

## Cheng Hot Springs Survey

TD 14 193

Down for Repairs -

stock

June

20 hrs.

36 hrs.

July

18 "

35

Total

38

71

Time lost TD 14 on Survey  
re repairs and stock

g

ALASKA ROAD COMMISSION

MARCH 6 1946

TO TAYLOR JUNEAU ALASKA  
FROM SHEPARD FAIRBANKS ALASKA

PARKER AND RAYMOND MINING ON PALMER CREEK REQUEST ASSISTANCE NOT TO EXCEED  
TWENTY FIVE HUNDRED DOLLARS OPEN WINTER ROAD OLD CHENA TRAIL TOTAL DISTANCE  
EIGHTY FIVE MILES FAR END ONLY NEEDING WORK PD ADVISED THEM AIR MAIL LETTER  
TO YOU AND SMITH

ALASKA ROAD COMMISSION

FROM SHEPARD FAIRBANKS  
TO TAYLOR ROAD COMMISSION JUNEAU

FAIRBANKS ALASKA  
MARCH 7 1946

RE CHENA TRAIL RAYMOND ADVISES ESTIMATE MADE ON A BASIS PREVIOUS  
REPAIRS STATES NECESSARY FIND REROUTE OVER HILL NEAR MILE FORTY  
ACCOUNT SLUFF AROUND BLUFFS IMPASSABLE FOR CAT ALSO SOME BRIDGE  
WORK PD RYNEARSON ARRIVED TODAY FROM CARIBOU ACCOUNT LATENESS SEASON  
HIS AND MY RECOMMENDATION RAYMOND BE ADVISED DO NECESSARY WORK ON  
REIMBURSEMENT BASIS

ON SYSTEM  
S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ZEW93

ZEA123

KA16

KZEW V KZA NR214 INT

FROM TAYLOR ROAD COMMISSION JUNEAU ALASKA 081750Z

TO SHEPARD ROAD COMMISSION FIARBANKS ALASKA **00672**

GRNC

ADVISE RAYMOND HE IS AUTHORIZED TO DO TRAIL REPAIRS NOT TO EXCEED FIF-  
TEEN HUNDRED DOLLARS COST TO BE REIMBURSED HIM ON BASIS OF CERTIFIED  
STATEMENT OF TIME AND OTHER EXPENSE TOGETHER WITH COMPLETE STATEMENT  
FOR WORK PERFORMED TO BE TURNED IN OUR OFFICE WHEN WORK COMPLETED

*Raymond & Parker  
advised 7/8/46*



From Taylor Road Commission Juneau Alaska March 8 1946 BLACK

To Shepard Road Commission Fairbanks Alaska

Advise Raymond he is authorized to do trail repairs not to exceed fifteen hundred dollars cost to be reimbursed him on basis of certified statement of time and other expense together with complete statement of work performed to be turned in your office when work completed

IPT:BB

When statement of time and other expense received, prepare Territorial Vouchers and forward here. Payment will be made by the Territory.

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

March 12, 1946

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

At your earliest convenience, please forward a few Territorial Vouchers. Some will be needed for reimbursing Raymond and Parker for authorized work on Route 7J.

Very truly yours,

Frank Nash,  
Superintendent

FN/d

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ZFW95

ZEA117

KA194

KZEW V KZA NR159 INT

FROM TAYLOR JUNEAU ALASKA 071610Z

TO SHEPARD ROAD COMM FAIRBANKS **00586**

GRNC

CONTACT RAYMOND AND DETERMINE ON WHAT THEY BASE THEIR ESTIMATE OF  
TWENTY FIVE HUNDRED DOLLARS PD WE ARE WILLING TO ASSIST IN ACTUAL  
REPAIRS TO TRACTOR ROAD BUT NOT IN COST OF BREAKING OUT ROAD AS  
AID TO THEIR FREIGHTING PD BEST PLAN WOULD BE HAVE THEM MAKE  
ESSENTIAL REPAIRS IN CONNECTION WITH THEIR FREIGHTING OPERATIONS AND  
BILL US PD ADVISE IF RYNEARSON THROUGH ON CARIBOU AND IF <sup>2</sup> WOULD BE

*Shepherd  
2/2/52  
2-1-52*

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

April 22, 1946

Alaska Road Commission,  
Juneau, Alaska.

Gentlemen:

Enclosed herewith please find Certified Statement  
and Territorial Voucher as compiled by Parker & Raymond,  
covering work they performed on Route 7J.

Very truly yours,

FN/d  
Encl.

Frank Nash,  
Superintendent

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

COMMUNICATION SYSTEM  
CORPS U. S. ARMY

ZEW41

ZEA50

KA142

KZEW V KZA NR20 INT

FROM STERLING JUNEAU ALASKA 031656Z

TO NASH FAIRBANKS

76

GRNC

REPAIRS LITTLE CHENA APPROVED PAY FROM L & M

TELEPHONE NO. E-58

TELEPHONED TO \_\_\_\_\_

TIME \_\_\_\_\_

BY \_\_\_\_\_ TO BE \_\_\_\_\_

UNABLE TO RAISE \_\_\_\_\_

*LNWC 8:42A*

1751Z

ALASKA ROAD COMMISSION

FROM NASH FAIRBANKS

FAIRBANKS ALASKA  
NOVEMBER 30 1945

TO ROAD COMMISSION JUNEAU

FREIGHTERS AND OTHERS REQUESTING REPAIRS CROSSING OF LITTLE CHENA ON ROUTE  
SEVEN J PD ESTIMATED COST TWO HUNDRED DOLLARS PD RECOMMEND THIS BE AUTHORIZED



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS, ALASKA

January 21, 1947

Alaska Road Commission  
Juneau, Alaska

Gentlemen:

Raymond and Parker, mining operators on the upper Chena advise that within about two weeks they intend starting freighting their supplies up the Chena Trail to the scene of their operations.

They advise that they have 200 drums of diesel fuel and between 15 and 20 tons of miscellaneous freight to move to their camp.

They request work on Route 7J from the North Fork of the Chena up the Middle Fork to their operations. Work requested consists of the construction of a bridge across the North Fork of the Chena River about 40 feet long and a bridge across Munson Creek about 30 feet long. The bridge across the North Fork would be a temporary structure. Other work required consists of cleaning out sled road where side hills have blocked the roadway.

They advise that they will do the work requested for \$2000.00.

They also advise that as far as they know their outfit will be the only one operating on the Upper Chena during the coming summer.

As no one connected with this organization has been over this sled road for several years nothing as to it's condition or the necessity of the requested work can be stated. However \$2000.00 is considerable of a subsidy to allow one outfit to haul in their supplies.

Yours very truly,

Frank Nash

ADDRESS REPLY TO  
ALASKA ROAD COMMISSION

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

January 23, 1947

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

Dear Sir:

Replying to your letter of January 21, relative to operations of Raymond and Parker and their proposal to open the Chena winter trail for the sum of \$2000, please advise them that due to the extreme shortage of funds, the most that we can allow for this route at this time is \$500. If they accept, use funds from unobligated balances in existing allotments.

Very truly yours,

*Hawley Sterling*  
Hawley Sterling  
Acting Chief Engineer

*1/28/47*

Fairbanks, Alaska

March, 21, 1947

Mr. Frank Nash

Alaska Road Commission

Fairbanks, Alaska

Dear Mr. Nash:

We have completed opening the Chena winter trail to Palmer Cr. and are submitting to you an account of our bulldozing time with a D8 cat with dozer:

1 fill (Colorado Cr.)	1 hr.
2 fills (Chena River)	24
2 fills (at North Fork)	24
1 grade (Nine Mile bluff)	6
7 miles new road (around lower bluffs)	96
1 mile new road (above North Fork)	6
2 fills and 1/4 mile new road	<u>6</u>
total	163 hrs

We had to make two fills across the Chena River and seven miles of new trail mostly thru heavy timber in order to get around the bluffs above Colorado Road House.

The river had cut out the trail in two places above North Fork and we had to make one mile of new road thru timber.

We had to make a grade to get around a bluff at Nine Mile and two fills and 1/4 mile of road to get around a small bluff above the North Fork.

Sincerely yours,

*Fred Parker Jr.* partner

Palmer Creek Mining Co.

Box 462, Fairbanks, Alaska

DEPARTMENT OF THE INTERIO  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

March 24, 1947

Mr. Fred Parker, Jr.,  
Box 462,  
Fairbanks, Alaska.

Dear Sir:

Reference your letter of March 21, in regard to work performed on the Chena River Trail.

Please drop into this office at your earliest convenience to sign a few Forms that are necessary before payment can be made.

If possible have your partner come with you, By splitting the time, we can handle much easier.

Very truly yours,

Frank Nash,  
Superintendent

FN/d



April 22, 1947

Commanding General  
Alaskan Department  
Fort Richardson, Alaska

Dear Sir:

An item for a location survey of a proposed road from Fairbanks to Chena Hot Springs is included in the Interior Department appropriation bill now before Congress.

The most desirable location would cross a portion of the Military Reserve as indicated in red on the enclosed map. Authority is requested to make the survey approximately along the lines indicated with a view to construction of the road along this location when funds are available.

An alternate to this location would be along the Lazelle Road as shown on the map with minor improvements in alignment.

Very truly yours,

Ike P. Taylor  
Chief Engineer

IPT:hmi

INTEROFFICE CORRESPONDENCE

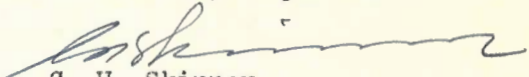
ALASKA ROAD COMMISSION

DATE May 26, 1947  
FILE NO.  
SUSPENSE—

..... Fairbanks ..... DISTRICT

REFERENCE—

Attached is a copy of Mr. Taylor's letter to the Commanding General at Fort Richardson requesting authority to make a survey through the military reserve in locating the Fairbanks-Chena Hot Springs Road. We have had no reply and it is probable that we will get no reply on ordinary tracer and I therefore <sup>suggest</sup> ~~request~~ you personally handle that with someone and secure authority requested.

  
G. H. Skinner  
Chief Clerk

Enclosure

*EX 6/27/47*



2.

and other routes on which we are working. Other projects which should be investigated are those outlined above and the extension of the Farmers Chena Slough road to the Richardson Highway, bridge, etc. to serve homesteaders on north side of Chena Slough, Joy, etc., proposed revision of the St. Patricks- Happy Goldstream road from Happy Creek to Sheep Creek as proposed by the F. E. Co. several years ago and the rehabilitation of the present road from Sheep Creek to the old Drouin ranch, Rampart, the proposed road from the Experimental Farm to Chena Townsite, the Cushman Street Extension on the section line and others that will arise from time to time.

Frank Nash,  
Superintendent.

April 20, 1948

Juneau

Reference the enclosed plat, Homesteaders Gustafson, O'Brien and others located on the Chena Pump Station road and beyond are requesting roads to their various homesteads, which lay along the old Tanana Valley Railroad roadbed between the Experimental Farm and Chena townsite.

As no one from this office has been over this entire route, we cannot state as to where would be the best place to build such a road if it were authorized. No doubt the best plan would be to rebuild the F.E. Co. road from the Ester Road to the Chena Pump Station. From there on to Chena townsite is hard to say as to which would be the best way to go, follow the old TVR roadbed or go farther west and follow the hillside or ridge.

The distance from the Ester Road to Chena townsite is roughly five miles. As a rough guess it is estimated that a road to serve all interested could cost in the neighborhood of approximately \$80,000.00

On the same plat, in sections 13 and 14, on the east side of Chena Slough, Jack Boulet requests the construction of a road from the West Fairbanks road to his homestead. As the majority of the ground traversed is good, a fair weather road to his place could be constructed for \$2000.00 and an all weather road for \$3000.00.

Also below the C.A.A. Station in sections 25, 26 and 23 there are several homesteaders who are asking for roads to their various places. The West Fairbanks road was built by the C.A.A. In view of the activities of hoodlums in the vicinity of their station it has been necessary that they block off this road at the curve midway in section 24. A road to serve those interested would therefore be a continuation of the West Fairbanks Road from the curve mentioned to the section line between sections 23 and 24 then down the section line (south) or else where if required. It is believed that a road in this vicinity to serve all concerned could be constructed for \$4000.00.

It is realized that all of the above is just general information. However since the most of the above requests have been received just



KPA291

RR UKPFC

ALASKA COMMUNICATIONS CENTER  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., FAIRBANKS, ALASKA

FM UKJ 134F/TAYLOR ROAD COMMISSION JUNEAU ALASKA 132230Z  
TO NASH ROAD COMMISSION FAIRBANKS ALASKA

01404

INT GR29

EUGENE WHITE ARRIVING PAN AMERICAN TOMORROW PD PLEASE MAKE NECES-  
SARY HOTEL RESERVATIONS AND ARRANGE IF POSSIBLE TRANSPORTATION TO CHENA  
LOCATION SURVEY PARTY FIRST, THING MONDAY MORNING

13/2231Z

*E/gmc*

FROM GHIGLIONE FAIRBANKS

TO EDMUNDS ROAD COMMISSION ANCHORAGE

PLEASE RUSH THREE PLUMB BOBS AND ONE CHAIN FOR GRAMMER

# China Hot Springs Survey

8-9-40

Sup a R C.

There is a word chitter and trapper company a couple of miles from here. He made a sketch of the mine layout for Bruce which I have. He was on his way out to his trap cabin on small wood

1 but is doing some work for Shenes.

Wonder if we could hire if he wants to work. His finger print business complicates things. How about a few days of rent for balance of season.

The new tractor operator is going in today and I think he said this fellow wanted to go in with him. Will ask the operator to go in with him.

Will ask the operator to go in with him and if he wants to work in call on you.

I have not been to the chop. Doubt if both boys come back.

Grammer

## SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



9-1-48

Sup Alaska Road Com.  
Fairbanks Alaska  
Dear Sir:

In view of the tractor situation as is, and as it has been since this survey was started; and since there does not appear to be a real effort to correct the situation, especially since the ACHD14 and Mt. TD14 were known to be liable to break down, and expected to so break down at any moment when they were sent out on this job this month; I herewith request you to send some one out to relieve me immediately unless you expect to close down this survey at once.

Other wise if the present situation continues I will without further notice leave the outfit as is and where is, unless directed to bring it in.

These tractors have not moved a mile and a half beyond camp in the past five weeks. We have been in this <sup>present</sup> location for nearly six weeks.

The mechanic expected the HD14 to break down any time when <sup>it</sup> ~~was~~ <sup>was</sup> sent out. Mt. TD14 never was moved after it arrived except when towed by another tractor. It is foolish to expect such an outfit to cross a river, a swamp, or to be used for moving camp.

Yours truly

J. E. Green

Equipment Returned

Contractor

C. C. A. R. E. Jensen

REPAIR RECORD FORM



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

September 3, 1948

Mr. L. E. Grammer,  
ARC - Chena Survey.

Dear Sir:

Your letter of Sept. 1, 1948 was received today.

Mr. Nash is out of town and will not be back until about the 13th of the month.

As I am not clear on your problems, I suggest that you come in to town about the 8th and discuss your situation with a view of trying to iron out your difficulties before you do anything drastic.

Apparently most of your problems are lack of transportation which should not be too difficult to iron out.

It is necessary for me to go to Tok over the week but I plan to be back here by Wednesday, the 8th. <sup>end</sup>

Monday, Sept. 6th, is a holiday with pay and only essential or emergency work can be performed.

Yours truly,

JGS/d

John G. Shepard,  
Assistant Superintendent

*Taylor notified  
Sept 3, 48*

SIGNED

Chas. H. Spring Survey

9-11-48

Sup. a R C  
Fairbanks

Freighting -

The motor operator can not make the next camp from Fairbanks in daylight. There are some bad places in the vicinity of the river and they don't want to travel over them at the present time in the dark. They would like to make the cabin on the river banks, where they have permission to remain, in daylight.

To do this they would need to leave Fairbanks about 6 am.

Could it be possible to have the truck loaded with supplies the previous evening and parked inside under the watchman's care so that they could get away the next morning at 6 am?

DATE

TRUCK NUMBER

NAME OF DRIVER

DATE

NUMBER

REPAIR PARTS USED

Grease

used no oil and motor for the cabin

Description of Work Done

Equipment repaired

NAME

NUMBER

DATE

NO.

Contractor

NAME

NUMBER

REPAIR RECORD FORM

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

2115 CHCE

No. 045012



# Clona Hot Springs Survey

9-13-48

UNITED STATES ENGINEER DEPT.

C. E. GALT COMPANY & GREEN CONSTRUCTION CO.

Sup. A.R.C.

UNITED STATES ENGINEER DEPT.

An enclosing Hardways time sheet.

Opayke has returned.

The chap we had in mind decided not to work for us, so we would like to have another man as soon as possible.

Presume the tractor operator will discuss the tractor problems better than I can write them <sup>about</sup>.

Have existed a ledge on Smallwood Creek. Water 3 feet under ledge.

Donna Creek is a bad one. The water won't be deep.

We could not possibly cross the Little Chona River at this time, even if things had gone right. Since we now set back in our work

we may get across if weather remains dry for a couple of weeks.

gramme.

### Foreman's Daily Report

appears to have we, an A No 1 Cat Operator who's also a worker

MAINTENANCE CONTRACT

Alaska Highway Division

C. E. GALT COMPANY AND GREEN CONSTRUCTION CO.

Oct. 11, 1948

Anchorage

John R. O'Malley

Reference yours of May 23, transfer of Mr. John R. O'Malley to this District.

Please be advised that Mr. Grammer has discharged Mr. O'Malley and that he, O'Malley, is returning to Anchorage on the next train.

In view of the fact that he was sent up here from Anchorage and discharged here, he is entitled to return time and transportation to Anchorage. Also, as during the summer months he worked 17 Sundays, we will have to extend his time to take care of these days which means that we will report him to Juneau as terminating on November ~~21st~~ 12th.

However, if you put him back to work, it would be advisable for you to first check with Juneau, as a duplication in time may occur.

FN/d

Frank Nash,  
Superintendent

*D. A. Grammer*  
*Fuller*  
*Billings*



Chas. H. Spring Survey

10-12-48

Sup. a. R. C.

Survey instruments

Need an instrument man and one or two apemen. McCann quit. He was a good apeman. Cook is good, but all the other boys seemed to handle an axe on this job.

If Cook's Survey supports operation before that we don't need any more of the crew but would need another tent if <sup>the</sup> present gang does not quit. This assumes the survey would continue another month.

grammer.

Don't know how they could get here as the tractor will not be returning for about a month unless we shut down.

QUANTITY

PART NUMBER

NAME OF PART

UNIT PRICE

AMOUNT

REPAIR PARTS USED

Description of Work Done

Equipment Repaired

NAME

NUMBER

Date

194

Contractor

NAME

NUMBER

REPAIR RECORD FORM

Sup. a R E

Survey

would like to know if the A R E desire to continue the survey as long as it is possible to do effective work, weather and crew willing.

Weather has been good to date, but our progress has been slow. No assistance from tractors except for supplies, and we run more camp when we are ready to move.

Spend five hours and more at times to and from work. This is a stretch of apparent good ground ahead. Then there will be an apparent swampy section to cross or go around. Purpose to run a long P line ahead in order to see the ground before it is covered with snow. When snow covers poor ground, you are not familiar with <sup>trough</sup> it, one does not know what his location covers.

If possible the survey should be run in where it can be easily supplied by Big Chena transportation next season.

Work could be speeded up by running a P and L line at the same time. This would require a large crew, another tent and <sup>possible</sup> assistance for the work.

Description of Work Done

Grammar

Helper

Equipment Rebuilt

NAME

NUMBER

Date

194

Contractor

NAME

NUMBER

REPAIR RECORD FORM



Chino Hot Spring Summer

10-12-48

Sup a Re

Will have moved across the river by the time you receive this note. River being good gravel bottom.

The tractor should bring back a month or more supplies this trip. While we may not have enough fuel on hand for the season, much depending on weather conditions and whether the tractors work or stay in the swamps; it seems more desirable for the tractor to assist the survey along the good ground we have available than to fight in fuel.

The roads are soft and in places badly cut up. Colder weather should improve the roads, and when the line hits the swamps, the tractor can go after fuel.

QUANTITY	ITEM NUMBER	NAME OF PART	UNIT PRICE	AMOUNT
<i>gammone</i>				

REPAIR PARTS USED

Moved 10-14-48

Having as much trouble with TD 14 radiator boiling over in October as did in July. It won't be worth much on the line and may not heat a good eye even

Equipment	MAKE	NUMBER	Date	10/14/48
Contractor	MAKE	NUMBER		

REPAIR RECORD FORM

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

FORM CHCE No. 10-12-48



Chico Hot Springs Survey  
 Oct 20 1948

Sup a R C  
 Fairbanks

The following routine is due <sup>Walter</sup> George N. Belling

Sup	Notes	Days
29	<del>Left Fairbanks</del>	<del>2</del>
Oct 1	<del>Went to ...</del>	<del>1 1/2</del>
2	<del>...</del>	<del>1 1/2</del>
7	<del>...</del>	<del>5</del>
9	<del>...</del>	<del>1 1/2</del>
10	complete road to ... dug in can none camp	1 1/2
12	<del>...</del>	<del>1 1/2</del>
13	<del>...</del>	<del>1 1/2</del>
14	none camp search	5
20	return Fair	3
15	help work	1
		19 1/2
		26 1/2

1 1/2  
 1 1/2  
 ---  
 3  
 2  
 ---  
 1

I certify the above is correct.

J E Grammer



Chena Hot Springs Survey  
Oct 20, 1948.

Sep. 9. R.C.  
Fairbanks.

The following overtime is due W.W. Fuller Tractor Operator.

August	hours
7 2 round trips from Fairbanks	4 X
8	4 X
Note - his first two days was kept in Fairbanks	
12 to Fairbanks for vehicle freight	2
13 grease	1
14 "	1
17 cut down wash camp 11:30 P.M.	7
18 Busy in area	3
19 cut stink	1 X
21 HD14 "	2 X
22 wash to road + Fair. for cable	3
23 cut return cable	2
24 2 round trips to Fairbanks	5
26 Repair HD14	3
27 cut down to Fair for mechanics	3
	41

September	hours
1 round trip Sup.	3 X
4 return Fair into TD4	3
5 grease	1
9 "	1
10 "	1
11 clean camp site M18	3
12 stink load & return 2:30 am but jets cut out	10 X
13 grease	1
15 from west bank M18 cut DT in to Fairbanks - narrow trail	4 X
16 return and repair cut	2
17 move camp	2 X
21 Fair and return	3 X
22 get TD14 + DT out	1 X
23 McKinley stink D4 Hoppers Ci. get out with D4 + DT in	10 X
24 D4 down wash camp	9 X
26 return late load fuel	2 X
<del>29</del>	<del>3</del>
	58

Oct	hours
1 fit river	1
3 "	1/2
6 " + stink	1
7 TD14 stink wash Fairbanks	3
9 return Fair into	1
10 complete road to Dunes King for camp use	1 1/2
12 fit	1
13 "	1 1/2
14 move camp stink	5
20 return Fair X	3
	18 1/2

Total	hours
Aug	41
Sep	58
Oct	18 1/2
	117 1/2
	58
	175 1/2

I certify the above is correct.

J. Grammer



Oct 20, 1945

China Hot Springs Survey.

Sup a R.C.  
Fairbank

Continued

am enclosing a statement of overtime due Fuller and Zelling.

The system of hauling freight for the survey requires overtime or time off to make up for the extra time which amounts to the same thing.

The crew seldom get away at 8 am generally P.M. come out of town there is no A.R.C. camp to spend the night. The cat has to go on there. Several times two rounds <sup>trips</sup> were made in one day or 1 1/2 trips.

Fuller has stayed with a cat if there was a chance to get it out, or it could be used the next day until 2:30 in the morning.

He has worked in the town at night for pack etc. He has roused Townsend out at his home in an endeavor to keep moving.

He took the night <sup>trip</sup> and worked it was in a rough spot and away behind in snow, with little chance of making up time till now.

On the other hand he may be a little quick tempered and impetuous.

Equipment Returned: [ ] Date: [ ]  
Contractor: Gammeter [ ]

REPAIR RECORD FORM

Chino Hot Springs Survey  
Oct 20, 1948

Sup and  
Hardware.

Since Fuller is leaving I suggest you send  
some one out here to make this outfit out  
unless you want Ratchiff to take over.

I am not going to continue the survey. Looking  
weather and swamps with a green cat operator,  
there was a good chance, with luck, to make up some  
of the time lost last summer. However, this requires  
the use of equipment, and the operation of the  
office, shop and <sup>that of</sup> good tractor operator.

grammar.

If a good tractor operator comes out I am not going  
to keep any fighting time. That is up to your  
office or shop. However, I will give you the  
time he arrives here if requested.

REPAIR PARTS USED

This is a bill of a piece to end the survey  
or to start one next season.

Description of Work Done

Equipment Reported

Contractor

The tractor operator will have to bring out his  
own assistant.

REPAIR RECORD FORM



SIGNED:

Oct 20 - 49

[Empty box for page number]

China Hot Springs Survey

Sup. a.R.R.

TD14

The wheel has to be oiled and greased every night and morning.

Send me Pictures if you expect to use the wheel or use a different wheel

gammes

QUANTITY

PART NUMBER

NAME OF PART

UNIT PRICE

AMOUNT

REPAIR PARTS USED

Description of Work Done

Equipment Repaired

NAME

NUMBER

Date

194

Contractor

NAME

NUMBER

REPAIR RECORD FORM

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

FORM CHGE

No. 005240



Cheney Hot Springs, Arkansas

Oct 20, 1948.

Sup. a/c  
Fairbanks.

Fairbanks reference your letter of Oct 19 concerning Fuller and Belling.

It is my opinion you were wrong in all your conclusion outlined in that letter.

However, both men quit when confronted with the data outlined there in.

They will take the D4 and go down to Fairbanks tomorrow. Hope they will try the TD 14 in from the hills before they go. It has refused to run.

Fuller is one of the few tractor operators, who can be spotted up these days, that will travel before or after hours, walk or ride, daylight or dark, in an effort to keep things going.

Belling is a worker. He does not have to be told what to do. Like the Belgians I have he does what there is to do. Most of them do enough just to get by.

Orch, an Alaskan, is going in with Fuller. He knows the country and would be a valuable man in the survey. Some of the few red time workers left.

Yours  
grammer

Equipment repaired

Contractor

Fuller took the cap, apparently, for sticking of the D7 and D4 which McKinley stuck.

FEDERAL RECORD FORM

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

NO. 075010

China Hot Springs Survey.  
Oct 20-1948

Sup a RC  
Fairbanks.

Reference your two letters of Oct 19<sup>th</sup> regarding  
Fuller and Belling.

They state they worked about 4 hours Tuesday,  
moreover they wanted to come on out to camp, but were  
retained in Fairbanks so they could bring out two  
men on Wednesday. If so they should be  
entitled to full time for Tuesday, and it was up to  
the shop & office to see they kept busy if they wanted  
to work. No travel expenses these days will be charged  
time and pay their own expenses in Fairbanks beside.

Fuller and Belling left camp about 5.4. m. Sunday  
morning - before daylight while the ground was frozen.  
They traveled light, fast across the swamp making cut  
offs. They say they arrived Fairbank about 11 am,  
they are entitled to a full day for that trip and I have

so credited them. A heavy cat could not make that  
trip, no could a ~~cat~~ road, they were 11 hours  
making the return trip.

It is my opinion Fuller was entitled to all the  
free time I gave him. If held out for supplies, it was  
the duty of the shop to keep him busy. If the office  
would get the freighters out at 8 am instead of 10 am  
then 2 p. m. they would have been out over  
time due. When they leave Fairbanks they have to  
spend the night as there is no ARC camp to spend the  
night

FEDERAL RECORD FORM



Page No. Two

compensatory time coming. However, this will not be allowed unless we receive a definite statement from you as to the time due, etc.

Fuller and Belling arrived in town Sunday morning about 10:00 A.M. As Sunday is an overtime day, they absolutely should not be allowed more than two hours for that day. Any compensatory time they may have coming should be allowed on a regular work day (Monday through Friday).

Very truly yours,

FN/d

Frank Nash,  
Superintendent



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 19, 1948

Mr. Earl Grammer,  
Assistant Supt., ARC,  
Chena River Survey.

Dear Sir:

Reference your letters of October 11 and 12.

O'Malley has been around here for several days waiting for his bedroll, etc. We will get him to Anchorage on the next train.

We want to keep the survey going just as long as it is possible to accomplish anything that will be of real benefit to us. In view of this, I am holding your tractor and operator here until Wednesday Morning so that I can send an Instrumentman and maybe an axeman up with him. The instrumentman is a man who has been working around here all summer. As to the axeman, am not sure if I will be able to send you one but will do the best I can. The 40 Mile crew under Morris are still out and have no idea as to when they will be in. Cooley and his crew will not be in for another week or ten days, so cannot secure any men for you from their crews. Quenboe has only two men with him and he needs them very badly for the next two or three weeks; in view of which if we do send an axeman, he will probably be a green man.

I agree with you, that at least a "P" Line should be run to where camps can be easily supplied by river transportation. We intend to freight in diesel, fuel oil, etc. etc. during the winter before the breakup so that next summer all we will have to get in there will be the men, their bedding and perishable supplies.

From your letters I cannot determine as to whether or not you will need any more supplies of any kind other than what they will take up with them this trip. If you do need any, would advise you to send back for them at once as we have nothing here except a D4 to send up there. You have all of the go-devils up there, too, so we cannot help you out on the freighting unless you get a go-devil in to us. If you send one in, your tractor might as well take it back.

Understand that one of your men, Glen Baker, is in here. Watch his time when you turn it in. Also note that you have been sending in straight time for your tractor operator, etc. when we actually know he was in town here doing nothing. Maybe he has worked overtime and has some

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

October 22, 1948

Mr. Earl Grammer,  
Assistant Supt. ARC,  
Chena River Survey.

Dear Sir:

Reference your letters of October 20th. After receiving them and your statement of overtime for Fuller and Belling, it is readily seen that 99% of the overtime put in by them was legitimate and should have been paid as such. However, prior to receipt of your statement, we could not determine just what the overtime consisted of, therefore, we could only take one stand. However, some of the greasing, etc., cannot be allowed as overtime.

We are sending out two men to run tractors for you - one of them, Kimball is a darned good man, the other boy has been well recommended. They will keep their own time. The garage has been instructed to send Prestone for the TD 14. As previously stated, Kimball is a good tractor operator and is willing to work. However, he has a dentist appointment for November 1, in view of which it will be necessary for him to get in on that date. He can come in October 31st and return on November 2nd.

It is hoped that you can continue up there for another week or ten days or until such a time as you can end up at a decent place.

Frank Morris came in today. His men will be in here in a day or two. If you want two or three of them, send a cat back after them as soon as possible. Some of these men want to continue working as long as possible.

Am sending you one of Quenboe's men to give you a hand until the finish. Iver says he is a good boy. You start keeping his time as of the 25th.

Very truly yours,

FN/d

Frank Nash,  
Superintendent



China Hot Springs Survey

Oct 20, 1948

Sup. a R e  
Fairbanks

Supplies

Would like to get up a cork tent before we break camp, so we can move the cork in as soon as we arrive. The days are short and mist cut down the morning and nighttime.

Perhaps you can spare me from some of the camp that closed down. It must be in good shape at the bottom for it must be pegged down.

Present tent is 16x18.

Need old canvas to make storm doors for our tents. Saves fuel and will be needed when the wind blows.

Have the truckers bring out some oil next trip.

gramme

NUMBER EQUIPMENT	DATE	DATE	DATE	DATE	DATE	DATE	DATE	QUANTITY	THROUGH
Unit of Measure	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE
Beginning Week	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE
Contractor	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE	UNIT CODE

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



Sup a de  
Fountain

DA and TD 14 tractors are going in for repairs.  
We are about ready to move and must  
move if present water supply gives out whether  
ready or not. One of the water holes is dry.

Next move will be on or in the vicinity of the  
winter trail. There is some apparent trough going  
enroute, and some of the trail I saw was none  
to hot.

Shirley said the wood cutters were fixing the road  
crossing and expected to send trucks over at week  
two weeks, if present weather continued.

Can count three more men in present tent and  
can use them if we do any work.

Could use an instrumentman and some one  
who could run a tractor in a pinch, when  
the tractor men.

Nice working weather today.

Baker informs me he has done for the Reclamation  
service so we have a claim.

Grammar

Hazy List

Oct 26, 1948

Sup a R C  
Tanks

He is with routine and Morris Sloan. He is leaving for Mo. this is his second season with me. He pinch hits on a tractor, transit, level, & pry on any place on the job.

		hours	
Sup	7-8-14	3	- help in kitchen when work was in town after hours.
Sup	12-	10	Cat stuck down C <sub>1</sub> - took mt cat, and returned 2:30 a. m. <sup>from camp</sup>
	10	4	tighten treads and help repair cat.
	17	4	more camp
Oct	14	6	more camp

27

I certify the above is correct  
J E Grammer

Unit of Measure	Code	Unit Cost	Code
Beginning	Code	Material	Code
Contractor	Name		Number

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT  
FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



Chino Hot Springs Survey

Nov 8, 1948

Sup a R E  
Fairbanks

We are now camped on Pottalch Creek about 3/4 mile up stream from the winter trail bridge.

The route to here should be fairly good if the long way is followed. The winter trail line is useless.

The men seem to be willing, so if the present and past weather continues and the DOZER WORKS will remain out until near the middle of December. However, I am not going to continue forking around with broken down equipment.

This is really the time to work this section the the days are rather short to get a good day work in which is another reason why the equipment should work.

We may need some more supplies if we remain out that long so the cook will send a grocery order to be returned with the load of fuel oil.

Summary

NUMBER EQUIPMENT	DATE START	DATE STOP	DATE START	DATE STOP	DATE START	DATE STOP	DATE START	DATE STOP	QUANTITY	THRU

Unit of Measure	UNIT CODE	UNIT CODE
Beginning Week	CODE	CODE
Contractor	NAME	NUMBER

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT  
FEDERAL WORKS AGENCY - PUBLIC WORKS ADMINISTRATION



Chas Hot Springs Survey.

Nov 8, 1948

Sup a R E  
Fairbanks.

TD 18

The TD 18 has been causing trouble ever since it arrived. The operator will take it to Fairbanks in the morning for repairs on another tractor. In the meantime we will be without the services of a dog as the blade on the TD 14 was left in Fairbanks.

When the operator leaves Fairbanks please see that he brings out a full load of fuel oil with him. He will have the dogs go devil. He can load this fuel the day before he leaves town.

Mathews will go with him as Anderson proposed agent.

Incidentally Donnell advises me the Master mechanic informed him the tractor would have to be serviced after 8 am. I want that order recorded.

For every hour this present party is held up due to servicing tractors it will cost the A R E about 20<sup>th</sup> not to mention getting no work done. There is no percentage in that course of procedure.

To much time is lost starting tractors on a cold morning and of servicing is also added to get no work done.

This does not mean that a tractor will need to be serviced over time every day for then one reason when it makes no difference to us, when it is serviced. Some time as a head ache and I don't want any more than is necessary.

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
JUNEAU, ALASKA

March 22, 1949

Mr. Lewis E. Grammer, Highway Engineer,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Sir:

Confirming the recent discussion between you, Colonel Noyes, Mr. Stewart, and Mr. Niemi, it is desired that you plan on handling the survey parties this season on the east end of the Paxson's to McKinley Park survey under the Valdez District. It is also requested that as soon as you are free to leave Anchorage you proceed to Fairbanks and assist in starting the party on the Chena Hot Springs survey. This is particularly desirable in order that you may give the new locator the benefit of your knowledge of the country. It is also desired that you give him any help possible in the way of instructions as to the best procedure for road location.

Your permanent station will remain Anchorage and you will return there at the close of the field season.

Very truly yours,

Ike P. Taylor,  
Chief Engineer.

LM  
3/24/49

cc: Anchorage

DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

March 25, 1949

Mr. Lewis E. Grammer, Highway Engineer,  
Alaska Road Commission,  
Anchorage, Alaska.

Dear Sir:

As a follow-up to Mr. Taylor's letter of March 22, and for your information, we are freighting fuel oil, diesel, food supplies, etc. up the Chena for use by the Chena-Hot Springs Survey Party during the coming summer. This is to eliminate freighting troubles as encountered by yourself last season.

It is planned to have the party in camp (where you left off last winter) before the breakup - this also to eliminate transportation difficulties. In view of which it is believed advisable that you should be here not later than April 15th in order to get them started as suggested in Mr. Taylor's letter.

Very truly yours,

FN/d

Frank Nash,  
District Engineer

cc - ARC - Juneau



File 75

May 4 - 1949

A A E  
Fairbanks

Chico's Survey

There is 2 1/2 feet of soft snow on the ground and  
now comes every day.

Some of last year's camp supplies is under  
neath snow and ice. Until this goes it  
will be impossible to tell how much of  
certain items there will be on hand.

Have found the red leader's board. Do you  
want the one just received returned?

Have lost a plumb bob. When dropped in the  
snow it almost impossible at this time to locate  
them. Think should keep all those now  
on hand for the present.

Will report on the cache situation when more  
information is available.

Can not always received but not send on  
the radio.

The cook has never used an oil stove  
before. The man heats up nicely but he  
would like more heat on top of the stove.

Probably due to not knowing how to  
regulate the burner or oil flow.

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

May 4 - 1949

A R C  
Fairbanks

Shena Jerny

There are no injury report forms here. There has been two eye accidents. Smith and Harker. Both should have had medical attention. Harker cut a gash in the side of his foot. No tractors were available and he does not care to go in now. The cut is more of a side gash and not too deep, but it is in a bad place.

There is a 2 1/2" x 3" cut in the rubber of his shoe sole and he can't go out in this weather with low shoes.

Please engine of the tractor operator before he comes back and see if he secured shoe soles for him.

NUMBER EQUIPMENT	DATE	DATE	DATE	DATE	DATE	DATE	DATE	QUANTITY	UNIT

Unit of Measure	Code	Unit Cost	Code
Beginning	Code	Inventory	Code
Contractor	Name		Number

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT  
FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



May 4 - 49

China Survey

are  
Tanbunks.

Should have two more mattresses. If another man comes out while the other mechanics are there would be no mattress for the extra, would have to put him in the extra tent at that.

The tents are 12x14 and they should have been 14x16 so a fifth man could be crowded in if necessary.

Need generators and mantels for the Coleman lamps.

g.

New form small A R E envelopes.

NUMBER EQUIPMENT	YAGDVA	YAGDVA	YAGDVA	YAGDVA	YAGDVA	YAGDVA	YAGDVA	YAGDVA	YAGDVA
DESCRIPTION									
UNIT									
DATE									
NAME									
NUMBER									

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT  
FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION



Fate 25

MAY 13 PM 2:40

KPA3

# TELEGRAM

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., FAIRBANKS, ALASKA

RR UKPFC

FM UKJ 10F/NOYES ROAD COMM JUNEAU ALASKA 140017Z  
TO FRANK NASH ROAD COMM FAIRBANKS ALASKA

**01421**

INT GR57

EUGENE WHITE WILL PROCEED TO FAIRBANKS MAY FOURTEENTH AND REMAIN  
LONG ENOUGH TO BREAK IN CHENA HOT SPRINGS SURVEY CREW  
PD IT IS YOUR RESPONSIBILITY TO SUPERVISE THE WORK AND  
PARTICULARLY TO INSURE EFFICIENT AND EFFECTIVE SUPPLY ARRANGEMENTS  
CMA AVAILABILITY OF  
EQUIPMENT CMA ETC PD SUGGEST YOU ASSIGN JOHN COOLEY PART  
TIME TO SUPERVISE SURVEYS YOUR DISTRICT

14/0028Z

Chena Survey, 6-1-1949.

Alaska Road Commission  
Fairbanks, Alaska

I send you a sketch of our line. From Little Chena crossing up to the point I it runs mostly on the top of the hill along the roadbed. This part of the line looks pretty good.

From the point I we can choose two routes (see sketch: Route A and Route B).

Route B from the point I to point III is good, but from the point III to Hot Spring along West Fork creek is very bad. Steep slopes, swamps and many creeks.

I prefer the Route A. This route from the point II to Hot Spring looks good. A careful ground reconnaissance is necessary from the point I to the point II. From the air I couldn't find out if the elevations and soil conditions are good or bad. Anyway it looked attractive.

If possible order, please, the air-photos from point I to point II; send me, please, too some data about costs of following:

1 mile of road	in fair ground	} construction and maintenance costs
1 " " "	swamps	
1 " " "	rocky country	

Bridge	30 feet span
Bridge	50 " "
Bridge	100 " "

These data can help me to make a choice between the Routes A and B.

In May P.H. Bettinger missed 4 meals and 1 bed, and R.A. Mullen missed 16 meals and 5 beds.

Jerome Stolcova



DEPARTMENT OF THE INTERIOR  
ALASKA ROAD COMMISSION  
FAIRBANKS ALASKA

June 3, 1949

Mr. Jerome Holowka,  
Locating Engineer,  
ARC, Chena Survey.

Dear Sir:

Reference your letter of June 1, 1949, in regard to proposed Routes A and B as per the enclosed sketch.

A year ago, Mr. Taylor and I flew over your proposed Route A and our reaction was, too much rough country, heavy rock work and too high a summit to cross. I do not have a good contour map to check the elevation of that summit, so cannot state as to its elevation, but believe that route is out.

In view of that we favored the proposed B Route, which Mr. White apparently also favored. One suggestion is, possibly held up higher on your crossing of Colorado Creek.

However, I believe it advisable to make a good reconnaissance of Route A between points I and II and even further down towards the West Fork, before you make your final decision. Due to rapidly raising costs in every respect, it is rather hard to give you an estimate as to costs, however, for your purpose you can figure that it will cost at least 35% more to build in bum ground than in fair ground and 75% or more in rocky ground, depending on the nature, etc. of the work. Maintenance costs over a swampy area will be 50% more than on good-rocky ground.

As to air photos, doubt if we can secure any that will be of help. Had some last year that were of no value, however, will check on this and do the best we can.

As to bridge costs. At present we have no definite information as to bridge costs.

In regard to Bettinger and Mullen missing some meals; keep a record of this until the end of the season at which time any and all necessary adjustments will be made.



Saturday September 17, 1949

Mr. Frank Nash  
District Engineer  
Fairbanks District.

From: Charles Summers.  
Chena Hot springs Survey.

Subject: Dismissal of ~~Bo~~ Robert Mullins.

I am dismissing for cause the above named. This man has proven beyond a doubt to be incompetent, lazy and insolent.

During his stay with this party he took very poor care of the equipment entrusted to him. His laziness was the main factor that the gears in the winch of the D4 were stripped, when the top housing was broken he did not drain and clean the gear mechanism to find out if a piece of metal had fallen in there, when asked to take better care of the equipment he became insolent and abusive.

Yesterday while dozing over a small mud hole he piled a large amount of material in front of the hole, climbed the tractor over it and ran it into the hole sticking the tractor in such a manner that he could not get it out, when I pointed out his error he became insolent and <sup>made</sup> derogatory remarks about my person and ability.

The trick of piling material ~~into~~ in front of a hole then climbing over it and falling into the hole is something he has done time after time, he can not be entrusted to doze by himself.

Sincerely,

Charles Summers.







also wants to remain here as long as he can before going to school. He says he will remain here till the 12<sup>th</sup> of September if you will fly him out of Fbko on the same date, that is pick him up here on the 12<sup>th</sup>, and have a ticket for him to pull out to his destination that same date. Also know his pay ready then. He is a very nice clean cut boy, who has all ways been a cautious and willing worker and deserves in return cautious treatment.

Let me know what is decided on this matter; in Volody they have a return ticket for him but if he has to go to Volody, then he will have to quit earlier. If any event have a man ready to replace him, only an Armenian because of the making a messenger out of that pins - got "Red" and I'll put him behind the gun, so please all I'm asking is for strong backs there are enough good heads here.

Tim fellow John Brown is also talking about going back to college, but he is contacting Ike Taylor on the matter direct, but keep your ears to the ground, Tim John Brown is a primary drink.

Before we move I may have to ask you for a large food order to hold us for a while, however we will see what kind of luck we have in finding our airport there.

Best regards.

Summers.



15<sup>th</sup>

Sept 24, 1949  
Colorado Springs.

John:

We plan to begin moving by the end of this week. Camp will be about 2 miles this side of the Westfork.

If you can not send Pete then send me another cat Skinner and we will let Pete go. But please don't send me a punk's one. The other one we have here while he will do in a pinch certainly is not a black man and no chemical shell he has none. Would prefer a man in his late thirties and even tempered.

I can not understand why you can not send me a replacement for Jimmie, I don't need an experienced man only a youngish fellow and we will run train him, not leaving him in our garages any set-up and will materially slow me down. I have the party organized as follows: Four of us on the line and the dogs, two men on X-sections, ~~and~~ two men on level, all of us moving ahead of the same line. When the level and X-sections catch up they go to bring with the line party set about 1/2 mile ahead and then they go back to their work in that manner the line goes forward all the time there is no backtracking. The Chumby here would like to go on the



line, and should, he is paid to install, cost or allow to be put on plumbers, so if you can not send me or man for the line send me a plumber.

The next camp will be about twelve miles from here. The next oil damps will not be in ~~the~~ near our line so we will have to return to pick it up and move it forward. So that the next move will perhaps take ~~two~~ or well of preparations before completion because I also plan to take most of the fuel oil from this camp with us. Just to be sure we will not run out.

To date line is at station 2427 about six 1/2 miles from this camp or more. Levels to 2362 X-sections as before. This makes 16.8 miles done to date.

We are about 3 miles behind the schedule. I had established for this month, mostly due to the fact that we have only had the use of the TD-14 for 5 days this month. Now it is fixed and has worked well for the last two days. However the operator is not the best and that is the reason I want an experienced blade man, so he can take good care of it. Also the level party has had to double up as X-section river Smith left. So if you can send me a man to ~~replace~~ the act as plumber I will get to Chena Hot Springs on very near it by Oct. 15. as I promised you.

About Joe Hott, he is our transmission and I need him as long as I can use him, he



File  
75

9/26/49

Sept 23, 1949

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION  
SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

John;

This morning the transmitter went on the bum. The milliamperes dial will not register either on plate or grid. Max believes it is the crystal oscillator tube (V-1) # 6A Q 5<sup>th</sup> perhaps something else. kindly send King here to repair it.

The double roller bearing on the main shaft of the Isaacson front unit of The TD 14 is also shot and we can not move until that is repaired kindly rush one out to us. immediately.

Since we are stymied on account of transportation we are continuing to punch line as far as we can from this camp although it is four miles from here and over very rough ground.

To date we have 6 line complete to sta 2740.

Please send me also 6 cartons of Camels which you can buy @ \$ 1.85 each at Fentons drug store.

Summers

Sending you my personal check for same.

5280 ) 274000 (

First Progress Report 1949



File 75

*Yoch*

FAIRBANKS ALASKA  
NOVEMBER 10 1949

FROM ZIMMERMAN ROAD COMMISSION FAIRBANKS ALASKA  
TO ROAD COMMISSION JUNEAU ALASKA

OLEARY A WOODCUTTER REQUESTS AID IN RECONSTRUCTION OF APPROACHES TO LITTLE CHENA  
WINTER CROSSING PD NECESSITATES USE OF D EIGHT TRACTOR AND OPERATOR FOR ABOUT  
FOUR DAYS PD ASSISTANCE WAS GIVEN IN PAST YEARS PD IF AUTHORIZED PLEASE ISSUE  
ALLOTMENT TO COVER

*A*

*Nash*

KPA84

RR UKPFC

# TELEGRAM

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., FAIRBANKS, ALASKA

NOV 14 AM 8 25

DE UKJ 33F

R 141752Z

FM TAYLOR ROAD COMM JUNEAU ALASKA

01062

TO ZIMMERMAN ROAD COMM FAIRBANKS ALASKA

INT GR16

RECONSTRUCTION OF APPROACHES AT LITTLE CHENA ON WINTER ROAD  
AUTHORIZED PD CHARGE TO YOUR MISCELLANEOUS ALLOTMENT

CFN LITTLE CHENA

*EST*  
*ntfd*



Nash

FAIRBANKS ALASKA  
NOVEMBER 14 1949

FROM ZIMMERMAN ROAD COMMISSION FAIRBANKS ALASKA

TO TAYLOR ROAD COMMISSION JUNEAU ALASKA

REFURLET NOVEMBER FOURTEENTH RECONSTRUCTION OF APPROACHES AT LITTLE CHENA BE  
CHARGED TO MISCELLANEOUS ALLOTMENT PD AS OUR MISCELLANEOUS ALLOTMENT IS EXHAUSTED  
PLEASE ADVISE IF WE MAY CHARGE SAME TO ALLOTMENT LEFT IN ROUTE THIRTY EIGHT A

*Nash*

# TELEGRAM

KPA130

RR UKPFC

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS, UNITED STATES ARMY  
FEDERAL BLDG., FAIRBANKS, ALASKA

DE UKJ 74F

R 151745Z

FM TAYLOR ROAD COMM JUNEAU ALASKA

TO ZIMMERMAN ROAD COMM FAIRBANKS ALASKA

01173

INT GR10

SATISFACTORY CHARGE CHENA WORK TO ALLOTMENT FOR THIRTY EIGHT A

CFN CHENA A

15/1745Z

NOV 15 AM 8 04

*mu*  
*me*  
*170*  
*15-54*  
*10.33 x 12*