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THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. S.B. 97
 Title Naming the North Slope haul road after James Dalton
 Requested by State Affairs Committee Date 1/20/81

II. FISCAL DETAIL
 Agency Affected Department of Transportation and Public Facilities
 Program Category Affected Transportation
 BRU, Program, or Subprogram(s) Affected M&O- Interior Region, Highways
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		2.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	2.0	-0-	-0-	-0-	-0-

FUNDING (Thousands of Dollars)

GENERAL FUND		2.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section II)

Assumes costs associated with sign to indicate the new name.
 Would be a one time cost.

IV. DATE January 22, 1981 PREPARED BY Ron B. Lind
 AGENCY Dept. of Transportation & Public Facilities
 PHONE 465-3900
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

James W. Dalton

Jan. 30 1913 - May 9, 1977

James W. Dalton was born Jan. 30, 1913 in Seattle, Wash. He (like Senator Bob Bartlett) always regretted that he was not born in Cordova, the community where his parents resided. Reason for the Seattle birth: Cordova was just emerging as a port and terminus for the Kennicott Copper enterprise at McCarthy. There was no hospital, and there was no doctor. Jim's mother traveled to Seattle for the birth. She returned to Cordova when Jim was two weeks old. The family - which was increased in 1916 with the birth in Cordova of a daughter, Josephine - remained in Cordova for a period of approximately seven more years.

Parents: John (Jack) Dalton, who came to Alaska in 1882 and had prior to his Cordova ~~residence~~ residence, had lived in Sitka, Juneau, Haines, Porcupine Creek (his history is pretty well documented in Dalton Trail historical writings).

Mother was Anna Theresa Krippaghne Dalton.

During early years (grade and highschool) Jim lived in Seattle and Yakima, Wash. He attended school in San Francisco at a boys boarding school, but I do not have the name of that academy at this time.

Jim Dalton attend college at Washington State at Pullman. He transferred to the University of Alaska at Fairbanks where he continued and completed his degree. His degree was in mining engineering. Graduated in 1937.

Between graduation and his enlistment in the U.S. Navy Seabees in 1942, Jim worked for F.E. Co (Fairbanks Exploration Company, a subsidiary of U.S. Mining, Refining and Smelting) and for various other gold mining interests. He spent those year principally in Fairbanks, working with F.E. (and other interests) on Fairbanks Creek, Cleary Mine, American Creek (near Tofty and Manley) ~~and other interests~~ Chena Hot Springs, the Circle District,

His intent, when he selected the Seabee ~~service arm~~ service arm of the U.S. Navy, was to be able to participate in the Seabees 1945 venture into the Arctic. Naval Petroleum Reserve No. 4 (now National Petroleum Reserve - Alaska) would be explored over the next decade and he wanted to be part of that effort. He reasoned that his mining engineering degree in addition to his many years of practical experience in northern and Arctic engineering and mining would be a valuable asset to the Pet-4 operation. The Navy thought differently and assigned him to Dutch Harbor, San Francisco and even Hawaii.

As soon as he was able to get out of the Seabees in 1946, Jim was employed as a project engineer by Arctic Contractors, the consortium that was the execution contractor to the Office of Petroleum and Oil Shale Reserves. Arctic Contractors was composed of Greene Construction, Lytle Construction and other or another firm the name of which escapes me.

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He managed to get into the NPR-4 project - a year or so after the Seabees began their exploratory program...AND as a civilian engineer instead of a Navy Seabee engineer.

He continued with Arctic Contractors until the completion of the NPR-4 project in the fall of 1953. He had been promoted through the years and ended as project superintendent.

In 1954 he conducted a study for the Alaska Development Board on the use of Gubik (Gubik is a petroleum structure east of Umiat on the Arctic Slope) gas. That was a comprehensive study of the possibilities of gas transmission lines to the Interior PLUS many other engineering and economic aspects of Gubik gas. Jim was conscripted by Puget Sound Drake Company for more duty at Barrow.

As relations with Russia and the United States deteriorated and the U.S. Dept. of Defense developed the DEW Line (Distant Early Warning Line) concern for electronic and radar detection, new military emphasis was put on Alaska. Jim was asked, and accepted, to be project superintendent of the Western sector construction of the DEW Line, headquarters in Barrow. It was December 1954 when he and Marion Nicholson went back to Barrow and began gathering local workers (almost 100% Eskimo to begin with) and opening a base camp. That project came to life and the DEW Line was built, completion about January 1958. It is worthy of note, perhaps, that the Western sector of the DEW Line was constructed for \$25 million less than estimated. The Canadian and Greenland legs were over considerably. Jim could have taken lots of credit for that, but he didn't. His nature was one of great personal modesty. He always ~~could~~ could find reason to applaud someone else for the many successes he was involved in. One thing he did point out on this particular issue was the local hire (Eskimos), the experienced Arctic hands (former Arctic Contractor personnel who had fought and won over the Arctic conditions in the past years on the NPR-4 project).

After 1958 Jim participated in numerous projects for oil, mineral exploration. He specialized in Arctic logistics, but, of course, his many years experience in on-site cold weather engineering put him in demand for many tough engineering problems that cropped up on the North Slope.

He did a considerable amount of work on a consulting (and on site) basis for Phillips Petroleum, Colorado Oil and Gas, Sinclair Oil and Gas. He also was available to many of the geophysical service companies that operated in a grid pattern across the North Slope for many, many years prior to the ARCO discovery in 1968.

There have been many, many winter trails ~~across~~ East and West and North and South that have been staked, plowed and used...planned by Jim Dalton. Winter freighting across roadless tundra was an established practice long before the State of Alaska authorized a winter trail from Hess Creek (north of Livengood) across the Yukon River and on to

The natural gas distribution system at Barrow was another major project Jim was involved in. He also helped plan and build the airport at Barrow.

Years prior to those modern improvements, Jim built many airstrips for winter use as well as constructing some permanent strips at places like Barter Island, Sagwon.

Sig Wien flew Jim and another person to Barter Island in 1947 in a float plane. A LST (landing craft) had gone in by sea with materials and equipment for constructing the first mat landing strip. The two tractors that were landed and then used for anchoring the landing craft were pulled into the salt water (freak mix up in orders to the man at the controls). They managed to float the equipment and get it back on shore. Drained the salt water out of the cylinders and hidden holes in the engine and got them running. That's quite a story in innovative problem solving in the Arctic and would take some paragraphs to tell...but not important here. It's an example, however, of the tough "poor boy" days in early exploration in the Arctic.

In the 1960's Jim did some planning work for the NORTH Commission and that group's dreams (mostly Wally Hickel's dreams) of laying out the route for a railroad to the North Slope. He also did some trail staking for later over-land winter roads to the Slope.

This is very general. I perhaps could elaborate on aspects of his many years in the Arctic if you need more specifics.