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OPERATION OF MOTOR VEHICLES

Responsibility of Transportation Officer:

Require all motor vehicles in operation to be inspected for mechanical deficiencies appearance, lubrication, adjustments, and carelessness and indifference in operation not less than once in every two weeks. The result of the inspection of each vehicle will be recorded.

Repairs to privately owned motor vehicles:

No privately owned motor vehicle, motor-vehicle unit, part, accessory, or equipment will be repaired or manufactured in any Government shop, garage, or other building and no Government-owned tools, equipment, or supplies will be used to repair private property.

Tires and Tubes:

In order to conserve rubber and to facilitate the distribution of available supply of motor-vehicle tires and tubes, transportation officers responsible for the preparation of requisitions and operation of motor vehicles will:

- (1) Inspect and test tires and tubes at least once each week to insure proper inflation and care of the rubber.
- (2) Not drive or allow motor vehicles to be driven at excessive speeds.
- (3) Prevent overloading of motor vehicles.
- (4) Prevent running in car tracks.
- (5) Prevent running wheels against curbs or other obstructions which will cause excessive wear.
- (6) Requisition only such quantities of tires and tubes as are required for use during the period for which requisitions are authorized to be submitted.

B. Requisitions for replacement of tires and tubes will show:

- (1) The total number of vehicles on hand authorized for operation.
- (2) Quantity on hand, on unfilled requisitions and quantity requested.

C. A record of all tires received, showing serial number and make will be kept, and when the tires are issued number of the vehicle to which they are issued will be kept. Transportation officers will make periodic checks to see that tires are properly accounted for and that the maximum amount of service is being obtained.

D. A mileage record of all tires used on passenger vehicles will be kept. This record will show the make and the kind of tire, the serial number and total mileage. The transportation officer should be in a position at all times to furnish information as to the quantity of tires used during a specific period, record of vehicle mileage, and average tire mileage of pneumatic tires based on past record.

General Rules:

1. In so far as possible, each motor vehicle will be assigned to a regular driver and normally will not be operated by any other person.
2. Military or civil police, on duty, will be strictly obeyed, and State and local highway traffic regulations will be carefully observed.
3. Drivers while on duty, will not leave the vicinity of their vehicles until the trip has been completed or the vehicles have been properly parked. In case of mechanical trouble or accident rendering a vehicle inoperative,

every precaution must be taken by the driver to prevent other accidents or further damage or loss incidental thereto or in connection therewith.

4. Inoperative vehicles will not be left in the middle of the road.
5. Gasoline tanks will not be filled nor will work be performed on the carburetor or fuel system in the presence of a naked flame or oil lantern.
6. Smoking while driving is not permitted.
7. Drivers will keep to the side of the road as provided for by local custom or regulation whether moving or at a halt.
8. When about to stop or change direction, appropriate hand signals will be given.
9. Give way promptly to faster moving vehicles.
10. On dry, dusty roads reduce speed in order to keep down dust. Reducing speed also reduces liability to accident, especially at night.
11. Loaded trucks have the right of way over empty convoys, other considerations being equal.
12. Adjust all vehicle lights while in towns and cities according to local regulations.
13. In descending a steep hill use the engine as a brake by shifting to a lower gear.
14. Do not make unnecessary noise with horns or warning signals.
15. In passing other vehicles always sound horn and pass on side prescribed by local regulations.
16. A vehicle must never double when going around a corner or sharp curve.
17. A vehicle must never double moving vehicles of higher normal speed.
18. Never double while descending steep hills, at street intersections, or at crossroads. Never double before reaching the top of the hill.
19. Slow down at crossroads and railroad crossings.
20. If it is necessary to stop on a hill, put a chock under a rear wheel, but before proceeding always remove the chock from the highway.
21. Motors will not be kept running to exceed one minute when vehicle is halted.
22. Vehicles should not be halted on bridges, narrow road, or on turns.
23. Investigate and find cause of all unusual noises in the vehicle.

SPEED LIMITS: Except in cases of emergency, the following are recommended maximum speeds for motor vehicles:

	In towns Miles per hour	Outside of towns Miles per hour:
Trucks	15	25
Pickups	20	35
Passenger cars	20	35

In case of injury to person or property the driver of a motor vehicle will stop the vehicle and render such assistance as may be needed. He will fill out at the time "Accident Report-Motor Vehicles".

*Discussed
Fully
with Smith-Brown
+ Schrader
9/14*

WAR RELOCATION AUTHORITY
Amache, Colorado

Wm. McP. Fuller ✓

MEMORANDUM

August 14, 1944

To: James G. Lindley, Project Director

From: Col. L. E. Fiero

1 This is a report of my visit to your project concerning the inspection of your Motor Transport and Maintenance Section. The following are instances needing correction which I think will greatly improve your Motor Transport and Maintenance Section, providing corrections are made without delay.

2 We are greatly pleased that your shop has finally been erected and is in the process of completion. The organization of the working space is, of course, incomplete and I have given both Mr. Brown and Mr. Smith some ideas and working plans which should make it possible to properly organize the floor space. In that connection, the Rehwer Project at McGehee, Arkansas, has a very fine type of mechanic's work bench on casters which permits of two men working at a bench on either side. I think it would be well for you to send to Rehwer for their working plans on this bench as it will make your floor space much more efficient. ✓

3 As to facilities, you still need an outside wash rack with proper drainage. Mr. Smith informs me that he has on hand enough sections of portable buildings to enclose such a wash rack. The cement floor properly sloped for drainage and including a grate above the sump should be carefully planned by your Engineering Section. It is believed that the cost of this improvement will not exceed \$500 and can be approved. ✓

4 Filling Station. This building is hardly large enough to accommodate the necessary equipment for servicing vehicles with gasoline and oil and routing the necessary documents. If this building is continued in use, I would suggest making it all one room and reversing the building to the east as far as the doors are concerned, thereby permitting the enclosure of the building within the Motor Pool fence. This will make possible the servicing of your vehicles with gas, battery water, tire inflation, and other services, without bottlenecking a large number of pieces of equipment opposite the fire station. ✓

5 Assignment of Vehicles. It has been determined that you have assigned vehicles amounting to 47 units which are on 24-hour service or longer periods of time. I have discussed with Mr. Fuller the advisability and the need for reducing the number of assigned vehicles. I have also worked out a form of contract for the assignment of each vehicle and have provided Mr. Smith and Mr. Fuller with copies of this assignment sheet. When all details are discussed with the Project Director and his

*Service Truck
15 - driving up
Tires 2 times
a week on dead line
each day on form
on form by driver*

representatives, it is believed that each case involving assignment for periods longer than 24 hours will be adequately reviewed. Certain preliminary work, such as the calling in of all vehicles on a given date and effecting the assignments, should be done. It will take perhaps a week or ten days for this preliminary work to be accomplished. It involves sending copies of the assignment contract to each division, section, or unit head, which the project director determines cannot get along without the assignment of vehicles. They, in turn, will justify completely the fact that they cannot operate their particular work without a more or less permanently assigned vehicle. It will be brought to mind that in no case will vehicles be assigned for a longer period than 30 days at which time the vehicle will be brought in for complete inspection and extension of assignment by the Motor Pool, provided that the vehicle has been maintained in proper condition according to the agreement and that the justification for its use remains the same.

Responsibilities of Motor Pool Supervisor. It is believed that the Motor Pool Supervisor has not been able to assume full responsibility for the Motor Pool and the assignment and distribution of vehicles. The apparent reason for this is that many people in the administrative office have had a bearing on the questions of who would have vehicles and who would not. I wish to point out quite definitely that our Personnel Department has classified the position of Motor Pool Supervisor at \$3200 per year, and it would not have been possible to secure such a salary rating if the responsibilities indicated in the Handbook for his duties were not carried by him solely. I think all projects have more or less misinterpreted the Handbook concerning assignment and distribution of vehicles. It is the intention that the Motor Pool Supervisor will regulate the assignment of daily jobs for all vehicles and coordinate their use in such a way that all vehicles will be used to the maximum of their ability. With the number of vehicles you have on this project, if such were the case, there would at all times be sufficient vehicles to do the work and at the same time provide working time for repair of broken-down vehicles. It is not assumed that the Motor Pool Supervisor can handle all problems of assignment. He can, however, make studies of the uses of equipment and recommend to the Chief of Operations through his supervisor that certain individuals, divisions and sections, be assigned certain vehicles. The project director or his Chief of Operations then approves or disapproves of the assignment of only such vehicles as are to be assigned on a 30-day basis. As to all vehicles within the pool, it is recognized that the majority of your vehicles should be in the pool for at least 8 hours' service during each day. With the exception of emergency cases, we believe that there should be no interference with the Motor Pool Supervisor and his delegations of the use of vehicles. This is, of course, in line with the job description drawn up for the Motor Pool Supervisor under the assumption that he will carry those responsibilities. There is, of course, one recourse in case the Motor Pool Supervisor does not fulfill his responsibilities effectively--that being to secure some one who can take care of the duties assigned.

Vehicular Inspection. During the past two days I have inspected 20 farm tractors and 19 passenger cars and trucks. Although there are glaring deficiencies, indications are that better service is being rendered than was the case a year ago. The main difficulties apparent seem to be that

there is no regular routine servicing of batteries and tires. ✓ Almost every vehicle had corroded and dirt-covered batteries, the tendency of which is to run the battery down to the point that it cannot be re-built to carry adequate charge. ✓ Batteries are so critical at this time that Army service stations do not have on hand replacements for even their own vehicles. New batteries are particularly non-existent. By servicing these batteries on a 48-hour schedule and keeping them filled with pure water, I believe that the batteries you have on the project will take care of your situation indefinitely. ✓

8 Tires. We find that tires vary in pressures from 4 or 5 lbs. to as much as 40 or 50 lbs. on the same vehicle. This results in undue wear and breaking of the tire walls. Tires have become so critical that in the State of Colorado for the month of July the OPA has assigned for distribution only 100 truck tires. ✓ At the Army Base at Pomona, California, I found that there were no new tires available, and seconds of a poorer grade than any I had seen on this project here were being shipped to the South Pacific for use in combat zones. This means that we are in a preferential situation on this project to even our combat troops, and it appears to me that better care of the tires we have is certainly in order. ✓

9 Training of Drivers. It has been determined that no organized plan for either training administrative employees for the responsibility of driving government vehicles or providing drivers tests for evacuee drivers has been adopted on this project. This is a responsibility of all government agencies which should be immediately effected. It is a responsibility of the Motor Pool Supervisor to assign one or two experienced drivers to pass all personnel on the essential safeguards and physical driving tests. It is not too much to expect, and it will relieve the project director of worries incurred as the result of careless driving. ✓

10 30-day Inspections. During the last week the 30-day inspection has been inaugurated in the repair shop. ✓ Copies of Form 305, Revised, are available for this purpose, and after each inspection of unit vehicles a copy of the inspection form should be sent to the Washington office for review. ✓ The use of this sheet for every vehicle each 30 days will eventually result in a very much smaller need for major repairs in your repair shop. It will place in use a greater number of vehicles than you have at present in operable condition. ✓

14 General. I think it is greatly noticeable that your Motor Maintenance Section is in much better condition at the present time than it has ever been before, principally because of the new shop building and because of the willingness and cooperativeness of the personnel of this section. ✓ I would appreciate greatly your doing every thing possible to place the responsibility for maintenance and use of equipment directly on the shoulders of the Maintenance Supervisor and eliminate as much interference on the part of other administrative employees as you possibly can. I have completed a survey of the working units of the Motor Maintenance Section, and a copy of this report will be sent to you upon my return to Washington. ✓

- 4 -

I greatly appreciate the courtesies and cooperation that have been extended to me during this visit.

L. E. Fiero
Col. L. E. Fiero
Transportation Officer

cc Motor Pool Supervisor, Robert W. Smith
Farm Section, John Spencer
Community Mgt. Division, W. Ray Johnson
Project Adm. Mgt. Division, H. F. Halliday
Operations Division, Wm. McP. Fuller

WAR RELOCATION AUTHORITY
Granada Project

MEMORANDUM

September 21, 1944

To: James G. Lindley
Project Director

From: Wm. McP. Fuller
Asst. Project Director in charge of Operations

Subject: Report to Project Director by Col. L. E. Fiero,
Transportation Officer, August 14, 1944, re: Motor
Pool Operations

After a study of Col. Fiero's memorandum directed to you at Granada, date of August 14, 1944, it is the purpose of this letter primarily to furnish you with a report of Motor Pool operations pertaining to the matters covered in the memorandum, as well as other pertinent data.

Wherever herein a paragraph is identified by number, it respects the corresponding paragraph in the subject memorandum.

- (2) We have requested the Assistant Project Director, Chief of Operations at Rohwer, to furnish us details of their mechanic's work bench.
- (3) We have a design and estimate of cost in the making by our Engineering Section for an independent building to be used for a vehicle wash rack and will expedite its completion consistent with necessary WRA and WPB approvals and available labor supply. In the interim the Motor Pool forces will prepare the site and assemble the available material. The building will be constructed 20' x 40' with concrete floor, sewer, water, and light, and located 60' north of the north side of the existing garage building and approximately midway from east to west of that building.
- (4) We are now performing the preliminary work in our plan to reverse the filling station to face east, with a driveway to be on each side of the proposed location of the two gasoline pumps. The fence has been completed between the Motor Pool office building and the filling station; also, the partition in the filling station building has been removed, the floor patched and repainted, and other remodeling details are in the process of being accomplished as rapidly as Motor Pool workers are able to devote time to that work.

The underground fuel tank (dimensions 10' diameter 24' long capacity 15,000 gals.) will remain in its existing position, and the pumps being removed to inside of the fence and east of station building

will be set on concrete and protected by a concrete isle. We expect to reverse the entrance of the station building rather than turn it around on the foundation. This will save time, labor and uncertainty of damage to building, change of wiring, etc. We will place a piece of gutter on the low edge of the roof to carry off storm water. We have removed the west end of the existing wooden grease rack to provide space for the new layout, and the remaining part of the rack is adequate for our greasing needs.

The hydraulic vehicle hoist which we were previously negotiating for was disposed of elsewhere by the vendor to a buyer having a higher preferential rating. We are now dealing on three others:

- (a) Double cylinder - price \$495 - rating AA-2 - Delivery 45 days
- (b) Single cylinder - price \$499 - rating AA-2 - Delivery Jan. 1945
- (c) Double cylinder - price \$300 - used ---- - Delivery Immediately

The capacity in each instance is satisfactory for our use. The used hoist is at McPherson, Kansas, and we have sent a man down there to inspect it. If it is not a good buy, we will immediately request a rating for purchase of the new double cylinder for earliest delivery. Our present plan is to install the hoist inside of the garage in the center lane of the west end.

- (5) Our Farm with its number of resident workers and supervisors, as well as non-center resident appointed personnel devoted to certain maintenance feature of work which keeps them subject to 24-hour call, is causing us difficulty in our effort to reduce the number of assigned vehicles which do not go into the custody of the Motor Pool each night. However, a re-survey is receiving our attention, and after this has been resolved so far as possible the matter will be presented to you for final determination.
- (6) The Motor Pool Supervisor is receiving the full support of those in authority on the administrative staff to end of discharging his responsibilities in accordance with the terms of the Handbook, and is handling all problems of equipment assignments.
- (7) & (8) Daily servicing of both transportation and tractors in the field and regularly scheduled bi-weekly inspection and servicing of all units of motorized equipment as designed prior to Col. Fiero's visit are in practice, and a marked improvement has been effected in tire inflation, battery condition, and lubrication.

We have included in the Motor Pool Quarterly Budget Request sufficient funds for the purpose of buying a new portable Alemite Service Unit, estimated cost \$1,600. This is to replace the presently used unit which is inadequate for best field servicing.

- (9) Training of drivers is not in effect in strict accordance with the Handbook Sections 40.5.20 and 40.5.23A,B,C, although operators of vehicles are required to be qualified with a Government driver's license.

Evacuee drivers are given an oral and written examination by the Motor Pool Supervisor or the Equipment and Maintenance Supervisor, using a formula and questions which in the whole is designed from parts of those formerly used by the U.S. Forest Service, Civilian Conservation Corps and Soil Conservation Service. Following this examination the applicant is submitted to an actual driving test while accompanied by the examiner. If he meets satisfactorily the prescribed requirements, he is recommended to the Internal Security Officer for a license to operate a Government vehicle.

Appointed personnel may be granted Government driver's license by the Internal Security Officer if the applicant exhibits satisfactory evidence that he or she has been granted an operator's license previously by a recognized State or Federal authority.

A sufficient number of previously trained drivers has been available from evacuee personnel to supply the Center needs, and at this time our shortage of drivers springs from an over-all shortage of workers for all purposes.

- (11) There exist satisfactory morale with the Motor Pool organization and on a whole an enthusiastic interest which is healthier, and there are indications of initiative in the right direction.

I cannot discount the equipment problems which spring from the general shortage of center help, coupled with the extra seasonal demands for farm harvest. The approaching frost causes the Farm to push the trucks rather hard, although I am convinced that in general they are conforming to good practice. Certain breakdowns and isolated instances of driver abuse make it difficult and irritating to the Motor Pool Shop in view of the load they are carrying there; but a good feeling exists in general and everything is being done to keep it that way.

December 22, 1942

To: All Employees of Transportation
& Supply Division

I wish to thank one and all for their cooperation and assistance in this division during the past year. Through your efforts and the work of other divisions it has been possible to make this project into what we believe to be the best W.R.A. project in the country.

I also wish everyone a very MERRY CHRISTMAS and A HAPPY NEW YEAR.

Mark W. Radcliffe

Mark W. Radcliffe
Transportation & Supply Officer

WAR RELOCATION AUTHORITY

Amache, Colorado

MEMORANDUM

December 17, 1942

To: Transportation Personnel

From: Mark W. Radcliffe
Transportation & Supply Officer

It has been noted that trucks and other automotive equipment have been parked at the Center and around the town of Granada with the motor left running.

Gas rationing will not permit this, and drivers should see that when a car or truck is parked the motor should be turned off.

Mark W. Radcliffe

Mark W. Radcliffe
Transportation & Supply Officer

MWR:mi

WAR RELOCATION AUTHORITY

CENTRAL REGION

JANUARY 21, 1943

In reply, please refer to:

MEMO TO MOTOR POOL ✓

FROM: Granada Pioneer Newspaper

SUBJECT: Transportation

As per accordance with office memo of Jan. 20, 1943

This department wishes to make reservations of pickup
on the afternoons of the dates of publication:

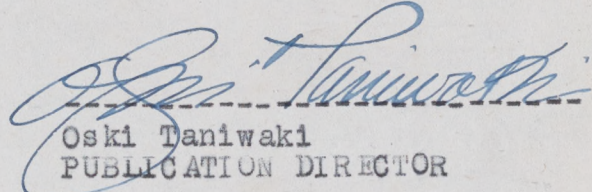
TUESDAY

THURSDAY

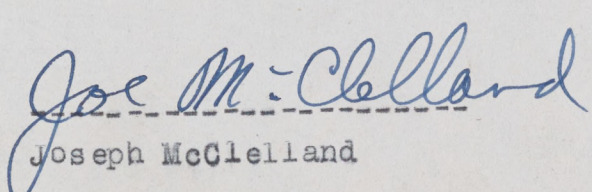
SATURDAY

FOR THE PURPOSE OF DISTRIBUTING BUNDLES OF
NEWSPAPERS TO THE 29 BLOCK MANAGERS.

Your favor in this matter will be greatly appreciated.


Oski Taniwaki
PUBLICATION DIRECTOR

APPROVED:


Joseph McClelland
REPORTS OFFICER



WAR RELOCATION AUTHORITY

Amache, Colorado

JB

February 24, 1943

MEMORANDUM

To: All Personnel

From: Mark W. Radcliffe
Transportation & Supply Officer

Pursuant to a decision reached at a staff meeting held on Tuesday, February 23rd, and in aid of conservation of gasoline and tires, it has been determined that certain passenger cars and pickups can be taken off of the run to Lamar for the transportation of personnel.

The following cars and pickups are assigned to use outside of the Pool.

EO 67	Studebaker	Night School
EO 101	De Soto	Project Director
EO 120	Chevrolet	Shift Car
EO 144	Chevrolet	Assistant Project Director
EO	Panel Delivery	Community Enterprise
EO 148	Pickup	Warehousing & Supply
All cars and trucks assigned to Hospital		

The following cars and pickups will be placed in a pool and parked just south of the Transportation & Supply Office.

EO 102	Chevrolet	Passenger Car
EO 104	Chevrolet	" "
EO 112	Dodge	" "
EO 114	Nash	" "
All	Pickups (except as assigned)	

The above cars and pickups will be available for use during working hours on the Project and will be dispatched the same as trucks and other transportation. Keys to this transportation will be left in the Transportation & Supply Office.

All Personnel

-2-

February 24, 1943

The transportation of personnel to and from Lamar will be on the two busses insofar as possible, and all personnel will leave Lamar at 7:30 a.m.

The green bus will leave the school block 8H at 4:25 p.m. to accomodate the school employees. The yellow bus will leave the Administration Building at 4:30 p.m. along with the green bus so as to arrive in Lamar at the same time.

Mark W. Radcliffe
Mark W. Radcliffe
Transportation & Supply Officer

APPROVED:

James G. Lindley
J. G. Lindley
Project Director

March 19, 1943

T & S Division---Progress Report

During the past week the Transportation & Supply Division has unloaded 15 carloads of coal, ³3 carloads of lumber and 1 carload of foodstuffs.

The Garage Section has completed a total of 39 jobs and now have five vehicles awaiting repair parts.

The Service station has issued 4395 gallons of gasoline, 365 quarts of oil, and washed and serviced 38 vehicles. Since Jan. 1, 1943 this section has made 399 complete services of equipment.

The average miles driven daily by all vehicles for the week was 3375.

WAR RELOCATION AUTHORITY
GRANADA PROJECT

July 2, 1943

MEMORANDUM

TO: ALL APPOINTED PERSONNEL

FROM: JAMES G. LINDLEY
PROJECT DIRECTOR

SUBJECT: Rules Governing WRA Transportation to and from
Lamar and Amache.
(Effective July 5, 1943)

1. All Project vehicles (cars, pickups, trucks and buses) used for transportation of Personnel to and from Amache and Lamar shall leave the WRA Warehouse, next to Butler's Store on South Main Street in Lamar, at 7:30 A.M. Such transportation will leave from the rear of the South Administrative building at Amache at 4:35 P.M.

All vehicles will discharge passengers at Amache at the rear of the South Administrative Building. Those passengers wishing to go to the schools and/or the hospital, will be transferred to the Mack Bus for transportation to such points.

Personnel will be picked up at the High School building and in Block 8-H between 4:20 and 4:25 P.M.

2. All WRA personnel wishing to take or bring other than official visitors to or from the Project must arrange private transportation for such visitors. No unofficial visitors (evacuee or otherwise) will be permitted to ride buses or cars used for the transportation of WRA personnel, unless space is available after WRA personnel are provided for.

3. Employees must be PROMPT. Cars and buses must maintain schedules. Please do not ask drivers for delays. Following is the present schedules for buses and mail trucks:

ALL CARS, BUSES, etc., leave WRA Warehouse, Lamar	- - - - -	7:30 A.M.
" " " " " Amache (rear Administrative		
Building)	- -	4:35 P.M.
MAIL TRUCK leave Amache (rear Post Office)	- - - - -	8:00 A.M.
" " " Lamar (Safeway Store)	- - - - -	9:15 A.M.
" " " Amache (rear Post Office)	- - - - -	12:30 P.M.
" " " Lamar (Safeway Store)	- - - - -	2:15 P.M.

Personnel wishing to ride Mail Truck shall notify Mail Truck driver prior to time of departure.

James G. Lindley

WAR RELOCATION AUTHORITY
Granada Project

B

M E M O R A N D U M

November 8, 1943

To: All Appointed Personnel

From: James G. Lindley
Project Director

Subject: Motor Transportation

Two incidents occurring within the past week make it necessary to again call to the attention of all employees using government transportation that it is mandatory that division heads authorize all trips by motor transportation off the project. This is necessary in order that the use of government transportation be held to a minimum so that we may continue to operate with the limited supply of gas which is allowed us by the ration board.

Both of the incidents referred to above involved the use of government transportation for unnecessary trips and taking away from the project evacuee employees on what appeared to be pleasure trips. Such use of government transportation cannot be tolerated. Every trip made must be an essential trip and must be covered by proper authorization from the head of the division concerned.

James G. Lindley

WAR RELOCATION AUTHORITY
Granada Project

MEMORANDUM

August 10, 1944

To: All Division and Section Heads

From: H. F. Halliday
Acting Project Director

Subject: Schedule of Motor Vehicle Service

You have been furnished with a schedule of time and days when your mobile equipment is expected to be made available at the Motor Pool for servicing, and in view of its very great importance I know that we all want this feature to prove successful. It goes without saying that the value depends in a great measure upon co-operation and a mutual and tolerant respect for the problems of the Pool and, likewise, for those of all other sections.

In preparing the subject schedule much thought was devoted to it; and particularly to avoid removing an excessive number of units from any section at a given time, an exact time had to be set for servicing of each vehicle, but it must be accepted that the schedule is an objective and that every effort will be made at the Motor Pool to hold to it. Still there are elements of uncertainty, and there will be instances of unavoidable delay. Certain things may be done to minimize delays and facilitate returning equipment to service with the assistance of truck drivers. In this connection you are urged whenever possible to present your equipment at the Pool thirty (30) minutes earlier than the prescribed time, and that will enable the driver to wash his truck and in many instances devote himself profitably with assistance to Motor Pool employees. Such latitude in time will also help to absorb the shock when some cars are on the grease rack more or less time.

It will be the function of the Motor Pool Supervisor to devise the details during the servicing to avoid confusion and keep the operation orderly, and full cooperation in that respect is expected.

The servicing schedule is effective starting Monday, August 14; therefore, it is imperative that those vehicles shown on the schedule for that day be certain to be at the Pool in accordance and the same on subsequent days. After a few days the operation will provide some experience data which may result in minor changes of its details, and this must be expected by all concerned.

(over)

Each vehicle is having a sticker placed by Motor Pool on the dash, and the sticker bears the inspection time for the particular unit.

H. F. Halliday

H. F. Halliday
Acting Project Director

It is requested that the subject of this letter be given the same consideration as that given to the other projects of the Motor Pool. The Motor Pool is a very important part of the project and it is requested that the Motor Pool be given the same consideration as that given to the other projects of the project.

It is requested that the subject of this letter be given the same consideration as that given to the other projects of the Motor Pool. The Motor Pool is a very important part of the project and it is requested that the Motor Pool be given the same consideration as that given to the other projects of the project.

It will be the function of the Motor Pool to provide the Motor Pool with the same consideration as that given to the other projects of the project.

The Motor Pool is a very important part of the project and it is requested that the Motor Pool be given the same consideration as that given to the other projects of the project.

UNITED STATES
DEPARTMENT OF THE INTERIOR
WAR RELOCATION AUTHORITY
WASHINGTON

OFFICE OF THE DIRECTOR

JUL 21 1945

Mr. James G. Lindley
Project Director
Granada Relocation Center
Amache, Colorado

Dear Mr. Lindley:

In the attachments to your letter of July 16, you reported that you would be able to release by surplus and survey 15 automotive units at this time. This would bring you down to 99 units, not counting the four which are being used by the U. S. Engineers in connection with the irrigation service which they are rendering, as compared to 91 which I suggested in my letter of July 16. If you feel this number of vehicles are essential to your operation for the present, I will interpose no objection to the retention of the 99 vehicles.

I would appreciate it very much, however, if you could re-survey the situation periodically and declare surplus additional vehicles as rapidly as they are no longer essential to your needs. With the reduction in the number of evacuees available for both maintenance and operation of motor vehicles an increased load will be thrown on the appointed staff so far as maintenance and servicing is concerned. I believe it is advisable to reduce the number of units as rapidly as possible in order to keep this load to a point where a minimum of additional employees will need to be hired. We are, of course, not contemplating any additional mechanics for the repair and servicing of equipment, but it will be necessary to hire some additional truck drivers for the last couple of months of operation.

Sincerely,

Wolfgang E. Pitts

Acting Director



UNITED STATES
DEPARTMENT OF THE INTERIOR
WAR RELOCATION AUTHORITY

WASHINGTON

Wm7

OFFICE OF THE DIRECTOR

JUN 16 1945

Mr. James G. Lindley
Project Director
Granada Relocation Center
Amache, Colorado

Dear Mr. Lindley:

Near the end of the 1943 calendar year, arrangements were completed with the War Department to replace some of the old worn out motor equipment with later model equipment. At that time, each project was requested to indicate its needs in terms of the different types of vehicles and ~~the~~ allocations for each project were based on these estimated needs.

All projects were carrying out a substantial construction program, doing development work on project lands, and carrying out a major agricultural program. The vehicular requirement for each of the projects was based on the carrying out of such an operations program in addition to the other regular center functions. The number of vehicles authorized for the eight relocation centers was 1290 units of all types. During the liquidation period from now to December 31, practically no construction, development or agricultural work will be carried out, and under the policies of the Authority, maintenance work is to be kept to a minimum. The number of vehicles being operated on the eight centers in the third quarter of 1945 was 1331 or 41 more than were estimated to be needed during the peak of our construction and development work. Only three projects are actually operating less vehicles than their allocations. The other five projects are operating an average of nearly 20 more.

The relocation rate is increasing substantially and the evacuee labor situation as a result is becoming more acute. Most projects are requesting an increase in appointed mechanics and in outside contractual services on motorized equipment. The total mileage has by no means been reduced in proportion to the reduction in activities. I find also that large numbers of vehicles are only operated a few miles per day on an average. During February and March, 470 vehicles were operated less than 17 miles per work day on the average.





Considering these facts, I am no longer able to justify the retention of such a large fleet of motor vehicles on the eight centers which are to close. In order to arrive at a justifiable fleet, we have analyzed the number of vehicles which we believe will adequately meet the requirements of each center using a population factor and adjusted it to take into consideration the distance to railhead, whether public transportation was available for relocating evacuees; whether public carriers were being used to transport supplies and evacuee property, etc.

The population factor used was determined by figuring the ratio of vehicles to population for three of the centers. Those centers requiring additional equipment to transport evacuees, staff, supplies and property to railheads and transportation terminals were increased by various percentages up to 25%, depending on the various factors prevailing for that center.

It is our judgment that a total of 91 motor vehicles are adequate to handle your transportation requirements for the next few months. This covers all types of vehicles including passenger cars, pickups, trucks, ambulance and fire trucks.

We recognize that this will mean some reorganization of your present transportation facilities. It will also mean that you can eliminate those vehicles that are most in need of repairs and concentrate the efforts of your appointed and evacuee mechanics on your remaining fleet and keep it in condition to operate efficiently and effectively. According to your mileage reports, you had 39 cars in February and March that were operated on an average of less than 17 miles per work day.

I believe that the suggested reduction in fleet will be a distinct advantage rather than a disadvantage to your total project operations. Motor vehicles, particularly trucks, are becoming very critical in rural areas. I believe that we must keep our requirements to a very minimum at all times if we are to be able to justify our position. The more rapidly we can be relieved of our surplus equipment and supplies, the easier will be our final closing job.

Will you and your staff make a careful inventory of your motor vehicles and determine whether you can reduce to the figure we have indicated. If after careful analysis you feel that more or less vehicles are required for the next few months, will you give me a report on your analysis and justify any variation upward in the number of vehicles to be retained. If you consider our analysis satisfactory, will you proceed with the declarations promptly?

Sincerely,

D. S. Myer
Director

UNITED STATES DEPARTMENT OF THE INTERIOR
WAR RELOCATION AUTHORITY
Granada Relocation Center
Amache, Colorado
July 13, 1945

MEMORANDUM

To: James G. Lindley
Project Director

From: Wm. McP. Fuller
Chief, Operations Division

Subject: Surplus Motor Vehicles

Following receipt of Mr. Myer's letter (attached) which you handed to me on June 21, I made a re-survey of our vehicle needs and availability. We were fully conscious that changing conditions produced by termination of the farm crop program and the completion of coal unloading suggested some realignment of transportation and the disposal of some units. Until it could be determined through time, the direction and tempo of the relocation program, I did not feel disposed to move too rapidly toward the surplus or survey of the trucks.

Inasmuch as the pattern is clearer now and some of the work is behind us, we can safely remove from our service certain vehicles and a list of those is herein.

Those remaining for use will be few in excess of actual daily operating needs and those constitute reasonable insurance against the certainty that the problem of prompt repairs will become more acute later on with the relocation of evacuee shop workers and the possibility likewise of appointed mechanics. An analysis of units of mileage for the period of one year, June, 1944 to July, 1945, gives some indication of trend and a summary of that is attached hereto.

Excepting the crop farming and coal hauling, little reduction in needs for transportation equipment has occurred. We are still feeding and slaughtering beef cattle and hogs. We are hauling hay from stacks and silage from pits.

The Mess Division has not yet reached a point as a result of reduced population and closing of mess halls to permit less transportation at this time. The absence of deliveries from the farm and the rearrangement of personnel incident to consolidation of Mess Hall facilities so far compensates for what would appear to be reduced need. The schools are preparing and clearing property. Welfare, recreation, and other communities activities remain as previously and cannot contribute to reduction; likewise the hospital and Fire Section.

The construction program has terminated but it has not previously, in the past year at least, accounted for the use of much transportation equipment. Maintenance work will not materially reduce until there is a substantial removal from service of entire blocks. Sanitation will continue with its present transportation, 2 load luggers and the garbage trucks, for some time.

There has been a marked increase of transportation needs occasioned directly by the relocation program. This includes evacuee property to railhead or warehouse, same from warehouse to railhead, and also carting similar property to points of relocation; transportation of evacuees, likewise crating lumber from railhead and packing boxes from distant points to this center.

Though our stockpile of coal is adequate to remaining needs, it still must be removed from pile and delivered to the blocks.

On Monday night, June 23, the center suffered from a severe wind storm which inflicted severe damage to vehicles as well as to the garage, but fortunately our reserve of equipment enabled us to carry on without interruption of center business. Before the storm we had 118 motor vehicles, having previously lost one which was wrecked by an evacuee driver. Within the figure of 118 are 3 which are in irrigation service by memorandum receipt from the Real Estate Division of the U. S. Engineers and one additional truck which is used by them part time. The resultant figure is 114 actually available for our use.

I have completed a very careful survey of the entire question and have discussed it with all concerned and at this time propose to release by surplus and survey 15 units, and by so doing there will remain 99 for our use. A re-examination of the matter will be made when the conditions appear to warrant it and further releases made at that time.

If this meets with your approval, the following will be disposed of immediately:

<u>WRA</u>	<u>Make</u>	<u>Body</u>	<u>Model</u>	<u>Capacity</u>	<u>Serial No.</u>	<u>Motor No.</u>
514	Dodge	Dump	1939	1 1/2 Ton	8289423	T 74-7179
516	Dodge	Dump	1939	1 1/2 Ton	8289430	T 74-7170
517	Dodge	Dump	1939	1 1/2 Ton	8289447	T 74-7212
518	Dodge	Dump	1939	1 1/2 Ton	8289443	T 74-6780
529	Dodge	Dump	1939	1 1/2 Ton	8289438	T 74-7155
531	Dodge	Dump	1939	1 1/2 Ton	8289446	T 74-7165
536	Chev.	Dump	1939	1 1/2 Ton	5VB06-8388	T 2606 780
620	Ford	Dump	1941	1 1/2 Ton	BB 18-6350448	None
621	Ford	Dump	1941	1 1/2 Ton	BB 18-6347582	None
671	G.M.C.	Dump	1939	2 1/2 Ton	32655	12861184
678	Ford	Stake	1939	1 1/2 Ton	Not legible	
618	Ford	Pickup	1938	1 1/2 Ton	18-4624999	None
626	G.M.C.	Semi unit	1940	2 Ton	AF-501-115	278-1060
530	Dodge	Chassis & Lugger	1939	1 1/2 Ton	5267440	T 746786
550	Int.	Stake	1940	2 Ton	D40-13968	FAB259-17809-AF

1944 - 1945

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WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF EQUIPMENT FOR THE MONTH OF JUNE 1945

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operations</u>	<u>Total Mileage</u>	<u>Average Mileage</u>	
				<u>Per Unit</u>	<u>Per Day</u>
Passenger Cars	0	13	8,206	636	275
Trucks					
Panel	0	2	1,734	867	58
Pickup	1	24	11,899	496	397
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	3	34	15,802	479	827
Dump	3	15	2,360	157	79
Load Luger	0	1	68	68	2
Cargo	1	12	9,688	807	323
Bus	0	1	113	113	4
Semi-trailer	0	2	3,600	1,800	180
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,413	706	47
Fire Engine	0	2	41	20	1
<hr/>					
TOTALS	8	108	54,934	6,149	1,833

WAR RELOCATION AUTHORITY
GRANADA PROJECT
ANACAP, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPE OF HEAVY DUTY EQUIPMENT
JUNE, 1949

Type of Equipment	Not Operated	In Operation	Total Hours	Average Hours	
				Per Unit	Per Day
Tractors-Crawler	0	5	118	39	4
Tractors-Wheel	9	10	280	18	9
Grader	2	0	0	0	0
TOTAL	11	15	398	57	13

JAMES G. LYNNLEY
PROJECT DIRECTOR

~~July Aug 44~~

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF JUNE 1944

Type of Equipment	Number of Units		Total Mileage	Average Mileage	
	Not Operated	In Operation		Per Unit	Per Day
Passenger Cars	1	16	12,747	797	425
Trucks					
Panel	0	2	1,886	943	63
Pickup	2	31	21,731	701	724
1½-2½-ton Stake	17	41	23,275	568	776
Dump	11	12	3,173	264	106
Load Lugger	1	1	224	224	7
Cargo	3	10	8,575	858	236
Bus	0	3	1,915	638	64
Semi-trailer	0	2	888	444	30
Full trailer	1	0	0	0	0
Ambulance	2	1	1,276	1,276	43
Fire Engine	0	2	91	46	3
Totals	38	121	75,781	6,759	2,527

Mr. Halliday

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF JULY 1944

<u>Type of Equipment</u>	<u>Number of Units</u>		<u>Total Mileage</u>	<u>Average Mileage</u>	
	<u>Not Operated</u>	<u>In Operation</u>		<u>Per Unit</u>	<u>Per Day</u>
Passenger Cars	1	16	8,291	518	276
Trucks					
Panel	0	2	2,103	1,052	70
Pickup	3	30	22,242	741	741
1½-2½-ton Stake	12	46	20,137	439	673
Dump	8	15	4,958	331	165
Load Lugger	1	1	373	373	12
Cargo	3	10	8,559	856	295
Bus	2	1	366	366	12
Semi-trailer	0	2	637	344	23
Full trailer	1	0	0	0	0
Ambulance	1	2	2,030	1,015	68
Fire Engine	0	2	63	32	2
Totals	32	127	69,859	6,066	2,327

Mrs. Hallett day⁴⁵⁰

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WAR RELOCATION AUTHORITY

GRANADA, COLORADO

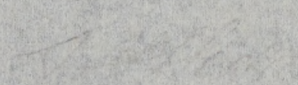
REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF AUGUST 1944

Type of Equipment	Number of Units		Total Mileage	Average Mileage	
	Not Operated	In Operation		Per Unit	Per Day
Passenger Cars	0	13	8,999	692	300
Trucks					
Panel	0	2	1,348	674	45
Pickup	3	29	18,723	646	624
1½-2½ton Stake	3	39	21,332	549	713
Dump	2	15	6,564	438	219
Load Lugger	0	1	301	301	10
Cargo	2	11	9,481	862	316
Bus	0	1	107	107	17
Semi-trailer	0	2	434	217	14
Full trailer	0	0	0	0	0
Ambulance	0	2	1,984	992	66
Fire Engine	0	2	77	33	3
Totals	10	117	69,400	5,515	2,327

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
AUGUST 1, 1944 through AUGUST 31, 1944

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	5	9	801	89	27
Tractors-Wheel	26	6	1769	296	59
Grader	2	0	0	0	0
Dragline	0	1	125	125	4
TOTAL	<u>33</u>	<u>16</u>	<u>2695</u>	<u>809</u>	<u>90</u>


JAMES G. LINDLEY
PROJECT DIRECTOR

Mr. Fuller

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF SEPTEMBER 1944

Type of Equipment	Number of Units Not Operated	In Operation	Total Mileage	Average Mileage Per Unit	Per Day
Passenger Cars	0	13	11,484	883	583
Trucks					
Panel	0	2	1,140	570	38
Pickup	4	25	15,094	604	503
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	2	35	16,849	481	562
Dump	1	17	8,000	471	267
Load Luger	0	1	23	23	1
Cargo	2	11	8,264	751	275
Bus	0	1	77	77	3
Semi-trailer	0	2	248	124	8
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,626	813	54
Fire Engine	0	2	60	25	2
Totals	9	111	62,864	4, 822	2,096

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
SEPTEMBER, 1944

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	4	10	851	85	28
Tractors-Wheel	9	23	962	42	32
Dragline	0	1	156	156	5
Grader	1	1	5	5	0
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL	14	35	1974	288	65

JAMES G. LINDLEY
Project Director

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF EQUIPMENT FOR THE MONTH OF OCTOBER 1944

Type of Equipment	Number of Units		Total Mileage	Average Mileage	
	Not Operated	In Operation		Per Unit	Per Day
Passenger Cars	0	13	10,541	811	351
Trucks					
Panel	0	2	1,501	750	50
Pickup	2	25	15,789	632	526
1½-2½-ton Stake	3	35	18,350	524	612
Dump	1	17	10,725	631	358
Load Luger	0	1	143	143	5
Cargo	4	9	8,539	949	288
Bus	0	1	109	109	4
Semi-trailer	0	2	337	169	11
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,498	749	50
Fire Engine	0	2	51	26	2
Totals	10	109	67,583	5,493	2,254

James G. Lindley
James G. Lindley

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF NOVEMBER 1944

Type of Equipment	Not Operated	In Operation	Total Mileage	Average Mileage Per Unit	Mileage Per Day
Passenger Cars	0	13	9,232	710	308
Trucks					
Panel	0	2	1,635	817	55
Pickup	1	26	13,159	506	439
1½-2½-ton Stake	1	37	16,722	452	557
Dump	0	18	11,361	631	379
Load Lugger	0	1	233	233	8
Cargo	1	12	8,143	679	271
Bus	0	1	98	98	3
Semi-trailer	1	1	213	213	7
Full-trailer	0	0	0	0	0
Ambulance	1	1	1,459	1,459	49
Fire Engine	0	2	87	43	3
Totals	5	114	62,342	5,841	2,079

James A. Sullivan

WAR RELOCATION AUTHORITY
GRANADA PROJECT
ANACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
NOVEMBER, 1944

<u>Type of Equipment</u>	<u>Net Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours</u>	
				<u>Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	6	8	382	48	13
Tractors-Wheel	13	19	521	27	17
Grader	1	1	7	7	0
Dragline	0	1	116	116	4
 TOTAL	 20	 29	 1026	 198	 34

James G. Lindley
JAMES G. LINDLEY
PROJECT DIRECTOR

Mr. Tucker

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF DECEMBER 1944

Type of Equipment	Not Operated	In Operation	Total Mileage	Average Mileage Per Unit	Average Mileage Per Day
Passenger Cars	0	13	7,011	539	234
Trucks					
Panel	0	2	1,597	798	53
Pickup	0	27	13,434	498	448
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	1	37	16,478	445	549
Dump	0	18	10,238	569	341
Load Lugger	0	1	193	193	6
Cargo	1	12	8,715	726	291
Bus	0	1	197	197	7
Semi-trailer	1	1	320	320	11
Full-trailer	0	0	0	0	0
Ambulance	1	1	1,417	1,417	47
Fire Engine	0	2	52	26	2
Totals	4	115	59,652	5,189	1,493

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
DECEMBER, 1944

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours</u>	
				<u>Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	7	7	286	41	10
Tractors-Wheel	16	16	412	26	14
Grader	2	0	0	0	0
Dragline	0	1	79	79	3
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TOTAL	25	24	777	146	27

James G. Lindley
Project Director

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF JANUARY 1945

Type of Equipment	Not Operated	In Operation	Total Mileage	Average Mileage Per Unit	Mileage Per Day
Passenger Cars	0	13	7,756	597	259
Trucks					
Panel	0	2	1,512	756	50
Pickup	0	27	13,792	511	460
1½-2½ton Stake	0	38	14,336	377	478
Dump	1	17	8,033	473	268
Load Luger	0	1	235	235	8
Cargo	1	12	7,599	633	253
Bus	0	1	209	209	7
Semi-trailer	0	2	147	73	5
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,487	743	50
Fire Engine	0	2	49	24	2
Totals	2	117	55,155	4,631	1,840

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

MMW
Moto Pool

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF FEBRUARY 1945

Type of Equipment	Net Operated	In Operations	Total Mileage	Average Mileage Per Unit	Per Day
Passenger Cars	0	13	9,351	719	312
Trucks					
Panel	0	2	1,331	665	44
Pickup	0	27	12,347	457	412
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	4	34	10,546	310	352
Dump	0	18	8,679	482	289
Load Lugger	0	1	250	250	8
Cargo	0	13	9,027	694	301
Bus	0	1	479	479	16
Semi-trailer	1	1	194	194	6
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,256	628	42
Fire Engine	0	2	29	14	1
TOTALS	5	114	53,489	4,892	1,783

WAR RELOCATION AUTHORITY
 GN-NADA PROJECT
 AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
 TYPES OF HEAVY DUTY EQUIPMENT
 FEBRUARY, 1945

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours</u>	
				<u>Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	10	4	152	38	5
Tractors-Wheel	22	10	223	22	7
Grader	2	0	0	0	0
Dredge	1	0	0	0	0
TOTAL					
	35	14	375	60	12

James G. Lindley
 Project Director

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF MARCH 1945

Type of Equipment	Not Operated	In Operations	Total Mileage	Average Mileage Per Unit	Per Day
Passenger Cars	0	13	9,991	769	333
Trucks					
Panel	0	2	1,658	829	55
Pickup	1	27	15,290	566	510
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	0	37	15,025	406	501
Dump	0	18	8,811	490	294
Load Lugger	0	1	361	361	12
Cargo	0	13	10,138	780	338
Bus	0	1	134	134	4
Semi-trailer	1	1	1,096	1,096	37
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,397	698	47
Fire Engine	0	2	61	30	2
TOTALS	2	117	63,962	6,169	2,133

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
MARCH, 1945

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours</u>	
				<u>Per Unit</u>	<u>Per Day</u>
Tractors-Crawler	11	3	109	36	4
Tractors-Wheel	21	11	239	22	8
Grader	2	0	0	0	0
Dragline	1	0	0	0	0
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TOTAL	35	14	348	58	12

JAMES G. LINDLEY
PROJECT DIRECTOR

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF APRIL 1945

Type of Equipment	Not Operated	In Operations	Total Mileage	Average Mileage	
				Per Unit	Per Day
Passenger Cars	0	13	7,407	570	347
Trucks					
Panel	0	2	1,533	766	51
Pickup	0	27	14,317	530	477
1 $\frac{1}{2}$ -2 $\frac{1}{2}$ ton Stake	3	35	13,261	379	442
Dump	2	16	4,216	266	141
Load Luger	0	1	178	178	6
Cargo	1	12	8,272	689	276
Bus	0	1	150	150	5
Semi-trailer	0	2	2,673	1,336	89
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,384	692	46
Fire Engine	0	2	90	45	3
<hr/>					
TOTALS	6	113	53,481	5,601	1,874

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
APRIL, 1945

Type of Equipment	Not Operated	In Operation	Total Hours	Average Hours	
				Per Unit	Per Day
Tractors-Crawler	0	3	135	45	5
Tractors-Wheel	10	9	162	18	5
Grader	2	0	0	0	0
Dragline	1	0	0	0	0
TOTAL	13	12	297	63	10

JAMES G. LINDLEY
PROJECT DIRECTOR

WAR RELOCATION AUTHORITY

GRANADA, COLORADO

REPORT OF UNITS AND MILEAGE BY TYPES OF
EQUIPMENT FOR THE MONTH OF MAY 1945

Type of Equipment	Not Operated	In Operation	Total Mileage	Average Mileage Per Unit	Per Day
Passenger Cars	0	13	9,083	699✓	303 317
Trucks					
Panel	0	2	1,692	846✓	56 546
Pickup	1	26	14,870	572✓	496
1½-2½-ton Stake	3	35	12,898	369	430
Dump	6	12	2,239	187	75
Load Lugger	0	1	57	57	2
Cargo	0	13	8,468	651	282
Bus	0	1	159	159	5 = 6
Semi-trailer	0	2	2,747	1,373	92
Full-trailer	0	0	0	0	0
Ambulance	0	2	1,493	746	50
Fire Engine	0	2	108	54	4
TOTALS	10	109	53,814	5,713	1,795

Fi 12
Motor 7001

13 / 9083 (699)
78
178 (317)

31 / 9083
903
53
31
240

26 / 14870 (572)
130
187
182
50

31 / 1692 (546)
153
142
124
180

31 / 14870 (480)
124
247

30 / 14870 (496)
120
287
270
170

WAR RELOCATION AUTHORITY
GRANADA PROJECT
AMACHE, COLORADO

MONTHLY REPORT OF UNITS AND HOURS BY
TYPES OF HEAVY DUTY EQUIPMENT
MAY, 1945

<u>Type of Equipment</u>	<u>Not Operated</u>	<u>In Operation</u>	<u>Total Hours</u>	<u>Average Hours Per Unit Per Day</u>	
Tractors-Crawler	0	3	159	53	5
Tractors-Wheel	9	10	261	26	9
Grader	2	0	0	0	0
Dragline	0	1	156	156	5
TOTAL	11	14	576	235	19

JAMES G. LINDLEY
PROJECT DIRECTOR

WRA.	Make.	Body.	Model.	Capacity.	Serial no.	Motor no.
514	Dodge	Dump	1939	1 1/2 ton	8289423	T 74-7179 ✓
516	Dodge	Dump	1939	1 1/2 ton	8289430	T 74-7170 ✓
517	Dodge	Dump	1939	1 1/2 ton	8289447	T 74-7212
518	Dodge	Dump	1939	1 1/2 ton	8289443	T 74-6780
529	Dodge	Dump	1939	1 1/2 ton	8289438	T 74-7155
531	Dodge	Dump	1939	1 1/2 ton	8289446	T 74-7165
536	Chev.	Dump	1939	1 1/2 ton	5VB06-8888	T 2606 780
620	Ford	Dump	1941	1 1/2 ton	BB 18-6350448	None
621	Ford	Dump	1941	1 1/2 ton	BB 18-6347582	None
671	G.M.C.	Dump	1939	2 1/2 ton	32655	12861184
678	Ford	Stake	1939	1 1/2 ton	Number not legible	
618	Ford	Pickup	1938	1 1/2 ton	18-4624999	None
626	G.M.C.	Semi unit	1940	2 ton	AF-501-115	278-1060
530	Dodge	Chassis & lugger	1939	1 1/2 ton	5267440	T 746786
550	Int.	Stake	1940	2 ton	D40-13968	FAB259-17809-AP

Transferred on memorandum receipt to U.S.A. corps of Engineers for Operation of Irrigation

636	Ford	Pickup	1935	1 1/2 ton	18-1802182	None
676	Ford	Stake	1939	1 1/2 ton	BB18-4634051	None
615	Int.	Pickup	1939	3/4 ton	D-2-92969	

Used part time by corps of engineers

626	G.M.C.	Chassis	1940	2 ton	AF-501-115	78-1060
631	Speeder	Full Trailer				

~~3 truck unit to pull trailer~~

672	GMC	chassis	1934	5 Ton	1450619	T-84-C.
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WRA	MAKE	BODY	MODEL	CAPACITY	SERIAL NO.	MOTOR NO.
514	Dodge	Dump	1939	1 1/2 Ton	8289423	T 74-7179
516	Dodge	Dump	1939	1 1/2 Ton	8289430	T 74-7170
517	Dodge	Dump	1939	1 1/2 Ton	8289447	T 74-7212
518	Dodge	Dump	1939	1 1/2 Ton	8289443	T 74-6780
529	Dodge	Dump	1939	1 1/2 Ton	8289438	T 74-7155
531	Dodge	Dump	1939	1 1/2 Ton	8289446	T 74-7165
536	Chevrolet	Dump	1939	1 1/2 Ton	5VB06-8888	T 2606 780
620	Ford	Dump	1941	1 1/2 Ton	BB 18-6350448	None
621	Ford	Dump	1941	1 1/2 Ton	BB 18-6347582	None
671	G.M.C.	Dump	1939	2 1/2 Ton	7886TT4	24655 I2 86IT 84
678	Ford	Stake	1939	1 1/2 Ton	Number not legible	
618✓	Ford	Pickup	1938	1 1/2 Ton	18-4624999	None
626✓	G.M.C.	Semi Unit	1940	2 Ton	AF-501-115	278-1060
530✓	Dodge	Chassis & Luger	1939	1 1/2 Ton	5267440	T 74-7166 IT 746780

~~515 Dodge Stake 1939 1 1/2 Ton 842928 T 74-19001~~
~~550 G.M.C. Stake 1940 2 Ton D40-13968 FAB259-17809-AP~~
 Transferred on memorandum receipt to U.S.A. Corps of Engineers for Operation of Irrigation

636	Ford	Pickup	1935	1 1/2 Ton	18-1802182	None
676	Ford	Stake	1939	1 1/2 Ton	BB18-4634051	None
615	International	Pickup	1939	3/4 Ton	D-2-92969	

used part time by Corps of Engineers

672 626	G.M.C.	Chassis	1940	2 Ton	AF-501-115	78-1060
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438-1 Speeder Full Ton

Mr. Lindley

Comparative standing of the Centers in the conservation of gasoline and mileage. All figures are taken from the second quarter of 1943 and the second quarter of 1944. Projects are listed according to comparative standing.

	Population		No. cars & Trks. operated		Mileage		2nd quar. Average Per cap. Mileage	Approx. Distance to Railhead	Mileage Reduction or Increase
	Oct. 16, 1943	Nov. 18, 1944	1943	1944	2nd quar. 1943	2nd quar. 1944			
Colo. R.	13,106	11,151	344	354	1,095,072	484,698	43.4	18 Mi.	-610,374
C. Utah	6,740	5,779	197	163	427,448	194,827	33.7	18 "	-232,621
Gra.	6,398	6,003	127	119	252,571	188,987	31.4	1 "	- 63,585
Manz.	8,182	5,482	150	135	329,974	268,906	49	7 "	- 61,068
Ht. Mt.	8,871	8,714	150	171	265,953	258,515	29.6	0	- 7,438
Roh.	6,358	6,509	110	128	210,200	205,676	31.6	0	- 4,524
Gila	6,647	9,363	226	197	516,179	516,636	55.1	18 "	+ 457
Mini.	6,932	7,172	160	167	279,768	322,995	45	18 "	+ 43,227
Tule	15,121	18,719	207	220	317,073	418,314	22.3	0	+101,241

Total Reductions 979,610 mi/
Increases 144,925

Probable gas saving 104,335 gallons
Estimated money saving \$10,433.50

Total net Reduction 834,685
(2nd quar. 1944)
(over 2nd quar. 1943)

$119 / \frac{119}{910} (16\% +)$

A circular postmark from the Western Railway Association (W.R.A.) in Canada. The border of the circle is marked with numbers 1 through 12, resembling a clock face. The text inside the circle reads "RECEIVED" at the top, "FEB 19 1945" in the middle, and "W. R. A. CANADA" at the bottom. A small arrow points to the number 9 on the clock face.

Comparative standing of the Centers in the conservation of gasoline and mileage. All figures are taken from the second quarter of 1943 and the second quarter of 1944. Projects are listed according to comparative standing.

	Population		No. cars & Trks. operated		Mileage		2nd quar. Average Per cap. Mileage	Approx. Distance to Railhead	Mileage Reduction or Increase
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Gra.	6,398	6,003	127	119	252,571	188,987	31.4	1 "	- 63,585
Manz.	8,182	5,482	150	135	329,974	268,906	49	7 "	- 61,068
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Increases 979,610 mi/
144,925

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Total net Reduction
(2nd quar. 1944)
(over 2nd quar. 1943) 834,685

UNITED STATES
DEPARTMENT OF THE INTERIOR
WAR RELOCATION AUTHORITY

Washington

February 16, 1945

TO ALL PROJECT DIRECTORS

Attention: Mileage Administrators

Attached please find copies of a summary of standings of all Centers pertaining to savings of mileage, gasoline and tires.

A great deal of work and effort has been expended to effect a mileage saving as requested by the President.

It is rather encouraging that six projects show a saving of from a few thousand up to six hundred thousand miles since our mileage conservation effort began.

Three projects have made no saving in mileage used, but have actually increased mileage.

This effort has a basic connection with winning the war. We hope that the next quarterly report will show that all projects are making an effort to place on top.

Yours very truly,

L. E. Fiero

L. E. Fiero
Lt. Col. F.A., U.S.A. Res.
Mileage Administrator

Enclosures

NOTICE !!

ALL DRIVERS ARE REQUESTED TO REPORT TO

MR. TOMLINSON'S OFFICE BETWEEN

6:30 to 7:30 P.M.

ALL THIS WEEK TO SECURE THEIR GOVERNMENT

DRIVING LICENSES.

ALL DRIVERS ARE REQUIRED TO GET LICENSES.

STANLEY E. ADAMS

Stanley E. Adams

527

WAR RELOCATION AUTHORITY
CENTRAL REGION

In reply, please refer to:

DRIVER

Job Description

Under supervision, to operate a motor truck of less than $3\frac{1}{2}$ ton capacity, bus or passenger car, and to perform related work.

Typical Tasks

1. Driving and operating a dump truck in connection with excavation or construction work.
2. Driving a flat bottom or stake body truck in the transportation of commodities or equipment.
3. Operating a bus or passenger car.
4. *Driving and operating a slag spreader, stone or watering car.*
5. Driving a truck while towing road surfacing machinery.
6. Maintaining and caring for equipment.
7. Assisting with the loading and unloading.

Qualifications

Experience: Sufficient experience in the operation of trucks to demonstrate ability to perform work assigned.

State motor vehicle operator's license where required.

Knowledge: Knowledge of traffic regulations.



WAR RELOCATION AUTHORITY
CENTRAL REGION

In reply, please refer to:

POWER-SHOVEL OPERATOR

Job Description

Under general supervision, to operate gasoline, diesel, air, electric or steam-powered equipment fitted with boom, dipper stick and bucket, for excavating or moving materials, and to perform related work.

Typical Tasks

1. Manipulating power shovel into proper working position.
2. Excavating or back-filling.
3. Caring for and maintaining equipment.

Qualifications

Sufficient experience in the operation of powered digging equipment to demonstrate ability to perform work assigned.

License if required.



WAR RELOCATION AUTHORITY
CENTRAL REGION

In reply, please refer to:

TRACTOR OPERATOR

Job Description

Under supervision, to operate and maintain a gasoline, kerosene or diesel powered tractor and to perform related work.

Typical Tasks

1. Operating machine in connection with any construction or excavation work.
2. In addition to operating tractor, manipulating controls or any device attached.
3. Cleaning and greasing and otherwise maintaining the machine.

Qualifications

Experience: Sufficient experience in the operation of a tractor and in the use of trailer attachments to demonstrate ability to perform work assigned.

Knowledge: Familiarity with manufacturer's instructions and with the limitations of the machine. Working knowledge of one or more types of tractor and trailer attachments. Knowledge of traffic regulations and regulations governing use of tractors on highways.



WAR RELOCATION AUTHORITY

Memorandum

December 8, 1942

To: All Evacuees particularly
Coal Haulers

From: R. J. Mitchell
Acting Transportation & Supply Officer

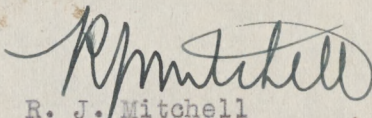
Subject: Riding in bed of dump trucks

Effective immediately no riders will be permitted to ride in the back or bed of any dump truck.

As before, only the driver and two riders will be permitted in the cab. Coal haulers will be transported to and from coal cars by a convoy truck at the following hours:

To coal cars	8:30 a.m.
	and 1:15 p.m.
From coal cars to project	11:30 a.m.
	and 4:30 p.m.

The convoy truck will leave from in front of the Motor Pool office.


R. J. Mitchell
Acting Transportation & Supply
Officer

file 6.71

TRANSPORTATION & SUPPLIES

Division Head TK. - James Furukawa

510.01 - Sunichi Hashioka

Mess Office - Butchers - Picklers - Night Janitors

6E - 510.1 - S. Takei	11G - 510.16 - Roy Sugimoto
7E - 510.2 - Y. Kasai	12G - 510.17 - N. R. Sakiyama
8E - 510.3 - J. Hatanaka	6H - 510.18 - John Nakano
9E - 510.4 - Grove Yoshiwara	7H - 510.19 - Mas Watanabe
10E - 510.5 - Dot Fujimoto	9H - 510.21 - Saburo Minabe
11E - 510.6 - Fujio Inouye	10H - 510.22 - K. Kitazawa
12E - 510.7 - Geo. Iwanaga	11H - 510.23 - Geo. Murakami
6F - 510.8 - M. Hamakawa	12H - 510.24 - Saburo Tobara
7F - 510.9 - E. Kurihara	7K - 510.25 - Y. Kubota
8F - 510.10 - Dot Nakamura	8K - 510.26 - Shiro Shigio
11F - 510.11 - Karl Tanaka	9K - 510.27 - Hiroyuki Suyama
12F - 510.12 - Ben Kawata	11K - 510.28 - Ted Oda
6G - 510.13 - T. Yamasaki	12K - 510.29 - Geo. Matsuura
7G - 510.14 - Morio Yasuhiro	9L - 510.30 - T. Kakehi
8G - 510.15 - T. Shinbori	

Roving TK. for Mess -- Kay Isono - Jim Okabe - Geo. Okabe

520	Motor Pool	Blacksmith & Garage	Kenzo Arimoto
530	Warehouse	(Jones)	James Hanamura
530	Property	(Mitchell)	Joe Harada

PUBLIC WORKS

Division Head TK - George Yoshida

Yasuo Yabuta

Public Works 200 - 220 - 240
Plumbers & Electricians 410

Toshio Shoji

Const. Carpenters 410
Section 1 (6 blocks)
Section 2 "
Section 3 "
Section 4 "
Section 5 "

Kijiro Sumi

Section 1

Masako Ito

Section 2

Midori Yamane

Section 3

Hirotsuka Okubo

Section 4

George Yamamoto

Section 5

Taka Aratani	New Buildings	220.1
	Street Crew	711
Kazuichi Yamamoto	Garbage	611
T. Kawazoe	Stokers & Janitors	711
T. Konishi	Section 1	(6 blocks)
M. Kanameshi	" 2	"
Roy T. Kasai	" 3	"
M. Kawazoe	" 4	"
Kazuo Ito	" 5	"

ADMINISTRATION

Division Head TK - Shigeru Watanabe

Tokunai Shimoto	Procurement & Fiscal	110
	Budget & Finance	110
	Office Services	110
	Reports Office	110
Frances Adachi	Personnel Office	110

WAR WORKS

Division Head TK - Shigeru Watanabe

Charles Machida	Farm Office	310
	Farm	314

COMMUNITY SERVICE

Division Head TK - Shigeru Watanabe

<i>Senosuke Kimura</i>	<i>Education</i>	640.1
	<i>Social Welfare</i>	600.1 - 633
Naozo Hayashi	Recreation	640.1
Joe Nishihara	Police	622
Joe Nishihara	Fire Wardens	623
-----	Block Managers	621
<i>Per</i>		
Ben Kunitomo	Hospital	611

Violet Kunitomo

Peggy Yamada

EMPLOYMENT & HOUSING

Division Head TK - Shigeru Watanabe

Lisao G. Yamano	Housing	711
	Placement	720
	Coding	720

COMMUNITY ENTERPRISE

George Wakakuwa	Store - Barber	900
	Optometrist	

*Elementary
jr. High
Sr High
Night School*