

COPY

May 1, 1958

Mr. Paul G. Dembling  
Legal Advisor  
National Advisory Committee for Aeronautics  
1512 H Street, N. W.  
Washington 25, D. C.

Dear Mr. Dembling:

Reference is made to the letter of 9 September 1957 from the Acting Director, National Advisory Committee for Aeronautics, requesting the transfer of 4,000 acres at the Plum Brook Ordnance Works, Sandusky, Ohio, and to the existing five-year permit under which NACA is currently using the industrial area of the Works.

In 1956 an agreement was reached with the State of Ohio for the relocation of the spur railroad track at Plum Brook to permit the construction of a state highway. The State is obligated to acquire the necessary right of way for the relocated track, but can delay constructing the spur track "until a definite need exists therefor".

The spur track extends northward into the Erie Ordnance Storage Area and the industrial area presently under permit. Should the NACA desire to retain the use of the track, the State of Ohio will be instructed to complete the relocation. Otherwise, obligating the State for further construction will be reconsidered.

It is requested, therefore, that your desires in this matter be made known to this office.

Sincerely yours,

J. U. Moorhead  
Colonel, Corps of Engineers  
Assistant Chief of Engineers for  
Real Estate

cc: Division Engineer, Cincinnati, Ohio  
District Engineer, Louisville, Ky.

608 8888  
KING BROOK ENGINEERS WORKS, OHIO

MAY 1 1958

Mr. Paul G. Dushling  
Legal Advisor  
National Advisory Committee for  
Aeronautics  
1512 H Street, N. W.  
Washington 25, D. C.

Dear Mr. Dushling:

Reference is made to the letter of 9 September 1957 from the Acting Director, National Advisory Committee for Aeronautics, requesting the transfer of 4,000 acres at the King Brook Engineers Works, Sandusky, Ohio, and to the existing five-year grant under which NACA is currently using the industrial area of the Works.

In 1956 an agreement was reached with the State of Ohio for the relocation of the spur railroad track at King Brook to permit the construction of a State highway. The State is obligated to acquire the necessary right of way for the relocated track, but can delay constructing the spur track "until a definite need exists therefor".

The spur track extends northwest into the Erie Commerce Storage Area and the industrial area presently under grant. Should the NACA desire to retain the use of the track, the State of Ohio will be instructed to complete the relocation. Otherwise, obligating the State for further construction will be recommended.

It is requested, therefore, that your decision in this matter be made known to this office.

Sincerely yours,

*J. U. McDonald*  
for J. U. McDONALD

Colonel, Corps of Engineers  
Assistant Chief of Engineers for  
Real Estate

cc: Division Engineer, Cincinnati, Ohio

District Engineer, Louisville, Ky.

*J. R. Bray  
M. V. Oyster*

Washington, D. C.  
May 9, 1958

**Lewis**

From NACA Headquarters

To Lewis

Subject: Transfer of Plum Brook Ordnance Works

1. Please furnish information upon which to base reply to the attached letter, dated May 1, 1958, from the Corps of Engineers.

2. Additional information is probably available from the District Engineer, Louisville, Kentucky and Ravenna Arsenal.

*Paul G. Dembling*  
Paul G. Dembling  
Legal Adviser

KB:ach

Enc.

- ~~SECRET~~
- ASST DIR
- Budget
- EBRRP
- Lib
- P-C
- M&S
- Physion
- P-A
- P-S
- P-S
- P-R
- Res Rpt
- Edic
- ADW
- Security
- Info Spec
- Pers
- Plscal
- Plan Serv
- Clearance
- Proc
- SRV
- Eng Plan
- Safety
- Engng
- Draft
- Elec
- Mech
- Mech:
- Plt Sery
- Mech Sery
- Facil Oper
- Fab
- QA

*Plum Brook*

*→ Ret to Callermann*

Plum Brook Facility  
Sandusky, Ohio  
May 22, 1958

MEMORANDUM for Associate Director

Subject: Transfer of Plum Brook Ordnance Works

1. There is attached herewith a memorandum from NACA Headquarters requesting information upon which to base a reply to the U. S. Corps of Engineers' letter also attached.

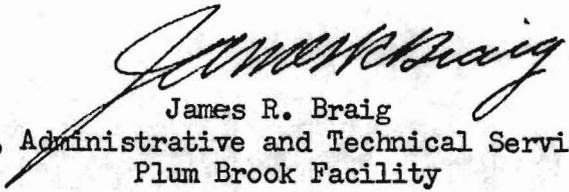
2. The railroad spur in question is one that served the igloo area from the Nickle Plate Railroad during wartime operation. It was cut by the Ohio Turnpike and was not in usable condition at that time.

3. The NACA area is currently served by a B. & O. spur entering from the north at Ransom Road. Any traffic arriving on the Nickle Plate Railroad consigned to the NACA area can be switched to the B. & O. system at Bellevue, Ohio, and can enter over this usable spur with access to the entire trackage in the area, much of which must be repaired before use.

4. Inasmuch as the present rail service to the NACA leased area is adequate for almost any conceivable need, it is recommended that NACA Headquarters be advised substantially as follows:

"Reference is made to your memorandum of May 9, 1958, KB;ach, P.G.D., wherein you requested information upon which to base a reply to the Corps of Engineers.

"This Laboratory can foresee no need for reactivation of the Nickle Plate Railroad spur now entering the Plum Brook Ordnance Works from the south, and would be satisfied with any arrangement also satisfactory to the Command responsible for the Erie Ordnance storage area which is the entry point for this spur."

  
James R. Braig  
Chief, Administrative and Technical Services  
Plum Brook Facility

*mvo* MVO:rea

Encl.(4)

*File*

JUN 2 1958

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From Lewis  
To NACA Headquarters Attn: Mr. Paul G. Dembling

Subject: Transfer of Plum Brook Ordnance Works

Reference: NACA letter, May 9, 1958, KB:ach

1. This is in reply to reference letter.
2. The railroad spur in question is one that served the igloo area from the Nickle Plate Railroad during wartime operation. It was cut by the Ohio Turnpike and was not in usable condition at that time.
3. The NACA area is currently served by a B & O spur entering from the north at Ransom Road. Any traffic arriving on the Nickle Plate Railroad consigned to the NACA area can be switched to the B & O system at Bellevue, Ohio, and can enter over this usable spur with access to the entire trackage in the area, much of which must be repaired before use.
4. Inasmuch as the present rail service to the NACA leased area is adequate for almost any conceivable need, this Laboratory can foresee no need for reactivation of the Nickle Plate Railroad spur now entering the Plum Brook Ordnance Works from the south, and would be satisfied with any arrangement also satisfactory to the Command responsible for the Erie Ordnance storage area which is the entry point for this spur.

Abe Silverstein

Abe Silverstein  
Associate Director

*galt*  
MVO:atl

cc: A. Silverstein  
C. A. Herrmann ~~\_\_\_\_\_~~

*Railroad spur serving area at PB*

**Lewis**

**NATIONAL ADVISORY COMMITTEE  
FOR AERONAUTICS**  
1512 H STREET, NORTHWEST  
WASHINGTON 25, D. C.

TELEPHONE: LIBERTY 5-5700

June 8, 1958

116.7

Col. J. V. Moorhead  
Assistant Chief of Engineers  
for Real Estate  
Office of the Chief of Engineers  
Department of the Army  
Washington 25, D.C.

DIRECTOR  
ASSOC DIR  
Budget  
PB&F  
Lic  
F-  
M&S  
F-  
P-  
F-  
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Re: 602 ENGLT  
Plum Brook Ordnance  
Works, Ohio

Dear Colonel Moorhead:

This is in response to your letter of May 1, 1958.

The National Advisory Committee for Aeronautics has determined that the present rail service is adequate for almost any of its conceivable needs at Plum Brook and no need for the reactivation of the Nickle Plate Railroad spur now entering the Plum Brook Ordnance Works from the south can be foreseen.

It is suggested, however, that the Ordnance Command responsible for the Erie Ordnance storage area be queried since that area is the entry point for this spur.

Very truly yours,

Paul G. Dembling

Paul G. Dembling  
General Counsel

Safety  
Engng  
Draft  
Elec  
Mech  
Mech  
Plt Serv  
Mech Ser  
Facil Op  
Fab  
CCA  
Fac Eng