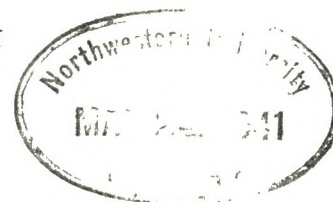


FEDERAL WORKS AGENCY
WORK PROJECTS ADMINISTRATION

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"RUSH ORDERS" FOR ROADS TO 86 ARMY AND NAVY POSTS, 55 DEFENSE INDUSTRY SITES REPORTED BY WPA

Work on hundreds of miles of access roads, badly needed to relieve transportation difficulties in the vicinity of Army and Navy posts throughout the country, is being pushed with all possible speed by a force of more than 10,000 WPA workers, Fred R. Rauch, Acting Deputy Commissioner, said today.

Approval already has been given 86 projects of this type with an aggregate cost in WPA funds of more than \$15,000,000. So great is the need for these roads, Mr. Rauch continued, that extra shifts have been authorized in a number of instances to permit the work to go on 24 hours a day, seven days a week.

Meanwhile, Mr. Rauch also made public a list of 55 industrial plants working on defense contracts where the War Department has asked WPA to construct additional access roads. Such work already has been authorized in some instances and applications covering other locations are now being prepared in the respective WPA state offices. The War Department has been assured that such applications will be given first priority in the routine of approval at WPA headquarters in Washington.

Seven of the plants for which these projects have been requested are in Indiana; five each are located in Michigan and Ohio, and four in Illinois. The remainder are distributed among other states from Massachusetts to California.

Army officials have asserted that adequate access roads into many of the newer military posts are among the most urgent developments needed at the moment. In numbers of cases camps quartering thousands of men are reached only by narrow dirt or macadam roads never meant to bear the tremendous burden of traffic which they now have. The heavy use of the last few months has made these hazardous or destroyed the surfacing with the result that traffic leading to and from the camps is greatly hindered.

Other cases are cited in which posts are located adjacent to cities, and streets designed for ordinary peace-time use are now overburdened with fleets of trucks and other vehicles. In many parts of the country also, it is pointed out, newly located camps and air bases have blocked out entire sections of roads and highways. Such roads have to be relocated, or new sections built, to by-pass government property.

"The type of work performed," Mr. Rauch explained, "ranges from temporary gravelled roads necessary to expedite camp construction to four-lane concrete highways and heavy bridges to fill more permanent needs. Examples of the heavier type of construction are the four-lane concrete highway from Jacksonville, Florida, which by-passes heavy traffic zones to cross the Ortega River and provide access to both the Naval Air Station and Camp Blanding, and the four-lane concrete highway under construction between Fayetteville, North Carolina, and Fort Bragg.

"Also typical is the relocating, widening and repaving of approximately five miles of road leading to the Ravenna Arsenal in Ohio.

This certified defense project started March 5 and is now employing 150 men on a schedule calling for completion during the latter half of July, but to speed completion of this important traffic link, 500 men are to be employed shortly, working 48 hours a week and a double shift.

"Work of this type is particularly well adapted to WPA because of its heavy demand for unskilled and semi-skilled labor. At the same time, WPA is able by reason of its organization to initiate these projects with a minimum of lost time. As quickly as the needs of each location can be determined and plans and specifications prepared, work is being started on the most urgently needed roads."

Typical of access roads being constructed by WPA to facilitate transportation problems for defense industry plants is one near Columbus, Ohio, which will connect Port Columbus, the Curtiss-Wright airplane factory and the U. S. General Depot. The new highway is of the dual type construction with two 34-foot hard surface traffic lanes separated by a 16-foot parkway. The project will cost \$294,000, of which \$236,000 will be supplied by WPA and is scheduled for completion July 1. Approximately 400 WPA workers are currently employed.

Industrial plants for which the War Department has asked WPA assistance in constructing access roads are listed below:

- Alabama Ordnance Works, Childersburg, Alabama
- Coosa Ordnance Plant, Childersburg, Alabama
- Gadsden Ordnance Plant, Gadsden, Alabama
- North American Aviation, Inc., Inglewood, California
- Consolidated Aircraft Company, San Diego, California
- Denver Ordnance Plant, Denver, Colorado
- Bullard Company, Bridgeport, Connecticut
- Studebaker Corporation, Chicago, Illinois
- Western Cartridge Company, East Alton, Illinois
- Buick Motor Company Aircraft Engine Plant,
Melrose Park, Illinois

Kankakee Ordnance Works, Wilmington, Illinois
 Elwood Ordnance Plant, Wilmington, Illinois
 Delco-Remy (Division of General Motors),
 Anderson, Indiana
 Indiana Ordnance Works, Charlestown, Indiana
 Hoosier Ordnance Plant, Charlestown, Indiana
 Studebaker Corporation, Ft. Wayne, Indiana
 Jefferson Proving Ground, Madison, Indiana
 Studebaker Corporation, South Bend, Indiana
 Kingsbury Ordnance Plant, Union Center, Indiana
 Iowa Ordnance Plant, Burlington, Iowa
 Ohio River Ordnance Works, Henderson, Kentucky
 Glenn Martin Airplane Company, Baltimore, Maryland
 Fairchild Aircraft Plant, Hagerstown, Maryland
 General Electric Co., Turbc-Electric Supercharger
 Plant, Everett, Massachusetts
 Bohn Aluminum & Brass Corp., Adrian, Michigan
 Detroit Ordnance Plant, Center Line, Michigan
 Bohn Aluminum & Brass Corp., Detroit, Michigan
 Vickers, Inc., Detroit, Michigan
 N. A. Woodworth Company, Ferndale, Michigan
 Lake City Ordnance Plant, Independence, Missouri
 McDonnell Aircraft Corporation, Robertson, Missouri
 St. Louis Ordnance Plant, St. Louis, Missouri
 Weldon Springs Ordnance Works, Weldon Springs, Mo.
 Bomber Assembly Plant, Ft. Crook, Nebraska
 Otis Elevator Company, Harrison, New Jersey
 Wright Aeronautical Corporation, Paterson, New Jersey
 Link Aviation Devices, Inc., Binghamton, New York
 Standard Gage Company, Poughkeepsie, New York
 Savage Arms Company, Utica, New York
 Ohio Crankshaft, Inc., Cleveland, Ohio
 Thompson Aircraft Products Co., Euclid, Ohio
 Wright Aeronautical Corporation, Lockland, Ohio
 Ravenna Ordnance Plant, Ravenna, Ohio
 Plum Brook Ordnance Works, Sandusky, Ohio
 Bomber Assembly Plant, Tulsa, Oklahoma
 Lycoming Motors, Williamsport, Pennsylvania
 Wolf Creek Ordnance Plant, Milan, Tennessee
 Baytown Ordnance Works, Baytown, Texas
 North American Aviation, Inc., Dallas, Texas
 Bomber Assembly Plant, Fort Worth, Texas
 Bryant Chucking Grinder Company, Springfield, Vermont
 Jones & Lamson Machine Company, Springfield, Vermont
 New River Ordnance Plant, Dublin, Virginia
 Radford Ordnance Works, Radford, Virginia
 Morgantown Ordnance Works, Morgantown, West Virginia

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