

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

August 15, 1939.

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

Dear Sir;

Your allotment for road work in the Hot Springs Section is practically used up. In view of this and the fact that there is absolutely no chance of securing any material increase in this allotment You will immediately abandon work on route 30A, cut your crew down to yourself, cook and 1 tractor-Dozer operator (Steele), move a small outfit to the Miller Creek Airfield and perform work on that field to the extent of an expenditure of \$400.00 field money. In other words \$400.00 for wages and local purchases made at Hot Springs or here for meat etc.

As you no doubt will recall the Miller Cr. field is the field visited by you and Burglin either in the spring of 1938 or 1937, I do not remember just which year it was. The work to be performed is as follows;

"Cut timber and level knoll which is about 75 feet from the south end of the field. This knoll is at present about 50 feet high and timbered. Pilots advise that if the timber was cut and knoll lowered 5 or 6 feet to frost it would be of great aid to them in landing and taking off. The north end of the field to be extended about 300 feet which will give a total field of 1500 feet. A small area in front of the warehouse should be levelled to allow planes to approach warehouse. A few drainage ditches near the north end of the field, probably a total of 500 feet should be constructed to aid drainage."

For this work you will need a tractor and dozer and grader only. Of course I do not know if you can perform all of the above work for \$400.00. However you no doubt can perform the most of it, so the thing to do is go ahead and do as much as you can. For your information I am enclosing herewith a sketch made by Burglin, of this field, it maybe of some aid to you. Do not lose it, as soon as you are thru with it please return it to this office as

at present it is the only information as what this field is like etc.
The route number for this field is 30AB.

As soon as you complete work on this field you will return to route 30 Hot Springs Landing-Eureka, and with the same small crew perform some maintenance work on this route, especially on the upper end above Overland and most especially between the Eureka Field and Eureka etc. Yourself and tractor driver will have to pinch hit at doing what truck driving will be necessary on this work. I imagine however that most of this work should be done with tractor and grader rather than much hauling of gravel etc. Let me know when you complete the work on the Miller Field so that I can come down there and go over this road work with you. There is a chance that we will get a few hundred dollars more for some road work on the Eureka road for work on the upper end only as it is the part that is in the poorest shape. Action.

Very truly yours

Frank Nash
Supt.