

OKC-2278  
COPY OF

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TITLE

TRANSPORTING ARTICLES TO  
TEST SITE.

30 August 1961

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MOVEMENT OF TEST ARTICLE FROM B\*6 TO AREA 51

The first move of the full scale test article was made 10 November 1959, traveling through Sepulveda to Gorman, to Mojave, to Barstow; a distance of 185 miles, stopping over night at Barstow.

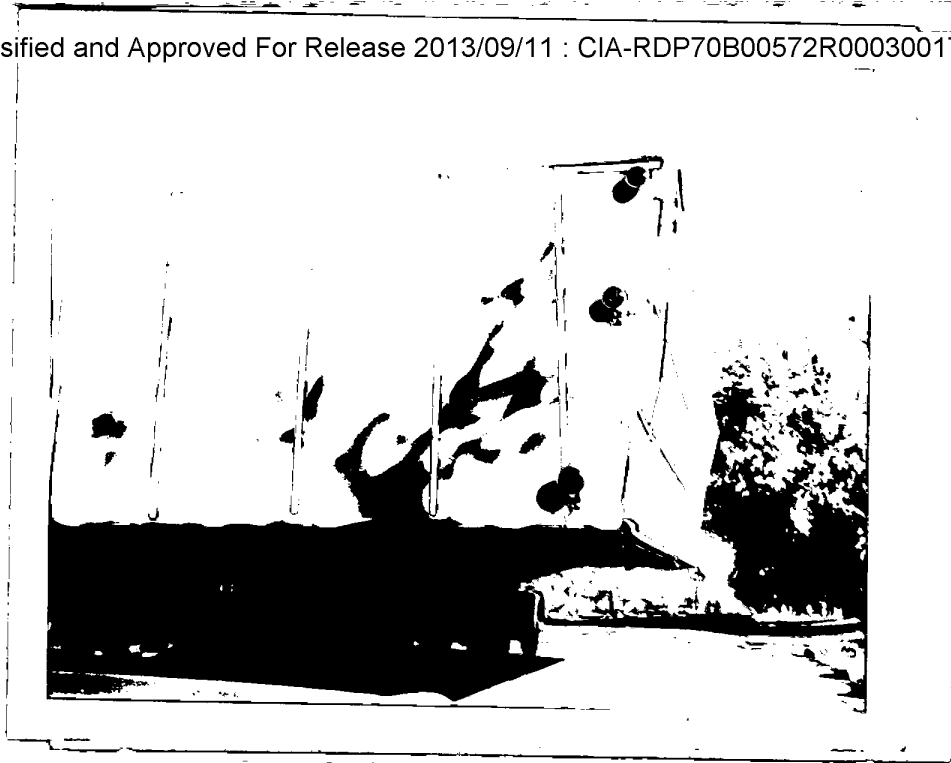
The second day was Barstow to Baker, to Shoshone; staying over night at Shoshone, a run of 120 miles.

The third day, out of Shoshone, the convoy passed through Death Valley Junction, Lathrop Wells, Mercury, and on to Area 51, another 148 miles, making a total of 453 miles in three days of traveling.

The largest package was 32'6" wide and 65' long. We had the outer panels on the second truck, 22' wide and 30' long. The third truck, with the forward section, was a 14' wide and 63' long package. The fourth truck had the turn-over jigs and fixtures. All four of these trucks were over width, traveling on a special permit.

We had a serious problem on the hills with a couple of the trucks dropping down to 4 to 8 miles per hour. This caused the traffic to build up behind the convoy and made it necessary for the State Highway Patrol cars to pull the convoy off the highway, into a clearing, to allow the general traffic to pass. We would then proceed on our way, however this makes it real difficult to get started again, especially on a hill, with such a large and heavily loaded truck. This then would cause us to continue our move at a slow rate of speed on most of the long hills, such as the Highway 99 ridge route, and again out of Baker to Shoshone.

On pages 2 and 3 are photos of the convoy enroute, taken 10 November 1959.





SURVEY OF CONVOY ROUTE - 14/15 JUNE 1961MILEAGES  
BETWEEN ACCUMU.

	0	Plant B6 Burbank.  Leave B6 via Hollywood Way to San Fernando Rd. Out San Fernando Rd., with sufficient clearance, including the underpass.
13	13	San Fernando. 'KEEP RIGHT' sign at north end of traffic island, north edge of San Fernando, to be moved. See photo #1.
5	18	Parking area Hwy 99 at Owens Valley Aqueduct. See photo #2.
12	30	Check road signs just beyond overpass immediately north of Saugus turn off.
25	55	Hwy 99, large area for stopping.
9	64	Jct. 99 and 138. Right turn. Sufficient clearance.
40	104	Jct. 138 and 6. Left turn. Use left hand lane to make turn.
21	125	Mojave, Jct. 6 and 466. In lieu of removing road signs to make turn, there is sufficient clearance to cut through rear of Mobil service station. See photo #3.  Area sufficient for parking just through Mojave.
26	151	Desert Lake. Parking area.  Hwy 466 and Summerset Rd., just east of Hinkley turn off, trees along road may need trimming. See photo #4.
36	187	Hwy 466, west of Barstow, 65 MPH signs each side of road. Can be walked through.
5	192	Hwy 466 and Irwin Rd., Barstow. Left turn, sufficient clearance. See photo #5.  Hwy 466 and Irwin Rd., 1 block north, right turn. Sufficient clearance. See photo #6.

MILEAGES  
BETWEEN ACCUMU.

- Just east of Barstow, fenced area for parking (Barstow Diesel Service). Closed at present time. See photo #7. Phone 9543 concerning property.
- 7 199 Freeway construction. Must be checked before trip.
- 8 207 Bridge between Yermo and Yermo checking station, bridge #54-215 H-100+65, 91.04. Bridge width 26'5". Trees need trimming approximately 5'. See photo #8.
- 30 237 Slow down for three culverts close together.
- 20 257 Baker, junction Hwy 166 and 127. Bridge, see photo #9.  
Surface to top of rail 48", curb height 14", curb to curb width 24'6", rail to rail width 29'.  
Turn left onto Hwy 127. Use caution passing trees.
- 29 286 Small cut and dip midway between Baker and Shoshone. Bank will need some removal, also large boulder top of bank on left should be moved. See photo #10.
- 27 313 Shoshone. Trim trees center of town.
- 1 314 Cut north of Shoshone will need about 5' taken off east side. See photos 11 and 12.
- 3 317 Slow for cut. See photo #13.
- 5 322 Slow for cut.
- 9 331 Wash area, one post to be removed. Check humps and dips in this area. Photo #14 shows clearance between and over reflectorized roadside markers.
- 9 340 Death Valley Junction. Photo #15 shows curve with adequate clearance. At north edge of Death Valley Junction 3 trees will need slight trimming.

MILEAGES  
BETWEEN ACCUMU.

8	348	California-Nevada state line.
16	364	Lathrop Wells, junction Hwy 125 and 95. Turn right.
25	389	Left turn from Hwy 95 to Mercury, Nevada.
5	394	Mercury, Gate #100. Remove post west side of gate.
2	396	Gate #200. Check for changes, 40' opening needed on west side.
		At Station 253, keep right.
39	435	Gate #700. Clear area southeast side.

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Gate posts at summit grade beyond post 700 will need to be taken out.

Near base take road to left direct to lake, after removing 'NO ADMITTANCE' sign.

13	448	Area 51 - END OF LINE.
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All road signs in AEC area should be checked. A distance of 20' from center of road is needed.



CONCLUSIONS

After thoroughly weighing all problems it was felt we could save considerable money and man hours by having a special trailer built to move the main portion of the article in one piece. This cuts down on having to dismantle the forward section and then reassemble it at the Area on arrival, which would be extremely costly in man hours and a delay to the over all program.

Photos 1 through 15, pages 8 through 22, were taken in June 1961 for the purpose of checking the road and towns for the possibility of moving the complete article.

On completion of the survey, it was found possible to move the largest package, it being approximately 35' wide and 105' long. This is possible only by having the trailer steerable on the rear wheels, like a hook and ladder, to help make a 90 degree turn possible on a 50' wide street.

There are only two highway signs that need to be moved on the state highways. Photo #8 shows where trees will need to be trimmed 5' on each side of the highway just out of Yermo California. Photo #12 shows where it will be necessary to remove 5' of a small hill, just out of Shoshone.

At the present time there seems to be no major problems involving a move of this kind.

GENERAL DESCRIPTION OF ROUTE TRAVELED

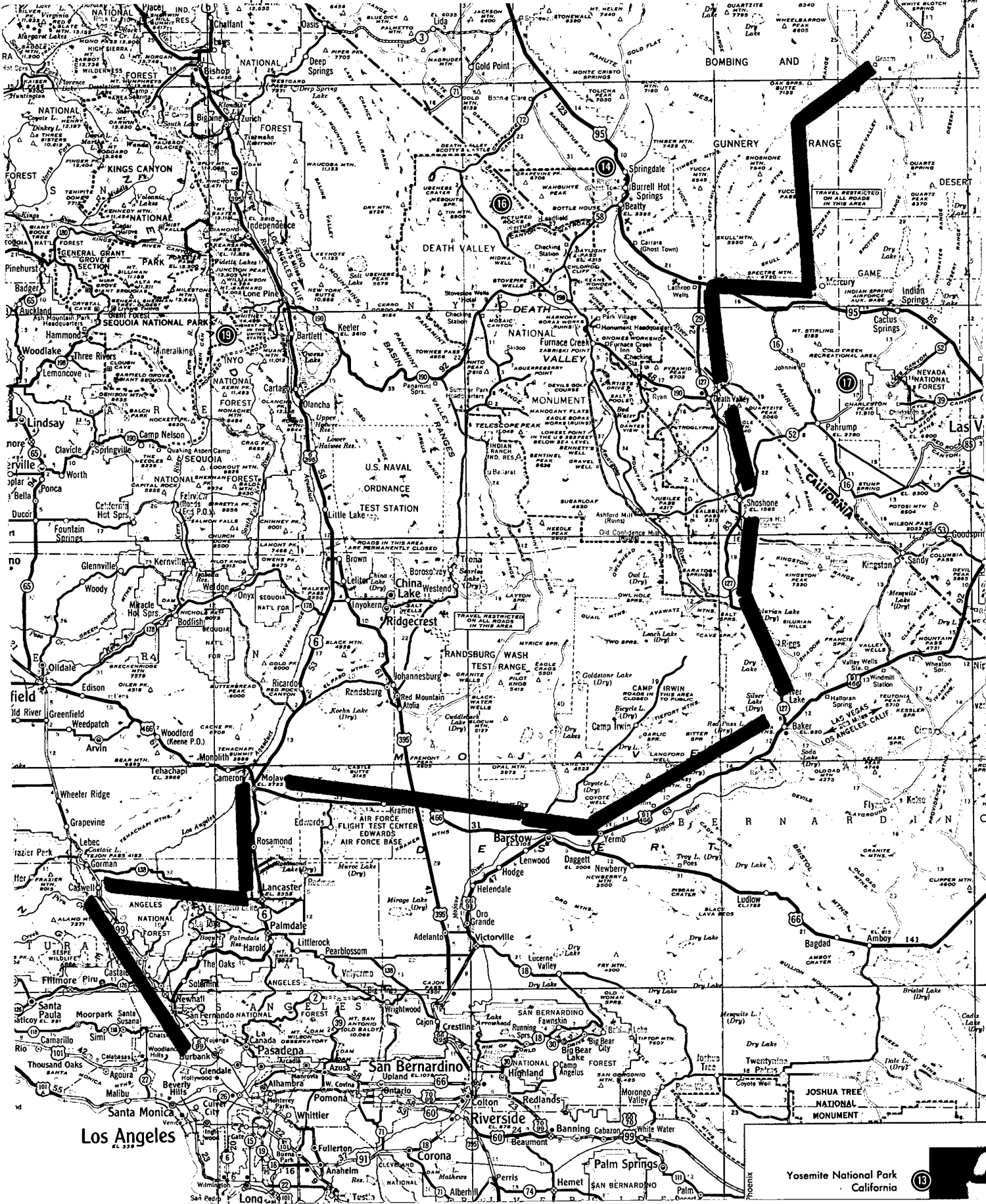
(By Highway No. and Distance Per Day)

Leaving Burbank, go northwest on San Fernando Road, Highway 99, to Gorman; right on Highway 138 to Lancaster; left on Highway 6 to Mojave; right on Highway 466 to Barstow. 185 miles travel first day.

Second day, out of Barstow, east on Highway 466 to Baker. This stretch has over 100,000 cars per day. For this reason we are off this section early in the morning. North out of Baker on Highway 127 to Shoshone. 128 miles travel second day. This allows time to go over the equipment and fuel and service all convoy vehicles.

Third day, continue north on Highway 127 out of Shoshone, to Death Valley Junction, where the California State Highway Patrol will turn the convoy over to the Nevada State Highway Patrol. Continue north on Nevada Highway 29 to Lathrop Wells then east on Highway 95 to Mercury entrance road to AEC Test Site. North through Mercury to Groom Lake, Area 51. Third days travel 135 miles, for a total of 448 miles in three days.

This type of convoy is required to travel in daylight hours Tuesday, Wednesday and Thursday. Not allowed to travel on Holidays or Friday, Saturday, Sunday or Monday because of heavy public traffic on these days.



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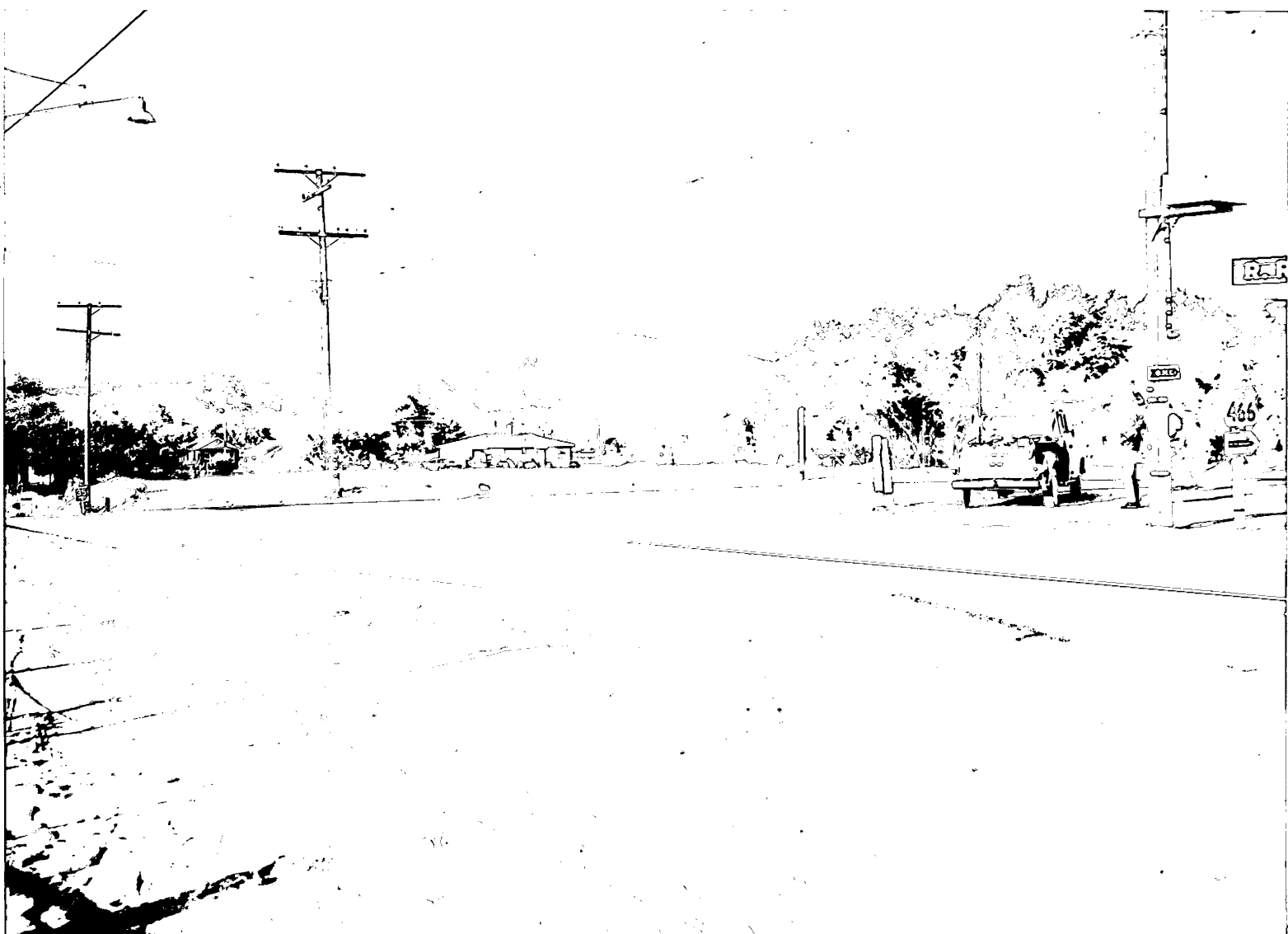
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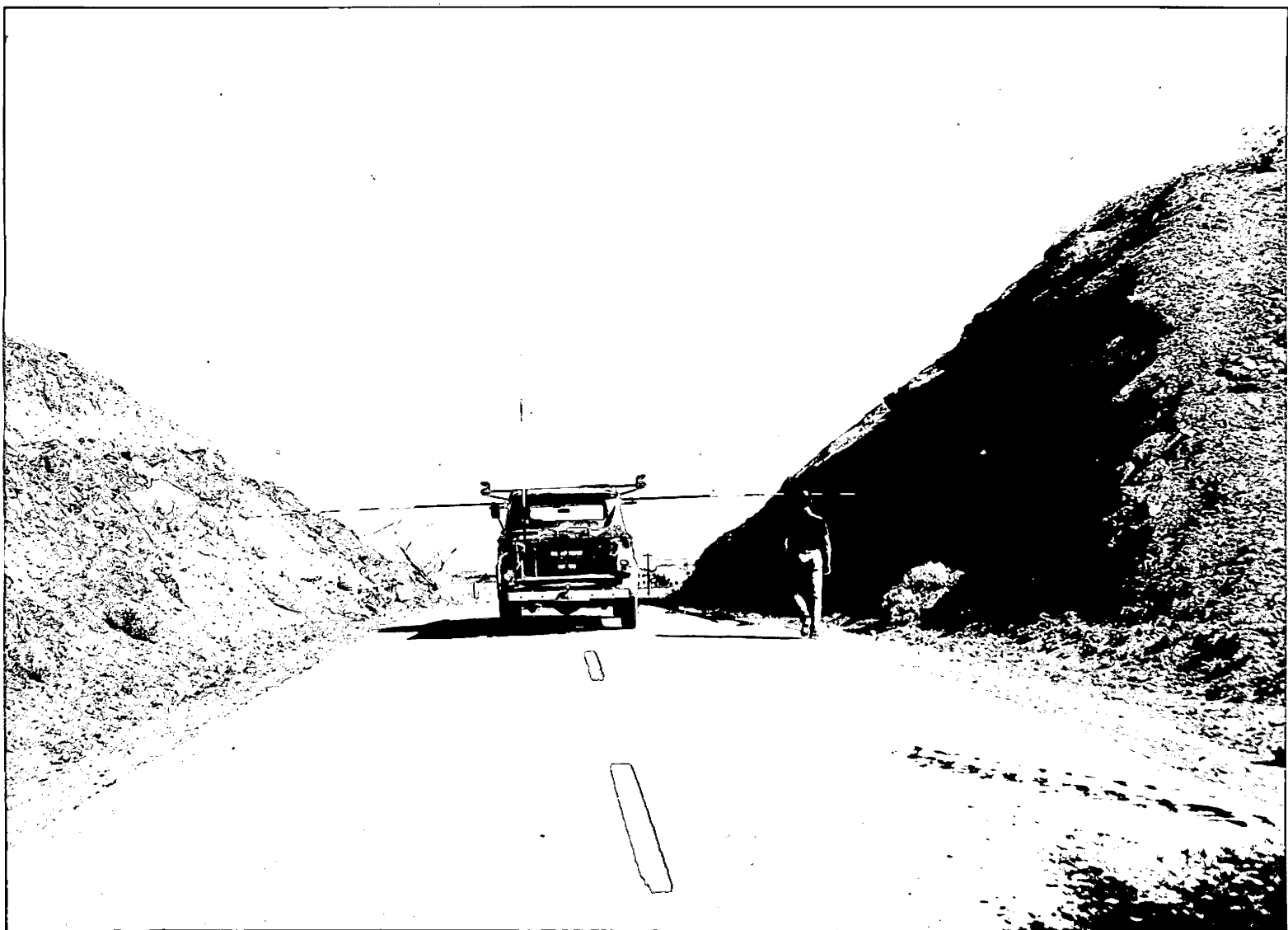
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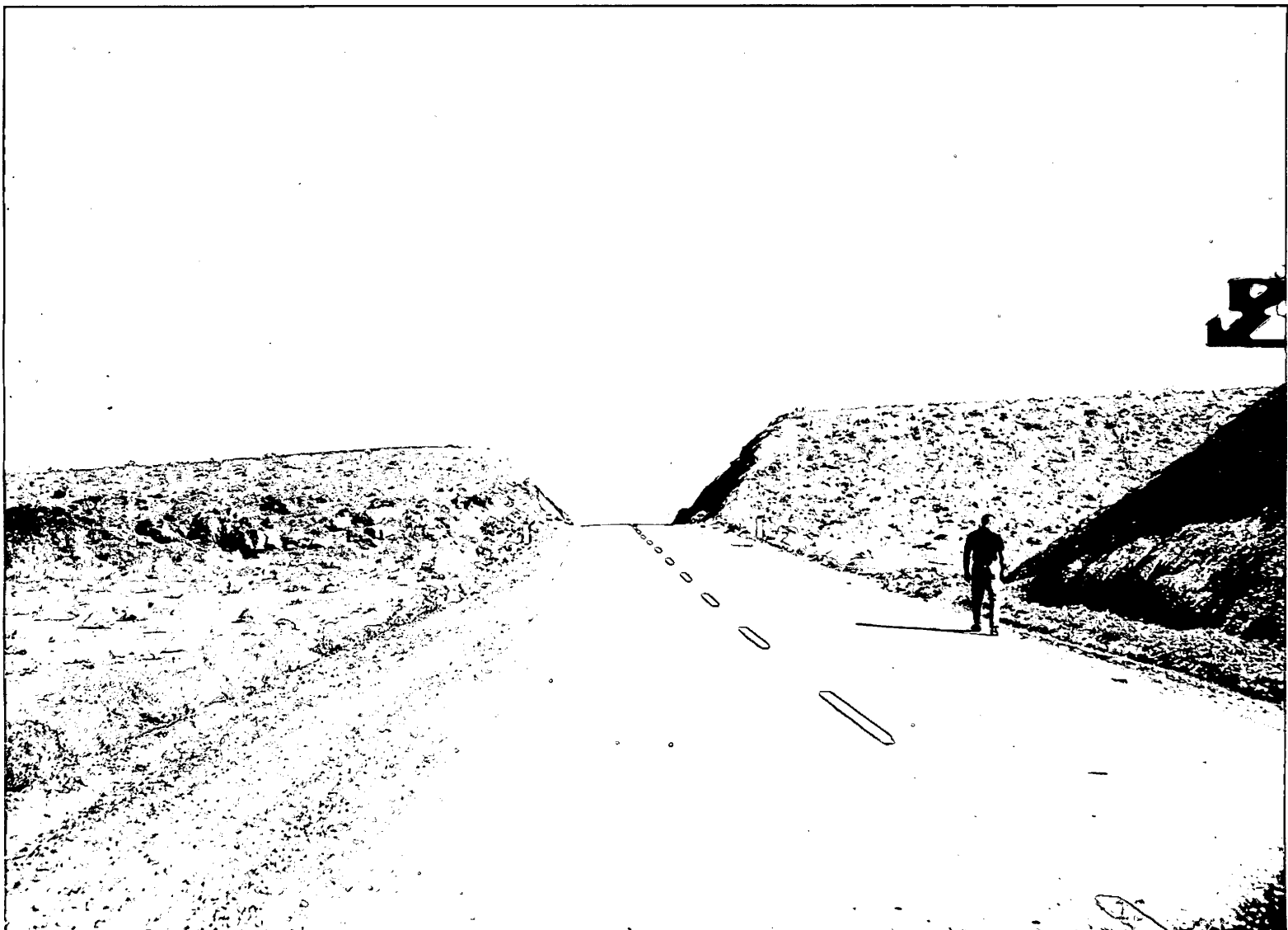
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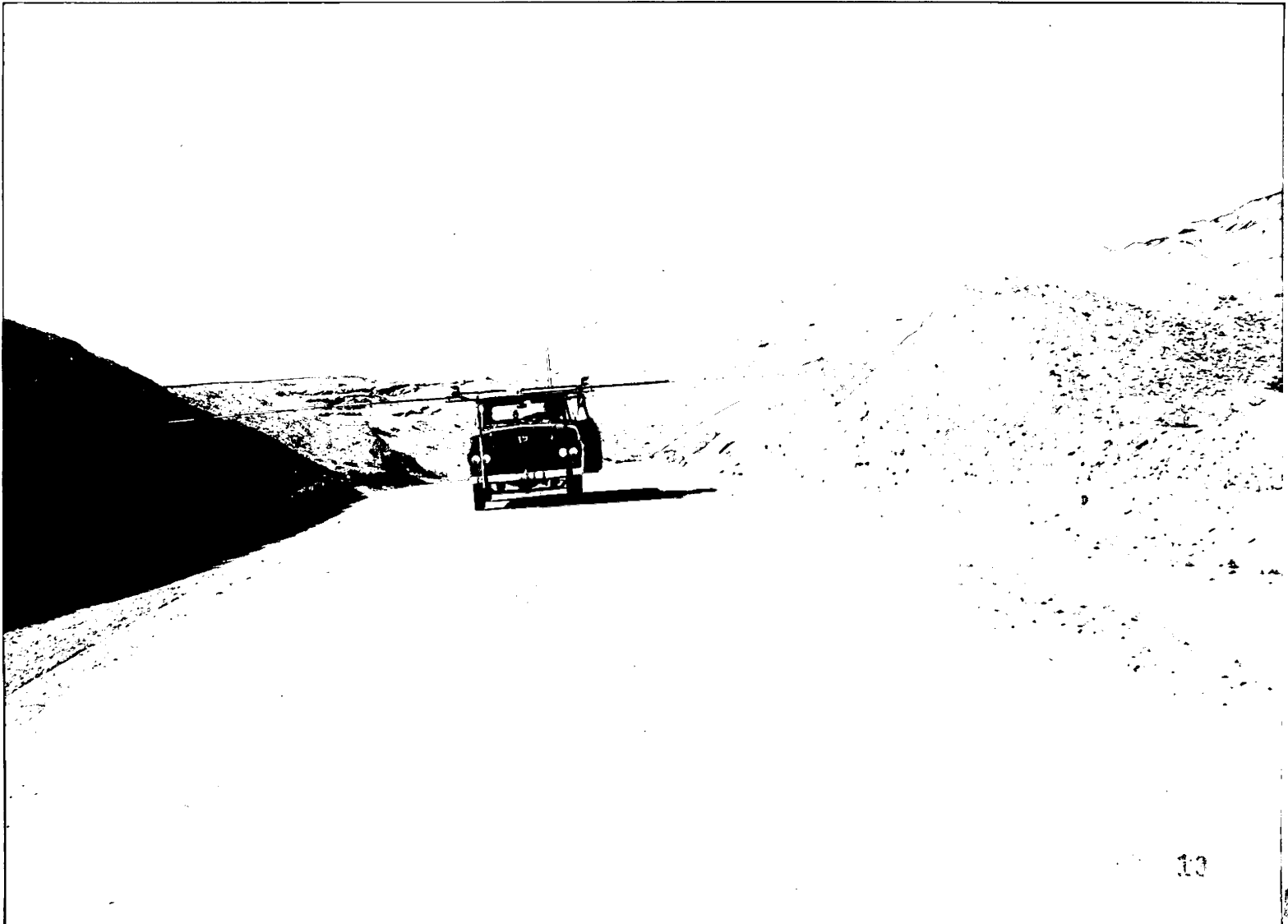
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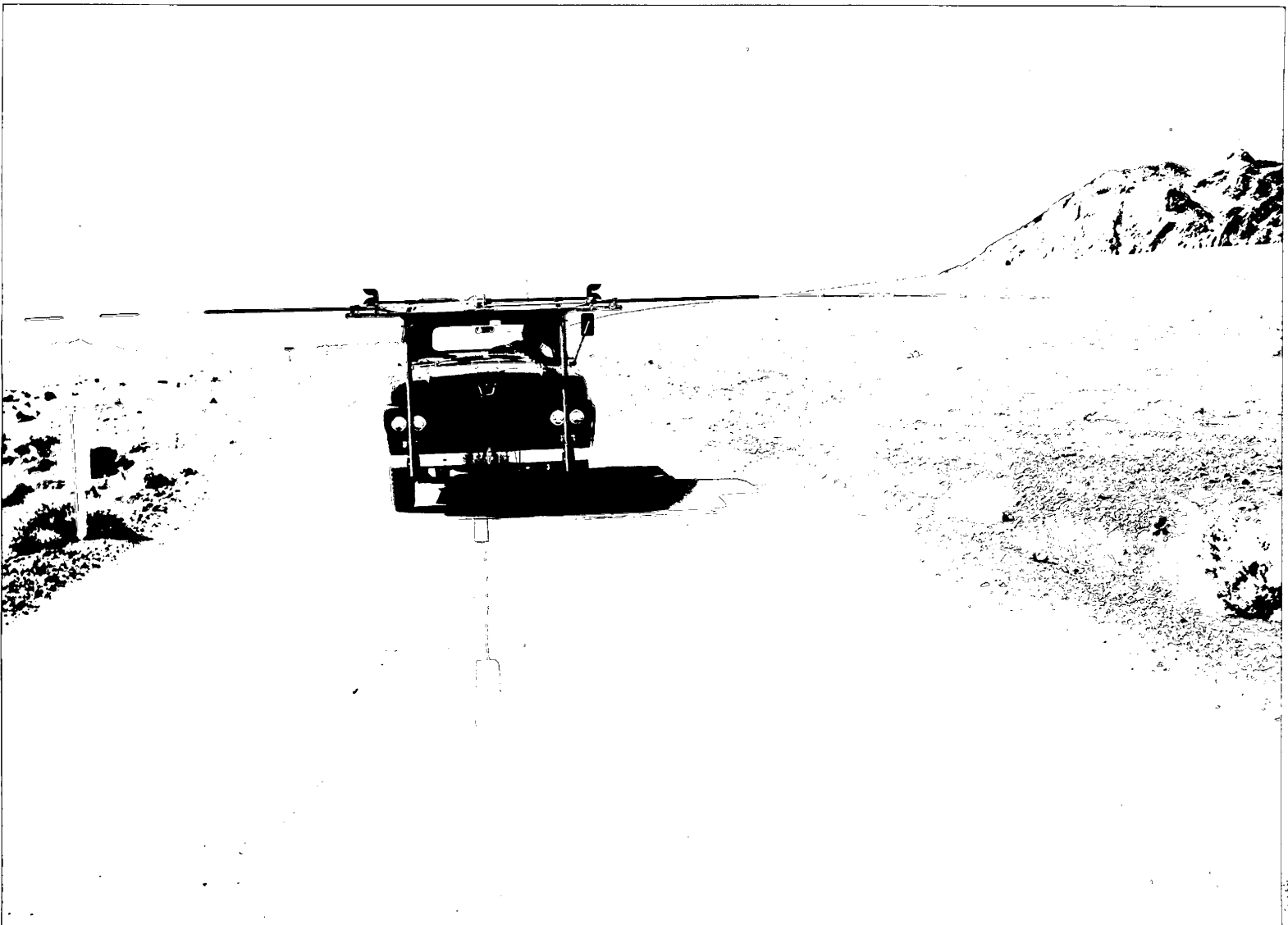
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