

11 December 1957

From: Engineering Superintendent, U.S. Naval Ammunition Depot Earle  
To: Public Works Officer

Subj: Work at Nike Site

1. (b)(6) Contractor, called regarding starting work on the installation of railroad signals at crossing of Nike Site. I informed (b)(6) (b)(6) that he would have to take his orders from the Army Engineers, however, he could not disrupt the existing Earle signal system; this was in line with your meeting of 5 December 1957.
2. (b)(6) New York Office Engineer, called to say that NAD Earle was stopping the contractor from proceeding. Also, that the Navy was not following the committment that they would assist in an emergency.
3. In a three-way conversation with (b)(6) and (b)(6) it was pointed out that NAD Earle told the contractor that he could not disrupt the existing signal system until arrangements had been made with the Army and approved by the Navy that the connection to the system would not interrupt the existing signals. The contractor was not stopped from installing other equipment.
4. I explained to (b)(6) that we did not consider it an emergency repair to expend approximately \$5,000 to make the system operable after the work of the contractor, and also, would not permit the system to be out of order while decisions were being made as to what additional work was required.
5. A final conclusion to which all agreed, was the contractor to proceed installing battery boxes, signal posts, etc., but not to connect to the track or electrical system until the contractor submits a plan to the Army outlining the plan of electrical connection. The plan also to be approved by NAD Earle. Also, the Army will obtain from the Contractor the additional work required and arrange for the work to be accomplished.

Jan 20 1958

(b)(6)

(b)(6)

District Eng  
East 16th St

(b)(6)

Spreng