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Final Report--
Motor Transport &
Maintenance Section

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FINAL REPORT
OF
MOTOR TRANSPORT AND MAINTENANCE SECTION

BY

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UNITED STATES DEPARTMENT OF THE INTERIOR
WAR RELOCATION AUTHORITY

GRANADA PROJECT
Amache, Colorado

MOTOR TRANSPORT AND MAINTENANCE SECTION

At the opening of the Granada Project in the early fall of 1942, the personnel of the Motor Transport and Maintenance Section consisted of a Motor Pool Supervisor, a Chief Garage Foreman, a Blacksmith Foreman, a Mechanic Foreman, and four Senior Mechanics, one of whom was employed as a truck driver.

At the beginning of the project, we had sixteen $1\frac{1}{2}$ -ton stake trucks, which were secured from the U.S. Army at Fort Logan on memorandum receipt, and eleven passenger cars, which were secured from the Western Defense Command. With these sixteen trucks, we moved into the center, approximately 6,000 persons, their personal belongings, cots, mattresses, and blankets. The mess equipment, all food, and other supplies came in by the car lot.

At that time, the camp was not completed; therefore, we had no buildings in which to do our repair work and no facilities for servicing the equipment other than under the open sky. Gasoline and oil was purchased from the contractor who was building the camp.

On November 1, 1942, we moved into a warehouse building to do repair work. At about the same time, an open grease rack and a gasoline station were constructed. We went to work immediately to get a larger garage building, into which we moved

in July 1944. This building was reconstructed from a section of an abandoned CCC camp that was moved from Mancos, Colorado. We were able to secure equipment to take care of the garage work, so that by the close of the camp, we had a good lathe, reboring machine, valve grinding machine, and all the necessary equipment to do a first-class overhauling job. We had, also, an inside 2-post free-wheeling hoist with an excellent Alemite power grease gun.

Of the 16 passenger cars owned here during the life of the project, all but 2 were transferred from the U.S. Army. These two were purchased from a dealer in Lamar.

All vehicles possible were put into the Motor Pool at night, except those used by the Agriculture Section. The vehicles in the Motor Pool went out each day on a trip ticket, signed by the head of the section requesting the vehicle.

In securing parts for the vehicles, all larger jobbers were contacted within a reasonable radius of the camp, and we were able to secure parts through regular channels on T.P.S. contract.

In most cases, evacuees followed regulations which were set up. We had some trouble with one of the farm workers who did a lot of unnecessary driving. He secured a credit card and gasoline rationing book, but after these were taken from

him, we had no further trouble.

All vehicles that we did not need were turned over to a Surplus Property agency which in turn sold the equipment.

Total capacity of passenger carrying vehicles:

Busses-----45 passengers
Cars-----83 passengers

	<u>Miles</u>	<u>Cost</u>
Pass vehicles-----	323,130	\$6,250.25
Cargo vehicles-----	1,921,886	79,034.55

There was no available transportation to the center, but at one time a privately owned taxi was operated from Granada.

The repair section was closed December 15, 1945. All equipment not transferred to other government agencies had been surplused to the Reconstruction Finance Corporation.