CCC-ID

AIR MAIL

Mission Indian Agency
Riverside, California
May 21, 1942

Commissioner of Indian Affairs

Washington, D. C.

Sir:

In compliance with a wired request from Mr. Wade Head of the Colorado River War Relocation Project, on April 18, 1942 we detailed Mr. Czerny Anderson, Instrumentman, to go to Parker, Arizona for duty there.

The only transportation available for Mr. Anderson and his wife was his personally owned automobile. It was previously determined that such mode of travel from his headquarters at Warner Springs, California via Riverside was more economical and advantageous to the government. Accordingly, I am respectfully requesting authority to pay Mr. Anderson $13.28 for 332 miles travel at the rate of four cents a mile from Warner Springs, California to Parker, Arizona.

This request is submitted in accordance with the instructions contained in Circular No. 3017, August 22, 1934, relative to reimbursement for use of personal automobiles.

As an emergency existed, I authorized Mr. Anderson to use his own car which is in accordance with the permission given in the second paragraph of the above numbered circular.

It will be appreciated if the Office will grant this authority as prompt as possible to enable us to reimburse Mr. Anderson.

Very truly yours,

John W. Dady
Superintendent

COLORADO RIVER
WAR RELOCATION PROJECT
MAY 22 1942
PARKER, ARIZONA

d
Parker in triplicate

Approved:

Commissioner of Indian Affairs

cc: C. Anderson, H. W. Palmer

Colorado River War Relocation Project
Poston, Arizona
May 21, 1942

Mr. E. R. Fryer, Regional Director
War Relocation Authority
Whitcomb Hotel Building
San Francisco, Calif.

Dear Mr. Fryer:

The access highway and the streets of the three reception centers of the Colorado River War Relocation Project present an urgent maintenance problem. This problem arises from 30 miles of access highway and 60 miles of streets.

The streets in the reception centers, as they now exist, are dirt trails bladed out by the construction contractor for purposes of construction only. These trails are the only existing means of traversing the reception centers. Continuous watering and blading of these dirt trails is necessary because the soil, being alluvial silt, does not readily hold compaction and, under traffic, breaks down into a floury mass which is absolutely impassable. They are in no way suitable to the needs of the communities because serviceable, all-weather streets built to a definite grade and alignment and surfaced, are essential for administering all services.

The access highway to these reception centers from the town of Parker, Arizona, consists of about 21 miles of graveled surfaced road and nine miles of dirt trail. During the construction of the reception centers, the contractor maintains the nine miles of dirt trail and the combined forces of the U. S. Indian Service and the U. S. Engineer Department maintain the 21 miles of gravel road. The graveled roads used for this transportation were not designed and constructed for such a volume of heavy trucking and movement of construction personnel. The nine miles of dirt trail from the end of the gravel to the reception centers is identical in type to the trails throughout the construction areas.

The maintenance of these roads is extremely heavy because the materials needed for construction purposes must be transported by truck from the rail head at Parker to the construction areas.

The graveled section of the road leading from the town of Parker is being maintained by two motor patrols of the Indian Service, two motor patrols, one portable pump, and five water wagons of the U.S. E.D., and one water and three 40 MGH pumps of the Parker Dam CCC Camp. This equipment is barely maintaining the existing graveled road. The dirt section of the access road and the trails within the construction areas are being maintained by the following equipment furnished by the construction contractor:

1. Four motor patrols.
2. Six water wagons (2500 gal. capacity and over).
3. Two blade graders and tractors.
4. Three pumps.

The maintenance performed by the contractor is insufficient to provide for the movement of equipment, materials and personnel for construction purposes.

A summary of equipment now used for maintenance purposes is as follows:

1. Eight motor patrols.
2. Twelve water trucks.
3. Seven pumps.
4. Two tractors.
5. Two pull blades.

Upon completion of the reception center, the contractor's equipment and the U.S.E.D. equipment will be withdrawn from the maintenance work. Regular duties of the Indian Service motor patrols requires their withdrawal at an early date. Therefore, it is essential that considerable equipment be obtained for the Colorado River War Relocation Project to handle the maintenance functions which in turn provide for the transportation and distribution of 100,000 gallons of fuel oil and 1500 tons of foodstuffs and other supplies per month to the 80 kitchens, regular

collection and disposal of garbage and refuse, proper maintenance of buildings and plant facilities, rapid movement of emergency hospital cases, safety and health of the evacuees by eliminating the dust hazard, transportation of materials and equipment for the construction of irrigation canals and drains, subjugation of land and movement of produce raised thereon, proper administration of the many problems which will arise during the operation of these reception centers.

To accomplish this maintenance work, eight motor patrols, eight water trucks of 3000 gallons capacity, or over, four pneumatic mounted, gasoline engine driven, centrifugal pumps of 40 MGH capacity must be secured.

Undoubtedly, you will recognize the urgency of this problem and your utmost efforts are needed and requested for the immediate procurement of this equipment because evacuees are now being transferred to this project.

This maintenance work must be carried on until funds and equipment are made available and permanent improvements to the highway and streets are completed.

Very truly yours,

W. Wade Head,
Project Director.

WWH:hj

June 12, 1942

Memo To: Personnel responsible for trucks

From: Roy Potter, Acting Transportation & Supply Officer

Subject: Truck usage and service

Our temporary garage is now equipped for general service. We are employing a night crew for the purpose of the daily check-up required and also for grease and battery service. This service will release the trucks for full-time use from 8 A. M. to 5 P. M.

All those, to whom trucks have been assigned, will be expected to instruct the truck drivers to park their trucks in the area adjacent to the garage at the end of the work day. Ignition keys to be turned over to the man in charge.

This means that every truck the use of which is not necessary between 5 P. M. and 8 A. M. must be parked at the temporary garage.

Roy Potter
Transportation & Supply

Approved by Ralph W. Gelvin
Mr. Gelvin

RP:MY

Mr Evans

June 23, 1942

Memo To: Captain Dougherty, Poston Camp
From: Roy Potter, Transportation & Supply Officer

In line with our conversation concerning the escort for Japanese who arrive at Parker railhead by the early morning train, the following routine should be followed in line with instructions from Mr. Head, Project Director.

If the M.P. detail who meets this early train is not equipped with proper transportation to bring the evacuees to Poston, they should contact the office at Poston, No. 261, and transportation will be immediately available.

If the detail is equipped with transportation, the evacuees should be immediately transported to Poston and delivered to the Administration Building. If the hour of arrival at Poston is in the early morning before the offices are open, the evacuees with their baggage should be held in a group and one of the following personnel notified: Mr. John Evans, who will be found in Room No. 10, Barrack C; Mr. James Crawford, Room No. 2, Barrack B. Either of these gentlemen will be immediately available and will take over further responsibilities.

Roy Potter

RP:MY

7-27-42

Head

Arizona
Tire Rationing Bulletin
No. 10

July 22, 1942

TO: ALL LOCAL WAR PRICE & RATIONING BOARDS

FROM: Temple F. Penrod
State Tire Rationing Representative

SUBJECT: AN ORGANIZED TRANSPORTATION PLAN

References: Tire Rationing Guide - Sec: 501,a,2 and
Sec: 504,a,7 (Amendment No. 16) and
State Director Instruction Letter No. 133.

Amendment No 16 authorizes war workers to apply for new Grade 2 tires, when employed in certain Defense Industries, mines, and other establishments essential to the war effort, provided they are employed at establishments employing 100 or more employees, etc; and further provided that such establishments have an ORGANIZED TRANSPORTATION PLAN; and subject to all Quota restrictions and other requirements of the Revised Tire Rationing Regulations.

Amendment No. 16 (Sec. 504,a,7) also PROHIBITS Local Boards from issuing certificates, EVEN FOR RECAPS, to any employee of any establishment specified in Sec. 504,a,7 unless such establishment complies with the provisions of this section by organizing and administering an Organized Transportation Plan.

Army officers and enlisted personnel unless on special assignment to one of the defined defense industries or establishments are not eligible under this Amendment since their eligibility is specifically covered under Amendment No. 21 for recaps only.

GRADE 2 TIRES WILL NOT BE CERTIFIED TO AN APPLICANT IF HIS PRESENT TIRE CARCASS IS RECAPPABLE.

Study State Director Instruction Letter No. 133 sent you in June in connection with the administration of this plan.

Local Boards are not bound by the recommendations of these Pre-Certifying Boards, but by cooperating with such boards will find their work greatly reduced inasmuch as a properly functioning Pre-Certifying Board is much better fitted to determine those employees whose transportation needs are most essential to the war effort.

As these Pre-Certifying Committees are set up in your area, an equitable quota of Grade 2 tires will be allotted to you.

A simple and concise plan for setting up an Organized Transportation Plan and Pre-Certifying Board is attached. Please make this information available to the qualified industries and establishments in your jurisdiction.

AN ORGANIZED TRANSPORTATION PLAN

HOW TO GET WORKERS

TO THEIR JOBS

- - -

War workers must be able to get to their jobs----not only today but on all days----until the war is won. Automobile transportation is one of the most important means of transportation to war production plants. Our limited rubber supply must keep sufficient cars operating----to get the workers to their jobs.

Beginning July 15 a limited number of workers can get new tires for their cars----if----the employer establishes an Organized Transportation Plan----- and certifies that certain employees need tires and must use their cars to get to work----and that the employees cars are bringing a full load of other workers.

Establish your Organized Transportation Plan as soon as possible-----the following outline will serve as a guide.

HOW TO ORGANIZE YOUR EMPLOYEE TRANSPORTATION PLAN

First: Appoint a committee, consisting of representatives of both management and your employees. (A single Transportation Representative will be sufficient in many cases and will also conform to the Regulations)

Second: Select a chairman----one who can spend full time during the organization of the Plan-----

This committee should be appointed with care as they will be called upon to make many recommendations-----and decisions-----affecting the transportation of your employees-----some inconvenience will naturally result-----but less rubber must be used----in getting workers to their jobs.

THE JOB OF THE TRANSPORTATION COMMITTEE

The primary functions of the Organized Transportation Committee deal with--study of all employee transportation problems-----recommendations for adjustments in hours to reduce traffic peaks----meetings with community transportation engineers on problems affecting mass transportation----consultations with government housing authorities in case housing projects can materially reduce transportation difficulties-----establishment of a central operating unit to formulate plans for doubling up.

HOW TO OPERATE AN ORGANIZED TRANSPORTATION PLAN

Supervised by the committee chairman, establish an operating unit--a--a full time employee-----to perform these functions.

1. Make a survey of all employees to determine how they come to work.

2. Use a card form-----such as 8x5 suggested form shown on page 4.

3. Use this survey card also as a permanent record in studying transportation problems.

4. Obtain a large map of area in which your employees live-----divide into numbered one mile square zones-----place map in each department---employees can refer to it when filling out questionnaire form.

5. Sort survey cards by zones-----review transportation means used by each employee to determine:

   (a) can established public transportation be used by employee?
   (b) Can means other than auto transportation be inugurated----- additional bus lines-----feeder bus lines-----railroads for long hauls?
   (c) Are housing facilities available near plant-----which would eliminate transportation?

6. Talk with each employee who can change to other than auto transportation-----discourage use of continued auto transportation in cases where it is unnecessary-----establish parking lots for only those who must use their cars.

7. Sort survey cards now into three groups within each zone:

   (a) group that uses public transportation facilities-----walks-----or uses bicycle to come to work.
   (b) group that continues to use car where other facilities are available.
   (c) group that must use autos-----this group and this group only can be certified to local board for tires-----when they are required---but all cars used must be utilized to capacity-----carrying not less than four employees.

8. Certification form for use in certifying employees to local boards for tires is shown on page 5-----study all of the provisions and incorporate them into your Organized Transportation Plan.

- - - - - - - - - -

ESTABLISH AN ORGANIZED TRANSPORTATION PLAN

TO

REDUCE THE USE OF RUBBER

MAINTAIN FULL EMPLOYMENT AND-----FULL WAR PRODUCTION

BY

GETTING WORKERS TO THEIR JOBS

- - - - - -

S-42-42

ORGANIZED TRANSPORTATION PLAN

Suggested Individual Employee Record

(Print or type information on this card)

Name of employee _____ Clock Card No. _____ Home Phone _____ Zone _____

Address _____ Plant No. or Name _____

(Town) (Street and Number) (County) (State) Dept. _____

How do you usually come to work? _____ Gate No. _____

(bus, street car, walk, aut, etc.) Hours Worked-From _____ To _____

Is it necessary to have automobile transportation to plant? ___ Yes ___ No Distance Home to Plant _____ miles

Is it necessaryto have automobile transportation to bus or railroad station? ___ Yes ___ No Distance home to station _____ miles

Make of Automobile Owned? _____ Year _____ Body Type _____ Total Seating Capacity _____

Name (If car driver list names of passengers / If car passenger list name of driver / If car "Swap-Rider" list names of participants)	(Clock Card Number)	(Department or Plant)	(Zone)	(Date Started)	(Date Ended)

If you driver do you carry Public Liability Insurance? _____ If so, how much? _____

(Employee will not use the following space)

Certification for tires and tubes (number and date) _____

S-41-42

SUGGESTED PLANT CERTIFICATION TO LOCAL BOARDS

Name of Employer (Company)_____

Address_____
(Street) (City) (County) (State)

Date_____

To Local War Price and Rationing Board

Endorsement of Application by Employee for Tires or Tubes.

The undersigned certifies that,

Mr._____

Address_____
(Street) (City) (County) (State)

is employed by our company as a war production worker at

_____
(Name and location of War Production Plant)

that he is not a temporary or transient worker at our plant; that other practicable means of transportation are not available or that their use requires the applicant to consume more than one hour in going either to or from his work; that the applicant resides at least two miles from his place of employment; and that the applicant regularly carries with him at least three other workers of our plant, none of whom resides less than two miles from his work; or, if the applicant operates a vehicle having a capacity of less than four persons, that such vehicle is regularly utilized to its full capacity; or that the applicant cannot transport the requisite number of other workers for the requisite distance because they do not reside near the route regularly traveled by him or do not travel at approximately the same time as he does, but that he regularly transports as many workers aspossible.

The undersigned further certifies that the plant at which the applicant is employed is principally engaged in work essential to the war effort, that over 100 workers are employed and that the applicant is a participant in an Organized Employee Transportation Plan being operated by our company.

_____
(Signature of company offici al)

_____
(Title)

July 27, 1942

Memo To: Mr. H. W. Palmer
From: Roy Potter

I have a request from Mr. James Crawford of Camp No. 2 for sprinkling equipment to take care of the dust on the roads in that area.

3000 gals. or more

I recommend that invitation for bids be prepared along the same lines under which we have a contract with Dunlap & McIntyre. Dunlap & McIntyre have indicated that they desire an invitation for this contract. Other bidders might be Reliance Trucking Company of Phoenix, Arizona, and B. Roberts, of Parker.

Roy Potter

Roy Potter
Transportation & Supply Officer

RP:MY

Procurement
Mr. Palmer:
What is your
answer to this.

AJG

Note.

1. Believe a contract to cover use of tools could be made valid.

2. Don't think the Army will transport their tools unless previously placed in Fed. House -

HWS.

HWS

What do you think?

HWS

From

H. W. PALMER

Emil

(1) Under what authority did we buy autos from Japanese? I should think rental should have come clearance.

(2) Doesn't the Army transport evacuees' personal effects?

H. W. Palmer =

(1) Army Laughlin ~~the~~ Cars & the rental might be worked thru the Indian Office.

(2) Believe me would Lane auth transport effects

AFV

July 27, 1942

Memo To: Mr. A. W. Empie
From: Roy Potter

We have employed in our garage several Japanese mechanics. A few of these mechanics have their own kits of tools which they are using continually in repairing WRA trucks and cars. These tools are quite costly and replacements are difficult to make at this time. I desire to inquire if there is any arrangement which could be made with these mechanics for rental of their tools. It is suggested that some sort of contract might be drawn up for rental rate for these tools established by competent appraisers. (1)

In addition to the mechanics above mentioned, several of the Japanese mechanics have notified me that they have tool kits in California which they would like to bring to Poston for use in our garage providing we could pay the freight for such shipment. Is it possible that this could be arranged on a similar basis as suggested above? (2)

Roy Potter
Transportation & Supply Officer

RP:MY

cc Mr. Barrett

MEMORANDUM

July 27, 1942

To: Mr. Wade Head
Project Director

Subject: Government Requests for Transportation
Book No. B - 10252
Requests No. I From 365011 to 365020

Dear Mr. Head:

I am herewith returning the above "Government Requests for Transportation", from which the first four blanks have been used in connection with official transportation while under your employ.

I herewith take the liberty of returning the book with balance of the transportation requests.

Very sincerely yours,

Leo Schnur

Leo Schnur, M. D.
Director of Health & Sanitation

LS:d

Enc: Gov't. Req. for
Transportation.

July 29, 1942

Memo To: Operators of WRA Equipment

From: William A. Barrett, Truck Dispatcher

A supply of weekly equipment report forms has been furnished the division heads. As indicated on the form, it is to be turned in or mailed to the Dispatcher's Office each Saturday by all operators of cars and trucks. You will show by check marks in the spaces provided when items indicated have received attention.

A duplicate of this report should be retained by persons operating passenger carrying equipment, as this will be useful in preparation of the semi-monthly reports. Instructions concerning this semi-monthly report on passenger carrying equipment has been furnished to all persons operating such equipment.

William A. Barrett
Truck Dispatcher

Approved: Roy Potter, Transportation & Supply Officer

WAB:MY

July 29, 1942

Memo To: All Truck and Car Driv ers
From: William A. Barrett, Truck Dispatcher

Block Managers are equipped with white flags decorated with a red cross for use only in medical emergencies.

All drivers are instructed that when such a flag is displayed in any manner, to immediately make themselves available to the party displaying this flag and render such service as is necessary.

William A. Barrett
Truck Dispatcher

Approved: Roy Potter, Transportation & Supply Officer

RP:MY

Mr. Evans

August 1, 1942

MEMORANDUM TO: Mr. Potter

The following procedure will be followed in bringing evacuees to Poston: Mr. H. B. Allen will meet all trains with a ton and a half truck of 12 seating capacity.

Evacuees and their hand baggage will be brought to Poston, and where they already have housing assignments, will be taken to their residences. In the event that the people who arrive here do not have their housing assignments, Mr. Allen will contact Mitsuo Kaneko at 31-13-D.

Mr. Allen will compile a list containing the names and addresses of these evacuees and will instruct them to report to the Housing desk in the Administration Building at 9 A.M. that morning in the case of those arriving on the 4:40 train, or the following morning when they arrive on the 10:55 train. The list of evacuees and their addresses will be given to the Housing staff by Mr. Allen.

Mr. Allen will collect baggage receipts from the evacuees for luggage which has been checked.

MB

Moris Burge

MB:fo
cc to: Dr. Powell
Mr. Evans
Mr. Head

108
108
216

August 8, 1942

MEMORANDUM TO: All Division Heads

In order to obtain the maximum of our very limited transportation equipment, our agricultural equipment, and other automotive machinery of every description, the Transportation Department, the Engineering Division, and the Agricultural Department, some time ago determined that all such equipment must be pooled, and at night brought to a central point, east of the warehouse area, for servicing and parking, with the exception of a minimum number of vehicles which are absolutely essential to the operation of the project, such as police, fire, medical, or management departments.

It was further determined that transportation facilities for Japanese labor groups, employed within the area of Camp 1, the boundary of which is determined by a line drawn around the inhabited area, could no longer be provided. In most instances, these decisions have been complied with by operating heads within the various divisions. There are, however, some exceptions, and these exceptions are causing serious disturbances among the groups who feel that, as they have been deprived of transportation and that others have not, favoritism is being shown. It is essential, therefore, that all persons responsible for the operation of any automotive machinery comply strictly with the regulations above mentioned in order that these disturbances be stopped. Transportation may be furnished only to those groups which are working on various projects outside of the area described above.

W. WADE HEAD
PROJECT DIRECTOR

cc to: Mr. Rupke
Mr. Potter
Mr. Sharp
Mr. Popkin
Mr. Bowman
Miss Findley
Dr. Powell
Dr. Beatty
Dr. Leighton
Mr. Barrett
Mr. Armstrong
Mr. Frazier
Mr. Decker

240

August 13, 1942

Memo To: Division Heads

From: Roy Potter, Transportation & Supply Officer

1. Cars with drivers are available for taxi and messenger service within the area from 8 A.M. to 5 P.M.

2. The headquarters will be the telephone exchange office.

3. Personnel desiring this service will first register with the secretary at the Transportation and Supply desk and thereafter their requests will be recognized.

4. After registering, requests may be placed with the telephone operator.

5. This service is strictly for conducting official business.

Roy Potter
Transportation & Supply Officer

RP:MY

B

September 1, 1942

Memo To: Drivers of WRA Trucks and Cars

From: W. Wade Head, Project Director

Numerous instances of the misuse and abuse of equipment on this project have come to our attention.

We wish to remind you that there are no extra tires in our warehouses, and it is impossible to purchase additional tires and extremely difficult to obtain repair parts. All production is being used to defeat our enemies.

Instructions concerning the operation and maintenance of all equipment have been issued by the Transportation Officer, and hereafter these instructions will be rigidly enforced. The main points in these instructions are:

1. Speed limit on all trucks shall never exceed 35 m.p.h. and passenger cars will never exceed 40 m.p.h. Within the camp areas, the speed limit will be 15 m.p.h. and on the road between Camps 1, 2, and 3, the speed limit is 25 m.p.h.

2. Tires, water, oil, and battery must be checked regularly and a full service job on each unit at least every 500 miles of travel.

3. Government cars and trucks will never be used except on official business.

4. Drivers of passenger cars will be required to register with the clerk in the dispatcher's office in advance of any trip to points outside the project, including Parker. By such registration, we will be able to consolidate some of these trips in the interest of rubber conservation.

5. All reports required by the Transportation Department must be submitted promptly with full information supplied.

(S) W. Wade Head
Project Director

RP:MY

Mr Evans

September 19, 1942

Memo To: All Truck Dispatchers

From: William A. Barrett

Reference is made to the attached memorandum signed by Mr. Head.

This also applies to the transportation for ball games and other non-essential activities.

I have talked with Dr. Powell concerning this, and we have the following understanding: That games will be arranged in camps locally and the winning team of each camp will be allowed transportation for play off or championship games between Camps 1, 2, and 3. When that time comes, a request for transportation will be made directly to Dr. Powell, who in turn will give me a written request, and if transportation is available, it will be supplied.

All requests for transportation outside of essential business should be presented by the party desiring same in written form for the approval by Mr. Burge in Camp 3, Mr. Crawford in Camp 2, Mr. Townsend or myself in Camp 1.

Wm A Barrett

WAB:MY

William A. Barrett
Truck Dispatcher

cc Dr. Powell
Mr. Evans
Mr. Townsend
Mr. Burge
Mr. Crawford
Dispatcher, Camp 1, 2, 3

Mr Evans

September 19, 1942

Memo To: All Truck Dispatchers

Due to the necessary curtailment of rubber and equipment, it will be necessary to discontinue the use of passenger cars, trucks, and tractors for picnics or for any use but essential business for the welfare of the residents of Poston.

This will go into effect September 20, 1942.

Wade Head
Project Director

cc Dr. Powell
Mr. Evans
Mr. Townsend
Mr. Burge
Mr. Crawford
Dispatcher, Camp 1, 2, 3

September 25, 1942

Memo To: Mr. R. M. Gelvin

From: H. H. Townsend

As requested, the following list of equipment is badly needed by the Transportation Department.

30 Sedans
15 Carry alls
20 Pick ups
10 Panels
65 Cargo 130-1½ ton or medium
60 Stake 130-1½ ton or medium
60 Light dump, heavy 4 yards where possible
5 Heavy dumps, 4 yards
12 Truck tractors and trailers (10--3-4 ton and 2--15 ton)
6 Water tankers
4 Fuel oil and Diesel tankers 8 to 10 thousand gallons
1 Gasoline tanker 8 to 10 thousand gallons
30 Bicycles
4 Ambulances

I have rechecked and followed the Major Darlington recommendation as he carefully surveyed our needs in August with Mr. Potter.

Up to the present time we have been compelled to make use and transfer vehicles back and forth at the expense of departments which has not permitted any of the departments to be entirely efficient due to the shortage of transportation and equipment.

I have attached herewith a letter to D. E. Murphy, Director of Indian Division, C.C.C. If you think it advisable it can be mailed to him direct.

I am typing for your convenience the additional list set up in your penciled memorandum attached hereto requested by Mr. Rupkey.

H. H. Townsend
Transportation & Supply Officer

HHT:MY

Attach.

Equipment Requested by Mr. Rupkey

14 RD-8 Caterpillar tractors with double drum cable power units

20 RD-7 Caterpillar tractors with double drum cable power units

6 13 cu. yd. Carryall scrapers, cable operated

20 10 cu. yd. Carryall scrapers, cable operated

4 Dragline excavators, 1½ or 2 cu. yd. capacity

1 Road asphalt distributor, 1500 gal. capacity, pump capacity 350 g.p.m. minimum

1 Tandem roller, 10 t.

3 Water tank trucks, 3000 gal. capacity

4 Fuel oil and gasoline tank trucks, 1000-1500 gallon capacity

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS

Colorado River War Relocation Project

Poston, Arizona

September 25, 1942

Mr. D. E. Murphy
Director of Indian Division, C.C.C.
Chicago, Illinois

Dear Sir:

With reference to our automotive equipment for Camp Poston, the unusual increase in activities has made it most impossible for us to continue operation with the present available equipment.

Not only due to our depleting tire supply, but the difficulty in securing parts has compelled us to tie up several pieces. We therefore are urgently requesting that we have immediate relief.

The attached list of equipment is needed at this time.

Very truly yours,

H. H. Townsend
Transportation & Supply
Officer

HHT:MY

Attach.

EQUIPMENT REQUIREMENTS

30 Sedans

15 Carry alls

20 Pick ups

10 Panels

65 Cargo, 130-1½ ton or medium

60 Stake, 130-1½ ton or medium

60 Light dumps, heavy 4 yards where possible

5 Heavy dumps, 4 yards

12 Truck tractors and trailers (10--3-4 ton and 2--15 ton)

6 Water tankers

4 Fuel oil and Diesel tankers 8 to 10 thousand gallons

1 Gasoline tanker 8 to 10 thousand gallons

30 Bicycles

4 Ambulances

14 RD-8 Caterpillar tractors with double drum cable power units

20 RD-7 Caterpillar tractors with double drum cable power units

6 13 cu. yd. Carry all scrapers, cable operated

20 10 cu. yd. Carry all scrapers, cable operated

4 Dragline excavators, 1½ or 2 cu. yd. capacity

1 Road asphalt distributor, 1500 gal. capacity, pump capacity 350 g.p.m. minimum

1 Tandem roller, 10 ton

3 Water tank trucks, 3000 gal. capacity

4 Fuel oil and gasoline tank trucks, 1000-1500 gallon capacity

October 10, 1942

Bulletin to All Car Drivers

A recent military order makes it imperative that we operate no vehicles between our camps and the city of Parker unless we are on strict business matters.

When cars do go to Parker, they should attempt to secure a full load or to cooperate so that no extra equipment is being used.

Unless this matter is handled cautiously we will soon find that there will be no transportation available without having special permits.

A bulletin board will be posted on the inside and outside of administration mess hall. If you will give notice there of your intentions or desires, certain schedules can be arranged in taking care of the business and the pleasure usually expected to be handled on these trips.

H. H. Townsend
Supply & Transportation
Officer

HHT:MY

October 12, 1942

MEMORANDUM TO: Mr. H. H. Townsend

FROM: Moris Burge
Administrator Poston #3

As you know there has been a critical shortage of transportation in Unit #3 since we first opened. I have talked to you a number of times, and you have given me assurance that every effort would be made to help this situation. With the increasing activities that are taking place here, including schools and agricultural work, we have now reached a point where it is impossible for us to continue to function without additional means of transportation. I would like to remind you that we have only one car here outside of the one assigned to me for my use. This has to take care of taxi service between Poston #1 and #3, and the needs of the Administration personnel.

Neither our Police Department nor school principal has any car. We have no truck for the Construction Department and on the present schedule which has been worked out to utilize our equipment in the fullest way, general hauling is taken care of by one truck.

I realize the serious shortage that exists all over the project, but I do feel that some attention should be paid to the needs of Poston #3. As you know we are farthest away from the project headquarters, and in the unit itself our warehouses and administration offices are a long way from the barracks. For your information I am attaching to this a schedule showing the available transportation and the use we are making of it.

I would appreciate your advising me what steps can be taken to alleviate this need.

Moris Burge
Administrator Poston #3

MB:ym
Enc.

Colorado River War Relocation Project
Poston, Arizona
October 13, 1942

Supply & Transportation Office

Fruehauf Trailer Company
5137 South Boyle Avenue
Los Angeles, California

Gentlemen:

We have received your letter of October 1 relative to the ten trailers now being built at your factory. We have also received a letter from Mr. C. V. Gulley of the Anchor Body & Steel Mfg. Co. of Phoenix, Arizona, stating that they have arranged with you to ship the fifth wheels there for installation.

I believe that this should only be done upon our request as we might find it very inconvenient to go into Phoenix for a fifth wheel when it would be far more desirable to have it down in Los Angeles.

This, of course, would depend upon where we would like to load the trailers if they are not delivered to us at Poston. This delivery should also be called to our attention before it is made so that we may load the trailers at either point in the event we have material necessary for that purpose.

Very truly yours,

HHT:MY

H. H. Townsend
Supply & Transportation Officer

cc Procurement ✓

OFFICE FILE

Colorado River War Relocation Project
Poston, Arizona

October 27, 1942

2 grip. heavy

Mr. Louis J. Korn
Assistant Project Director
Gila River Relocation Center
Rivers, Arizona

Dear Mr. Korn:

This will refer to your memorandum of September 25 concerning the loan of four Ford Ferguson tractors from this project to the Gila Relocation Project.

I am enclosing an inter-unit transfer voucher which has been made out for a loan for a six-months period on the above-mentioned equipment. Inasmuch as there was no mention of the length of the loan, I am assuming that six months will give you sufficient time to work out your tractor needs.

Will you please sign the enclosed voucher, returning it to this project.

Sincerely yours,

Ralph M. Gelvin
Associate Project Director

RMG:ms
cc to: Mr. Empie
Mr. Mathiesen
Mr. Reinhardt

WAR RELOCATION AUTHORITY

GILA RIVER RELOCATION CENTER

Rivers, Arizona
September 25, 1942

MEMORANDUM TO: Mr. Wade Head, Project Director
Colorado River War Relocation Center

FROM:

Lewis J. Korn

After I talked with you on the telephone I checked over our farm equipment with Mr. Dave Rogers and found that we have only five sets of Ferguson attachments, and I am sorry that we were not able to make any exchange on a unit basis as requested. I would have called you long distance to get this information to you and also inform you that our trucks would be delayed, but I believed you had already left Poston for Phoenix.

As stated over the telephone, it was my understanding that four units were to be transferred by you to this Project. I am sorry that we couldn't work out the exchange of units as you suggested.

Our Semi truck picked up the first two tractors and this letter to you is being sent in care of the driver on his return trip to get the additional units. I hope you understand why delivery of the first attachment was impossible.

The truck driver informed me that the rod that extends from the top of the rear housing to the draw bar guide is missing on all four units that were scheduled for transfer to this Project. Would it be possible to obtain these missing items and then we could start working the tractors immediately upon receipt of same. We assume that shipping tickets will be prepared by your office to cover the transfer of the tractors to this project.

Lewis J. Korn

Lewis J. Korn
Assistant Project Director

cc: Foust
Rogers
Norris

WAR RELOCATION AUTHORITY

In reply, please refer to:

Colorado River War Relocation Project
Poston, Arizona
Oct. 28, 1942

MEMORANDUM TO: H. H. Townsend

FROM: W. Wade Head

SUBJECT: Transportation

Copy

I have mentioned to you a number of times this month that I felt our transportation equipment was still very inefficiently operated and have made a number of suggestions as to improvement of operation. It is still noticed that much of our equipment is being misused. As you know, within the last three days, I have personally removed some drivers because it was felt they were not taking proper care of the equipment assigned to them. I wish to suggest in line with this, that if you find any department at any time failing to cooperate with you in the care of equipment you have assigned to them, that you immediately have the equipment they are using placed in the motor pool and that no more equipment be assigned for their use until you are sure in your own mind that steps will be taken to safeguard it.

As I mentioned to you in conversation recently, I have checked with the filling station several times within the past week and have found that the amount of gasoline being used is continually increasing. In the discussion early this month, you were requested to reduce the amount of gasoline issued daily by 33-1/3%, but I find this is not being done. Will you please take steps to see that this is complied with immediately, even if it means the discontinuance of some of the service your department is now offering.

Recently, you allowed two government employees to take a government car to Phoenix. These people may have been on official business; I have not had time to inquire, but they were not issued a travel order. If anyone requests that you allow them to use a government car, they should first present you with a travel order and you should make sure it is impossible or will cause them extreme inconvenience to make the trip by train. If any employee should happen to take a car from the pool without your permission at any time, notify me immediately. Our transportation problem is acute and becoming more acute. I am going to refuse to sign requisitions for tires in the future if for any reason it is felt that the equipment is not being properly cared for.

I wish to stress again that it is your responsibility as head of the Transportation and Supply section, to see that all regulations as to use of government equipment are strictly complied with, and if you see fit at any time to issue regulations for this project to assure us we will have sufficient transportation facilities for the life of the project, you will have my full support and approval.

W. Wade Head,
Project Director

WWH:hj

WAR RELOCATION AUTHORITY

In reply, please refer to:

Colorado River War Relocation Project
Poston, Arizona
November 3, 1942

Transportation

MEMORANDUM TO: A. W. Empie

The following trucks are available according to the enclosed list. It is reported that the trucks are in need of varying amounts of repairs and servicing, but that most of them are in very good condition.

I suggest that you accept the trucks in Phoenix and Reno, Nevada, as they are at present, and do the necessary repair work ourselves. The trucks at the other locations should be repaired by the District Motor Transport Officer in each place.

I think we should make arrangements to bring the trucks here from Phoenix and Reno with our own drivers and have the others shipped by rail.

I have contacted the District Motor Repair Officers at Reno and Phoenix and made arrangements to have drivers at Reno on Monday morning, November 9, and at Phoenix on November 5. It is suggested that you address any correspondence necessary to securing these trucks to the commanding officer of the Cedar City, Utah, Salt Lake City, Utah, and Bend, Oregon, Motor Repair Shops, and to the District Motor Transport Officer at Boise, Idaho. It is also suggested that you give shipping and receiving instructions to Cedar City, Salt Lake, Bend, and Boise without delay so we will take no chances on losing these trucks.

The attached list will give the location of the trucks.

Wade Head,
Project Director.

cc: Townsend
Barrett

New Head

Colorado River War Relocation Project
Poston, Arizona

November 6, 1942

Memorandum to: H. H. Townsend, Supply and Transportation Officer

From: A. W. Empie, Chief Administrative Officer

At a meeting held at 9:30 A.M., November 5, at Administration Building No. 3, Unit No. 1, Poston, there were certain specifi c items discussed with the Labor and Fair Practice Committees together with you and Mr. Kennedy, Chief of the Employment Division, concerning the operation of the warehouses at Parker as well as Unit 1, 2 and 3 of Poston. The following is a resume of the results of this meeting together with instructions as to action which shall be taken in each instance.

No. 1. Better Lighting System in the cars at night.

You agreed to follow up this matter by consulting immediately with the Plant Superintendent in charge of Utilities. It was your understanding that Mr. Bowman, or one of his assistants, will look into this matter in order that proper lighting may be had in the cars on the docks and in the warehouses. This item should be followed up on and carried to completion at the earliest possible date.

No. 2. An escort to be present at all times while the men are working to take care of any emergencies which may arise.

No. 14. An escort to be present all time to bring the men back to Poston.

It was agreed that a Caucasian should be at the Parker warehouse at all times, not only to serve as escort to and from Parker but to act as escort in cases of emergency. Arrangements shall be made immediately to delegate this responsibility to the Caucasian supervisor in charge of each shift. In this connection an interview should be held with Superintendent Gensler of the Colorado River Indian Agency with a view of making arrangements with the Agency Hospital staff for treating any evacuees who sustain an injury while working at Parker.

I believe that Indian Service regulations will permit this procedure and I feel sure that this matter can be worked out for the benefit of the workers by consultation with the Superintendent.

No. 3. Proper equipment.

Proper equipment as defined in the meeting included chains to be used in unloading heavy timbers and equipment and "clamp trucks". Proper equipment, of course, includes all other types of unloading equipment which must be used by the workmen in performing their duties efficiently. Please investigate the situation and place purchase requests for any needed new equipment.

Insofar as the "clamp trucks" are concerned it was pointed out that it would be preferable to have these come equipped with rubber wheels. These trucks should be the type which can be used for handling both lugs and crates. A total of 14 trucks are needed in all, according to the representatives of the committee. Three each for units 1, 2 and 3, and 5 for use at the Parker warehouse. It was the recommendation of the committee that the Procurement Officer be requested to contact the Associated Produce Dealers and Brokers, 704 Market Court, Los Angeles, since it was stated that equipment of this type could be secured through that source. Purchase requests for these trucks should be initiated immediately.

No. 4. Aprons for unloading perishables.

It was agreed that aprons should be furnished for unloading perishable supplies. It was pointed out that rubberized aprons would be difficult to secure but that a water proof canvas material would be satisfactory. I explained to the committee that in order to purchase anything made of canvas it was first necessary to get clearance from the Federal Prison Industries, Incorporated, throgh whom all items of this type must be procured. Please prepare immediately a list of the number of aprons needed and request the Procurement Officer to wire for authority to buy in the open market pending the manufacture of the particular aprons required by the Federal Prison Industries.

No. 5. Gloves.

It was agreed that the best manner in which to issue and account for gloves was to assign the gloves to a particular individual and allow him to keep them until worn out. At the end of this period the workman is to return his gloves for credit and a new pair. This procedure should be placed in effect immediately. Mr. Palmer, I believe, can secure authority from the Federal Prison for the purchase of gloves pending delivery to this Project of approximately 300 dozen pairs now on order. Gloves is another item which must be secured through the Federal Prison.

No. 3.

No. 6. Rubbers to take care of wet footing.

In addition to rubbers, which it was conceded should be secured, it was felt that better traction could be had by ruffing up the steel surface of the plates used to unload the cars. This matter should be followed up and corrective measures applied. A list of the number of pair of foot gear which should be kept on hand for the use of the various crews should be made and action taken to secure these items as quickly as possible.

No. 7. Longer coats for the unloading of meat.

Please prepare an estimate for the needs of this regard and include a sufficient quantity to provide for laundering at frequent intervals. The short jackets now being used are not sufficient for the required purposes.

No. 8. An investigation of the rules and regulations governing the spoilage of food in the cars.

A discussion of this item resulted in the committee agreeing to appoint a three man committee to serve at the Parker warehouse in the capacity of a Managerial Board. It was agreed that this committee would be selected immediately and that the Caucasian supervisors at Parker would be instructed to confer with this board every day in the outlining of work for the day and other organization of receiving, storage, care and issuance of all supplies, materials and equipment received at Parker and distributed throughout the three units of the Project. Please instruct the Caucasian supervisors immediately that this arrangement is in effect upon the appointment of the three man committee agreed to.

No. 9. The allowing of traveling time to and from Parker.

It was agreed that travel time to and from Parker is allowable under the regulations and is still in effect in accordancw with previous arrangements.

No. 10. A custodian to take charge of fuel and equipment.

This has reference to the operation of the drag line used as a hoist in unloading heavy equipment but applies as well to all equipment used in loading and unloading at the rail head. Please take necessary steps to assign this particular duty to a specific individual on each shift and make arrangements to have necessary materials on hand at all times. It was explained to the committee that we would be perfectly willing to begin training any evacuees who desire to learn how to operate this piece of equipment or any other equipment which is used on the Project.

No. 4.

It was also explained further that upon learning how to operate various types of equipment they would then be in a position to assume the duty and responsibility involved in its operation on any part of the Project.

No. 11. An investigation as to whether the men are required to unload contractor's materials.

This question appears to have been asked due to a misunderstanding on the part of the evacuees with regard to the construction program being undertaken under the Public Works Branch of this Project. I made an effort to explain to the committee how the main canal, highway system, and main canal structures were all an integral part of the Colorado River War Relocation Project and that it was just as necessary to construct a main canal to Poston to carry irrigation water to the point of distribution as it was to build a high voltage transmission line through which to carry electricity for distribution to all of the points of consumption within the three units. It was agreed that the residents of all three units of Poston should be fully informed as to this situation and in keeping with this item it is requested that you contact Chief Engineer, Mr. Rupkey, with a view to publicizing Mr. Rupkey's particular part of the construction program and its relation to the other parts of the Project.

No. 12. More first aid kits.

It was agreed that first aid kits should be available at strategic locations not only at the Parker warehouse but at all strategic points. If sufficient kits are not available in stock please initiate action immediately looking to the acquirement of these additional items.

No. 13. Blankets and benches in the trucks.

It was felt that after a discussion of this matter that the heavy coats which are now being issued would probably be sufficient if benches were placed in the trucks upon which to sit. The alternative would be to furnish a different type of truck with seating arrangements built in. It was agreed, however, that no further action need be taken with regard to the blankets until a further request was made by the committee since it was explained to them that the blankets would have to be charged to the individuals account and if lost or destroyed a deduction made from the employees cash advance. Please follow this item carefully and make arrangements for heavy coats and benches in the trucks or a different type of truck.

No. 15. The observance of "No Smoking" rule, by foreman as well as workers.

Everyone was heartily in accord that this be the rule. We certainly should have no rules anywhere on the Project which are not observed by everyone concerned. It was agreed that "No Smoking" should be permitted on the job at the warehouse on account of the

extreme fire hazard but that some smoking could be permitted at odd times if the men move away from inflammable materials, buildings, etc. The Chief Warehouseman as well as all other Caucasian employees at the warehouses should be instructed to observe the "No Smoking" rule explicitly. It was suggested and agreed that a bulletin board should be constructed and erected at the Parker warehouse upon which should be placed notices relating to the warehouse rules and instructions promulgated dealing with the operation of the warehouse program. This board would also be used for posting definite instructions to be observed in case of emergency involving accidents sustained by workmen as well as other emergencies, such as a fire. Please take necessary action looking to the erection of such a bulletin board and posting thereon adequate notices dealing with the important instructions and regulations.

No. 16. An arrangement whereby the men could buy soft drinks if desired while working.

It was agreed that contact would be made with the Parker Ice Company for the locating of a soft drink dispensing machine in the warehouse. Please follow this item and make arrangements, if possible, to have this equipment placed in the most desirable location.

No. 17. Clarification of Mr. Townsend's letter.

It was agreed by the committee that a discussion of the various points from 1 to 16 inclusive had largely clarified Mr. Townsend's letter and that no further discussion need take place in regard thereto.

Several items on page 3 of the Minutes of October 30 Meeting, dated October 30, were covered in items 1 to 16 listed on page 2. There were a few items, however, which need to be listed and which are taken up in order as follows:

No. 5. Fixing up the warehouse ground in camp #2 to prevent trucks from getting stuck.

It was agreed that this matter should be followed through to completion. It was explained that numerous requests have been made to the Engineering Division which has the equipment available for this purpose and that every effort would be made to get this work completed as quickly as possible. It was suggested that a water tank be sent periodically to the warehouse areas for sprinkling purposes in order to maintain these grounds in the required manner.

No. 7. Better accounting and bookkeeping system.

It was explained to the committee that we have an adequate accounting and bookkeeping procedure which will be installed when competent Japanese accountants can be located to assume the duties and responsibility involved. We feel that the three man committee, or "Managerial Board", above referred to will assume a great deal of responsibility in assisting the Administration in installing and operating our accounting procedure. This will involve the preparation of job descriptions together with a statement as to the minimum qualifications and presenting these

requests for employment to the employment division so that the best qualified persons can be selected for the work. This work should go forward without delay in accordance with my Memorandum of October 26, 1942, a copy of which was furnished you.

No. 8. Better locks for the warehouse doors.

It was felt by the committee that a better lock should be supplied for use on the warehouses as the ones now in use cause continual difficulty since they become clogged with dust and sand. A dust proof Corbin lock was suggested and if possible a better lock should be secured for use throughout the warehouse area. It was explained that it may be difficult to secure locks on account of the high priority rating required but this matter should be investigated and purchase request initiated.

The matter of food distribution was discussed briefly. It was explained that a study was now being made of the food deliveries and that this situation was going to be under constant surveillance until a satisfactory procedure should be worked out. Many problems are involved in connection with this matter which will require a great deal of effort to correct. The assistance of the evacuee workers through their committee is solicited and will undoubtedly serve to alleviate the situation a great deal.

It was recommended by the committee that covers for use in delivering meats be placed on the meat trucks immediately in order to provide sanitary methods of delivering fresh meats. It was further recommended that a truck be assigned to haul nothing but meats in order to eliminate the necessity of equipping various trucks for this purpose. This matter should be taken care of without delay.

A further discussion then took place regarding the most efficient use of transportation facilities. A great deal of criticism was voiced by members of the committee, statements being made to the effect that trucks were dispatched to and from Parker and between various camps without complete loads. I explained to the committee that I felt it was as much a part of their duty and responsibility to assist the Administrative Staff in the dispatching of trucks as it was in managing any other part of the warehouse program. It is requested that steps be taken to write a job description, select and appoint a competent evacuee to assist in the operation of our transportation facilities.

It was agreed that trucks should be assigned for the exclusive use of the warehouse section. It was explained to the committee that this had been the recommendation of the Chief Warehouseman, Mr. E. S. Wickersham since the inception of the Project and that every effort will be made to adopt this procedure as soon as sufficient transportation facilities are available or necessary changes made in the routing of the facilities which are already on hand.

CCC-ID

Mr. W. J. Keays,
607 Goodrich Building,
Phoenix, Arizona.

XXXXXXXXXXXX Chicago

NOV 6 1942

Dear Mr. Keays:

This acknowledges your letter of October 30, in connection with equipment for the Poston project. Hopi advises it has already sent its equipment to Poston. Consolidated Ute has reported it has no equipment available for transfer. We have written Mission about its property. Apparently, most of the equipment listed by you is from Papago.

If this equipment can be spared it should be sent to the Poston project. It must be understood however that if there is any demand for this property by military forces it must be given up. We have asked the Director's Office for authority to transfer equipment to the Poston project but have not as yet received authority to do so. In view of the urgent need for equipment at Poston we feel justified in loaning our property to the Poston project inasmuch as this project has war connections.

Sincerely yours,
(Sgd.) D. E. Murphy

11 6 42
DEM:mcp

Poston

D. E. Murphy,

The meeting adjourned at 12:20 P.M., with the understanding that the committee would do everything possible to meet Project requirements and that the Administrative Staff on the other hand would take action at once to do everything possible to meet the fundamental requirements of the workmen. Please pass this information along to the Chief Warehouseman and his Caucasian employees and explain to them the importance of everyone doing his part to fully cooperate with the evacuees assigned to warehouse duties.

A. W. Empie,
Chief Administrative Officer.

AWE:jbp
cc-Mr. Head.
Dr. Leighton.
Mr. Kennedy.
Fair Practice Committee.
Labor Committee.
Mr. Wickersham.
Mr. H. W. Smith.

CCC-ID
47756-42

XXXXXXXXXXXX
Chicago

AIR MAIL

Mr. E. R. McCray,

NOV 6 1942

Supt., San Carlos Agency.

Dear Mr. McCray:

This acknowledges your letter of November 2. If the Army is given all the CCC-ID equipment it will not be possible to lend any to Poston unless the Army representatives are willing to do so.

You state that all CCC motor equipment including that which had been listed for retention at your agency was sent to the 9th Service Command.

Please do not release any CCC-ID property without written instructions from this office. Recently, we received instructions from the Director's Office to the effect that some of the property at your unit should be transferred to the Advance Base Depot, Port Hueneme, California. As we were unable to identify the property from the list given we asked the Director's Office for further information. This has not been received as yet.

If any property has actually been transferred to the Army you should obtain Interunit vouchers and forward to this office in triplicate. Card value of the property should be shown. We will endeavor to get approval from the Director for the transfer.

Sincerely yours,

(Sgd.) D. E. Murphy

D. E. Murphy,
Director, Indian Division, CCC.

11 6 42
DEM:mcp

Poston 1

WAR RELOCATION AUTHORITY

In reply, please refer to:

Colorado River War Relocation Project
Poston, Arizona
Nov. 29, 1942

MEMORANDUM TO: H. H. Townsend

FROM: W. Wade Head

SUBJECT: Transportation

During the recent disturbances at Poston, your duties demanded that you be here on the project protecting all government equipment and property, but upon my return from Salt Lake City, I found that you had left without notifying anyone that you were intending to leave.

I found that Mr. Empie and Mr. Reinhardt, in addition to their other duties, were having to do your work in those trying times. Let me stress that one of a government employee's first duties at any time is to protect any and all equipment assigned to him and he must be loyal to his job regardless of the trials and tribulations at the moment, and must do everything possible to protect the interests of the government. I want to stress now that I feel you failed in your job as a government employee, and showed a definite lack of interest and feeling of responsibility for carrying out your job at the most trying times Poston has gone through.

In addition to leaving the job during this time, you went in a government car without proper authority and certainly not on business for the government. When a man serves his government, that must come above all personal interests. It is very necessary that you keep this in mind if you expect to successfully do the job assigned you.

W. Wade Head
Project Director

WWH:hj

Colorado River War Relocation Project
Poston, Arizona

September 11, 1942

Rejected, purchase

MEMORANDUM TO: Mr. Townsend
Transportation and Supply Officer

I have attached hereto a purchase request dated June 16, 1942, covering a list of items, expendable and non-expendable, which are for distribution to the Block Manager's office for the use of the residents of the three units of Poston. This list is for a six months' period (July 1 to December 31, 1942), and is based on average weekly use of the blocks as shown on the attached paper headed, "Requisition list - For Office Use Only". The purchase order was never honored.

When I made out this purchase request, it was in my mind that we should order a substantial quantity of the individual items in order to (1) Obviate the necessity of re-purchase of items at short intervals, and (2) To avoid the exhausting of the supply of any given item, and thus creating an emergency such as is shown on a further attached list in connection with a memorandum which I addressed to Mr. Hawk Campbell, the warehouseman, on September 1, 1942. The penciled notations on this list are Mr. Campbell's and necessitated the executing of an emergency purchase request #362 dated September 1, 1942, a copy of which is attached hereto.

You will note further that certain items listed among the non-expendable articles are marked with a cross (x) by Mr. Campbell. These crosses mean that the Division of Construction and Maintenance has frozen the articles so marked, and will not release them, even though it was originally determined that these items were for distribution to the blocks for the use of the residents of the blocks for minor carpenter work.

In my opinion, it is essential, if we are to keep up the morale of the residents of this entire community, that we make every effort to keep the block offices supplied with a bare minimum of necessities. The

Block Managers have been trained to dispense these articles in an economical fashion and to instill in the residents of these blocks a sense of economy as part of their contribution to the total war effort. May I have your cooperation and help in this matter. I realize, of course, that you are extremely busy, and have many other problems perhaps more pressing than this one, but I do feel that if something can be worked out in this particular matter, it will go far towards insuring the future success of this Project.

John G. Evans
Assistant to the Project Director

Colorado River War Relocation
Project
Poston, Arizona
Nov. 18, 1942

Commanding Officer
Fort Douglass Utah

Sir:

It was noted by the writer, while at the Reno CCC Depot yesterday to pick up a stake-body truck assigned to this project that numerous other vehicles, some assigned and some unassigned, were on the lot.

I was informed that a bulldozer at the depot is at present unassigned and that, while three light dump trucks have been assigned to the U.S.E.D., they have not yet shown any great desire to take them over. Since we are in very pressing need of the bulldozer and the dump trucks, we would very deeply appreciate the assignment of this equipment to our project.

Very sincerely,

For W. Wade Head, Project Director

Chas. H. Hopkins
Acting Supervising Engineer

cc: W.R.A., Poston, Ariz
Lt. Anderson, CCC Depot,
Reno, Nevada

Colorado River War Relocation Project
Poston, Arizona

November 27, 1942 09

Memorandum to: Morris Burge, Camp #3

From: A. W. Empie, Chief Administrative Officer

This is to serve as your authority to instruct the drivers of the buses between Camp 3 and Camp 2 to continue on to Unit 1 in order to establish bus service between Unit 1, 2 and 3.

This action is necessary pending the establishment of the former bus service between the camps with the operation of a truck from Camp 1, which we believe will be commenced again on November 28.

A. W. Empie,
Chief Administrative Officer.

cc-Motor Pool
Herbert Yoshida

Received Nov. 30 '42

Charlie

Colorado River War Relocation Project
Poston, Arizona

Road Maintenance

December 10, 1942

G. L. McLane,
Senior Highway Engineer
Public Roads Administration
Phoenix, Arizona

Dear Mr. McLane:

In compliance with your request through Mr. Brannam, the following supplements the justification of our original application for priority assistance on our Highway Projects 1-D, and Project 1-B, from Station 0+00 to 165+00.

The Narrative Report of our application did not include the following items of justification. I wish to call your attention to the fact that the highway work covered by our application is not an "Indian Service Project" but is an important piece of work made necessary by the War Relocation Administration. The funds of this Project are being administered by the Indian Service. Please bear in mind that funds are available for this construction work and that it will not be necessary to petition for "Access Highway Funds." Considerable work has been done on the road covered by our application and while priority assistance is necessary for the few items listed and equipment repair parts, we have on hand a large volume of materials other than asphalt which was purchased by the Quartermaster Depot for the specific purpose of highway construction work on this Relocation Project.

The U. S. Engineer Department has just completed three factories adjacent to the three Relocation Centers, for the purpose of manufacturing camouflage nets. It is my understanding that better than $500,000 has been invested in these factories and it is proposed that Japanese labor will be used to make the nets. These factories are now receiving supplies and to date better than 40 carloads of netting materials has been received in Parker and is being trucked to the factory sites. We have no

215

way of estimating the volume of traffic between these factories and the railroad, but it will be tremendous for the netting materials will be shipped in here and the nets will be shipped out after the manufacturing process.

This Relocation Project is being served by a large number of Military Police which adds to our traffic problem.

Another important point which should be mentioned is the fact that considerable acreage of land will be planted and that produce raised thereon will be trucked or shipped to the Los Angeles and Phoenix markets. This phase of our traffic is going to increase very rapidly because one of the fundamental purposes of this Relocation Project is to get this raw, irrigable land into production.

We realize that it is necessary, under the present-day circumstances, to keep construction work at a minimum because of the shortage of materials, man-power, equipment and transportation facilities. Our materials problem other than asphalt is practically solved. Our man-power problem is solved because we are using evacuee labor. Our equipment problem is not critical because we have sufficient construction equipment to carry on this work. We feel that the road will be a great help in solving the transportation problem because it will be possible to move supplies more efficiently. This road, when completed, will release much of our existing maintenance equipment for other work which includes pumps, motor patrols and large sprinkling tank trucks. Part of this equipment is being had on a rental basis. The heavy cost of maintaining present dirt roads will be greatly reduced when the proposed paved highway is completed.

The construction of this new road will make it possible for us to move supplies from the railroad to the Project without having our Japanese truck drivers entering the town of Parker. This is an important point because the War Relocation Administration insists that we alleviate all conditions which could cause serious trouble.

Please remember that this Project is located from sixteen to twenty-three miles from the nearest railroad and State Highway, and three to ten miles from the nearest road of any type. This is a city of 20,000 people completely isolated from all normal transportation.

With reference to the amount of asphalt, we are willing to reduce our requirements in accordance with the regulations of your San Francisco office. Therefore, we agree

to have the quantities of application number, Arizona D2-28 reduced to 240,000 gallons of MC 3 liquid asphalt and 42,000 gallons of asphalt emulsion. We agree to reduce the quantities of application number, Arizona D2-27 to 280,000 gallons of MC 3 liquid asphalt and 56,000 gallons of asphalt emulsion.

We endeavored to explain in our original application that it is not practical to rebuild or relocate the existing roads which were constructed by the Indian Service. The roads described in paragraph 5 of our application travel through irrigated farm lands and there are 17 wood bridges across irrigation canals and drains with spans varying from four to ten feet, which will have to be rebuilt in the very near future because of their age, light-weight construction and narrowness. The width of this road is extremely narrow and the surface being pit-run gravel is practically worn away. The cost of rebuilding these roads to a standard necessary to handle our existing traffic would be tremendous and legal complications would develop because of the necessity to obtain additional right-of-way.

Our problems of feeding, housing, medical care and administration are tremendous, and we feel that it is imperative that better means for transportation be made available. Therefore, I urgently request you to recommend necessary priority assistance and construction clearance for this highway work.

Yours very truly,

R.F.W:HK

W. Wade Head
Project Director

Colorado River War Relocation Project
Poston, Arizona.

March 30, 1943

MEMO TO: Mr. F. M. Haverland

FROM: William A. Barrett

In compliance with your request, we will need the following articles for the building at the Motor Pool.

3 Desks (Made locally)
3 Chairs
1 Large Cooler or 3 small
1 Inter Communication System for 3 rooms
380 Sq. ft. Linoleum for new location
1 Four Drawer File for 5"x8" cards (made locally)
1 Four Drawer Letter File (made locally)
2 Waste Baskets

William A. Barrett
Dispatcher

SUPPLY & TRANSP. OFFICER
REC'D MAR 30 1943
NOTED
POSTED
FW'D

C O P Y

Colorado River War Relocation Project
Poston, Arizona

April 20, 1943

MEMORANDUM TO: Department and Section Heads

SUBJECT: Ride Sharing

The Office of Price Administration for the State of Arizona has issued new warnings that, for vehicles used as transportation between residences and points of employment, ride sharing will have to be more strictly enforced. To check on the efficiency of ride sharing, they have indicated that inspectors will be traveling about the state making checks on arrangements what have been made to secure maximum use of vehicles involved.

To assure ourselves that everything within our power is being done to consolidate the use of vehicles for passenger carrying purposes, it will be necessary that you submit a complete list of all vehicles used by your departments for the purpose of transporting workers to and from their homes. This list should include number of the truck, name of the driver, names of the passengers, hours of work, location of job and location of residence between which driver and passengers are transported. If no one in your department is using Government vehicles for transportation, an answer to that effect is requested.

Please submit replies to the office of the Supply and Transportation Officer by May 8, 1943.

(sgd) W. Wade Head
Project Director

Head

COLORADO RIVER WAR RELOCATION PROJECT
POSTON, ARIZONA

May 3, 1943

MEMORANDUM TO: F. M. Haverland
Supply and Transportation Officer

The Property Custodian has reported the following equipment within the camp area between the hours of 7:15 P.M. and 9:15 P.M. on April 28. Every effort should be made to have this equipment brought into the main equipment pool at the expiration of the work day and not released until the following morning.

I know that some effort is being made to control the use of this equipment, and I would like to suggest that in addition, ~~to~~ the Division Heads be~~ing~~ asked to assume some of the responsibility for proper usage. Unless action is taken to control the use it may be necessary to impound certain pieces of equipment, thereby curtailing the work of that division accordingly.

At one time we had the assistance of the Police Department at Unit I in gathering the equipment in at night.

A. W. Empie
Chief Administrative Officer

cc: Mr. Head
AWE:MN

Colorado River Relocation Project
Poston, Arizona

June 27, 1943

MEMORANDUM TO: Mr. E. L. Miller
Director of Police
Police Chief, Camp I, II, III

SUBJECT: Order No. 25

This is to advise that all evacuee privately-owned vehicles are to be impounded in the Motor Pools, Camps I, II, or III, and are not to be allowed to operate on this Project.

In accordance with Colorado River Relocation Project Administrative Order No. 25, evacuees leaving equipment in Motor Pools must sign Government release Form 223. No vehicles will be permitted to be impounded in Motor Pools or anywhere within the Project confines without first signing Form 223. Any person refusing to sign this form must find storage facilities for his equipment off the territorial limits of the Project.

F. M. Haverland
Supply & Transportation Officer

FMHaverland/my

cc Mr. W. Wade Head
Mr. A. N. Empie
Mr. W. A. Barrett

Colorado River Relocation Project
Poston, Arizona

July 12, 1943

MEMORANDUM TO: Appointed Personnel Driving Government Equipment

SUBJECT: Abuse of Automotive Equipment

With the beginning of a new fiscal year it is thought desirable to bring to the attention of the appointed personnel two misuses of motorized equipment that have recently become noticeable.

The first misuse is carrying of unofficial passengers in Government vehicles. With the restrictions on use of private cars now in effect, the reaction on the part of employees has been to take family members or friends along when performing travel away from the Project on Government business. Regulations require that payment to the Government be made for all unofficial passengers. In addition, names of unofficial passengers should appear in the travel request, as only persons shown on travel request are permitted in Government cars on trips. The same situation is true as concerns use of cars around the Project area although no official record must be filed. Taking family members or friends in Government vehicles is prohibited except where specifically authorized by travel order. This will eliminate the tendency of individuals to go out of the way for the benefit of passengers.

The second misuse of equipment arises through operation of Government vehicles for private purposes. Examples of this type are most generally tied in with Parker, such as shopping for groceries or other merchandise. Many people make special efforts to find business in the Parker area or go out of their proper route so as to arrive in Parker for such purposes. Unfavorable reports have come to this Project regarding Government cars parked in Parker while drivers carry on private business.

I have instructions to watch for abuses listed above and to see that they are eliminated. This is to advise that one warning to offenders will be made and after that steps will be instituted to eliminate such abuse.

I should also like to take this opportunity to stressthe importance of caring for the tires now on Government equipment. Many sizes of tires are no longer being made; inner tubes are getting to be very scarce. Anyone who damages a tire or tube through negligence jeopardizes the entire Project. It is now necessary that all tire pressures be checked before gasoline can be issued. As a further precaution the speed limits of 35 miles per hour on highways and 15 miles per hour in camps must be observed.

Wholehearted cooperation in this procedure is respectfully requested and expected.

F. M. Haverland

F. M. Haverland
Supply & Transportation Officer

(3317)

Colorado River War Relocation Project
Poston, Arizona

July 13, 1943

Memorandum to: F. M. Haverland, Supply & Transportation Officer

With the National need to conserve gasoline I would like you to consider the advisability of continuing the use of certain gasoline dispensing units located outside of the regularly established pumps.

Unless you can convince yourself that these special units are being properly guarded against theft and that the accounting records of the use of gasoline are being properly prepared and surrendered I believe that arrangements should be made to discontinue the use of these special service points.

If it is considered justifiable to continue these special units in use it is requested that a complete and comprehensive justification be secured from the responsible division head, in which it should be stated that he assumes the responsibility for the business-like operation of such units and that he will also be responsible for any loss through theft at these points of distribution.

A. W. Empie,
Chief Administrative Officer.

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Colorado River War Relocation Project
Poston, Arizona
July 26, 1943

MEMORANDUM TO: Fred M. Haverland, Supply & Transportation Officer

FROM: Lyle F. Warnock, Highway Engineer

SUBJECT: Rental of truck # T-109-L

This department requests you to arrange a contract with Mack Nishimoto, 13-4-D, to rent a 3-axle Ford truck, No. T-109-L.

We propose to mount a 1500 gallon tank on this truck and use the same for highway sprinkling. This is necessary because three of the water trucks owned by the Project are down for repairs and two of the trucks rented from Dunlap & McIntyre are down for repairs. Consequently, we only have two trucks operating two shifts per day. Demands for road sprinkling are extremely heavy because of the vast amount of construction work being carried on, and it is impossible for us to take care of these roads to construction areas, maintain the existing roads from Parker and the streets within the three camps with only two trucks.

We suggest the terms of the contract incorporate the following: Rental of said truck must be on an hourly basis at the following rates: $1 per hour for the first shift and 50¢ per hour for each succeeding shift the truck is operated per day. That the Government pay all operating and repair expenses. It is further suggested that a shift be defined as a 7-hour period. This suggestion is made because our practice is to operate the trucks 7 hours per day, 6 days per week, which is equal to 42 hours per week. We operate the trucks in this manner in order to conform with the W.R.A. regulations with respect to the employment of the drivers.

The above terms have been discussed with the owner and meet with his approval. Kindly negotiate this contract at your earliest convenience in order that we may place this piece of equipment in operation at a very early date.

(Sgd) Lyle F. Warnock,
Highway Engineer

LFW:mk

cc: Mr. A. W. Empie,
Chief Administrative Officer

PROJECT

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Mrs Gelvin

(2)

Admin Policy

August 19, 1942

Memo To: Mr. E. S. Wickersham

From: Roy Potter

As a result of a meeting of administrative officials with a committee representing the Community Council of Boston, it appears advisable to supply this committee with a copy of all kitchen subsistence delivery slips. You will, therefore, beginning August 19, prepare each day an extra copy of all such delivery slips and these will be delivered to a member of this committee who will call at the warehouse office each day for these. Members of this committee are: Ray Ono, Henry Miwa, and Bob Nobuo Uragami.

Warehouse subsistence clerks should be instructed to make available to this committee any information they desire concerning subsistence receipts and distribution.

Roy Potter
Transportation & Supply Officer

RP:MY

cc Mr. H. W. Smith
Mr. Ralph Gelvin
Mr. C. C. Campbell
Ray Ono
Henry Miwa
Bob Nobuo Uragami

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Colorado River War Relocation Project
Poston, Arizona

August 31, 1943

AIR MAIL

Commissioner of Indian Affairs
Chicago
Illinois

Attention: Mr. Allen

Sir:

Reference is made to Circular No. 3527 dated August 18, 1943, SUBJECT: "Mileage Conservation Program. Request for Data on Truck Mileage Driven in the Fiscal Year, 1941, and Estimates of Mileage for the Fiscal Year, 1944."

This Project being an entirely new Governmental Agency we cannot supply figures for 1941 as per Paragraph A of the Circular. Estimates as referred to in Paragraph B are listed herewith.

Construction, Schools & Misc.	182,448
Irrigation	939,434
Utility Maintenance	143,394
Roads	756,630
Warehouse	136,188
Subsistence	167,636
Telephone Repair and Construction	37,898
Garage	79,072
Agriculture and Industry	265,906
Mail and Express	82,250
Education Department	16,314
Fire Department	22,094
Employment	22,740
Police Department	108,072
Motor Pool	456,864
Community Activities	26,250
Family Welfare	10,900

Community Enterprises	65,048
Blk. Managers Supply	18,608
Garbage and Trash	30,760
Hospital	84,680
Timekeeping Department	21,434
Administration	129,370

Since the beginning of this Project we have tried at all times to conserve to the best of our ability the gasoline, tires and equipment operated on this Project so as to be in line with the President's request. However, as this is an entirely new Agency requiring new construction, roads and other problems concerned with the relocation program, we do not feel that there is any manner in which our use of equipment can be curtailed until such time as the new construction is completed.

All equipment will continue to be very closely coordinated in an effort to reduce mileage and use of gasoline as much as possible.

Sincerely yours,

W. Wade Head
Project Director

WABarrett/my
8/31/43
Rewritten
FMHaverland/my
8/31/43

B

COLORADO RIVER WAR RELOCATION PROJECT
Poston, Arizona

November 27, 1943

MEMORANDUM TO: All Division and Section Heads

It is requested that in taking the Project's inventory, all tires on motor vehicles and other motorized equipment be listed showing the make and serial numbers of each tire.

If your inventory has already been submitted, and this information is not included, please make a supplement list of tires and submit it to us at an earliest possible date.

J. W. Shepard
Fiscal Officer

COLORADO RIVER WAR RELOCATION PROJECT
Poston, Arizona

November 27, 1943

MEMORANDUM TO: All Division and Section Heads

It is requested that in taking the Project's inventory, all tires on motor vehicles and other motorized equipment be listed showing the make and serial numbers of each tire.

If your inventory has already been submitted and this information is not included, please make a supplement list of tires and submit it to us at an earliest possible date.

J. W. Shepard
Fiscal Officer

(3993)

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File in Reports file

December 4, 1943

MEMORANDUM TO: Mr. W. Wade Head
Project Director
Poston, Arizona

SUBJECT: Motor Transport & Maintenance Section

This is a report on the official visit to your Project by Colonel Fiero for the purposes of inspection of your Motor Maintenance Section, preparatory to possible take-over by the WRA in January. Please be informed that the inspection of your Project in this connection was not made with the idea of infringing to any extent upon your Motor Maintenance people nor their equipment, which in a sense has not been definitely under full custody of the WRA. Col. Fiero's attitude is one purely of helpfulness in preparing the Project for the take-over of maintenance activity by the WRA on or about January 1.

Generally, your Project has made a pronounced improvement in the maintenance facilities, the work of the administrative maintenance personnel and the care and upkeep of the units of equipment since Col. Fiero was here some months ago. From that viewpoint, he is very greatly pleased at the good work your maintenance people have done, and we wish to compliment them and you on this progress.

Facilities: As you know, back in May, a scheme of facilities layout was given to your Project and subsequently you wrote us that you had received a great deal of help from this simple plot. It is true that this Project has certain problems to deal with that make it impossible to develop a scheme of maintenance facilities in any one particular area which was comparable to that shown on the scheme which was originally sent to you. However, it is my recommendation that you develop a central maintenance and motor pool area in the vicinity of your machine shop and garage to be used as a central repair and service facilities headquarters. It will, in other words, be your principal maintenance station. Your Project has set up some garages at each of the camps away from the base camp, which are doing small maintenance work and have their own small parts room and personnel to go with it. I think that this is a splendid idea and is accomplishing the results which are necessary. However, at frequent times it will be necessary to call upon the central maintenance shop to do a major overhaul

job, which is too big for the sub garage to handle, and these jobs should be referred to the central repair shop. Likewise, it is almost impossible to set up a service station for repairing of equipment; a separate unit for washing and greasing, and a service station for tire maintenance and rapair at each one of the camps without involving larger expenditures than you have budget for. It is therefore proposed that you continue to develop the central maintenance area to include those features which cannot be set up at the separated camps.

Your facilities are probably more adequate at the present stage of development than any other Project under WRA with the exception of the Heart Mountain Project in Wyoming, which has been developed to care for all types of service within one maintenance area.

The status of the facilities were found to be as follows:

1. A satisfactory wash rack needs completion.

2. The repair shop you provide should be adequate, with some alterations which should be made in the use of floor space.

3. A tire shop.

   You have floor space in your maintenance repair shop set aside for repairing tires and exchanging or rotating the same on any vehicle which comes in for that service. This is perhaps the most valuable floor space under cover that you have in your Project. Although we can find no fault with it as to the way it is operating, we would recommend that as soon as possible a separate and enclosed building be provided for the repair and storage of tires. The space occupied by the tire shop in the central repair garage is vitally needed for an inspection service. The inspection service will require one or two stalls in your maintenance garage and will be utilized day after day on a routine basis, if your maintenance

superintendent maintains his equipment in a thorough fashion. If the inspection service is not routinely performed with the use of the WPA Form 305, you will find that the garage proper will be burdened down with heavy repair jobs to the extent that it cannot take care of the volume which will fall upon it. Therefore, I am recommending that some space be allotted to the inspection service (preferably that space now being used for tire repair) and that each unit of motor equipment be scheduled to go through this inspection every thirty days. In that manner, each automobile will have a complete check-up, and your inspector and shop superintendent will know before the break-down what the status of repair on that particular vehicle is. He will make necessary adjustments and replacements before a major break-down occurs.

4. Service Station.

Your service station is well located and it is to be complimented on the way that it is operated. Col. Fiero personally visited this service station and had occasion to watch the servicing of cars and found that your service station attendants insisted upon checking tires and the operator maintenance features before gas was furnished. This is an excellent manner of accomplishing the objective and I trust that he will continue to insist on the thorough check being made on each vehicle before gas is served to the vehicle.

5. Your oil and grease storage service station is doing satisfactory work and apparently you have the place well organized.

6. Passenger car repair unit.

On the main floor of your repair garage we recommend a space be assigned for the repair

only of passenger cars and that at no time will trucks or other equipment use this space except when there are no passenger cars on the repair line. It is believed that with your inspection service and crew well instructed that the passenger car repair will improve so greatly that you can place the majority of your floor space and assign it to the truck repair section. It should be underthe supervision of a Caucasian foreman if possible and if personnel of that category is not available, be sure that it is in charge of a competent evacuee who will act as foreman for passenger car repair, directly responsible to your assistant maintenance superintendent who will be responsible for all repairs in the shop.

Truck repair should be under a Caucasian foreman as it constitutes the great majority of equipment which will be repaired on the Project. Both the passenger car unit and the truck repair unit being under the supervision of the shop superintendent, who normally, under WRA set up, will be your assistant maintenance superintendent. It has been found that a great deal of extraneous motion can be avoided by having the shop superintendent place a large blackboard centrally located on the wall of the repair shop where daily assignments of trucks and cars to be repaired the following day can be shown. Each foreman, therefore, will know at the beginning of any work day how many trucks or cars are assigned to his crew for repair during that day. It will become a source of pride to him as well as the maintenance superintendent to turn out the work load that he is responsible for each work day by virtue of the fact that the inspection sheet accomplished by the inspection crew will be used by the shop superintendent as a method of determining necessary work for each unit of equipment. He will break down the inspection reports into major and minor jobs to be undertaken by the truck or passenger repair crew for each day's activities.

7. Parts Store Room.

My observation of this station in your repair shop is that it is functioning very efficiently. It requires a little bit more room than you have available at present. However, there may be the possibility of carrying only the parts common and quick turn-over items in your garage store room and carry in your parts warehouse the items which are not categoried as quick turn-over items, thereby gaining a little bit more work room in your parts common store room.

8. Heavy Equipment Repair.

Your Project is very fortunate in having a suitable machine shop for the repair of heavy equipment. The training program for mechanics of this type seems to be well organized under Mr. Ottem's supervision. It is believed that Mr. Ottem's services is probably one of the most important features of the development program of your Project. He is worth many thousands of dollars a year to the Project because of his ability to make parts and equipment which cannot be bought at any price on the current market. Normally, his activities would be supervised by the maintenance superintendent. However, because of his independence, it is believed that it would be a mistake to attempt to place him under directional supervision of the maintenance superintendent for the reason that his knowledge and resource of initiative will be worth much more to the Project if left alone. It seems to me that it will be enough to place him in the maintenance section and leave his operations largely to his own supervision.

9. Welding Shop.

Although some of your welding is apparently done in the automobile repair shop, the machines used are not adequately protected with fire

extinguishers. These should be strapped on to the saddle of the gas container dolly in such a manner that they can be unfastened and used at any moment by the welder or his assistant. We have found an absence of this type of extinguisher and as the welding equipment is a most dangerous fire hazard in most garages, we strongly recommend that this equipment be provided.

10. Motor Park.

As stated before, we believe in the essential need of a fenced in maintenance area. This should enclose all shop buildings on your central maintenance area and provide a control gate at a logical entrance and outlet. It would be fine if the other two camps could have an enclosure of the same nature for the cars which are brought into the pool area. I talked with Mr. Rupkey as to where this motor park could be developed on your central camp area and he believes that it can be developed in the vicinity of your main repair shop. We have proposed that all vehicles assigned and not assigned except for motor pool duty be given separate parking lines within this area. This will make possible the careful checking of all vehicle once a day to determine the operability of each unit. Without this daily check, considerable work will fall upon the repair shop as the result of inattention. Therefore, a parking line for assigned vehicles would be provided, broken down into sections of vehicles assigned to separate divisions and units. Likewise, motor pool passenger cars and trucks routinely used for daily recurring tasks would be placed on the parking line in groups assigned to those routine divisional uses.

Personnel: Mr. Rupkey has shown me the approved personnel that you have assigned to the Motor Maintenance Section. I believe it is adequate and the only changes that will be

made under WRA are very immaterial. I believe that an attempt should be made to keep your Caucasian personnel maintained at its present status.

Condition of Equipment: The only inspection of vehicles or equipment made by Col. Fiero was made as a result of a previous plan inaugurated by the motor pool supervisor. He asked Col. Fiero to look over the equipment of certain categories before he left the Project. From what we have seen, improvement can be made, but we believe there has been great improvement since the Colonel's last visit to the Project, particularly in the control of the use of vehicles. It is hoped that you will continue to give your utmost support to your motor pool and maintenance section and to place the major portion of responsibility directly on the shoulders of the maintenance superintendent. Without this support, it will be utterly impossible for the maintenance section to keep sufficient equipment available for the use of the Project and eventually it will make impossible the replacing of vehicles and parts in sufficient quantity to serve your Project.

I have talked with your Supply and Transportation Officer as to the possibility of exchanging older than 1939 vehicles with the Army for later model equipment. It is believed that they have the information at hand for the possible accomplishment of this exchange.

Erwin J. Utz
Chief, Division of Operations

J4.11 109 gen C.R.

WAR RELOCATION AUTHORITY
Washington

December 18, 1943

Wade Head, Project Director
Colorado River Relocation Center
Poston, Arizona

Dear Mr. Head:

This is a report on the official visit to your project for the purpose of inspection of your Motor Transport and Maintenance Section. This inspection was not made with the idea of infringing to any extent upon your motor maintenance people nor their equipment, but in an attitude of offering any assistance possible in the problems confronting this Section.

Generally, your project has made a pronounced improvement in the maintenance facilities, the work of the administrative maintenance personnel, and the care and upkeep of the units of equipment since I was there some months ago. From that viewpoint, I was very greatly pleased at the good work your maintenance people have done, and wish to compliment them and you on this progress.

Facilities

As you know, back in April a scheme of facilities layout was given to your project, and subsequently you wrote that you had received a great deal of help from this simple plat. It is true that this project has certain problems to deal with that make it impossible to develop maintenance facilities in any one particular area which are comparable to those shown on the scheme originally sent to you. However, it is my recommendation that you develop a central maintenance and motor pool area in the vicinity of your machine shop and garage, to be used as a central repair and service facilities headquarters. It will, in other words, be your principal maintenance station.

Your project has set up some garages at each of the camps away from the base camp, which are doing small maintenance work and have their own small parts room and personnel to go with it. I think that this is a splendid idea and is accomplishing the results which are necessary. However, at frequent times it will be necessary to call upon the central maintenance shop to do a major overhaul job which is too big for the sub-garage to handle, and these jobs should be referred to the central repair shop. Likewise, it is almost impossible to set up a service station for repairing of equipment, a separate unit for washing and greasing, and a service station for tire maintenance and repair at each one of the camps, without

P.W.

involving larger expenditures than your budget will permit. It is therefore proposed that you continue to develop the central maintenance area to include those features which cannot be set up at the separate camps.

Your facilities are probably more adequate at the present stage of development than any other project under WRA, with the exception of the Heart Mountain project in Wyoming, which has been developed to care for all types of service within one maintenance area.

The status of your facilities was found to be as follows:

1. A satisfactory wash rack needs completion.

2. The repair shop you provide should be adequate, with some alterations which should be made in the use of floor space.

3. Tire shop. You have floor space in your maintenance repair shop set aside for repairing tires and exchanging or rotating the same on any vehicle which comes in for that service. This is perhaps the most valuable floor space under cover that you have in your project. Although I can find no fault with it as to the way it is operating, I would recommend that as soon as possible a separate and enclosed building be provided for the repair and storage of tires. The space occupied by the tire shop in the central repair garage is vitally needed for an inspection service.

The inspection service will require one or two stalls in your maintenance garage and will be utilized day after day on a routine basis, if your maintenance superintendent maintains his equipment in a thorough fashion. If the inspection service is not routinely performed with the use of the WRA Form 305, you will find that the garage proper will be burdened down with heavy repair jobs to the extent that it cannot take care of the volume which will fall upon it. Therefore, I am recommending that some space be allotted to the inspection service (preferably that space now being used for tire repair), and that each unit of motor equipment be scheduled to go through this inspection every thirty days. In that manner, each automobile will have a complete check-up, and your inspector and shop superintendent will know before the breakdown what the status of repair on that particular vehicle is. He will make necessary adjustments and replacements before a major breakdown occurs.

4. Service station. Your service station is well located, and it is to be complimented on the way that it is operated. I had occasion to watch the servicing of cars, and found that your service station attendants insisted upon checking tires and the operator maintenance features before gas was furnished. This is an excellent

manner of accomplishing the objective, and I trust that they will continue to insist on the thorough check being made on each vehicle before gas is served.

5. Your oil and grease storage service station is doing satisfactory work and apparently you have the place well organized.

6. Passenger car repair unit. On the main floor of your repair garage, I would recommend that a space be assigned for the repair only of passenger cars, and that at no time will trucks or other equipment use this space except when there are no passenger cars on the repair line. It is believed that with your inspection service and crew well instructed that the passenger car repair will improve so greatly that you can use the majority of your floor space for truck repair. It should be under the supervision of a foreman. If appointed personnel of that category is not available, it should be in charge of a competent evacuee who will act as foreman for passenger car repair, directly responsible to your assistant maintenance superintendent, who is responsible for all repairs in the shop.

7. Truck repair. Since trucks constitute the great majority of equipment which will be repaired on the project, this should be under an appointed foreman. Both the passenger car and truck repair units will be under the supervision of the shop superintendent, who normally, under WRA set up, will be your assistant maintenance superintendent.

It has been found that a great deal of extraneous motion can be avoided by having the shop superintendent place a large blackboard centrally located on the wall of the repair shop where daily assignments of trucks and cars to be repaired the following day can be shown. Each foreman, therefore, will know at the beginning of any work day how many trucks or cars are assigned to his crew for repair during that day. It will become a source of pride to him as well as the maintenance superintendent to turn out the work load that he is responsible for each work day by virtue of the fact that the inspection sheet accomplished by the inspection crew will be used by the shop superintendent as a method of determining work necessary for each unit of equipment. He will break down the inspection reports into major and minor jobs to be undertaken by the truck or passenger repair crew for each day's activities.

8. Parts store room. My observation of this station in your repair shop is that it is functioning very efficiently. It requires a little bit more room than you have available at present. However, there may be the possibility of carrying only the parts common and quick turn-over items in your garage store room and carry in your parts warehouse the items which are not categoried as quick turn-over items, thereby gaining a little bit more work room in your parts store room.

9. Heavy equipment repair. Your project is very fortunate in

having a suitable machine shop for the repair of heavy equipment. The training program for mechanics of this type seems to be well organized under Mr. Ottem's supervision. He is worth many thousands of dollars a year to the project, because of his ability to make parts and equipment which cannot be bought at any price on the current market. Normally his activities would be supervised by the maintenance superintendent. However, because of his independence, it is believed that it would be a mistake to attempt to place him under directional supervision of the maintenance superintendent, for the reason that his knowledge and resource of initiative will be worth much more to the project if left alone. It seems to me that it will be enough to place him in the maintenance section and leave his operations largely to his own supervision.

10. Welding shop. Although some of your welding is apparently done in the automobile repair shop, the machines used are not adequately protected with fire extinguishers. These should be strapped on to the saddle of the gas container dolly in such a manner that they can be unfastened and used at any moment by the welder or his assistant. As the welding equipment is a most dangerous fire hazard in most garages, we strongly recommend that this equipment be provided.

11. Motor park. As stated before, we believe in the essential need of a fenced in maintenance area. This should enclose all shop buildings on your central maintenance area, and provide a control gate at a logical entrance and outlet. It would be fine if the other two camps could have an enclosure of the same nature for the cars which are brought into the pool area.

I talked with Mr. Rupkey as to where this motor park could be developed on your central camp area, and he believes that it can be located in the vicinity of your main repair shop. We have proposed that all vehicles assigned and not assigned for motor pool duty be given separate parking lines within this area. This will make possible the careful checking of all vehicles once a day to determine the operability of each unit. Without this daily check, considerable work will fall upon the repair shop as the result of inattention. Therefore, a parking line for assigned vehicles would be provided, broken down into sections of vehicles assigned to separate divisions and units. Likewise, motor pool passenger cars and trucks routinely used for daily recurring tasks would be placed on the parking line in groups assigned to those routine divisional uses.

Personnel

Mr. Rupkey has shown me the approved personnel that you have assigned to the Motor Transport and Maintenance Section. I believe it is adequate, and that an attempt should be made to maintain your appointed personnel at its present status.

Cc: Mr. Conrad
Mr. Collier, Mgr.
" " Chicago

Colorado River Relocation Project
Poston, Arizona
February 29, 1944

~~Baker~~
~~Buck~~

Library

FILE COPY 2

THE TRANSPORTATION Section OF POSTON

(copy sent to Mr. Clayton, Barrows, Clear etc.)

Since the WRA, taking full control of the Colorado River War Relocation Center, many changes have taken place in the Transportation Division. Leslie Miller has been appointed as Dispatcher Head while our former Dispatcher, Wm. A. Barrett is now Property Control Warehouse Officer. The Operations Division under which transportation functions is now headed by Robert Rupkey. The evacuee dispatchers are: Unit I Ken Amano, Unit II Tok Shige, and Unit III Mas Hanada.

Since the establishment of this center approximately 350 pieces of equipment were used by both the evacuees and the appointed personnel in this center. Out of the 350 vehicles, there are 50 sedan passenger cars, mostly Buick make, 25 pick-ups, 70 dumptrucks, mostly Ford or Chevolet make; 100 stake body, Dodge and Ford make; 20 cargo, Cheveolet make; GMC school bus, 1936 model; and other equipment used for important purposes. Out of the 350, about 40 have been returned to outside up to date.

The dispatcher's office is composed of a supervisor, and three dispatchers who cover alternately the hours from 4:30 a.m. to 11 p.m., Mondays through Saturdays. Saturday afternoons and Sundays there are always available two emergency drivers at the motor pool.

If the trucks are used by the emergency drivers, a record is kept on a truck-check-sheet. This truck-check sheet has been in operation approximately since the time Project was started. However, this form also has been improved to meet local requirements. The trucks that are not assigned to respective departments are operated on a request for automotive equipment. Drivers also receive, especially after 5 p.m., Saturday afternoon or Sunday, a Driver's Instruction Form to fill in. In addition, all drivers are required to turn in a Weekly Equipment Report, and failure to do so results in the service stations being notified that they are not to supply any gasoline until cleared by the Dispatcher's Office. These reports are coming in with very little trouble.

Since the beginning of the project the drivers have been licensed. Last year the Transportation Department instituted a driver's examination. However, last February when these forms became exhausted, the written examination was improved considerably. Before any driver can even commence to take this examination he must first have this form signed by his department head

and not until he has completed this examination satisfactorily and received a driving test by one of the dispatchers is he given a driving permit.

There has been considerable criticism on the handling of automotive equipment, but no satisfactory conclusion has ever been reached. Attempts were made to impound all equipment, however, the department heads have not been inclined to agree with the Motor Pool for a number of reasons. First the maintenance department feels that their equipment should be used 24 hours a day inasmuch as the telephone communication in the camp area is insufficient and in case of fire or breakage of water mains, etc. the evacuees do not have time to come all the way from their block to the motor pool and obtain their equipment which is heavy and they do not feel they should be called upon to load this equipment and unload it every morning and every evening.

The Agricultural Department has considerable work in their section which requires irrigation both in the early morning and late evening. Hogs have to be fed and watered about on the same basis. The Irrigation Department heads have their irrigators working various shifts and so on down the line. All department heads were advised that they must supply a justification for all equipment they desire to remain out 24 hours a day. The equipment was released on that basis with the understanding that it was to be used on government business only and if picked up for the abuse of this privilege or any other traffic violation it would be returned to the pool. There were some violations of this nature. Approximately 14 drivers licenses were cancelled.

There is no question that there has been some abuse of equipment, possibly more so on this project than under ordinary circumstances due to the fact that evacuees do not have the use of their own private vehicles. Immediately after circularizing the department heads compiled and then turned over to the Police Department with the request, that other equipment caught out without permission and any violators using government equipment other than government business be returned also to the motor pool and reported to the dispatcher's office. In cooperation with the police department the dispatcher's office has drawn strict restrictions stating exactly where this equipment should operate. [Therefore, the gradual improvements and cooperation from the police department have shown than the past and it is hoped with this new system it will eliminate further the abuse of equipments.]

In regard to the past control of equipment the Transportation Department requested assistance of the police department,

but the police department did not receive the full cooperation of the administration and therefore did not felt like picking up equipment thus getting nowhere with this prosecution. However, there were faults on either side. The drivers complained that the Chief of Police Miller, was not only abusive, but they arrested only drivers that the police department didn't like. So this may have been the cause for the discontinuance of handling traffic violators at that time. Since that period Wm. C. Barrett, and W.F. Haverland with the assistance of Cantrell and Hannah, the later two people were employed on this Project to control the situation. However, this was more or less hit and miss as both Hannah and Cantrell could only be used when their services were not required on their regular duties. Mr. Barrett spent mostly after hours in the evenings and Sundays and whatever time he could assist. However, it was far from satisfactory to keep up approximately 350 pieces of equipment. There were a few days in which Hannah was employed on all day basis in an effort to control equipment. However, this proved unsuccessful as he could merely scratch the surface.

Since Mr. Barrett the Dispatcher's Supervisor has always attempted to interest the department heads in their equipment, not only the care of it, but to see that it is returned to the motor pool in the evenings. Little cooperation was given. The department heads take the attitude largely that this is the transportation's headache. The reasons could not be determined whether these trucks should be returned to the Motor Pool. There were incidents which it was impossible to control because they were definitely doing government work. There were some instances where department heads become very indignant because of attempting to stop their equipment from operating in the evenings. Reference is made to Order No. 25; issued which concerns the registering through the Dispatching Office of all motor equipment not owned or leased by the government. At the time this was put into effect, it was requested through Miller, Internal Security Officer, that he issue orders to the Dispatcher's Office. Signs have been placed at the Dispatcher's Office before being permitted to operate within the camp area. Up to this time 44 cars owned by employed personnel and other Caucasians on the project have registered through Dispatcher's Office amounted to approximately 12 of which were either visiting or just leaving the Project and have now departed. At the present time considerable other equipment around the Project has not been registered. In addition to this, there is also a number of cars belonging to the employed personnel and other Caucasians that are operating on the Project without permit. The Police Department was informed many times, but still many of them have not been registered.

The Unit II Transportation Office is composed of a Head Dispatcher, 10 truck drivers, and 3 night-watchmen who cover alternately at night. The office is located at the front of

the Administration Building. Since, the establishment of the transportation system in this unit considerable improvement has been made. Since, Unit II is between Camp I and III, little is know about the transportation system in this unit.

Recently the new bus station was constructed. It is a typical Japanese temple-like structure which covers the area of approximately 20 square feet. The structure is constructed out of split willow logs, and around the interior of the stations benches are build for the accommodation of passengers. The station is located near the Administration area. The surrounding is beautified by a large Japanese garden planned and sketched by skilled evacuee gardeners and landscapers. Pond and made hills are built out of rocks which possesses a part of the scenery. Gravel walks and fences are now being constructed with flowers and trees already planted.

Much equipment, used at this center was badly used before receiving, and many vehicles were rushed to garages for parts to be installed, but with parts that requires weeks to obtain from the outside considerable delay in repair us usual. Available trucks are delivered to this unit for the exchange of old equipment to replace the shortage of equipment. Due to the rationing of gasoline and strict enforcement of the abuse of equipments, the only equipment allowed to remain for 24 hour duty are the maintenance department, agriculture and irrigation department and other departments that are essential.

The Unit III office is composed of a dispatcher, and 6 truck drivers. The office is located in the Administration Building C. whereas, the motor pool which covers a space of approximately ¼ of an acre, is located due southeast of block 310. The bus station for the passengers is located adjacent to the transportation office located conveniently for the passengers. The station is something like the ramada type structure. The usage of equipment is functioning very smoothly in this unit. With the cooperation from all units, available equipments are used accordingly thus avoiding the shortages of needed equipment in time of emergencies. The equipment is released on the understanding that it is to be used on government business only and if picked up for the abuse of this previlege or any other violation it would mean heavy penalty. We have had some violations of this nature and licenses were cancelled, but with the close cooperation from the police department this case is completely solved.

Approved
Pauline Gates Brown

James Sera
Senior Research

Colorado River Relocation Project
Poston, Arizona
May 22, 1944

Memo to: Block Manager Supervisor & Unit Administrator

Subject: Transportation

From : Motor Pool

Since the beginning of May 1st, our gasoline usage in camp has been rationed as much as the outside, and at the same time, as more workers are coming to Camp I, it became necessary for us to curtail all unnecessary buses between camps. Also, we had to restrict passengers strictly to those of official need.

In the past, when there were room, we accommodated those who were not official passengers and others who came to Camp I, which resulted us to run extra buses at the last moment.

We are letting our drivers enforce the ruling that only official passengers with tickets are allowed to ride. Since so many workers are coming to Camp I, we will run a special workers' bus at 4:15 PM and 4:45 PM, eliminating the 5:10 bus. The regular bus will not run after 3:15 PM.

Kindly notified everyone that all those desiring to ride on the bus must have a ticket.

If there are any other suggestions to be made, we will be glad to consider them. Your cooperation on this matter will be greatly appreciated.

Les Miller

Les Miller
Supervisor, Motor Pool

cc: Tomi Nagata

November 20, 1944

TO ALL RESIDENTS OF POSTON:

On November 1 this Center put into operation a new plan for the control and maintenance of transportation equipment, a plan which was dictated by those necessities:

1. That project equipment be conserved in every possible way, since it will be impossible to replace equipment when it is worn out.

2. That gasoline, which is a vital tool of war, be conserved in every way possible.

3. That an opportunity be given the motor pool to schedule in an orderly manner the inspection and repair of equipment.

4. That the use of project equipment be placed on a more efficient basis; and

5. That existing inequalities in the allocation of equipment among the various Center activities be corrected.

In some respects the new plan represents a radical change from old ways. It has caused temporary inconvenience to some. On the whole, however, the response of the residents of Poston to the new plan has been gratifying. That response has shown that most of the workers of Poston are willing to cooperate in any reasonable endeavor which is designed to promote the best interests of the entire Center. I appreciate that spirit of cooperation.

It is possible that sufficient publicity has not yet been given the new equipment program to acquaint all users with the rules governing the use of vehicles. The paramount rule, of course, is that

the use of Government equipment by appointed and evacuee employees alike, must be restricted to duly authorized project business. This means, among other things, that project equipment cannot be used for the purpose of transporting workers between their places of work and their residences or messhalls, except in those cases where I have specifically authorized fire protection officers, internal security officers and a few other employees who must have their cars immediately available at all times for emergency calls, to park their cars at their residences. Regarding this rule I should like to make the following points:

1. The rule is not one which has been made by me. It is a law passed by the Congress of the United States.

2. It applies equally to all employees, appointed and evacuee alike. Every effort has been made and will be made to see that the rule is applied fairly and impartially.

3. I have no alternative but to see to it that all who violate the rule are punished.

Another rule which must be strictly observed is that no one may drive a project vehicle without a Government driver's license.

I know that all conscientious and fair-minded residents of the Center will recognize the necessity of obeying the law and of supporting to the fullest extent our efforts to conserve equipment and gasoline. Those who willfully refuse to cooperate must expect to suffer the consequences.

Duncan Mills
Project Director

Colorado River Relocation Center
Poston, Arizona

January 26, 1945

NOTED
JAN 27 1945
Maurice Lipian

MEMO TO: Division, Section and Unit Heads

SUBJECT: Trip Sheets

Effective Monday morning, February 5, 1945, all equipment operating on this center must do so on a daily trip sheet basis, except those which are assigned on a 30 day contract. All requests for equipment on a repetitive basis must be in the Motor Pool office by 1 o'clock of the previous day. All requests for equipment on a spot assignment basis should be in at the same time as far as is possible.

All trip sheets must be properly filled out with: Account no.; reason for request; estimated mileage and estimated time required. When the trip has been completed the actual mileage or some estimated mileage must be entered on the completed sheet. Failure to do this will necessitate the holding of the requested equipment the following day by the Motor Pool.

D. M. Thompson
D. M. Thompson
Supervisor, Motor Pool

Lipian

DMT-ak

COLORADO RIVER RELOCATION CENTER
Poston, Arizona

February 2, 1945

MEMO TO: Jack Horn, Mileage Administrator

SUBJECT: Mess Operation's transportation in Camp II

An assistant steward in Camp II has been transferred from Mess Operations pay-roll to Transportation pay-roll as truck driver in order that there shall be official transportation driver on the vehicle operated by the Camp Steward. This was done in order to eliminate the necessity for having two men on one truck; as it is necessary for an operative in the Steward's Dept. to be with the vehicle on all work for which this truck is requested.

The man assigned as driver declines to work before 8:00 a.m. the Camp Steward and myself consider it advantageous for the Camp Steward to make his rounds of the kitchens for the collection of previous days report and the allocation of the days work.

If and when the Camp Steward is permitted to operate this truck before the regular driver takes over at 8:00 a.m. the days work can be completed considerably sooner than if we wait until 8;00 a.m. as after 8:00 a.m. there is other work for the truck which would interfere with the regular morning trip. The Camp Steward has for more than one year been making his regular kitchen visits before 8:00 a.m.

We are glad to cooperate in every possible way to save mileage on the ration alloted to us in so far as they do not interfere with successful function of Mess Operations. If you approve the Camp Steward taking this truck out before 8:00 am. in place of the authorized driver and turning the truck over to the authorized driver at 8:00 a.m. we would sincerely appreciate this.

John L. E. Burdick
Acting Chief Project Steward

cc:Maurice Lipian

COLORADO RIVER RELOCATION CENTER
Poston, Arizona

June 1, 1945

MEMO TO: Mr. Sumida, Unit I Administrator
Mr. Katow, Executive Board Chairman

SUBJECT: Bus System to Parker

We received your memorandum regarding the bus service too late for discussion at the weekly meeting of the Relocation Advisory Board but have discussed it with Mr. Mills, Mr. Lipian and Mr. Horn.

As to your first suggestion, regarding fees being charged for bus travelers, this question is no longer one in which the WRA has any jurisdiction. A contract has been made with the Las Vegas-Needles-Phoenix Bus Company whereby they are responsible for common carrier service between the project and Parker. It is the same service which would be available between any two normal communities. For that reason, the only persons who are not subject to charge for travel on the bus will be those who are eligible for Government travel requests because they are leaving on terminal leave or traveling on Government business.

As to your second suggestion, the project is still furnishing the service established approximately two months ago in using project equipment in both picking up and delivering people to strategic points in the center, to facilitate their arrival at the departure station. At the present time limitations on the amount of gasoline allowed to the project by the Office of Defense Transportation prohibits further extension of such services. It was also pointed out during the discussion that the establishment of the bus stops in the three camps was discussed thoroughly with the Community leaders prior to the time that the stops were established. You may rest assured that there is no intent on the part of the Administration to restrict this service or in any way make it more difficult for people to get from their homes to the Departure Station.

It was also pointed out that the contract with the private bus company was arrived at as a result of criticism by Community leaders of the type of equipment which the Government had available for use in transporting persons between Parker and Poston. The establishment of the service by the Las Vegas-Needles-Phoenix Bus Company is much more adequate and comfortable and should result in much better service for the people in the community.

C. R. Carter
Relocation Program Officer

CRC:rms