

Sept 1 - 1948

Stove oil Inventory for
Tatalina Camp. for the month
of August 1948

Mess Hall -	700	gals.
Bunk Houses -	1260	"
Total amt. used	<u>1960</u>	"
Amount in Stock	800	"

Sept - 1 - 1948

Inventory of Store oil

Olnes Camp Sept 1 - 1948

750 gals. in Stock Aug. 1 - 1948

900 " received " 9 - -

500 " " " 15 -

750 " " " 26

2890

1300 " in stock Sept - 1 - 1948

1590 " used in Mess Hall

550 " " " Bunk houses

1040

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

Tolovana Alaska

Oct 27/48/

A.P.V.

K. Fairbanks

Dear Sir

I am sending in Robert Helcomb
he tried to sue about breaking a truck
some time ago

but to night I caught him

pushing his truck and there
was no chance for him to get
out of the hole with out help

he jumped out of the truck and
slashed the door and walked off
and as a result he or I

told him to make up his mind

inclined to be sorry and

hope on the job if he gets a chance

Yours very truly

A.P.V.

FOR JOHN COOLEY AND LIVENGOOD SURVEY PARTY FROM FRANK NASH; SUPERINTENDENT
ALASKA ROAD COMMISSION.

Wien did not deliver pipe account not being able to handle in small plane.

Tried to get through today with large plane but could not make it as weather
closed in.

Will try again as soon as weather permits. When plane does drop pipe, if
everything OKay and you can get back to Livengood on initial trip without
help, signal by waving both arms crossways above head.

If you will need tractor and sled from Livengood, signal by waving red or
dark cloth.

FOR ANNOUNCEMENT ON TUNDRA TOPICS OCTOBER 26, 1948.

10/28/48

Work Accomplished

Globe Creek (Westbrook) Foreman

1 - Fill 1700 ft long, raised
2 feet. Widened 3 ft.

1 - Culvert - 8' x 15"

4 1/8 miles surfaced

15 miles maintained

23 miles winter maintenance.

Total yardage 19,475

10/21/48

Tatalina

yardage for month of Sept. 1948

Shovel

1298

14,398

Carryall

1980

5,812

TOTAL YARDAGE

20,210

10/21/48

Globe Creek yardage for month of Sept 1948

SHOVELS		YARDS.	TOTAL.
# 1255	- - -	7,794	
# 1922	- - -	570	
# 1955	- - -	3,684	12,048

Crusher

# 1961	- - -	3,030	
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3,030
14,398

17,428

Carryalls

# 1213	- - -	10,080	
1215	- - -	10,380	20,460

TOTAL YARDAGE 35,538

INTEROFFICE CORRESPONDENCE
ALASKA ROAD COMMISSION

Mr. Nash
Fairbanks DISTRICT

DATE
FILE November 9, 1948.
SUBPENSE--

REFERENCE--
Livengood - Wiseman project

Recent communications from the Military have changed the proposed construction and survey plans on the above project. It is now definite that no construction will be carried past Livengood and no further survey accomplished north of the Yukon on this route.

A. F. Ghiglione,
Chief, Construction Division.

AFG:tl

INTEROFFICE CORRESPONDENCE

ALASKA ROAD COMMISSION

Mr. Nash
Fairbanks

..... DISTRICT

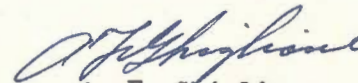
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A. F. Ghiglione,
Chief, Construction Division.

Store Oil Inventory for the Month of Nov. 1948 at Tolorana Camp.

2950 gals received during Nov.
1500 " on hand Nov 1st

4450

990 " used in Mess hall X

3460

2610 " " Bunk houses X

850

2000 " Rec'd from Globe Creek Nov. 10th

2850

Approx. 1700 " used in Tractors.

1150

" on hand 12/1/48

1000

" rec'd 12/2

2150

" on hand 12/6/48

990
2610
3600

Due to extreme cold weather, - Store oil was
used in Tractors instead of Diesel oil.

12/8/48

Report for Tolovana Camp For Month of November 1948

No Powder, Caps or Fuse used.

1/2 mile of Fice - 10,308 yds.

Winter Maintenance 40 miles.

No Culverts installed

NUMBER EQUIPMENT	DATE	DATE	DATE	DATE	DATE	DATE	DATE	QUANTITY	AMOUNT
Unit of Measure	CODE	UNIT COST	CODE	UNIT COST	CODE	UNIT COST	CODE	UNIT COST	CODE
Beginning	CODE	Material	CODE	Material	CODE	Material	CODE	Material	CODE
Week	NUMBER	Material	NUMBER	Material	NUMBER	Material	NUMBER	Material	NUMBER
Completed									

SUMMARY OF FUEL AND SUPPLIES USED BY EQUIPMENT

FEDERAL WORKS AGENCY - PUBLIC ROADS ADMINISTRATION

6/12/49
3/21/49
Livengood Alaska
March 19-1949.

Mrs. Frank Nash
Supt A.R.C.

Dear Frank -

Doherty's cat train passed thru
here and some of his men reported that
the Road Commission Building at Globe
Park

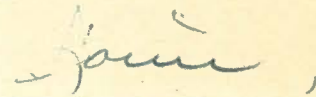
11545 Evanston Ave
Seattle 33, Wash.,
April 23, 1949

Frank Nash
Supervising District Engineer. (Say what in Hell's your title
Fairbanks, Alaska anyway?)

Dear Frank:

Greetings; Can you have one of your girls knock me off a little information about the condition of the road to Livengood, and whether or not we are going to be able haul in a ton or so of supplies when we reach Fbx on or about the the fifth of May.

Thank you very much, and regards


Louie A. Smith

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

April 27, 1949

AIR MAIL

Mr. Louie A. Smith,
11545 Evanston Avenue,
Seattle, 33, Washington.

Dear Sir:

Reference your letter of 23 April, in regard to the
Livengood Road.

Please be advised that this Highway has been open
since April 10th and we hope will remain open until the snow-
balls start to fly next October or November.

Erection of the new Steel Bridge across the Tatalina
River will be completed on or about May 5, so you shouldn't
have any trouble under ordinary circumstances.

Very truly yours,

FN/d

Frank Nash,
District Engineer

Tatiana Ooster

5/11/49

Mr Frank Mark

District Engineer

Densu

I don't know so much about this
maintainer on this glacier it
don't work so good to much
blade left is to much on the
ice and a course they are
Peter A. Hovelin, he don't take to
much interest in fixing up
these places that are bad
and need fixing
in to much of a hurry to get
to the next place

how it turns out.
There is no true chance on
this mountain either so if
he gets in a bad place it looks
like he is stuck
wee here is hoping he makes
it all right

Yours very truly
Otto G Bayless

lots of water showing now

July 8, 1949

Frank Nash, Dist. Engineer
ARC, Fairbanks

Dear Mr. Nash:

Mr. Brady, Mr. Riehm and Mr. Larsen agree that Tolovana camp was opened on May 23. Dinner and supper were served on that date.

Therefore, there are no meal sheets prior to the period of May 23 - June 5.

Very truly yours,

Jay West

ALASKA ROAD COMMISSION
From Tatalina

Month

May 1949

	BREAK-FAST	DINNER	SUPPER	BED	EMPLOYED PAY ROLL NUMBER
1	22	22	22	22	
2	22	22	22	22	
3	22	22	28	23	
4	22	23	23	23	
5	23	23	13	13	
6	13	13	13	13	
7	12	12	12	12	
8	12	12	12	12	
9	12	12	12	12	
10	12	14	13	13	
11	13	13	14	14	
12	13	13	13	13	
13	13	13	13	13	
14	13	13	13	13	
15	13	13	13	13	
16	13	13	15	14	
17	12	12	12	12	
18	12	16	12	12	
19	12	12	14	14	
20	14	14	12	12	
21	13	13	13	13	
22	13	13	13	13	
23	12	5	15	17	
24	15	5	7		
25	7	5	7		
26	7	11	7		
27	7	9	5		
28	5	9	6		
29	5	5	5		
30	2	2	3		
31	5	5	5		

The meal count for May 30+31
 are on page 10 of the file.

MEAL RECORD SHEET

Month _____

	BREAK-FAST	DINNER	SUPPER	BED	EMPLOYED PAY ROLL NUMBER
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

7B
DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 6, 1949

Mr. Otto G. Bayless, Foreman, ARC Tatalina
(Mr. James Niels, Foreman, ARC Tolovana
(Mr. Len Brady, Foreman, ARC Tolovana
(Mr. Jay West, Timekeeper, ARC Tolovana

Gentlemen:

Enclosed herewith you will find a copy of the cooks record of total meals served at Tatalina for the month of May.

I am returning this to you to show you some errors, with the request that the missing information be furnished at as early a date as possible and that hereafter, such records be kept correctly and forwarded to this office at the proper intervals.

- (1) You show no meals as having been served on May 23, May 30th and May 31st. Surely some meals were served on those dates at the Tatalina Mess (Bayless supply these figures even though the cook (Larson) probably served the morning and noon meals on May 23rd).
- (2) Beds need not be shown on these sheets.
- (3) West: Send us sheets covering meals served at Tolovana from opening date through May 22; if camp at Tolovana was not opened until the 23rd, advise accordingly.
- (4) Hereafter these reports are to be sent in at the end of each pay period with time sheets, etc.

This also applies to our meal sheets as signed by transient employees.

Very truly yours,

FN/d
Encl.

Frank Nash,
District Engineer

1936
files

JUNE 5, 1936

WOODS MINE ROAD

TOTAL LENGTH 1300'

1000' SIDEMILL WITH LARGE BOULDERS
WHICH WILL PROBABLY REQUIRE BULLDOZING.

ABOUT 200' HAND GRADING NECESSARY

300' AT FOOT NOT NECESSARY TO GRADE
BUT WILL PROBABLY REQUIRE LIGHT COAT
OF TAILINGS WHICH ARE VERY CLOSE (150')

WOODS WILL DO ALL CLEARING, BULLDOZING
& HAND GRADING.

3 DAYS WITH CAT & GRADER SHOULD
EASILY COMPLETE THIS JOB

8% GRADE - 1000'

300' LEVEL

JUNE 19

STEAVENS ROAD IS 1/2 MILE LONG (COMPLETED)

DON ADLERS ROAD IS 1/2 MILE ✓

JUNE 1 1936

HAWKINS ROAD -

DOME CR

TOTAL LENGTH 1600'

GOOD SIDE HILL GRADING - SLIDE ROCK

1000' OLD ROAD SHOULD BE DITCHED

1000' NEW ROAD UNDER 6" MOSS AND
NOW FROZEN SOLID.

THIS MOSS SHOULD BE STRIPPED
AT LEAST 1 MONTH BEFORE GRADING.

NEW ROAD GRADE IS 8%

HAWKINS WILL DO CLEARING +
KEEP THE MEN WHILE THERE

JUNE 10

HAWKINS NOTIFIES ME THAT
RIGHT OF WAY IS CLEARED + READY
FOR GRADER
C.E.B.

PERRINS ROAD

TAKES OFF AT MILE 7 STEESE HIWAY
3000' LONG FOLLOWING AN OLD ROAD IN MOST
PLACES

GOOD SIDEHILL MOST OF WAY
AVERAGE 8% GRADE

56 Miles

STEELE CREEK ROAD

TAKES OFF AT MILE 5³/₄ STEESE HIWAY

{ 1 MILE OLD ROAD NEEDS REGRADING
8000' OF NEW ROAD TO BUILD

ALL SIDE HILL AND GOOD GROUND EXCEPT 2
PUP CROSSINGS. THESE WILL REQUIRE 800'-1200'
OF CORDUROY.

1-36" } CULVERT TO TAKE CARE PUP CROSSINGS
1-20" }

NO GRADES OVER 8% EXCEPT SHORT PITCHES
AND LARGER CREEK CROSSING,

OTHER (

PEARL GREEK ROAD

TOTAL LENGTH ROAD ABOVE GUSTAFSON'S ON GILMORE
IS 5 MILES

THE FIRST MILE IS OLD ROAD NOW BARELY PASSABLE
CHAINING STARTS AT END OF THIS MILE

STA 2+00 - 12' BRIDGE	} OR 24" CULVERT - DITCH XING 16' LONG IF BRIDGE AT STA. 2+00 12' WIDE IS ENUF.
✓ 24+00 - 16" CULVERT	
✓ 65+00 - 18" ✓	
✓ 104+00 - 14" ✓	
✓ 122+00 - 10" ✓	

STA 1+00 TO 15+00 ON TAILINGS - NO GRADE

STA 15+00 TO 115+00 ON GOOD HILLSIDE - 8% GRADE

STA 115+00 TO 135+00 ✓ - 2% 4% ✓

✓ 135+00 TO 176+00 ✓ - NO GRADE (OLD ROAD)

✓ 176+00 ✓ 216+00 TURNPIKE - 2% - 6% GRADE (OLD ROAD)

✓ 216+00 ✓ 221+00 ✓ ✓ - 12% ✓ ✓

STATION MARKING ON STAKES STARTING FROM GILMORE
IS FROM 1 TO 135 (TOP OF HILL)

STATION MARKING THEN STARTS FROM OTHER END
GOING FROM 1 TO 86

Nordale Hotel

Fairbanks, Alaska



Livengood, Alaska
Wilbur Creek Mines
June 11, 1949

Frank Nash,
District Engineer, A.R.C.
Fairbanks, Alaska

Dear Sir:

Directly upon completion of our first trip from Fairbanks to Wilbur Creek on May 8, 1949 I swore to myself that I should and would sit me down and write you a letter commending you upon a very fine Spring road. As a matter of fact it was the best of its kind that I have ever seen in the Territory since my introduction to them.

However, be that it is now so belated that it will be of little interest to you I have a subject of more import; and a request if it is within the realm of possibility.

Since you have a pull grader and cat working on the road just at the junction of our road and the main road I ask if it would be possible for you to have them make a round trip over the upper half of our road. That is not across the flat but just up along the hill. This would be a great help to us and would be greatly appreciated if it can be done.

I talked to Lon the other night and he said that it would be right in line with where he is now working and if you gave him the go ahead he knew just how to work it over with a minimum of time and expense.

Thank you very much for any consideration that you can

Pull grader

June 16, 1949

Mr. Louie A. Smith,
c/o Wilbur Creek Mines,
Livengood, Alaska.

Dear Sir:

Reference your letter of June 11, 1949, which was received today.

Immediately upon receipt of your letter, I contacted our Foreman Lon Brady at Tolovana on the radio (yes, we have one at Central, too) and advised him to contact you, and arrange to do the requested work.

Very truly yours,

FN/d

Frank Nash,
District Engineer

Talooana Camp
June 17, 1949

Mrs. Wankie,

Kindly inform me as to
our pay days out here. Some
of us have certain obligations to
meet and its sort of hard when
our pay is so late. It will
help plan accordingly & I'll
have to pack here every day you
know.

An oblige
Henry Larson

Mr. Nash = Checks for Talooana
& Globe are out - No one
comes & tells me when they

DEPARTMENT OF THE INTERIOR
ALASKA ROAD COMMISSION
FAIRBANKS ALASKA

June 22, 1949

Mr. Harry Larsen,
ARC Camp, Tolovana River.

Dear Sir:

Reference your letter of June 17, in regard to pay days out there.

Please be advised that due to various circumstances, they are indefinite.

For your information, work on time sheets is ~~not~~^{as} started as soon as the time sheets are received at this office at the end of each two week period. As to how long it takes to compute the time sheets, make out the payrolls, all depends upon how many girls there are available to work on them, also a great deal depends upon the condition the time sheets were in when they were received here.

After the checks are made out, it may be some time before a responsible person or persons make a trip out that way. Several checks have been lost recently, in view of which we hesitate to send them out with any "Tom, Dick or Harry."

Very truly yours,

FN/d

Frank Nash,
District Engineer



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

July 28, 1949

Mr. Frank Nash, District Engineer
Alaska Road Commission
Fairbanks, Alaska

Dear Sir:

Reference is made to the letter dated July 25 from Mr. Cooley concerning the proposed route for the road to Nenana.

It is believed that you will have an opportunity to discuss this with either Mr. Tapley or Mr. White before the location survey is actually started. However, it is agreed that the route should take off either near Ester Siding or from the Farmers Birch Hill Road at the turn west of Station KFAR. Probably these two route should be investigated by ~~the~~ Rapids reconnaissance to determine which is preferable.

The route would cross the Railroad and Gold Stream approximately in the location originally selected by Quenboe for the relocation of the road to Druin's place. It is believed that the location should get onto dry ground on the right limit of Gold Stream as quickly as possible.

If at all possible, it is desired this be discussed with Mr. Tapley or Mr. White.

Very truly yours,

Ike P. Taylor
Ike P. Taylor,
Chief Engineer.



Globe Alaska

July 15-1919

R. P. U. Fairbanks

Dear Sir

I am sending in Mr Frank Kuland
he went to town last night and
came back drunk and shooting
off his face this am

and as he is a laborer I can
get along without him

Yours very truly

Was apparently these things were
all wrong. He was gone when I
read it. all over. If I get to see
him I'm going to explain to him
I did not give him the
authority to add any such a
thing. I rubbed it off this
one here. These things are none
of my business. He told me
what to do up here ~~and~~ around
the kitchen. I told him when I
had orders from you, I took
orders from you and so on
I hope he comes to the office

H/9/17/19
Mr Wash.

Sept. 5. 49

The health inspector was here yesterday. He ask a lot of damn fool questions. About myself such as do you wash your hands before going to work in the kitchen after being to the toilet, are you clean and so on. I answered his questions here for almost 1 hour. Was as cautious as I could be under circumstances. before he was through looking around I told him I had to rest a while so he ask me to sign my name to his inspection sheets

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

March 14, 1934.

Mr. Chris Betsch,
Russian Mission, Alaska.

Dear Sir;

Reference your letter of February 12, wherein you request an expenditure of \$3000.00 on roads for the benefit of Buster and Montezuma creeks.

This letter was received at Fairbanks while I was in Juneau, the substance of it was wired to me, it was presented to the proper officials and I was informed that due to the limited amount of money that the A R C is receiving this year, it is impossible to undertake any new projects at this time.

H However there is a possibility that more money will become available later, and if so there is a probability that these projects could then be started.

In the meantime it would be advisable for you to furnish this office with the following information;

- (1) Location of Buster Creek.
- (2) " " Montezuma Creek.
- (3) (a) Name starting point of Buster Creek Road in relation to Russian Mission.
(b) length of road required.
(c) Estimated annual tonnage that would go over this road.
(d) give brief description of nature of ground the road would traverse.
(e) Nature of road required and will it be used by horse teams? dog teams? pack horses? or just a foot trail?.
- (4) Same as number 3 only for Montezuma Creek.

Very truly yours.

SIGNAL CORPS, UNITED STATES ARMY
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM

TELEGRAM

CLASS OF SERVICE DESIRED
Full Day Message
Day Message
Night Letter
Patrons should mark on X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FULL DAY MESSAGE

CHECK

TIME FILED

NUMBER

SIGNAL CORPS, U. S. ARMY

Conditions Under Which Messages Are Accepted

Matters relating to the handling of official and commercial business over United States Military Telegraph and Cable Lines are under the direction and supervision of the Chief Signal Officer of the Army.

The military lines owned by the United States are subject only to the laws of the General Government, being built especially for maintaining quick and sure means of communication for military purposes. No use will be permitted of these lines that would defeat the object of their construction.

Official and military messages have precedence on all Government lines.

To guard against mistakes the sender of the message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the regular rate is charged in addition.

Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance, a special charge will be made, to cover only the cost of such delivery.

No operator or civilian employee is allowed to adjudicate or pay claims for damages arising from the failure or error in the transmission of a message, nor to refund the tolls thereon. Nor can the United States recognize claims for damages, except to refund the money paid for messages where the line is at fault.

Night letters are accepted up to midnight for delivery on morning of the ensuing business day at following rates: The standard day rate for 10 words shall be charged for the transmission of 50 words or less and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

Night letters may at the option of the Signal Corps, be mailed at destination to the addressees and the Signal Corps shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night letters at destination.

CLASS OF SERVICE DESIRED

Form No. 123

SIGNAL CORPS, UNITED STATES ARMY

WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM

TELEGRAM

Fast Day Message	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE

NUMBER

TIME FILED

CHECK

SEND THE FOLLOWING MESSAGE:

CS-8120

**FAIRBANKS, ALASKA
FEB. 26, 1934**

**FRANK NASH
JUNEAU, ALASKA**

LETTE RECEIVED FROM CHRIS BETCH RUSSION MISSION REQUESTING THREE THOUSAND DOLLARS FOR WORK ON ROADS TO BUSTER AND MONTEZUMA CREEKS STOP THESE CREEKS HAVE PRODUCED APPROXIMATELY SEVENTY FIVE THOUSAND DOLLARS

BUROLIN

Four Stores:
LIBERTY LANDING
MARSHALL
OHOGAMUTE
RUSSIAN MISSION
ALASKA

C. BETSCH

GENERAL MERCHANDISE, HARDWARE
BOOTS, SHOES *and* MINING SUPPLIES
LARGEST FUR DEALER ON LOWER YUKON

Agent for:
ELTO OUTBOARD
MOTORS
REMINGTON
PORTABLE
TYPEWRITERS

Russian Mission, Alaska, February 12, 1934.

ALASKA ROAD COMMISSION,
Fairbanks, Alaska.

Gentlemen:

I beg to call your attention to the urgent need of some road work being done in this district - particularly for the benefit of Buster and Montezuma Creeks.

Mining has been going on on both Buster and Montezuma Creeks since 1918, and there has never been one dollars spent on the trail to the diggins. There are from five to seven men employed, (that is to say, there has been for the past seasons) from April to October of each year. In all probability, there will be considerable activity this coming season on the account of the better price for newly mined gold.

Two bridges are badly needed - one on the Kako Slough and one at Reed Creek. It is hard to cross these places and if the needed bridges were put in it would shorten the distance from the Yukon to the diggins from eight miles to four miles, or very nearly so - would practically cut the distance in half.

Your Mr. Charles Mayben has been over this territory and is in a position to advise you fully as to the urgent need of this road work being done.

I believe that I am safe in saying that anout \$75,000.00 has been mined from these creeks, and they have hardly been scratched.

There should be at least \$3,000.00 worth of road work done for the benefit of these two creeks this coming season.

Trusting that you will give this matter your earnest attention, and hoping to receive an early and favorable reply, I am,

Yours very truly,

Chris Betsch