

CONTROL SYMBOL

461-B /SWP

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DECLASSIFIED

TOP SECRET APPENDIX TO SUPPLEMENT
SECURITY INFORMATION
MANHATTAN DISTRICT HISTORY

BOOK I -- GENERAL

VOLUME 14 -- INTELLIGENCE & SECURITY

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Dr. David F. Shaw

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"TOP SECRET APPENDIX"

TO

SUPPLEMENT

TO

MANHATTAN DISTRICT HISTORY

BOOK I -- GENERAL

VOLUME 14 -- INTELLIGENCE & SECURITY

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SUPPLEMENT TO SECTION 5 - SHIPMENT SECURITY

§5.7. Shipments - Transmission of classified documents and shipment of final products and other bulk classified materials continued under the procedures previously established until 23 August 1946. However, the infeasibility of continuing shipments of the end product from Oak Ridge to Los Alamos by six Officer Couriers per week and of the end product from Hanford to Los Alamos by tri-monthly convoys was clearly indicated when demobilization drastically reduced officer and enlisted Guard pools. Further, it was evident that security had been compromised to a considerable extent through the necessity of Officer Couriers using regularly assigned closed space on certain trains from Oak Ridge to Los Alamos and by the motor convoy from Hanford to Los Alamos traveling over static routes, and receiving emergency maintenance, repair and servicing from the Ninth Service Command.

It was decided that shipment by rail would provide a higher degree of security. Shipment by rail had proved to be the safest of all methods at a cost, somewhat but not prohibitively, higher than other methods. A Hospital Unit type car was secured from the Medical Corps and the interior of the car was reconstructed at Site W to meet requirements for actual shipment and operation. A steel vault with special type racks to hold product boxes was fabricated and installed. The car was equipped with weapons, ammunition, kitchen utensils, fire fighting equipment and other necessities.

Commissioned officers and enlisted men were secured and given special training in car defense, health and safety measures, maintenance, and general operating procedures.

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Sites for storage and maintenance of the car were selected and air, heat, water, steam, and telephone facilities were installed at these locations. Special attention was given to the seclusion aspects of the sites to prevent any undue curiosity on the part of project employees and the general public.

All control and authorization for functioning and movements of the unit were directed by the District Security Officer. All movements were made on regularly scheduled passenger trains and set schedules were used. Routings varied in order that proper security could be maintained. While the car was in movement, it was a self sustaining unit. All living facilities were maintained and necessary food and other supplies, with the exception of water and ice, were secured at terminal points. Train crews or unauthorized persons were not allowed on the car. Guard rosters were set up and sufficient personnel were on duty at all times. Windows and doors were securely locked and were only opened upon orders of the Car Commander who accompanied the shipment. All car personnel were briefed previous to each movement and were thoroughly familiar with standard operating procedures.

The Car Commander checked and signed for the shipment at loading points and was held responsible for all phases of the movement until the product was accepted or turned over to authorized persons at completion of each leg of the journey. The first run was from its home base at Hanford Engineer Works, Washington, on 24 August 1946, with a crew of 2 Officers and 10 Enlisted Men to Los Alamos, New Mexico, and return. A period of 10 days were required to complete the trip.

On 16 September 1946, the first round trip from HEW to Los Alamos to Oak Ridge and return was started. The total elapsed time for the trip was 21 days. Subsequent revisions of routes and schedules reduced the time from 21 days

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to 18 days.

S5-8. Los Angeles Area (California) - This Area was called upon to handle a large volume of film and other materials and technical equipment in connection with the Bikini test which were classified Secret or Top Secret. In all such cases, the processing of the film and the shipment in the custody of officer couriers furnished either by Joint Task Force I or by the Santa Fe Branch Office were carried out under direction of the Security Section of the Los Angeles Office.



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