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General Worsham Leaves For Washington

NEW COMMANDER



Brig. Gen. Ludson D. Worsham assigned to new post as Assistant to the Chief of Engineers in charge of troops after more than a year in direct charge of engineering projects in Northwest Canada and Alaska.

Brig. Gen. L. D. Worsham, Commanding General of the Northwest Service Command, U. S. Army, at Edmonton since April, 1943, has been assigned as assistant chief of engineers in charge of troops with station in Washington, D. C.

He has been in charge of construction and maintenance of the Alaska Highway, Canal and related projects since April, 1943. The completion of the all-weather road from Dawson Creek to Fairbanks late last fall and its extremely successful operation this winter are tributes to his direction and planning.

General Worsham who was graduated from the U. S. Military Academy at West Point in 1916, also completed post graduate courses at the Massachusetts Institute of Technology in 1921 and the U. S. Army's Command and General Staff School in 1937.

During World War I General Worsham served with the 3rd Engineers in the Philippine Islands and the Hawaiian Islands; was a Battalion Commander of the 319th Engineers in France; was Chief Engineer of Artillery with the 2nd Army in France; was District Engineer in Is-Sur-Tille in France; and Assistant G-4 of American Forces during the occupation of Germany.

Before being assigned as Northwest Division Engineer with headquarters at Edmonton, Alberta, he was Division Engineer of the Great Lakes Division and Director of Real Estate, Repairs and Utilities for the Sixth Service Command.

The General also has acted as Senior Instructor in Military Engineering at the U.S. Military Academy, and also Graduate Manager of Athletics at the Academy from the year 1932 through 1936.

Colonel F.S. Strong who assumes command of the Northwest Service Command today, was Chief Engineer of the old Services of Supply activities for the U.S. Army Air Forces in the China-Burma-India Theater.

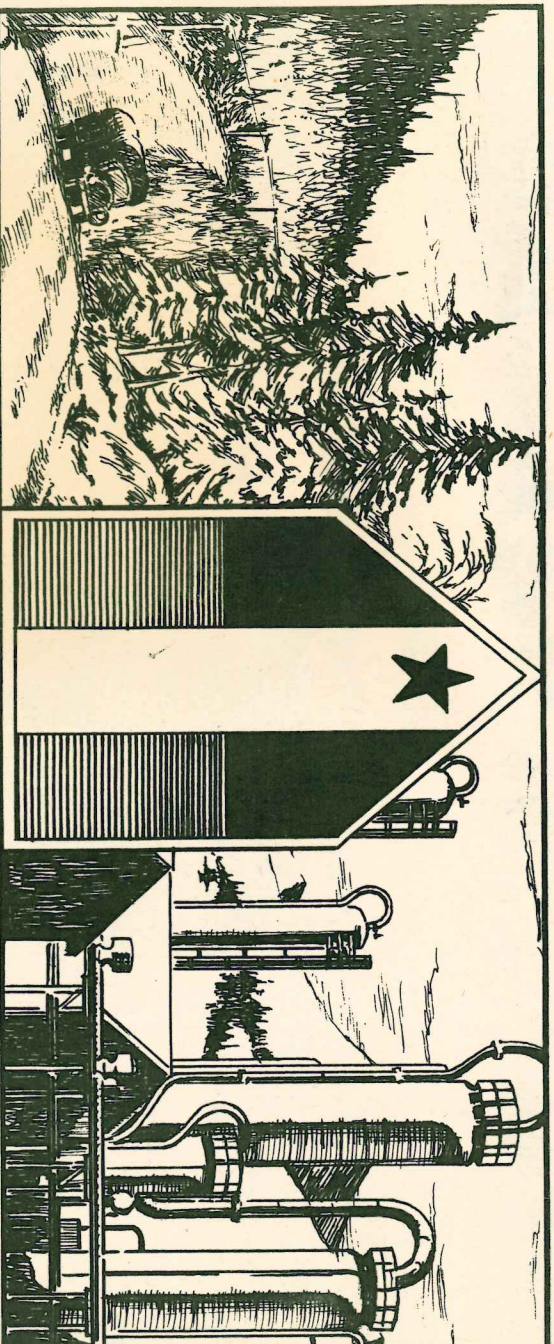
The new Commanding Officer was born in Michigan in 1887 and makes his home at Orchard Lake, a suburb of Detroit, Michigan. Mrs. Strong is still residing at that place. Of the Colonel's four children, one is a Captain in the U. S. Army and is now stationed at Camp Crowder Missouri.

A graduate of the U. S. Military Academy at West Point, New York, the Colonel was assigned to the Corps of Engineers in 1910.

He served overseas with the Seventh and Second Divisions and later held command of the 116th Engineers after the Armistice in 1918.

In 1919, Colonel Strong resigned from service in the U. S. Army and was in private business in Chicago, Illinois, and Detroit until 1941 when he returned to active duty in the Army.

Colonel Strong also has served during this war as Chief of the Operations Branch, Construction Division, in the Office of the Chief of Engineers and also was Chief of Construction and R. E. Branch. Shortly after being called to active duty in 1941, Colonel Strong was made Commanding Officer of the Fourth Zone Construction Quartermaster.



Phone Items to Sgt. Phelps, Ext.265, or Send to Public Relations, Hut 41

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Military and Civilian personnel of the N.W.S.C. feel keenly General Worsham's leaving the Command and have extended to him their best luck and wishes in his new post in the Office of the Chief of Engineers in Washington.

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Colonel F.S. Strong Commanding Officer of the Command, has taken over his new duties and is already known to many of us for his kind manner and keen interest.

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With this issue, Northwest News takes a bow and hopes not to trip too often in disseminating items of general interest within the Command.

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Our reputation for accuracy and reporting will depend on the aid (voluntary, we hope) received from those in each unit appointed to keep us advised weekly of past events and of great things to come in the next week.

So we solicit your assistance and help to make this publication a credit to us all.

F.c.B.

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NORTHWEST NEWS will be published each Saturday and you are asked to contribute items from your section by WEDNESDAY of each week. This publication is for the military and civilian personnel at Headquarters, Northwest Service Command.

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THE CANOL ROAD

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One of the most curious stretches of roadway in the world although it has only seasonal duration, this year, is the winter road across the Mackenzie River from Norman Wells to Johnson's Crossing on the Alaska Highway. The strangeness, however, comes particularly now when it is almost upon the verge of ceasing to be a winter road, or any kind of road, for that matter.

During winter months snowfall is heavy in that area, some 45 miles south of the Arctic Circle, and the surface of the great river, one of the continent's largest, is covered by five to eight feet of ice and several feet of snow. The snow, driven by the wind, drifts over the ice and settles in masses that look like frozen waves.

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Fourteen miles from camp the road has climbed to 1,100 feet, descending a few miles farther on to 750 feet altitude in Carcajou River valley. Pump Station No. 2 is 36 miles from Camp Canol and 1,750 feet above sea level. There the oil in the pipe line is boosted over the first big rise on the road at 3,500 feet altitude.

From that point the road winds among mountains, sometimes, as at Blue Mountain, clinging to rocks 700 feet in the clear above the level of the valley. It is a region where vastness is the keynote in everything except comfort and a sense of security for travelers.

At Mile 80 there are level areas named by road builders "The Plains of Abraham," a great plateau more than a mile above sea level. Two miles west the road crosses the highest level in its route, at Summit, 5,740 feet altitude.

In 550 miles of road there are no railroad crossings, no cross roads, and no towns. Emergency shelters and rest camps at frequent intervals make travel possible.

C.S.L. Jr.

CANOL PROJECT CULMINATION REACHED AT REFINERY CEREMONY

 Last Sunday, 30 April 1944, the Canol Project Refinery, marking completion of the construction mission of the Northwest Service Command, was dedicated at Whitehorse, The Yukon, by General Worsham to the "Defeat of the Japanese Empire."

Crude oil pumped through the recently completed pipeline, from Norman Wells, Northwest Territories, site of the oil field, arrived at the plant on 16 April 1944. After reserve stock was built up and the actual testing of the refinery process completed, the first refined products started flowing into the storage tanks 30 April 1944.

Tons of steel were used in the refinery's construction, in addition to the refinery dismantled in Texas and transported thousands of miles to the Canadian Northwest.

Colonel James V. Johnston is District Commander and District Engineer at Whitehorse with Major Walter H. Parsons in immediate supervision of construction of the refinery.

Lt. Col. Robert H. Bungay and Captain G. T. McKee, engineer officers on the staff in Edmonton were charged with planning, coordinating and expediting construction of the Canol Project.

The 42,000 civilians and thousands of soldiers who made the Canol Project a reality, last night were praised by General Worsham for their devotion to the tasks before them. The General spoke at a dinner given for him by the Edmonton Chamber of Commerce.

 Construction on the refinery was started in the early summer of 1943 with Bechtel-Price-Callaahan as contractors and J. Gordon Turnbull and Sverdrup and Parcel as architect engineers.

The projects grouped under the name Canol, short for Canadian Oil, in addition to the construction of the refinery at Whitehorse, included the development of oil fields near Norman Wells on the Mackenzie River in the Canadian Northwest Territories, the construction of a road and pipeline from the field to the refinery, 595 miles, and a 1500-mile network of pipelines for distribution of the refiner products.

Transportation of men and equipment to the job had proved to be the major obstacle encountered by the engineers. Distances involved were tremendous and existing facilities in the summer of 1942 were negligible.

As the various transportation systems began to function and men and equipment began to arrive at the job site, crews started from Whitehorse and Norman Wells on the construction of the Canol access road.

At Norman Wells work had been progressing. Wells had been drilled to produce 3,000 barrels a day. Exploration had discovered an oil field much larger than anticipated. It has been estimated by geologists to have a potential of 100,000-000 barrels or more.

On 31 December 1943 the Canol road was completed and on 18 February 1944 the final weld was made in the

 595-mile pipeline.

The crews working from the east and west met in the MacMillans Pass on the Continental Divide deep in the Mackenzie Mountain range in the heart of virtually unexplored country.

Before any of the Canol Project could be started, a transportation system had to be set up from Waterways, Alberta Province, more than 1,000 miles down the Mackenzie River Valley toward the Arctic Circle, to carry essential machines, personnel, supplies and equipment to Norman Wells, Northwest Territories.

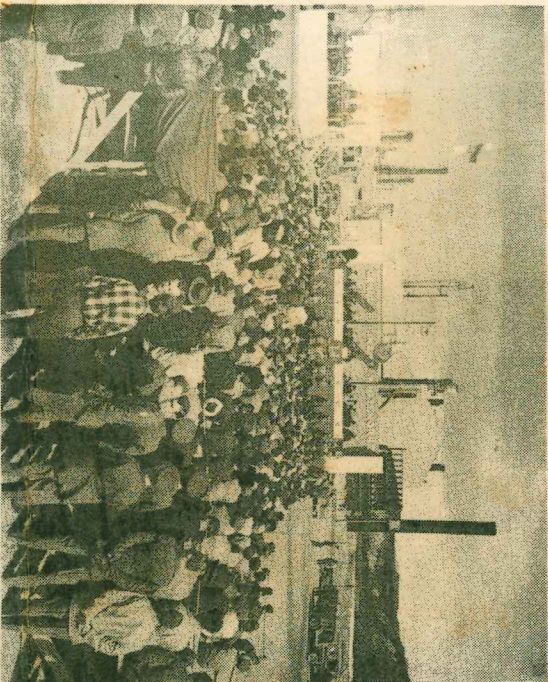
This water route was supplemented by an air freight service supplied by the U. S. Army Air Forces Air Transport Command from Edmonton.

In addition, during the winter of 1942-43, a 1,000-mile winter road was pushed through by bulldozers so that tractor trains could follow immediately behind them. Access winter roads also were built into this main line for transportation of other material that had been caught at various points along the Mackenzie River water route by the early freeze-up in the fall of 1942.

Crews living in ca-booses drawn by tractors and mounted on sleds bulldozed their way from Peace River the thousand miles to Norman Wells and on 23 February 1943 this winter road was completed.

These cat trains, which are used extensively in the north, consist of a series of wannigans or cabooses hauled by crawler type tractors.

"TO DEFEAT OF JAPANESE EMPIRE"

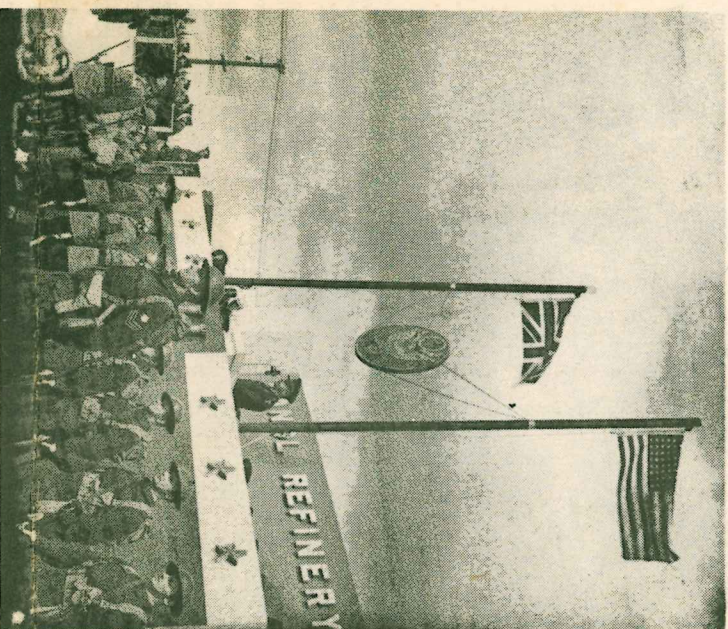


THIS IS PART of the crowd at the Whitehorse Refinery Dedication. Hundreds more spilled over to stand behind the cameraman in a space cleared for that purpose. General Worsham is shown on the platform dedicating the refinery. He gave great credit to Col. James V. Johnston, Commanding Officer of Whitehorse District, Northwest Service Command, for the excellent preparations that were made for the ceremony.

PLENTY BRASS AT CEREMONY

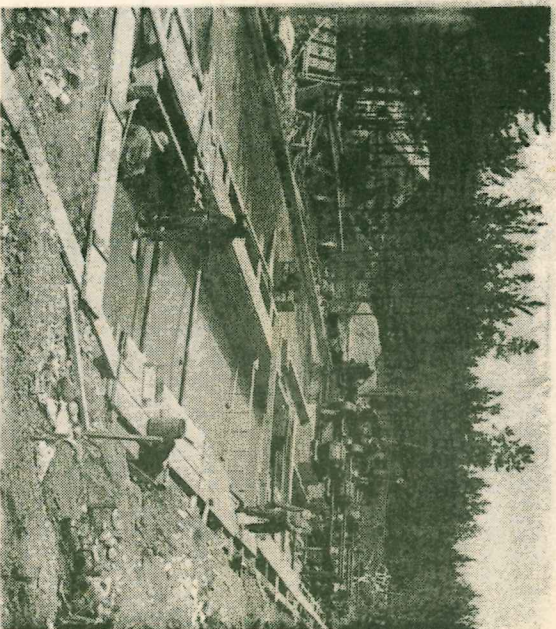


BRIGADIER GENERAL Dale V Garfney Commanding General, Alaskan Wing, Air Transport Command, U. S. Army Air Forces; Major General W. W. Foster, Special Commissioner for Defense Projects in Northwest Canada; and Brigadier General Ludson D. Worsham, Commanding General, Northwest Service Command, who were among those taking part in the dedication ceremony at Whitehorse, Yukon on 30 April 1944.



GENERAL WORSHAM dedicates Whitehorse Canol Project Refinery as colorful Royal Canadian Mounted Police, and color guards from Royal Canadian Air Force and the United States Army, stand guard. Special recordings of the refinery program were made by stations KFAR, Fairbanks, Alaska, CFRN and CJCA in Edmonton. The full ceremony was carried by two broadcasts, time for the Edmonton end being split between the stations.

PUMPING STATION UNDER CONSTRUCTION



ONE OF THE big jobs in the Canol Project was solving the problem of boosting oil from Norman Wells over the mountain ranges. This is a general view of one stage of construction of one of the numerous pumping stations designed to raise the vital "black gold" over the MacMillan Range between Fort Norman and the Whitehorse refinery. The Canol opening marked end of Northwest Service Command's northcountry construction.