

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

August 22, 1947

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

Dear Sir:

Since returning from Ruby, I have been rather busy and it has taken some time to find out a few things in regard to some of your problems.

Due to the shortage of funds and time we will be unable to secure a water pump this Fall but will order one during the winter for shipment early next spring. Also, due to shortage of funds and unknown status of ground, cannot at this time authorize the moving of the building as requested, so you will have to let it rest as is for the time being. In the meantime we will work on that proposition with the expectation of having this settled so that we can do the work next spring.

In regard to the rental of Koski's tractor - for a D-7 and dozer we charge them out at the rate of \$40.00 per day for an 8 hour day which figures at the rate of \$5.00 per hour. As explained to you and Koski, we figure this amount is actual cost of repairs with nothing allowed for wear and tear, in view of which a dollar or two an hour more for Koski would not be out of line. As Koski is the only person in or near Ruby with a tractor for hire, it will not be necessary for him to sign a contract. All that will be necessary is for you and Koski to agree on a price per hour as outlined above and when you send in the time for the tractor, send a public voucher signed by Koski with it. The voucher is the same as those signed by roadhouses, N. C. Co., etc for their bills.

Due to the shortage of funds, do not use Koski's tractor any longer than is absolutely necessary.

We are still trying to get you a cook but to date just haven't had any luck. Will keep on trying and do the best we can.

Reference our conversation in regard to your rate - the \$1.85 was correct as advised, new rate takes effect July 7th.

Very truly yours,

Frank Nash,
Superintendent

FN/d

Long Creek.

Aug. 3.

ARC,
Fairbanks

Last week our cook, Lee E. Lane, was granted an old soldier's pension of 72⁰⁰ per month. This week our cook succumbed to that grant with ideas of grandeur, rest, and the urge to take it easy from here on. Result: No cook.

Ralph Kinney, whose address is enclosed, cooked near here for the Greenstone Mines. He has a good reputation as a cook and "does not drink on the job," whatever that means. He does, at least, understand the conditions here, is orientated as the G.I. majors would say, and may be a good bet if you have chosen no one else.

If agreeable, with you kindly get in touch with Ralph Kinney, Deluxe Rooms, Fairbanks. If he is given the job please have him sent to Long Creek direct rather than by Ruby.

To make a long story short: We need a cook.

Many thanks.

Cranston.

MR. Nash

Ruby. July 29.

We regret very much that this, your letter of the 21st, was sent common mail and did not reach us until today, the 28th. This explains the apparent delay in promptly replying.

The new "Affidavit of Non-Affiliation" forms have all been signed but are awaiting the return of a notary for proper notarization. The old forms will be promptly destroyed.

It will be a pleasure to have you in camp in the near future. We are, and will be, camped at Long Creek awaiting your arrival. They now have a fine field there, far better than that of Ruby. Ruby, however, has three out-flights each week whereas Long Creek has none scheduled. It would, therefore, be the better way to land at Long Creek as you suggest and take off from Ruby if you're in a hurry. And I know darned well you will be.

We repeat our regrets at not having gotten your letter sooner but look forward eagerly to your visit here.

CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 21, 1947

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

Dear Sir:

Enclosed herewith you will find a number of revised "Affidavit of Non-Affiliation" Forms.

All men now employed and any employed in the future must sign and have notarized one of the Forms. Therefore it is requested that you have these Forms completed by the following men and return them to this office as soon as possible.

- ✓ Robert W. Cranston
- ✓ Claude Demoski
- ✓ Joseph Dlouhy
- ✓ Henry Ervasti
- ✓ George T. Harrison
- ✓ Robert Kennedy
- ✓ Lee E. Lane
- ✓ Donald M. Long
- ✓ Frank Mackey
- ✓ Joseph Notti
- ✓ Freddie Olin, Jr.
- ✓ David Purkeypile
- ✓ Lester A. Sweetsir

All they need to do is sign the Form with pen and ink as given above, on the line above the word "signature" and have it notarized.

If you have any of the old Forms in your possession, destroy them.

I intend making a trip to Ruby in the near future. If you are camped at Long Creek or beyond, it would probably be better for me to go to Long Creek then return from Ruby. How about it? Let me know as soon as possible.

Very truly yours,

Frank Nash
Per. H. W. Douglas
Frank Nash,
Superintendent

FN/d
Encl.

Oyer

Long Creek, July 26th 1947.

MR. NASH,

This is written in compliance with Mr. Richardson, the bearer's, request, and is relative to Diesel Fuel and Gasoline he now has on his Greenstone Mine properties and which he thought we may profitably use here.

Last season Mr. Richardson kindly loaned us 20 BBLs. of urgently needed Diesel. This season we repaid him 10 BBLs; our own shipment not arriving in sufficient quantities to permit the payment of the balance. We, therefore, now owe him a balance of ten barrels; settlement on and for which he asked deferment until the final settlement of his other affairs here and prior to his departure for further mining operations in Fairbanks.

We have gone into none of the details of his present offer and have, of course, made absolutely no commitments. We do know he offers 11 BBLs of Diesel and 7 BBLs of Gasoline for our use here and to be replaced there. In fact, he also wishes that done on the 10 BBLs balance due him from us. We might add we stand ready to replace this 10 BBLs here if necessary and upon your advice.

There continues much doubt as to the fuel situation here and most users are short. Rumor has it that the Alaska Run will make no fuel deliveries until some future, indefinite date. If you consider Mr. Richardson's offer to our advantage we will undoubtedly need the fuel and to assist you in any decision you wish to make we hand you herewith a statement of fuel supplies as of this date.

CRANSTON.

Report of Supply, Receipts, Consumption:

Gasoline. (As of July 28th 1947)

ON HAND, Close of Season 1946:

By 1st Boat, ALASKA Rwy. 30 BBLs
 " 2nd " " " 40 "

43 BBLs.

TOTAL -

70 "

113 BBLs.

Supply: ON Govt Hill, RUBY. 50 BBLs.
 At Long Creek Garage 4 "
 " Ruby Garage. 5 "
 " Sakatna Camp. 8 "

TOTAL ON HAND, July 28th

67 BBLs.

Consumption, Gas: APR. 24th to July 28th

46 "

TOTAL.

113 "

Diesel Fuel: (As of July 28th 1947)

ON HAND, Close of Season, 1946: 32 BBLs.

Borrowed Greenstone Mine 20 "

1947. 52 "

Repaid Greenstone 10 "

TOTAL

42 BBLs.

By 1st. Boat, ALASKA Rwy. 20 BBLs

" 2nd. " " " 20 "

From Black Navigation Co. 8 "

TOTAL

48 "

90 BBLs.

Present Supply.

ON Govt. Lot, RUBY. 26 BBLs.

Ruby Garage 5 "

Long Creek Garage 10 "

At. 14 mi- 3 "

Supply ON HAND - TOTAL. July 28th

44 BBLs.

Consumption Diesel, APR. 24th to July 28th

46 "

TOTAL

90 BBLs.

ALASKA ROAD COMMISSION

MEALS AND BEDS FURNISHED TO EMPLOYEES OF THE ALASKA ROAD COMMISSION DURING THE

Month of ✓ July, 1947, by ✓ RUBEN ALASKA at RUBEN ALASKA.

Date	Breakfast	Dinner	Supper	Beds	Signature
<i>Individual Time Roll. Pay Period: July 7th to July 20th, 1947.</i>					
<i>Name: OHIN, Freddie, JR. Occupation: TRUCK DRIVER. Rate: 1.35 HR.</i>					
<i>July 10</i>	<i>0</i>	<i>HRS</i>	<i>1 meal</i>	<i>1 Bed.</i>	
<i>11</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>12</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>13</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>14</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>15</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>16</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	<i>Charge 38 A.</i>
<i>17</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	<i>Hauling Gravel.</i>
<i>18</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	<i>80 HRS.</i>
<i>19</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>20</i>	<i>8</i>	<i>"</i>	<i>3 "</i>	<i>1 "</i>	
<i>TOTALS.</i>	<i>80</i>	<i>HRS.</i>	<i>31 meals</i>	<i>11 Beds.</i>	
<i>Total Hours worked during month:</i>					
<i>Eighty Hours. (80 HRS)</i>					
<i>I certify that the above is the total time</i>					
<i>worked by the employee and that the time</i>					
<i>was written up by me daily.</i>					
<i>RUBEN ALASKA</i>					
<i>FOREMAN.</i>					

	RATE	AMOUNT
Total _____ meals, at _____		
Total _____ nights lodging at _____		

Proprietor.

Parties furnishing meals and beds must satisfy themselves that persons signing this form are employed by the Alaska Road Commission and are authorized to secure the accommodations. Any meals and beds signed for by an unauthorized person will not be paid for by the Alaska Road Commission. Persons signing for meals or beds will fill out the column with

July 7th to July 20th, 1947.

	Meals.	Bed.
July 10	1	1
11	3	1
12	3	1
13	3	1
14	3	1
15	3	1
16	3	1
17	3	1
18	3	1
19	3	1
20	3	1

TOTALS. 31 Meals - 11 Beds.

AMOUNT	RATE

ALASKA ROAD COMMISSION

MEALS AND BEDS FURNISHED TO EMPLOYEES OF THE ALASKA ROAD COMMISSION DURING THE

Month of ✓ August, 194✓, by ✓ at Robu, ALASKA.

Date	Breakfast	Dinner	Supper	Beds	Signature
<i>Individual Time Roll - Pay Period - July 7th to July 20th, 1947.</i>					
<i>NAME: Lane, Lee, E. Occupation: Cook. Rate: 1.25 HR.</i>					
<i>July 7</i>	<i>8</i>	<i>HRS. 3</i>	<i>Meals 1</i>	<i>Bed.</i>	
<i>8</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>9</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>10</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>11</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>12</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>13</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	<i>Charge: Mess- 38A.</i>
<i>14</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	<i>112 HRS.</i>
<i>15</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>16</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>17</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>18</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>19</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>20</i>	<i>8</i>	<i>" 3</i>	<i>" 1</i>	<i>"</i>	
<i>Totals-</i>	<i>112</i>	<i>" 42</i>	<i>" 14</i>	<i>"</i>	

Total Hours Worked During month:
One Hundred Twelve Hours. (112 HRS)

I certify that the above is the total time worked by the employee and that the time was written up by me daily.

R. J. Anderson

	RATE	AMOUNT	FOREMAN.
Total _____ meals, at _____			
Total _____ nights lodging at _____			Proprietor.

Parties furnishing meals and beds must satisfy themselves that persons signing this form are employed by the Alaska Road Commission and are authorized to secure the accommodations. Any meals and beds signed for by an unauthorized person will not be paid for by the Alaska Road Commission. Persons signing for meals or beds will fill out the column with the number of meals and beds received and in proper column for same.

July 7th to July 20th, 1947.

	Meals-	Beds.
July 7	3	1
8	3	1
9	3	1
10	3	1
11	3	1
12	3	1
13	3	1
14	3	1
15	3	1
16	3	1
17	3	1
18	3	1
19	3	1
20	3	1
Totals.	42 meals.	14 Beds.

DATE	AMOUNT	CLASS

ALASKA ROAD COMMISSION

MEALS AND BEDS FURNISHED TO EMPLOYEES OF THE ALASKA ROAD COMMISSION DURING THE

Month of ✓ July, 1947, by ✓ at RUBU ALASKA

Date	Breakfast	Dinner	Supper	Beds	Signature
<i>Individual Time Roll</i>					<i>Pay Period - July 7th to July 20, 1947.</i>
<i>Long, Thomas, H. Jr.</i>					<i>Occupation: Mechanic. Rate 175 HR.</i>
	<i>Route</i>			<i>no Bed</i>	
<i>July 7</i>	<i>38A</i>	<i>8</i>	<i>HRS.</i>	<i>Normal</i>	<i>Maintenance, Road.</i>
<i>8</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>9</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>10</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>11</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>12</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>13</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	<i>Change: 38A.</i>
<i>14</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	<i>112 HRS. Maintenance, Road.</i>
<i>15</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>16</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>17</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>18</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>19</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
<i>20</i>	<i>"</i>	<i>8</i>	<i>"</i>	<i>"</i>	
		<i>112 HRS.</i>		<i>no Bed</i> <i>Normal</i>	<i>WORKING IN GARAGE, RUBU. (38-A)</i>
<i>Total Hours worked during month:</i>					
<i>One Hundred Twelve Hours (112 HRS)</i>					
<i>I certify that the above is the total time worked by the employee and that the time was written up by me daily.</i>					
<i>Subrauman, Foreman.</i>					

	RATE	AMOUNT
Total _____ meals, at _____		
Total _____ nights lodging at _____		

Proprietor.

Parties furnishing meals and beds must satisfy themselves that persons signing this form are employed by the Alaska Road Commission and are authorized to secure the accommodations. Any meals and beds signed for by an unauthorized person will not be paid for by the Alaska Road Commission. Persons signing for meals or beds will fill out the column with

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

July 22, 1947

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

Dear Sir:

The enclosed is an order received from Sweetsir.

We are sending to Ruby via Black the oil as requested. However, we are not sending the motors - ARC No. 1023 had a brand new motor in it when it left here in late May or early June. How come it needs a new motor so soon? Something surely went wrong. What? It could not have worn our due to regular wear and tear in such a short time. Number 592 is an old B; believe it just as well to condemn it as to go to the expense of a new motor, etc. In addition to the above, we do not have the additional motors so you will have to get along without them.

Very truly yours,

Frank Nash,
Superintendent

FN/d

Long Creek. July 20th.

REFERENCE Individual Timm Ruhn, FORM ARC 88:

Ohid, Freddie, Jr.

This employee was discharged for a physical disability at the close of work July 1st. and his Form, ARC 88, closed and forwarded you with that notation.

He asked FOR and was GRANTED Reinstatement as a truck driver at the start of work July 11th. upon medical advice that no such disability now existed.

No new "Contract of Employment," Form. ARC 56, nor "Affidavit of Non-Affiliation" is being sent with his Reinstatement. IF, however, new ones are required they will be forwarded immediately upon advice from you.

CRANSTON.

Long Creek Camp, July 13th.

A.R.C., Fairbanks.

Attention, please, of Mr. Nash.

This is a belated report on our operations here:

While awaiting arrival of the boat with supplies we rock "balkasted" the Ruby streets, filled washouts there and on the landing field, made gravel fills between 4 mi and 6 mi. Upon arrival of the boat we made camp at Long Creek that we might work the 25-26-27 mi. sections during good weather. To enable this a gravel chute was built at a tailing dump here.

Graveling - or filling holes - commenced June 23rd. Tough - and details are not necessary. Today we completed this detail. It remains very rough and unfinished. It is vastly improved and easily passable without the "brushing" to which it is accustomed. There remains several short holes and re-surfacing in many spots due to the beating the gravel hauls have given the road. This should be completed during the week but the weather is very threatening now.

We have been forced to practically re-build 14-mi-high section due to a stuck drag line last season. This was done with our D-7, ditched with big grader. More work is required here. It remains soft, some gravel is necessary but it is, to a large extent, finished.

We had the 15-16 mile section in good condition, as attested by our fuel haul from Ruby to Long Creek in two hours - rather than last season's two days, but the miners have been hauling m.l.h.-too-heavy loads on four-wheel drive trucks during rainy weather. The inevitable result is this section is all but impassable now. We must go back with

our D-7 and rebuild this section. Material is along side, proving a good break, and too much time here may not be necessary. With the required work here completed the Road, Ruby to Long Creek, should prove in improved Repair. That, however, covers all its virtues for, in compliance with your instructions, no attempt has been - nor is being made - towards the finished product.

As to line equipment here: we requested the mechanic advise you the condition of the A.C. "K.O." dozer. We also gave him your instructions as to repairs, replacements and maintenance. This dozer broke a pinion shaft while on the relatively easy job of loading trucks at the 4-mi. pit. As he has probably advised you, were this replaced (the shaft) the tracks remain in need of replacement. We certainly agree with you 100% in not wishing to spend any sizable amount here. We have had use of this dozer only four days this season. The result has been just as we wrote you. Our daily crew expense was - and is - very high and little - if any - thing, was being accomplished in perfect weather for some definite results. Chutes had been built, our own D-7 filling washouts on the Road from Borman to Ruby, a 10-day job. It was very necessary and urgent we get out of Ruby and on the worst of the Road at 27-mi. As we wrote you at the time, we were forced to use Jack Koski's D-7. Dozer to load trucks at a cost of "not very much" to be determined upon your early expected (we hope) arrival here. This was in Ruby, and upon the return of our own D-7 we moved camp to Long Creek leaving Koski's dozer in Ruby. We used our D-7 for loading trucks here until it's forced return to Ruby for track repairs. Another trip at loading trucks here and it had to return for the same repairs. Again we were forced to use Koski's dozer which he brought to Long Creek. Our

Dozer is now in Ruby for Power Take-off Repairs, Track Replacements and motor adjustments.

We cannot possibly understand the necessity for track replacements on this dozer. New tracks, pads, etc., were on it when we got it last season in August. So were new dozer blades. We did not do two hours dozing all last season with it. The blade should not be worn but is. We used it for towing exclusively of bridge timber hauls and at slow speeds always. Despite this, and less than three months wear, the tracks, threads, pads, etc., are being replaced. We had other competent mechanics check on this; that the tracks are worn. They concur in our own mechanics opinion that they need replacements but none - including our own - can explain why. This is being done now and requires another week. We tried to baby this equipment along until bad weather but were afraid of further damage and decided to do it now.

As to the Koski Dozer: It is in none too condition itself. He explained this to us when we asked its use. It, too, has broken down several times requiring us to take our D-7 from its 14 mi. repairs to load trucks here. When I spoke to Koski about this he assured me there was no charge of any sort when the dozer was down and added: "You can't possibly operate your own dozer for what I charge you when it is running." He may be right at that. Our own operator has helped him hasten repairs. On the other hand he has been of great help to us in keeping our trucks on the road. He is here with Tilkson.

We have kept all equipment very busy including Koski's. The chutes, ramp type to permit working tailings, are very fast, the hauls long and tough. We average about 60-loads per day on

the 3-mi hauls. This isn't any speed record but the roads are rough and the trucks take an awful beating at best. The trucks are small. We have had one broken spring and one axle. Minor repairs have been made here while the mechanic is very busy in Ruby.

Our consumption of fuel - both gas and diesel - is very heavy, averaging about 40. gals. daily. In addition to this gas consumption (40. gals) we yesterday added the "K" tractor to pull the small grader. This is contrary to your instructions to "use the large grader exclusively". This is due to the D-7 going in for repairs upon the completion of which your instructions will be fully complied with. Supt. Sir got the "K" on the road for the first time since last August but firm adjustments on the tracks have been made.

We thank you for the welder. It's a honey and we have already saved over a hundred dollars. Many more will be saved. We also thank you and others for the full, prompt, action on requisitions. We are trying to keep these at the lowest possible level and continue to do so.

The size of the crew is larger than you authorized but presume you anticipated this with the addition of the trucks. They, like the equipment, are all busy but with the coming of the wet season the crew will undoubtedly have to be reduced as will the extent of the equipment used.

We hope to have you here while we're at Long Creek and hope you find living conditions nearer your desires than last season. We know you'll find the roads nearer that desire. But near enough? That's the question.

CRANSTON.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 18, 1947

Mr. Robert W. Cranston, Foreman, ARC Ruby

Mr. Robert A. Isaacson, Foreman, ARC Hot Springs

Mr. A. M. Rice, Foreman, ARC Eagle

Gentlemen:

To date no equipment sheets have been received from you for the month of May. Please forward at once.

If any of the equipment did not work during May, please advise accordingly.

Very truly yours,

Frank Nash
Frank Nash,
Superintendent

*Rec'd
7/6/47*
FN/d

June 17th.

Mr Mash,

We are trying to beat the rains to the Long Creek Black Lands and leave tomorrow, if possible, for our camp there. If we cannot get away tomorrow we certainly leave the next day.

We have asked cancellation of our 10th meat order. We have requested Ho^u be sent weekly to us at Long Creek, Peterson's Air Service, until further advice.

Our fuel has not arrived yet but we are burning daylight and simply cannot wait here any longer. That ship may never come it. We have begged, borrowed, traded and pinched, enough Diesel to get by. We have 20 drums of Gas available. We are short on lub oil, S.A.E. 30, but have several old drums here that looks like lub oil if it will only act like lub oil. We will try it anyway and watch for steam everywhere.

Lee Lane looks much better since he took a shave and a bath. He wants the job badly, needs it badly and, being dead game, I believe he will last the season. With your approval we are using him this season. He would probably croak if we didn't.

There remains much to be done in and around Ruby. It is work which, in my opinion, could be done during the wet season, being close by, and we ask your approval in getting to Long Creek as quickly as possible. And we hope quickly won't be too late.

Cranston.

RUBU. JUNE 15th.

MR. NASH

IN COMPLIANCE WITH YOUR INSTRUCTIONS WE HAVE ADVISED C.A.F.'S MR. WHITE THAT WE STOOD READY TO HELP HIM IN ANY POSSIBLE WAY AND TO CO-OPERATE TO THE FULLEST EXTENT.

UPON INSPECTION OF THE EQUIPMENT TO BE HANDLED, WHEN WE WENT UP TO THE PROPERTY ON THE HILL LAST NIGHT, WE FIND IT A MUCH BIGGER JOB THAN EITHER OF US CONTEMPLATED. IN THE FIRST PLACE, ANY MEN WE SUPPLIED WOULD STAND IDLY BY WHILE COUNTLESS DISCONNECTIONS, ETC., ARE BEING MADE. IT WILL TAKE ABOUT THREE DAYS. OUR EQUIPMENT IS VERY BUSY ON THE ROAD, THE AIR FIELD, THE GRAVEL PITS. IT, TOO, WOULD HAVE TO STAND BY AWAITING TEDIOUS AND SLOW DISCONNECTIONS. THE STUFF IS HEAVY, CUMBERSOME, HARD TO HANDLE. IT REQUIRES BLOCKS, TACKLE, ROPE, CABLE, ETC.

MR. WHITE HAS BEEN ALLOTTED 250⁰⁰ FOR THIS REMOVAL. WE, THEREFORE, SUGGESTED HE CONTRACT ITS REMOVAL WITH LOCAL PEOPLE. IF, IN EITHER OF OUR OPINIONS, THE CHARGE WAS EXORBITANT OR UNFAIR, THE COMMISSION WOULD STEP IN AND DO THE WORK. WITH THAT IN VIEW, I INTRODUCED HIM TO ALBERT AND UNDERSTAND THEY REACHED A MUTUALLY AGREEABLE FIGURE WELL WITHIN THE 250⁰⁰. HE WOULDN'T HAVE GOTTEN TO FIRST BASE WITH THE NATIVE HELP HE WAS GOING TO HIRE AT 150 FOR THEIR LABOR. AND, LAST BUT NOT LEAST BY ANY MEANS, THE VOICE YOU HEAR, KNOWING RUBU AS YOU DO, IS STILLED: "GOVERNMENT COMPETING WITH LOCAL PEOPLE. TAKING BREAD FROM OUR MOUTHS," AND ALL THAT GUNK,

CRANSTON.

Mr Robert W. Lawson

F B C Freeman

Bahay

Dear Sir

The harvest for what's head
is connected with the C.A.
and will be working at
Bahay for awhile moving
some equipment for them.

You are requested to
cooperate with him in every
way possible to aid him in
his harvest by loaning him
tools and doing some hauling
for him providing of course
such harvest does not interfere
with your road to any great
extent.

The C.F.F. have always
cooperated with us so it
is no more than fair that
we return the compliment

Wash

Ruby, June 15th.

Mr. Nash

Reference, your letter June 11th, Bids for Groceries.

Your instructions will be fully complied with. Groceries, with noted exceptions, will be purchased from Stockman's Store, effective immediately.

In this connection, purchases of groceries in broken and required lots for immediate consumption of crew working on the road with Cat. Dozers between Poorman and Ruby (Sweetsia-Mackey) have been made from the N.C. Co. as non-contract items and previous to the receipt of bids. These purchases have been held at the lowest possible levels and, in most instances, were not available elsewhere here. These men have been properly charged on the Individual Time Roll at the regular rate of .60 per meal.

Other non-contract items also purchased from the N.C. Co., mostly unavailable elsewhere, were made by the skeleton crew authorized here prior to May 25th; also prior to my arrival here and, of course, prior to accepted bids. This amounted to 160⁰⁰ (approx) and those men (Sweetsia, Mackey, Harrison, Dlouhy) were duly charged the full amount of 160⁰⁰ (approx) on their time rolls; that is, with the exception of 10⁰⁰ (approx) in returned supplies.

Other non-contract items have been purchased from the N.C. Co. prior to receipt of bids for immediate consumption by others of the crew. (Cranston, Dlouhy, McCarty, Kavasti). These were also in broken lots and charged on the Time Roll against these men at .60 per meal.

Cranston.

Cranston

When will you want
some fresh meat sent down
there? Where shall we
send it etc? Peterson
Flying Service advise
Friday is their meat day
to that section of the country

Nash

MR. NASH We will advise you when we decide definitely where our
first camp will be. We cannot tell for another week or until after
the boat arrives with some supplies and our fuel. This boat should
arrive any day now.

In the meantime please have about 10th a week sent to
us at Ruby. Any thing over that weight would only spoil and
we will advise you when that order should be increased, when
we will want it, where to send it, etc.

Many thanks.

Cranston.

June 15th.

David has probably been advised by his Father that he could drive a truck for us here if he was in Ruby. The Commission paid his Flight fare to this point last season and after a few weeks work he quit his job. The guy is also subject to being fired at any time. Unless you feel otherwise we can no doubt use him, if and when he arrives in Ruby, as a truck driver.

Cranston.

Reference Long, Don.

Tommy Long will probably ask for work with us when he arrives here. Application has been made for truck driver by men being layed off by Fire Patrol shortly. Unless you feel otherwise we will not need him right now. I, myself, drive one truck; Bob Kennedy, another; Demoski drives one when not operating the A.C. Dozer; Harrison one when not operating grader. We will need two truck drivers soon. If Long wants to take a chance on coming to Ruby at his own expense we could provide a laborers job until a truck drivers job is open.

Cranston

Will tell David the
dope

June 15th.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 11, 1947

Mr. Robert W. Cranston, Foreman,
ARC, Ruby, Alaska.

Dear Sir:

Young Purkeypile was in this morning inquiring about work with you. How about it, do you want him?

Also, have another one here wanting work down there as a truck driver, Donald Long. Do you want him?

Advise as soon as possible.

Very truly yours,



Frank Nash,
Superintendent

FN/d

over

Harsco Corp Helper

Port Smith Arc Welder

To Ruby Ser # 211257

Walt Motor type DC 4 Ser #

36535 To

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 11, 1947

Mr. Robert W. Cranston,
Ruby, Alaska.

Dear Sir:

Effective immediately purchase groceries from Stockman as per the enclosed list.

The exception being Items 10, 11, 13, 14, 15, 16, 24, 29, 33, 34, 48, 52, 53, 56, 57, 58, 60, 69, 73, 82, 83, 87, 90, 93, 106, 113, 114, 115, 116, 117, 119, 120 and 121, all of which have been crossed off of the list.

Stockman was low bidder on all items except 3, in view of which we must accept his bid for the items as listed.

Items that have been crossed off of the enclosed list and other grocery items can be purchased in open market from either the N. C. Company or Stockman. If such items are purchased from Stockman, they must be invoiced separately - in other words - contract items must be billed separately from non-contract items.

Very truly yours,

FN/d
Encl.

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 11, 1947

Mr. Robert W. Cranston, Foreman,
ARC, Ruby, Alaska.

Dear Sir:

Young Purkeypile was in this morning inquiring about work with you. How about it, do you want him?

Also, have another one here wanting work down there as a truck driver, Donald Long. Do you want him?

Advise as soon as possible.

Very truly yours,

Frank Nash,
Superintendent

FN/d

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 10, 1947

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

Dear Sir:

Enclosed herewith please find Forms No. 1034, Voucher.

Please have Warner sign one of these and return to this
office as soon as possible.

Very truly yours,

FN/d
Encl.

Frank Nash,
Superintendent

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 13, 1947

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

Dear Sir:

Reference your letters of June 8, we are sending you some adjusting screwsm stabilizer links and oil seals as ordered for Nos. 514 and 593.

In checking over your order of May 27, it is noted that you ordered track rail assemblies and quite a few other parts, all of which will run into a considerable sum of money. This matter has been discussed between the mechanics, Mr. Taylor and myself, and we have come to the conclusion that we will not put that much money into repairing those two tractors. Hereafter only minor repairs will be performed on them and they will be run until unable to run any longer, then they will be condemned. We have two "k's" up here which can be robbed of parts to keep them going for awhile. You should continue using them as is, until you can get no more use out of them with the idea in view of keeping the one with the dozer running as long as possible. In other words "beach" the "K" first and rob it of parts to keep the "KO" going as long as possible.

As those two cats are not of much use to you, we cannot see where you will have much use for your 8 foot grader, so we are cancelling cutting blade, etc. you ordered for it. Use the D-7 and 12 foot grader exclusively.

We have ordered another carload of fuel for you - 30 drums of deisel and 30 drums of gasoline; this should keep you going through the season and have a good start for next season. We are also sending you one "KO" Parts Book. We do not have any "K" Parts Books.

As to buying gas drums from the PAA that is unnecessary as we have hundreds upon hundreds of them up here.

Very truly yours,

Frank Nash,
Superintendent

FN/d

M.A. Nash,

In the event you are short of Gasoline Drums the P.A.A. has about 150 white iron (galvanized) drums here in excellent shape. They were brought down from the Air Field. These - or any part - may be obtained at 4.00 each.

It looks like a good deal. This price, however, is as rumored here and would require confirmation from the P.A.A., Fairbanks.

CRAWSTON.

George Black let us have eight drums of Diesel Fuel subject to replacement or agreement with you as to price. Also, 6 SKS. Spuds @ 10¢. He said he was going to see you about bringing some Gas and Diesel down next trip he makes. We owe Richardson Mines 20 of the 40 drums being sent Alaska Rwy. This leaves us but 20 for operation. Black claims MENAWA filled with groceries and such cargo and he doubts they will bring any fuel for anyone. It may be a sales talk. On the other hand it may not be.

A.R.C. GARAGE.

June 8th., Ruby.

FAIRBANKS.

Reference to CHAINS (TIRE) FOR TRUCKS just ARRIVED here by
Geo. Black's BARGE: NONE were Received and are URGENTLY needed.

Set DUAK - 750-20 (3449). A.R.C. No. 1564.

" " 825-20

ARC No. 1234.

" " 750-20

ARC No. 1023.

} Geo. Black's boat re-
turns here in 10 days.

We would appreciate your kindness in sending these by that boat.

Reference our requisition, May 27.

IF TRACK adjustment nuts and bolts are sent us we be-
lieve this tractor could be put at work. (Inside and outside bolts with
nuts) These are used for tightening or adjusting tracks. Used ones
would serve. Charge A.C. K. TRACTOR, ARC No. 514. Please send these
AIR EXPRESS.

Reference our "Rush" Requisition of June 5th:

A.C. "K.O" TRACTOR (Converted). ARC. No. 593.

X 2 only. (R-1) Stabilizer link Assembly. (includes 11 and 12)

X PARTS BOOK No. 37649. (See Plate 21)

✓ 2 only. Oil SPAN

X PARTS BOOK No. 37675

Used parts will do and, if available, please RUSH AIR ex-
press. Repeat ORDER. Do not Duplicate.

Many Thanks.

CRANSTON.

Charge Route 38-A. Ruby.

Mr. Nash

June 8th, 1947

Thanks for the trucks arriving today. With exception of bad tracks on one and puncture on another, they're good. Black also has some Diesel he may let us have if replaced. Bought 6-sacks of Spuds at 10 cents. None available here at 14-cents. Borrowed a transfer pump to be returned. Wastage of Fuel here a disgrace.

We have requests no action on Cook until he has written you. We have already two applicants here, are not ready yet, and will request one be sent here only if necessary.

You will note the extent of our crew by Time Sheets herewith. Lester and Mackey are at work on the Salama - Long Creek - Ruby Road. Harrison grading with lean wheel when we have something to pull it with. He is on the Adams patrol when not grading. DeMasi is on A.C. Dozers. Drive truck when not operating. Bob Kennedy on truck. Good man. Shuby is building chutes, culverts, docking repairs, etc. Ervasti, Laborek, on culverts, ditching, sweeping roads. Notti, a Laborek. And a good one - thus far, on rock and gravel pits.

No parts for the A.C. equipment + last season's close arrived. In view of the "economic pinch" this is easily understood and, at that, it may be advisable to forget them all (and I bet you have). We will run into the same snag we did last season. By the time expensive repairs and replacements are made the season is over. We will, therefore, order only as parts actually break or wear out. There are small items which, in our opinion, should be sent as they are tying the equipment up. For instance: idler adjustment screws (H & R) ^{7 TRACK BOLTS -} FOR TRACK ADJUSTMENT ON "ACK" TRACTOR, ARC No. 514; AND OUR RECENT REQUEST FOR 2 (H & R) STABILIZER LINK ASSEMBLY FOR "ACK" DOZER, ARC. 593. Used parts would serve as well. This applies to just about any order we send. These parts should be sent by AIR, another very urgent and

VERY NECESSARY thing ARE CHAINS FOR THE NEW TRUCKS. ARC. 1564. Dual 750-20 (34x7).
ARC. 1234 - 825-20 Dual; 1023 - 750-20 Dual. These were requested and supposedly
placed in cargo when I was there. They may be on the "NANANA". We expected
them by Black. Both Lonsbury and Mc Knew about these requirements and the
shipment may have gone astray. TRACING might help. They are not listed on
Black's boat memo, copy of which we hand you herewith.

As to the A.C. equipment: The "K" TRACTOR may be on the road with
adjustment screws (or ^{TRACK} bolts) for the tracks. Used parts will do. (Refer to
our order, May 27th) ARC. NO. 514. NUTS should be included with these.

The "KO" (converted) may be back on the road with our hurried
order of June 5th. FOR 2 (L-R) Stabilizer link Assembly with 2: Oil
Seals. (See Plate 2'). Again, used parts would do. These are not heavy, are
small and, like the TRACK bolts for the "K", should be sent by air. We
need these TRACTORS URGENTLY to put graders on the road while this
good weather lasts. We have written the Garage relative to these items. This
is for your information only.

The D-7, Dozer Cat, with Sweetser and Mackey have worked the
road from Boorman to Ruby, just returning here in good shape -
Thank God. They have repaired the Spanghe Creek approaches, fixed all
washouts and report road in fair condition with exception of the
flats between Salatina and Boorman. They say it's a lake. The bridges
are all good but there are two drag lines here in Ruby to go
out soon. Poor bridges.

Making the cat do this very necessary work has kept us with-
out a dozen for gravel and rock chute built here at Ruby. As a
result we have had to use Jack Koski's D-7. Cat in order to fill

the heavy Air Field washouts. We have also had to practically ROCK
 GALLAST the RuBy streets which had all but washed out. The CRU here
 WAS SO STRONG that the Commission came to their aid that we felt
 justified in acting without your authority permitting us to use Koski's
 tractor. He Realized the urgency and when asked what his charge
 per hour would be replied: "It won't be very much. You just make
 your own price." Of course we couldn't do that and we agreed to
 wait until you came down or advised us by letter.

Be assured we will not make a practice of this. There are
 times when we will probably be forced to use his Cat. Our crew expense
 is too heavy to permit hand loading. We averaged thirty loads per
 truck per 8 hrs from the chute built here. It has taken ten days
 to fill the RuBy and air field washouts. We also had to knock
 the center and sides down on the short-cut road to the field. We
 were burning our two trucks up on the long haul road. This
 is Air Field expense and is so distributed on our Time Sheets. we
 had to rebuild the unloading ramp here with rock before Black
 could unload. Thus you will see most of our time has been con-
 centrated on the Air Field, RuBy Streets, the unloading ramp and a
 very efficient rock chute. We have also pulled the sides in with the
 grader to the five mile post. Tomorrow we build the gravel chute
 at the 4 mi. pits. We hope to move on to 14-mi. camp within a
 few days. We are trying to make the 26-mi. heavy holes while the
 sunshines. You can't haul gravel there when it's wet. We must also do
 some slow-motion corduroying but if the weather holds good we
 may be saved a lot of it by graveling.

Cranston.

(3)

(Garage)

No parts book here on Adams' Loan Wheel Graders. No parts numbers available:

Model. Adams Lean-Wheel Grader No. 83. A.R.C. No. 472.

2 A- Mold Board Shoes. (or Cutting Bits or Corner Blades)

4 A- " " Cutting Blades - 8 ft.

Please include sufficient bolts, etc.

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 10, 1947

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

Dear Sir:

I am in receipt of a letter from Lee Lane, advising that he does not think he had better tackle the cooking job this summer.

Can you get a cook down there or shall we send one from here?

Advise as soon as possible.

Very truly yours,

Frank Nash,
Superintendent

FN/d

Mr Frank Nash
Dear Sir -

R. E. Lane
Ruby Alaska
June 8-47

Bob Cranston asked me to write you and let you know if I was able to go through the season or not that is a thing I could not give my word for so you had better send down another cook. I am feeling pretty good at present and hate to give up but do not want to slow things up in any way Bob may be able to give me a few days work at something else

I Remain yours Truly
R. E. Lane

GARAGE, A.R.C., FAIRBANKS.

RUBY, June 4.

Attention, please, of Lloyd Ponsbury:

Required (VERY URGENT. BY AIR, please)

CHARGE, Route 38-A- RUBY- A.C. K.O (Converted to GAS) TRACTOR (Dozer),

A.C. Dozer No. 6729 - ARC No. 593.

Lloyd: We are urgently in need of the parts below and, if available, ask you send by first plane. This tractor is out until we can get these. The Cat-D.7. is working out of Long Creek We, therefore, have no tractor here in Ruby and want to leave Far Road Camp just as soon as the boat arrives with our trucks.

Please tell Mr. Nash the road is in fine condition all the way to 14-mi. That is, for trucks - not tractors. Please also tell Johnny Bell to send (air) six good Fatking axes. These we have here are N.G. for fast corduroying; if such a thing as fast corduroying is possible.

These items have not been previously ordered so there is no danger of duplication.

2- No. 37649 - Stabilizer link Assembly.

2- No. 37675 - Oil Seal

(37649 includes 11-12) See Plate No.

Many Thanks

Bob Cranston.

I. W. PURKEYPILE

General Merchandise

POORMAN, ALASKA

June 4, 1947

R. Cranston
Ruby, Alaska

Dear Mr. Cranston:

Your letter received, and your frank statements were sincerely appreciated. We are sending David all the dope and advising him if he does come down he is to do better than he did last year. He is very anxious to learn the grading work. He seems to be good at most any kind of driving, and I think he will pick it up very quickly.

David is at present driving a heavy dump truck at Sadot Field and getting 15⁰ per hr - but is apparently not satisfied with the job. One thing he mentioned that he didn't like was so much reel tape - checking in, and out and filling out a lot of reports. It is my opinion that he will take a chance on the Road Commission and be down to see you in a short time.

Thanks very much for your kind consideration.

Yours very truly,
I. W. Purkeypik

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 3, 1947

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

Dear Sir:

Please advise by return mail as to the name, make, serial number, etc. of the dozer on the D-7 that is at Ruby. Is it a straight or angle blade?

Very truly yours,

Frank Nash,
Superintendent

FN/d