

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

April 24, 1939.

Mr. Ed Wilkinson,
Foreman, A.R.C.,
Hot Springs, Alaska.

Dear Sir;

Following are Operations Orders for road work etc in the Hot Springs section for the season of 1939.

Roads. Maintenance approximating \$500.00 for the Eureka Road including some work above the airfield requested by Whitehead who is operating near Eureka. The balance to be spent on the Tofty Road in graveling between Sunday Creek and the end of the corduroy placed last year. Such other work as can be accomplished with the funds to be done. The condition of the ground between Blowback and Cache Creeks should be watched closely and in the event of a really dry season, this should be graded up even tho at the expense of the graveling it could probably be handled by a cat and grader from the Sunday Creek camp.

Eureka Creek Airfield. Maintenance and a ditch on upper side to cut off drainage into field. Have foreman see Whitehead at Eureka about work needed.

Miller Creek Airfield. Is new and the allotment is made upon Burglins recommendation. Both of the fields should be surveyed in the same manner as was done on other fields last year and the surveys tied to definite points with descriptions furnished so that ground can be set aside. If any ground is owned by miners, quit claim deed must be secured before any work can be done.

To pefform the above work you have the following sums to spend for wages, ro roadhouse bills and all local purchases, roads \$4200.00, Eureka Field \$50.00 and Miller Creek field \$300.00.

To go into detail in regard to the operations orders for work to be performed. These orders are very simple, therefore should not be misunderstood, however for your instruction and information we will now go into them in detail. First sentence reads as follows; "Maintenance approximating \$500 for the Eureka road including some work above the airfield requested by Whitehead who is operating near Eureka." During the past three years considerable sums have been expended on this road in regarding widening, graveling etc trying to get it into such condition so thst for a few years all that would be necessary would be a small amount of light maintenanc e. True, we have no boulevard there, but it is believed that in view of the small amount of traffic that it is now in such condition so that all is needed is the minimum of maintenance. This applies in particular to the section up to the Eureka airfield.

The section between the airfield and Eureka has been neglected therefore may possibly

require more work than the balance of the road. You will therefore hold down on your work on this road performing such maintenance only that is imperative. You will however contact Mr. Whitehead, ascertain his desires and if within reason perform such work as he requests, between the airfield and Eureka. If only a small amount of work

to make arrangements to have these men board etc at some mining camp at or near the work. This no doubt would be the most economical way to handle this work, in that it would eliminate your putting up a camp etc at this point to accommodate 2 or 3 men, which is always a very expensive proposition. The \$500.00 mentioned above is not an exact figure it can be more or less, less preferred but if work warrants more will have to be spent.

Next sentence in operations orders takes up work on the Tofty road, which work we will now take up in detail. During a coming season a camp shall be erected at or near Sunday Creek, near which creek there is available a rock pit, which will furnish material for surfacing and patching soft places. In this pit shall be erected a trap or chute similar to the one erected at Blowback Creek, to facilitate loading trucks with material, using the tractor and dozer. This pit if frozen muck on top will be stripped at as early a date as possible.

Last fall while visiting this road it was noticed that the grading on the section between Washington Creek and Sunday Creek had not been completed. You will therefore complete this grading, starting at Sunday Creek working back towards Washington Creek, staying with this work until completed, turnpiking where necessary and widening side hill grading where necessary. In the meantime trucks could be hauling surfacing material the other way covering corduroy etc between Sunday Creek and Halfway. Or towards Washington Creek keeping behind the grading outfit so as not to interfere with their movements. After you have completed grading back towards Washington Creek, trucks could then work on the entire section, the cat and grader move ahead to perform any necessary work beyond Sunday Creek. The majority of the ground between Washington and Sunday Creeks is of a dry character, therefore should not require much surfacing. There was however several soft spots noticed which should be properly drained with side ditches, culverts etc and covered with sufficient rock so that when finished they should be in such condition that they should cause no trouble for a considerable period of years. After completing this work trucks then to resume hauling from Sunday Creek towards Halfway and Blowback Creek. If it is at all possible it is desired to get this link connected so that by the end of the season or sooner, this much of the road will be passable by truck, under any weather conditions.

As I recall it there is still some corduroy to be cut and placed between Halfway and Blowback Creek. While your trucks and other equipment are performing the above outlined work, you could have 2 or 3 laborers out ahead cutting this corduroy. Also in this section, I believe, the intention is to follow the old road as much as possible, however there are I believe several real bad places in the old road and there is a possibility that some of these places can be missed by making short cuts. If conditions for construction can be improved by doing this you shall make such short cuts even tho not staked.

Next sentence operations orders "Such other work as can be accomplished with the funds to be done". This naturally includes installing necessary culverts, digging ditches and any other work that will be of a permanent nature and add to the future betterment of the road.

The balance of the operations orders mean just what they say, watch conditions beyond Blowback Creek and perform any grading or other work that weather

conditions will permit. If at all possible it is desired that some of this section be placed in condition so that it will be ready for surfacing and completion next season.

Reoperations orders for work on Eureka Airfield. These instructions are very simple, they call for the construction of a ditch around the upper edge and ends of the field to prevent water running across the field and any other maintenance work that can be performed with the available funds. This work can be performed at the same time and in conjunction with road work as outlined in ~~the~~ paragraph no. 3, above.

Miller Creek Airfield. As Burglin is fully acquainted with what is required on this field he will advise you at a later date in regard to the work to be performed and also determine best time to do the work. Surveying of both of the fields will be performed by either Burglin or myself. Your attention is called to the last sentence of operations orders in regard to these airfields. It is known that the ground on which the Miller Creek Field is located has been staked as mining ground, this however was done by interested parties so that ground could be protected for use as an airfield. Stakers of this ground are known, it will therefore be an easy ~~matter~~ matter to secure an easement or deed to this ground. In regard to the Eureka Field, nothing is known as to the situation there, it is however very probable that this field is also located on ground staked as mining claims or possibly a homestead, if so it will first be necessary to secure an easement or deed to this property. This matter will also be handled by Burglin or myself. You are therefore instructed that no work shall be undertaken on either of these fields until after such easements or deeds have been secured.

We have outlined the work to be performed etc so we will now revert to finance. You will note that your allotments are nothing to brag about, it will therefore be necessary for you to practice economy wherever possible. One way of doing this will be by employing a limited number of men, however this may not be practical at all times so you will have to watch this matter yourself, employing whenever possible a minimum of men and see that they are actually needed and that they are worth the \$7.00 a day to us. For an illustration, last fall when I visited Blowback Creek I noticed that during the entire day, you had one man at the pit who did nothing else but hold up a board between the load and the back of the cab of the truck, while dozer was loading the truck. In my estimation that man was not worth .25¢ a day to us. True it is probably advisable to have this board held there while dozer is loading the truck to prevent spillage and rocks etc from banging against back of the cab, but why cant the truck driver do this?? He may have to jump in and out of his cab a couple of times while securing each load and may lose a minute or two in securing each load, but his lost time doing this would be far less than the time lost between trucks by the man there with the board. Any spillage that may slop over could be shoveled away by the dozer man, while waiting between trucks as it was noticed he had considerable idle time on his hands while waiting for trucks. It is believed that this man, in this job can be dispensed with and the man placed somewhere else where he would be more profitably employed. Of course if you had a large number of trucks on the job and a truck was under the chute every 2 or 3 minutes apart the situation would be reversed and it would probably be advisable to have such a man on that job. So, watch these little items and hold your crew down to a minimum employing only such laborers as is absolutely necessary.

The following is a list of requisitions covering supplies etc., which have been ordered from outside and which will be shipped direct to Hot Springs, possibly arriving there on the first boat.

Fairbanks No.	3	Juneau No.	5140	Culverts
"	"	12	"	5255 KO Tractor Parts
"	"	27	"	5282 Groceries
"	"	38	"	5266 Set of Tools
"	"	43	"	5278 Oil and Grease.

Attached to these requisitions you will find a number of ARC form #34 Report on Requisition the filling out of which you are familiar with.

Your attention is called to reqn. F'bks No38 for a set of tools, there should be sufficient tools in this set to meet all your requirements, please note their cost, and see that they are taken care of.

Necessary Ford and Grader parts will be shipped from here. A mechanic will arrive at Hot Springs either on the first boat or by plane at about time of arrival of first boat to perform overhaul on your tractors and trucks.

We are shipping to Hot Springs from Fairbanks 30 drums diesel oil and 60 drums of gasoline by George Black. It was necessary to make this shipment from here via Black because we have no ICC drums, nor could we secure any, in which to ship gasoline by ARR boat. This will probably throw us short of one time shippers here, you will return to Fairbanks by first boat any and all gasoline drums that are in good condition. The above may not be sufficient fuel to last you throughout the season, if you find that you will need more, please let us know at least three weeks in advance of the last sailing of boat with barge which is scheduled for September 9.

Ham, Bacon, Eggs, Spuds etc will as heretofore be shipped to you from Fairbanks. Fresh meats will be purchased from Dan Green.

Enclosed herewith you will find time books and individual time sheets sufficient for your requirements for the season.

Old signature cards and certificate of citizenship are being replaced by ARC from No.56 Contract of Employment Daily Rate Only and ARC from No.56A Contract of employment Per Month or Per Annum Rate. Enclosed herewith you will find a number of form 56 for your daily employees to fill out. These forms are very easy to fill out. You should have very little trouble in having them properly executed. However for your instructions you will use the following as a guide; Line 1, leave blank we will fill in both name and position with typewriter. Line 2, cross out word married or single that does not apply to man signing the card, leave point of hire blank, it is naturally Hot Springs, we will fill in here, opposite daily rate you shall put down \$7.00 per day for laborers and \$7.50 for dozer and tractor operators, unless otherwise stated. In other words Sidney Ridges rate will be \$7.50 per day, if Hayes returns to work his rate will be \$7.50, if we secure a new man the chances his rate will be only \$7.00 per day. Line 3, give the name of a person, either relative or friend or the name of a lodge and their address. Line 4, give information as requested giving month, day and year followed by town and state or town and country. Line 5, if naturalized citizen the requested information must be given, giving name of town and state, then after date the month day and year. In the lower right hand corner, on the line ABOVE DATED the employee must sign his name with pen and ink, signing the first name in full and if desired a middle initial can be given. On the line opposite DATED must be placed the date on which the card was signed. In the lower left hand corner under WITNESS and above HIRING OFFICER you will sign each and every card as both witness to the signature and as hiring officer. As you will not be employing any monthly men, you will not be sent any of form 56A. You will fill one of them out in the office before leaving for Hot Springs. Be careful in having these cards filled out, as no man can be paid until after one of these cards properly filled out is on file in this office. One card improperly filled out may hold up your entire payroll for 2 or 3 weeks.

Also enclosed you will find envelopes both large and small and some writing paper, we have tried to include everything that you will need, we may possibly have overlooked something, if so let us know and we will see that you get it.

Some additional regulations have been recently issued, enclosed herewith you will find copies of these regulations. The main ones being those in regard to serving free meals in ARC camps and the one in regard to annual leave for per diem employees. In connection with the annual leave for per diem employees, this means that a sufficient amount of money must be held out of your allotments to pay this annual leave and also annual leave for yourself. In other words this annual leave will be paid out of your \$4200.00, ~~\$400.00~~ \$50.00 and \$300.00 allotments. This amount will probably average about \$65.00 per man for the season. In order to be absolutely fair with the men carefullness will have to be used in laying off men due to rainy weather etc, for if a man works 14 days or any number of days under thirty and is then laid off for 1/2 of a day on account of rainy weather or any other cause his string of continuous service is broken and that number of days is lost to him in computing annual leave due him.

You will peruse this letter very carefully, likewise other instructions enclosed herewith before leaving Fairbanks, so that before your departure, this can all be gone over with you verbally.

Very truly yours

Frank Nash
Supt.