

**W-47**  
 Captain Larkin to Colonel Heflin (office)

P.M.

27 July 1945

7/28 *R*

UNCLASSIFIED

L. Well, this is the situation: Hartshorn, Costello and Zahn have vehicles down at Albuquerque. Three unexpected passengers -- de Silva's men -- arrived to go as passengers, and there is not sufficient space for them.

322114

H. What are those other names? Hartshorn, Costello and Zahn. And they have three vehicles at Albuquerque? And three more men from de Silva's group are there and they have no space for them?

L. That is correct. Now Colonel Johnson, whom Heflin knows, says these three passengers must go. And I recommend that Colonel Heflin designate three of the crew, which are to be taken off and sent by other means. Better make that maintenance crew. And please ask Colonel Heflin to call me tonight so I can relay the message to the people in Albuquerque, and -- you have my name? Larkin. Heflin will know how to get in touch with me.

? All right. I'll have him get in touch with you.

L. I will wait at my office for the call. Thank you.

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 LANL Classification Group  
*P. Lang 1-8-90*

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 PER DOC REVIEW JAN. 1973

Classification changed to  
 by authority of the U. S. Atomic Energy Commission,

Per **Phil Belcher**  
 (Person authorizing change in classification)

4/11/54  
 (Date)

By **Pat McAndrew.**

NOV 15 1954  
 (Date)

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VERIFIED UNCLASSIFIED

*P. Lang - FSS-16 - 1-8-90*

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K. I have been injected into the middle of a controversy and I am trying to get at least a firm foot on the ground some place. This is what happened: General Groves phoned General Farrell and said that the vehicles were grossly overloaded and he wants to know if that was true and if there was any personnel on them that were not part of regular crews, technicians or Security. In other words, any extraneous personnel other than those three categories. And then, he was further confused -- apparently he thought that the Security people were not along -- and I, too, am confused now, because according to what Marsh just told me, everything was all set and the overloading had not been considered too excessive at the present place. Have you any thoughts on the subject?

L. This is what I understand: There are no people in those vehicles that are there only for transportation. They are either maintenance crews or technicians, or Security people. So that I think to that point I think we can say there are no unnecessary passengers. And we can only go by what Marsh tells us, on the gross load.

K. What is the -- I suppose I could talk to him and get what these loads gross at.

L. You mean talk to Marsh? Yes, they've undoubtedly got the figures.

K. Is there anyone I could talk to at W-47 who could contribute anything to the picture?

L. Well, yes. Col. Bean is still there and two of those vehicles belong to him. One of them belongs to Major Shields -- actually Heflin is responsible, I suppose. If you get figures from Marsh, Col. Bean could say yes or no -- or that's too much. What you are looking for is some body to check the people -- the check that Marsh gave you. I think Col. Bean should be able to do that. I suspect that there was no supervision exercised over the loading of the vehicles. That is, they've got miscellaneous stuff that they are carrying as freight that doesn't have to go. Now that's a suspicion -- don't use that on somebody until you find out definitely that it is so. And that probably couldn't amount to more than ---

K. May I ask this question? This is all hypothetical -- some maintenance equipment being unnecessary, how about some of the maintenance people?

L. Well, Bean is quite perturbed about reducing the maintenance people we've got along. He feels they should be sent as an insurance against delays. What I was speaking of more was of national freight -- miscellaneous stuff that people just piled in there. I don't know whether they've got any slot machines -- but things of that order. Nice items to have along. But I think Marsh could find out definitely whether the freight is essential or not. Is Farrell there with you?

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K. He's about to go, sir. He gave me this over the telephone. I can get a message to him, though if you are anxious to ---

L. No, I have nothing. I thought he might be there trying to get dope now.

K. No, he has apparently turned this all over to me at this point.

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L. Well, when you get your figures from Marsh I suggest, if you want an independent source, call Bean. That's the best I can suggest.

K. You can get Col. Bean on the 81 number?

L. That's right.

K. Thank you very much, sir.

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By Authority of the U. S. Atomic Energy Commission,

L. M. Redman

Phil Belcher

4/11/54

(Date)

APR 9, 1979  
By

Pat McAndrew

NOV 15 1954

(Date)

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22940620

Captain Larkin to Captain Kuster

A.M. 11 August 1945

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8/11 PZ

R

First part of conversation completely unintelligible.

L. Well, of course that's beside the point. That merely reinforces my statement that Lockridge ought to tell you where to ship those things.

K. Yes, but even Lockridge didn't know --

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LANL Classification Group

L. But Lockridge is in a position to find out.

SA Brews 1/12/95

K. Yes; well, you see, Moody hadn't said anything to Lockridge, I don't think.

L. Well, Moody shouldn't need to -- Lockridge ought to know where they go.

K. We didn't know. That's why we sent them there.

L. Okay. Say, could you switch -- do you happen to know whether any of Tibbets' vehicles have returned?

K. I could probably find out in just a second for you. 6005 and 6002 -- we have two of them and one left this morning.

L. Those are Tibbets' operational vehicles, aren't they? And you say one left this morning to go get clearance and orders?

K. One left this morning, 594.

L. Did she go to get clearance and further orders? Is that the purpose of her trip?

K. You talking about the Green Hornets?

L. No.

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K. Oh, you're talking about the others. I can find that out for you, too.

L. I'm not interested in the Green Hornets at the moment.

K. One of them did leave yesterday -- I know that.

L. Yes, that's one of Shields' vehicles, and we're interested in two of Tibbets' vehicles supposed to be on the way, and expected to arrive, almost daily.

K. Okay. You want me to have Colonel Bean check and call you back?

L. Yes. Could you switch this call to Bean?

K. I can't get hold of Colonel Bean right now, so I'll have to call you when I can get hold of him.

L. All right.

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4/11/54  
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By Pat McAndrew

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K. No, he has apparently turned this all over to me at this point.

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K. Thank you very much, sir.

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L. M. Redman

APR 9, 1979  
By

Phil Belcher

Pat McAndrew

4/11/54

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A-84-019  
43-5

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Dr. Blom 1/30/95

Captain Larkin to Captain King

P.M. 27 July 1945

7/28/45

cc: King  
UNCLASSIFIED R

L. I got the information you wanted. The first one is No. 44-86346 and the driver is Captain Costello. The next one is 44-86347 -- Captain Zahn. And the third one is 42-65386 -- Captain Hartshorn. And as for the other details, I haven't been able to get in touch with the drivers directly, but I have passed to them my idea on the subject, to the effect that such inspection should be limited to one officer. Do you think that will be possible?

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K. I think we can probably work out something like that.

L. And that officer be told it's classified business, and so forth. I -- Derry happened to call in and I checked with Derry on that and he could see no objection either.

K. All right, sir. Fine. Now, -- what the dickens did I want to ask you --

L. I've got one other thing while you are thinking of yours. de Silva arranged for three special passengers -- it was totally unknown to anybody until today. And it also seems that nobody left any room for them. I don't know what will actually be decided on that. They can possibly squeeze one of these fellows in, but definitely not all three.

L. The other two that you were worrying about are undoubtedly taking up the extra space.

L. They have been scheduled to go right along. So I don't know what will happen on that. Jones has gone down there to see that everything goes smoothly, and that, apparently, will be his first job.

K. Well, are those boys down there also?

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L. Yes, they came in yesterday afternoon, but we didn't find out about them until today, so I don't know where they're from or anything else.

K. Great scott! Well, I take it that I don't really need to worry about them -- if they come, they come, and if they don't they don't. Okay, sir. I thought of my question now. Am I to gather that each of these vehicles will have an identical object?

L. That's right.

L. I see. That's just a little more than I understood.

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L. Well, they've got the number one and number two jobs and the third job is a lower quality but, in an emergency, usable.

Per Phil Belcher

(Person authorizing change in classification)

(Date)

K. I see. And that would be in the order you gave me?

By

Pat McAndrew

NOV 15 1954

L. No, not necessarily. I know the number one job is in 386 -- or should be. But I don't know the distribution made of the others.

K. Right, sir. We'll go ahead on this basis, then. Marsh will be up there and I'll pass the word on to him and I'm pretty darn sure we can set up that deal just as you suggested, and --

L. I think it will go off all right.

K. When will you be up this way again -- have you any idea?

L. I haven't made any plans. I think my next trip is going to be east. It will be some time before I head out your way again.

K. All right. Thank you, sir.

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FOR REVIEW 1042

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✓ A-84-019  
43-10

Captain Larkin to Lt. Marsh

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UNCLASSIFIED

sgt. Jackson

25 October 1945

322066

10/25 *BAZ*

L. On Fehr's trip, we are a little bit up in the air. We think we have solved it but we want to check with you. You say he is traveling on train No. 24, and according to our time tables that does not come in to Albuquerque. He will probably have to get off at Belen -- is that right?

M. I knew there was one like that, sir, but I didn't realize that was it. I am sure he has a ticket to Albuquerque. He must be intending to take the bus from some point to Albuquerque. The Santa Fe runs a bus ---.

L. Well, that is what we expect -- that the train he is on, No. 24, will -- he will have to get off at Belen, and if we do not send a car to meet him at Belen he will take the bus into Albuquerque.

M. Yes sir, I am sure he will, because he is going to Albuquerque and when he told me it was on that train I didn't realize it was the one that did not go to Albuquerque. But I am sure that is what he intends to do.

L. Yes. Well, there is about a three-hour layover in Belen, waiting for that bus. It gets in there about 2:40 in the morning and the bus does not leave Belen until 5:00 or 5:30 -- somewhere along in there. We propose to send a car down to Belen and meet him there, and bring him up directly.

M. That will be fine.

L. Now, you're pretty sure that is the train he is on?

M. That's what he told me.

L. If you hear anything to the contrary, let us know, because that is what we plan to do. By the way, does he happen to know our telephone number?

M. I don't believe he does. I didn't give it to him, and he didn't ask for it.

L. Well, the reason I called you was if we fail to meet him somewhere he will probably have to call you, not knowing our telephone number, so you know what we plan to do.

M. Okay. Fine.

L. Do you want to talk to anyone here?

M. I would like to speak to Captain Jones' office, please.

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*WMS 11/2/79*

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(Person authorizing change in classification)

4/11/54

(Date)

By **Pat McAndrew**

NOV 15 1954

(Date)

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman

APR 10, 1979

UNCLASSIFIED

✓  
Captain Larkin to Lt. [REDACTED]

24 October 1945

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UNCLASSIFIED: Sgt. Larkin

10/25 PR

M. I just got a call from Comdr. Fehr, sir, and he is leaving today on Santa Fe train No. 24. He leaves at 3:13 PM today and is due to arrive at Albuquerque at 0625 on the 26th, Friday morning.

L. At Albuquerque or at Lamy?

M. I think he is going to Albuquerque.

L. It makes a little difference.

M. He is planning to get off at Albuquerque.

L. You are sure about that? Well, we will plan to meet him in Albuquerque at 0625 on the 26th. Much obliged to you for the information. Do you want to talk with anyone else here?

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*Ans* 12/2/58

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4/11/54  
(Date)

By Pat McAndrew

NOV 15 1954  
(Date)

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PER DOC REVIEW JAN. 1973

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L. I asked Hartley Rowe if he would call Groves in the case of Glaister. Have you heard anything about that?

D. He mentioned that.

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UNCLASSIFIED

L. M. Redman

FEB 5, 1981

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L. What has been done on it, do you know?

D. I don't think anything has been done on it. He called yesterday and gave me some information to pass on to you, but it was particularly to do with his visit to Raytheon. He wanted it passed on to Fussell.

L. Yes. Well, I called up Hartley Rowe on Monday and he said he would put in a call immediately to your office -- or rather, to Groves --

D. He did that. He called me right back on it and said you had telephoned him on getting Lt. Glaister, I think it was.

L. Yes, and I made the request that he ask the General to go to Captain Lavendar and see if we could get the release of Lt. Glaister. Did that get lost?

L. I don't know of anything that has been done on getting any release for him yet.

L. It is rather urgent. Centerline is screaming for a liaison officer and I am afraid it is up to us. If we can get Lt. Glaister in that job we will be pretty well fixed. Otherwise, it is going to be an outsider who will take a month to get indoctrinated, and so on and so forth.

D. Yes. He gave me the information on it, I think.

L. What do you think our prospects are?

D. Well, the prospects aren't very good of getting anyone away from Lavendar, at any time.

L. Well, there's a possibility that he may weaken in this Phil Belcher

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4/11/54

(Date)

D. Has he been approached on it?

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(Date)

No, I wanted the General to do that. This is the reason I suspect he may listen to our request in this particular case. This Lt. Glaister came here with the understanding -- Capt. Lavendar had the understanding -- that he would be assigned quarters. Well, that's not so. He's not to be assigned quarters, being below the rank of Lt. Comdr., and Captain Lavendar is in the embarrassing position of having to tell Glaister that he was mistaken and there are no quarters available.

D. Glaister is out there with you now? I see.

L. And for that reason I think he may let Glaister go. However, we would like to make the attempt because this Lt. Glaister has an unusual background and would fit in with this job very nicely. Do you think you can --

D. I'll call it to the General's attention again. I passed on the information that Rowe sent in here but I don't think anything has been done on that.

L. I talked with Hayden and learned that Centerline has no one to suggest and furthermore that Captain Mayer is not desirous of having anyone out of the gun factory at all.

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PER DCC REVIEW JAN. 1973

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D. I thought Captain Parsons said it had to be a gun factory man.

L. Well, he thought it should be. At any rate, the matter is becoming quite urgent. Lockridge is now in Detroit making a visit and he has called me twice on the subject this week. They're screaming their heads off.

D. All right, I'll send this on in and see if we can get some action on it.

L. All right. Will you let me know how you come out, either by teletype or call?

D. Sure will. If I can get an answer I'll let you know. I can't promise anything on going in there and getting an answer right off-hand, you know. It's a little difficult to get answers on this thing out of him.

L. I can understand why it will be difficult. Have you got any business with us this morning?

D. I do have. Mr. Rowe called in regarding Raytheon and he said when I talked with you or with Oppie he would like to have this passed on to you to get it to Fussell. They expect to hit a production rate of about 100 per month -- that is 25 per week -- beginning next Friday. Last week they got seven. This week they will get, by the end of the week, twelve -- and then of course, the week after that they are supposed to hit twice that -- twenty-five. Now, there is one other item he brought up. He wanted to know what clearance would be necessary and I told him I didn't think anything except to pass this man on. He recommended -- he was talking with the top guy, the president -- that they take their man Greer, who is a consultant in Raytheon on this job, and go to Pittsburgh and see an engineer by the name of ----- who worked for Westinghouse and he was assigned under NBRC. As it developed he is an ----- and apparently the best man in the country for that sort of thing. It's Sletain -- that's the man's name. It seems he is the best man in the country on these ----- gaps and that is what is giving Raytheon all the trouble, and he suggested that Greer go over and talk with him and see if he can't get some developments and get something going on it because Raytheon is floundering. He'd like Fussell to know that.

L. That is -- this Greer is now consultant to Raytheon and Rowe suggests that Greer take this ----- trouble of theirs to Pittsburgh and talk to Slepain. Okay. Anything else?

D. I guess that's about all. I have another message to pass on to Oppie, so I wonder if I may be transferred into his office.

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PER DGC REVIEW JAN. 1973

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A-84-019

43-5

Captain Larkin to Captain King

1000

10 July 1945

UNCLASSIFIED

*Birch  
Jones  
King  
Oppie*

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K. This Captain King, sir, in connection with LHM. I talked to Matthews this morning and he says he thinks the chances are very poor on that recovery.

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L. I expected so. We thought we would inquire, though.

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LAM Classification Group

K. He said he has available himself no qualified divers, although he possibly could borrow those from the Twelfth Naval District. He has nothing to lift it with there, even if they do find it, and then, finally, he said the bottom there is very bad --

L. Rocky or soft?

K. Very muddy, and he said he was there -- as you may or may not know -- before the drop and he said the mud boiled for a very very long time and he has the impression that they are buried very completely.

L. Well, that was my idea on it and I thought we would inquire from people who have been on the spot. I thought it would probably be considerable labor to get them up. I know what it is to chase torpedoes.

Many places on this bottom it just seems to go down forever -- I mean there seems to be a gradual change from water to mud and there is no definite bottom at all.

L. Well, thank you very much, and tell them to forget about that phase of it. We are discussing, at this moment, as a matter of fact, what further things should be done. We haven't quite gotten our answer but we don't quite see how we are going to get it that way. People can't see fast enough.

K. He did ask if the arrangements had been satisfactory so far as he was concerned, and I told him I thought so. Was I correct in that?

L. Yes. You can assure him we appreciated their efforts there. The party we sent up said he got complete cooperation from everybody; in fact, they want to write a letter congratulating all hands. They were greatly pleased with the facilities, and with the help that was given. So you might tell him that.

I will. And, to change the subject, I will not expect you tonight, then.

L. No. Oppie I think, talked with you and, apparently, gave you sufficient information to reassure the boys?

K. Yes. So I will just go ahead, and they will make the arrangements and I will just be there to find out what they are and to check if anything doesn't seem to be quite right.

L. Yes. Now, as for Saturday, do you think it would be desirable that I get there early in the morning; that is, come in Friday night, or about noon?

K. Suppose I see what happens in the course of the day, and let you know?

L. That's fine. You know what the TWA schedule is. It's very awkward to get there before noon.

K. All right, sir. I will let you know how I make out today.

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Pat McAndrew

4/11/54  
(Date)

NOV 15 1954  
(22102)

Captain Larkin to Major Derry

UNCLASSIFIED

0945

20 July 1945

7/20  
JAL

R

D. Is Captain Parsons there?

L. No. We expected him back this morning, but I suspect he heard that Colonel Seeman and Dr. Zacharias were arriving and that he stayed down below. That's our suspicion.

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D. Oh, I see. I assumed from that that he would come right on up.

L. That was his intention and we fully expected to see him this morning, but he didnot show up.

D. Have you heard anything about the results of his visit to Inyokern?

L. Not a thing.

D. Because we are very anxious to know. Major Firmin wants to hear what he has found out and what he has done.

L. Yes, we want to know that and we also want to know about his visit to Admiral Russey.

D. Yes, that's the place where he would get some help in getting those people off their camp.

L. That's right.

D. We would appreciate it, when he does come in, if he would call us. I know they would get the dope in here on it.

L. I'll tell him that.

D. Are you planning to go to Inyokern any time?

L. No, I do not expect I will go until later, after the new Officer in charge of construction and perhaps Captain Burroughs' relief have both arrived. Some time after the first. I have that in mind, but I haven't made any definite plans.

Furman

D. When you plan on going there I think Major Firmin would like to know and he might like to go out himself.

5. Yes, I recall his request that he be informed, but Parsons made up his mind so suddenly it wouldn't have been possible for Firmin to have arrived.

D. Oh no, it wouldn't have been possible for him to go on this last trip. He decided one afternoon and went that night? Say, you might pass this information on to Parsons when he gets in. I'm sending him a teletype on it, but he was anxious about the third batch, I think. It arrived on the 19th. At Destination. But they won't start any work on it until the 23rd. The reason for that is it was loaded with some h.e. that belonged to somebody else, and they had to take it off some other place, you see, about five or ten miles out.

3. I understand that was very high priority stuff.

2. Yes. And another teletype I got here said that the stuff that's in that will be available to the people about the 25th. It takes them about two or three days,

L. I see. Unloading will be completed about the 25th.

D. I'm sending another teletype that is a gripe again, about the reporting of these ABZL things. The damned teletype got in here today, and it was dated the 19th, from Lockridge, and he tells

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L. M. Redman

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By

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NOV 15 1954

(D)

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PER DOC REVIEW JAN. 1973

UNCLASSIFIED

me all the stuff on it and he says it has an ETA at Destination of 18 July. All right. I got a teletype, or rather a message on the 19th, saying it arrived there in excellent condition. So there's not a lot of use in Lockridge sending anything in here if it is going to be that late.

L. Now that went out from here on the 19th, huh?

D. It went out from your place on the 19th, and in the teletype he says it has an ETA of the 18th.

L. No, there's not much use sending anything that late.

D. No. What I asked Parsons to do is get somebody at Kingman to telephone me when the shipment goes -- that is, immediately, within an hour or so, anyway -- and they can give me all the information that they put in the teletype.

L. Yes. Well, I've got a call to Bean this morning, and I will again mention that.

D. You'd probably better clear it with Lockridge, too.

L. Yes, I'll do that.

D. I'm sending you out a lot of other stuff in the teletype. That is, I got about four messages from Kirk today.

L. Anything of great interest to us?

D. Let me see -- the biggest interest of course, was Batch 3 getting there. Oh yes, the other thing on that that is in the teletype -- he says that operations at his place are seriously adversely affected by ~~the~~ Lockridge not getting him, at the right time, accurate shipping lists. He said the only thing they ever get are what the courier brings to them and those are what are called manifests, I guess, and they are abbreviated lists and the only thing they are good for is to unload. He also goes on to say that the Project personnel -- this isn't his comment -- say that the packing lists are very often incomplete and sometimes inaccurate.

L. Well, of course, he is talking about Batches 1 and 2, in which we admit an awful flub, all around, and Batch 3 should be a lot better.

Well, he doesn't have anything on Batch 3 -- he just got it, that's all. He doesn't know what's in it or anything.

L. Yes. Well, I believe that everybody is aware that Batches 1 and 2 were an awful mess.

D. Yes, but the main thing he brings out is that some means -- some method -- will have to be worked out where he can have a shipping list -- accurate or inaccurate. de Silva says it ought to be something, anyway, when the Batch gets there.

L. Well, the present set-up, you know, is to send the accurate tally by air, within two or three days after the departure of the Batch, and the courier with the Batch, of course, carries with him a rough copy of that, and also, we are providing the courier now with a loading list, which was also requested, so they could locate any particular box in the hold if it was hot, and get it out.

D. Yes. de Silva said that was necessary if they wanted to get the stuff out and get the boxes. He said the boys usually stood there with a wrench in one hand and a hammer in the other, and he said that is literally true.

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L. The actual loading list will go with the courier in Batch 5.

D. That will take care of it. Here's one thing I don't understand why it is necessary, and that is why should it be necessary to send back to your place from Kingman for preparing all the information and then send it back up to Kingman to send it out? It seems to me the logical thing would be to do every thing at one place -----but why couldn't it be done out there where Moody is?

L. I think it is principally because Moody's clerical assistance is inadequate to handle such a job.

D. He doesn't ~~handle~~ have many people, I know.

L. No, he only has one Yeoman to do his clerical work, and Lockridge is able to get the dope out of Moody and duplicate it in the sixty or eighty copies and get it out. But I don't understand about Kingman -- where do they come into this picture.

D. They don't come into it -- that was a mistake on my part. Except that it comes from Moody to you, or rather to Lockridge, and then Lockridge sends it up to Kingman to go out on the next 54.

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L. That's right.

D. Of course what Moody could do would be send it to Kingman and let them do it at Kingman. That would speed it up -- that would save a couple of days.

L. Well, there has been a break in the schedule of the Green Hornets, due to changes in engines, or something or other, and Bean has gotten all of them in now, and he was proposing to send them all out, one each consecutive day. We told him that was completely unacceptable to us, that he would have to space them two to three days apart in order to provide continuing means of transportation. I think he has accepted that with great reluctance, but, nevertheless, accepted it. I think our communications will be more regular from now on.

(broken connection)

D. There is an item I wanted to take up with you or Captain Parsons, and check on, and that is Tibbets' vehicles, but not the Green Hornets. You know the one that is supposed to make the special mission on D-26.

3. The one? I thought there were "the two".

0. Yes. Two of them to go. Who is taking care of the arrangements? Are you people doing that?

L. We have been in communication with Tibbets and later with Bean, on that subject, and the status today is that they expect to have two available and Parsons, while I was away, apparently fixed it up to have one of Shields' -- or he hopes to fix it up -- vehicles can back them up.

3. You mean three, then? I see.

2. And furthermore, they propose to send along a load in Shield's, but it will not be a high quality load -- it will be more for practice and so forth, at the other end. It could be left if anything happened that Shields' plane would be required.

D. I see. You see, that was one of the items in the schedule that the Director sent in here and we haven't done anything about it because I felt that the closest liaison would be between

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your place and Kingman.

L. Well, it was in principle, I think, that Oppie wanted Groves' approval on that point.

D. He's indicated his approval on it, all right. He has talked about it since then, but I just wanted to make sure the thing is being handled and if it is we won't carry on any further from here, but I want to inform General Farrell what is being done on it.

L. Yes, and it may be that Bean and Heflin will have to come to you for assistance in getting one of Shields' vehicles' orders. Heflin thought there might be some difficulty there but he hoped to be able to handle it all himself.

D. Well, if he needs any help we can take care of him in here. You might suggest, when you talk with Bean, that if he needs any help in trying to move one of Shields' outfit that he should come in to Colonel Fisher. Colonel Fisher is on the same number -- that is, Republic 6700 extension 3500. He's got a green light to do almost anything for those boys now.

L. All right, I'll tell him. Do you have anything else? I've got Colonel Bean waiting on the other line.

D. I'd like to talk to Lt. Taylor, in Jones' office.

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12 February 1946

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F. Larkin? Say I was talking to Roger Warner today about this AT drop and he suggested that there might be some island off the west coast that the navy was using for a rocket target or something like that.

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L. Well, we have made At drops in the ocean of the west coast before you know.

F. Yes I knew that but never was formation involved. *Classification changed to [redacted] by authority of the Atomic Energy Commission.*

L. Oh you mean formation of aircraft.

Per Phil Delcher 4/11/54  
(Person authorizing change in classification) (Date)

F. Yes

L. Well that doesn't matter.

By Pat McAndrew NOV 15 1954  
(Date)

F. Well we need a \_\_\_\_\_ point that is fairly definite.

L. Water slick?

F. Did they have any trouble before from 30,000 ft?

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. Yes, they had clouds out there.

F. We have to make a bit longer approach with seven planes involved, so that is the only problems I can see. For that reason, something fairly substantial would be good.

L. What do you mean by substantial?

F. Well big enough \_\_\_\_\_ to pick up on radar sets.

L. Oh, there's a Bishop's Rock I think that has a little light bouy on it.

F. Well now that would be good if we could buck the light up.

L. And it's about 150 miles off the coast.

F. Well, that sounds like one of the navigation problems they used to run out down there.

. That's right and also it's in the middle of very popular fishing grounds.

F. Oh that's not good is it?

L. There are a number of islands there to which the Navy has rights on some and I think that that is a program that would have to be cleared on the spot by your representatives that knew what would be satisfactory and commander naval air bases 11th district. That's San Diego.

F. I think that we could state our requirements pretty thoroughly. They're really not very \_\_\_\_\_ except that we would want something big enough so that we knew no problems of picking it up on a run-up of fairly good approach.

L. Well, would have you anyone to go along with Mitchell to San Diego and discuss this?

F. Well, I probably could dig up somebody.

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L. I think it most desirable cause as you know Mitchell has just arrived and he doesn't know anything about the operating problems of the B-29's or the danger of the bomb. In fact, he's not supposed to know all of those things. He has a limited pass, that is, technical area only and Bradbury has not indicated that Mitchell should be given any technical information.

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FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redmen

NOV 21, 1979



F. I see. What is Mitchell's rank? Is he---

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L. He's Lt. (jg) He arrived to be a pilot, pure and simple, as relief for Walker and he was not obtained for his technical abilities at all, so we can't count on him to be a technical advisor in any way.

F. Well, what I was wondering was -- how long of a trip would it involve. Logical men for me to send is another pilot who is in my group, Captain Hartshone who is

L. Is he a Mr. or Captain?

F. A captain.

L. He's still captain?

F. I was going to get him in as civilian but it turned out that things were better all around if retained his commission.

L. Well, why doesn't he go along as co-pilot with Mitchell who is going out there anyway?

. Will Mitchell probably take your F-45?

L. He will take it. The original object of this trip was to take the C-45 out there to get an alteration of the tail and if the plane is going to be held for more than a day or so he could get transportation up Long Beach and come back on the regular air lines.

F. Well, suppose we set it up that way then. I'll have to talk to Hartshone a bit. I might have to send a few people to cover the requirements if Harchone doesn't feel he knows too much about the area, I think.

L. Well that sounds all right cause there is plenty of space in the plane. So far the only people going with Mitchell are those you designate from Albuquerque Sandia. And he plans to tomorrow. Now this Sandy Beach thing is entirely washed out is that right?

F. As I understand it from Warner.

L. Warner said you'd tell me why.

F. Well, as far as I can see, the main reason for washing it out is there doesn't seem much point in it.

L. You are not interested in making any \_\_\_\_\_ drops at Sandy Beach?

F. No. I understood that tests were set up for the purpose of testing the fusing equipment. Well, now \_\_\_\_\_ that wouldn't tell him anything so I didn't have any requirements except that I did want to make at least one full dress rehearsal over water, so that we could have it as near to the final conditions as possible.

L. All right, I'll call Captain Ashcraft who is the Chief of Staff out in San Diego and tell him that the preliminary plans on Sandy Beach are entirely washed out and that he can forget about it. O.K.

F. Now about the trip tomorrow is Mitchell going to leave tomorrow you think.

L. That was the original plan. He can go any time.

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PERMANENT DEFENSE  
UNCLASSIFIED  
By Mr. Redmont

NOV 21, 1979

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[REDACTED] [REDACTED]

F. I see. Hartshone is up flying right now. We're running experimental with 29.

L. Well suppose I tell Mitchell to get in touch with you or Frelich or who?

F. Well I think he'd better get in touch with me.

L. And you will designate one or two people to go with him. And that he has my authority to delay the trip until you say you are ready.

F. O.K.

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Captain Larkin to Lt. Marsh

UNCLASSIFIED

322109

26 November 1945

11/26 PRZ

Challis

M. I got a call from Lt. ~~Callis~~, sir, and he said that he expected to be back on duty Wednesday, and available to go down to your place.

L. All right. Any time after Wednesday, that is?

M. Yes.

L. Okay. Well, I will request the necessary temporary duty orders for him and make arrangements. Now, Marsh, do you know the airline we run to Pasadena?

M. Yes sir.

L. We send it off on Tuesdays and Thursdays and it remains overnight and leaves Pasadena on Wednesdays and Fridays. Now, don't you think that would be a more convenient way for him to come than the way our last visitor came?

M. Yes sir, I do. I could get reservations in Los Angeles and it would be a much more pleasant trip.

-- Yes. Well, I will check to make sure that the thing is running and give you a telephone number for him to get in touch with in Pasadena, and set it up so that we meet him here. I'll get in touch with you later then.

M. All right, sir.

L. Do you have anybody else on your mind that you want to talk with here?

M. I believe not, sir.

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By **Phil Belcher**  
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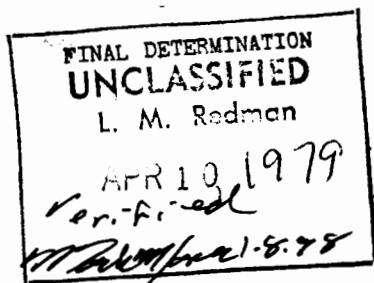
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(Date)

By **Pat McAndrew**

NOV 15 1954

(Date)



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Captain Larkin to Captain King

A.M.

27 July 1945

7/27/45

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K. Everything went off more or less okay.

L. I was afraid it might be 'less'.

K. There was no appreciable delay, except that Peer had a little trouble after they left and about twenty minutes out he had to come back.

L. Who did?

K. de Silva.

L. After he left he had to come back again, huh? And they fixed that up right?

K. Yes, all right, so he's away behind his colleagues by about a half hour. Are you all the departure times, if you're interested.

L. Yes, I might relay it to Derry, if you haven't already done that.

K. I did that last night.

L. Then it's only for my information.

K. Well, de Silva's final departure time was 1717; the other one left at about 1515 -- I don't have that exact figure -- And then the three with Peer left ~~1732~~ at 1732 -- I mean 1932, 1939 and 1949.

L. Well, that's pretty good. Did you have any difficulty with Birch?

K. Oh no. It was child's play. As a matter of fact, by the time ----- group got there, there was almost no one there and when they passed through for processing -- well, the physical, for instance. It was "How do you feel?"

L. Well, that's very nice.

K. Now, I got a teletype from you yesterday, I understand, about tomorrow's activities. I haven't seen that yet, but I thought I would look at that a minute and if anything comes up I could call you later today.

L. Yes. This time it's a different place.

K. So I understand. That's what I learned when I was out there yesterday -- that it was customary for them to go to that other place.

L. Oh, then it will not be such a surprise to you as it was to me.

K. No, it's not any surprise to me, as a result of my inquiries yesterday. The only thing I have to find out now is the extent to which we can keep people out at that place, and also the difficulties of getting your two men processed and get equipment drawn, and that sort of thing. I don't anticipate any trouble -- I got to know a lot of people out there yesterday.

L. Do you happen to know Major Carrikar?

K. No, I haven't been out to that place yet. I thought I would go out there today.

L. Yes. Well, Major Carrikar is supposed to be aware of the expected time of arrival and --

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L. M. Redman

APR 9 1979

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By Pat McAndrew

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K. I see. What I did want to ask you was how many people have been told about what is coming along?

L. So far as I know, no one there. Just three vehicles. There may have been some communication from Kingman, but if so, I don't know of it.

K. I see. Then we won't say anything about it unless they raise the subject.

L. I think that's the simplest view to take of it.

K. All right sir. Now, I have not yet been able to talk with Moody about those two points you wished to raise with him; however, I did leave a message, with those points, for him with Lt. -----, at 627-A.

L. I understand Moody telephoned here last night, with a long tale of woe.

K. Oh, he did? When I left the message Needham said he did not think they could get that promotion list for two weeks, because, among other things, Fusilier is on leave and they want to consult him about it, and I don't quite see why it would take that long, but that's what he said, anyhow. One other thing, in connection with these five things that left yesterday -- I have an arrangement, which I hope works -- at Derry's request -- so that I'll know the departures from various intermediate stations.

L. Oh, you will get that information? And then you will relay it to Derry?

K. Yes. There are going to be two channels -- the regular Station <sup>ATC</sup> channel, and the additional and supplemental channel. Now, I was wondering if you were interested in getting returns from the supplementary channel?

L. Yes, there are several people here that are considerably interested in the progress.

K. All right, sir. I'll see that you get that then. That's all I have. Can I be switched to Jones?

L. Right.

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Captain Larkin to Captain Ware

R

AM

27 December 1945

FINAL DETERMINATION

M. Redmon

L. I wanted to check up and find out whether your orders had actually been modified.

W. Yes sir, they have. They have been revoked.

L. Was your status changed, or do you still enjoy the same standing?

W. I still enjoy the same status, theoretically, Captain; that is, I have had no change of duties. The only thing, I had a teletype from Col. Johnson, saying that paragraph so and so of such and such orders was revoked by paragraph so and so of another order. In the meantime, Captain, I've just gone ahead and at present I've been delegated by Dr. Sage and Captain Sykes -----(broken connection).

L. If you will outline to me briefly what you think your status is, I will appreciate it.

W. I'll tell you what I'm doing, Captain. At Captain Sykes direction, I have undertaken the coordination of supervision of the completion of the new buildings at Salt Wells, using everything available at his command.

L. Yes. Does that mean the completion of construction or the completion of installation work?

W. Equipment. Installing of test ----- Also, I have undertaken, as in the past, to follow down some of this equipment that is still on order; not building equipment, but equipment we use in the process. I think there is going to be a little more required on this job. Now, that was what I had in mind as to what my duties were. In talking to Captain Franks, he apparently is of the opinion that I am to act as the liaison here for the Manhattan District.

L. Well, that was proposed but I don't think General Groves thought very much of that.

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W. I didn't imagine he would. So, my whole thought was that I was to help in any way I could to get this plant in production by the same date.

Per

Phil Belcher

4/11/54

(Person authorizing change in classification)

(Date)

L. I think you are correct there.

By

Pat McAndrew

NOV 15 1954

W. And I just have to use my own judgment as to what I think is necessary.

(Date)

OL Yes. General Groves takes the attitude that it is a Navy problem and he doesn't want the Manhattan District to get too involved in it, so that really you are just working independently as the Manhattan District, to assist the Navy get started.

W. Also, I'm working as a member of the ----- staff here, I think.

L. That's right, because you are thoroughly familiar with the plant and what's needed there, so that you are there in a personal capacity, rather than as a representative of the Manhattan District.

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W. Yes, sir. I just happen to be on the call of the District on occasion.

OL That's true and, as we discussed on our last visit there, it is quite possible, if you think that "Y" can do anything you let us know and we will try to push it through.

W. That's my understanding. There's one other problem here, and that's on the shipment of this stuff that is on hand here -- the units. That thing is hanging fire here. You know it is CIT's responsibility to dispose of that stuff.

L. Yes. What's their trouble?

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LANL Classification Group

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MP 12/4/97

M. Prukatz 12/4/97

UNCLASSIFIED

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W. Well, CIT is pretty well out of the business, as you know, and they called me some time ago and asked me if I could get the Navy to undertake the shipment of these units. Captain Sykes wanted to know how much of a job it was. Well, the big job, as I found out, is the crating of those units. Now, they have no crates here for the thirteen assembled units and I have been trying, through Kirtland's office, to get some -- find out about the availability of some crates. If we could get three or four of them we could ship them in relays.

L. Well, now, that is an FM unit, is it not?

W. Yes.

L. I can find out, by calling Sandia.

W. I just had word from <sup>KIRKMAN</sup> Kirtland the other day to call Col. Frolich, or Maj. <sup>F</sup> S. E. Smith.

L. Those are the people I would call at Sandia.

W. I put in a call to them last Friday. Should I call them again, or do you want to speak to them?

L. I can probably get them quicker than you can.

W. I think you can explain the situation to them.

L. You have thirteen, total, is that right? And any crates that were available would expedite the shipment.

W. The Navy doesn't have the maintenance force here to go out and build those darned special crates.

L. But if the crates were supplied, then the Navy would ship them? Okay. Well, I'll let you know, either by teletype or telephone call.

W. Good. I'd like also to have, in writing, what the requirements are for shipment of this stuff.

1 You mean as to a freight address?

2 W. No. As to security, as well as safety.

3 L. Well, we know all that. We've shipped them all around the country. Okay, I'll get you some-  
-thing on that.

W. All right, sir. Do these things have to go in box cars?

4 L. That is the way we have shipped them, yes.

5 W. Does it take an end-loading car?

2 L. No, they get them in through the door in the middle; it is an awkward job but it can be done.

W. Well, if they could be shipped in gondola cars it would be very helpful.

L. Well, we have always used ordinary box cars and I think usually there has been a courier. I'll get the information on that point and find out whether we may use gondolas. And about the courier. How are they making out at the Pilot Plant?

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W. We just started yesterday on the installation of the ovens. We've got all four of the ovens here now and are working two shifts on the thing. It is going to take a week or ten days before they can get back in.

L. Is that a fact? Well, I think Dr. Roy M and myself will plan a trip when the ovens have been installed.

W. After we do that we expect to install some ventilation equipment in the melting building.

L. Well, that will mean another shut-down?

W. Another week.

L. And it can't be done simultaneously?

W. You see, at the present time they are working in the melting building on a small job, so we are not stopping production altogether, but when we go into the melting building we will stop it altogether. You see, Sage won't permit us to set up a temporary kettle in the casting building, so there just isn't any place else you can melt.

L. That's right. Well, that's just one of those things. How does the over-all picture look? Do you think they will be rolling by the first of February?

W. I talked to GURINSKY just before he left here and he said they had found out some things that looked rather hopeful -- I don't know what it was they found out. Apparently they felt they were getting things in hand.

L. And Gurinsky knows about the installation of the ventilation stuff?

W. Oh yes, I discussed all that with him.

L. Well, that's all I have this morning. I just wanted to be sure.

W. Is there anybody else coming over here any time soon?

L. About the 3rd of January.

W. They will be coming in your plane?

L. The project plane, yes.

W. Say, I guess you knew Hayward is a Captain now?

L. No. Well, offer him my congratulations.

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R

Captain Larkin to Captain Mayer

UNCLASSIFIED

1330

2 October 1945

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L. This is Captain Larkin in Commodore Parsons' office, and I wanted to ask your advice. We expect to have an officer available to assign as a liaison officer. Do you feel you still require such an officer?

M. No, I don't think we need him.

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FINAL DETERMINATION

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L. M. Redman

L. Well, that probably ends that, right ~~then and there~~. I expect you have probably gotten a pretty good idea of what additional work is to be expected. Is that correct?

M. Wait a minute, Captain. I'll let you talk to Commander Fowler, the fellow who is in charge.

L. I was asking suggestions as to whether or not you still need a liaison officer for the work you have been doing for our Project.

F. Well, Captain, it would be very helpful if we could get that officer. As matters now stand, the job will close out in December, but we were just talking ~~from~~ to some people from the Project this morning and they believe the work will continue during the new year. In that case, it is more imperative that we have a man here to guide us. As it is now, we have one of our other people who should be devoting his time to our work, spending most of his time on their Project.

L. I see. I said that it was right -- the work would continue after January -- but that's a guess. We think it will, and we expect to have an officer available for such duty sometime after the 15th of this month. Now, what I would like to know is what type of orders I should ask for. Should he be attached and report directly to Captain Mayer, or what do you suggest?

F. I think so far as the military operation is concerned he should report to Captain Mayer. But so far as the technical developments are concerned he should take his orders from either you or someone directly connecting with the Project.

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L. Yes. Well, perhaps, then, I should ask the Bureau to issue orders for this officer to report to the Commanding Officer at your place for duty in connection with the project.

. I think that might be better, sir.

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L. Yes, because I understand the Bureau doesn't like ---

F. Another thing that leads me to the conclusion that we should have the officer here is the fact that the Army officers who have been attending this job are leaving the service.

L. How soon will that occur? That's something new.

F. The man who has actually been on the job expects to be out not later than the 20th of this month. The other man on the job is being transferred.

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Per

Phil Belcher

4/11/5

L. About the same time?

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(Person authorizing change in classification)

(Date)

F. Approximately then, yes sir.

By

Pat McAndrew

11/1/54

L. Well, I'll see if I can't anticipate things a little then, so there will be some over-lap.

F. If you could do that it would help a whole lot and it would give the Naval Officer a chance

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to gather up all the loose ends.

L. He is generally familiar with all the Project work, but not the details as handled in your plant. Well, I'll discuss this further with Commodore Parsons when he returns, and try to get him there before the other officers leave, although I am afraid that is going to be difficult.

F. Well, if it can't be done, Captain, we can arrange to acquaint him with all the details; then he can carry on from that point. May I ask, are you sending Lt. Moody?

L. That's right. That's who we have in mind.

F. We are informed by the Army people here that he was your choice for the job. Well, we will be very glad to have him here whenever he can report, Captain.

L. All right. Thank you very much.

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W. On this ALNAV does that effect Anderson's STATUS?

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L. No, Anderson came here and we discussed it. I told him that so far as I could see his situation was not effected in any way.

W. It changes the people on the ship by quite a lot--85 men and 15 officers unintelligible before sailing.

L. Well of course that is no more than was expected.

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W. It sort of leaves everybody quite short-handed.

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L. As I figure it, Anderson will have to be back by about 12 August. That will not be an unsurmountable thing will it? Don't you think you can get him back by 12 August?

W. Well, I won't promise it, no. Because we don't have to run Baker until the 25th.

321815

L. 25th of what?

Classification changed to  
by authority of the U. S. Atomic Energy Commission.

W. August.

L. I hadn't heard that late a date.

Per Phil Belcher  
(Person authorizing change in classification)

4/11/54  
(Date)

W. Wasn't that it?

By Pat McAndrew

NOV 15 1954  
(Date)

L. No, that was originally proposed but the last I heard was about 15 August and Norris didn't like that much.

W. Has that been accepted?

L. I don't know, I thought perhaps you had some dope.

W. I haven't read the teletypes of some time.

L. There's been nothing in them on that score.

W. Unintelligible.

L. Well of course Andersen could get back as late as 20 August.

W. Well that is in the realm of possibility.

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L. Sometime between 12 and 20 August he's got to go to separation center.

W. And that has to be \_\_\_\_\_ too?

L. Yes. There's nothing else to be done in case of Anderson so it's got to be that way.

W. O.K., so much for that. I'm sending you \_\_\_\_\_ unintelligible to be realyed to Derry unintelligible and you'll need some follow up, I don't know how to suggest that they be followed up unintelligible.

L. O.K. did the boats get out of San Francisco?

W. Yes, they are on board the AV17 now.

L. But you were not too successful in getting spare parts, I gather.

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PER DOC REVIEW JAN. 1973

W. Spare parts for serval mechanism; everything to do between the radio linkage, the mechanical parts it has to operate and that is completely unknown quantity, we haven't any idea where to get them. We've got enough engine spares, and enough stuff that looks like radio parts.

L. And what about this marine engineer.

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W. The last I heard which was about 11:30 was that that was being handled.

L. By whom?

W. Armand Kelley who was in Witzel's office. And so was the marine engineer. So that looks as though it is in the bag providing unintelligible.

L. Well now this man will remain as Civil Service employee?

W. on leave.

L. Who will actually give him his travel orders?

W. He will remain on Civil Service with a leave of absence and go on to University payroll for the time that we employ him and travel order, I'm not sure how that works. I have a hunch that Commander Witzel has some way of handling that.

L. I think Witzel can handle it all right if the U. of California will direct him to report just as the contract employees here have reported to me.

W. Yes, I believe Will did some work on that on Saturday afternoon with Lanahan, I'm not quite up to date on that, but I think that he did and I think Commander Witzel was satisfied the way things would be worked out.

L. Do you think I'm involved in that because if so it's going to be very difficult to get orders out to Long Beach now?

W. As far as I'm concerned I've heard no squak and I've haven't dug into the question to know wheather Commander Witzel has been doing everything that is proper or he is just getting the job done without knowing all of the problems.

L. Well, I think that is the best way to handle it anyway. This man will sail on the Cumberland Sound?

W. Yes.

L. Did they have any difficulty in transferring the barge <sup>and</sup> on the LCVP to the LSD?

W. They put in a request to Washington, I read that teletype, however, I do not see that any answer has come back to it. Nevertheless, there was a Lt. Commander in here a minute ago J arranging the deal and everything looks rosey.

L. What about this detection test? Was somebody preparing a summary as of 15 April?

W. I talked with Parsons a bit on that this morning and gave him a thumb nail sketch and I'm just about to go around and see all the pieces and go over it all and try to write up something for a teletype.

L. Will that go directly to Parsons?

W. What would you like?

L. I think you have all the dope there, we haven't anything here so it should go direct from Long Beach but we would like to have a copy of your teletype.

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[REDACTED]  
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W. I'm not sure ~~whether~~ whether Holloway is still there or not. [REDACTED]

L. Holloway was supposed to have left on the morning plane.

W. I see. So you don't know the situation in regard to anything that Holloway was doing?

L. No details at all.

W. All right then I'll work out something this afternoon.

L. Holloway ought to be there pretty soon, shouldn't he?

W. I think I hear in my other ear \_\_\_\_\_ air port.

L. Well there is no one here to comment on it. Bradbury has gone off to Chicago I understand so you might as well send the status report direct to Washington.

W. All right, but I'll send you an information report and I'll get this other \_\_\_\_\_ out to you for you to take coordinated action on it.

I O.K., I'll follow up on that. Anything else. Bye

[REDACTED]  
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R

A-81 019  
43-5

Captain Larkin to Captain King

A.M.

27 July 1945

7/27/45

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K. Everything went off more or less okay.

L. I was afraid it might be 'less'.

K. There was no appreciable delay, except that Peer had a little trouble after they left and about twenty minutes out he had to come back.

L. Who did?

K. de Silva.

L. After he left he had to come back again, huh? And they fixed that up right?

K. Yes, all right, so he's away behind his colleagues by about a half hour. Are you all the departure times, if you're interested.

L. Yes, I might relay it to Derry, if you haven't already done that.

K. I did that last night.

L. Then it's only for my information.

K. Well, de Silva's final departure time was 1717; the other one left at about 1515 -- I don't have that exact figure -- And then the three with Peer left ~~1732~~ at 1732 -- I mean 1932, 1939 and 1949.

L. Well, that's pretty good. Did you have any difficulty with Birch?

K. Oh no. It was child's play. As a matter of fact, by the time ~~the~~ <sup>the</sup> ~~group~~ <sup>Rerce</sup> group got there, there was almost no one there and when they passed through for processing -- well, the physical, for instance. It was "How do you feel?"

L. Well, that's very nice.

K. Now, I got a teletype from you yesterday, I understand, about tomorrow's activities. I haven't seen that yet, but I thought I would look at that a minute and if anything comes up I could call you later today.

L. Yes. This time it's a different place.

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K. So I understand. That's what I learned when I was out there yesterday -- that it was customary for them to go to that other place.

L. Oh, then it will not be such a surprise to you as it was to me.

K. No, it's not any surprise to me, as a result of my inquiries yesterday. The only thing I have to find out now is the extent to which we can keep people out at that place, and also the difficulties of getting your two men processed and get equipment drawn, and that sort of thing. I don't anticipate any trouble -- I got to know a lot of people out there yesterday.

L. Do you happen to know Major Carrikar?

K. No, I haven't been out to that place yet. I thought I would go out there today.

L. Yes. Well, Major Carrikar is supposed to be aware of the expected time of arrival and --

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K. I see. What I did want to ask you was how many people have been told about what is coming along?

L. So far as I know, no one there. Just three vehicles. There may have been some communication from Kingman, but if so, I don't know of it.

K. I see. Then we won't say anything about it unless they raise the subject.

L. I think that's the simplest view to take of it.

K. All right sir. Now, I have not yet been able to talk with Moody about those two points you wished to raise with him; however, I did leave a message, with those points, for him with Lt. -----, at 627-A.

L. I understand Moody telephoned here last night, with a long tale of woe.

K. Oh, he did? When I left the message Needham said he did not think they could get that promotion list for two weeks, because, among other things, Fusilier is on leave and they want to consult him about it, and I don't quite see why it would take that long, but that's what he said, anyhow. One other thing, in connection with these five things that left yesterday -- I have an arrangement, which I hope works -- at Derry's request -- so that I'll know the departures from various intermediate stations.

L. Oh, you will get that information? And then you will relay it to Derry?

K. Yes. There are going to be two channels -- the regular Station <sup>ATC</sup> channel, and the additional and supplemental channel. Now, I was wondering if you were interested in getting returns from the supplementary channel?

L. Yes, there are several people here that are considerably interested in the progress.

K. All right, sir. I'll see that you get that then. That's all I have. Can I be switched to Jones?

L. Right.

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R A-84-019  
42-12

Captain Larkin to Major Derry

P.M. 23 July 1945

UNCLASSIFIED

7/25/45

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L. I've got a number of questions to take up with you. At present Lockridge sends his tally sheets to you for further delivery to Kirk. Now, I wonder if we could expedite those things by sending them up to Kuster and letting him handle them?

D. It could be done that way, but there's one thing that Colonel de Silva must clear before we send anything more through that Green Hornet means of communication, and that is get the concurrence of the guy who smokes cigars out there in using that as an official means of communication. Right now it doesn't exist -- I mean we're on the cuff.

L. Well, even though the Hornet people are designated as couriers? Or can be so designated.

D. Then if they can be designated as couriers it seems to me perfectly all right to send it that way -- anything to get it out there faster is all right with me. They don't have to come through here.

L. I understand from local sources that that is the case -- they can be designated as couriers.

D. I think their orders specify that -- the people who are going out. I think they are all specified as official couriers and can carry the stuff. However, the things that have happened in the past -- I think some reports have been passed back and forth. People out there sending things back, and there have been no official couriers, and the buggy drivers slip it in their hip pockets and bring it in. Completely wrong, and I think in some instances they have been doing that and sending it out. Could you hold on a minute Captain?

L. Well, suppose I go ahead and explore the possibility of that route through Kuster a little more and if it is a fact that those people can be designated couriers we will send them that way.

D. I suggest you talk with de Silva -- he's out there.

L. Yes, I saw him around here but I didn't think of this subject.

D. Let's do it that way and let Kuster handle them. This morning I got a telephone call from Hull on Number 5 air collection, and that's already gone out to him and it worked very nicely. It left this morning at eight; he called me about eleven, and I had a cable on the way this afternoon. Well, that's just the first instance, now, of information getting out there prior to that thing leaving.

FINAL DETERMINATION  
UNCLASSIFIED  
L. M. Redman

FEB 5, 1981

Classification changed to

L. Well, we'll hope that others will go as well. Now, and you get our teletype on termination of this Llama project?

Per

Phil Belcher

4/11/5

(Person authorizing change in classification)

(Date)

D. I did, and passed that on over to McDermott.

L. You don't know whether anything has come of it? By

Pat McAndrew

NOV 15 1954

(D)

D. I don't think anything has come of it -- he passed it on down to Delaney for Bieri, who are going to take action.

L. Yes. Now, let's see -- Have you received Oppie's letter on setting up firm shipment dates?

D. I have not, but I got the information from the General this morning.

L. That, I understand, is firm shipping dates and a definite request now.

D. There is a definite request and firm shipping dates -- that's right -- and the machinery is

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in action right this very minute. I held over some boys in the Pentagon to set up some transportation for me. They're working right now.

L. Well, if you run into any hitch or need any more information call me.

D. I need some more information right now, Captain. Peoples names -- do you have that?

L. I think I can get it in just a minute.

D. For all three of them.

L. In the first shipment, Schrieber -- a civilian. And the second shipment is Birch.

D. He's in the third one, isn't he? The third one the way Oppie originally lined it up.

L. That's right. Birch is Lt. Comdr., you know, and his orders are supposed to have been already handled.

D. They are already fixed, I think. He should have them.

L. We expected them today but nothing came in.

D. I don't know whether Captain Parsons got his orders or not, but at least I gave him the dispatch number that the orders were contained in, so -----unintelligible.

L. Yes, I see. Now, if you are interested in the shipment by Tibbetts' outfit, that will be Bolstad and Brin.

D. Who is going to go in the third one -- the third one of Tibbetts' outfit. There's going to be three of them.

L. Oh. We only have two passengers.

D. And only Schrieber goes in the other one? I had a man by the name of Smith down.

L. Oppie scratched that.

OD. I also had Morrison.

OL. Morrison is scratched -- to go by other means.

OD. Hindman, Andersen, -----

OL. Well, I think those were all possibles. I hadn't heard all of those names.

D. I just picked these up in the room next door to me here. These are firm now? These people are all right? Because I have to pass this on to ATC. Brin is what -- a T/3? I can get that here, anyway. There's one other thing I'd like to get on it, then. The number of packages per plane and the weights.

OL. Oh. Well, I'll have to call you tomorrow on that. Number of packages per plane. Well, I'll either call you or send you a teletype tomorrow morning on that. You know of no hitch in procuring the orders for Bolstad and Brin, do you?

D. I think the orders are all fixed on those two.

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L. You see that's special channel, so to speak, and we don't want them to get stalled up somewhere.

D. I think they are all right. Of course I know that the orders have been requested. I couldn't positively say that they have been issued.

L. They're supposed to be on the way -- we expect them tomorrow.

D. I think they're issued, and on the way out there. It specifies not anything very special -- it specifies one or the other -- travel, you know -- and I think it covers them all right.

L. Well, that's all I have this afternoon. Do you have anything?

D. Yes, I think Colonel Seeman wants to reach me.

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3/4/46 ~~CONFIDENTIAL~~ UNCLASSIFIED

F. This is Glen Fowler, Captain Larkin. I just wanted to tell you that Hartshone got back O.K. and he has brought back some mimeographed copies of the operational plans and I want to send some up to you on the clipper at 1:00 today. Would two copies be about right?

319596

L. I think so. I'll give one to Warner.

F. All right, I have four all together and I could send you three if you needed them.

L. No I don't think so. Two will be sufficient; you people need them more than we do.

F. O.K. fine.

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PER DOC REVIEW JAN. 1973

L. I've got a question. On these people you listed to live at Bikini and we eventually decided they would live in the Cumberland Sound, do you want them to go out on the Albamarle or should I transfer them to the Cumberland Sound?

F. Well, I'm anxious to keep my communication people together on the way out because we've got a lot of things to work out. Practicing and what not.

L. Well, you would prefer to have your group all on the Albamarle then?

F. I would yes, if it is possible.

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Jan 4/17/98

L. Well I think it will be possible. I just thought it would save them another move if we put them on the Cumberland Sound at Long Beach instead of making them transfer at Kwajalein.

F. I think it would be to your advantage if we could do that.

L. That is keep them in the Albamarle?

F. Yes.

L. All right, I'll do that. Got anything else?

F. No, I don't think so. I just wanted to pass that word on to you.

L. I have uncovered copies of this communication plans and Warner's office said they sent me copy down to you.

F. Yes, Jo Andersen called me this morning about that. Said she got it off Monday, and I have a hunch that it is right here in my basket.

L. Well, I have a copy now and if you can't locate yours I can have it duplicated and have it sent out.

F. Thank you very much.

Classification changed to  
by authority of the U. S. Atomic Energy Commission,

Per Phil Belcher  
(Person authorizing change in classification)

4/11/54  
(Date)

By Pat McAndrew

NOV 15 1954

FINAL DETERMINATION  
UNCLASSIFIED

L. M. Redman

NOV 21, 1979

UNCLASSIFIED

A-84-019

42-12

Captain Larkin to Major Derry

1700 10 July 1945

UNCLASSIFIED

7/11/82

J. I called Purnell today about your teletype about temporary additional duty, and he said he is working on it and he said ----- was breaking all kinds of red tape and he said it is a helluva tough job and all he can say is that he is working on it for an answer, but what was wanted in that teletype was breaking all the rules the Navy has.

Classification changed to ~~SECRET~~ 319590  
by authority of the U. S. Atomic Energy Commission

L. I see. It sounded very inoffensive.

Per **Phil Belcher** 4/11/54  
(Person authorizing change in classification) (Date)

D. Yes, it doesn't sound too bad.

L. Well, I'll relay that word to Burroughs.

By **Pat McAndrew** NOV 15 1954

D. Yes, tell Burroughs that Purnell is having difficulties. What he wants done down the line is pretty difficult, because he wants to break all the rules the Navy has.

L. All right. I'll tell him that. You have nothing more on that subject? Just before Parsons left, Farrell called him about the situation at Captain Burroughs' place, on construction and installation of equipment, and so forth? Are you aware of the situation there?

D. Not too well. Firmin in this office has been handling more of the stuff at "I".

L. I just had a long conversation with Ware and he says things are going pretty slowly -- that the construction is slowing up now.

D. Oh, yes. We had a memorandum here in the office that all the schedules had been placed back.

L. That has Ware worried, because he doesn't know whether the project is supposed to be a high priority one or not. He wondered what information I had. Well, I haven't anything right now. Do you have any dope on it?

D. No, I don't have. I might let you talk with Colonel Johnson on that and see if he has anything.

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83 4/11/85

JA BROWN 5-7 4/28/85

I was asking Derry if he had any information on the priority of this job at Inyokern. I have had a long conversation with Captain Ware, who says things are not progressing very rapidly. He said he doesn't know now whether it is still a high priority job, or whether they have eased off on the requirements, or what the situation is.

J. Well, to us here on this project, Captain, it is high priority, but we have had this same sort of condition arise two or three times in the past, and I talked to most of the Generals in here about it, and they just do not want to make an issue about it. They asked me to go over and speak to some of the officers in Yards and Docks, and Ordnance about it, and see if I can't get something, but as for laying the law down, they don't want to do that. In other words, they say it is an urgent job to us, but we've given it to them to do, and we've got to let the Navy do it, and that's the way it stands.

L. I'm not too familiar with the set-up. The Navy has a contract with CIT to put that up -- is that correct?

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J. No. Construction of that plant is under the Navy -- Yards and Docks -- with money we have transferred to them. We have transferred to Yards and Docks somewhere around six or seven million dollars to do that job and ---unintelligible.

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L. M. Redman

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PER DOC REVIEW JAN. 1973  
L. M. Redman

FEB 5, 1981

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L. Oh, I get the picture now. The pressure has to be brought on Yards and Docks to improve the construction rate?

J. Oh, yes. If there is any pressure to be applied it has to be done here in Washington, on Yards and Docks, and we've done that a couple of times, as far as General Groves will allow me to go.

L. Do you know whether Parsons made any inquiries in Los Angeles?

J. No, I don't know.

L. I know General Farrell called him on that subject and they had quite a long conversation, but what he did after leaving here, I have no information.

J. I'm sorry I don't know the answer to that. It's a peculiar set-up, Captain, and one that hasn't been entirely satisfactory from our standpoint, but I just don't know any way out of it due to the fact that we can't really raise an issue.

L. Well, then there is nothing to be done at the present time -- just let it simmer along, huh?

J. I think so. There's a change in C.O.'s out there and some change coming up in officers in charge of construction, and that sometimes works to a disadvantage, to get a new man in -- but there again our hands are tied. I remember that Captain Parsons told me he wasn't too pleased with the new C.O. they were going to move out there, but he said he didn't see how he could interfere and tell the Navy how to direct their personnel around.

L. That would be awkward.

J. Just as tough in the Navy, I guess, as it would be in the Army.

L. Well, Ware asked that I come out and visit the place to see what was going on, but I won't be able to do that for a week, or maybe ten days.

J. Are you planning to fly with this thing on Sunday, or Saturday?

L. I think the present plan -- very tentative -- is that I'll leave here on the 12th, so as to be available on Friday, the 13th.

J. Oh, I see. You aren't going to fly with our shipment then?

L. No, they want me to get there in advance and shake hands, and so forth. So I'll be there on the 13th, by noon, anyway, and then stay as long as is necessary. Will you be there?

J. No, I won't be there. As you perhaps know, Major Firmin will be there, representing the General, and he is taking a plane tonight -- going out to "Y" -- getting there tomorrow morning and will get himself acquainted with the whole set-up and then see the thing from there up.

L. Well, everything looks fairly straight and easy to do, now. After things begin popping it may not be so easy to calm the feelings. Some of these people get jitters very easily.

J. Yes. Now, we will probably be talking to your post tomorrow, Captain, and when we do I am going to have Major Furman -- this is another Furman -- who Captain Ware deals with here, talk to you tomorrow. He is much more familiar with this Inyokern set-up than I am, and there are a few new developments that have come up that Furman has talked to General Farrell about and I think might be interesting to pass along to you.

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PER DOC REVIEW JAN. 1973

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~~CONFIDENTIAL~~  
L. All right. Fine.

J. I'll do that. Now, do you have anything else? I'd like to transfer this call to General Groves' office -- they want to talk to somebody out there, if you'll hold on a minute.

L. Yes.

-----  
Conversation with Groves' office concerning a Mr. Mattingly (?), meteorologist, coming to this site, (mostly unintelligible). Originally to have been loaned for a period of two weeks; now available to the project for permanent service if desired. This message to be conveyed to Dr. Oppenheimer.

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