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Captain Larkin to Captain King

P.M. 27 July 1945

cc: King

7/28 PAZ

322060

K. Marsh is up at Mather Field now and he says that the work they will do there will be very, very complete and very thorough, so that the instructions you will interfere with their procedure.

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L. I see. That is, they'll want to go in and take ~~care of themselves?~~ 4/11/54
(Person authorizing change in classification) (Date)

K. That's right.

NOV 15 1954

By Pat McAndrew

L. Well, I'll take that up with our boys here and let you know what the answer is, and ^(Date) get it through to the drivers concerned.

K. Yes. Now, there will be difficulty about those things indoors, so that personnel other than those actually doing the work can be excluded -- there will be no difficulty about that.

L. What does this Major Carrikar know, anything at all?

K. No, he doesn't. Marsh hasn't seen him; he isn't there today. Major Carrikar is Deputy Director of Operations and Marsh got his information from a Major Smith, who is in charge of the processing. And they have absolutely no information at all. They are wandering around in a complete blackness. They also said that they won't be done until Sunday night.

L. That is, it will take about 36 hours, or thereabouts?

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K. That's what it looks like. They say if they get in by 0900 they won't be done until Sunday night.

L. We already had warning of that. We wondered why, but we'll just let it ride. And can they take care of our passengers?

K. They can take care of your two people there if they've got their necessary orders and papers and whatnot, they can handle them. It doesn't look like when they are done that they will stop at the other place at all. They'll just proceed from there. Now, finally, they would be very anxious to get some numbers and drivers' names -- if you could give me that this afternoon I could get it to Marsh and he could send it to them this afternoon in preparing their work orders and whatnot, so they'll be all ready to roll tomorrow.

L. I doubt that I can get that. We go by the last three numbers, and I remember one is 386, and another one is 346, and 347, I believe, but you had better put question marks alongside of them.

K. Would you be able to get more accurate information this afternoon?

L. It's very difficult to get in touch with them. I can't be sure of it. We'd probably have to go through Winstead and he has to run around and find them, and our communications have been almost zero with those people, and of course they have all left this place now to go down there. I will make the attempt. Oh yes -- including Jones. He also has left to go down and see what goes on. But I will make the attempt to get names and numbers. Anything else you want?

K. No, that's all we need sir, and Marsh will stay up there until they are finished. It's about 100 miles away.

L. Oh, it's not too convenient for your office, is it?

K. No, but he'll stay until they're done. I don't plan to go myself unless something goes wrong

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DATE 11/10/94 BY SP-6 JAW/STW

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 9 1979

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ANL Classification Group
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L. Well, I see no need for you to go personally, and I'll get these names and numbers and also pass this information you gave to me on to proper people and try to call you back a little later. Do you happen to have duty tonight in your office?

K. No, but I'll stay here until I hear from you.

L. All right. That means I'll call definitely then, this afternoon, whether I get any answers or not. Okay. Thank you.

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PER DOC REVIEW JAN. 1973

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Captain Larkin to Captain King

1500

322055
31 July 1945

cc: King
Mitchell

8/2 PRZ

UNCLASSIFIED

L. King, on that call you made earlier -- I made some inquiries around here and I've discovered that those things were inspected, in a manner. Now, the system that has been used is one that was set up by Major Firmin. They went to Firmin, who get approval -- they got some fellow out of the Los Angeles office of I.C.C. -- and he came out here and inspected our procedures for packing, and instructed one man in what the requirements were and now we assume, after one of our men okays it that everything is all right, and Mitchell's office telephones to Firmin in Washington and says he has 76 boxes of this or that, and requests the EEA number, and gives them a Government bill of lading the destination. Now, as you know, Major Firmin is not in Washington at the moment, and I presume what happened is that this request went to his office and never got any further, although his office did furnish an EEA number. So it went out with a proper number.

K. Well, apparently they did not get the word across that it had been inspected.

L. Well, it's sort of an under-cover inspection, so to speak, by our own people who have been instructed by the I.C.C. office in Los Angeles.

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K. I see. Well, now ---

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

How was the point raised there, about inspection?

By Pat McAndrew NOV 15 1954

K. Well, the REA was advised -- they have a man in Washington named Turner and Turner is the vice-president of the Company who has the job of conducting liaison with all Government agencies in Washington, and they are notified of EEA numbers from Turner's office by a wire, and they can't move until they get that wire. Ordinarily they get a wire saying just that EEA number such and such has been awarded for a movement from K to 47 or wherever it is. However, in this case they said EEA such-and-such has been awarded but we have no information that the equipment has been cleared by the Bureau people and we have no information as to the class of material.

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LANL Classification Group
JA Blaw 1/30/95

L. Of course that was shown on the shipping papers and also on the boxes.

K. But apparently what happened was that when the request for our EEA number went through that the usual maneuvers that they go through in Washington, with which I am not familiar, whereby they advise the people in REA and the War Department, who issue those numbers -- apparently they failed to advise them that it had been inspected at B as to class. And so there was apparently some kind of slip-up in Washington, probably caused, as you say, by the absence of the Major. At any rate, everything is working out here -- we are getting carpenters and what-not to place the necessary bracing in accordance with their standards. Apparently there was one box which was just loose, and they wanted additional bracing on the balance of the boxes.

KL. Well, suppose you mail me a memorandum of just what needed to be corrected, according to the San Francisco people? And we'll jack them up. Maybe they've gotten a little careless.

K. We were obliged to give the point of origin to the inspector's people and they are going to get in touch with one of their offices, they said.

L. Yes -- I think they'll wind up in a blind alley and find, according to their records, it never had been inspected.

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K. That's what I'm afraid of now. They were going to get in touch with their Denver representative, who allegedly has jurisdiction over that area. So they're just going to get all tangled up.

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L. M. Redman
APR 9, 1979

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PER DOC REVIEW JAN. 1979

[REDACTED]

L. Well, Denver won't know a damn thing about it.

K. Well, we'll send you that memorandum, sir, and also we'll include in that memorandum what the inside of the car looked like.

L. Good. And will you get in touch with whoever is backing up Firmin -- or do you know?

K. I don't know who they are.

L. I think Lt. Fell is there.

K. I see. Are you sure it's the same Major Firmin, sir? There are two Majors Firman in the Washington office -- one spells his name Furman, and the other one spells his name Firmin. It would be my feeling that the one who made this arrangement would be Firmin, and not the F-u-r man.

L. I presumed it is the Firmin we sent off a couple of weeks ago.

K. That is the one I think it is not. I think the one we sent off was Furman, and I think it's probably Firmin. It's my feeling that the one we sent off is the one who had other duties and I would be surprised to hear of him making arrangements of this kind; whereas the other one has had duties which normally end in his making an arrangement of this kind.

L. I see. That's a misunderstanding on my part.

K. I believe he reports to Col. Johnson in that office. I have no idea who his alternate is but I could find out very easily, sir. Would you like a copy of the report which you will get to go to him?

L. Yes, I think so, because it looks like the failure is in Washington -- the slip-up.

K. Well, a slip-up, as it were.

L. Yes, and further complicated by careless packing here. Yes, I think that would be very useful.

K. All right, sir. We'll do that. Thank you very much for checking into it.

[REDACTED]

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PER DOC REVIEW JAN. 1973

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7/31
UNCLASSIFIED
cc: Mitchell
Lockridge
Kun

Phone Conversation Captain Larkin to Captain King 1145 31 July 1945 322056

K. I have a rather sad tale to tell you. I wanted to talk to Col. Lockridge, but he is out of town, so thought I'd tell it to you. We've received 76 boxes of Comp B. It arrived yesterday and we had already been informed that of the EEA number, it was going on to 47, we'd already been given the EEA number. However, Railway Express called me yesterday ~~afternoon~~ afternoon and said that they had received a teletype from their man in Washington which said that the War Department did not know whether this, and consequently Railway Express, did not know whether this had ever been ~~inspected~~ inspected by the Bureau of Explosives and also, they did not know the brand explosive. So I got in touch with Miss Fisher in Col. Lockridge's office and asked her to find out something about that, and see if they could get it straightened up. We have heard nothing from her. Then, this morning we decided not to wait and have the Bureau of Explosives people inspect the thing locally and clear it on out for 47. The Bureau of Explosives people are of the opinion that it never had been inspected and it does not live up to their specifications at all.

L. Well, did they actually look at it?

K. Yes, sir. I mean the people here did.

L. That's right.

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LANL Classification Group
JA Brown 1/31/93

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 9 1979

K. They looked at it and it's not up to their specifications at all, and so we are in the highly embarrassing position of having had this stuff shipped to us without its ever having been inspected, and consequently, and we also have to make some alterations in the loading of the car. We're trying to find out how we can have that done here locally, and the whole thing is very poor from a security and safety angle. I think it's really a mess.

L. Where was the point of origin?

K. The point of origin was Workman, sir.

L. Workman?

K. Yes.

L. And I understand that 76 boxes were shipped by Workman, final destination 47?

K. That's right.

L. And you were to receive it and reship?

K. That's right, sir. And ordinarily, you see, we are furnished with an EEA number for those shipments. That's an explosive express authority for those shipments by 47, and ~~with~~ ordinarily they should be inspected at the point of origin, and then that same inspection carries them through all the way.

L. Yes, but when the shipment was received, there was no indication of an actual inspection by the Bureau of Explosives?

K. The REA man in Washington, Turner, informed the local office that they had no record of ever having this, of an inspection ever having been made, and then when the actual Bureau people inspected it here, they said the thing was not in accordance with their standards. So, consequently, I think we can assume that the inspection was not made, or if it was made, it was made in a very casual way.

L. I see.

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Per Phil De'cher 4/11/54
(Person authorizing change in classification) (Date)
By Pat McAndrew NOV 15 1954
(Date)

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PER DOC REVIEW JAN. 1973

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L. You think, though, that you can handle the details of this particular shipment locally, and get it out?

K. I don't know yet. We're trying to find out what we can do about getting the necessary labor and construction, placing, etc., in order to cover the Bureau of Explosives' specifications.

L. Well, do you think there's anything we can do to assist?

K. Not now, sir. The only thing I think you can do is to prevent a recurrence.

L. ~~xxx~~ I see. Well, I'll certainly take that up.

K. Okay, sir, we'd appreciate it very much.

L. I think it must be straightened out here. Have you had any word on the ships that went out the other day?

K. We have had one word, sir.

L. Only of their departure?

K. Yes, sir.

L. Okay. ~~anything~~ Anything else?

K. No, sir.

L. All right, thank you.

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PER DOC REVIEW JAN. 1973

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Captain Larkin to Captain King P.M.

322058

28 July 1945

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7/30 PRL

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cc: King
Jones

K. I have some good news for you. They pushed up the time of departure to 0800 tomorrow. And that has been approved and will be acted on, I believe. Everybody has approved it so I think that is a formal time. All your people have been satisfactorily processed and have drawn all the equipment they needed, and they are all going to bed now, as far as I can see.

L. After a bad night, huh?

K. I guess so. And there is no further difficulty about the three additional people.

L. You mean that they have agreed that the vehicles are all okay? That is, they have been checked out?

K. Yes.

L. I talked with Heflin about that and he said he was going to call Major Carrikar and ask them to be quite thorough about it because of some reports we heard.

K. I see. Well, Marsh says everything is up to date. The only other thing I would like to report is that I am going over now to Wing Headquarters to send out a dispatch, at Major Derry's & almost everybody else's request, which will set up similar security and prompt service at the intermediate stop.

L. I see. You're sure de Silva hasn't already arranged that? You don't know, so you're going to send it anyway.

K. That's right. Everybody else seems to be in complete ignorance, and I don't see any harm from a duplicate on a thing like that.

L. No. That's all right. Okay, well, everything is rolling along smoothly then?

K. I think so. If you can pass that information on to Captain Jones? I have a long distance call on another wire.

L. I'll do that.

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JA Brown 1/30/91

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By Phil Belcher
(Person authorizing change in classification)

4/11/54
(Date)

By Pat McAndrew

NOV 15 1954
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PER DDC REVIEW JAN. 1973

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 9, 1979

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A-84-019
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Captain Larkin to Captain Ware

UNCLASSIFIED

20 August 1945

321919

W. Captain, I've just been sitting out here wondering. Haven't received much information lately. Just thought I'd give you a ring and tell you what I did know. I have been concerned about the urgency of the construction here. Of course I imagine you people are having the same problem. In talking with Commander _____ this morning, who is the resident officer in charge of construction out there, he said the old spark isn't among the workers down there. They have this question of what their work week will be in their minds. You know when they cut them down to 40 or 48 hours a week out here in the desert they lose a great deal of interest in working in our place.

L. What are they doing -- 48?

W. No. They've been working 60 hours.

L. I mean now.

W. They're still working 60 hours.


L. I see. They're just talking of reducing it.

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by authority of the U. S. Atomic Energy Commission

By Phil Belcher

(Person authorizing change in classification)

By Pat McAndrew



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 NOV 15 1954
 (Date)

... Well, you see the Navy and civil service and other personnel has been reduced to a 48-hour week, and the officer in charge of construction doesn't know whether that is applicable to the construction contract or not. And of course one of the things he wanted, if possible, is some indication of what the urgency is. In talking to Dr. Sage this morning he tells me that Dr. Lauritsen is going to go ahead with all possible haste, as before. That's _____ with me, of course. I have nothing to say about it, but I just -- we would like to have something official if we could get it, and I presume the way it would come to us officially would be through Dr. Lauritsen, that is, after they reconsider the program -- if they do. Lauritsen knows what his department _____, and he will transfer his requirements to Sage who will set up the completion date of the building they require. VERIFIED UNCLASSIFIED

L. Yes, I think that's right.

W. Sage says that Dr. Lauritsen hasn't heard anything from anybody about what to do, and said he was going to go ahead full force, as he had.

Our situation is much the same. We have received orders to make no cancellations and just carry on as we always have. Now, we have encountered much the same problem at some of our places in the East, where they have already reduced their working hours to a 40-hour week, one shift. So -- well, we're not complaining about it. We're letting things ride until a permanent directive, or some program, is announced.

W. I see. Well, I just never know out here whether anything has been announced and we haven't heard, or what. We're out here at the end of the rope -- sort of wondering. So that's my reason for calling you.

L. Well, I haven't forgotten you but I haven't got any information.

W. That's perfectly all right. Let's see. Also I talked with Dr. Thompson yesterday and he said he had received several telegrams -- I think three of them -- stating that they weren't to give out any information about the connection, and things of that sort. That is, he is to say absolutely nothing, which after while, I think, gets to be sort of funny. That is, in that there are a good many people here who seem to be able to put two and two together and know things -- or think they do.

L. Well, those people are supposed to stay right there. They're cleared personnel, aren't they?

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M. Pautsky 12/4/87 *MP 12/4/97*

W. No, I mean people who have nothing to do with the project. They see these planes flying around, and all the secrecy, and the Army, and all the things of that sort here. They all put two and two together, and you know you don't know how much talking they do, off the base, or other places. I know I've heard quite a bit of speculation and talk other places in connection with the place, and well, for instance, CIT has gotten a telegram from somebody -- I've forgotten who it was. I've got a copy of it here -- Robert Patterson -- telling them the whole world knows the secret, which they've helped to keep for some months, and they are pleased to add that Japan now knows the effects better than ourselves, and all that sort of thing -- and it tells them that they were working on the project. Now of course, that went to CIT in Pasadena, and CIT is working up here also -- if one side announces it in Pasadena, and the other side up here is not to announce it, it gets mixed up pretty soon.

L. That's true enough. We have those little difficulties too. There are a number of stations that have not been mentioned in the newspapers and we still try to keep them secret.

W. Well, this was addressed to all men and women employed on the Camel project, it said -- quoting a teletype. There's nothing much else, Captain. I just wanted to see what the latest word was.

As soon as we have some information I'll pass it along to you.

W. Is your cohort back, Captain?

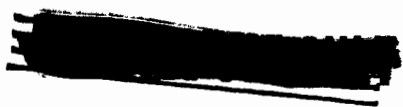
L. He's expected back some time this week.

W. I'd like to be remembered to him.

L. I'll do that.

W. Thank you very much.

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PER [redacted]



R

Captain Larkin to Captain King

UNCLASSIFIED

12 August 1945

*cc King
Lockidge*

322053

L. I just had a call from Derry and he says to stop all batch shipments, so can you get that word to Moody?

K. Stop all batch. Yes sir. He cut it in half and eliminated all the PK units and I'll tell him to stop everything else.

L. Yes. Do you know whether he has actually loaded any stuff?

PUBLICLY RELEASABLE
LANL Classification Group
TA Brown 1/30/99

K. No sir. He was not to load until Wednesday.

L. Okay, that's fine. Just to keep it there until further orders. We expect that the situation will be clarified some time next week.

K. I see. If the cars have left 627-A do they stay at TIJ or do they return to 627-A?

L. Oh, I think they could stay at TIJ. You turned around Hartshorn and his gang?

K. Yes, they left at 4:50 last night.

L. What about Heflin?

K. I understand that he was going straight back to his place in his own ship.

L. I see. Well, then everything seems to be under control.

K. Except for the major invasion that I'm suffering today.

L. A 'major invasion'?

K. Yes. Tom Jones has sent me a whole bunch of people --

L. That is Colonel Warren and his gang? I pretty nearly was with them, I understand.

K. Oh, you were? Is Warren coming from your place? He is one of the few people I haven't placed yet.

L. Yes, Warren is leaving this afternoon. In fact, he just checked out of my room about half an hour ago.

K. He will be coming in the special ship?

L. I don't know. I rather suspect he is going out commercial, but I haven't any definite information. Derry called me just as I was trying to get the dope from Colonel Warren and when I got back he was gone, so I don't know.

K. Okay. Thank you very much, sir, and I'll get the word to Moody.

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UNCLASSIFIED
L. M. Redman
APR 9 1979

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by authority of the U.S. Atomic Energy Commission

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

By Pat McAndrew NOV 15 1964

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Captain ~~Larkin~~ to Captain ~~[redacted]~~

UNCLASSIFIED

11 August 1945

8/11 PAZ

L. I've got a job for you. Do you know of a shipment that left here this morning?

K. Yes sir. I have a man up there now.

322052

L. Well, tell your man up there that that vehicle is to turn around and proceed to Kingman and unload.

K. I just had a call from Major Derry, who said it was to go back to Albuquerque.

L. Well, damn these -- they told me to turn it around, and because there are no adequate storage facilities at Kirtland, we thought it had better go to Kingman. You'd better put in a call --

PUBLICLY RELEASABLE

LANL Classification Group

JA Brown 1/30/98

K. I'll call Derry.

L. You could save some time that way. And tell Derry that there are no stowage arrangements -- we would have to leave it out in the open if we leave it at Kirtland, and that Oppie concurs, it should go to Kingman. So -- can you do that?

K. Yes sir. I will do that at once. Anything else?

L. No. Your arrangements for me in Salt Lake worked out very nicely -- the only thing I didn't know is what hotel, so I had to call Heflin --

K. They didn't leave word at the field? Oh, damn!

L. Well, that only cost a few minutes, so that was all right.

K. I'm sorry, sir.

L. It was a very minor, minor slip, and they fixed me up with a nice air-conditioned room and everything.

K. Oh good. Well, I'll get on this right away, then, sir. And do you want to be informed?

L. Yes, because Oppie will want to know definitely if his instructions have been carried out.

K. I see. Now, the only thing is, also, that Col. Heflin did not leave Kingman until about 11 o'clock your time -- 10 o'clock our time -- so we don't expect him for a little while, and Derry also said we were to wait until he got there.

L. Before actually shoving them off, huh? I see. Well, ---

K. You don't see any objection to that, do you?

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L. Well, I think they might themselves see some objection. I mean, they'd like to do the job today. Well, you might call Derry and ask him to reconsider that, if you can get through promptly.

K. Okay.

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by authority of the U. S. Atomic Energy Commission.

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

4/11/54
(Date)

By **Pat McAndrew**

NOV 15 1954
(Date)

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FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 9 1979

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Captain [redacted] Lt. Moody

UNCLASSIFIED

1620

21 September 1945

9/21/45

L. Say, I've gotten a little more information from Marsh, and he tells me there are three principal things the MPs are worried about. They claim that you were intoxicated at the time.

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322071

M. They're wrong.

L. You say no, huh?

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

M. Yes sir, I certainly say no.

By Pat McAndrew NOV 15 1954

L. And then they charge you with leaving the scene of the accident. That is, after the first MP left.

M. Yes sir. In fact, they stood around there and talked, and I asked them how come they parked that far off from the curb and they said they always came that far out of town -- that's the kind of an answer I got -- then they stood there and talked between themselves and wouldn't say anything. Finally, one of them got in a drove off and I said "I'm kind of sick of this -- I'm going on".

VERIFIED UNCLASSIFIED

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

Auth: [redacted]

L. You say the car was parked?

M. I was following along behind them, and they came to a stop about four feet from the curb and I tried to get around them. There was another car on our left, going the same direction. I was on the curb side -- the first lane. I tried to get past them and, without a signal, they pulled to a stop. What I was getting at was how come they were out that far from the curb -- how come they were out that far -- and they said, well, they always drove that far from town.

L. And then, without any further discussion with you, one of the MPs got in the car and drove away -- is that right?

M. There was practically no discussion. I asked them if their car was damaged and they looked at their car and looked at mine -- mine did have the fender creased on the side -- and they talked a little bit and --

L. You mean they talked between themselves?

BEST COPY AVAILABLE

M. They talked between themselves most of the time. They asked me who I was and if the car was mine, and by that time I made up my name could be Guggenslocker (?) and he said how do you spell it, and I said about the way you spell Guggenslocker -- don't laugh. I was getting just a little bit tired of it -- I guess they were courteous enough, except that they did it all between themselves. They certainly didn't say anything out of line to me.

L. Yes. Well, then, their other point is, you refused to give your name. Did they make a definite request for your name?

M. They asked me what my name was and I told them it could be Guggenslocker.

CLASSIFICATION CANCELLED PER DOC REVIEW JAN. 1988

L. Yes. Well, I think that was a little poor judgment.

M. It certainly was, and I realize it now, but somehow, I thought the whole thing was very insignificant, at the time.

L. Yes. Well, I understand from Marsh that this Lt. in charge of the MPs has prepared a statement, or he has prepared charges -- I don't know what you should call that.

FINAL DETERMINATION UNCLASSIFIED

L. M. Redman

APR 10, 1979

UNCLASSIFIED

has prepared something, and he is going to deliver those to Marsh to send on to me. Now I want you to read that statement and make your comments on it, or submit your own statement, and forward that, together with the statement from this Lt.

M. All right, sir. I'll certainly do that. Now, I just talked to Marsh and he said he had no statement yet.

L. Yes, he said he would probably have it tomorrow, but you keep in touch with him and when that comes in you read it over and make your statement.

M. All right, sir. Have you told Lt. Marsh that, sir?

L. Yes, I told him that yesterday.

M. All right. I didn't quite get it that way from him.

L. I want you to read this statement and then make your comments on the points raised in it. Of course bring in anything that you want, in your own defense -- that is, make a full statement and be sure to cover the points raised by Lt. Hoyer, or whatever his name is.

. All right, sir, I'll certainly do that.

L. I can't say anything until I read the statement from the MPs. I think I understand your side of it pretty well now, but I don't know what this officer is going to claim. Now, Marsh brought up a new point. He said that this Lt. Hoyer expects to collect some \$20.00 or \$30.00 damages.

M. What -- to his car?

L. I don't know how he can do that.

M. My God, I looked at it myself, Captain. I think they call them reconnaissance cars -- they are great big affairs and they have steel fenders on them. Now, outside of bending the fender on this Plymouth I had, I don't see how it could have damaged them at all, outside of possibly scratching some paint. Do you suppose I ought to talk to him about that?

L. Wait and see what is put in that statement, because this is just hear-say information at the moment. I think -- well, I'm not at all familiar with Army procedure, and I don't know how they can actually collect cash for something like that, but there may be some way.

M. Well, if I thought it would stop it all I'd be tickled pink to get it cleaned up.

L. Well, if it can be settled out there between you and this Lt. in charge of the MPs, everything will be fine. But I don't know whether that can be accomplished now. According to Marsh, they're pretty hot, and they wanted it reported to your C.O.

M. I see. Well, you are my C.O. Is that correct sir?

L. Yes, I'll act as such, in Parsons' absence. He's in Washington, as you know.

M. Well, I certainly want to thank you a lot.

L. You'd better reserve that until we see what happens.

M. Well, but I am sure you understand my feelings in it.

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PER DOC REVIEW, JAN. 1973

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[REDACTED]

L. Well, I'll give consideration to your story and to the Lts.' story when it comes in.

M. All right, sir.

L. I think that's about all the information I have at the moment. Have you anything else?

M. No. I'm down in Berkeley now, and I just put those five Army boys back on a plane. The plane was a little late, so I'm late.

L. Are they going to 47?

M. Yes sir. They had rough weather and were a couple of hours late getting in.

L. And what is Lockridge going to do about personnel for Sandy Beach?

M. Well, I'm to see Captain Eagle first thing in the morning about that.

L. That is, to detail a few men from your 30?

M. Yes sir. We're not using them all out there for what little we've got. It looks like quite a bit of work but a few men handle it well on that line we have set up there.

L. Yes. Well, I don't expect there will be any difficulty arranging transportation for those people.

M. I don't think there will at all, and I'm quite sure Captain Eagle will be very happy to help out on it.

L. Okay, and what does the prospect look like for closing up shop in 627?

M. It looks very good, but we have quite a large quantity of excess stock here that was brought for our particular project and I am sending quite a bit of it back in this shipment I am sending back to K-48 next week. We have a complete list of the equipment we need to set up shop and it looks like when that equipment is ordered and comes in we ought to be able to begin operations down there within two weeks. These five men that were here from Captain Moerckle's group seemed to be quite thoroughly indoctrinated and are quite happy with the knowledge they obtained and feel that they can handle most any job we throw at them. One other thought along that line is that they have not handled any of the real big things -- FM -- so it might be well, for the first two or three weeks, if the Chief or the Radio Tech. 1st, were to go to K-48 to help them out with that particular item.

L. All right. I'll discuss that with Lockridge. Well, I guess that's all today.

[REDACTED]

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PER DOC REVIEW JAN. 1973

[REDACTED]

UNCLASSIFIED

A-84-019
43-8

Captain Larkin to Lt. Col. Lockridge

~~OFFICIAL USE ONLY~~

322095

0/91 RR

20 October 1945

UNCLASSIFIED



La. I have been in touch with the Naval Operating Base, Terminal Island, and Comdr. Kenyon said he was sure they could handle it all right and we could start it along the way any time, but he wants a little additional information. He would like to know the approximate date it would arrive by train at NOB, Terminal Island. He gave me a couple of points here -- I am to make a definite request for a lighter and tug, request for facilities to remove -- oh yes, how many heavy pieces are there?

Lo. Well, I'll tell you, what I could give you would be just a horseback estimate. I wonder if I couldn't find out and give it to you later.

La. All right. I could send him a teletype or call him later. They prefer a teletype. And he would like to know the number of heavy pieces and the approximate total weight and cubic volume. Now, that isn't too important but if you have it available, okay.

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 10, 1979

Lo. I think we can get that.

La. And can you give me the name of the officer who will accompany it?

Lo. I can't just yet. I can when I call you back.

La. Okay. Now, this Comdr. at the Operating Base said this was the first he had heard of any dumping through his outfit. I'm a little bit worried about how it will go. Are you planning to send a Naval officer or an Army officer?

Lo. I'd planned on sending an Army officer. The only Naval officer that I have available here would be Moody. I can send him.

La. Well, I think that Moody would be a pretty good man to send.

Lo. I would be assured that it would get out there, get on the barge and get dumped if I sent Moody. I would have more confidence in him.

La. My worry is this -- that Comdr. Kenyon said that he arranges for boats and tugs and things like that and I got to wondering whether he has done much of this at all. That is, some of these pieces are fairly heavy to move. I warned him that the weights were up to 10,000 pounds and that didn't seem to make any impression on him at all, so that requires some fairly --

Lo. That's no tennis ball.

BEST COPY AVAILABLE

La. No. So I was wondering whether he is one of those people who speak off-hand and whether we ought not to send one of our own officers along that has handled such heavy things.

Lo. Well, if I sent Moody he would be the one, because he has certainly handled it.

La. What do you estimate the time to be for freight to get out there?

VERIFIED UNCLASSIFIED

Lo. Freight is about three days.

PUBLICLY RELEASABLE
LANL Classification Group
P. Lang - 1-8-98

P. Lang - FSS-16-1-8-98

La. Yes. Well, they do not want this stuff to arrive before the end of this week, because they have a lot of business coming in -- the fleet's arriving, and so forth. He said that a week or ten days from now would be fine. Well, that's about all. You'll call me back in the morning then?

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PER DOC REVISED JAN. 1973

Classification changed to ~~OFFICIAL USE ONLY~~
Lo. Yes sir 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 1984
(Date)

UNCLASSIFIED

A-84-019
43-8

Lockridge

~~UNCLASSIFIED~~

Captain Larkin to Lt. Col. Lockridge **OFFICIAL USE ONLY**

6 October 1945
10/6/45 *RL*

Lockridge: I just wanted to say that Moody forgot he couldn't walk down and demand an air priority any longer, so he wont be in until Sunday night at 1:00 o'clock.

Larkin: I see.

322098 PUBLICLY RELEASABLE
L'PL Classification Group
P. Lang 1-8-98

Lockridge: And we'll get him up there Monday to see you.

Larkin: Well, I expect that Monday Parsons will probably go to Inyokern, and I don't know whether I'll accompany him or not. Well I'll know tomorrow. Parsons is on his way up here now.

Lockridge: You say Parsons is on his way up now?

Larkin: Yes, that's right.

Lockridge: Well, the main thing I'm worrying about was getting him to Detroit. I'm holding Major Williams over to overlap a few days with him there. Williams is due for discharge, and they were going to give it to him the 15th, but I've held him until November 1st, and if there's any upset in getting Moody up there I want to know it so I can release Williams.

Larkin: Well, we have to give Moody sufficient time -- I understand he wants to drive. Is that right?

VERIFIED UNCLASSIFIED

Lockridge: That's right

P. Lang. FSS-16-1-8-98

Larkin: So we have to give him sufficient delay in reporting to permit him to drive out there.

Lockridge: That's why I made it November 1st. That will permit ten days.

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 20 1979

Larkin: That's right.

Lockridge: And he certainly shouldn't take any longer than that.

Larkin: No, I don't think so.

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Lockridge: That was the main thing, and if you could let me know tomorrow if you're going to be there - if you're not going to be there on Monday, I can make very good use of Moody down here.

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Larkin: O.K. I'll let you know then.

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

Lockridge: All right, sir.

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

Larkin: Anything else?

By **Pat McAndrew** NOV 15 1954
(Date)

Lockridge: I think that's about all. I'd like to get Sheldon Dike.

Larkin: All right. Incidentally, we discovered that Logan's orders have been here for about a week, but they were telephoned up from the telegraph office, and whoever received the message didn't pass it along. So we'll have Logan fixed up with orders very shortly.

Lockridge: Well, Logan is there now, isn't he?

Larkin: Yes, I know. Now you want to talk with Sheldon Dike.

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PER DOC REVIEW JAN. 1973

Lockridge

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321916

J. I happen to be down in Pasadena today. I've come down here primarily to check on some of these orders and happened to get in on a call to Washington and talked to Col. Johnson back there, about my status here. Just after I received the orders for my transfer to go into effect. Now, so far as the records are concerned, I have nothing else to do but prepare to get out of here, and I just wondered if, in the meantime, you had been able to do anything. I know Johnson said yesterday that Derry was going to be out here today -- out to your place today, with General Ferrell --

VERIFIED UNCLASSIFIED
L. M. Bradman
M. Paul Katz 12/11/97
APR - 18 - 1979

L. Yes. Derry and General Ferrell are here now.

W. I told him what I knew about it. Of course, the General had apparently made up his mind. Both General Ferrell and General Groves. The Navy is more or less on its own and my transfer is a result of that decision.

L. Well, this conversation -- I mean this arrangement was made in Washington, before General Ferrell talked with the Director here, isn't that right? Well, at any rate, the Director, Bradbury, had promised to take this matter up with Ferrell during his present visit and I haven't seen either Derry or Bradbury since.

PUBLICLY RELEASED
ANL Classification

Well, I suggested to Derry that he had some information on money available as of the 7th of December.

L. Yes. We heard that money had been made available as of the 7th of December.

Per Phil Belcher 4/11/54

W. He also said that a directive for the work order would probably come from the Bureau.

L. That's correct, sure.

By Pat McAndrew NOV 15 1954 (Date)

W. Well, I told him to compare notes and he probably could get some answers out of them.

L. Yes. Well, that is being followed up. I've already called the Navy Department and asked them what they propose to send out, and when, and I haven't gotten a reply from them.

W. Yes. Well, I was just interested, Captain, about whether I ought to make any tentative plans to stay or go or --

W. We should have an answer by tomorrow or Friday, at the latest, and I'll certainly let you know.

W. That will be fine. By the way, I talked with Col. Stewart yesterday, about this matter of getting some help at (Camel) in case it was necessary? He didn't seem to be the least bit interested.

BEST COPY AVAILABLE

L. No, I suspect he would not, unless your status is made that of an expediter and district representative, so that would have to come from the top.

W. He received it all very coldly, so I propose to do nothing else about it except to follow up on my own.

L. Yes. Any further action will have to wait until General Ferrell and Bradbury have discussed this matter.

CLASSIFIED
PER DOC REVIEW JAN 15 8

W. Yes. Now, these orders you saw the other day -- you know, the ones they are so far behind on? They are really not as bad as they look. There are only about 10 or 15 orders that haven't been received. Also, some of those have been shipped but not received. Now, there are a few long delivery items, and the longest deliveries are the ones on fabrication of special equipment by the General Tire and Rubber Company. The problem there is that they have just begun

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to get organized now to do this work and even with their organization there is a devil of a lot of red tape -- everybody in the company apparently has to pass on the purchase order and they won't do anything until all the "i's and t's are dotted and crossed" so there is just a delay in getting out orders.

L. Well, that is inevitable with a big company, I suppose.

W. Yes sir, it seems so. I know some of the fellows that used to be with CIT and are now working with General Tire and Rubber are somewhat upset about it because proceed at the pace that they have in the past. So that is a very important delay as far as I am concerned. As far as I can see that is simply a problem for Captain Sykes and the Navy Department to bring the proper pressure to bear to get the stuff out.

L. Yes. I think that is understood by Sykes, and that was specifically one of my major points in my report. I sent a copy of that report to Captain Sykes, so he will be reminded of it again.

W. Fine. Well, thank you very much, Captain.

Oh, Ware, in regard to that cold weather clothing that you mentioned --

W. Yes. What I found out -- I haven't got to see the man since then. I went down again but he wasn't there. They had inquired and he would be willing to accept accountability for those items.

L. Who would accept accountability?

W. The Supply Officer at Inyokern. It was a teletype from the Eleventh Naval District. They had to have someone to accept them in the District.

L. I see. What was the answer?

W. I haven't been able to get that yet.

L. Well, at any rate, we received a bill of lading, indicating that the shipment is already on its way.

W. Fine. He must have accepted it, then.

L. It was a big surprise to me to learn that the order was being filled from Inyokern.

W. Well, I don't know as the order is being shipped from Inyokern.

L. It is. Yes.

W. It is? I'll be darned. The assistant supply officer didn't know that. All right.

L. So that is all finished business. It is presumably on the way, so you needn't worry about it any more. Are you going back tonight? Well, I am about to compose a teletype to break a little bad news to Dr. Sage and Dr. Thompson, and that is to the effect that in spite of our best efforts, we have been unable to get the two or three civilians and Gurinsky off on the plane tomorrow; and also, it has taken considerably longer to get together the equipment we promised to put on this plane. So it looks like it will all go out on the Monday trip.

W. That's on your plane? And it will be on Monday, then?

L. That's what we now expect. I am going to send that through by teletype but you may see them first.

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UNCLASSIFIED

[REDACTED]

UNCLASSIFIED

W. I might call them from here and tell them. On the teletype, it will be tomorrow before it gets through.

L. Sure. Well, I'll send it through by teletype anyway, to have it in the records. All right. Much obliged.

[REDACTED]

2234 1325

[REDACTED]

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CLASSIFIED PER [REDACTED]

[REDACTED]

Captain Larkin to Col. Frolich (Sandia) February 1946

2/11/46

F. I checked on a shipment, and it is just a minor matter of crating. We can get it together in time for it to go by rail, if that man arrives here.

L. And you think that rail shipment would get it there by February 8th?

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PER DOC REVIEW JAN. 1973

F. As far as we're concerned, if he arrives here in time to write his -----.

L. You have to wait for this Captain Helford (?) and you have no information on him?

R

F. Just the verbal word of Major Dubose who was here. We have nothing official on it, sir.

L. And when did Major Dubose predict he would arrive?

319600

F. He predicted he would arrive in about three days.

L. That ought to be today, shouldn't it? No -- let's see, Dubose was out here over the week-end, so that he should have been here a couple of days ago.

F. Yes sir.

L. All right. I've got a call in to Washington and I'll tell them we will be ready to ship -- we are just looking for Captain Helford.

F. We aren't ready to ship now, but we will have it completely tropicalized and waterproofed by the time he gets here.

L. Yes. That's probably tonight, maybe?

F. It might be tomorrow, sir, but that will be soon enough to get it to San Francisco in time.

L. You'll have a gang there Saturday, or Sunday if necessary, to get --

F. Yes, sir. We'll always have men around.

L. Okay. Thank you.

Sir, I wanted to talk to Col. Wilhoyt.

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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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ml 4/17/98

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
NOV 21, 1979

22340287

UNCLASSIFIED

M. I got your message from Bennett this morning and I talked to ~~Commander~~ Schaffer and I made arrangements last week _____ your teletype for _____ right over there to use our teletype _____. Now Commander Schaffer says that plan was vetoed and that they decided that they cryptographic security would not permit them to do that.

L. Vetoed by ComWesSeaFron?

M. Yes sir, that is by Captain Curuthers who is Assistant Chief of Staff _____. And so he suggested that I get in touch with you and ask you to call Captain Curuthers. That's Captain W. R. Curuthers, Market 3828, ext. 424.

L. All right I'll get in touch with him

(UNINTELLIGIBLE)

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[Signature]
1-28-98

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(Person authorizing change in classification) (Date)

By **Pat McAndrew** NOV 15 1984
(Date)

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
APR 10 1979
[Signature] 1-28-98

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PER E.O. 11652, JAN. 1973

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UNCLASSIFIED

A-84-019 Captain Larkin to Captain Ruble (San Francisco)
44-1

Simpson
Jette
AM 4 January 1946
1/4/46

L. I understand you are the Commanding Officer of Lt. William Harmon. Is that correct?

R. Yes.

PRIVACY ACT MATERIAL REMOVED

L. The Project would like very much to have a conference with Harmon some time prior to the 16th of January.

R. Well, it is absolutely impossible, Larkin.

320671

R

L. You don't think he can be released during that time for a day or two?

R. Well, I've got a man in there understudying and trying to take over the job by some time the middle of the month, so any time he is away just absolutely stalls his taking over. Now he is handling disposal of about \$12,000,000 worth of what we call public facilities, and the Navy Department, SecNav, BuShips and BuOrd have just been raising holy hell about closing out these war contracts, so if he is away it just adds that many days to the time to close up the deal.

L. We are arranging to send an airplane to San Francisco to pick up another officer on Sunday, and we expect to get that officer back to his job Tuesday morning.

R. Of course that is absolutely dependent on the weather. I'm sorry Larkin, but with the heat that's on me -- officers walking out every day and getting released -- I am working at trying to get things buttoned up before they go.

L. I see. When do you expect Harmon will be released?

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R. I am hoping that his relief can take over about the 15th. Now, it might be before or later, I don't know.

L. You mean the 15th of January or February?

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PER DOC REVIEW JAN. 1973

R. The 15th of this month.

L. I see. Well, in that event, it would only be a few days delay beyond the 16th until we could get Harmon. Is that correct?

That's the way it looks now. Of course, taking over these things, it is pretty hard to set any definite date.

L. Yes. Well, our objective is to find somebody to fill the spot here prior to the first of February, and if Harmon is going to be separated sometime around the middle of this month there would still be time.

R. Yes. I'll let him out as soon as I can, Larkin, because when they are in that status, you know, it is just as unsatisfactory to me as it is to them.

L. By the way, do you have his full name -- either his name or serial number? There are several William Harmon's in the book, and we don't know which one it is.

R. Well, it is . . . That's all I know off-hand. His serial number is . . . His name is . . .

PRIVACY ACT MATERIAL REMOVED

L. I see. Much obliged for that information. And West is in a similar category?

R. West is much more critical. He is holding down a critical job on contract termination, and we are getting a lot of termination papers in here; they've got them piling up so damn high they just can't handle them, so --

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LANL Classification Group

M. Pankratz 12/11/97

MP 12/11/97

L. What is West's expected separation date?

R. I can hold him until the first of February, and I'm holding him on the 90 days, but unless the situation clears up I'll put in a letter and retain him until this contract work can be gotten out of the way.

L. I see. So that West is definitely much further in the future for separation?

R. About the first of April, and perhaps longer. It depends on how this contract termination work comes along.

L. All right. Well, thank you very much.

**CLASSIFICATION CANCELLED
PER DGC REVIEW JAN. 1973**

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R

Captain Larkin to Glenn Fowler

UNCLASSIFIED

P.M. 27 July 1945

7/28 PRV G-2

F. We ran into a little bit of a problem here. Three people turned up, to go, from T-2, and it was sort of a surprise to everybody, and it turns out there was only room for one of them without holding things up, and I felt pretty sure that we wouldn't want to hold things up, so Norris asked me to call you and find out if it was absolutely imperative that one person go with each one of the things.

L. Well, who ordered that?

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by authority of the U. S. Atomic Energy Commission

F. I don't know. I presume someone there did.

Per Phil Belcher

4/11/54

(Person authorizing change in classification)

(Date)

L. You mean in Washington?

F. No, I was thinking perhaps they were signed out of Jones' office, or something.

By Pat McAndrew

11/1/54
(Date)

VERIFIED UNCLASSIFIED

L. No, I didn't think any of the Security boys were traveling.

PUBLICLY RELEASABLE

F. I didn't either, but they're not here right now so I can't ask them. They showed up, apparently, yesterday.

CLASSIFICATION GROUP

Class 4/11/79

L. Hold on a minute and I'll ask Murse if he knows anything about it. We don't know anything about it, and Captain Jones himself is down there some place. Have you seen him? At noon he was starting down and was going to hang around and see that no hitches develop. He should be there by now surely.

F. Well, he may be out there now. Well, as far as you know then, there is a -- no absolute necessity for these three guys to go?

L. No, I think it's pretty late in the game to start bringing them in.

F. Yes. It turns out there is room for one of them without crowding things, but it is apparently out of the question unless we off-load some crew members or equipment or something, and that seems a little on the heavy side to have three big guys along. So I'll try to find out more about who ordered them to go and I'm going to operate here on the assumption that we can only send one.

Yes. Now are you going to see Bradbury? Well, you can tell Bradbury that the two people who were coming down from Kingman to do the loading job tomorrow morning on 385 -- they did not come down in the regular trip but Simmons promised me they would go out this afternoon and they may not know where to go, so you had better put somebody on the watch for them.

F. I see. Well, we had a little hang-up on 85 too. It turns out that it will probably not be ready until about Monday now. They have to replace parts which means a couple of days job.

L. Well, now, here's another point that Hartshorn mentioned to me. He wanted to find out just exactly what was going to happen at their next stop, in the way of a check-out. A load check-out. And I've been in touch with King and King tells me that we can expect a fairly thorough load check-out, and it's my opinion -- and I checked it with Derry, who concurs -- that if they insist on a very thorough check-out and inspection of the loading, and all that, such inspection should be limited to one officer, and that officer should be advised that it is a classified shipment, and so forth. Hartshorn mentioned it to me and asked me to find out about it.

F. He should insist there is only one officer -- is that the point?

L. That's right. In order to limit the information as much as possible. And if Hartshorn

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
NOV 21, 1979

UNCLASSIFIED

[redacted]

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[REDACTED]

[REDACTED]

UNCLASSIFIED

will pass that word to the other two drivers -- Costello and Zahn. And I guess that's all. I don't know what we are going to do about those Security boys. It's too late.

F. Yes. Apparently no one knew anything about it -- I certainly didn't and neither did Milo and Hartshorn, until yesterday.

L. It's never been mentioned to me either. Have you got anything else?

F. No, I haven't. I'll probably come up tonight.

L. Be sure and leave that word for Hartshorn with somebody.

F. I'll see Hartshorn personally. And I wonder if this business on 85 would make any changes in these two fellows -- the loading crew?

L. No. I think they'll have to stay over.

F. They'll come down anyway?

L. Yes. Thank you.

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[REDACTED]

UNCLASSIFIED

CLASSIFICATION CANCELLED
PER DOC REVIEW JAN. 1973

[REDACTED]

R
A-84-019
42-12

Captain Larkin to Major Derr

P.M.

319610
27 July 1945
7/28 PRL

UNCLASSIFIED

L. I want to tell you a little development here. You know Tibbetts' vehicles that are going out tomorrow? Well, they will stop for processing of passengers and so forth, and I learned from King that the people at this next stop propose to be pretty thorough in their checks of weights and so forth, and the drivers of these vehicles have been briefed at their home base, but nobody is supposed to get in -- so I think they are going to bump into a little difficulty. Now, I propose to tell these drivers that I can see no objection to an officer coming in and checking. What do you think?

D. Well, according to the instructions in here, word has been passed to de Silva and his couriers who will ride Tibbetts' outfit, that they will take care of proper shrouding -- cover up the stuff -- and if a man is going to inspect the vehicle pretty carefully -- well, I guess he will have to look around and see it then.

L. Well, I'm afraid they will want to ~~verified to be processed~~

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
FEB 5, 1981

D. Where did you get that word from?

APR 17 1998

L. From King. Will you hold on for just a moment? King called me -- I asked him to find out just what was going to happen, and King called me back and told me they were laying plans to very thorough in their weight check, which indicates they will want to look-see.

D. I see. The thing is supposed to be cleared, isn't it, from Heflin's place?

L. Well, that's what I'm not so sure of. I know Heflin told his drivers that nobody was to look-see in there.

D. Well, I don't think they're supposed to look in. We don't want them to look and if they are going to look we'll cover it up so they can't see it. That seems to be the main idea in here -- to cover it.

L. Well, I think they could probably cover it up, but still a considerable amount of information would have to be given to them; that is, the weight distribution.

D. Yes, that's quite true.

Classification changed to

I really don't see why an officer couldn't inspect that loading and be informed that it is classified shipment. After all, he is a commissioned officer.

Per Phil Belcher
(Person authorizing change in classification) 4/11/84

D. Yes, that's true.

NOV 15 1984
(Date)

L. I think it will expedite things and avoid a lot of argument, if we take that view.

D. Yes, I think so too. Of course, we don't want to delay it.

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L. Well, there is going to be a thirty-six hour delay there anyway. I'm trying to get through to Col. Heflin to find out just exactly what he told his drivers.

D. And I think it might be well to check through with the people where they will be processed, at King's place. See if he can't straighten out that angle. It's entirely their show, so far as movement is concerned. And another thing is that they do come under the (RMI) on moves.

ATC

L. That's right, so the cognizant people will certainly want to do sufficient checking to make sure everything is secured properly. Well, I'll do that -- I'll try to get through to Heflin and find out exactly what he told his drivers and then tell the drivers that only an officer should be admitted.

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PER DOC REVIEW JAN. 1973

[REDACTED]

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D. I think that's a good idea. For your information, the first Bronx -- not the one that de Silva is coming in --

L. Firmin, and so forth?

D. Firmin and Nolan have arrived -- arrived yesterday. Everything is all right. And de Silva and his cleared the first stop beyond King's. I have word on that but I don't have word on Pierce's. They're about two hours later than that.

L. All right -- that's good news.

D. I wonder if you will transfer me in to Oppie? I think I'll tell him.

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PER DCC REVIEW JAN. 1973

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Captain Larkin to Lt./P/11
Major Derry - Funnell

1015

11 July 1945

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PR2

D. I was just talking with Munse. I told Munse that Parsons telephoned in here this morning and I wanted to tell you the same thing, but I wanted also to talk to Oppie and to Jones, which I have done. He's due at King's place the 13th.

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L. Probably in the morning, if I remember the schedules correctly. *JABrow 5-7 7-28-51*

D. Well, I don't know. If he gets in early enough he will see Funnell; if he doesn't he won't. Funnell gets there the night of the 12th and is due out on the 13th. He may pass him in the air

L. No, I think incoming passengers get in in the morning and ~~outgoing passengers~~ in the afternoon, so they stand a good chance of meeting.

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by authority of the U. S. Atomic Energy Commission,

D. They'll probably leave on the same transport system, ~~isn't it?~~ *Phil Belcher* NAT. I think it is? *4/11/54*

Par (Person authorizing change in classification) (Date)

L. Yes. And Major Firmin is due here today, isn't he?

NOV 15 1954

D. Yes sir, he is. He is due at eight o'clock, I think, and I passed this on to Jones, and also talked to Anne Wilson -- I wanted Oppie to talk with him. Of course, he knows him anyway, but I wanted him to talk with him about his mission, and Oppie, I understand from Jones, is going to wait down there until ten, and if the plane isn't in, go on. I also told Jones Funnell had established a place for the storage and guarding and everything to be taken care of on the -- ~~packing~~ ---. That's going to be a hundred point (?) I'll pass that on to King. King knows it, but I think Firmin ought to be told that, too.

Rat MoAndrew

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L. King knows it, because we made those arrangements a couple of weeks ago. *JA 4/28/54*

D. Yes, but it wasn't definitely determined in here yet, I guess. There were two places and they made the selection. I guess out there.

L. That's right. We had quite a little session about two weeks ago.

D. I see. I guess Funnell didn't know in here and what he did was ask them what they were going to do with it.

L. Well, I was under the impression that Captain Parsons had given that information to Funnell.

D. Funnell said that he didn't have that information yesterday when I talked with him at noon, and he wanted to know where I got it and I said I thought I got it from you. He said no, it couldn't have come from you. He said he would have to establish that, so he got a dispatch out to Comtwelve, I guess.

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L. Everyone is agreed on the point now -- isn't that right?

D. Oh yes, everyone is agreed on it -- in here, and out there and every other place.

L. I expect to go out there myself, arriving probably Thursday night -- possibly noon Friday. Just to be there.

D. That depends on the weather, whether you get ~~there~~ there Friday, doesn't it?

L. Yes, to a certain extent.

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PER DOC REVIEW JAN. 1973

D. In the meantime you'll see Parsons then, I guess. He should be there. If you get there Friday he should be there.

L. Yes. Everything looks in the clear. It seems all right in here. We've got everything

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FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman

done to have things pretty well lined up. Did you tell him definitely that you were going to ride?

L. No. I am going out commercially.

D. Oh, you are? I thought you were going out --

L. No -- to be there in advance, I'll go out commercially.

D. How about one of Jones' men -- is he going with them?

L. Belchar is, I think, and of course Captain Nolan.

D. Nolan and Firmin, yes. Okay. I think that is about all I have, but Major Furman wants to talk to you in here.

F. Captain Larkin, Colonel Johnson said you called in yesterday regarding a conversation with Captain Ware. I have been handling the liaison here on that project and thought maybe I could talk with you about that. I wondered just what it was that Captain Ware mentioned to you?

L. Well, Captain Ware gave me a long story about how construction was slowing up and didn't appear that much priority was being given the job, and in fact, he didn't know just where it stood -- whether it was now no longer a high priority job, and so on, and he was calling me for that information. He suggested that perhaps it would be a good idea if I made a visit out to his place, but I can't do that until late next week, probably.

F. That would be better, because of the fact, I believe, that the officer in charge of construction there is being changed as of the 19th.

L. Yes, he mentioned that.

F. Anything you could do with the present one would have to be taken up with the new one, I believe. As far as the priority of the job is concerned, I believe that the director there would settle that better than anyone else. As far as we know here it is still urgent and should be finished up as soon as possible, but the director can give you some definite information on that. Heretofore, Captain Parsons took the stand that the first part of this job, which is supposed to be ----- on the 20th of the month, in operation, that would be satisfactory for that -- the 1st of this month ----- what's going on at your place. In other words, the way he put it was that they couldn't possibly keep that up there because nothing could happen to the one where you are until after that time. Now, as for the priority of the job, the director can straighten that out for you, and if you talk to him about that I would appreciate it if you will let me know what he says about it. As far as the angle of construction is concerned, Captain Parsons made the arrangements up there, and the General has taken the attitude that we have turned this work over to the Navy as far as construction is concerned, and therefore it is their job to do it and not our job to tell them how to do it and what to do. So that probably any pressure brought to bear on the Navy would have to come through you, through your Bureau, I believe. If pressure is necessary. In a previous conversation with Captain Ware, he indicated that the contractor up there -- Dr. Sage's group of that organization -- was a little behind on some of their work. Of course, anything along those lines would have to come from the director there -- Dr. Lauritsen, I believe. I think probably the first thing to determine is the actual priority, and then if action is necessary it should be taken through those various channels, but I --- does that sound reasonable to you, sir?

L. Yes. That's given me a much clearer picture than I had before on the project. Yes, it

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sounds quite reasonable.

F. As I understand it, the officer in charge of construction will change on the 19th, and the new Commanding Officer the 1st of August, and if the information you receive is such that it looks like pressure should be brought to bear to get this place on schedule, I think your visit the latter part of next week, as you suggested, would be fine.

L. That's right, and furthermore, that would give me an opportunity to talk with Parsons.

F. That would probably be helpful. Is there any other information you would like to have me give you on that?

L. No, I think not -- you have given me a pretty clear picture.

F. Colonel Johnson has suggested that if you are going out there the latter part of next week or the first of the following week, it might be well if I went out with you. I was there the 1st of April but that was the last time I was there, and it is pretty hard to know what conditions are unless you get there once in a while. That would be a good time, he thought, for me to go when you did.

L. I'll let you know, then.

F. All right, sir. And you will let me know what the director says about the priority of the job?

L. I will. He is not here right now. But I will let you know what he says on it.

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PER DOC REVIEW JAN. 1973

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Captain Larkin to General Farrell

0845

7 July 1945

Handwritten:
7/7 PRZ

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L. We have a number of questions we would like to get a few answers to. Now, the local preparations for the Bronx shipment must be initiated very soon here, and we would like to know whether final arrangements have been made with Purnell, as outlined in letter by Parsons and Groves, to Groves after his visit here.

F. Purnell has made the arrangements and as far as we understand they are entirely satisfactory. There might be a variation of a day plus the date we gave him, but I think we are prepared to handle it as requested.

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L. Could you furnish us with that date? We are working in the dark as to that.

F. Well, I have to -----send it out to you, rather than over the telephone. It is the same date, or possibly one day later than the date agreed to by General Groves and Dr. Oppenheimer, but if the readiness date at your place is the same as arranged, that is entirely satisfactory.

L. That is the trouble; there is some confusion as to what was arranged, so I think to avoid misunderstanding, we would like to have a teletype or something definite on that.

F. Well, perhaps I can get hold of one of these codes out here and can give it to you. I may have to look it up.

L. All right. It could come through in a teletype, General.

BEST COPY AVAILABLE

F. I guess it could come through in a teletype. I can't tell you the date you'll be ready out there; I can tell you the date Purnell will be ready if you are ready.

L. Well, I think we can meet any reasonable date in the vicinity that has been talked about.

F. Why don't you put it the other way? Why don't you send word when the movement is ready and Purnell will meet it. Why not put it that way?

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4/11/79

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L. M. Redman
NOV 15 1954
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L. I'll do that, sir.

F. He is going to meet it within twenty-four hours, which is as close as is ~~NOV~~ Ref, anyway.

L. I'll do that, then.

F. As I understood it, there was a meeting of minds between the director and General Groves on the date and immediately thereafter the move will be made and Purnell will be ready at practically the same time.

L. I see. I will confirm it, then with a teletype. Now, I understand from Parsons that King has been fully informed, as to where, and so forth.

F. Are you asking me that as a question?

L. No, I am stating that as my understanding.

F. I can't figure that he knows the exact date.

L. Well, that is something else to be cleared up.

F. Why -- if you people are ready on the date agreed to by General Groves, there is no reason why we shouldn't be informed and ----. There are a couple more questions I don't think are

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

By **Pat McAndrew** NOV 15 1954
(Date)

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CLASSIFICATION CANCELLED
REVIEW JAN. 1973

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cleared -- as to whether the movement from your place to where Purnell moves it is in one shipment, or two, or three. Has that been settled?

L. The first one will, of course, be in one shipment. The later one -- no.

F. We don't have to know that now. We do have to know it a little later on. We have made, also with ATC, arrangements, subject to you telling us the exact date, for flying the first shipment. They will take it.

L. I see. You have made those arrangements?

F. We have made those. We have set the date -- the same date again that General Groves agreed on, subject to change, and in that case, what we will have will be two airplanes -- one which will carry it and one which will follow it.

L. I see. Now, I have another question going back to the first shipment: I understand that Nolan is to go with that first shipment.

F. Nolan, and Major Firmin.

L. How about orders for Nolan and Firmin?

F. We will take care of them.

L. And they will be cleared for travel, with Purnell's people?

F. They will be cleared. It is so written that they can travel that way, and we will clear it with Purnell, or someone in the Navy. Now, do you expect to be out there at that time? There was a teletype came in here from Parsons and King, which made this statement: that it might be desirable for either he or you or King and the two officers who will go, to meet the Commanding Officer of the means of transportation some twelve hours before and just go over the arrangements. Have you made any plans to go out there?

L. I had made plans to go out early in the week to pave the way, but I didn't think of going later. Perhaps I should.

1 F. Well, Parsons' teletype, which we just got last night, pointed out the desirability of either he or you -- now, on the date he is setting for his return, he might well miss this other thing by a day or two.

2 L. That's right.

F. So it is desirable, if he is not to be there, for you to be there, to make any clearance for the Navy. Local clearances.

3 L. All right, I'll do that. I understand.

2 F. To take care of the deal with Purnell. In fact, an officer is going over to see Purnell to carry that message from Parsons.

L. I see. Well, I will make plans, then, to be there myself, because I don't think we can count on Parsons' surely being there.

F. I don't think they should count on it. If he is there, all right, but I don't think they should count on it.

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PER DGC REVIEW JAN. 1973

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L. That's right.

F. Is Nolan at your place now?

L. Yes, he is here.

F. Well, I told our people to get orders for him and for Firmin.

L. I see. Now, still one other point -- on a different subject: The hot stuff for the Fat Man, who will furnish transportation for that? Will Tibbets furnish the vehicle, or are you making arrangements for another carrier?

F. I think we should make similar arrangements for that. There is a question of more reliability with the ATC. We'll check that with the people over there. I think they can furnish more reliable transportation.

L. I understand that.

F. I think that is what we should follow through

L. Well, I think that clears up all my points, General.

F. Now, let me review that again. You'll send us a teletype -- I guess you understand the date I am talking about -- it's the one that General Groves brought back as the earliest readiness date at your place.

L. I'll take that up with him (the director). I wasn't in on that particular conference.

F. And as soon as we have it officially, what the date is, we will confirm our preliminary arrangements with the ATC. Oh, I know what it was -- we thought it better to ship from Albuquerque -- is that all right? Rather than try it through Santa Fe?

L. Yes, we can do that.

F. There is no difficulty is there, in getting it to Albuquerque?

L. No, not at all.

F. Well, here's the reason for that. The second Bronx shipment will go all by air; therefore, it probably will use a larger airplane, which might have some difficulty at Santa Fe. Now, if there is any objection to Albuquerque, let us know.

L. No, I don't know of any.

F. We don't see any, either. It is just a few more miles of motor transportation -- I don't see any objection.

L. That's correct. In fact we have quite a wide range of places from which we can start it, here. If we take it by train, we can use almost any place.

F. Well, General Groves' view was it was to go by air, as it might save a couple of days in meeting Purnell's shipment.

L. Well, we can be ready, I'm sure, for either, and I'll get a decision as to where they want to send it from.

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F. Well, AEC and our people believe Albuquerque is better, from their point of view.

L. That will apply to the second shipment?

F. It will apply to the second, and we thought it ought to apply to the first, if you have no objections.

L. You would like everything to go the same way?

F. It would make everything a little simpler in our arrangements with them.

L. Well, the first shipment it doesn't appear as though it would be necessary to ship by air. That is, it will be finished in time to send by surface transportation.

F. But you lose the difference in time between surface transportation and air.

L. But that isn't critical, I understand. They can be ready sufficiently in advance.

F. Well, I think General Groves -- he isn't here now -- he felt quite strongly that it ought to be air to where Purnell takes it.

L. I get it. All right.

F. And we have made those preliminary arrangements.

L. Well, then, there is no reason why we can't make all these shipments the same way.

F. I think so. For that, we would have two airplanes -- one carrying it and one following it. You will confirm if there is any difference on this regular thing -- you let us know anyway.

L. I will let you know.

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Captain Larkin to Major Derry

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9 July 1945

George
Derry

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7/10 PAZ

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L. I wanted to know if you would check up on something for me. Some time ago Parsons sent off a teletype, action to you, for Purnell, on the proposition of writing temporary duty orders for the people at Burroughs' place. Do you remember that? It was a teletype of 23 June -- 1945.

D. Was this a teletype for Purnell? Who was it for, Captain -- I mean who was the man covered in it?

L. It was several of the people who operate from "I" -- who run to Salton Sea, and so forth.

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D. Oh, I see.

JD Brown 5-7 4/25/95

L. Do you remember that at all? The difficulty is that when they get down to Minesfield they -- the regular airline dispatcher wants to know what they are doing and where they are going, and so on, and same thing at other places, and it was Parsons' idea was that if the Commanding Officer at "I" had authority to issue temporary duty orders for this routine trip -- they have now become routine, as you know -- that would solve the problem. It would put it on a formal basis rather than the present informal arrangements.

I'll tell you what I will have to do is check with Purnell on that and find out what he has done, and get you an answer on it. I can't give you an answer right now but I will get something for you on it.

L. That is what we would like to have. Now, on a different matter -- de Silva has sent a number of articles on batch shipments that were more or less of a surprise. He had called up and arranged for box numbers, and when the boxes finally arrived they were found to contain jeeps and trailers and binoculars and stop watches, and all sorts of things and -- of course that's all gone now -- but the question remains: Should we expect any further shipments of that nature. Is he all through, in other words?

D. I didn't hear that last part, Captain -- it --

L. We wonder whether de Silva has other articles for shipment in batch ~~_____~~

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D. You think he made a mistake on it, then?

Phil Belcher
Person authorizing change in classification)

4/11/54
(Date)

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No -- are there any further shipments by de Silva?

Pat McAndrew

NOV 15 1954
(Date)

D. I don't know.

L. Does anyone at your office look over de Silva's prospective shipments to okay them, or exercise supervision?

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D. I don't believe so. de Silva has a Lieutenant in here who does his leg-work for him around town, but I don't think he supervises any shipments, or what he puts in the boxes. I don't think there is any control on that at all.

L. If there are to be any further shipments I think it would be a good idea if someone inquired as to what was being shipped. There may be no further shipments, in which case we will just forget about it.

D. Yes. Well, I will do a little inquiring here to find out about it.

L. All right. Have you got anything for me?

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D. No, sir, I have not.

FINAL DETERMINATION
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CLASSIFICATION
PER DOC REVIEW JAN. 1973
FEB 5, 1981

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Captain Parsons to Major Derry

1 July
1500
W.S.P.
ORL

Appenheimer
June 1945
Derry

P. I am sending off a wire, but there is one thing I didn't mention to you -- about a TS memorandum that is coming in, arriving tomorrow. You might -- this teletype may not get to your desk this afternoon -- it may be delayed, you know. But the thing is, that as time has gone on, you know, the arrangements on the Bronx business. Well now, we reached some fair conclusions out here. You know. I was anxious that we reach some definite ones, but the necessary discussions that would have to take place in the Pentagon have not taken place; had not, at that time, as you know. So what we did was summarize what we, separately had got from "his nibs"; that is, Opie and I signed it. So it should be in Washington on the 1st, which is tomorrow, and should be available in the forenoon of the 2nd. Now, it is addressed direct to "his nibs" so you wouldn't necessarily hear about it, so do you think he and General Farrell will be in on Monday?

D. Yes sir, they will be.

P. This teletype is just a plea that things be crystalized to a point at which I can, by telephone call, from San Francisco, on the 3rd, which is Tuesday, get enough information so I can clinch matters out there, see? Now, the information could come by teletype to King and he could paraphrase it in whatever he wants to, to me, or deliver it to me, and the difference in time is three hours in our favor, so that by nine o'clock my time out there, it is noon your time and I think things might be crystalized. On the third. You see, that gives you all of the second, as I'm not borrowing from your leave, here. This is principally up to General Farrell, I would say, so if you would tell General Farrell that thing is en route and will be available Monday morning.

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PER DOC REVIEW JAN. 1973**

D. All right sir, I sure will.

P. This teletype is addressed to him, via you. So if you will. I just wanted to warn you about that, and that is my story.

D. All right sir. The other teletypes on Duncan, you know, and Hubbard -- both of them came in about half an hour ago, and I started to show them to General Farrell but he was pretty busy on something else.

P. Are you going to put in a call to ---

D. I don't think we will call Seeman. He is due in that at 5:30, I think.

P. He is not due there until right now, about. He should be rolling in if the airplane was on time.

D. I've been trying to get Col. Heflin on the phone and I haven't been able to get him yet, and give him the dope on that and let him talk with Seeman and Duncan at the same time. I thought I would do that rather than wait until too late -- if the plane is at all late Seeman won't make it by 5:30. That's what Farrell suggested, anyway, that I try to get Heflin.

P. I have a call in to him, too. If I get Heflin I'll tell him about it.

D. All right, sir, and I'll try to get him to, so I can pass it on to him and ask him to handle the stuff. All right -- I'll give this to General Farrell and tell him what is cooking on it so we can get you an answer by noon on the third.

P. Noon, your time, on the third, if possible -- including the name of the city.

D. Yes, sir.

Captain Parsons to Major Derry

38 June
0900 28 June 1945
Oppenheimer
Lockridge

D. I got all your teletypes that you sent in yesterday.

P. Was that enough for you that day?

D. Yes sir! They came in this morning. One came in late last night but I couldn't include it in my message to Kirk. I have them sent in all together, once a day. When I was over in Denz' office yesterday one of the girls wanted to know if you had any answer for her so she could answer a teletype from Wright Field about the disposition of the equipment we sent out to them to test the mechanism.

P. Well, I thought that ought to go to 47 -- not because it would be used there, but because it would be better to send it there from a security angle.

D. All right. Then suppose I give them the address and send it up there?

P. Yes, I think so. I have sent a teletype around asking for comment, but I put on it that I thought it should go to 47.

D. Well, suppose I do that, then. She asked for it because she has a teletype that has to be checked on. Okay, I'll do that then.

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P. Apparently their tests came out all right.

D. Apparently so, yes. By the way, the information I sent out to you in a teletype about checking the bracing, that covered only the big braces for the pumpkin thing; however, at the time Bradbury said he didn't know whether they checked the LB bracing or not. I checked with Wright Field and they said they did and found it perfectly satisfactory.

P. So the LB was okay and the FM was the one that was not? So they modified that? Yes. I believe our man Bolstad was in Omaha yesterday, and he may be there today, looking into that business, and looking into the shifting polarity in the F mechanism.

D. Did you have any burned out solenoids?

P. Well, the solenoids were not burned out -- they were cooked on the outside by the heater circuit.

D. Well, that could be pretty serious.

P. That's why I took some radical action. That went out all right, didn't it? Probably yesterday?

D. Yes, that went out yesterday and he will have got it today.

P. Well, I could expect, perhaps some disagreement back, or something back, from Ashworth.

D. Oh, by the way, I don't know whether Ashworth is there or not, is he?

P. I don't either, but I suspect he is probably there by now.

D. I haven't heard that he is. Kirkpatrick made a comment on the boys going out -- you know, Dike went out on a trip, recently, and Kirkpatrick, or, rather -----, made the comment to Fell, he said the boys should be advised to stay close to the crew.

P. I heard that Dike sort of wandered.

D. Yes, he got left.

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P. But also, he got out just about as fast as they did.

D. Yes, he got out on the next ATO(?) He was just a bit lucky here and there to do it, but he did do it, all right. However, he probably had to finagle around and talk his way into it. That is not at all desirable. Well, that's the only thing I had for you -- on this stuff at Wright Field, where to send it.

P. That, I would say, is the best I can give you. Now, I am cooking up a way of handling this modification of the F business -- I think maybe we will do that here.

D. I see. It could be done there -- there are some parts that have to be made.

P. We would get the parts somewhere else but we could do the work here, I think.

D. I should think so. It is a very small assembly job.

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PER DOC REVIEW JAN. 1973**

P. They might kick about it, but most of it has been done -- it's a question of keeping certain odds and ends up to date, and handling defective mechanisms and things like that.

. Yes, that's right. Well, the Old Man got off this morning, I hope?

P. I understood they were going to leave the hill at 6:30. I didn't get up to wave them good-bye. Just a second -- I'll ask. They are supposed to get in Washington about eight o'clock tonight. Col. Seeman stayed here, I think.

D. I tried to reach Fussell yesterday but failed to do so -- you can tell Mr. Rowe. I wanted to talk with him to find out what the story was. He was on a train coming back from New York and he is probably on a plane now, out to your place. So you want to get the story from him.

P. Yes. You got my teletype about the LB tall boy invasion out there?

D. Yes, sir, I did, and it certainly changed the picture from what Hull gave me. I gave that to Col. Fisher and he said it was all right.

P. That was what he had understood it was supposed to be originally, wasn't it?

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1. Yes, and I don't know where Hull got his information -- he was all mixed up.

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P. Well, I got some from Roger Warner, and then I talked with young Benson. who seems to be a very good boy, and I got that principally from Benson. Benson had the actual plans and Roger Warner had a much milder version than Hull had -- he had that it was going to be 15 tests and he didn't know how long it was going to last, and all that, but he was very mild about. I think it is the function of those G-2 boys to get excited.

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D. You mean they should -- it's part of their job? It accomplished the purpose, all right.

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P. Yes, if they can get excited maybe they can get some of us excited. Well, at any rate, it seems all right.

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D. Yes. The only thing about it is I hated to disturb Col. Fisher at home, which I had to do, to get his story before I talked to Hull. That part didn't worry me too much.

P. I propose to have a little session with Oppie, and if Seeman is around I'll ask him to be in on it, on the arrangements for Bronx, and so on. Now, I have sent you a set of tables. Of course I have a copy -- I sent you two copies -- you got them, huh? Well, that's pretty fast

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D. Yes. They came in this morning.

P. Well, you might look those over, and they would even be useful for telephone discussions back and forth between us, if we want to talk on any subject, you just say 'let's look on table 1 and discuss things'.

D. Yes, I think that is a very good code. By the way, you asked me to take comment on whether or not it can be used on the message system, and I see no reason why it can't be used -- it looks all right to me. I am passing that on to Farrell.

P. Okay. Well, I am glad it got through, because I wanted to talk it over with you before I took it a long way off and started using it.

D. I think you have a fair idea of the things that can't be used in messages and you violate none of those, so I don't see why it can't be used.

P. This was my recollection of what had been done in Navy signal books.

D. I got a report from Kirkpatrick today on the packaging of No. 1, and what I can do is send you out two copies and retain one here for turning over to Comdr. Lewis, if you think it is necessary, or I can turn it over to him now. The photographs are rather revealing -- that's the only thing -- so maybe I had better wait and send it out to you and then you can tell me what I should turn over to him.

P. Yes. That would be of great interest to Moody and Captain ^{Eagle}~~Schul~~, as you know. They are the people who will profit by it most.

D. Well, I could send you a copy and then a copy to Moody, direct.

P. I think that would be very good. I suppose you have his postoffice box number out there?

D. I can get it. I have King's -- I don't have Moody's.

P. Send it to King, because it is fairly warm, and I think if you could send that to King Air Mail that would be good, because the corrective action is not taken until the stuff arrives out there, and if it came here -- of course we are interested in it, very interested -- but they are the people who can take corrective steps. So I would say if one copy came to us here and one copy went to Moody and Captain ^{Eagle}~~Schul~~, via King, that would be the best way to handle it.

D. All right -- I'll do that.

P. I thought that thing was coming in by the other transport method.

D. I thought so, too, but it didn't, as it turned out. I thought it was going to come in to Seeman from the first information I had. That's what I passed on to you.

P. Well, I think perhaps this is the most satisfactory method of sending it.

D. I'll take care of it this morning, then.

P. Fine. I would like to see that get out there, and I can probably see it out there. I won't -- I may not see it here but I will see it out there.

D. I'll send it out to you Air Mail, and it is rather warm -- there is no question of that.

P. Does it look to you, from that report, that things got through in reasonable shape?

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P. Things got through in excellent shape. The main comment that was made on that point was that it was probably due to the special and careful handling that it came through very nicely. And I think the question of opening the packages is answered in there, too, because they had to open them to find out whether or not the packing had been done properly. Everything was opened so that they could completely check the shipment.

P. And it was all kept in the same packages, I suppose? I think Brode was not pleased by the fact that the thing was all opened. He had sent his instructions out via his Lieutenant, and I think probably we will have to set up channels for the way we deliver orders around here.

D. I think so, too. They should go through ^{one} ~~both~~ channels.

P. It doesn't pay for a group leader to send out instructions via one of his minions and then expect that those will be given equal ~~rate~~ ^{weight} with the instructions that come from Washington.

D. I can assure you they won't be given any weight at all. Kirkpatrick won't pay any attention to them. Which is quite right.

P. Of course, as we begin to get our organization set up out there we will have plenty of weight.

D. Well, you see there was a conflict between instructions on that No. 1 -- we could either do one or two things -- we could either examine the packaging or leave them boxed up.

P. Yes. Well, Brode wanted just samples done. He wanted enough to satisfy his man, ^{Koester} ~~Custer~~, and the actual inspection was 100%, and my feeling is that it doesn't matter either way. We just learned that doing what we did we got a more complete picture of the packaging, and may have lost a little equipment by doing it. That's what the equipment was sent for. So the principal thing we learned was how to send instructions.

D. Yes -- right you are.

P. The reason I sent in that rather long one yesterday -- I got together with Doll before he shoved, and we wrote down what we are planning to do, so that they would know in advance just what we were planning to do.

223400064 P. Putting it in a message, as I am doing today, and sending it out to them will set the thing up completely for you, and also Doll. If Doll carried something out, nothing would have been done about it and no arrangements would have been made.

P. Well, that's standard staff work. Well, okay, I guess that's the story.

D. I'd like to talk to Brode now.

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Captain Larkin to Major Derry

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L. I wonder about the pumpkin program -- has anybody made any sort of a guess on that?

D. No sir. I talked with the General about it this morning, and all he had was a teletype, and he didn't like it, so I took the teletype and tabulated on a piece of paper what you said and asked him for a decision on that but he hasn't given it to me yet. So that's still pending. And the same thing is true of the Centerline deal, and I don't know whether he can answer that one or not, because that depends on, I think, some decision that has been coordinated with Cppie.
by authority of the U. S. Atomic Energy Commission.

L. You mean the liaison officer? Per Phil Felcher 4/11/54
(Person authorizing change in classification) (Date)

D. No, I mean how much work they're going to put in up there. NOV 15 1954
By Pat McAndrew

L. Oh. Yes. Well, that's fairly well developed now. So all we're worried about is the pumpkin program. I think we understand pretty well, from talking with Cppie, just what work will be required at Centerline. And I don't suppose he has done anything about a liaison officer?

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No, I don't imagine so.

L. And perhaps under the new situation one may not be needed, so we'll talk that one over again. What did he do about Keeler's request -- anything?

D. That he said was okay, and as soon as I can get the paper out of his fingers I am going to take that over to Admiral Purnell, but Mrs. O'Leary has the paper.

L. Well, that's all right. That will make Keeler happy. } ploned info to Keeler 8/22

D. He okayed that -- he okayed it verbally, rather -- but I can't do much about it until I get the paper.

L. Well, as long as it's okayed verbally I think Keeler will be happy.

D. All right. I gave you a little misinformation about Parsons. I thought he was coming back, and he is not going to come back for a while yet.

L. Yes. That's what I gathered from Admiral Purnell yesterday. I tried to call you again but I didn't get through yesterday. Now, under the circumstances -- that is, Parsons being delayed in his return -- I think I'll go off on leave right away, and I should be able to get back before he returns, or just about the same time.

D. That sounds all right to me. If it's ten or twelve days that should be perfectly all right. The situation in the theatre is what's going to control his return. That's the way it stands now. I had two different opinions on that, so this morning I thought I would crystallize it, so I ~~didn't~~ prepared a dispatch and ordered him back, and the General said no. Because I thought Ashworth could take care of it, and he said no -- he wanted him to stay there.

L. Well, Purnell -- for your information -- said that if Parsons wasn't on his way back in about a week, he would get in touch with the General and ask that he be returned. So that's for your own private information. At any rate, I expect to go off tomorrow and be gone a week or maybe a day or so longer. I can give you my telephone number in case you want to get in touch with me. That'll be Hampton, Virginia 4189.

BEST COPY AVAILABLE

D. Okay. Well, suppose I get a decision on the pumpkin program -- shall I pass it on out to you then?

~~SECRET~~
~~CONFIDENTIAL~~
UNCLASSIFIED

FINAL DETERMINATION
UNCLASSIFIED
L. M. Redman
FEB 5 1981

L. To Lockridge. Or, yes, you can address it to this office and Lockridge will get it.

D. Fine. I ought to be able to get something out of him tomorrow on that.

L. You see, one of the difficulties is that we're paying demurrage on some freight cars, etc., and -- it's not much money. The Navy has stopped loading them and has stopped further construction of the things, so that we're just maintaining the status quo and want to clean it up as soon as we can.

D. How about Consolidated and Western Pipe. Are they continuing?

L. No, they have stopped their production in response to our request -- it's not cancelled, they've just stopped.

D. I see. Fine. I just thought maybe they were rocking along like --

L. No, the only pressing thing is that we are paying demurrage on pumpkins that were in transit.

I see. Well, I think I ought to be able to get something out of him on that and then I'll send a teletype on out to you. Okay. Thank you.

L. Do you want to talk to anybody here?

D. No, I don't think so -- I don't have much on my mind.

L. Well, I don't expect I'll stop in in Washington -- I don't think I can accomplish anything until Parsons comes -- so I'll go right on through there.

D. You'll leave there tomorrow then?

L. Yes.

D. All right. Thank you.

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