

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

August 15, 1946

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

Dear Sir:

Enclosed herewith you will please find 2 "Contracts of Employment" and 1 "Affidavit of Non-Affiliation", as filled out from those forwarded by you.

Those forwarded were incorrectly made out in that the name given was T. H. Long, Jr. which will not do as the first name must be in full.

Therefore, have Mr. Long sign the enclosed Contracts on both sides, on one side on the line above the word "Employee" and on the other side on the line after the word "Signature" as Thomas H. Long, Jr.

Also have him sign the Affidavit as Thomas H. Long, Jr.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent

*Sorry, knew better but just  
didn't do better.*

*CRANSTON.*



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



Rev. Mrs. J. W. ...

Dear Mother  
I received your letter of the 7th  
and was glad to hear from you  
and to hear that you were all  
well. I am well at present  
and hope these few lines will  
find you all the same. I have  
not much news to write at  
present. I am still in the  
same place and doing the same  
work. I hope to hear from  
you again soon. Give my love  
to all the folks. I am  
ever your affectionate son,  
John W. ...



4  
thing might happen, we rebuilt it. Traffic flew over it before the last nail was in and it met the approval of some of our staunchest critics so it must be okay. This new bridge does look good. We could not improve upon the pile-driven piling. It was sound, fairly well lined and steady. We used two 9x20 mud sills on approaches, 10x14 caps, center span of 8x20 stringers with abutment span stringers of 6x20. Decking was 4x14. We cut the piling thus lowering the bridge 3 1/2 ft. It certainly looks better, and is, much better.

Lumber for the Long Creek Bridge is being hauled by Albert with the exception of the stringers. 13 mi, 14 mi. and 20 mi bridges are all now completed, winding up bridge building on this end of the road with the exception of small creek crossings needing re-decking. This is Albert's first haul. We have had to haul all our timbers as he was too busy on fuel hauls but is catching up now.

We had to borrow twenty drums of Diesel Fuel from Art Richardson of Greenstone Mines. These will be returned upon receipt of our own which should arrive shortly.



We move to Long Creek on Aug 4th. and are glad to report all three trucks on the Road at last. We will need them.

Sammy Long has asked for a job and, in my opinion, it would be good policy and good business to have him. We can make good use of him and while I realize its getting late in the season for hiring anyone we will be working both ways from Long Creek and can use him to advantage as grubsticker and tractor operator.

Have just heard Black's boat is in. We are especially glad to get the explosives and fuel oil. They are badly needed. Many thanks.

Cramer.



ALASKA ROAD COMMISSION

FROM NASH FAIRBANKS

FAIRBANKS ALASKA

AUGUST 2 1946

TO JOHN MISCOVICH TIMBER CREEK ALASKA

REURTEL BRIDGE TIMBER CONTACT FOREMAN CRANSTON IF QUANTITY NEEDED  
NOT TOO GREAT TO DELAY BRIDGE WORK BETWEEN RUBY AND POORMAN OKAY  
TO USE AT POORMAN PD SHOW THIS TO CRANSTON AS AUTHORITY



ALASKA COMMUNICATION  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

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TIMBER CREEK ALASKA AUG 1 1946

FRANK NASH SUPT

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ALASKA ROAD COMMISSION FAIRBANKS ALASKA

PLEASE WIRE COLLECT IF YOUR OFFICE COULD AUTHORIZE BRIDGE TIMBER  
AT RUBY TO BE USED IN REPAIRING OLD ROAD COMMISSION BRIDGE  
CROSSING AT POORMAN IT IS IMPASSABLE AT PRESENT TIME AND WE WILL  
FURNISH ALL LABOR AND ADDITIONAL MATERIAL FOR REPAIRS REGARDS

VANCE HITT AND JOHN MISCOVICH

020834Z

REC'D  
AUG 1 1946



Ruby, July 2, 1946.

Mrs. Nash, am glad to report we have at long last gotten the A.P. "KO" Dozer on the Road and at work on the "Nekk Holes" at 26 mi. Have shot surmps about six feet deep or 20 ft. craters and you never saw as much water drained from so little roadway. I believe it is going to work out as the spots are drying fast. Have had the dozer out three days and Sundet says it isn't so hot but it looks good to me. Had no trouble with the lift parts you sent but as soon as that was done the tracks and rollers broke and replacements were necessary. Here's hoping.

Have rebuilt the twenty mile bridge with new stringers; repaired the 14 mi. bridge; completed the 20 mi. bridge where we used the old stringers of 14 in. round timbers all in good condition but unsupported. Put in three new bents of 12 in. caps and uprights on 8x20 mud sills. The decking is 4x12, the smallest dimensioned timbers we have. This has taken time due to the fact we had to haul our own timbers on our dolly and go-devil. Talked to Albert on his last haul and he said he was



awaiting word from his hauling bid to crew  
and would commence hauling immediately  
upon its receipt. Thus far he has been too busy  
on fuel hauls to handle any timbers anyway.

We continue to concentrate all efforts  
on ditching, culverts, and bridges and will  
camp at Long Creek as soon as the D-7 gets  
here. It takes 45 minutes from the present camp  
to 26 mi. and that's too long. After it is made  
passable we will complete it from Long Creek.  
Thus far we have spent two days on it.

The steamer went up river on the 20th  
and is expected to return here about the 25th or  
26th with the D-7 and grader. In the meantime  
I found some <sup>squaw</sup> steel stock and swapped it to  
the K.C. for round stock for drift pins. Am  
very short on gas (300 gals) but will borrow  
some until the boat comes.

Too much beef was sent us the first two  
times but the shipment is much less now and  
about right (55 or 60 lbs). Truck situation still  
very bad with only one on the road. Another  
due out tomorrow but another one goes in, too.  
We will solve that problem according to the  
mechanic. And I hope he's right. CRANSTON



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

July 12, 1946

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

Dear Sir:

Reference your recent order for Diesel and  
Mold Board Boots.

The Diesel Oil has been ordered, and as I  
have heard that your Cat. and Grader are held up at  
Nenana, you will receive it in plenty of time.

As to the Mold Board Boots, have again  
checked with the garage on this and find that there  
are none in the country, so am ordering them by wire  
from Seattle.

Will keep after the Army on the sack  
proposition. Those we sent were some odds and ends  
that we rounded up here.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 26, 1946


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

Dear Sir:

The Isaacson Dozer parts that you need are not available any place in Alaska. However, we have an Isaacson Dozer here that we do not need real bad so will rob it of the parts and get them down to you as soon as possible.

Have a D7 in the shop which will be repaired in a few days and am picking up a Caterpillar 44 Grader, both of which will be sent to Ruby just as soon as we can get them on their way.

Very truly yours,



Frank Nash,  
Superintendent

FN/d



MR Nash, THANKS FOR LAARSON parts. They are here.  
The D-7 news is great news. CAN hardly wait. Am testing  
with sand bags. looks good and would suggest you con-  
tinue to locate some G.I. bags from the Army Supply.

There is no Diesel Fuel here and we  
Need 50 or 60 Drums with the D-7- and baby.

Have completed Repairs on 14-mi creek bridge  
and R.-building may not be required. It all de-  
pends on the time we have but it is no longer  
an urgent necessity.

CRANSTON.

July 3. 46

Please inquire as to our order  
for cutting bits or blade corners  
for our Adams beam wheel Grader.

Thanks.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

July 3, 1946

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

Dear Sir:

Enclosed herewith please find Car Books for ARC No.480 Adams Grader and ARC No. 1244 D-7 Caterpillar. These are being loaded today and should arrive at Ruby in the near future.

We have no grader operator to send down at this time. If you need one, please advise and will try and secure here.

Sending the D-7 operator to Ruby on next available transportation. He agrees to do any kind of work necessary until the arrival of the Cat and Grader at Ruby.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

July 2, 1946

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

Dear Sir:

Reference your letter of June 30, it is OKay to employ the new bridge man.

Glad to hear that the big equipment got out of your way but I suppose there will be 2 or 3 more boat loads land there for Long and Poorman before the summer is over.

As to the additional equipment, the grader will be in Fairbanks tonight. The garage crew advises they will complete work on the D7 tonight, so have instructed the warehouseman to get them on their way.

Seventy drums of gasoline have been ordered from Seward, so they should be there before so very long. If in the meantime your supply becomes exhausted, you can no doubt borrow some.

Keep a record of what we owe Lane on the shortage and give him additional hours at the end of the season to make up the difference.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Ruby. June 28, 1946.

Nash,  
For the pay roll period, June 1st. to June 23rd, 1946,  
usive, I had Lee Lane, Cook, rated at 1.12 1/2 hr. A check  
our instructions shows this in error and the rate 1.25 hr.

We have made the necessary rate change on individual  
Roll for period June 24th to July 7th, 1946. We owe Lane  
HR. retroactive June 1st to June 23. inc. or 2300 with you  
carry them or authorize some allowance here to cover.

Regret this error and book-keeping it may cause.

Cranston.



Ruby, June 30, '46.

Mr. Nash,

The mechanic here, Lester Sweetsirk, is being kept very busy right now on A.C.K.O. tractor brake and shaft installation, the conversion of the dump truck into a prime mover for our lumber dock, and the installation of crown and pinion gears in other trucks. I am without his services on the road as graderman for the present. We have not sufficient grader work (Adams Patrol) to warrant a full-time graderman's time. I can get a very capable bridge man and let him work grader in combination if I can get your authority for such action. There is no doubt about this man as a bridge man, if I can get him - and I believe I can. Making nothing to the contrary I will assume this action meets your approval.

We commence construction of the 13-mi. bridge Monday, July 1st. The timbers have been already hauled to this site. Miscovich's grader went thru the 14-mi. bridge. We will make temporary repairs until rebuilding bridge.

Drag line and 21-ton tractors have all gone thru, thank God. They took all bridges, culverts, corduroy, etc. with them but they won't be back. That's something in itself.

Your instructions relative to the soft spots between Ruby and the Camp will, of course, be carried out before we leave for Long Creek. All culverts have been replaced or repaired between the Camp and Ruby and we commence work toward Long Creek Monday.

We were greatly encouraged over your high hopes for equipment. If we don't get it we will do the best with what we have. Any body can build a road with everything to build it with and at less than 1.60 an hour. Regards.

CRAWSTON.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 27, 1946

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

Dear Sir:

Reference your letter of June 24, in regard to Yrjana hauling out the bridge timbers. By all means have him do so. I must be "slipping" as I should have thought of that before. I am sure he will be fair on his price.

Enclosed herewith you will find three copies of bids. Have him put in the price per ton mile in the unit cost column and sign the bid on the line opposite the word "bidder." This must be done on the original and two copies. Also sign page No. 2 on the line above the word "bidder," which has been marked with pencil crossmarks.

By having Yrjana haul the lumber, you will be free to confine all of your efforts and that of the equipment on the road itself. Please note that according to the bid, he can haul any and all of our freight.

Arrangements have been made with Waechter Bros. for them to send you 1/8 beef and 10 lbs. of chicken each and every Saturday until further orders. Peterson Flying Service were also advised in regard to that.

Will see what we can do about securing some sacks from Ladd Field for sand bags. Your scheme of the sand bags is at least worth a try. We have a few sacks here which I have told the Warehouseman to send to you, so try it and be sure to let us know the results.

Your note in regard to Fillyez noted. "Too damned bad" is correct.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



Ruby, June 24, 1946.

Mrs. Nash, The Bridge Timbers by the "Yerrana" Sunday night. The Captain insisted these be unloaded immediately so I had to bring the crew in from camp. They are sweet timbers, 92000 ft. of them and, having no place to put them, we have them scattered all over Ruby. The men - our men - started unloading at midnight Sunday and finished at 10 a.m. Monday morning. They worked no more Monday. They are, therefore, entitled to some overtime which I ask you adjust here. They really hit the bank every moment.

Here's how we stand on these timbers and your instructions: 'Get them out of town immediately'. We have built one go-devil, a bag one; the two old wagons we have are useless for such weights as the axles and stub axles are bent or twisted. We have the one truck but the timbers are too long for the dump-truck bed; we have an old dolly and bolster we could use but it will take some time to fit it up. The timbers are so long and heavy we would have to send the entire crew from the camp to Ruby every time we hauled a load. The tractors average 3 1/2 mi. per hour unloaded. Thus but one round trip a day is possible for any distance. Our



2.

Our crew expense alone is between 75<sup>00</sup> and 100<sup>00</sup> per day. And our hauling capacity very limited. It simply narrows down to this: We can and will move those timbers. It will take a long time. That, of course, you realize for 9200 ft. of heavy Bridge timbers "just ain't" matches. In my opinion and, thus far only an opinion, these timbers could be more efficiently, more cheaply, and far more quickly handled by those especially equipped with winches, racks, truck beds, etc., than we, ourselves, could do it. We have, therefore, asked Albert to submit to you bids on delivery of these timbers to Bridge and storage sites provided he could commence the haul immediately. He assured me he was eager to get the business and could commence the haul three days after notification of award.

We do not know whether or not this is contrary to your wishes and plans. If it does not meet your entire approval the bid may be refused and we, ourselves, continue the haul. We would ask, however, be advised as to your wishes. I have not the slightest idea what the bid will be as I spoke only tentatively to Albert on the subject this morning and neither of us knew any details.



3.

We do not know whether or not definite arrangements have been made by your office with that of WAechter Bros for a weekly supply of meat of any kind for the camp. We took this up with the pilot and he said he would drop it if arrangement was made there. We would appreciate such arrangement if it has not been previously made.

No plane in since you left but hope for spaces on next plane. I failed to take up with you the question of dozing out those 20 to 26 mi. tough spots, putting in an open cribbage and filling it with sand bags of sand, if available, small rows if not available. We have made limited tests with sugar sacks with good results and, as the Army had millions of sand bags on hand, some may be easily, quickly available. We would like to try them on a small scale until proven practical or otherwise.

We all enjoyed your visit and ask longer future ones and, herewith, please find individual time sheets for period to June 3rd.

CRANSTON.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 26, 1946

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

Dear Sir:

The Isaacson Dozer parts that you need are not available any place in Alaska. However, we have an Isaacson Dozer here that we do not need real bad so will rob it of the parts and get them down to you as soon as possible.

Have a D7 in the shop which will be repaired in a few days and am picking up a Caterpillar 44 Grader, both of which will be sent to Ruby just as soon as we can get them on their way.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 25, 1946

Mr. Albert Yrjana,  
Ruby, Alaska.

Dear Sir:

Enclosed herewith please find three sets of Contracts  
for logs.

Please put the price per lineal feet in the unit price  
column on the first page and sign the first page on the line  
opposite the word "bidder" and on the second page on the line  
above the word "bidder." Both lines are designated by pencil  
Cross marks. This must be done on all three copies of the  
Contract.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 24, 1946

Standard Oil Company,  
Seward, Alaska.

Gentlemen:

We are shipping 120 empty barrels to be filled with gasoline. Sixty barrels are to be shipped to the Alaska Road Commission, Manley Hot Springs, Alaska and sixty are to be shipped to the Alaska Road Commission at Ruby, Alaska.

Enclosed herewith please find B/Lading covering these two shipments. Please place the amount of the weight on the B/Ladings.

Very truly yours,

Frank Nash,  
Superintendent

FN/d  
Encl.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 24, 1946

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

Dear Sir:

Got away from Ruby at 8:45 P.M., landed in Fairbanks at 10:45 P.M. in time to see the last 7 innings of an 11 inning ball game.

Before leaving the camp, forgot to talk to you about some of the soft spots between Ruby and 12 Mile. You will have to watch one, two or three of them pretty close and do some more work on some sore spots back that way before you move to Long.

Took a look at the Field. There is nothing we can do except later on when there is nothing more pressing, level and smooth it with a cat and grader. Have high hopes of getting a larger cat and grader down to you in the near future. Got on the garage's "tail" in regard to getting some parts down to you on the plane Monday. The Yukon left Nenana on June 21 for Ruby, so they should have taken your bridge lumber, etc.

Contacted Yrjana in regard to the logs. Settled for 14¢ a lineal foot. He told me that Snappy got out 14 logs 20 feet long in which he said he had no interest. We therefore owe Snappy for 280 lineal feet of logs, which at 14¢ a foot amounts to \$39.20. If this amount is OKay with him, you can settle with him at the end of the season or when he quits, allow him 32 hours extra time at \$1.25, giwing him \$40.00, which is giving him 80¢ the best of it. If this amount is not satisfactory with him, OKay to increase within reason.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



Refer to Drawing No. AS. 14 A - Athas' F Model Scraper.

MR. NASH

While we will not need this immediately, in the event you wish it put in repair and operation; and provided parts are available (May 11, 1937), the entire upper dump and fill controls will need replacement as they have been lost or broken and there is a question as to whether such replacement is warranted. That you may more easily decide those required parts are listed below:

No. AS. 2 - Digging Control Bracket.	20.00
No. AS. 3 - Bowh Trip Stop.	2.50
No. AS. 7 - Oscillating Link Spacer.	.40
No. AS. 8 - Control Bar Spacer	.30
No. AS. 9 - Trip Lever Link	4.50
No. AS. 10 - Control Bar latch	3.25
No. AS. 18-A - Digging Control Link	7.50
No. AS. 22-A - Spring Control Box.	8.00
No. AS. 23.A.A. Digging Control Box Complete.	47.50
No. AS. 24. Long Spring Plunger.	2.50
No. AS. 25 Short Spring Plunger	1.75
No. AS. 26 Plunger Bush.	2.50
No. AS. 28 Spring Adjusting Bolt.	3.75
No. AS. 29. Digging Bow Link Pin	.45
No. AS. 30. Back Dumping latch Pin	.85
No. AS. 31. Oscillating Link Pin	1.25
Forwarded -	<u>107.00</u>



Reference: Drawing No. 142. Atlas "F" Model Scaper.

Amount Brought Forward.

No. AS. 32.	Control Bar Trip Pin.	1.00
No. AS. 33.	Bowh Trip Link Pin.	1.00
No. AS. 34.	Bowh Trip Lever Link (1. only)	2.50
No. AS. 47-A.	Control Bar Adjusting Link (1. only)	3.35
No. AS. 60.	Trip Latch Spring.	1.00
No. AS. 78-A.	Bowh Carriage Stop (1. only)	3.50
No. AS. 112	Digging Link Spacer	.25
	Control Bar. Complete - Est.	<u>20.00</u>
	TOTALS -	139.60

These Replacements are needed to Repair Scaper, the amount of parts not required being:

Frame and attachments. (Assembly) (Average)	200.00
Bowh Assembly. (Average)	300.00
Bowh Blades.	30.00
Attachments not required.	<u>60.00</u>
TOTALS.	590.00

The Bottom Figures are given to guide you in deciding whether Replacements (cost) are justified or not,

Over

Cranston.



Address:

Atlas Scraper and Engineering Co.,  
6203 Maywood Ave.  
Bell, Los Angeles County  
CALIFORNIA.

OUR ARC SCRAPER:

Atlas Rotary Wheel Scraper  
The "F" Model.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 13, 1946

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

Dear Sir:

Reference your letter of June 10, have given the garage crew instructions in regard to returning the magneto to you.

As to the A-C "KO" parts - its OKay to crate them up and store them but do not send them to Fairbanks as they are useless to us - we have no equipment on which they can be used.

The SAE 50 Lub. Oil, I believe, can be used on A-C rollers; at least our mechanics advise that it can. As to the fuel oil and coal oil, there is not much use of returning it to Fairbanks. The coal oil can be used for cleaning purposes. The fuel oil, if it cannot be used by us can be traded to someone who can use it.

Instructed the warehouseman to send you some more spikes, nails, drift bolts, etc. for use on the bridges.

As to culverts, we now have a fair supply on hand, but will wait a little before sending them as will first want to check on the various sizes and lengths most urgently needed. If it is absolutely necessary to afford some drainage before you get the culverts, install temporary pole culverts.

I have made arrangements to come down there on Wednesday, June 19, a week from today, so look for me on that date or the next day, depending upon weather, etc.

In filling out the "Oath of Office" Form, it is not necessary to fill in any part of the back of the Form.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 11, 1946

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

Dear Sir:

The bridge lumber is at Nenana and I have notified the Alaska Railroad that we are in a hurry for it, so when lumber arrives at Ruby, get it out of town as quickly as possible.

Do you have any drift bolts, spikes, etc.?

Very truly yours,

FN/d

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

June 10, 1946

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

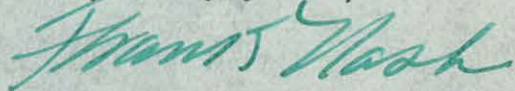
Dear Sir:

Enclosed herewith you will find three (3) copies of a contract for meals and lodgings at Long Creek. Have Mr. Walker fill in the prices and sign on all three (3) copies and return them to this office as soon as possible.

It is necessary to have a signed voucher to cover all meal sheets sent in, therefore we will have to have a voucher signed by him before we can pay the meal sheet recently forwarded; also need a voucher signed by Mrs. Rae covering last meal sheet forwarded.

Also tell Mrs. Rae that we can not leave the check at the Bank unless the Bank has her power of attorney to cash Government checks. This requires a special power of attorney. In view of this the checks will be sent to her at Ruby until such a power of attorney has been received.

Very truly yours,



Frank Nash,  
Superintendent.

FN/m  
Encl.



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

June 10, 1946

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

Dear Sir:

Enclosed herewith you will find three (3) copies of a contract for meals and lodgings at Long Creek. Have Mr. Walker fill in the prices and sign on all three (3) copies and return them to this office as soon as possible.

It is necessary to have a signed voucher to cover all meal sheets sent in, therefore we will have to have a voucher signed by him before we can pay the meal sheet recently forwarded; also need a voucher signed by Mrs. Rae covering last meal sheet forwarded.

Also tell Mrs. Rae that we can not leave the check at the Bank unless the Bank has her power of attorney to cash Government checks. This requires a special power of attorney. In view of this the checks will be sent to her at Ruby until such a power of attorney has been received.

Very truly yours,

Frank Nash,  
Superintendent.

FN/m  
Encl.



RUB4. JUNE 11. 46.

Mrs. Mack Black's boat in this morning. Have gotten the dozen yaks off and are installing on tractor. will leave for seven mile camp tomorrow or next day. (12 or 13+)

No provisions have been received. The N.C. Co. can supply all but meat and butter until our own do arrive. The miners have selected Monday as the day to fly meat & butter here. Could you make arrangements with Waechter Bros to drop such supplies to us. We will be along the Long Creek - Ruby Road between 7 mi. and 14 mi. We will have a clearing near the tents where it may be dropped. There will be few tents as a matter. We will require each week a suitable supply of meat and butter sufficient for 12 men. This, I believe, is Waechter Bros, Fairbanks, in arrangement with Peterson's Shrink Service. The N.C. Co. will not be able to supply us all season as their plant is broken down.

Crawston.

AMS - 6/14/46  
EB

Have since learned no potatoes are available here. Its a question of whether they can be dropped or not. c.



RUBY. JUNE. 10TH.

MR. NASH,

We are returning 37 Heavy Gas Drums by Petersens Nav. Co. in accordance with your instructions. Light Drums have been used for Cukverts. Also being returned is a magneto with some <sup>thing</sup> hay wire with the impulse. Did not send this by air as three-day's rain here makes any landing here for days very doubtful. It should, however, be returned air express as we are using a loaned magneto.

We are crating those A.C. TRACTOR Parts left over from the conversion. They appear in good condition, costly, and may be of use there (Deiseh) or are, in my opinion, worth shipment by boat. We also have four Drums of Lub Oil (S.G. 50) too heavy <sup>why in rubber</sup> for use here; 2 Drums of Fuel Oil; two Drums of Cook Oil or Kerosene. If you wish these parts and Filled Drums returned to you by boat, kindly advise us.

CRANSTON.



Ruby, June 8.

Mrs. Wash,

Upon arrival of Black's boat we will move to 7 mi. Camp for a short stay, thence to 14 mi. Camp. We note hydraulic jack lifts are on the boat. This will give us three tractors. Two of these will be hauling or spotting asbestos poles on bridge sites. Some will have to be placed in culvert sites as we have no culverts of any size. I have checked over every likely place for them and have none here and but one at Long Creek. I know they are hard to get and regret the necessity of asking for some as I am sure you consider a culvert in the nature of an expedient. I also have no light metal drums here to use and dare not use the heavy ones. We have a few at Long Creek. Very few. I will not need these for a while as I can make pole culverts until a later date when we have time for proper installation. We only had a few steel iron drums and have used them.

Fredrickson, as you know, left today. This leaves us with Lester Swetson as mechanic and, as he



Has proven himself fully capable, we do not, therefore, require the mechanic you contemplated sending here and, I believe, his time is charged to this job and, in my opinion, there is not sufficient work here to warrant a full-time mechanic. Lester will also operate the Adams Patrol as I previously wrote you.

Have sent Leo Lane to Lang Creek to get kitchen utensils, tools, etc. Also asked him to pick four of the best tents there and put them up at 7 mi or, possibly 14 mi. Camp. There is no supply of kitchen utensils here and the cost is too much. Jack Kovik's tractor and go-devil had taken supplies into Trail Creek and agreed to haul the tents and other things back without cost to us. It will take Lee about three days but this beats the expense of sending our tractor and wagon there for these things.

I suppose you feel we are late in getting into camp but the rounding up of supplies and equipment, the many bugs in getting tractors going and trucks so they keep going seems an endless task. Yes, Sir, I know that's old stuff to you.

Beaumont.



Mr. Nash Charles Fikkyez is an experienced  
woodsman, has had bridge building experience  
and will probably prove a valuable man  
in handling poles, bridge work, etc. He is on  
a hobereas rating (1.12 1/2) but may not be  
satisfied with that very long. Before any  
recommendation is made, will watch his  
work and then report on this.  
If also notify him + this office. Cranston



Change rate to Axeman 125

Have notified this employee of Rate Change. Please make  
such change effective to and including June 10, 1946.

THANKS.

CRANSTON.



