airstrip was to be constructed all claims were to be surveyed and fractions staked. The deposit was chip sampled and a bulk sample was to be brought out

Also 10000 feet of drilling was to be done.

1963 The summer work started on February 25th. Equipment and supplies were assembled at Mayo. A D7 cat with dozer & Winch. 1-D18 cat with dozer and ripper. 1-619 motorized scraper. A grid roller. 2-3500 gal tankers. 1-Bunkhouse 1-cookhouse 1-Flat Deck low boy with 2000 gal tank and supplies The Bunkhouse cookhouse were on tandem wheeled trailers.

Equipment started leaving Mayo on March 6 through Elsa to Ingleston Lakes. The snow was ploughed out by the two cats ahead of the equipment then cats would return and move equipment up. A motor grader was used to assist in ploughing and moving up equipment.

The camp was in daily contact with a Beaver aircraft by radio for all supplies which were air dropped into camp.

June 04 Amcrats The route followed by McQueston and Hansen takes across the Beaver River through the Brairie Pass to to help Hungry creek then east on the Deer line

trail crossing the Wind, Bonnett Plume, and Snake River then south east to the junction of the Snake River and Groff Creek. Distance of about 240 miles. First equipment arrived on the airstrip location on April 4th. 30 days for an average of 8 miles per day. Extra fuel was sent in via tank truck to south end of Bozaine Pass to fuel up cat train for final run into airstrip location. Cat train arrived with just enough fuel left to clear top snow and drag for the snow strip to fly in supplies.

All supplies were shipped to Mayo fuel storage (diesel) was a 1500 Bbl bolted steel tank aviation gas was to be stored in rubber pillow tanks (35000 gals in 5 tanks).

Strip was surveyed and snow was compacted and ready for use in one week. Freight started leaving Mayo via C-46 (~~B~~ PWA) on April 12. The ^{steel} diesel tank, supplies buildings and equipment were delivered first. Men were flown in by Beaver and a Boeing

after the equipment ~~was~~ was flown
in a rubber pillow tank was used
inside the C-46 and 1300 gallons
of diesel per trip was ~~that~~ flown
in first loading the tankers.

The snow strip disappeared on
April 21st when chinook winds
blew all night spring had arrived.

We had a total of 18 trips by
C-46 on April 21

18 ~~to~~ tons freight
15000 gals diesel
4500 gals Ave Gas.

Construction began on gravel strip. ||
The gravel was under 6 to 8' of
moss and right beside the proposed
strip. Gravel was spread over the
moss by using 619 scraper loaded with
the two cats construction started
immediately after the snow strip was
prepared and enough gravel was
placed for 3500 ft for use by
April 29 flying was resumed. ||

A total of 83 trips placed all equipment
into Iron Creek by May 16

|| 85 ~~to~~ tons freight
|| 110000 gals diesel and aviation gas