

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 18, 1948

Mr. Robert W. Granston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference your letter of June 14, in regard to renting tractors/dozers, etc.

Enclosed herewith you will find a copy of my reply to Yrjana.

I hope we do not have to rent a tractor/dozer down there or for that matter at any place. If there are as you state two of equal capacity available, we would have to rent one or the other on a sealed bid basis only, so if necessary later, can send the forms down.

As to whom you employ - that is a matter that is entirely up to you. You are the man they have to satisfy. Veterans and married men should be given preference if they are able to hold down the job.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

Ruby. 40:14, 1948.

A.R.C., Fairbanks.

DEAR SIR, Since writing you relative to Koski's Dozer, Albert UJRIANNA has advised us he wished to offer his D-18 Dozer for work on the Road. He was advised we not only had no authority but no permission to use anyone's dozer this season but it was his legal privilege to submit a bid to you where more than one dozer of equal capacity was available. This was whether we did or did not use the equipment. Koski was advised along exactly the same lines. No need for any dozer has been expressed nor implied; nor were any bids requested by us. Despite this, both with probably write you in lieu of a formal bid. We have no forms here.

Both Dozers are about the age of our own D-7. Albert's is probably in the better condition at present. Both are of equal load capacity. We considered the \$50 rate per hour paid last season as mutually fair and that any rate above that as justifying rejection. Both men have applied for work and both are highly desirable employees. We supply Fuel, Oil, Grease, etc.

Relative to Employment: we are doing our best to keep within the limit of eight men indicated by your issuance of eight employment forms. The crew we contemplate with, of necessity, all be top-rated but highly efficient and expertly capable in the operation of trucks and heavy equipment. All must be - and are - capable of Dozing, Grading, Truck Driving, Bridge Construction. They will be required to use mechanical abilities in the maintenance of all equipment. Laborers here demand - and get - 1.50 per hr. And its lousy labor. Truck Drivers here, when not hauling gravel, idle away at some culvert or in the woods cutting corduroy or fire wood. The crew would have

NO LABORERS, NO TRUCK DRIVERS, NO AXEMAN. The one exception is that of the laborer acting as both cook, "Culverts and ditching. Such a crew is available here and while we realize it doesn't look good to have a crew of top. Rated men it is, in our opinion, cheaper because far more is accomplished. These men are either employed or requested employment:

1. SWEETSIR, Old employee, Mechanic. Employed.
2. CARLO, Mechanic, Dozer, Grader, Trucks. "
3. DEMOSKI, Old Employee, Dozer, Grader, Truck. "
4. DKOUHY. " " Bridge Carpenter, Grader. "
5. GURKORU-Ah. Shovel, Dozer, Grader, Truck Applied for work.
6. KOSKI Mechanic, Dozer, Grader, Truck. "
7. UJRIANNA (Albert) Freight, Mechanic, Dozer, Grader, Truck. " "
8. ERVASTI (Snapu) Laborer, Both Cook, Culverts, and Ditching, Fuel. (Emp)
9. NOTTI, Axeman. (Will have to let this man go. He has (Emp) heartia, the fracture of which would throw him on compensation.

We regard the necessity of worrying you with our problems here which, we realize, should be solved here; ones which we know you fully expect us to solve. The fact, however, that bids are required brought complications beyond our contract. As for the crew we would like to have, we feel certain they would justify that rating it takes to get them.

CRAWFORD.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 18, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Found your letter of June 13, down further in the basket, so will have to back up on some of my letter of yesterday, in regard to the rental of tractor. If you deem it advisable, you can rent either Koski's or Yrjana's tractor but as previously stated, it will have to be done on a sealed bid basis.

I am enclosing herewith copies of the bids that you can give to Koski and Yrjana and have them submit the bids to this office. They must be in triplicate and when forwarded to this office, the envelope must be marked on the outside "Bid for Tractor Rental." It is to be noted that the bid states that the Alaska Road Commission will furnish all fuel, greases, etc., but no operator. Therefore, their price per hour must include the operator.

Do not recall exact details about giving Miscovich any lumber but do recall telling him he could have some for a bridge at Peerman. Okay to buy some locally as needed.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

Ruby, June 13, 1948.

A.R.C., Fairbanks

DEAR SIR: We returned from Long Creek today where road camp was made. (While making camp we went to see a washout on Midnight Creek, thence to the tough stretch from Lucky to Monument Bridge.

While we will have but little trouble at Midnight nor the bad stretch from Long Creek to Snow Gulch we do anticipate plenty of it at Monument and the Opikir and Spruce Creek Bridges. In connection with this we recall your instructions of last season: "Use Koski's tractor only when absolutely necessary." In our opinion it is very necessary to have our own and another large dozer at Monument, Spruce and Opikir. We are just certain to get stuck, or mired, many times. The expense of getting help from the miners is prohibitive and the cost unduly excessive. There will also be loading gravel trucks and heavy ditching for each dozer and, if consistent with your estimates, we would appreciate your consideration.

The cost of the dozer last season was, according to our records here, was cheaper, at 3.50 per hour, than we could operate our own dozer; also, getting another large dozer will enable us to get the bridges in before the frost heaves the ground. This will save much time and tend to still those voices crying for this construction the first thing this season and, having gotten them built now, it would enable us to devote the balance of the season to road maintenance.

Relative to line equipment here: Our own D-7, with the exception of a broken oil seal, is in good condition but, of course, in need of an overhaul. I never saw one that wasn't. Moreover, that must wait unless it

gets a whole lot worse, we have taken the tracks off the old A/c "K", cut a link out, and put them on the A/c "K". That tractor is now on a Fuel haul to Long Creek and its use will be limited to Freighting (And we will continue to do our own Freighting) and towing the small grader. Three trucks are running. The fourth getting minor replacements, the fifth awaiting parts for overhaul. The sixth is carrying the welding machine and used as a servicing and utility truck. The Adams patrol is in good shape. The four wheel trailer is on the road with Freight.

The roads, while no Steese, are easily passable between Ruby and Long Creek. They are, of course, in bad need of grading and ditch-cleaning. The bridges are all O.K. In our opinion, further maintenance on this stretch should await construction of two bridges and the Monument section. It is essential we follow the Frost Down in these areas.

We have made efforts - futile ones - to shorten this report. No dice. None of the boats have arrived; the Fuel situation okay; Mrs. Arnes is in Ruby and will cook for us; Hrisovich has fixed the old decking we had at Monument. we were saving this for friends. Did you authorize this or should they go bigger for 64 Pes. of 2x10-14? (We may have to buy boards at 91⁰⁰ per thousand. The shipment of meat received. Thanks. The three chickens included were handed to Sig Wigg in payment for 4 months use of his boiler used in thawing. They would have spoiled anyway. Oil sent for D-7 - also here. Again, thanks. If all the water is pumped from the cellar there we would like to "borrow" that little pump for mud-baked radiators here. Please send extra print charts if the finger prints sent in were not okay. THANKS. CRAWTON.

MR. FRANK NASH, Supt.
Alaska Road Commission,
Fairbanks, Alaska.

ROBY, ALASKA

JUNE 14, 1948

DEAR MR. NASH

I have asked Bob to write this letter when he advised me it would be necessary to send in a bid on my Cat. Dozer whether it is used this season or not. I would bid the same as last season:

3.50 per motor-meter hour.

3.50 plus current Cat. operators wages if I operated dozer myself.

In addition, whether you use my dozer or not, I would like to work for you at wages now paid mechanics, Dozermen and Graders.

Thanking you, I am,

Respectfully -

Jack Koski

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 7, 1948

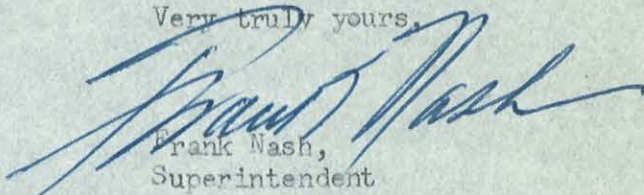
Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir;

Was any Alaska Road Commission equipment used during
April or May?

If so, please forward equipment sheets to cover.

Very truly yours,



Frank Nash,
Superintendent

FN/d

Complied with - 6/9/48.

Reference landing field. 38. K.

Several "goes" at the field were necessary due to repeated snow falls and to the necessity of leaving a strip of snow to enable planes to change over from skis to wheels.

Found field in better condition than we ever saw it. The bush pilots are not griping so it must be good.

Thanks to the man who forwarded those precious papers I so carelessly left in the Pioneer.

Cranston

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 4, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Prior to your departure to Ruby, there was one thing that I forgot to call to your attention.

The Standard Oil Company will be operating their Ruby Station in the very near future. In view of this, you will purchase all gasoline, diesel, oils and greases from that Station.

Very truly yours,



Frank Nash,
Superintendent

FN/d

We did not mention this because you said: "Have you enough fuel to get by until the Standard can supply you there." We thought this implied we were to secure these supplies here. However, thanks for this confirmation.
CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 11, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference note sent in with time sheets, in regard to board deductions, etc.

We cannot pay these sheets until after all Forms have been received, nor can we pay them until we receive the board deductions. We cannot double up on board deductions next pay period, so forward this information at as early a date as possible.

This is for a two-fold purpose - to get the men their money as soon as possible and let us clean up our current work.

Very truly yours,

FN/d

Frank Nash,
Superintendent

There is a subsistence charge against the three employees which will be deducted from next pay period. This is for supplies consumed while working the road between Ruby and Long Creek.

We have requested an itemized statement of the N.C.Co., from whom the supplies were obtained and, as soon as received, proper deductions will be made covering it.

Employment forms will be forwarded (including prints) when those of the entire crew are obtained.

Request weekly meat delivery start Friday, June 11th, with delivery on that date of meat to Long Creek. Thanks.

CRAWFORD.

meat, About 80¢.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 7, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Was any Alaska Road Commission equipment used during
April or May?

If so, please forward equipment sheets to cover.

Very truly yours,

FN/d

Frank Nash,
Superintendent

Ruby, Alaska
June 2, 1948

Mr. Frank Nash
Alaska Road Commission
Fairbanks, Alaska

Dear Sir:

The road is in fair shape as far as Long Creek. We dozed the snow off the road at the Hub and filled in the wash outs.

We're going out to fix the mud hole at the 13 mile and then trucks will be able to go as far as Long Creek.

If Cranston isn't coming soon I would like permission to put on more men and go ahead with the road repair work before it starts raining. Only three of us working so far.

George Miscovich wants to know if we are going to put in Ophir creek bridge, because they are going to start freighting just as soon as the boat comes.

We need tractor roller grease.

Sincerely,

Lester Sweetser

Ruby, Alaska
May 27, 1948

Mr. Frank Nash
Alaska Road Commission
Fairbanks, Alaska

Dear Sir:

The airfield turned out okay, no washouts this year.

The culverts are opened and the road is in fair shape
as far as the ten mile.

We are leaving for Long Creek day after tomorrow to
doze out the Hub and see to any washouts as far as Long.

Please advise when Cranston will arrive and let me know
if we should go ahead with the road work or start over-
hauling the machinery upon return to town from this trip.

Sincerely,

Lester Sweetser

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

May 18, 1948

Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference the enclosed bids.

It is to be noted that although the Northern Commercial Company bid was the highest as a whole the bid was awarded to them.

The reason for their bid being higher is that they bid on butter, ham and bacon and other items on which Stockman did not bid.

On items on which both firms bid, the Northern Commercial Company was the lowest.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

May 18, 1948

Alaska Road Commission,
Juneau, Alaska.

Gentlemen:

Reference the enclosed bids.

The bid of the Northern Commercial Company while totaling more than the Stockman bid was awarded to the Northern Commercial Company, as they gave us bids on more essential items than did Stockman; especially butter, ham and bacon.

On the items on which both firms bid, the Northern Commercial Company was the lowest.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

P.M.C.			N.C.			N.C.		
1	15	25	Flour	240	240	Apples	115	20
2	42 00	45 00	Extract M. r. n. d. 8	1 50	1 75	Peas	120	1 05
3	30 00	75 00	" Banana 8	1 50	1 25	Peas	48 00	52 80
4	57 60	57 60	" Lemon 16	4 00	4 50	Pears	57 60	---
5	12 75	---	" Vanilla 16	13 00	8 40	" Solid	29 76	32 20
6	5 00	6 00	" Yucca 16	6 00	5 60	Pepper Black	3 75	5 00
7	---	3 00	Flour N. W. 495	77 50	90 00	" Can	3 90	6 00
8	36 00	43 20	" S. W. 495	77 50	56 00	Prut Oil	---	1 40
9	---	---	" Graham	8 00	5 00	" Sweet mid	15 60	10 80
10	5 00	6 75	" Rye	5 25	3 00	Pineapple	18 00	12 00
11	2 00	6 75	" W. W.	8 00	5 00	Pineapple	48 00	---
12	14 00	---	Garlic	---	---	Pineapple 2 1/2	32 40	---
13	---	33 60	Butter 3/4 lb	11 80	10 80	" Dry	17 50	30 00
14	14 80	15 80	Butter	50	70	Potatoes Sweet	10 32	8 40
15	46 50	39 60	Brandy	96 00	---	Pumpkin	8 40	---
16	---	---	Corn	---	12 00	Raisins	16 00	6 30
17	14 40	16 50	Ham	---	10 80	Rice	---	6 25
18	19 20	24 00	Ham	---	3 00	Salmon	28 80	36 00
19	62 40	62 40	Jam 2 5	32 40	36 00	Celery Salt	75	75
20	6 00	7 20	Jelly 2 5	---	25 20	Salt	7 50	9 00
21	50	50	Lard	---	---	Sardines	---	25 00
22	7 20	9 60	Lard (Ch)	7 50	---	Sauce A	5 40	4 20
23	80	50	Lard	6 00	6 00	" B	5 40	5 10
24	54 00	129 60	Macaroni 24/13	7 20	7 20	Sauerkraut	17 28	19 20
25	40	25	Mace	50	70	Soap Laundry	5 00	7 50
26	90 00	90 00	Maple	14 40	11 50	" Snow	7 50	7 50
27	30 70	38 40	Milk Tall	108 00	176 00	" Powder	32 40	43 20
28	---	6 60	" Bald	---	---	Soda	2 40	3 00
29	7 20	6 00	" Pond	54 00	57 00	Spaghetti	2 50	3 00
30	9 60	17 00	Mustard	3 00	7 20	Syrup	30 24	18 80
31	9 00	6 60	Mustard Dry	50	50	Syrup	85 00	70 00
32	50	70	" Prep	2 40	3 00	" Pond	10 00	17 50
33	8 00	8 10	Mince Meat	19 20	16 80	" Potatoes	9 00	17 50
34	---	4 20	Nutmeg	50	70	Syrup	---	23 40
35	---	70	Onion P. N. D.	---	17 50	Tapioca	---	5 00

TELEGRAM

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG., FAIRBANKS, ALASKA
TEL. E-298-A, EXT. 6

WF186

RR UWEFC

FM UWKH 79B/TAYLOR JUNEAU ALASKA 061940Z

TO NASH ROAD COMM FAIRBANKS ALASKA

00321

INT GR35

REURTEL NICHOLS ASSUME THIS REFERS LANDING ON RIVER AT RUBY
PD SEE WIRE FROM SHEPARD AND MY REPLY DEC FIRST
MISCOVICH WAS TO HANDLE AND SEND BILLS TO METCALF DIRECT
NO ACTION BY US REQUESTED

CFN MISCOVICH

06/1940Z

JUN 9 AM 10 11

Alaska Communication System

Alaska Communication System

1947 DEC 1 PM 2:51

E

WF28

RR UWEFC

FM UWKH 14B/STERLINE JUNEAU 020005Z
00064
TO SHEPARD ROAD COMMISSION FAIRBANKS

INT GR54

REFERENCE ICE SMOOTHING AT RUBY KNOW NOTHING ABOUT ALLOTMENT FIVE
HUNDRED DOLLARS PD SINCE ARC EMPLOYEES AND EQUIPMENT NOT INVOLVED
AND NO REPRESENTATIVE OF ARC AT RUBY TO INSPECT USUAL
METHOD IS FOR HIGHWAY ENGINEER HANDLE ENTIRE MATTER DIRECT ON
TERRITORIAL VOUCHER AND TO ARRANGE TO HIS OWN SATISFACTION THAT
HE GETS VALUE RECEIVED

020005Z

TELEGRAM

ALASKA COMMUNICATION SYSTEMS
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG., FAIRBANKS, ALASKA
TEL. E-298-A, EXT. 6

1947 DEC 9 PM 12 10 9

WF289

RR UWEFC

FM UWKH 62B/TAYLOR JUNEAU ALASKA 092155Z
TO SHEPARD ROAD COMMISSION FAIRBANKS ALASKA

INT GR27

REURAD FIRST METCALF ADVISED MISCOVICH TO PERFORM NECESSARY WORK ON
RIVER FIELD AT RUBY AND BILL HIS OFFICE DIRECT PD
WE ARE NOT TO TAKE ANY ACTION

09/2158Z

Handwritten: 12/11/47
Handwritten: Ruby

FAIRBANKS ALASKA
DECEMBER 1 1947

FROM SHEPARD ROAD COMMISSION FAIRBANKS ALASKA
TO ROAD COMMISSION JUNEAU ALASKA

RUBY RESIDENTS REPRESENTED BY JOHN MISCOVICH REQUESTING RIVER ICE IN
FRONT OF TOWN BE SMOOTHED FOR LANDING FIELD BY JACK KOSKEY AND HIS
EQUIPMENT PD HAVE BEEN ADVISED UNOFFICIALLY HIGHWAY COMMISSIONER
HAS ALLOTTED FIVEHUNDRED DOLLARS FOR THIS PURPOSE PD NOT FAMILIAR
WITH PROCEDURE PLEASE ADVISE

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

January 25, 1948

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

In order that we can complete the fingerprint charts
of Henry Ervasti and Alice Lee Ahrens, please forward the
following information for both of them:

color of hair
color of eyes

Very truly yours,

FN/d

Frank Nash,
Superintendent

Ruby, Alaska
Oct. 9, 1947

Hello Bob:

Received your letter yesterday.

I've been working every day, don't know if I'll get paid for it or not. I hauled all of the tanks up the hill and put all of the trucks away, except one.

I finally got the cat all cleaned off and what a job that was! Got eight batteries charged, still have two more to do as soon as we get the charger fixed. I rolled all of the engine oil barrels into the garage. In other words, I've been going steady from one thing to another.

As far as next season goes I'm ready to go to work any time the A.R.C. wants to put me on the payroll.

Would appreciate it if you would let me know as soon as you can what the score is here for the rest of this season.

Hope you have a good trip to the States and will see you next spring.

Your friend,

Leslie Sweetels

MR. NASH
Guess there isn't much we can do about this time now as Lester's account is probably closed for this season. However, he is very conscientious and undoubtedly did some very important servicing and storing; such as, charging all batteries fully to prevent freezing. (We lost three last season); cleaning D-T, a big job, storing all trucks in garage, etc. He is, therefore, entitled to pay until the end of the present pay period, Sunday, 12th. This is merely a suggestion and should be disregarded if it entails stacks of book-work.

THANKS,

CRAWSTON.

(Central Time)

At Ray Paid

RUBY, Sept. 19th 1947.

A.R.C. FAIRBANKS

Your letter of Sept. 5th is delayed in reaching us. It seems that the most important ones usually are. This explains our delay in both replying and in our actions. This letter reached us today, Sept. 19th.

The 200' of Fuse was received OKAY. MANY THANKS.

The COOK problem is a dead issue as we closed our Long Creek camp on Sept. 16th. A dollar and ninety cents an hour for a cook was never destined to improve the FORSMAN'S digestion nor appetite. We know you did the best you could to get us one. We, alone, are responsible for that mess in hiring too late.

The weather has been nothing but bum. The only equipment we could possibly work was the dozer. We did make a sort of a shoveing with that but all on the RUBY-Long Creek side.

We have asked the men being laid off if they wish work there until Nov. 15th or later. Mackey has about a weeks work left here. We thought we had midnite gates but she flooded again and we can't leave it as is. We have the road piled high trying to dry it out. This will take about three days of dozing. Two new culverts are already installed. Mackey, however, would come up if promised work the year around and, as you know, he's a pip on that dozer. If you need him please advise us. Otherwise, he will trap. We had promised him nothing beyond Nov. 15. The mechanics are very busy and will probably be right up to Oct. 1st. Long goes outside, Lester prefers working here. Dloohu is helping in closing camps, storing equipment, and the installation of culverts and fills at Hmi. Probably two days work. Demoski will be laid off as soon as possible; within three days. He wishes to remain here.

NARRISON (Tex) thought of coming up. He is both
A CAT SKINNER AND GRADERMAN, Snow-GO (OR Sno-GO) OPERATOR.
IN FACT, ANTHING BELOW THE RANK OF SUPREME COURT JUDGE.
He has changed his mind and will be laid OFF AS SOON
AS THE GRADERS ARE BROUGHT IN. PROBABLY TWO DAYS. He is
ALSO HELPING AT THE H. MI. WASHOUT. PURKEYPIKE, OHID, SNAPPY,
HAVE ALL BEEN LAID OFF. PURKEYPIKE WANTED TO WORK FOR YOU
THERE. He has done some GRADER WORK HERE, LEARNED FACT,
AND COULD PROBABLY MAKE THE GRADE THERE. THIS LATTER STATE-
MENT IS NO PROMISE.

WE HESITATE TO PAY HIS FARE THERE. WE DO NOT KNOW
WHETHER CONDITIONS THERE HAVE CHANGED OR NOT SINCE YOUR
LETTER WAS WRITTEN SEPT. 5". IF YOU COULD USE DAVE PLEASE
ADVISE US BEFORE WE LEAVE HERE WHICH WILL BE JUST AS SOON
AS INVENTORY, EQUIPMENT STORAGE, FILLS AND CULVERT INSTALLATIONS
ARE COMPLETED. THAT WILL CERTAINLY BE BEFORE OCT. 1ST. WE
ARE OF THE OPINION THAT YOU WOULD NOT CONDONE FURNISHING HIM
WITH TRANSPORTATION FOR A FEW WEEKS WORK. HOWEVER, WE
WILL SEND HIM IF YOU WISH IT. IF WE HEAR NOTHING MORE
REGARDING DAVE WE WILL ASSUME YOU DO NOT NEED HIM.

THE ADVISES WE HAD PREVIOUS TO THE DELAYED RECEIPT
OF YOUR SEPT. 5" LETTER WAS TO "SHUT DOWN ABOUT SEPT. 20"
AND NOT LATER THAN OCT. 1ST." THIS IS THE PROGRAM UPON
WHICH WE BASED OUR ACTIONS. WE WILL COMPLETE IT JUST AS
QUICKLY AS POSSIBLY.

ART BLEW IN TO LONG CREEK THE DAY AFTER WE BLEW
OUT. HE WOULD. WE GO TO LONG TOMORROW FOR FINAL
WALK AND MAY PICK HIM UP THERE. WE HOPE SO. NOT A
THING TO EAT LEFT DOWN THERE. ART WON'T LIKE THAT.

CRANSON.

Lo Creek, Route 38-A.
Sept. 10 " 1947.

ARC., FAIRBANKS

Our weekly shipment of Fresh meat is each Friday via Petersen's Flying Service and from Waechter Bros., Fairbanks.

In view of the contemplated early closing of this Road Camp we would appreciate the cancellation of this order as of Sept. 18th. (Thursday). In other words, please make no further shipment here or elsewhere after the receipt of that being sent us Sept. 12th.

We return G.A.L. 420-007, dated 9-8-47. We note consigned signature, "Pat Murray". We don't know Pat but we do know he - or she - has left us no place to sign.

As to the artichokes, they were received OKAY.

MR. NASH, please.

Reference Koski's Deger. Cat. D-7.

This equipment has been returned in good condition to Koski at Ruby. Time equipment sheets, together with signed (only) public voucher showing the rate to be 3.50 per hour, has been previously forwarded you. The settlement was to and including Aug. 31st. We have used it but a few hours this month and will, of course, comply with your instructions that its further use be an absolute necessity. Thus far no such condition has arisen nor do we contemplate any such thing.

We repeat our assurances of appreciation in the use of this equipment and your authorization for its use.

Incidentally, it has failed to rain only two days since your trip to Ruby. This has resulted in unexpected firmer and attention to bad washes between Long and Ruby. We are, as you instructed, curtailing all work except that of an urgent nature.

CRANSTON.

Long Creek, Aug 29.

ARC., Fairbanks.

Thanks for your many efforts to get us a cook. We regret the unnecessary trouble this has caused you; all due to our hasty logic in hiring here at the season's start. We hold ourselves entirely at fault.

In connection with the closing of the season here not later than Oct. 1st., we hope you will pardon us when we say your decision here was in line with the suggestion we contemplated making to you in the near future.

We recall your statement at Monument; "Here's your bridge now where's your road?" That same condition would exist at both Spruce and Ophia Creeks were we to prolong the season until the frost period and build those bridges this season. The bridges are small ones and no task to build. The timbers are there so that's no problem; however, it seems a waste of money - and time - to move camp, tools, equipment, etc., when, after the bridges are built, they cannot be used. There is an expedient crossing there now. It was used the latter part of last season, for winter hauls, and this season. No urgency exists. The bridges we built last season under similar conditions were a "must." Also, we noticed an unaccountable drag after Oct. 1st. last season in which little was accomplished. We want no repetition of that this season and, unless some emergency exists or arises, this season should close by Oct 1st. at the latest. So with your authorization we will defer the building of these bridges until next season when we have every reason to believe work will be done chiefly in that area. That would permit the needed ditching, culvert installation and some grading; little of which we have been able to do this season. It would also give us a chance to get some water off these roads - and keep it off.

CRANSTON.

Long Creek, Aug. 29.

ARC., FAIRBANKS,

Thanks for your letter of the 22nd. Relative to our problems here. Ours are so minute when compared to those there we feel ashamed that your valued time must be used to solve them.

① The water pump is - and was - a luxury item and as this isn't the luxury year with the ARC. we can easily do without the water pump.

② There is nothing urgent about moving the buildings this year. The land was properly staked and if you decide at some future date to do this work the status of the ground should not interfere.

③ We fully appreciate the fact that you "let us get away" with the Koski dozer and your instructions: "Do not use Koski's tractor any longer than is absolutely necessary," will be fully and strictly complied with. We have no desire to stretch your generosity to the breaking point. (Just as if we could).

In connection with the rate: Koski needed the roads just about as much as we needed the dozer. And that was plenty. He had two drag lines to get over those roads. We had to have his dozer so he could get over them. We have, therefore, been of mutual aid and assistance and in view of the fact that the dozer was pretty badly beaten up rather than a new one the rate of five (\$5) dollars per hour is, in my opinion, beyond his expectations. We have not yet seen Koski. He is due in Long Creek any day now with a drag line. We will report to you immediately upon any rate we deem mutually fair and agreeable. A public voucher will be sent with his dozer time as instructed.

④ As to the rate of 1.85 being correct we thank you very sincerely. A snap on the back would have been appreciated just as much. I'm already getting more than I'm worth. But, anyway - MANY THANKS
CRANSTON.

Monthly Report of Operations, Aug. 15th to Sept. 15th. Route 38-A., Ruby:

This Report covers operations for that month following Mr. Nash's tour of inspection to Ruby.

Torrential rains each day - exception two - have seriously hampered the use of line equipment and slowed to a walk the work and productivity of the entire crew with the exception of the mechanics who have been asked to condition all equipment for winter storage and prepare that equipment for the beginning of the next season.

The crew now consists of nine men (9). These are: Two mechanics, cook, Dozer operator, tractor operator, graderman, truck driver, and laborer, foreman. Unable to haul gravel, we have laid-off two truck drivers. Other lay-offs will be made in the near future unless road conditions improve and there is little indication of that now.

As to line equipment: The D-J. Cat. has done exceptionally good work since its "release" from the garage Aug. 13th. Hampered by bad weather we found it impossible, or, rather, impractical, to work the road south to Lucky Hill. We did work the bad spot on Midnight Hill. And it's still bad, never having a chance to dry out or harden. We can't shoot a drainage there because it would ditch across the detour. However, the water is turned, the ditches opened, a fill made. This spot will improve under better conditions. Thus restricted we have used the dozer to good advantage in pushing back both sides of the road in preference to ditching which has proved futile in most cases. We have taken much water off the roads in this way and, in addition, found dozens of good,

Metal culverts we never know existed, creating the impression that it isn't costly now metal culverts we need so much as it is finding the ones we have and, believe me, there are plenty of them. These are being cleaned even to the extent of taking the top sections off and re-building it. It's slow work; so is the installation of new culverts, but we believe it pays. We know it saves us money and is effective. Thus the section, Ruby to Long Creek is almost completely "culvertized". We use M.T. drums where it is not.

We have found the use of the dozer preferable to that of the grader even if weather did permit its use. It's slower, of course, but it uncovers culverts rather than covering them and, afterward, the ditches are any good without them.

Where possible - and practical - the dozer has made fills over bad, low, spots. Right now these are very soft, very sloppy. They will eventually prove worth while. (That word is "eventually").

The dozer has lost no time on account of the weather. Loading or hauling gravel has been impractical; ditching with the grader - or grading - has been the same. The graderman is driving a truck or tractor, helping on culverts, bridges, etc. The truck drivers have been laid off.

During the rains many washouts have occurred. These have all been repaired and, where possible, culverts installed to prevent future wash-outs. As a result, much valuable time has been consumed in road maintenance which we had not anticipated nor had reason to believe necessary. In addition we have rebuilt three bridges: 21 mi., 22 mi., 23 mi. One other bridge was replaced with double culvert and the stringers used to re-deck another bridge. These bridges are now in good condition

And should require no further care for some time. But - and it's a big one - the drag line hasn't come thru yet.

Unless further instructed the bridge at Ophir will remain unbuilt this season, the one at Spruce Creek covered but unnailed. No deep freeze has occurred to improve operating conditions there, the road is out but passable. We cannot operate equipment (dozer) in building the bridge.

We considered going ahead and building this bridge but found we would require two tractors, one towing the other. It meant Koski's, if available - and we don't think it is - or that of Yance Hitt. The expense on Koski's dozer would not have been excessive but in the event of using Hitt's the cost would have been prohibitive; thus, as we wrote Mr. Nash, we believe it more practical to defer the building of the one remaining bridge until such time as work is being done in that region. We hope we are right in this opinion and that it meets your entire approval.

Relative to the Koski Dozer: This was returned in working condition to Koski at Ruby on Sept. 5th. in accordance with instructions to use only when absolutely necessary. We did not, therefore, feel its further use justified.

The settlement with Koski was based on the hourly rate of three dollars and fifty cents (3.50). This basic rate proved mutually fair and agreeable and public voucher - in blank - was signed by Koski as of Aug. 31st. There remains a September balance of a few hours (approx. 20). We have not had a chance to see him relative to this but his: "I hope Mr. Nash can use the dozer and me next season" would indicate he considered the settlement ended for the season. We will, however, confirm this before leaving Ruby.

In compliance with instructions, curtailment of the

SEASON'S WORK COMMENCED WITH THE LAY-OFF OF ANOTHER TRUCK DRIVER AND DUE TO THE COST OF OPERATING (Cook, 1.90 hr). AND THE NECESSITY FOR REPLENISHING PROVISIONS (BROKEN PACKAGES OF WHICH WILL BE WASTED), WE ARE CLOSING THE LONG CREEK ROAD CAMP TOMORROW, SEPT. 16TH. WE HAVE PREVIOUSLY REQUESTED CANCELLATION OF OUR FRESH MEAT ORDER ASKING THAT NONE BE SENT US AFTER THE RECEIPT OF THAT NOTE.

WE CONTEMPLATE LAYING OFF ALL MEN SEPT. 20TH AS INSTRUCTED. MAY WE SUGGEST, HOWEVER, THAT THE MECHANIC (LESTON SUCASTSIR) AND THE DOZER MAN, (LONG OR MACKON) BE RETAINED A FEW DAYS AFTER THAT DATE BUT, OF COURSE, NOT BEYOND THE OCT. 1ST. DEADLINE. THE MECHANIC IS URGENTLY NEEDED TO WINTER SERVICE EQUIPMENT TURNED IN AFTER WE CLOSE. THIS TAKES TIME AND IS HEAVY WORK REPAIRING JACKING UP, GREASING, ETC. THE DOZER IS NEEDED TO MAKE APPROACH FILLS AT THE 13 MI. BRIDGE. THIS IS AN EMERGENCY AS RECENT SUSUKLON WATERS HAVE DROPPED ONE APPROACH THREE FEET. WE HAVE A WASHOUT FILL TO MAKE AT 7 MI (BAD); A FILL AND CULVERT AT WASHED OUT ROAD AT 4 1/2 MI. RIGHT AT THE GRAVEL PIT. THERE REMAINS PLENTY OF WORK FOR THESE MEN TO DO AFTER THE SEASON CLOSES THAT THEY CANNOT POSSIBLY DO BEFORE THE SEASON DOES CLOSE.

AS TO THE LINE EQUIPMENT AS THE SEASON CLOSES: THE THREE TRUCKS SENT US JUNE 8TH. HAVE STOOD UP REMARKABLY WELL, THEY HAVE, OF NECESSITY, TAKEN AN AWFUL BEATING; AS HAVE OUR OLD TRUCKS. OF A TOTAL OF SIX TRUCKS HERE, FIVE OF THEM ARE RUNNING. OTHER THAN THE NEED FOR NORMAL REPAIRS AND REPLACEMENTS THESE TRUCKS ARE IN CONDITION.

ARC. No. 1234.	Running.	Needs Rear end overhaul probably.
1023.	" "	New Gears installed, new motor. Good.
1564	" "	Needs bearings overhaul.
1177	" "	Good condition.
Model A	" "	Utility TRUCK.

THE ONE TRUCK NOT RUNNING - AND A GOOD ONE - IS A.C. 592. WE HAVE BEEN TOO BUSY TO GO INTO ITS REQUIREMENTS BUT THEY CAN'T BE TOO SERIOUS. THE ONLY REASON IT ISN'T ON THE ROAD IS BECAUSE WE DIDN'T NEED IT AND HAD OTHER MECHANICAL WORK TO DO. AND WE REPORT: WITH EXCEPTION OF NORMAL REPAIRS AND REPLACEMENTS AS THE SEASON ENDS THESE TRUCKS ARE READY FOR NEXT SEASON'S WORK.

THE A.C. "K.O." TRACTOR (DOZER) IS, IN OUR OPINION AND THAT OF CAPABLE MECHANICS, BEYOND REPAIR. THE MOTOR HAS BEEN ROBBED FOR THE "K" TRACTOR WHOSE OWN MOTOR WAS BURNED OUT BEYOND REPAIR. WE THUS HAVE THE "K" ON THE ROAD WITH THE "K.O." MOTOR.

THE A.C. "K" TRACTOR IS IN GOOD CONDITION, RUNNING, BUT SOBERLY IN NEED OF TRACKS. NEW AND UNUSED PARTS SENT US LAST SEASON FOR THE "K.O." HAVE BEEN PLACED HERE. THEY ARE COSTLY PARTS; SUCH AS, OIL-SEALED ROLLERS, NEW PUMPS, GEARS, ETC. DUE TO THIS FACT, MAY WE SUGGEST YOUR CONTINUED EFFORTS TO SECURE NEW OR USED TRACKS FOR THIS TRACTOR. IT IS VERY USEFUL.

THE CAT. D-7 - PRIDE OF THE CROW - IS IN GOOD CONDITION AS TO RUNNING GEAR. THE MOTOR UNDOUBTEDLY NEEDS AN OVERHAUL. THIS WAS NOT DONE PRIOR TO ITS BEING SENT HERE. (WE HEAR). IT IS, AT PRESENT, IN RUBY HAVING ITS STARTER CLUTCH REPLACED. THIS WILL TAKE TWO DAYS OF VERY PRECIOUS TIME WHICH WE CAN ILL AFFORD. HOWEVER, IT WAS A "MUST" DUE TO COLD-MORNING STARTING. THE OLD CLUTCH JUST WOULD NOT WORK.

AS TO THE OVERHAUL ON THIS TRACTOR. (D-7): PAST EXPERIENCE DICTATES THIS WORK BE DONE - IF DONE - EITHER AT THIS SEASON'S END OR THE COMMENCEMENT - OR PRIOR TO THAT - OF NEXT SEASON. ANY MAJOR REPAIRS OR REPLACEMENTS IN THE PAST HAVE KEPT THE EQUIPMENT OFF THE LINE AT THE MOST VITAL TIME OF THE SEASON, CURTAILING IMPORTANT WORK POSSIBLE ONLY IN THE GOOD SEASON. MAY WE, THEREFORE, SUGGEST

YOUR CONSIDERATION AS TO THE PRACTICAL THING TO DO IN THIS INSTANCE.

IN THE EVENT YOU DO DECIDE UPON AN OVERHAUL, MAY WE FURTHER SUGGEST THE HELP OF JACK KOSKI - AN EXPERT. BE OBTAINED. WE ARE ASSURED A GOOD, QUICK OVERHAUL; HE MAY BE SECURED AT THE PREVAILING RATE OF 1.90 PER HOUR RATHER THAN THE 2.50 PER DAY HE NORMALLY RECEIVES. WHILE WE ARE NOT CERTAIN, WE THINK HE WILL BE AVAILABLE AND AN ESTIMATE OF HOW LONG IT WILL TAKE WILL BE OBTAINED WHEN WE GET SWETSIA AND KOSKI TOGETHER. IT WILL REQUIRE BOTH OF THEM. WE WILL THEN ADVISE YOU AS TO THEIR ESTIMATE. IN OUR OPINION YOU ARE THUS ASSURED A COMPLETELY SATISFACTORY JOB; CERTAINLY EXPERT MECHANICS.

OTHER EQUIPMENT: ADAMS PATROL, UNUSED THIS SEASON, IS, AS OF LAST SEASON, IN FINE CONDITION. BOTH LARGE AND SMALL GRADERS ARE IN GOOD CONDITION. SLIGHT REPAIRS HAVE BEEN NECESSARY ON THE "CURRENT" END OF THE WELDING MACHINE. OUR 4-WHEEL TRAILER IS GOOD AND HAS RESULTED IN MUCH SAVED TIME AND A LARGE SAVING ON HAULAGE AS IT HAS PERMITTED US TO DO OUR OWN FREIGHTING. ALL EQUIPMENT IS BEING CONDITIONED FOR THE WINTER AS IT IS TURNED IN. IN THIS CONNECTION THE CASE OF PRESTONE SENT US HAD TO BE AUGMENTED WITH TWO CASES SECURED FROM THE N.C.CO. HERE. WE AWAKENED THE CREW AT MIDNIGHT PRIOR TO ITS RECEIPT TO GO BACK ON THE ROAD AND DRAIN ALL EQUIPMENT. THAT NIGHT IT FROZE HARD. THE DAY WAS RELATIVELY WARM. WE FOLLOWED THE PRESTONE FORMULA IN FILLING THE D-7. WE LATER GOT A LETTER OF INSTRUCTION FROM THE DISTRICT MECHANIC WHICH WILL BE STRICTLY FOLLOWED. THOSE VEHICLES - OR EQUIPMENT - SUPPLIED WITH PRESTONE WERE THOSE MOST LIKELY TO BE LEFT "ON THE JOB" OVERNIGHT; THE D-7; THE "K" TRACTOR; ONE EMERGENCY TRUCK. WE ARE ASKING THAT ALL EQUIPMENT BE DRAINED AT THE SEASON'S CLOSE AND THE

4.

Solution properly stored.

We have been too busy to make a final check up and balanced report on Oil, Gas, Fuel, etc., but this will be done and supplied you at the seasons close. We are certain, however, that the supply on hand is ample for the seasons start. We also hear the Standard Oil will stock such supplies and, unless to your advantage to do otherwise, these may be secured here in Ruby. Also, we have on hand about forty M.T. drums but due to the uncertainty of the boats return up-river, we will make no attempt to ship them. They may get carried away by the ice if we store them dock-side.

Tools, mess equipment, utensils, cook stoves, heaters, tents, etc. are of last season. We had but little of this to buy this season. Allah be praised. We should have but little to buy next season other than that due to normal breakage and wastage and, with exception of shovels and axes, this was not excessive.

MR. NASH'S instructions last season were, that all equipment, tools, utensils, etc., be stored in the Ruby garage. This was done. We now have three additional trucks to store and we simply have no storage space there. The damage to tents from oil and grease and, in one instance, battery acids, was serious and would suggest storing such equipment in the warehouse at Long Creek. It will be properly checked and locked and under the watchful eyes of "Old Andrew." Pots, pans, cook stoves, heaters, were found in bad shape after storage in the Ruby garage. Under these circumstances we ask approval of our decision to properly store such items in Long Creek where, in our opinion, they would be safer than in Ruby. In addition, we are leaving a cook stove - and a good one - at the 10-mi. camp site. It is in good condition, greased, oiled,

BOARD AND CANVAS COVERED. We did this LAST SEASON AND FOUND IT IN FAR BETTER CONDITION THIS SEASON THAN WAS THE ONE STORED IN RUBY.

WE ARE CERTAIN YOU WILL REQUIRE AN INVENTORY AS YOU DID LAST SEASON ON THE PROPER FORMS FOR SUCH INVENTORY. WE HAVE NO SUCH FORMS AND IF IT IS REQUIRED WE WOULD APPRECIATE YOUR SENDING US ONE AT YOUR CONVENIENCE.

AS THE SEASON CHOSSES ALLOW US TO THANK YOU FOR THE SPLENDID CO-OPERATION WE HAVE GOTTEN FROM EVERY DEPARTMENT. THIS CO-OPERATION HAS BEEN OF SUCH A NATURE DESTINED TO TURN SOME DISCOURAGING MOMENTS INTO A NEW HOPE.

AND FOR ALL THAT — MANY THANKS.

CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 27, 1947

Mr. Robert W. Cranston, Foreman,
Alaska Road Commission,
Long, Alaska.

Dear Sir:

Reference your needing a cook down there.

Efforts have been made to secure a cook locally and from Anchorage and Juneau, but so far such efforts have produced no results.

At present we are in need of four cooks. In view of that, the scarcity of cooks and the fact that the end of the season is near, it is believed advisable for you to reconcile yourself to the fact that you cannot secure a cook, continue with Joe cooking, cut your work accordingly and discontinue work about September 20th or not later than October 1st.

Very truly yours,

Frank Nash,
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

September 5, 1947

Mr. R. W. Cranston, Foreman,
Alaska Road Commission,
Ruby, Alaska.

Dear Sir:

Reference your letter of August 26.

We are sending 200 ft. of fuse on today's plane.
However, you probably won't get this letter for another week.

Have given up trying to get you a cook, so do the
best you can. Glad to hear you have improved Midnite Hill.

If the weather stays bum and you are short of men,
its OKay with me if you call it off for the season; money is
short, etc. So call it off anytime.

If any of the men down there want to work until
November 15 or later, load them and their bedrolls on to the
plane and bring them up here with you; we can use them as
operators, etc. here, there and elsewhere.

Enclosed herewith you will find an inventory form,
Before leaving be sure to get a complete list of all ARC
property, etc. at Poorman, Sulatna, Long and Ruby.

Have contacted the CAA and others to ascertain the
title on ground originally used by the CAA at Ruby.

Very truly yours,

FN/d
Enclosure

Frank Nash,
Superintendent

ARC, Parabanks.

Kona Creek, Aug. 26

Black's boat arrived today and we thank you for the many urgently needed items brought us.

We have checked carefully and failed to find ANY Fuse as requested with our order for explosives:

10 Cs. Ditching Explosives (Dyna) - Received OKAY

200 Caps, Non Electric. Received OKAY.

200 Ft. Fuse, Safety. We did not get this.

We would appreciate it if you would forward by Petersons Flying Service - 2 Rolls - 100' Each - BLACK SAFETY FUSE.

Many Thanks,

CRANSTON.

MR. NASH

We have improved the "tough spot" at the head of Midnight Mikh. Had lots of Dozer work there, installed two Culverts we had at Greenstade, and are now ditching that area. Weather permitting, we will continue on toward Monument. Doesn't look any too hot right now.

Thanks for the powder, chains, etc.

CRANSTON.