

GENERAL PLAN OF ORGANIZATION TO EFFECT TRANSFER PROGRAM

IN THE

CENTRAL UTAH RELOCATION CENTER

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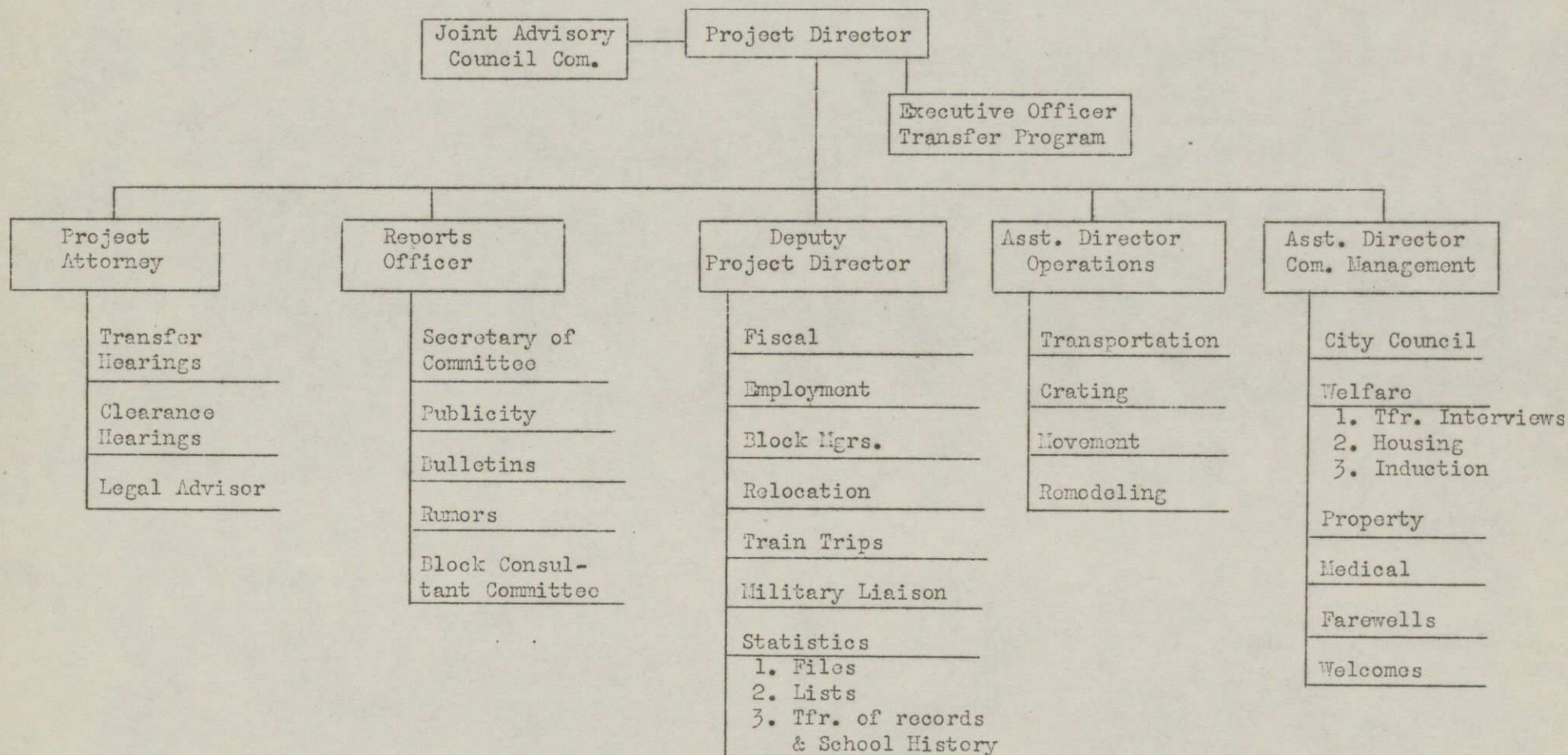
August 20, 1943

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By

Project Transfer Committee

WAR RELOCATION AUTHORITY
Central Utah Project
ORGANIZATION CHART
SHOWING RESPONSIBILITY FOR THE TRANSFER PROGRAM



GENERAL PLAN OF ORGANIZATION TO EFFECT TRANSFER PROGRAM
IN THE CENTRAL UTAH RELOCATION CENTER

I. JOINT ADVISORY COUNCIL COMMITTEE

A committee composed of 5 representatives of the Council and 5 representatives selected by persons transferring to Tule Lake will meet 3 times weekly and as often as needed to advise and counsel with the Project Director on all phases of the Transfer Program.

II. PROJECT TRANSFER COMMITTEE

A. Purpose

The purpose of this committee will be to set procedures and coordinate the efforts of each division, section, and unit who will participate in the carrying out of the transfer program.

B. Membership of the committee and their duties

1. Project Director

Charles F. Ernst, General Chairman and Coordinator

Responsibilities:

1. Assure uniform understanding of all aspects of the transfer program by every member of the appointive staff.

2. Project Reports Officer

Russell Bankson, Secretary of the Committee

Responsibilities:

1. Prepare minutes of all meetings of the Project Transfer Committee and distribute copies to each member within 24 hours.
2. Prepare all news releases.
3. Prepare information bulletins (for Director's signature) to be announced and posted in dining halls.
4. Prepare all other interpretative material that will give the residents the fullest information possible on the transfer program.
5. Make special effort to track down and refute all rumors concerning the transfer program.
6. Through Block Consultant Committee, give direct information to the transferees regarding property, crating, train, and other information concerning movement.

3. Deputy Project Director
James F. Hughes

Responsibilities:

1. All fiscal matters pertaining to the Transfer.
2. Work assignment for replacement of transferees, particularly those in key positions, and the reallocation of available workers to assure continuation of project activities immediately following departure of transferees.
3. Assignment to Project Employment of incoming residents to jobs fitted to their abilities.
4. Checking in of WRA housing equipment of all transferees prior to their departure.
5. Issuance of housing equipment to incoming residents on their arrival--equipment being properly cleaned and sterilized prior to their arrival.
6. Collaborate at block level, through block managers, in the interpretation of the transfer program.
7. Make available adequate facilities for induction of incoming residents.
8. Return to housing all apartments not being used for essential purposes.
9. Immediately after departure of transferees, prepare report on condition of each vacated apartment, listing necessary renovations in order that the Assistant Director in charge of Operations may proceed immediately to put the apartments in order.
10. Gathering all necessary data for each individual transferee.
11. Prepare all lists necessary to the transfer program.
12. Prepare records for transmitting to the Tule Lake Center.

4. Assistant Project Director
Roscoe E. Bell

Responsibilities:

1. Supervise and furnish all transportation necessary at the project level for the transferees and their belongings.
2. Provide crating material and prepare crates and distribute to transferees.
3. Supervise movement in and out of Center at time of departure and arrival.

4. Restore all apartments to good order immediately following departure of transferees.

5. Assistant Project Director
Lorne Bell

Responsibilities:

1. All matters concerning transferees property.
2. All relations with the City Council. Full interpretation of the policy and procedure for transfer given in full detail.
3. Interpretation of transfer program at the block level through the Council representative.
4. Plan, organize, and stimulate farewell parties for transferees within operating and service sections. Organize camp-wide, organizational parties, etc.
5. Obtain all medical clearances necessary for transferees on request of the transfer office.
6. Plan welcome and receptions for incoming residents.
7. Supervise induction and assign housing to new residents.

6. Project Attorney
Ralph Barnhart

Responsibilities:

1. Schedule segregation hearings of all those in group 2 and proceed to have hearings as rapidly as possible.
2. Peruse and edit, prior to submitting to Project Director for final approval, reports of segregation hearings.
3. Act as legal advisor to Project Transfer Committee.

7. Head Counselor
George Lafabregue

Responsibilities:

1. Organize office to be known as Transfer Office.
2. Coordinate the entire transfer program under the direction of the Project Director.

C. General information to members of Project Transfer Committee.

1. The Project Transfer Committee will meet each Tuesday, Thursday, and Saturday morning promptly at 9:00 A.M.

2. Each member of the Committee will set up within his operating or service division, the necessary machinery to assure the carrying out of his responsibilities.
3. It must be kept in mind constantly, that time is an extremely important element. Our responsibilities must be carried through promptly and expeditiously.

III. TRANSFER OFFICE

A. Planning Office

1. The administrative office has been established in the center of the connecting wing of the administration building.
2. This office will be occupied by the Transfer Office (Head Counselor) and (Secretary).
3. The Transfer office will act as a coordinating office for the Transfer Program under the direction of the Project Director.
4. All questions regarding policy and procedure must be cleared through the Transfer Officer.
5. Instructions and requests for materials, equipment, etc., emanating from the Transfer Officer will require priority attention. This is to be strictly observed since time is the essence.
6. In this office, or closely adjacent to it, will be set up a segregation record file made up of the individual records of potential segregatees, as well as the necessary master card file of all segregatees, and a breakdown of the different categories of segregatees.

B. Segregation Office -- Operating

1. An office known as the Transfer Office has been established in Rec. 4.
2. In this office, all transfer interviewing (excepting the segregation hearings) have been held.
3. The transfer office will perform all the welfare interviews outlined in the July 15 instructions.
4. All residents seeking information on the transfer program must be referred to this office.

IV. ADMINISTRATIVE MANAGEMENT DIVISION RESPONSIBILITIES

A. Designation of Car Checkers (Flow Chart #38)

1. A car checker will be assigned to each car. Names of checkers will be designated by August 24th by the Deputy Project Director.

B. Block Managers assisting families to prepare for travel (Flow Chart #42)

1. Block Managers have been currently informed by memoranda and discussions the role they will take in assisting families to prepare for travel.
2. On morning of departure, the transferees will account to the Block Manager for all government-owned cots, mattresses, blankets, and other apartment equipment and will obtain from the Block Manager a property receipt for such property returned to him. (Form Cu-5) (Several days prior to departure of resident, the Block Managers will take an inventory of apartment equipment to determine whether all W.R.A. property is accounted for.)
3. The Administrative Management Division will make certain it has sufficient assistance to check in housing equipment so that there will be no delay at the time of departure.

C. Train and car lists (Flow Chart #43)

1. Train and car lists will be furnished the Block Managers, Housing, Operations Unit, and all others concerned. The name of the car checker will be shown on each car list.

D. Information consultants (Flow Chart #47)

1. The Block Managers will cooperate with the various information consultants in making information available to transferees.
2. The Project Reports Officer will advise the Deputy Director of the names of the 5 appointive information consultants.

E. Preliminary housing assignments for transferees (Flow Chart #48)

1. Block Managers will assist the Housing Unit to determine apartment vacancies.
2. As the number and location of surplus blankets, cots, mattresses, and comforters are determined, Block Managers will notify the Head Storekeeper, Warehouse #101, who will arrange to have the items picked up. Blankets and comforters will be laundered before re-issue.

F. Alterations to barracks (Flow Chart #49)

1. Block Managers will cooperate with the Housing Unit in inspecting vacated apartments to determine needed repairs and renovations.

G. Delivery of freight to warehouse (Flow Chart #51)

1. Evacuee Property Officer will notify Motor Transport Section when freight is ready for hauling to the Project Warehouse. Such freight will be stored in Warehouse #121 for preparation to

transfer by rail to the Tule Lake Center, in accordance with the block movement schedule previously furnished by the Transferee Committee.

2. The Evacuee Property Officer will furnish the Warehouse Unit with one copy of Form WRA 156 "Request for Transportation of Property" as soon as they have been signed by the transferee.
3. The transferee will receive a receipt from the trucker for the number of pieces of freight picked up for storage in the warehouse and for subsequent shipment to Tule Lake Center. The trucker will in turn receive a receipt for the number of pieces of freight which he turns in at the warehouse for each individual.

H. Transfer of files (Flow Chart #54)

1. Files to be transferred will be reported by Division Chiefs to the Deputy Project Director. Files will be placed in boxes, properly labeled as to contents. The completed files will be brought to the Deputy Director's office not later than August 30th. A complete list of the contents will be given to the Director's Representative aboard the train, who will be responsible for them, and a copy will also be enclosed in the box.

I. Confirming schedules and equipment to Director. (Flow Chart #61)

1. Plans will be checked to conform with Army arrangements.

J. Names of Director's Train Representative (Flow Chart #64)

1. After selection by the Project Director of the Director's Representative aboard the train, this Representative's name will be wired to the Washington, D. C. office together with the period to be covered by travel authorization which will be issued by the Washington office.

K. Special food (Flow Chart #65)

1. Oranges, lemons (for car sickness) will be furnished from Project Commissary, also special diet food.

L. Special medical supplies and equipment (Flow Chart #66)

1. A check will be made with the Project Hospital to determine the equipment and supplies to be sent on train. The Property Control Unit will prepare property transfer forms (OEM-61) for any equipment (such as, bed pans, etc.) transferred to Tule Lake, unless it is determined by the Hospital that the equipment must be returned to our Project.

M. Delivery of records to train (Flow Chart #80)

1. Motor Transport Section will be informed when box containing records is ready for delivery to train. (See under Flow Chart #54)

N. Assembling of transferees for departure to Tule Lake (Flow Chart #84)

1. The Block Manager and block representative of the Transfer Committee will be responsible to gather the transferees in the dining hall on the morning of departure.

O. Train organization

1. The Deputy Project Director and the Director's Representative and the information consultants committee should in collaboration organize each car in such a way that a car captain will be selected, proper distribution of food will be effected, and the care of children provided.

P. Train and car checkers

1. Car checkers immediately upon receipt of train list shall confer with the Block Manager and block representative of the Transfer Committee concerning movement of persons assigned to his car.
2. The day before departure the car checker shall make a careful check of each individual transferring to Tule Lake on his car list.
3. The morning of departure the car checker should check each individual at the time he boards the automobile or truck at Topaz.
4. The car checker will make a final check at the time of boarding the train and turn over the list to the Director's Representative on board the train.
5. Train car placards will be prepared by Engineering Section upon request of Deputy Project Director.

Q. Wire Project Director at center of destination and Director in Washington of train departure.

R. Cash advance and clothing allowance

1. The Finance Section of the Administrative Division will prepare complete details as soon as possible as to methods that will be used in paying cash advances and clothing allowances for months of August and September to the transferees.

S. Identification Cards

1. Identification cards will be retained by the transferees to be used in identifying themselves at Tule Lake.

V. RESPONSIBILITIES OF THE OPERATIONS DIVISION

- A. Barrack alterations will be made as rapidly as possible upon notification from the Housing Unit that barracks are vacant (Flow Chart #49)

- B. The Engineering Section will distribute crating and boxing material by truck to apartment, beginning August 23rd in accordance with individual orders received from the Project Reports Officer. (Flow Chart #50)
- C. Deadline will be set for pickup of freight one week before departure date. The Motor Transport will pick up freight on schedule submitted by the Evacuee Property Officer and haul to Warehouse #121. The warehouse will prepare Government bill of lading and will notify Motor Transport when a carload of freight is ready for transportation to the railroad. Motor Transport will handle hauling and loading on car. (Flow Chart #51 & #70)
- D. Checkable baggage will be picked up by Motor Transport two days before departure on schedule arranged by Block Information Consultants. The Motor Transport will pick up baggage at apartments. The baggage will be checked at this point by the trucker with assistance of Information Consultants, using baggage check tags and will print name of owner on tag. Baggage will be transported direct to the depot. (Flow Chart #52 & #74)
- E. Transferees will be picked up at the dining hall in each block on the time schedule arranged through Block Information Consultants. Persons booked for passage on Pullman cars will be picked up by bus or passenger vehicles at their apartments in accordance with lists submitted by the Welfare Section. They will be transported direct to the station and taken to the appropriate car checker. (Flow Chart #53 and #73)
- F. Food and medical supplies will be transported to the station by the Motor Transport on order from the Project Steward and the Project Medical Officer. (Flow Chart #77 and #78)
- G. Files will be transported to the train for each trip by the Motor Transport on order from the Deputy Project Director. (Flow Chart #80)

VI. RESPONSIBILITIES OF COMMUNITY MANAGEMENT DIVISION

A. Health and Medical Care Section

Aug. 28 Receive from the Project Director train and car lists - 44 - VII - T.

30 Review Train and car lists in order to inform Project Director the number of infants that require special feeding. - 65 - VII, T, 3.

31 Inform Project Director of number of infants going on a particular trip - VII, T, 3.

Sept. 1 A. Prepares and in mail to Project Director a summary of the needs of special food and baby formula. 65 - VII, T, 3.

- B. Prepares and in mail to Project Director a summary of special food for diet cases - 65 - VII, T, 3, D.
- 2 All directions for special feeding for each infant to be prepared. One copy for each mother and one copy for train doctor - 65 - VII, T, 3.
- 8 All special medical reports which may be necessary for those going on the train. 68 - VII, T, 8.
- 9 All documentation prepared regarding special medical supplies and equipment as outlined in Transfer Manual. VII - T, 6, a.
- 10 Each mother will receive her own written formula showing feeding schedule.
- 11 A. Deliver to Motor Transport properly boxed special medical supplies and equipment as required. 66 - VII - T, 6.
- B. Final plans made for physical checkup at railroad, staff, equipment, transportation for staff, time of departure, etc. 83 - VII - T, 7.
- 13. A. Group physical checkup at railroad. 83 - VII - T, 7.
- B. Deliver to train doctor special medical instructions and reports for those on the trip. 68 - VII - T, 8, VII, T, 9.
- C. Deliver to train doctor special feeding instructions for all babies on train. 68 - VII, T, 3.
- D. Deliver to train doctor special feeding directions for diet cases. 68 - VIII, T, 8.

B. Community Education Section

1. Adult Education

- a. Determine from the rolls of those who are to be transferred the number of residents in the Adult Education Unit who will be affected by this transfer.
- b. The setting up of a program which will familiarize the incoming residents from Tule Lake with the opportunities offered in Adult Education. A committee is being organized that will serve as a reception and orientation committee in respect to these problems.

2. Secondary Unit

- a. A check will reveal the number of students from the seventh to the twelfth grade inclusive, who will be transferred to Tule Lake. Transcript of credits, together with all the

reports in their personnel file, such as co-curricular activities engaged in, teacher evaluation of the student, both in terms of scholastic attainment and personality and all records that tend to reveal the strength and weak points of the student will be transferred to Tule Lake.

- b. A reception committee has been set up, which will serve as an interviewing committee of all incoming students, assisting them in becoming adjusted to the school program and to their class schedules.

The Superintendent of Education at Tule Lake has been requested, through the Project Director's office at Topaz, to supply us with all available information regarding the number of possible employees from that relocation center in the Community Education program at Topaz. We anticipate their full cooperation in this request.

3. Elementary Unit

- a. Preparing transcript of credits, health records, and all other pertinent school information for each child going to Tule Lake. These records will be sent to the Deputy Project Director in duplicate form and one copy will be retained in the Elementary Unit.
- b. Arranging interviews between a teacher who is being transferred ahead of all departing children so that they will have a definite point of contact in their new schools.
- c. A committee to welcome new students from the Tule Lake Center into the Elementary Unit at Topaz.
- d. A committee to welcome all new teachers from the Tule Lake Center who desire to work in the Elementary Unit.

4. Pre-School Unit

- a. Preparation of health certificates and school records to be sent to the Deputy Project Director, one copy being retained in the Pre-School.
- b. The appointment of a committee to contact incoming students from the Tule Lake Project for the purpose of introducing them to the Pre-School Program and making the proper class and Pre-School Center assignment.

C. Internal Security Section

- 1. Will prepare for shipment all contraband held by the Internal Security Section of those people who are transferring. Motor Transport will be notified when this is ready to be picked up.

2. Will separate and box for shipment all the records of the transferees. This will be done just previous to the train departure in order that the records can be nearly complete as possible.
3. Will also be prepared to render any further assistance and perform other duties in line with the over-all responsibilities of this section, with particular reference to the orderly departure of the transferees and the arrival of the inductees.

D. Business Enterprises Section

1. Will repay all Membership Certificates and Capital Loans to members transferring to Tule Lake before they leave the Center.
2. Will give each transferring member a self-addressed post card for sending back his forwarding address so that patronage equity rebates can be paid in the regular order for redemption at a future date.
3. These procedures will be announced through the Co-op News Bulletin and by contact with the transferees' representative committee. The Topaz Times will also carry these announcements.

VII. RESPONSIBILITIES OF THE PROJECT REPORTS OFFICER

- A. To organize a committee of Information Consultants consisting of 5 appointive staff members who will work in close cooperation with a similar committee named by the committee of 33 Block Representatives of the Transferees.
- B. To arrange by blocks a series of meetings to be held in the block dining hall attended by all transferees for the purpose of being informed of all procedures for the transfer, which will include handling of their freight, checkable baggage and hand luggage; the checking out of Government property; the placing of orders for necessary boxes and crates or lumber for the making of boxes and crates; the schedule for gathering freight and checkable baggage.
- C. To prepare and disseminate to the transferees all interpretative material that will supply them with the fullest possible information about the transfer movement.
- D. To serve as a liaison between the Administration and the Transferee Committee.
- E. To prepare order forms and secure definite orders from transferees for the needed boxes or lumber materials to be turned over by the Reports Officer to the Operations Division for execution. This is to be completed by the week ending August 28th.
- F. To receive from the Project Director the train and car lists and to distribute these to the Block Managers and the Transferee Committee members and to post in dining halls.

- G. To work with and assist the Evacuee Property Office in carrying forward its activities in obtaining information from transferees and in arranging schedules for transferees.

VIII. RESPONSIBILITIES OF THE EVACUEE PROPERTY OFFICE

- A. Instruct 10 Information Consultants on procedure for preparing WRA Form 156 to be completed for each family group being transferred to Tulo Lake.

To supervise the completion of Form 156 by the Information Consultants and to check forms for accuracy.

This is to be accomplished on a block-to-block schedule prepared by the Information Consultants Committee.

- B. To inform the transferee on the proper procedure as to property going by freight, checkable baggage and hand luggage.
- C. In collaboration with the Project Reports Officer, assume responsibility to see that the block check sheet Form 276 is completed and checked in duplicate.
- D. To immediately proceed to develop a schedule which will indicate the date and the approximate time when freight is to be picked up. Copies of this schedule to be sent to the Block Managers, to the Information Consultants, to the Motor Transport Section, and individual notices to be sent to each transferee family unit.

Schedule to be based on the plan which calls for the freight to be picked up 7 days before the train departure.

IX. RESPONSIBILITIES OF THE EMPLOYMENT DIVISION

A. Outgoing

1. To forward employment records of all transferees from Topaz to Tulo Lake Project for the purpose of acquainting the Employment Officer there with their skills and training. This record will permit that division to select qualified persons for work assignments at Tulo Lake.
2. To forward an employment rating sheet for each person, this rating being made up by the division foreman under whom the transferee worked.

B. Incoming

1. An employment interviewer's desk will be placed in the

induction conveyor line, for the purpose of determining the inductee's wishes as to employment and for making assignments to such jobs in Topaz as are then available.

2. The Tule Lake Project will forward employment records for all persons arriving from there. This will be used as a guide for placing those who can be employed at Topaz.

X. INDUCTION PROCEDURE

A. Present status of housing

Upon the announcement of the Transfer Program, the Housing Unit made an intensive attempt to consolidate the bachelor quarters and the overhoused apartments. The results have been an expression from the bachelors that they would prefer to have strangers from Tule Lake quartered with them than move from present quarters.

The few families who have been living in overhoused apartments have for the most part, moved to smaller apartments. That has resulted in the gain of only a few apartments. The relocation program has given us a very small number of vacancies, mainly because one or two members of the family have relocated leaving the other members in an apartment; and in about 75 per cent of the cases, the families had been living in over-crowded quarters.

As of August 18, there are 40 vacant apartments which will house approximately 150 people comfortably. There is space in bachelor quarters for 75 bachelors and 20 bachelorettes.

B. Preparations for induction

For those arriving from Tule Lake the following plans to be completed at least three days before the scheduled induction day.

1. Analysis of train list.

- a. Upon receipt of the Tule Lake train list, an analysis of the family compositions and of individual characteristics (such as age, sex, relatives, health, etc.) will be made by the Housing Unit. Forms necessary to the induction will be prepared:

- (1) The registration form will be typed up for each family unit showing all available information. After being typed these forms will be filed under these breakdowns: Families of 7 or more; families of 5 or 6; families of 4; families of 2 or 3.

The Registration Form will also be typed for single individuals and will be filed according to sex and age; Under 20; 20 to 30; 30 to 40; 40 to 50; over 50.

(2) Housing assignment forms will be typed up for every available apartment, and for each unit of available space in bachelor quarters. These forms will be filed under A-B and E-F combinations; A and F apartments; B and E apartments; C and D apartments.

- b. If in the analysis of the roster it is discovered that individual or specific medical care will be needed, a list of such persons will be sent to the Chief Medical Officer by the Housing Unit.
- c. A list of families with small children, and a list of motherless or fatherless families will be sent to the Head Counselor.
- d. A list of school children will be sent to the Education Section.

2. Temporary housing facilities

The Deputy Project Director will designate temporary housing space for all new incoming residents that cannot be housed in apartments by the housing department. The space will be designated immediately and facilities prepared by September 10.

3. Supplies

- a. The Housing Unit will send a list showing the number of family units and individuals together with the list of vacancies to the Property Control Section, and a duplicate copy of each list to the Chairman of the Block Managers. The Block Managers and the Property Control Section will work out the procedures for making cots, mattresses, and blankets available in the apartments to be occupied.
- b. The Housing Unit will send a copy of the list of vacancies to the Operations Division and any information available regarding the condition of these apartments. The Operations Division will be responsible for putting the apartments in order for occupancy, and will work with the Block Managers so that the apartments may be repaired, cleaned, and furnished with cots and bedding by the time the new residents arrive.
- c. The Block Managers will be ready to receive requests from new residents for lumber with which to put up shelves and build basic furniture.

4. Transportation

- a. The Operations Division will receive from the Housing Unit a copy of the Official Roster and Baggage List with which to make arrangements for the transportation of new residents and their belongings.
- b. Transportation should be planned so that adequate care can be given elderly persons, small children, pre-natal and post-natal cases, and persons who might have become ill during the trip.
- c. Arrangements will be made for the orderly transportation of hand baggage from the station to the place of induction, and from the place of induction to assigned apartments.
- d. Checkable baggage will be delivered to the warehouse--where the assignment list will be used in indicating on each piece of luggage the number of apartment where it will be delivered. The Warehouse Unit will be responsible for such marking on baggage tags.
- e. The personnel records will be picked up from the Director's Representative on the train and brought to the Deputy Project Director on the first truck.

5. Safety

- a. Internal Security will plan the route to be taken by the trucks bringing in the incoming residents as well as restrain curious residents from entering the induction area.

6. Place of induction

- a. The Deputy Project Director will designate a building or buildings of sufficient size and with facilities adequate to accommodate the functions of the Induction.
- b. He will notify the Housing Unit of this designation as soon as possible. The Housing Unit will notify all other Divisions or Sections of the space available for their work in the induction process.

7. Guide Service

- a. The Superintendent of Community Education will designate two groups to act as guides.
 - (1) One group will act also as a reception committee and will arrange for seating accommodations for the new residents while they wait for their turn

to be registered. This group will make arrangements and carry out the details of entertainment and refreshments, if any, and will generally make the new residents feel welcome. (Suggested groups: Church Organizations, YWCA, etc.)

- (2) The Second group will conduct the new residents to their apartments and assist them in becoming familiar with the numbering of blocks, and in locating their hand baggage, etc. (Suggested groups: Boy Scouts)
- (3) The Senior Counselor will have a group of four counselors who will be on hand to answer questions, as well as make a record of all requests for housing adjustments or complaints that may be received. This group will also distribute to each incoming resident an information booklet on Topaz, which has been prepared by the Project Reports Division.
- (4) Motor Transport Dispatcher Section: Under the direction of Project Operations, a foreman will be on hand to direct the transportation of the inductees and their luggage to their apartment.

8. Eating arrangements

- a. The Housing Unit will notify the Project Steward of the approximate number of new residents to expect in each block so that adequate eating arrangements can be made.
- b. The Project Steward must notify the Housing Unit not later than two days before the arrival of the first contingent, of the inductees as to where the new residents will be assigned to eat, (this will apply particularly to those who will be assigned to temporary quarters in other than apartments.)
- c. The Chief Medical Officer will be responsible for physical check-ups of each individual inductee at or near the place of induction as he and the Asst. Project Director in charge of Community Management may designate.

9. Induction day

- a. The inductees will be transported from the station to the place of induction by the Motor Transport Section in small groups, if possible.
- b. The place of induction will be arranged into four sections:

- (1) The Reception Section: The new residents will be received by the group described above under G-1.
- (2) The Housing Unit where heads of families and single individuals will register and receive apartment assignments.
- (3) Physical Check-up: As a part of induction, all new residents will report to the Chief Medical Officer for physical check-up.
- (4) After the physical check-up, the second group described under G-2 above will conduct the new residents to their apartments.

10. Reception for transferees

- a. The proposed plan involves the appointment of a council committee on special events to work cooperatively with the Community Education committee, entirely composed of residents, to develop plans for the following:
 - (1) Camp-wide reception for each group consisting of official welcomes by council and administration with some entertainment.
 - (2) The entrance reception of transferees would be held at the time that they arrive from Delta. This would be a very simple welcome ceremony with probably light refreshments and will be held in conjunction with the actual induction.
- c. Each block, under the direction of the Council member, will work out its own plans for its reception of transferees. It is recommended that each block have a reception committee whose responsibility is the development of a program aiding in the assimilation of the newcomers in the life of the block.

11. The Block Manager will be on duty in his block to see that all new inductees get located and carry on his regular duties in regard to new inductees.

12. Coordination

- a. In order to coordinate all activities described under this instruction, it is necessary that each division, section, or unit mentioned be responsible for making arrangements to have on hand all necessary articles (chairs, tables, signs, drinking cups, etc.) that will be used in its part of the induction.

- b. The Housing Unit will be responsible for planning the sequence of their operations for overall combinations, and following through with each Section, division, and unit.
- c. The Housing Unit will also furnish the Operations Division with a list of tentative housing assignments of the inductees from Tule Lake, as soon as possible, after the train lists are received in order to facilitate the delivery of checkable baggage to the Block Managers of-fico.

C. Transferees to Tule Lake

For this group, the Housing Unit will furnish the Operations Division with:

- 1. A list of present vacancies as of August 20th, 1943 (all moves will be frozen as of this date within the Center.)
- 2. A list, by blocks, of vacancies which will result from the transfers to Tule. Copies of both lists will also be furnished the Block Managers. The Operations Division will then be in position to make plans for such repairs as may be necessary.

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WAR RELOCATION AUTHORITY
Central Utah Project
August 21, 1943

SUPPLEMENT TO

"GENERAL PLAN OF ORGANIZATION TO EFFECT TRANSFER PROGRAM"

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CASH ADVANCES AND CLOTHING ALLOWANCES

1. Cash Advances - July, 1943
Final group of checks covering cash advances for July is now being distributed to workers.
2. Clothing Allowances - July, 1943
Checks covering clothing allowances for July will have been distributed completely by the first week in September.
3. Cash Advances - August, 1943 (Transferees Only)
Checks covering cash advances for August will be distributed completely by September 9.
4. Clothing Allowances - August, 1943 (Transferees Only)
Checks covering clothing allowances for August will be distributed completely by September 9.
5. Cash Advances - September, 1943 (Transferees Only)
 - a. Checks covering cash advances for September will be forwarded to the Tule Lake Project for distribution to workers.
 - b. For those individuals who have accumulated sufficient compensatory overtime, their cash advances for September will be calculated to the end of the day following the day of departure from the Central Utah Project.
(Example---if an individual scheduled to depart on September 13 for Tule Lake has sufficient compensatory overtime, his cash advance will cover the period from September 1 to September 14 inclusive.)
 - c. Any compensatory overtime in excess of the amount paid to the individual up to the end of the day following the day of departure from the Central Utah Project will be transferred to the Tule Lake Project, and that Project will arrange to pay such compensatory overtime to the worker.

6. Clothing Allowances - September, 1943 (Transferees Only)

- a. Any clothing allowances earned during the month of September will be paid by check which will be forwarded to the Tule Lake Project for distribution to the worker.
- b. Those individuals scheduled to depart on September 13 will not have accumulated sufficient working hours to entitle them to clothing allowances.
- c. However, those individuals who have accumulated working hours and/or compensatory overtime amounting to 96 hours or more to their credit will have such overtime transferred to the Tule Lake Project, and that Project will pay them a full month's clothing allowance for the month of September.
- d. Those individuals scheduled to depart on September 18 and who have worked 96 hours (individuals must be in a pay status for at least one-half of the total number of scheduled working hours for the month of September before they are entitled to clothing allowances--the scheduled hours for September are 192) or who have 96 hours compensatory overtime accumulated will be paid full clothing allowance for the month of September.
- e. Clothing allowances earned by individuals departing in the second, third, or fourth groups will be paid by checks which will be forwarded to the Tule Lake Project for distribution to the workers.
- f. For those individuals who have not worked the required number of hours (96) or who have not accumulated compensatory overtime amounting to 96 hours or more and who are not paid clothing allowance from this Project, the total hours to their credit will be transferred to the Tule Lake Project. The hours so transferred will be added to the hours which they work during the month of September at the Tule Lake Project; and if the total hours amount to 96 or more, full clothing allowance will be paid for the month of September by the Tule Lake Project.

WAR RELOCATION AUTHORITY

Room 120, Building 99
c/o Civil Affairs Branch
Headquarters, Ninth Service Command
Fort Douglas, Utah

EVACUEE TRANSFER OPERATIONS

In relation to
THE SEGREGATION PROGRAM

REPORT OF THE WRA FIELD STATION AT FORT DOUGLAS, UTAH

August 19 to October 15, 1943

SUMMARY:

A field station of the War Relocation Authority was established at Fort Douglas, Utah, on August 19th, 1943 to act in a liaison capacity between the Ninth Service Command of the U. S. Army and the War Relocation Authority Relocation Centers for purposes of effecting physical transfer arrangements in and out of Tule Lake Center and in and out of the other various relocation centers.

The movements progressed in accordance with the schedules and plans, with the WRA determining what persons were to be scheduled on the various trips and preparing the route list for each trip, delivering the evacuees to the rail equipment and the Army, at the railhead of origin. The Army assumed responsibility at the railhead origin and was in full command during all transportation time and to the railhead of destination; at that point, after a proper checking of the evacuees transported, the responsibility was relinquished to the War Relocation Authority at the center of destination.

A total of 33 train trips transported 14,825 persons. 6250 persons were transferred out of Tule Lake in thirteen train trips, and 8575 were transferred into Tule Lake in twenty train trips.

In six cases it was necessary to remove persons from the trains for hospital purposes. In each case the individual was accompanied by an attendant. There was a minimum amount of car sickness and minor illnesses aboard the trains which were taken care of by the Army medical personnel aboard. Adequate arrangements have been made in all instances of hospitalized persons, to arrive at proper destinations except in one case. One man, aged 70 years, was hospitalized for a heart attack to which he succumbed four days later. Only one case was hospitalized in the evacuated, prohibited zone.

Adequate arrangements were made by the Army for excellent rations while in route, in which WRA assisted by supplying perishables, fuel for the gasoline stoves, and ice for refrigeration. Evacuees drawn from the passengers en route assisted in kitchen police duty, as table waiters, and fully manned and operated the railroad and auxiliary diners which furnished meals to the evacuees in the tourist sleepers that carried those who were ill, infirm or required sleeping accommodations because of a small infant. There were 129,846 meals served on the trains; 112,699 to evacuees, and 17,147 to military and other personnel, at an average cost of about eighteen cents per meal.

No incidents of violence or resistance occurred on any train. The conduct of the evacuees being transported and of the military police was

excellent. There were no escapes, no births, and no deaths while on route. WRA train riders fulfilled their responsibilities with credit. Evacuee coach captains and train monitors completed their assignment and responsibilities in meritorious fashion.

The organization of the physical movements at the WRA Centers by both WRA and the Army was outstanding in nearly every case. Close cooperation and precise movement was apparent at every arrival or departure. WRA project directors and their staffs should in all cases be commended for the good overall job done, from segregation hearings on through the physical arrangements of transportation, baggage, feeding, entainment, and housing assignments.

The activities of the WRA field station at Fort Douglas, Utah were closed on October 14, 1943.

GENERAL:

In accordance with the agreement between the War Relocation Authority and the War Department, and Director Dillon S. Myer's letter of August 19, 1943, a field station of the War Relocation Authority was set up at Fort Douglas, Utah, to act in a liaison capacity with the Ninth Service Command in the evacuee transfer program, relating to segregation. The Ninth Service Command had been designated by the War Department to handle the Army's responsibilities in the segregation program, namely, the arrangements for and the actual physical transfer of the evacuees in and out of the Tule Lake Center, and in and out of the other relocation centers, from railhead of origin to railhead of destination.

The liaison work consisted mainly of the following:

1. Furnishing the Army with specific facts regarding the relocation centers, such as addresses, rail locations, physical characteristics of the centers, names of key personnel, etc.
2. Numbers and certain age breakdowns of the persons to be transferred, for rail tickets and rail equipment purposes.
3. Coordination of the Army and the WRA instructions regarding the physical aspects of the transfers.
4. Assist in arranging for subsistence supplies, minor equipment, and personnel to be used for routine work en route.
5. Keeping relocation centers advised regarding movements, instructions, needs, and specific personnel of the Army.
6. Keeping the Army advised of the changes of numbers of persons to go from relocation centers so that proper equipment would be obtained, and advising of any specific problems or changes sufficiently in advance so that specific requests could be integrated into the already planned general movements.

7. Giving special attention to final arrangements and follow up on unusual circumstances such as special cases of hospitalization, changes in train riders, changes in schedules or equipment, etc.
8. Inspections of specific train trips so as to determine where instructions were inadequate, or should be changed, as well as to determine the cooperation of the two agencies in the joint movements.
9. The preparation of various types of communications to the Army and to the relocation centers to convey the necessary information.
10. The counseling with WRA personnel and military personnel as to ways and means of making the movements smoother.

Colonel Earl R. Bendetsen, of the Western Defense Command, was designated by the War Department to head up the Civil Affairs Branch, at the Ninth Service Command, at Fort Douglas, Utah. The Civil Affairs Branch was given the responsibility of seeing that the Army's part of the transfer program was completed. Colonel Bendetsen, and the WRA liaison representative, Malcolm E. Pitts, left Washington the night of August 18th. After a conference at the Ninth Service Command with the Commanding General, Major General Kenyon Joyce, and the Chief of Staff, Colonel Paul Davison, at Fort Douglas, Utah, on the morning of the 19th of August, an office was established and operations were begun at once.

On August 31st, and September 1st, a conference was held at Fort Douglas of all the military personnel, train commanders, mess officers, medical officers, and members of the staff, for purposes of instruction regarding the transfer operations. The WRA liaison representative participated in the conference.

On September 25, 1943, Colonel Bendetsen left the Civil Affairs Branch for other duties. Lt. Colonel Frank E. Meek, executive officer to Colonel Bendetsen, succeeded Colonel Bendetsen as Chief of the Civil Affairs Division.

ORGANIZATION AND LOCATION OF WRA FIELD STATION

The field headquarters was established for the War Relocation Authority in the same quarters used by the Civil Affairs Branch of the Ninth Service Command at Room 120, Building 99, Headquarters, Ninth Service Command, Fort Douglas, Utah. The communication facilities of telephone, tactical line, leased lines, teletype, telgraph and radio, as well as preferred mail service, that are available to the Army, were made equally available to the WRA field station.

The personnel attached to the WRA field station at Fort Douglas, were:

Malcolm E. Pitts, Field Ass't. Director	- August 19 to October 15, 1943
Mrs. Sadie Gunn, Clerk Stenographer	- August 25 to September 18, 1943
Mrs. Eva Keavney, Clerk Stenographer	- September 20 to Oct. 10, 1943

A typewriter and office supplies were shipped to Fort Douglas, from the Denver WRA office. Some additional supplies were made available by the WRA relocation office at Salt Lake. The Army was very cooperative in assisting with incidental supplies.

Direct contact was maintained with each relocation center and with the Washington and San Francisco WRA offices by mail, wire and phone, as the occasion required.

REVISION OF SCHEDULES

When the August 21st reports of numbers of persons to be transferred from the various WRA relocation Centers were received, it appeared that the previous estimate of the numbers of persons going from the Tule Lake Center to the other relocation centers was in error. After a hurried trip to the Tule Lake Center by the WRA liaison representative and an officer of the Civil Affairs Branch of the Army, all train schedules were revised. Tables II through II L, III, and IIIa of the Manual of Evacuee Transfer Operations were revised. Copies of the revisions are attached. The revised schedules were made available to the relocation centers as expeditiously as possible.

These revised schedules were the final schedules that were put into operation and followed to completion.

Because of the number of persons remaining at Tule Lake, it became necessary to delay the transfer of the persons scheduled to go to Tule Lake from Manzanar. There was insufficient housing at Tule Lake to take all of the additions at this time, until additional housing was constructed. When the revised schedules were first prepared, then, no trips were scheduled out of Manzanar. Later, when it became apparent that the movement of the people out of Manzanar might be delayed until late November or early December, one trip, Trip No. 35, was scheduled for approximately 250 to 275 persons, to move the sick and the most urgent cases before cold weather set in.

All train trips, including the deadhead runs for the special equipment and the Army detachments between relocation centers to arrive at a point where another scheduled trip was to take place, were scheduled through the Army Transportation Corps, and were assigned "main" numbers, just the same as if they had been troop movements, etc. This gave these train trips the same priority and special consideration as if they had been Army movements. The officers of the Transportation Corps attached to the Civil Affairs Branch were responsible for clearing the schedules for time, place, and equipment with the various rail carriers. These requests for equipment and routings were coordinated to the carriers through the office of Mr. A. H. Gass, of the American Association of Railroads, in the Pentagon Building in Washington.

Transportation Corps officers were present at the arrival and departure of nearly all train trips, at all relocation centers. Their function was a very useful one, and their assistance considerable and effective.

COORDINATION OF WRA ACTIVITIES WITH THE ARMY REGARDING TRAIN OPERATIONS

The instructions issued by the Civil Affairs Branch of the Ninth Service Command differed in some respects from those that had been issued to the relocation centers by the WRA. Also, there were numerous details which had not been covered in WRA instructions that had been previously issued. This was of necessity, of course, as many details could not be planned until the actual movement was underway. The differences in instructions and the additions needed thereto were covered almost entirely by a series of EVACUEE TRANSFER OPERATIONS - BULLETINS, of which there were fifteen issued. Copies of the bulletins are attached.

The Army made arrangements for the military personnel attached to a train trip to stay with the military police company at each relocation center, when the train guard was at a center over night. However, arrangements were made with the relocation centers whereby the Army nurses and the train surgeon were provided quarters at the hospitals in the centers, rather than the military police barracks.

Many specific inquiries as to articles that evacuees might take to Tule Lake were handled separately by wire or letter. For example, inquiries were received as to whether there was any prohibitions on the length of knife blades that could be taken; whether the ashes of a deceased relative who had been cremated could be taken to Tule Lake; whether pets, including snakes, could be transferred between centers, etc.

Sufficient copies were obtained of the general instruction of the Army to the military train commanders so that copies were furnished each project director and each WRA train rider, so that WRA representatives would know what the Army instructions were. Sufficient copies of all WRA instructions and bulletins were furnished the Civil Affairs Branch for distribution to military train commanders if it was desired to do so.

Specific mailings were made to WRA train riders, before their trip departure, of copies of all WRA field station bulletins and military instructions. These included instructions to coach captains and evacuees to be observed en route.

In order to comply with Army regulations in regard to the transportation of persons in tourist or pullman accommodations, and to supply the Army with the number of copies of the route lists and with the certifications the Army requested, the instructions regarding the preparation of route lists were amended.

Considerable attention was given by the Army to sick and pregnancy cases to be scheduled on the train trips. Follow up instructions to the relocation centers were issued emphasizing the importance of complying with the outline of medical instructions set forth in the Manual of Evacuee Transfer Operations.

FIELD ACTIVITY AND TRAIN TRIPS OBSERVED

The WRA representative at the Fort Douglas field station personally observed 22 out of the 33 train trips, either at arrival or departure or on passing through Salt Lake City. One trip was ridden for observation. These are as follows:

Observed at Salt Lake City:

Trips 1, 11, 25 (also Trips 14 and 21)

Observed at Tule Lake:

Trips 2, 3, 4, 5, 6, 7, 8, 9, 10, 12

Observed at Minidoka:

Trips 16, 17

Observed at Central Utah:

Trips 21, 22

Observed at Gila River:

Trips 27, 29

Observed at Colorado River:

Trips 31, 32

Train ridden from Tule Lake to Salt Lake City:

Trip 14

Acknowledgement is made of the fine cooperation and assistance of the Ninth Service Command, the Army Transport Corps, and Provost Marshal General's office for making fast travel possible to the WRA representative at Fort Douglas by means of military aircraft and automobiles, train reservations, and air priorities. Such extensive coverage of the train trips would not have been possible without such assistance. Project directors and others likewise cooperated very well in making good connections possible.

TRANSFER OPERATIONS AT TULE LAKE

The transfer operations at Tule Lake were excellent. The mechanical details and coordination of all the factors necessary were worked out in splendid fashion. At the end of the operation, departure trains were being loaded and the evacuees counted in 30 minutes; and arrival trains were having

the evacuees counted and unloaded in 21 minutes. Housing assignments were made equally fast. A high tribute should be paid Mr. Best and the group working with him on the arrangements for transfers and the physical operations of execution of the movements, as WRA was always on time and nothing was forgotten. Because the trains ran far ahead of schedule in nearly every instance, Tule Lake had four trains to handle in one day, and three on one other day. These were handled with ease and dispatch, however, because of good organization and hard working personnel.

At Tule Lake, WRA handled all transportation of evacuees to the railhead on outbound passengers. For incoming passengers, the Army took care of the passenger transportation from the railhead to the registration station. WRA lent the Army vehicles for this purpose in many instances.

The Tule Lake Center placed on board each departing train a bundle of magazines for each coach and car for reading material. These magazines had been collected and assembled by the boys and girls activities groups. The bundles were carefully assorted to provide reading material for persons of all ages in every car.

TRANSFER OPERATIONS AT THE OTHER RELOCATION CENTERS

The organization of the transfer operations at the other WRA relocation centers was uniformly good. Combinations of circumstances on the first trip at each center, uniformly new to WRA, the railroad carrier, and the Army personnel, usually made the operations of the first trip a little slower than the trips that followed. But with few exceptions, WRA centers were complete with their work before scheduled departure times. Nearly all trains departed on scheduled departure times. In those few cases where the trains were late in departure, it was because the railroads did not have the equipment spotted at the rail siding in time. In two instances the military personnel were late in arrival, but did not delay train departure. By and large, the WRA, the Army, and the railroads each did his job well and on time with the least amount of confusion.

Military escort guard companies stationed at relocation centers provided a guard for the convoys of trucks with their passengers between the railheads and the centers. These MP detachments were cooperative, courteous, on time, and did their part of the job uniformly well.

At relocation centers that are located a considerable distance from the railhead, additional planning and coordination on the part of the WRA centers was required, to provide for emergencies, and to time the movements correctly to see that all persons were at the appointed spot at the appointed time. Central Utah, Gila River and Colorado River all had long hauls from the center to the railhead, and each did a fine job of organizing this long move. The other centers no doubt did an equally good job, but they were not personally observed as the three mentioned were.

BAGGAGE ARRANGEMENTS

The baggage arrangements, preparation, pick up, loading, and shipping, represented no small part of the transfer operations. The Transportation Section of the San Francisco WRA office prepared and issued, as Exhibit XIX to the Manual of Evacuee Transfer Operations, complete instructions on the preparation and shipping of hand luggage, checkable baggage and freight. A coordinated schedule of freight shipments was developed for all centers so as not to stop the bottleneck at Tule Lake with all of its outgoing and incoming freight as well as passenger trains. The schedule provided for an estimated 124 carloads of freight and excess checkable baggage over and above the two or three baggage cars that went with each train. Representatives from the Transportation Section of the WRA San Francisco office visited nearly all centers and lent very valuable assistance in the baggage and freight preparations. At each center the activities of box making, crating and pick up and delivery represented a great deal of planning and work, proportioned to the number of persons leaving or arriving at the center. A minimum amount of warehouse space at most centers complicated the problem. However, an excellent job was done at all centers in handling the baggage and freight, following carefully the revised freight schedules.

Centers in the Western Defense Command had the additional situation to cope with of a search by the military personnel of all incoming baggage for contraband. This was handled expeditiously and courteously by the military personnel, however.

TRAIN OPERATIONS

The operations on board train proceeded very smoothly. In all instances the military train guard, the military medical detail, the train monitor, the coach captains, and the WRA train riders all cooperated very well. In some instances last minute adjustments had to be made in seating arrangements, as different sized coaches had been furnished by the railroads than had been expected. However, after adjustments there were always a few extra seats in each train. The seating conditions on these special trains were far better than the crowded conditions of normal passenger trains today. It is believed that all persons who should have had sleeping accommodations were provided for. Each train had on board twelve folding cots and 24 blankets to meet any emergency situations.

No case of unrest, violence, disorderly conduct, deliberate or intentional resistance, or discontent, malicious or otherwise, was observed by the military personnel or the WRA train rider on any trip.

One statement was brought to the attention of the office at Fort Douglas by representatives of a railroad company. It has not been noted in the official reports of either the military train commanders or the WRA train riders, however. The exact trip number and date have not been ascertained. The statement of the railroad employee was to the effect that one day at Ogden, Utah, an evacuee transfer train stopped for servicing on one track, and a few minutes later a hospital train came to a stop on the next track. The

hospital train contained wounded military personnel from the South Pacific. According to the story heard, the soldiers and sailors started to get out of the hospital train and board the evacuee train for purposes of starting a fight or riot. The military personnel were stopped, according to the railroad employee, by military police at the station and railroad yard employees. It was stated that no incident occurred, but might have. It is again pointed out that there has been no official confirmation of the above statement.

It was interesting to note, however, that there was a decided difference in the attitude, facial expression, and general demeanor of the evacuees going to Tule Lake and those going away from Tule Lake. The degree of difference was distinguishable merely upon casual observation as trains arrived or departed. Those persons going to Tule Lake appeared less happy, somewhat dejected and moderately sullen in some instances. Cooperation and volunteers for work were harder to obtain on these trips. On the trains going from Tule Lake, the attitude appeared quite light, smiles were frequent, cooperation and volunteers were easier to obtain. This difference in attitude was reflected in the amount of food eaten, and the amount of food left on the plates at the end of a meal. More was eaten on the trips out of Tule Lake, and there was far less waste and garbage on the outbound trips.

A. MILITARY GUARD ACTIVITY

The military guard activity was effective, but without undue show of authority. All detachments were extremely courteous and considerate at all times. The guard, medical and mess detachments are to be complimented throughout for their fine handling of the whole situation. The military train commanders on the whole handled their responsibilities in a very creditable manner.

There was one rumor of an escape of an evacuee from a train from Heart Mountain; the escape was supposed to have taken place at Seattle. When the rumor was run down, it was found not to be true. The individual supposed to have escaped never departed with the train from Heart Mountain.

B. SUBSISTENCE AND FOOD OPERATIONS

Menus for the meals to be served on board the trains and the estimates of the quantities of subsistence items required were prepared by members of the Quartermaster Corps assigned to the Civil Affairs Branch. Arrangements were made for the establishment of an Army sub supply depot for dry staples at Tule Lake Center. All trains leaving Tule Lake carried on board sufficient dry staples to make the round trip. The mess officers prepared lists of the perishable items required, including ice for refrigeration and gasoline for fuel for the field ranges. These lists were prepared for each specific train trip, according to the strength of the trip, including the deadhead runs. The contents of each list was first wired to each WRA relocation center by the WRA field station at Fort Douglas, and later confirmed by mail. WRA, then, at each relocation center, provided the perishables

for each train trip. These were delivered to the trains on time in every case. The Army reimbursed WRA for ration points expended. Cash was not exchanged because the Agent Cashier funds provided the train commanders were insufficient in most cases to pay for the perishables and still leave funds for contingencies and purchases en route. Since WRA was going to pay all food costs in the long run, an exchange of funds was not deemed necessary. Relocation centers were advised to keep these food costs separate from their regular mess operations costs, and report them to the Washington WRA office as a cost of the segregation program.

The Army furnished all equipment and performed all alterations needed for the outfitting of the baggage kitchen cars and baggage diner cars. These alterations were done at Camp White in Oregon and Camp Joseph T. Robinson in Arkansas. The Army furnished the cooks and mess personnel for the baggage kitchen cars. Evacuees from each train volunteered for kitchen police and table waiter work. The evacuees performed their functions willingly and well. However, after several trips it was found that by having half or more of the table waiters evacuee girls or women, the best combination of workers was obtained.

A railroad diner was located at the head of the train next to the tourist sleepers where the sick persons and others receiving sleeping accommodations were located. The diner was equipped by the railroads, but manned by evacuees. In this diner were prepared the meals for the evacuees in the sleeping cars, drawing on the stocks of supplies available in the kitchen cars. The first few trips found it difficult to get cook crews for this railroad diner that would function responsibly. This matter was called to the attention of project directors and they were requested to give special attention to the organization of this crew of five or six and give them adequate information and instructions as to their duties before train departure. This was done; and thereafter the railroad diner crews functioned smoothly. Prior to that time, it was necessary on some trips to carry prepared foods and drinks through the train, while moving, from the kitchen cars to the tourist sleepers.

Some centers raised the question of whether payment was to be made to the evacuees for the work performed en route. Since the Manual of Evacuee Transfer Operations expressly stated that no payments would be made for services rendered while en route, consequently, all such inquiries were answered accordingly.

The Army is to be commended for the menus and the tastiness and quality of the food served on board. From personal observation and experience the statement can be made that the food was very good, tasty, and plentiful. It was an interesting observation that the persons going away from Tule Lake ate greater quantities than those going to Tule Lake. There was less food left on the plates of those leaving Tule Lake than those going to Tule Lake.

The Army provided apples and oranges for between meal snacks in the coaches. The evacuees were permitted to bring candy aboard the trains. They were advised not to bring other foods. However, in a few instances this was done.

On a few trips, cases of sickness were directly traceable to food brought aboard by the evacuees from the centers. On Trip 4, 15 cases of diarrhea were directly attributable to some shrimp sandwiches, and 27 cases of diarrhea in children were traced back to some butter cookies which had gotten rancid or spoiled en route. Likewise on this same trip, some of the military personnel and the WRA train rider were ill from some water obtained while traveling through Kansas. Other trips had a few cases of illness, due to food or water, but the numbers involved were negligible and of light intensity.

A total of 129,846 meals were served en route, 112,699 to evacuees, and 17,147 to military and other personnel aboard. The meals cost approximately 18 cents each, which is believed quite moderate when considering that fresh milk and fruit were served, and the cost of paper cups, plates and coach cleaning supplies are included in the cost figure.

It is interesting to note that the Army has gained three items of experience in mess operation from these evacuee movements:

1. The use of paper cups and plates on trains proved very satisfactory.
2. The use of baggage diner cars.
3. The proper cooking and preparation of rice.

The Army mess officers and cooks were very much interested in the instructions and demonstrations that the evacuees gave on board train as to the proper preparation of rice--so as to avoid ending up with just a glutinous mass. This instruction has already been conveyed to the Army Bakers' and Cooks' School at Oakland by one of the mess officers.

G. RAILROAD OPERATIONS

Generally speaking the railroads did a very good job in providing equipment and meeting schedules, when the present day travel situation is considered. Everyone on every train had a seat or sleeping accommodations as the occasion required. In all, seven sets of equipment handled the 33 trips and 9 deadhead trips. Some difficulty was encountered at first in getting railroad diners from the Missouri Pacific. Arrangements were made with all railroads at all centers to spot baggage cars at the rail siding 24 hours ahead of scheduled departure for loading of checkable baggage. In some instances, refrigerator cars had to be used for baggage cars. In the case of Trip 31 at Colorado

River, the Santa Fe did not deliver the rail equipment until four hours after scheduled departure. The C.B.&Q. failed to provide an additional sleeper at Heart Mountain, and delayed departure by 4 hours. In two or three other instances, sufficient cars were not immediately available at departure, but the situation was remedied at the nearest division point.

The train riders of the railroads were, in most instances, cooperative. In a few instances which were not localized to any one railroad, the railroad train riders were of no assistance whatsoever.

The most common equipment trouble occurring on the trains was that the toilets ran out of water or became stopped up because evacuees disposed of heavy paper toweling in that manner, rather than putting used towels in the receptacles provided. In the western part of the United States, the water situation could only be corrected at division points, which are far apart. When toilets were out of order, they were locked and evacuees were permitted to pass between cars.

All in all, however, the service of the railroads, under present day conditions, has been good both in respect to equipment and schedules. Even though some trains departed after scheduled time, only two trains arrived later than scheduled time. In some instances, arrivals were as much as 19 and 22 hours ahead of schedule.

Considerable credit for the good railroad service should go to Mr. A. H. Gass, Agent of the Association of American Railroads in the Pentagon Building in Washington who has been the liaison representative between the various carriers and the Army Transport Corps.

D. WRA TRAIN RIDERS

The job of a WRA train rider on the transfer trains was far from an easy one. Frequently little or no sleep was gotten while en route. These WRA train riders had at all times to be alert to safety measures, health and sanitary conditions, be courteous and tactful, yet firm in denials in more instances than when approvals could be given. Questions and requests about all sorts of things were ever present. The WRA train riders as a group were all exceedingly capable, alert to emergencies and improvisations, and possessing considerable common sense. In only one instance did a military train commander raise the question of a WRA train representative assuming the prerogatives of the military authority while en route. And this same commander reported that he and the WRA train representative cooperated splendidly on the return trip. In only one other case was it reported that a WRA train representative failed to cooperate. In this instance it was complained that the WRA representative took no active part on the train whatsoever, but merely sat or slept. The military train commander reported that on the return trip, the cooperation and responsibility taken by this WRA train rider was better, but not of the same type and caliber experienced with other WRA personnel on other trips.

The WRA train riders generally did a very good job of delegating to the evacuee train monitors and coach captains the responsibilities of the housekeeping on the train, the handling of obtaining volunteers for work en route, and handling most of the questions and requests.

The WRA train riders accompanied the train surgeon and the evacuee train monitor on sanitary inspections of all cars of the trains. Three or four such inspections were made daily.

E. EVACUEE TRAIN MONITORS AND COACH CAPTAINS

A very large part of the successful and smooth operation of the trains goes to the evacuees themselves, particularly the train monitors, coach captains, car mothers and formula girls. Many of these persons acting in these capacities sacrificed considerable sleep and worked very hard to see that the other evacuees on the trains were properly cared for. The key to the successful train trips was the willingness and work of the evacuee designees. In only one instance was it reported that a train monitor was uncooperative and shirked his responsibility.

The evacuees themselves, at the direction of the train monitor and coach captains, kept the coaches and cars clean, with cleaning supplies made available by the Army. It can be truthfully said that all trains but one were turned back to the railroads cleaner than received. The medical officer was immediately replaced on that train. After a meal was completed, through the efforts of the Army cooks and the evacuee kitchen police working together, the baggage kitchen cars and the baggage diner cars were as clean, spotless and sanitary as could possibly be.

The car mothers assisted admirably in the care of the children in the coaches. The formula girls, assisting the Army nurses in infant feeding and formula preparations, proved themselves earnest, hard working, and indispensable.

PICTURE TAKING FOR DOCUMENTATION

Arrangements were made with the Army for the taking of pictures of the train movements by official WRA photographers and reports officers to properly document and record the train movements. Copies of all pictures are to be supplied to the Assistant Secretary of War, and no releases were to be made without Army approval. Insofar as possible, subjects in the pictures were not to be armed soldiers, or of the military equipment or military installations at the relocation centers. An official WRA photographer rode trips 21 and 24 and took pictures. Also at all centers, the WRA reports officers took pictures of the arrivals and departures.

NUMBERS OF PERSONS TRANSFERRED

Transportation was provided for a total of 14,839 persons on 33 trains. There were 13 train trips out of Tule Lake with 6250 persons aboard; all

arrived at proper destinations. There were 3579 persons departed from nine relocation centers on 20 train trips for Tule Lake. 3575 persons arrived at their destination, Tule Lake. The difference of four is represented by four persons on Trip 4 who left the train en route for hospitalization. One person died at the hospital, and his body was later shipped to Tule Lake by express. One person returned to Jerome, and was scheduled out on Trip 11, hence a double count of this one. Two others returned to Jerome too late for a later train and stayed at Jerome. Thus there was a total of 14,825 persons who reached final destinations.

Charts I, II, III, and IV, give the numbers of persons on each train trip, and the schedule and dates of arrivals and departures at the various centers.

To complete the 33 train trips with passengers, 9 deadhead train trips of the military detachments and special railroad equipment from one relocation center to another were necessary. No WRA personnel accompanied these deadhead trips. All train trips were completed by use of only seven sets of railroad equipment, and eight military detachments. Twenty-five WRA train riders were used because this arrangement appeared more satisfactory because of the nature of the routes and headquarters facilities.

HOSPITALIZED CASES

There were a total of six persons hospitalized from the 33 train trips. Three of these were from Trip 4. In all, eleven evacuees left the trains, five as attendants. In two cases WRA train riders left the trains with the hospitalized persons.

Following are the persons who were removed for medical treatment:

TRIP 4:

Tomoichi Kondo, male, age 70 was removed September 16, 1943 at Claremore, Oklahoma, Franklin Hospital, with heart attack. Was attended by Edith Kondo, daughter.

Kameyo Matsuda, female, age 57, was removed from train September 16, 1943, Hoisington, Kansas, Hoisington Hospital, with heart attack. Attended by son, Shigeru Matsuda.

Mariye Matsumoto, female, age 18, was removed from train September 17, 1943, at Salida, Colorado, D & R G W Hospital, with distention of bladder. Attended by sister Ayako Matsumoto.

TRIP 10:

Uyiko Tsutsui, female, age 21, was removed from train September 22, 1943 and taken to St. Mary's Hospital, Pueblo, Colorado, with acute appendicitis. Attended by stepfather, Genkichi Koishi.

TRIP 23:

Ruth Sato, female, age 15, was removed from train September 30, 1943, at Pendleton, Oregon, St. Anthony's Hospital, with acute appendicitis. She was attended by her mother, Orie Sato, age 51. Accompanied by WRA train rider Clyde Linville.

TRIP 28:

Kenzo Maeda, male, was removed October 4, 1943, at Sacramento, Calif., taken to Sacramento County Hospital, with heart attack. He was accompanied by a WRA train rider, G. Gordon Brown.

DISPOSITION OF THE HOSPITALIZED CASES:

Tomoichi Kondo died four days after removal at Claremore, Oklahoma. Arrangements were made by project director Taylor with the hospital to ship the remains by express to the Tule Lake Center. Daughter Edith Kondo returned to the Jerome Center and went to Tule Lake on Trip 11.

In the case of Kameyo Matsuda, the individual was not sufficiently well to be picked up by any of the train trips so arrangements were made with the project director Taylor to return Mrs. Matsuda and her son to the Jerome Center. They will go to Tule Lake at a later date with other persons when a new trip is scheduled for Tule Lake.

Mariye Matsumoto and her sister Ayako were picked up at Salida, Colorado by Trip 11 and taken to the Tule Lake Center.

Uyiko Tsutsui was operated on for appendicitis. Arrangements were made by project director Taylor through the relocation officer located at Pueblo, Colorado, to provide WRA transportation requests for the patient and her stepfather to complete their trip to the Jerome Center.

In the case of Ruth Sato, it appeared at first to require an appendicitis operation but the case did not become acute and no operation was performed. Arrangements were made through project director Stafford at Minidoka and Miss Sato and her mother have already arrived at the Minidoka Relocation Center, their destination, through the use of transportation provided by the center. Clyde Linville, WRA train rider, who left the train with the patient proceeded to his destination before Miss Sato and her mother left the hospital.

Kenzo Maeda is still under observation at the Sacramento County Hospital. The case has been reported to the San Francisco WRA office who in turn have notified the proper military authorities of the Western Defense Command. The hospital will advise the San Francisco office when Mr. Maeda is sufficiently recovered to travel. Through the San Francisco WRA office, facilities will be provided for an ambulance, nurse and escort to take Mr. Maeda to the Tule Lake Center when the patient is able to travel.

FUTURE TRANSFERS FROM MANZANAR

According to present information there remain approximately 1900 persons to be transferred from the Manzanar Relocation Center to the Tule Lake Center. These transfers will not take place until housing accommodations are completed at the Tule Lake Center. Arrangements with military authorities of the Ninth Service Command have been made to the effect that as soon as the housing arrangements are completed at Tule Lake Center and the WRA is ready to complete the moves, the Ninth Service Command will be advised by the Washington WRA office two to three weeks in advance of the time it is desired to make the movement, and the necessary railroad equipment, guard details and feeding arrangements will be made by the Army.

COOPERATION OF THE NINTH SERVICE COMMAND

The Ninth Service Command, and the Civil Affairs Branch particularly, were, as indicated before extremely cooperative with the WRA liaison representative stationed at Fort Douglas. Particular commendation should be made to Colonel Karl R. Bendetsen, Lt. Colonel Frank E. Meek, Major Axel Boldt, Lt. Colonel C. I. Dennis, Captain Thomas Wood, Jr., Captain Lars Svendsgaard at Fort Douglas, and Lt. Colonel Verne Austin, Major Patrick Cassidy and Captain Harold Jennings at Tule Lake, Captain Jack Large at Granada, Gila and Colorado River, and the various resident captains of military police detachments at the relocation centers for the splendid cooperation received. If these men had any personal views or convictions, they were definitely held in the background and did not effect the work done. Many enlisted men also worked long and diligently on instruction preparation and record keeping, from which WRA received benefit as well as the Army. The Army maintained an all night duty for telephone calls and emergencies. This service was made available equally to WRA as well as the Army. Frequent contacts were received by the WRA liaison representative when in the field by the enlisted men on night duty. Such a service was very valuable to know at all times what the situation was regarding all train trips en route.

CLOSING OF WRA FIELD STATION AT FORT DOUGLAS

The WRA field station at Fort Douglas, Utah was closed on October 14, 1943. All records, files, and extra copies of mimeographed material were shipped to the WRA office at Denver, Colorado.

Letters of commendation were prepared and sent out to all WRA project directors, all WRA train riders, all military train commanders, and all military staff personnel of the Civil Affairs Branch.

EVACUEES TRANSFERRED OUT OF TULE LAKE TO CENTERS SHOWN

Heart Mountain	Granada	Central Utah	Minidoka	Jerome	Trip Number
428	511	441			1
	478				5
					6
					8
				455	10
				450	12
					14
			523		16
					18
			519		20
442		529	486		21
					23
					24
469					
1,339	989	1,489	1,523	905	13 trips
Total transferred to other centers from Tule Lake					6250
Total arrived at other centers from Tule Lake					6250

EVACUEES TRANSFERRED INTO TULE LAKE FROM THE CENTERS SHOWN

Granada	Central Utah	Minidoka	Heart Mountain	Jerome	Rohwer	Gila River	Colorado River	Manzanar	Trip Number
125									2
					433				3
				500					4
	486								7
			435						9
				486					11
				504					13
	489								15
		255							17
			431						19
	472								22
				40	361				25
						493			27
						461			28
						488			29
						468			30
							427		31
							446		32
							435		33
								289	35
125	1,447	255	366	1,530* (1,526)	794	1,915	1,358	289	20 trips

Total transportation provided for and departures
Total to arrive at Tule Lake

8,579
8,575

*One person double counted on Trips 4 and 11. Three others from Trip 4 failed to reach Tule Lake Center.

NUMBER OF PERSONS TO GO FROM TULE LAKE TO CENTER SHOWN	NUMBER OF PERSONS TO GO TO TULE LAKE FROM CENTER SHOWN	RAILROAD RUNNING TIME NUMBER OF TRAIN TRIPS REQUIRED
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
29	29	29
30	30	30
31	31	31
32	32	32
33	33	33
34	34	34
35	35	35
36	36	36
37	37	37
38	38	38
39	39	39
40	40	40
41	41	41
42	42	42
43	43	43
44	44	44
45	45	45
46	46	46
47	47	47
48	48	48
49	49	49
50	50	50
51	51	51
52	52	52
53	53	53
54	54	54
55	55	55
56	56	56
57	57	57
58	58	58
59	59	59
60	60	60
61	61	61
62	62	62
63	63	63
64	64	64
65	65	65
66	66	66
67	67	67
68	68	68
69	69	69
70	70	70
71	71	71
72	72	72
73	73	73
74	74	74
75	75	75
76	76	76
77	77	77
78	78	78
79	79	79
80	80	80
81	81	81
82	82	82
83	83	83
84	84	84
85	85	85
86	86	86
87	87	87
88	88	88
89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100

LEGEND

() - TRAIN TRIP NUMBER 500 - NUMBER OF EVACUEES MOVED ON THAT TRIP
", T, F, - DAYS OF THE WEEK - "WEDNESDAY, ETC. X - ARRIVAL OR DEPARTURE AT TULE LAKE
5P, 8:40A - ACTUAL TIMES OF DEPARTURE AND ARRIVAL (PM-AM).

* APPROXIMATELY 1,900 EVACUEES REMAIN TO BE TRANSFERRED TO TULE LAKE FROM MANZANAR LATE IN NOVEMBER, 1943

OCTOBER

SEPTEMBER												OCTOBER																																			
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T																		
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	6	7	8	9	10	11	12																		
TRIP NO. 1 TULE LAKE TO GRANADA 511 1 (50284)												TRIP NO. 10 TULE LAKE TO JEROME 455 5 (50294)												TRIP NO. 20 TULE LAKE TO MINIDOKA 6 519 (50304)												TRIP NO. 29 GILA RV. TO TULE LAKE 6 (50318)											
TRIP NO. 3 ROHWER TO TULE LAKE 433 (50286)												TRIP NO. 9 HEART MTN. TO TULE LAKE 3 435 (50293)												TRIP NO. 13 JEROME TO TULE LAKE 504 (50297)												TRIP NO. 28 GILA RV. TO TULE LAKE 4 (50317)											
TRIP NO. 4 JEROME TO TULE LAKE (50287) 500												TRIP NO. 12 TULE LAKE TO JEROME 450 (50296)												TRIP NO. 21 TULE LAKE TO CEN. UTAH 7 520 (50306)												TRIP NO. 31 COLO. RV. TO TULE LAKE 7 (50320)											
TRIP NO. 2 GRANADA TO TULE LAKE 1 125 (50285)												TRIP NO. 14 TULE LAKE TO CEN. UTAH 2 519 (50298)												TRIP NO. 19 HEART MOUNTAIN TO TULE LAKE 3 431 (50303)												TRIP NO. 32 COLO. RV. TO TULE LAKE 2 446 (50321)											
TRIP NO. 6 TULE LAKE TO CEN. UTAH 6 441 (50290)												TRIP NO. 16 TULE LAKE TO MINIDOKA 4 523 (50300)												TRIP NO. 23 TULE LAKE TO MINIDOKA 4 486 (50308)												TRIP NO. 30 GILA RV. TO TULE LAKE 1 468 (50319)											
TRIP NO. 8 TULE LAKE TO HEART MOUNTAIN 3 428 (50292)												TRIP NO. 15 CEN. UTAH TO TULE LAKE 2 489 (50299)												TRIP NO. 22 CEN. UTAH TO TULE LAKE 7 472 (50307)												TRIP NO. 25 JEROME TO TULE LAKE 5 401 (50313)											
TRIP NO. 5 TULE LAKE TO GRANADA 478 5 (50288)												TRIP NO. 13 TULE LAKE TO HEART MTN. 3 442 (50302)												TRIP NO. 24 TULE LAKE TO HEART MTN. 3 469 (50310)												TRIP NO. 33 COLO. RV. TO TULE LAKE 3 485 (50322)											
TRIP NO. 7 CEN. UTAH TO TULE LAKE 486 7 (50291)												TRIP NO. 17 MINIDOKA TO TULE LK. 4 255 (50301)												TRIP NO. 27 GILA RV. TO TULE LAKE 1 498 (50315)												TRIP NO. 35 MANZANAR TO TULE LK. 7 290 (50323)											
TRIP NO. 11 JEROME TO TULE LAKE 486 (50295)																																															

LEGEND

1
(50284)
9A, 6P
511

DETACHMENT NUMBER
RAILROAD MAIN NUMBER
ACTUAL HOURS OF ARRIVAL AND DEPARTURE AM-PM
NUMBER OF EVACUEES

WAR RELOCATION AUTHORITY
CENTRAL UTAH PROJECT

Segregation
9/21/43

Freight 14th
Baggage 18th

Date _____

Dear

You have previously been notified that you are to be transferred to the Tule Lake Center. At the bottom of this letter you will find the date, the train trip number, and the car initial of the specific train and car on which you are to go to Tule Lake. Also listed are the members of your family who are to accompany you.

A representative of the War Relocation Authority has been available for consultation in the block in which you live. This representative will see you again within the next few days. Your Block Representative will advise you as to the exact date when the consultant will again be in your block. The consultations will be in regard to arrangements for property, travel, and baggage movements.

It is requested that you have an interview with this consultant while he is available in your block. Do not go to other blocks for interviews. This representative will give you detailed information regarding the preparations for the transfer, including what you may take with you on the train and what arrangements should be made for the transportation of your household and other effects that are now in use and in storage at this center.

Please be prompt in making your arrangements. You must have all of your arrangements completed before the travel date specified below.

Your continued assistance and cooperation in this transfer will be of great help to both you and to the War Relocation Authority and will be appreciated.

Very truly yours,

Charles A. Ernst

Project Director

Names of family members to accompany:

Your train travel will be on:

(Date) _____ (Hour) _____

(Trip No.) _____

(Car Initial No.) _____

WAR RELOCATION AUTHORITY
CENTRAL UTAH PROJECT

TRANSFER OFFICE

SCHEDULE OF TRAINS TO AND FROM TULE LAKE

Trip No.	Departure		Arrival		From (Relocation Center)	To (Relocation Center)
	Date	Time	Date	Time		
6	9/17	8:00AM	9/19	8:30AM	Tule Lake	Central Utah
7	9/19	12:30PM	9/21	12 Noon	Central Utah	Tule Lake
14	9/22	8:00AM	9/24	8:30AM	Tule Lake	Central Utah
15	9/24	12:30PM	9/26	12 Noon	Central Utah	Tule Lake
21	9/27	8:00AM	9/29	8:30AM	Tule Lake	Central Utah
22	9/29	12:30PM	10/2	12 Noon	Central Utah	Tule Lake

WAR RELOCATION AUTHORITY
CENTRAL UTAH PROJECT

TRANSFER OFFICE

TRANSFEREE COMPOSITION OF TRAINS BY COACH AND TOURIST SLEEPERS

TRAIN IN ORDER OF LEAVING TOPAZ	TRIP NO.	DEPARTURE DATE	COACHES			TOURIST-SLEEPER			Total Persons
			Infants 0-4	Half-Fares 5-11	Full-Fares 12 & Over	Infants 0-4	Half-Fares 5-11	Full-Fares 12 & Over	
One	7	9/19	39	46	362	16	0	25	488
Two	15	9/24	30	28	360	19	2	50	489
Three	22	9/29	34	40	384	8	3	20	489
TOTALS			103	114	1106	43	5	95	1466

WAR RELOCATION AUTHORITY
CENTRAL UTAH PROJECT

TRANSFER OFFICE

COMPOSITION OF TRAINS FOR TRIP NUMBERS 7, 15, AND 22
FROM CENTRAL UTAH TO TULE LAKE

- A. Composition of the trains for the 3 trips between Central Utah and Tule Lake will be made up of the same number of cars as follows:
- | | |
|----------------------------|--|
| 1. Engine | 11. Baggage Car Kitchen |
| 2. Baggage Car | 12. Baggage Car Kitchen |
| 3. Baggage Car | 13. Baggage Car Diner |
| 4. Auxiliary Kitchen Diner | 14. Coach |
| 5. Tourist Sleeper | 15. Coach |
| 6. Coach | 16. Coach |
| 7. Coach | 17. Coach |
| 8. Coach | 18. Sleeper for Military Police and
Director's Representative |
| 9. Coach | 19. Sleeper for Military Police |
| 10. Baggage Car Diner | |
- B. The Auxiliary Kitchen Diner will be to serve the persons who have been selected by the Chief Medical Officer for assignment to the Tourist Sleeper. Special medical cases needing special diets as designated by the Chief Medical Officer will be prepared in the Auxiliary Kitchen Diner. For this purpose, a chef and crew to be selected from the transferees after consultation with the Chief Medical Officer will be assigned to the Auxiliary Kitchen Diner.
- C. In the coach next to the Tourist Sleeper will be assigned the immediate members of the family of the transferees who have been designated by the Chief Medical Officer to ride in the Tourist Sleeper.
- D. Military personnel accompanying the train will total 50 which will include one MD and two nurses.
- E. The total number of persons that can be placed in coaches cannot exceed 65 or be any less than 54.
- F. A Train Leader to represent the transferees will be selected by the Transferee Committee. A Car Captain will be appointed for each Coach and the Sleeper from among the transferees by September 10th by the Transferee Committee, for each train movement.
- G. Three transferees will be selected for each unit from each car by the Car Captain to assist in the car kitchen and car diner. The food will be prepared by the Military.
- H. The residents arriving from Tule Lake will be given their breakfast on the train prior to their arrival at 8:30AM on 9/19. Breakfast will also be furnished on the 2 subsequent trips on 9/24 and on 9/29 from Tule Lake.
- I. On arrival of the train from Tule Lake to Delta on the mornings of 9/19, 9/24, and 9/29 at 8:30AM, it will be necessary for the WRA to provide a crew to air out the train, sweep, and give general cleaning. This function will be assigned to the Maintenance Department under the direction of Mr. Roscoe Bell.
- J. The transferees leaving Central Utah at 12:30 for the 3 trips must be provided with lunches by the project as there will not be time on the train to furnish such lunches, under the direction of Mr. James F. Hughes.
- K. The Chief Medical Officer of the Topaz Hospital will furnish all medical supplies specified in the manual. The only other additional medical supplies that need be furnished by the Chief Medical Officer will be medicine that is needed by special medical cases being transferred to Tule Lake. The furnishing of the medical supplies will be under the direction of Mr. L. W. Bell.
- L. On the day before the departure of the train transferring persons from Central Utah to Tule Lake, the Internal Security Division will express, through government bill of lading, all axes, knives, hatchets, etc., turned in by transferees. This will be done for each train load of transferees in the order of their transfer. The collection and shipping of this equipment will be under the direction of Mr. L. W. Bell.
- M. The Director's Representative who will accompany the group from Central Utah to Tule Lake must proceed first to Tule Lake where he will accompany the Tule Lake group to Central Utah. It will thus be necessary for the Director's representative, selected by Central Utah, to be available to Tule Lake for their train trips to Central Utah.

Mr. Hughes

Mr. R. Bell

Transfer Office

September 3, 1943

The following are changes to be made on your Master List of Transferees and your Block List of Transferees to Tule Lake. Note that you have 3 types of changes to be made.

1. Names that are to be deducted from the Master List.
2. Names that are to be added to the Master List.
3. Changes that are being made between trains.

The names have been typed in groups for your convenience in order that you may attach one list to your Master List and cut up a list to clip the change to the Block List.

- I. DEDUCTION. The following names of 5 persons are to be removed from the Master List and Block List. These people are not going to Tule Lake due to medical deferral.

Address	Name	Fam. No.	Rel.	S	A	C	to e g i Head x e t.	Rep. Vol.	Ans. Q28
30-5-B	Hirota, Hiro	21945	Head	F	69	A	X		
	Yoneko		Dau.	F	29	C	X		
	Etsuko		Dau.	F	27	C	X		
16-6-A	Nishimoto, Yoshio Ned	20694	Head	M	27	K	X		N
	Mitsuko Clara		Wife	F	23	K	X		N

- II. ADD. The following names of 10 persons are to be added to the Master List and the Block Lists.

Address	Name	Fam. No.	Rel.	S	A	C	to e g i Head x e t.	Rep. Vol.	Ans. Q28
1-12-B	Nakano, Koji	H-136	Head	M	35	A	X		
	Richard Makoto		Son	M	5	C	X		
	Tetsu (Matsuoka)		Mo.	F	62	A	X		
	Yaeko		Wife	F	31	C	X		
	Douglas Yukito		Son	M	3	C	X		
35-11-C	Taguchi, Seigo	18965	Head	M	53	A		X	
	Tome		Wife	F	44	A		X	
19-11-B	Taira, Kenmyo Ryokei	14920	Head	M	31	A		X	
	Nobu		Wife	F	26	C			N
	Keiji		Son	M	Mo.	C		X	

III. CHANGES BETWEEN TRAINS. The following persons are to be changed from Train 2 or 3. These changes are being made in order to provide equitable distribution of the persons who need tourist sleeper accommodations.

FROM TRAIN 2 to TRAIN 1

Address	Name	Fam. No.	Rel.	S	A	C	to e g i Head x e t.	Rep.	Vol.	Ans. Q28
29-7-A	Izumi, Iye	22565	Head	F	64	A			X	
	Konishi, Shigeko		Niece	F	21	C				N
29-8-C	Kitajima, Toshio	21501	Head	M	42	A			X	
	Haruka		Wife	F	31	C				N
	Sadao Tom		Son	M	10	C			X	
	Katsumi Jack		Son	M	9	C			X	
	Yutaka Henry		Son	M	2	C			X	

FROM TRAIN 2 to TRAIN 3

34-10-E	Imada, Hanayo	1656	Head	F	45	A			X	
	Yasuko		Dau.	F	18	K		X		N
34-10-C	Kinugasa, Goichi	1516	Head	M	52	A			X	
	Yoshiko		Wife	F	41	A			X	
	Tsuyoshi		Neph.	M	21	K		X		N
	Tetsu		Son	M	20	K		X		
	May Itsuko		Dau.	F	15	A			X	
34-5-A	Morita, Osamu Fred	14861	Head	M	35	K		X		
	Hisako		Wife	F	35	A		X		
	Sachiko		Dau.	F	2	C		X		
34-1-E	Nikaido, Yonokazu	1525	Head	M	39	K				N
34-3-E	Onishi, Sakichi	1714	Head	M	47	A		X		
	Chiyo		Wife	F	39	A		X		
34-12-B	Ouye, Yuku	14935	Head	F	55	A		X		
	Takeshi		Son	M	21	K		X		N
34-12-C	Sato, Miyuki	1615	Head	F	20	K				NQ
34-1-D	Takai, Mikio	1577	Head	M	28	K		X		N
34-2-D	Tsuchida, Hiroshi	1733	Head	M	28	K		X		N
34-11-C	Yamasaki, Sahee Fred	1519	Head	M	46	A			X	
	Tome		Wife	F	41	A			X	
	Mary Mariko		Dau.	F	17	C				N
	Suzuko		Dau.	F	14	C			X	
	Kazuo		Son	M	12	C			X	
35-11-B	Tanaka, Shogo	33233	Head	M	54	A		X		

FROM TRAIN 3 to TRAIN 2

Address	Name	Fam. No.	Rel. S A C to e g i Head x e t.	Rep.	Vol.	Ans. Q28
19-9-B	Endo, Shinnosuke	14682	Head M 67 A	X		Y
7-7-C	Fumoto, Takashi	14927	Head M 24 K	X		N
11-8-B	Iyama, Kanzo	13504	Head M 61 A	X		Y
	Asao		Wife F 53 A	X		
	Teruo		Son M 24 K	X		N
	Shigenori		Son M 16 A	X		
7-3-B	Kawaguchi, Itaro	14890	Head M 69 A	X		
14-10-E	Nakahara, Kichi	20189	Head F 54 A	X		
	Sueki		Son M 19 C			N
14-4-D	Nakao, Satsuki	20638	M-i-L F 53 A		X	
27-12-A	Suda, Kichi	14954	Head M 36 A		X	
	Elizabeth Keiko		Wife F 34 C			NQ
	Jean Yoko		Dau. F 5 C		X	
6-1-E	Taniguchi, Yosuke Frank	13439	Head M 73 A	X		
27-3-E	Tatsukawa, John Ichiro	21861	Head M 34 K			N
	Tsuneko		Wife F 27 K			N
	Florence M.		Dau. F 6 C		X	
	James Yukio		Son M 5 C		X	
14-6-B	Tatsukawa, Frank Jiro	21951	Head M 26 K	X		N
19-7-F	Todoroki, Yonoko June	13509	st-Dau. F 23 C	X		N
	Toyofuku, Kurataro		Head M 69 A		X	
	Same		Wife F 51 A		X	
7-11-E	Yamazaki, Kumajiro	21363	Head M 70 A	X		
27-12-C	Yotsuya, Yoshiharu	20574	Head M 33 K	X		N
	Lemi Sumiko		Wife F 22 K	X		N
	Sueko		Dau. F 3 C	X		
	Akemi		Dau. F 1 Mo. C		X	

FROM TRAIN 1 to TRAIN 2

36-11-F	Kamiji, Yuzo	21798	Head M 42 A	X		
38-10-C	Toji, Jinsuke	20660	Head M 56 K			N
	Kasumi		Wife F 28 K		X	
	Glen Masahiro		Son M 1 C		X	
37-4-A	Umemoto, Junji Samuel	21494	Head M 24 C	X		N
	Kiyoko		Wife F 23 C	X		N

FROM TRAIN 1 to TRAIN 2

34-5-B	Yamasaki, Suenobu	13653	Head M 23 K	X	
	Shizue		Wife F 27 C		X NQ
	Atsushi		Son M Mos.C		X

FROM TRAIN 1 to TRAIN 3

23-4-E	Sakamoto, Kakuichi	13607	Head M 39 C		X
	Setsu		Wife F 32 C		NQ
	Masato		Son M 10 C		X
	Lily		Dau. F 7 C		X
	Grace		Dau. F 4 C		X
	Shinobu		Son M 3 C		X

FROM TRAIN 2 to TRAIN 3

37-4-E	Mitoma, Chozo	22481	Head M 21 K		N
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FROM TRAIN 3 to TRAIN 1

19-11-E	Miyazaki, Hajime Harry	14840	Head M 45 A	X
	Chiyeko		Wife F 32 A	X
	Ayako		Dau. F 14 C	X
	Chizuko		Dau. F 7 C	X
	Hideko		Dau. Fl Mo.C	X
	Shina		Mo. F 65 A	X

Note: This is the last supplement prior to the issuance of the Train Lists.