

## ALOMGO

### PCI Pipeline from Haines to Fairbanks, Alaska

The Haines to Fairbanks Products Pipeline which extends a distance in excess of 622 miles from Haines, Alaska through British Columbia and Yukon Territory, Canada to Fairbanks, Alaska<sup>1</sup> has sections of restrained (buried) and unrestrained (surface laid) construction. In almost all new petroleum piping installations located at pipeline terminals, on air bases, on army posts and in inhabited areas,<sup>2</sup> pipeline designs are tending toward burial to protect the pipe from mechanical damages, to comply with the recommendations of the American Petroleum Institute, to improve operational control of product in transit to reduce intermixing, and to follow practices of the commercial pipelines. Other considerations of substantial merit that are influencing pipeline designs toward burial, for certain locations where the sole consideration of economics would indicate surface laid pipe, are objectionable appearances of surface laid pipe, displacement of pipeline caused by changes in temperature conditions, government regulations and laws, public safety, military security and the need to reduce operating and maintenance costs.

The Korean trouble of 1953 was causing everyone some concern. An earlier pipeline, the Canol No. 4's three inch section extending from Whitehorse, Yukon Territory to Fairbanks, Alaska was proving to be too small to do the job of carrying fuels to Alaskan bases. Even the Canol No.2 which was a 4 inch pipeline extending from Skagway, Alaska to Whitehorse, Y.T. was proving too small to adequately perform the task. It has become increasingly apparent that in order to supply the big bases in Alaska a larger pipeline was a necessity.

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1. Approximately 290 miles are located in Canada.
  2. Much of the northland is uninhabited.



This larger (8 inch) pipeline was to be named "ALCANCO", and was to run from Haines, Alaska to Fairbanks, Alaska. Alaska based and other Navy personnel were having lots of trouble with trying to keep track of submarines in the Gulf of Alaska. Haines was selected for the site of beginning of the pipeline because its harbor could be cleared of submarine activity when it might be necessary. Alaska District Personnel were to select the land route which would avoid as much as possible the old "bugaboos" of all the pipelines, the breakages due to land slides, snow slides and washouts due to flooded, swollen streams. The Station sites which were finally selected were: Haines, Border, Haines Junction, Donjek, Tok. The tank farms were to be at Eielson. Then by 1962 six others were added: Blanchard River, Destruction Bay, Beaver Creek, Lakeview, Sear Creek and Timber. In order to get going on the line itself a very large dock had to be built at Haines. This alone was a five million dollar project.

Since portions of this pipeline were to pass through Canadian Territory it was to have American materials in the American portion and Canadian materials in the Canadian portion. Labor was to be separated by country in the same manner. Since Canada at that time had no pipe fabrication factory to produce the pipe necessary for the line, Great Britain furnished the pipe for the Canadian sector. A curious note-the Canadians hired German ships to transport the pipe from England to Canada.

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