

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 29, 1947

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

Dear Sir:

Reference your letters and orders May 25 and 27.

Thanks for the time sheets and Contracts of Employment, etc.; that helps some.

I would have a "heck of a time" explaining to Juneau how any emergency existed down there to justify the paying of a total of 120 hours overtime between May 12 and 25. It just couldn't be done.

Haven't opened the grocery bids yet - haven't had time but will open them today.

If you figure you will be at Ruby for some time, why not start a mess house in the warehouse? That has been done before.

From your letter and other information received, it is believed that it would be unwise to put Lee Lane to work, so if possible, pick up a cook down there, if not, we can send one from here.

In regard to one of your orders; we do not have 3 gasoline transfer pumps to send you, so will only send one at this time. Some few days ago we ordered 70 drums of gasoline and 40 drums of diesel fuel from Seward, they will reach Ruby whenever the Alaska Railroad decides to haul them down the river. Am cutting your order for two barrels No. 10 Lub. Oil to one barrel - that should be enough to run you for the year. At this time we have no ditching powder. We will back order that and send when available.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



(1)

GARAGE, A.R.C., FAIRBANKS.

Items previously <sup>ON</sup> Requisition but not received to this date. Please check shipping memos and do not duplicate.

A.C. TRACTOR - Model K-3131 - ARC No 514 - Route No. 38A.

No. 036078. 2. TRACK Rail Assembly - 34 - links. (Including items 2,3,6,7,8)

- o 35574. 272. TRACK Bolts
- 38234. 272. High NUTS (was formerly Part No 35573)
- o 36442. 68. Grouser Shoes - 15 inch.
- o 36250. 2. Front Idler Assembly. 042200 -
- o 37207. 2. Release Spring Bolts (INNER 59 1/2 inches long)
- x 045113. 4. Spring Bolt BRACKETS

assembly

AC Dozer Model K.O. (converted) 6729 - ARC No 593 - Route 38A.

TRACK FRAME Group:

- No. o 37949. 1 Outer Channel - left.
- x o 37950. 1 Outer Channel - Right
- o 37951. 1 Inner Channel - left
- o 37952. 1 " " Right.
- x o 37148. 1 Top Channel left
- x o 37149. 1 " " Right
- o 37536. 2 Spring Seat
- o 78259 { 4 Cap Screws 5/8" x 2"
- 4 Hex Nuts 5/8" N.C.
- 4 Lock Washers. 5/8" Heavy.

(Continued)



②

No. x 035870- 2 - SPRING Top.

Y 035871- { 2 - " " Pins.

4 - Cotter Pins,  $\frac{3}{16}$ " x  $1\frac{1}{2}$ "

No. x 037152. { 2 - U- Bolt.

8 - Hex Nut -  $\frac{3}{4}$ " N.F.

4 - LOCK WASHERS  $\frac{3}{4}$ " HEAVY.

No. x 037207 2 - Release Spring Bolt - INNER -  $59\frac{1}{2}$ " long.

x 045113 4 - Spring Bolt Bracket.

(013467) { 8 - Cap Screw  $\frac{5}{8}$ " x 3"

8 - LOCK WASHERS,  $\frac{5}{8}$ " HEAVY.

No 036078 2. TRACK Rail Assembly.

34. links (including items 2-6 inclusive).

No. 35574 272. TRACK Bolt

38234 272. High Nut

036442 68. Growler Shoe 15 in. (Standard Equipment)

Model. A.A. Ford Dump TRUCK. ARC No. 1177.

assembly  
See Note



Sunday, May 25th, 1947

Mr. NASH

- ① Herewith Contracts of Employment, all notarized. You will please note all dates are left open in accordance with your instructions.
- ② Individual Time Rolls of Sweetsir, Mackey, Doughty, Harrison Segregated as to pay roll periods as instructed. In addition to these rolls of total time of these men, 30 hrs overtime each is claimed for the period, May 12th to May 25th., a total of 120 hrs. most of which is at the time and a half on Saturdays and Sundays. I told the crew that, in my opinion, you would under no circumstances allow this even at the end of the season. This is mentioned here only as an item of information. This overtime is, of course, in addition to that at the regular Saturday and Sunday overtime rate.
- ③ Completed bids herewith from N.C. Co., and Stockman's Store. The Bishop Mt. Trading Co was given the refusal of a bid. They were not prepared to meet the units required. This is Stan Nicolls Co.
- ④ Conditions here are, as expected, bad; but nothing like you were led to believe. No bridges are out, the approaches sound. There are some washouts, blisters and soft spots, just as there are everywhere. The landing field is not too bad. We landed with ease. There are, however, rut-washes. About all we can do is to fill these, grade the Runway with fine gravel just as they did at Weeks Field. This we commence immediately.
- ⑤ Am sleeping at the Road house at 1<sup>st</sup> pea right. The Road house charges for meals here are excessive and we may be working from Ruby base quite a while. I am Siwashing this season. Going OK.  
We have advised the crew that meals at sixty cents each, three per day, will be charged against them until the amount of groceries, etc. purchased from the N.C. Co., amounting something over \$150.00, is fully paid. (No invoice yet). This they agreed to. They had to.
- ⑥ The equipment, including the D-7, thank God, is in fairly good condition and usable. The AC "K" is out awaiting tracks ordered last spring. A new order herewith. Please do not duplicate. A previous order was for A.C. "K" parts sent in last spring. A new order herewith which must be guarded against duplication. Two of the three trucks are running if we can just keep them running. We hand you herewith Equipment Time Sheet for the only equipment used in repair, the Cat, D-7. I might add the A.C. Dogen is in running condition and will be used chiefly in the gravel pits.
- ⑦ Lee Lane doesn't look strong enough to cook and some objection is raised as to his weakened actions in and around the food he is preparing. I again asked if he was able to work and he just doesn't know. We couldn't put him to work anyway for a while and I am reasonably sure we can get another cook here. This is merely for your information and not requesting a cook be sent here.
- ⑧ We will need Diesel Fuel at your first opportunity. (50 DR.) and, while we have some gas on hand, a 50 DR. shipment may be made at that time. Proper requisitions will be made for these.
- ⑨ Concluding, things do not look nearly as bad as last season. We have no timbers to haul (at 3-mi. per hour), no bridges to build, and with some decent breaks in the weather, we may make a good showing. I can just hear you say: "Brother, you'd better."

Cranston.



Time Sheet  
A R C at Ruby, Alaska

	May	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	TOTAL			
Lester A. Sweetsir		8	8	8	8	8	8	8	56	hrs	plus	board
Frank Mackey		8	8	8	8	8	8	8	56	"	"	"
George Harrison		8	8	8	8	8	8	8	56	"	"	"
Joe Dlouhy		8	8	8	8	8	8	8	56	"	"	"

Frank Nash:

Please send me 3 gas pumps to pump fuel from barrels to trucks, etc.

*Lester A. Sweetsir*

*See Bagdad  
Time Sheet  
M*



Ruby, Alaska  
May 7, 1947

Mr. Frank Nash  
Alaska Road Commission  
Fairbanks, Alaska

Dear Mr. Nash:

There is no decking for four bridges. Do you want me to get decking at the mill here to be hauled out now, or wait until summer?

Ophir Creek bridge timber has been hauled. We're leaving now with Greenstone and Midnight bridge timbers.

Please send me the following parts:

Caterpillar - D 7	Machine no. 9G4788	A R C No. 1244
1B150 -- Bolt *** 2	4B1124 -- Nut *** 2	

The enclosed sheet contains our time up until May 4th.

Sincerely,



Lester A Sweetsir

runway  
The/planking on the Sulatana bridge is all torn up and busted from the cats freighting across it. Do you want me to haul out new planking for it?







DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 20, 1947

Mr. Lester Sweetsir,  
Ruby, Alaska.

Dear Sir:

Reference your letter of May 16, in regard to washouts,  
etc. on the road and on the airfield.

Can any of these be repaired with the tractor/dpzer  
and/or grader? If so, go ahead and fix them up as soon as  
possible. The one job that you should do is fix the washout  
on the airfield. So in view of the above, you can continue  
to work until Cranston's arrival which will be early next week.

No doubt you will be able to find enough to keep you  
busy until Bob gets there.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska  
May 16, 1947

Mr. Frank Nash, Supt.  
Alaska Road Commission  
Fairbanks, Alaska

Dear Sir:

The two, three, ten, eleven, twelve, seventeen and nineteen mile stretches of the road are almost completely washed out. There are holes five to fifteen feet deep. There is a washout on the airfield here at Ruby that is about four feet wide, one hundred and fifty feet long and about one to two feet deep.

We are on our last trip of timber hauling.

Heard Cranston won't be here until the first boat comes. Can we continue working on the road from town to the field, or do we have to lay off. We would like to keep on the payroll, if we can.

We will be needing diesel oil on the first boat.

While we were on the road we bought food on the A R C account at the N. C. Co. We got around \$140.47 worth of groceries there. I am enclosing on a separate sheet our time up until May 11th (from 5th to 11th incl.) We boarded on A R C food on these days. *This Will Be ALL The Groceries Needed for the Timber Hauling.*

Sincerely,

*Leslie A. Sweetser*







DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

May 7, 1947

Mr. John M. Short,  
Alaska Fire Control Service,  
Ruby, Alaska.

Dear Sir:

Reference yours of May 2, signed by yourself and other residents of Ruby, in regard to snow removal on the road to the Airfield and on the Airfield.

The matter of snow removal on the Airfield is a Territorial proposition on which the Alaska Road Commission can spend no Federal funds and as no Territorial funds have been allotted for this year, this is a matter that is beyond my province to authorize.

Also, no Federal funds have been appropriated for the coming year so we are very short of money and snow removal on the road to the Airfield cannot be authorized at this time.

The benefits realized from such work is fully realized and I am sorry that your request cannot be granted in full.

However, such propositions can and are usually handled in the following manner: the interested parties furnish the fuel, gas, oil, grease and pay the operator's wages and the Alaska Road Commission furnish the equipment. Therefore, if the citizens of Ruby are willing to furnish the fuel and pay the operator's wages, you are authorized to use Alaska Road Commission equipment to perform the work, providing a good, competent operator runs the equipment.

If this is done, please advise this office as to how many days each piece of equipment is used, stating how many days on the road and how many days on the Airfield.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska,  
May 2, 1947.

Mr. Frank Nash, Superintendent,  
Alaska Road Commission,  
Fairbanks, Alaska.

Dear Sir:

Plane landings on the river ice at Ruby will not be possible in another few days. Landings on skis only at the Ruby Field on the hill can be made, but there is too much snow on the road between the field and Ruby to drive a truck over it; furthermore, the more snow that is allowed to melt on the field, the longer will be the period when neither ski or wheel take-offs will be possible.

The mines and their trade center, Ruby, depend especially on air transportation at this time of the year.

We hereby petition the Alaska Road Commission to remove the snow from the field and road to the field, to allow them to dry quickly.

Ruby Freighting Co.

by Albert M. Yrjana

Sig Wiig

Sig Wiig

Bishop Mountain Trading Co.

by John J. May

John Koski

John Koski

Post Office

BY Gertrude M. Luutsari

Yours very truly,  
Alaskan Fire Control Service

by John M. Short

Yukon Air Service

by Stephen V. Mieloff

Northern Commercial Company

by George Bernmaster

A. J. Stockman Store

by Ed Busk

Ray Peterson Flying Service

by Ray Peterson



Ruby, Alaska  
April 10, 1947

Dear Mr. Nash:

There is no oxygen in town and I want to cut holes in the track pads to release the pressure when the snow gets in the tracks.

Sincerely,

*Lester A. Sweetsir*

Lester A. Sweetsir



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 9, 1947

Ruby Freighting Company,  
Ruby, Alaska.

Attention: Mr. Albert M. Yrjana

Dear Sir:

Reference your letter of April 5, will settle for the timber by some means during the coming summer.

To date no appropriations for road work in Alaska have been made by Congress. In view of which we have no idea as to when we will get started or how much work we will do down there this summer.

Very truly yours,

Frank Wash,  
Superintendent

FN/d



Ruby, Alaska,  
April 5, 1947.

Mr. Frank Nash,  
Superintendent, Alaska Road Commission,  
Fairbanks, Alaska.

Dear Mr. Nash:-

We wish to report taking a piece of Used Hemlock Bridge Timber  
Size 8x10 -7 Feet long , for a beam on our sled. We had broken ours and that was  
our only hope . We will exchange work on pay for this - whichever you say.

We are all anxious to know when the ARØ is coming down here, and  
how much work is to be done on the road this year.

With best regards,

*Albert M. Yrjana*  
Albert M. Yrjana,

**Ruby Freighting Company**  
**Ruby, Alaska**



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 7, 1947

Mr. Lester Sweetsir,  
Ruby, Alaska.

Dear Sir:

Reference your letter of April 3; due to several factors hesitate sending oxygen to Ruby at this time unless it is an absolute case of necessity. Advise if this is real urgent.

In regard to moving the timbers, use as much help as is necessary, but hold down costs as much as possible.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska  
April 3, 1947

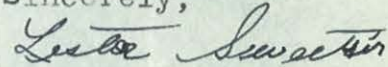
Mr. Frank Nash  
Alaska Road Commission  
Fairbanks, Alaska

Dear Sir:

Will you please send me down one tank of oxygen as soon as possible.

Also, how many men am I allowed to have to do the timber hauling? I would like to have two men besides myself.

Sincerely,



Lester A. Sweetsir



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

February 18, 1947

Mr. Lester Sweetsir,  
Ruby, Alaska.

Dear Sir:

Reference your letter of February 11, 1947,  
in regard to hauling bridge timbers to Ophir Creek.

Okay to haul them at the time you mention,  
in fact that is really the proper time to move them  
not only to Ophir Creek, but also any others that  
you know will be required next summer.

In caching them, be sure that they are  
above high water to avoid their floating away.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby, Alaska  
Feb. 11, 1947

Frank Nash, Supt.  
Alaska Road Commission  
Fairbanks, Alaska

Dear Sir:

When I received word from Cranston last fall to haul the bridge timber out for the Ophir creek bridge the trail was already blocked.

The miners are going to freight this spring (probably the last of March or the first of April). The Miscoviches are going to start breaking trail from Poorman; Yrjana is going to start from Ruby to meet them at the same time. I would like permission to haul the timber at the same time so the two cats can be together.

Please let me know ~~as~~ soon as possible.

Sincerely,

*Lester A. Sweetsir*

Lester A. Sweetsir



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 12, 1946

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

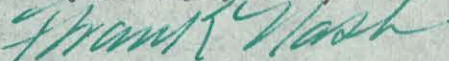
Dear Sir:

Your letter of August 3rd was good news and was glad to hear that everything was going well down that way.

While I think of it - before leaving Ruby this Fall, be sure to secure a list of all new bridges put in this year. The list to consist of location of bridge, at what mile and name of creek if any, length and width of bridge, kind of timber used and kind of foundation if on mud sills, frame bent or pile driven or both or all three.

My intentions are to get down there again some time between September 15 and 30.

Very truly yours,



Frank Nash,  
Superintendent

FN/d

*Complied with.  
Oct 12th. 1946.  
CRANSTON.*



①

Requested DATA ON New Bridges. Route 38A. Ruby, ALASKA, Oct. 12th. 1946.

LOCATION. Ruby to Long Creek Road. Route 38A.

MIle. 13-Mile

NAME OF CREEK. New York Creek

Dimensions: length - 30 Ft. Width. 14 Ft.

Timber Used: Dimensional Fir.

	4 - mud SIKHS.	8 x 20
{ Round Timber Pikes (old pikes - cut down 4 ft)	2 SWAY BRACES.	3 x 12
	10 DRIVEN Pikes.	Round - 10"
	2 CAPS.	10 x 12
	30 Decking	4 x 12
	2 CURB RAILS.	6 x 12
	6 STRINGERS.	8 x 20

②

LOCATION: Ruby to Long Creek Road. Route 38A.

MIle: 14 mile.

NAME OF CREEK: BEAVER CREEK

Dimensions: length 42 Ft. Width 14 Ft.

Timber Used: { Dimensional Fir:

{ Round Timber Pikes. (old pikes cut down 6 ft.)	2 - mud SIKHS.	8 x 20
	4 - SWAY BRACES.	3 x 12
	10 - DRIVEN Pikes.	Round 10"
	2 - CAPS.	10 x 12.
	42 - Decking	4 x 12
	2 CURB RAILS.	6 x 12
	6 STRINGERS.	8 x 20
	6 STRINGERS.	6 x 20



③

Location: Ruby to Long Creek Road. Route 38 A.

Mike: 20 mile.

Name of Creek: Long Creek.

Dimensions: Length. 36 Ft. Width. 14 Ft.

Timber Used: Dimensional Fir.	2 Mud Sills.	6x20
Round Timber Piles.	4 Sway Braces.	3x10
	2 Frame Bents.	10x12
	2 Caps	10x12
	36 Decking	4x12
	2 CurB Rails.	6x12
	6 Stringers.	Round 12"

④

Location: Long Creek.

Mike: 28 1/2 mile

Name of Creek: Bear Pup Creek.

Dimensions: Length 34 Ft. Width. 14 Ft.

Timber Used: { Dimensional Fir:	2 Mud Sills.	8x20
{ Round Piles.	4 Sway Braces.	3x12
(Old Piles cut down 6 Ft.)	10 Driven Piles.	10"
	2 Caps.	10x12
	34 Decking.	4x12
	2 CurB Rails.	6x12
	6 Stringers.	8x20



(5)

Location: Long Creek to Rosaman Road. Route 38 A.

1/2 mile: 4 1/2 mile.

Name of Creek: Monument Creek.

Dimension: length. 34 Ft, Width 14 Ft.

Timber Used: { Dimensional Fir. 2 Mud Sills. 6x20  
Round Timber Piles. 2 Sway Braces. 3x12  
(old piles cut down 6ft) 6 Driven Piles 12"  
2 Caps. 10x12  
33 Decking 4x12  
2 Curb Rails. 6x12  
6 Stringers. 8x20

(6)

Location: Long Creek to Rosaman Road. Route 38 A.

1/2 mile: 4 7/8 mile.

Name of Creek: Sprague Creek.

Dimensions: length. 30 Ft. Width 14 Ft.

Timber Used: Dimensional Fir: { 2. Mud Sills. 6x20  
Embedded in Bulk Heads.  
6 Stringers. 6x20  
29. Decking. 4x12  
2. Curb Rails. 6x12



(7)

Location: Long Creek to Poorman Road - Route 38A.  
Mile: 48 mile.

Name of Creek: Fourth of July Creek.

Dimensions: Length 23 Ft. Width 14 Ft.

Timber Used: Dimensional Fir:

	2 Mud Sinks -	6x20
Bulkheads Built	(Embedded in Bulkheads)	
Up of old	6 Stringers	6x20
Round Timbers.	22 Decking	4x12
	2 CURB RAILS	6x12

(8)

Location: Long Creek to Poorman Road. Route 38A.  
Mile: 49 mile.

Name of Creek: Spruce Creek.

Dimensions: Length 30 Ft. Width 14 Ft.

Timber Used: Dimensional Fir: 4 Mud Sinks - 6x20

Bulkheads built	(Embedded in Bulkheads)	
Up of old Round	6 Stringers -	6x20
Timbers.	29 Decking.	4x12
	2 CURB RAILS -	6x12



DATA ON BRIDGES REPAIRED OR REPLACED:

①

LOCATION: RUBY to LONG CREEK ROAD - ROUTE 38-A.

NAME OF CREEK: Flat Creek.

MIKE: 21 MIKE

DIMENSIONS: Length 22' Width 14 FT.

TIMBER USED: Dimensional Fir.

NATURE OF REPAIR: Stringers Good - Redecked; 24 Decking 4x12

②

LOCATION: RUBY to LONG CREEK ROAD - ROUTE 38-A.

MIKE. 22 MIKE

NAME OF CREEK: GRAVEL CREEK.

DIMENSION: 24 FT. Length - Width 12 FT. (changed to 14 FT.)

TIMBER USED: Dimensional Fir:

NATURE OF REPAIRS: Foundation Fair; Redecked - 24 Pcs Decking 4x12.

③

LOCATION: RUBY to LONG CREEK ROAD - ROUTE 38-A.

MIKE: 23 MIKE.

NAME OF CREEK: JUST PUP CREEK.

DIMENSIONS (OLD) Length 18 FT. Width 12 FT.

TIMBER USED: Dimensional Fir. 5 Pcs. 8x20

NATURE OF WORK No Foundation left, 2 Caps. 10x12

No piling nor Bents. 15 Decking. 4x12

Replaced bridge with  
Double Culvert.



(11)

Location: Long Creek to POORMAN Road Route 38A.

mile: 21 mile.

Name of Creek: Snow Gulch Creek.

Dimensions: Length 34 Ft. Width 14 Ft.

Timber Used: Dimensional Fir:

Foundation: Bulk heads, Round 36 Pcs. Decking - 4x12

Timber in Fair

Condition, Stringers Good.

Nature of Repairs: Re-decking.

Note: This bridge should be replaced when time allows. Stringers are good and Bulkheads Fair but Bridge is out of shape and out of line. Would suggest Replacement next season

CRANSTON:

Note: Location: Long Creek to POORMAN Road. Route 38A.

mile: 44 mile.

Name of Creek: Ophir Creek. Millers have dozed in culverts. However, Bridge should be replaced.

Location: Long Creek to POORMAN Road - Route 38A.

mile: 39 1/4 mile.

Name of Creek: Greenstone. Passable. Culverts (3-iron) are on site awaiting dozing in. Same on Midnight Creek.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

December 9, 1946

Mrs. Toivo Rae  
Ruby, Alaska

Dear Mrs. Rae:

Reference your letter of November 29, in regard to your having received a letter from Mr. Cranston where in he advises that you had only \$7.60 coming.

In checking our vouchers I find that the following vouchers have been forwarded to Juneau for payment:

Voucher No.	241	November	\$249.20	
"	"	127	September	76.00
"	"	106	August	19.80
"	"	21	July	207.20
"	"	370	June	135.60

I cannot locate any payment of \$7.60. Undoubtly the one you wrote about is the November one in amount \$249.20, which figure appears in your letter and which leads me to believe that there was no deduction made for the meat.

The months indicated above do not indicate the month in which services were received, but indicate the month in which the voucher was prepared in this office and forwarded to Juneau for payment. You should therefore within a reasonable length of time receive a check for \$249.20 covering the last voucher.

In view of the above I believe there has been a misunderstanding some place and that the above payments are correct. If not please advise and I am sure that adjustments can be made to your satisfaction.

Very truly yours,

Frank Nash  
Superintendent

FN/b



Rushy, Alaska.  
Nov. 29, 1946

Mr Frank Wash  
Fairbanks  
Alaska.

Dear Sir;

I had a letter from Bob. Cranston where he said I was to get only \$7.60. That is what I can't understand, as there should be more coming.

There was only 89# of meat that was used here at the roadhouse. Then there was the Freight bill from Ray Petersen Flying Service. That was <sup>at least</sup> \$15.00. He said that there was so many freight and expenses charges against it. So I don't know where he got that idea. He might have had some thing else. But that wasn't for us to pay.

There was 161 meals at \$1.20 - it would come to \$193.20 - There was 56 rooms <sup>at \$1.00</sup> - so that would be \$56.00 the total. So even you would charge us for the meat at 90¢ a lb. = \$56.50.  
- 71.50 The freight at 71.50. <sup>\$15.00</sup>  
\$177.70 Total for me. 71.50



So I hope you will see it my way. as it sure would be very expensive meat. Even at a \$1.00 a lb. then there would be some thing left for me. I know you didn't pay any more for the meat than I did. Beside you might get it a little cheaper.

if you can't get this thing fixed upon what I have coming.

When I come to Fairbanks I will find out why I can't get the money what I have coming.

I worked very hard and feed all of the men. and then make nothing from it. Beside I have to take care of my bills just the same.

So I hope you will get this straighten out with in two weeks, as we are closing the roadhouse for the winter.

yours Truly  
Mrs Toivo Rae.



Merchandise turned in for credit, to Northern Commercial  
Company, by Alaska Road Commission, October 26, 1946

12 cans #2 1/2 Peaches	5.47
12 " " Apricots	5.74
3 " " Prunes	1.13
24 " 10 oz. Oysters	9.05
1 cs. 24/2 Grapefruit	9.80
20 cans Mixed Soups	4.60
11 jars #2 1/2 Sweet Pickles	8.25
6 " #2 Asst. Preserves	4.65
1/2 cs. Corn	3.15
6 cans #2 1/2 Spinach	2.44
8 " " Pineapple	5.75
16# Butter	13.44
1 - 8 oz. Mapeline	1.00
8 cans #2 Loganberries	4.40
1 ctn. Domino Matches	1.25
4 cans #2 Sweet Potatoes	1.34
5 " " Sauerkraut	1.81
4 " #2 Carrots	1.38
4 " " Peas	1.20
3 # Bakers Cocoa	1.20
2 - 2# Soda Crackers	1.20
1 cs. Darigold Evap. Milk	7.80
36 cans #1 whole Butter Clams	25.20
8 doz. Eggs	7.09
	<hr/>
	126.34

*Wm. Nash*

1 doz. Coleman Mantles

1.00

Total

127.34

Original Credit Memo to be Forwarded A.R.C. as of October 31st.

This merchandise (canned goods, liquids, etc) was in danger of freezing and spoilage. We requested warm storage until next season; Replacement of merchandise next season and, finally, urged credit to A.R.C. account which was granted. Storage was not available, Replacement not granted.

The base price is that of the N.C.Co. bid to ARC and Full Credits are made here.

This credit disposes of all groceries on hand at the close of the season (1946). Disposition of unused meat on hand is made on separate credit from Ruby Road House.

*CRANSTON.*



Ruby, Alaska, Oct. 28- 194 6

M Ruby Freighting Co.,  
Ruby, Alaska.*Duplicate*To Alaska Road Commission,  
Ruby, Alaska.

Dr.

MADE IN U. S. A.

May 17-	For use of eat - minimum chg. $\frac{1}{2}$ hr. moving A.R.C. Cat into garage-	3.75 ✓
" 20-	Fare -Mr. Cranston to Long Cr.	5.00 ✓
" 21	Lumber as per attached and - itemized statement	
July 24th-	--	20.36 ✓
" 29th -	For hauling 20 Bbls gas from Steamboat Landing at bridge to A.R.C. Warehouse @ 1.50 Ton	6.37 ✓
" 31-	For hauling 13 Iron Drums A.R.C. Gasoline from Ruby to Long Creek @ 1¢ a lb.	57.40 ✓
"	Approx weight each 440#	
Aug. 2-	For hauling 12 drums of Asher Richardson's Diesel for A.R.C. to 14 mile- in forenoon Afternoon- 8 drums hauled of Asher Richardson's for A.R.C.	
Total-	20 drums at 436 lbs. apiece - 8720 # @ 1¢ a lb.	(87.20) ✓
Aug-15 -	For hauling 3 cots from Salatna to Long Creek A.R.C. 2 $\frac{1}{2}$ Bbls Diesel from Salatna to Long Creek A.R.C. 1090 #1¢	10.90 ✓
Aug. 15-	1 case Corona Coffee A.R.C. Ru by, to Long Creek 100 # Sugar N.C. Co. to A.R.C. Long Creek - Ruby Weight- @ 1¢ @ 1¢ #	1.00 ✓
	5 drums gasoline A.R.C. Ruby to Long Creek @ 1¢ a lb. 2200#	22.00 ✓
	2 Diesel Fuel Ruby A.R.C. to Long creek- @ 1¢ lb. 872#	8.72 ✓
Aug- 3-	For hauling A.R.C. Timbers listed on attached bill Ruby, to Long Creek- @ 1¢ #	22.27 ✓



Ruby, Alaska. Oct. 2, 1946

M Ruby Freighting Co.,  
Ruby, Alaska

To Alaska Road Commission  
Ruby, Alaska.

Dr.

MADE IN U. S. A.

22270

Aug- 3- 1 pc. 4x12x18 - 72 BF  
 ✓ 14 " 4x12x16 - 896 "  
 ✓ 8 " 4x12x14 - 448 "  
 1416 "

above Hauled to 22 Mile

" 3-  
 ✓ 1 pc. 10x12x16 - 160 "  
 ✓ 2 " 4x12x18 - 144 "  
 ✓ 2 " 4x12x16 - 128 "  
 ✓ 6 " 4x12x14 - 336 "  
 ✓ 2 " 4x12x12 - 96 "  
 ✓ 5 " 4x12x18 - 360 "  
 ✓ 6 " 4x12x16 - 384 "  
 ✓ 1 " 10x12x18 - 180 "

✓ above hauled to Long Creek -  
 1788 BF.

1416

Total B.F. M- 3204 "

Weight @ 1 \$ a lb.

3204' x 3" Raft.

9612\* @ .01

96.12  
3188

Deduct Overcharge  
Not Allowed.

4360

TOTAL

27522

Duplicate.



Ruby, Alaska, Oct. 28- 1946

M Ruby Freighting Co.,  
 Ruby, Alaska.

To Alaska Road Commission, Dr.  
 Ruby, Alaska.

MADE IN U.S.A.

May 17-	For use of eat - minimum ehg. $\frac{1}{2}$ hr. moving A.R.C. Cat into garage-	3.75 ✓
" 20-	Fare -Mr. Cranston to Long Cr.	5.00 ✓
" 21	Lumber as per attached and - itemized statement	
July 24th-		20.36 ✓
" 29th -	For hauling 20 Bbls gas from Steamboat Landing at bridge to A.R.C. Warehouse @ 1.50 Ton	6.37 ✓
" 31-	For hauling 13 Iron Drums A.R.C. Gasoline from Ruby to Long Creek @ 1¢ a lb.	57.40 ✓
"	Approx weight each 440#	
Aug. 2-	For hauling 12 drums of Asher Richardsons Deisel for A.R.C. to 14 mile- in forenoon Afternoon- 8 drums hauled of Asher Richardsons for A.R.C.	
Total-	20 drums at 436 lbs. apiece - 8720 # @ 1 ¢ lb	87.20 ✓
Aug-15 -	For hauling 3 cots from Salatna to Long Creek A.R.C. 2 $\frac{1}{2}$ Bbls Deisel from Salatna to Long Creek A.R.C. 1090# @ 1¢	10.90 ✓
Aug. 15-	1 case Corona Cooffee A.R.C. Ru by, to Long Creek 100 # Sugar N.C.Co. to A.R.C. Long Creek - Ruby Weight-@1 ¢ @ 1¢ #	1.00 ✓
	5 drums gasoline A.R.C. Ruby to Long Creek @1¢ a lb. 2200 #	22.00 ✓
	2 Deisel Fuel Ruby A.R.C. to Long creek- @ 1 ¢ lb. 872 #	8.72 ✓
Aug- 3-	For hauling A.R.C. Timbers listed on attached bill Ruby, to Long Creek- @1 ¢ #	

22270



Ruby, Alaska. Oct. 20 1946

M Ruby Freighting Co.,  
Ruby, Alaska

To Alaska Road Commission  
Ruby, Alaska.

Dr.

22270

MADE IN U. S. A.

Aug- 3- 1 ps. 4x12x18 - 72 BF  
14 " 4x12x16 - 896 "  
8 " 4x12x14 - 448 "  
1416 "

above  
Hauled to 22 Mile

" 3 -  
1 ps. 10x12x16 - 160 " ✓  
2 " 4x12x18 - 144 " ✓  
2 " 4x12x16 - 128 " ✓  
6 " 4x12x14 - 336 " ✓  
2 " 4x12x12 - 96 " ✓  
5 " 4x12x18 - 360 " ✓  
6 " 4x12x16 - 384 " ✓  
1 " 10x12x18 - 180 " ✓

above hauled to Long Creek -

1788 BF. ✓

1416 " ✓

Total B.F. M- 3204 " ✓

Weight @ 1¢ a lb.

3704 x 3 LBS PER FT.

9612¢ @ .01

9612  
3188¢

Deduct Over charge  
Not Allowed.

4360

TOTAL.

27522







DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 12, 1946

Mr. A.J. Stockman,  
Ruby, Alaska.

Dear Sir:

Reference the enclosed. For your information I have rewritten the enclosed bills in the manner in which we have to voucher them. Those covering purchases in July will be on one voucher. Those for August on another voucher. Before we can voucher these, it is necessary that we have vouchers signed by you to cover them.

Enclosed herewith you will find three (3) vouchers. Please sign one of them on the line designated by the pencil cross mark. This voucher will cover your July invoices.

If no further purchases were made in August, also send one voucher to cover the purchases as made on the enclosed invoices. If further purchases were made, please forward the additional invoices along with the signed voucher.

The third voucher will be to cover any purchases made after September 1. If any such purchases were made, please forward invoices and the third signed voucher at your earliest convenience.

Do not put any other writing on the vouchers other than your signature on the line designated by the two pencil cross marks.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



RUBY, ALASKA, Oct 27th. 1946.

MR. NASH,

At your leisure, if any, you may find some things of interest in this report for the season now closing; also, some opinions and recommendations which experience has shown may be of some small value:

Little has been accomplished in surfacing or shaping roads further than the 14-mile bridge with the exception of a bad stretch from 16 mi. to 18 mile. A ditch has been carried from 0 mile to 36 mile but is of dubious value as many culverts need replacement, many new ones required.

All main bridges (13-mi., 14-mi., 20 mi., Lona Creek, and Monument) have been rebuilt. Ophiu, over which the miners dozed culverts, should be rebuilt next spring with timbers at Ruby. Spruce Creek could not be rebuilt because miners dozed a culvert below the bridge. This caused a glacier. We flattened six 6x20 stringers here, dozed with 4x12. This was all we could do but it is passable. It requires building next season. On Midnight Creek the broken bridge was dozed in by miners taking a drag line thru. This creek should be watched but, in my opinion, a heavy, double culvert, well dozed in with the good gravel at hand, should eliminate the necessity for a new bridge here. At Greenstone Creek the water is over the road. There are, however, three special culverts already made up on this site with ample gravel close by for a good fill. No necessity for a bridge here.

The most difficult stretches of road are: 13 mi. to 14 mi. which requires a heavy fill on the old corduroy; 14 mi. to 16 mi. requires fill and drainage. 18 mi. to 19 mi. should be widened



but is no difficult job. 20 to 25 mile needs drainage and holes filled. This stretch is corduroyed but very old. 26 to 28 mile is bad. Paving the silt from this stretch, however, shows much more hard surface than apparent. This stretch will take time and suggest corduroy with heavy poles (available close by) rather than light poles. Gravel is available at 22 mi. and at Long Creek. That stretch between Windy Bench and Snow Gulch Creek on Long Creek. Poorman Road has a few bad holes but can be fixed if it can be drained. Drainage is the problem here. Snow Gulch Hill is badly washed but plenty of good gravel on hand and should not be any problem. A bad stretch is from 33 to 35 mi. near Greenstone Creek and the same at 40 mi. Lucky Hill Road is very good until within a mile of Monument Creek. This mile must be rebuilt as it is practically impassable. There is little material close by for this. From that creek the road to Sahatna is very bad, filled with holes due to the fact that the road way under the old corduroy is washed out. It is very difficult to repair and little material close by. The road from Sahatna to the Spruce Creek Hill (including the Hill) is very bad but may be repaired without too much work. With the exception of a few bad holes the last seven miles into Poorman were unexpectedly good and but little grader work required. This last seven miles, being good, would argue against any suggestion of those down here who would re-locate the Sahatna-Poorman Road. I am certain this road from Sahatna to Poorman can be put in good condition with less effort and expense than a new location.



Taking the entire 50 miles, but with the exception of the 26-28 mile stretch, there is not one bad place or hole on the road that a good culvert would not have prevented. Every bad place or stretch has its crushed or solidly plugged culvert very close by. This would indicate the roads are only as good as the culverts and the culverts, not the road nor its location, are to blame. In this connection, and the culverts sinking so badly when become useless, the use of sand bags becomes important. While these bags sent us were too few and too flimsy for use on the roads, they did prove of great value in making culvert foundations far surpassing the logs generally used. It is far faster, lasts longer, far more satisfactory.

It is not my belief nor opinion that sand bags are a cure-all for this highway. I do claim, however, that they are practicable and long lived and do surpass corduroy in short holes; and most of these are short, deep holes. Dry the holes, even with baking which we have done, square the edges and place in the hole the previously (and on a rainy day) filled bags. It takes a long time to cut and haul poles for corduroying. Also, the bags dropped into a "blister" would prevent a future bad spot. If U.S.A. standard (G.E.) bags do become available and at slight cost may I suggest you give them a thorough test.

Aside from the road there are suggestions I ask you allow us on other details involving expense to the Commission.

① Roadhouse Meals and Beds: Our account, in our opinion, was much more than warranted or expected. This was, of course, due to hauling our own bridge timbers. The crew balked at being asked every few days to go to Ruby for a timber haul. They pointed out



that, having no home there, the expense (5.50 per day) was too much for them to stand. They did not object to a day now and then but then came about every week or ten days. The result was we were forced to permit them to sign subsistence sheets at the Road House but charging them the 2.00 daily camp rate. This made Road House bills too high. We suggest a buns house and mess house in Ruby belonging to the ARC and operated by them when in Ruby. We have the necessary utensils, Ranges, etc and the timbers with which to build. (To be re-sawed). This will at once eliminate all Road House expense. The same thing should apply to the Road House at Long Creek if meals other than in transit were required.

② Camps, Road Camps, were re-located five times during the season. With tents to be taken down, Ranges and utensils moved, supplies packed, tables built, Fuel (Diesel & Gas) hauled, it took, and required, between two and three days on an average each change. These changes, are of course, very necessary as Road work advances. There is, in my opinion, some doubt as to tents being practical unless of permanent construction to withstand winter hazards. We have 8 tents, two tent flies here. They will get in far worse shape if we continue to handle them roughly. (Two new tents, one a mess tent, were run over by Army tractors in war years). Suitable frames could be put up strong enough for winter wear and these tents used for permanent camps at Long Creek, at 10 mi. High and at Lucky Hill. Much valuable working time would be saved.

③ The accounts for welding services in Ruby were very heavy during the entire season (Ruby Machine Works). They charge just as much for the use of the machine without a welder as they do with a welder. In fact, they have none. We had to furnish our own welder



at all times during the entire season and we are constantly welding something not otherwise available. (Go-Devil Runners, and we built three new ones this season. They are now worn out and that means heavy welding next season. Brakes for them, cutting straps, etc; welding spring-steel points on mold board bits, broken shaft on graders, welding tongue and wheels of graders; making a dohky and changing dump truck to prime mover for dohky; building a new four-rear-wheel trailer) All heavy and necessary welding, and the rental of machines prohibitive. We would suggest the ARC have both an acetylene and electric ARC welding machine, complete with torches, hose, etc. at Ruby. In my opinion it would speed the work and result in a substantial savings.

We have, stored on the Ford lot near Ruby, roughly 35,000 board feet of bridge timbers. The two highest quantities are in large sized dimensional fir (66 Pes. 10x12-30 and 20 Pes. 6x12-30 and 23 Pes. 6x20-32). These timbers carry a high value as such and may never be used here in a long time and certainly not all of them. Due to their size they are hard to stack in a way to prevent rapid deterioration and decay. We have noted how rapid that is in this section. In our opinion it would be to advantage to re-ship these timbers to Fairbanks where consumption is rapid. If freight and handling charges argue against this, we suggest the timbers be re-sawed at the mill in Ruby. Decking and treads are always needed at some time on the bridges here and some of this timber cut to smaller dimensions would be available. Some could be cut for an permanent camp you may desire here. These suggestions are, of course, based on reasonable re-sawing <sup>costs</sup> at the mill here and where waste could be kept at a minimum. And, that you



MAY be better guided in any decision you may care to make, we have asked the owner of the mill to submit to you a price per thousand board foot for re-sawing.

These opinions and recommendations are respectfully submitted not asking for any action of any sort but more in the nature of a guide in the event you would take any action.

Now as to equipment. Getting it back on the road - and keeping it on the road - has been a long and costly procedure, as you too well know. I am glad to report it looks better as the season closes than ever before this season and should be on the road almost with the start of next season. There are such replacements needed on the tractors as chains, tracks, etc. but they are all in good running condition. None of the running gear has been replaced this season on any of them and they do wear out.

The trucks are all running with the exception of one being held for a motor change in a return to Fairbanks. Would suggest the new motor for that be set up before the old one is sent there because we can buy this truck in its present condition, while the others may need some replacements there is nothing radically wrong with any of them.

The Patrol was used but very little and is in splendid condition and will doubtlessly prove its worth next season with plenty of work. The big Cedars lean wheel (No. 12) sent with the dog sled is in good condition, ready for the road. This also applies to the lean wheel No. 3. They should both make an excellent showing next season.

Upon our return from the Hospital we found all hauling gear in sorry condition. The three (3) wagons we used to haul



timbers all season were broken completely in two. The three go-devils were either wrecked or without runners and could not be used. The dolly (broken before I left) was not repaired. We had no way left to haul timbers for the Spruce Creek Bridge and could borrow none. At a serious loss of time and <sup>heavy</sup> Road House Expense we were forced to tow the old Flat Bed Ford truck from Long Creek to Ruby, dismantle it and convert it into a four-wheel trailer. This piece of equipment is, in my opinion, worth over a thousand dollars and should serve indefinitely. It is large, can haul all timbers required for a thirty foot bridge at one time. The entire equipment for a road camp may be hauled on one load. You thus have your hauling problems pretty well solved with a rubber-tired dolly for trucks and the new trailer for wheel tractors.

While we regret the loss of time (one week) and the Road House expense, we are certain the results will pay off nicely. It is, at least, one big job that will not have to be done next season.

May I conclude with my thanks to you and your staff for that splendid help and co-operation shown me on every occasion. My thanks also go to our crew here for their loyalty and hard work effort under circumstances far from pleasant.

CRANSTON.