

J4.12

67/14

c

Post

THE STORY OF THE TRANSPORTATION DEPARTMENT IN CONNECTION  
WITH THE SEGREGATION MOVEMENT

While the Transportation Department acknowledges the fact that all departments in connection with the Project had real problems of other phases concerned with the segregation program, the moving of freight, checkable baggage, hand baggage and the segregates themselves constituted a major problem for the Transportation Department. The writer feels that perhaps the story of how this was finally handled might be of some assistance in case of future movements of evacuees.

Crating of Freight

First it was necessary that all segregants be advised that crating crews would move into their respective blocks commencing on September 15 to crate their household effects. An explanation also had to be given each family head as to what could be taken in their freight, what could be taken in their checkable baggage, and what could be taken in hand baggage on the train with them. Arrangements also had to be made for the signing of Forms 156. This was done with the help of the Evacuee Property Office and the block managers supervisor and block managers.

A meeting was held with the Construction Department, which included Transportation Department officials and other departments who were vitally interested in the movement of freight. Out of this meeting the following plan was devised and put into operation. The entire crating was under the direct supervision of the Construction Department. Ten

trucks were assigned with ten evacuee drivers and a member of the appointed personnel with each truck with some carpenters that were assigned to the Construction Department. Other men in the blocks where segregants resided were recruited for the purpose of crating. The appointed personnel was charged with the responsibility of supervising and making an inspection of the evacuees' personal effects in order that no Government property belonging to the Project was included. This force moved into Camp III on the morning of September 15 and went systematically from block to block until all the freight had been properly crated. From Camp III they moved into Camp II and finally into Camp I in this order. Immediately after a block was completed, the Form 156's were made out, the block manager notified the Transportation Department who immediately proceeded to the block and picked up the freight, making sure that everything was properly labeled with name, address and family number. When this was picked up, it was immediately taken to the Parker warehouse where it was stored until such time as it was to be moved to Tule Lake. Fortunately, we had sufficient storage space to take care of all the freight from Units II and III. Unit I freight was stored in the U.S.E.D. warehouse until such time as freight cars were available for forwarding it to Tule Lake. This program worked very smoothly due to the close cooperation of personnel and evacuees alike, and by September 28 all segregants' freight had been crated, addressed and in warehouses ready for shipment.

### Checkable Baggage

The largest problem presented here was the fact that it was very hard to get over to the evacuees that they were only allowed 150 pounds per full fare ticket and 75 pounds for a half fare ticket and that it should only include such articles as they would need to take care of them for sixty days or until such time as their freight could be delivered to them. In spot checking we found that in a number of cases evacuees were planning to take considerable more personal effects than could possibly be allowed on their ticket and we didn't want to wake up at the last minute and find out that we had a considerable amount of excess checkable baggage. After a thorough discussion among dispatchers, we suggested to the block managers supervisor that we make a platform scale available on a pickup, and with the block manager's assistance, to weigh each family's baggage and find out approximately how much checkable baggage they would have. This served two purposes. First, there were a number of single people who had considerably less than 150 pounds and secondly there were large families who had more than could be carried on their tickets. In the final analysis we found that we could take care of all the evacuees' checkable baggage and final weights showed that we were approximately ten per cent under the amount of baggage allowed. This did not leave us in a quandry at the last moment.

This type of baggage was picked up at approximately eight a.m. on the mornings of the third, fourth and sixth, or in other words, one day before their train departure. All baggage was inspected by block managers with the assistance of the Police Department and the baggage for

the respective trains was all loaded and ready by twelve o'clock noon on the days of departure. This phase of the program worked very smoothly due to the close cooperation of evacuees in the Transportation Department.

#### Movement of Segregants

The largest problem of all perhaps was the handling of the evacuees themselves to Parker. There was a total of 1358 segregants. We had invalids, mothers with babies who had to be given special attention. We were also faced with the problem that in order to avoid delays in Parker and that all segregants would be seated properly, all the evacuees for the train would have to leave camp within an hour.

Our equipment was not of the best type for passenger service. Fortunately, however, we were able to obtain the use of three large buses from the Colorado River Indian Agency School, for which we want to thank Mr. Gensler who is Superintendent for his assistance.

First we had to consider pullman passengers who could not travel on the cargo trucks or buses. To take care of this we assigned various members of the personnel along with evacuees a list of the segregants they would be responsible for transporting to Parker. Along with this they were assigned an automobile for that purpose with instructions to go into the block where their passengers resided and pick them up at twelve o'clock and proceed directly toward Parker.

The next involved movement of the segregants who were quite able to ride the buses or the cargo trucks. Planning some days ahead we broke

this down into blocks and the number of segregants, finding out which blocks had the most number of women and children. Then we figured the number of passengers each piece of equipment could handle, including the little hand baggage that was to be taken along. From there we assigned definite pieces of equipment, using the buses in the blocks where most women and children resided.

The drivers had their instructions that immediately they were loaded, they were to proceed towards Parker. Directly north of Unit I where the Military Guard is located they were to line up in convoy. The Army then took over, escorting them to Parker. Outside of the unit in which the segregants lived, a list of the equipment that was being used was given to the Police Department, with the instruction that after all equipment had cleared the unit, they were to telephone the Dispatching Office at Camp I. Immediately our office had received an all clear signal that all equipment was on its way, the number of pieces involved was telephoned to Captain Holms at the sentry gate. This movement turned out to be very satisfactory. All segregants and equipment were cleared through the sentry gate by Captain Holms no later than 1:05 p.m. on any of the three days. To my knowledge no one was hurt in this movement, neither was there any baggage lost.

#### Movement of Evacuee Freight

The actual shipping of segregants' freight that was stored in the Parker warehouse and the U.S.E.D. warehouses at Poston commenced on

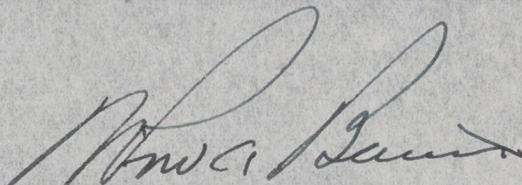
the ninth of October. The last car will be shipped not later than October 21.

The average amount of equipment used for the movement of segregees themselves was a total of 42 pieces which traveled approximately a total of 2520 miles, using an estimated 360 gallons of gasoline and 60 quarts of oil.

The movement of checkable baggage involved the use of eight pieces of equipment which traveled approximately 1160 miles and an estimated 232 gallons of gasoline and 20 quarts of oil.

The movement of freight involved the use of ten pieces of equipment which traveled approximately 1960 miles, using an estimated 392 gallons of gasoline and 35 quarts of oil.

In conclusion I wish to pay tribute to the close cooperation of both personnel and evacuees. Without this cooperation this smooth movement could not have been accomplished.



William A. Barrett  
Dispatcher

October 21, 1943

Minutes  
October 30, 1942

The meeting was called to order by Mr. Moris Burge held at Administration "B" Building, Conference Room, Friday, October 30, 1942, 10:00 A.M.

Mr. Burge explained that through his request Mr. Barrett, working under Mr. Townsend, came to talk about transportation.

Mr. Barrett explained that he is working under the direct supervision of Mr. Townsend. To quote, "Mr. Burge came yesterday and asked me to explain to you about transportation. I know you need it, but we just don't have it. It seems different to you here, seeing the equipment around, but let me explain the situation from a different viewpoint. Since this project was started there have not been very many equipment added. The actual government equipments added are about three or four pieces. At the time the camp was only one-half or two-thirds full, and we had enough equipment to do the job. Since then, Camp 2 and Camp 3 has expanded. Everything else has grown except transportation, which has gone a different way. Twelve equipments are tied up because of lack of parts. We have not had any additional equipment, but a method to lease some equipment from the Japanese was used. We are leasing these trucks to haul from Parker to Poston to leave out the Western Truck Line expense. It used to be \$70.00 a load but now is costing us about \$15.00. We are using the Japanese evacuee's truck and wherever possible having them drive it.

"It does seem as though there are lots of equipment at Camp 1 than the other camps, which is true to a certain extent. The Warehouse have equipments, but has lots of work to do too. I have only three trucks left in our pool. I gave an additional truck yesterday (#8), which leaves only two trucks and one pick-up. We take care of lots of odds and ends that you do not know about, which relieves the truck situation here, such as the Telephone Department, The Road Department, etc. We were promised 300 trucks. Major Donagram came down here to make the set-up. We have not had an definite answer, but the Army is taking the best of the equipment."

Mr. Burge explained that Mr. Nelson stated he had purchased 102 trucks for this Project; had them actually loaded on rail and the Bill of Lading made out, but on the way here, the Army had switched them.

Mr. Barrett stated, "We cannot overcome it; there is no way to overcome it. I just came back from vacation, during that time looking for equipments for the Project. I found it, but whether we get it or not we do not know. If we do get it, we are going to be all right; if we do not, we are going to be all wrong. We will try. Leasing the equipments is the closest we have come to it."

Mr. Nakamura, "If we depend on the pool to bring our school supply we never get it." Mr. Barrett, "The Education Department will have a truck every Thursday. Starting from the early part of next week, every truck will be sent into the pond every night. Of course, boys will be boys, who will sneak around and take their girl friends around." Mr. Burge, "When you state this, you are refering to Camp 1. At this camp, we have been doing this." Mr. Barrett, "This will be at Camp 1, where we have been running up against it."

*Leif*

Minutes  
October 30, 1942

Mr. Barrett, "We have no priority on rubber. Gas rationing will hit us, but how I do not know. You people have been here for sometime and do not know how it is on the outside. I have just come back from vacation, which was no vacation. You cannot get what you want. At least every fourth gas station pumps are being taken out. I went to Needles to buy something, but came back without a thing; at Winslow, you could not buy meat last week. You are not acquainted with what is going on the outside; you cannot realize it, but it will hit us to some extent. As far as tires and gasoline goes, the Army comes first. There is hope that we might get equipments, that is if the Army does not beat us to the punch. We are short of equipment, and I know you need it."

Mr. Burge explained that at Camp 1, there are three trucks in the pool, while the others are assigned to different departments. If any department here at Camp 3 wishes to use it, they should ask their division heads for a truck, and not to the unit. Mr. Barrett explained that there are changes being made rapidly, and that Poston is the third largest city in Arizona, but does not have transportation facilities as they should. Mr. Togasaki, "20,000 people in camp, we should merit a little more consideration and get more transportation. We are over using and abusing the little that we have. Isn't there some way as inhabitants of Poston do something?" Mr. Burge, "That is a point. Larry is starting a program of master paving for which he should have transportation. He should ask his division for a truck and if he can not get it, then the master paving cannot be done. At that time, we can complain and the responsibility of getting transportation will fall unto the division head."

As for the Postal truck and Express truck, they are both making a gold mine, but as yet we have not been able to get any trucks. Mr. Burge explained that Phoenix agreed only to put in a branch office in Poston, while the divisions at two and three were for our own use. Also, all the post offices are handling more mail than they ever have been, and the lack of equipment is prevailing even in the outside.

Mr. Togasaki stated that they may have some equipment at Camp 1, but that it is not very much even if they do have it. That a 1940, 1½ truck, dual wheel, could be had for \$800 if it is to be used for Industry purposes only. Mr. Barrett, "Contact Mr. Townsend about this, and if you can show that it will be used at all times, it might be done."

Mr. Burge had Mr. Barrett straighten out the assignments of certain trucks, such as, the truck with the Red Cross on the side, which belongs to the hospital and not to the Red Cross; The Sign Department may have gotten theirs through Mr. Popkins, but they have not been assigned any. Mr. Barrett explained that the warehouse has their own trucks, and that odds and ends are taken care of by the pool. Mr. Mimura asked at this time whether these trucks which are assigned could be handled by the pool. Mr. Barrett answered that it is not touched except in cases of heavy intake or emergency cases such as fires.

Someone had asked why the Warehouse has not been reorganized before this. Mr. Burge answered, "We have not had adequate help and the bookkeeping have been far behind. Part of the blame lies on the evacuees. The fact that you have not been paid before has been that the people in the department were behind on their books. This project has started and grown from nothing. Everytime we make a mistake, it hinders us. We are already behind on our books, if any good bookkeeper is know, bring him along."

Minutes  
October 30, 1942

Mr. Togasaki asked whether a list of all trucks assigned to different departments could be had. Mr. Barrett explained, "Changes are being made in the transportation. We are attempting now and working on it. We are looking for a clear picture to see what is going on. We should have it within two or three days. Again, it comes to inadequate help. I cannot check to see how the trucks are being used since I am breaking someone in my office every couple of days. They are all going out for outside work."

Mr. Burge, "We are not doing anything to help unload at Parker, no one is going from Camp 3, which affects us as much as it does Camp 1 or 2." Mr. Hiramoto stated that, "One reason they do not go is because of inadequate transportation--packed like sardines going up to Parker in the cold--by the time they reach Parker, they are sick. Better transportation and food and most of the boys will work. Mr. Nakamura, "Also, as Camp 1 is the closest to Parker, they reach there first and unload vegetables and the light things; while Camp 3 boys have to unload lumber and scrap irons."

Mr. Sato, "Mr. Townsend promised us a truck three weeks ago. I have not seen it yet. I can not keep the morale of the boys up if promise like this is not kept." Mr. Inouye, "I have been asking for a long time but have not been able to do anything about it." Mr. Togasaki, "Getting additional transportation. You must keep hammering and not be satisfied until we do get it. I would like to have our protests heard." Mr. Barrett, "When even the Army states that you need equipment, what can we do?" Mr. Hiramoto, "I have some friends willing to lease it to the Government if it is to be used at Camp 3." Mr. Barrett, "We leased those at Camp 1 to relieve the hauling of the Western Truck Lines." Mr. Burdick brought up the fact that could not horses and buggies be used in place of the trucks for local uses.

Mr. Mimura, "Could not two or three trucks be squeezed out for this camp?" Mr. Barrett, "No. All the trucks are assigned except for the three which we must keep on hand." Mr. Burge, "If we give all of our departments trucks, which are reasonably needed, we will have none for other uses. The departments will use it full time except for the Post Office and the Police Department, but the Police must have a truck for emergency use." Mr. Barrett, "I have tried to get it for you."

Mr. Barrett, "The need for trucks will be less as things gets organized except maybe for Agriculture." Mr. Burge, "No needs will be less, but greater. We will have to maintain what we have in order. Adobe program will probably be the only one which will not be needed as soon as it is finished."

Mr. Burge, "I will not promise anything, but as a next move; make a resume from this meeting send it to Mr. Townsend. Also Mr. Hiramoto make a list of the person willing to lease their trucks to the project and the conditions they will be willing to lease it." Mr. Wumino, "When Mr. Townsend was here he stated that Camp 2 and 3 will be proportioned to that of Camp 1. Most of the boys are wondering why it is not so." Mr. Sato, "When Camp 1 Police Department had a truck and a car, we did not have even one." Mr. Barrett, "One of the car was to take care of the speed limits."

Mr. Burge, "We have a car used as a taxi between camps and my car assigned to me by Mr. Head, to have in use at all times. When I go to a meeting at other camps there is only the ambulance to take care of anything that does arise. All kinds of meetings are called, about different things, but the transportation is left up to Charlie to figure out. Actually Camp 2 has more trucks." Mr. Barrett, "They belong to Mr. Popkins outside of #100 and #101, they have the same amount of trucks."

Minutes  
October 30, 1942

Eight and one-half, since one of the trucks are split with this camp."

Mr. Mimura, "Can you give us the list of assigned cars to each department?" Mr. Barrett, "I will make it up, but you must ask Mr. Townsend for it." Mr. Burge, "Would you like to have Mr. Townsend come down and talk to you people? He will explain as Mr. Barrett did."

Mr. Mimura, "Is there a truck assigned for the Block Managers use?" Mr. Barrett, "We have been delivering odds and ends for them." Mr. Burge, "You have the use of the truck one half day every day do you not?" Mr. Nakamura, "Yes, that is the way it should be, but because of the Construction Department, he has not been using it."

Mr. Burge, "You represent a definite body, and it is up to you to go to your division head and second to me. I will go further in this letter to that effect. We will also give a schedule of the trucks to the different division. I will write a letter to Mr. Townsend for the list of trucks assigned to different division."

Mr. Barrett, "How far the Government is willing to go to rent the equipment is not known. They have been leased on monthly basis, the Government takes care of the repairs, gas, rubber, and having the permit for the boys to operate their own trucks. The price will depend on the type of equipment." Mr. Togasaki, "Is it favorable?" Mr. Barrett, "I only wish I had some equipment."

EXHIBIT I

August 7, 1943

Meeting Held by Transportation Section in Conference Room at 1:30 P.M.

Members Present:	Mr. Barrett	Ken Amano
	Charlie Nakamura	Johnson Shimizu
	Mas Inao	Bill Honda
	Key Iizuka	Kaizo Ikemi
	Fusa Ashida	Sayoko Kobara
	Tom Hayashi	Mamie Yoshida

Mr. Barrett opened the meeting by stating that we have been having meetings with the dispatchers in Camp I but that we had overlooked Camps II and III. In the future, if it was so desired, we would hold regular monthly meetings to discuss the problems of transportation. A vote was then taken and it was unanimously agreed that we would hold the meeting on the afternoons of the first Saturday of each month and that these meetings would be alternately held at Camps I, II and III. The next meeting would be held at Camp II on the afternoon of September 4. This meeting was to include all dispatchers and secretaries.

Mr. Barrett went on to outline the transportation tie-in with the administration, showing that Mr. Head is Project Director and Mr. Emple is the Chief Administrative Officer and Mr. Haverland was Supply and Transportation Officer and directly under him comes Mr. Wickersham in charge of warehousing and himself as transportation head. Further breakdown revealed the fact that Mr. Kenneth Amano was Supervisor of the Motor Pool at Camp I, having directly under him, four dispatchers. Mr. Johnson Shimizu was Dispatcher at Camp II, who is not only responsible for the Motor Pool, but also included the supervision of the service station and garage. In Camp III, Charlie Nakamura was Dispatcher with the same supervision as Camp II, that is, also garage and service station.

He also brought out the point that the secretaries involved in the Transportation Department were very important to the organization inasmuch as the dispatchers themselves were busy at all times with the handling of equipment and other duties, and the paper work which has to be very carefully taken care of so that proper records and charges can be made to the various departments was a very important part of the program. He asked all to take very active interest in turning in correct reports to eliminate a lot of unnecessary work and also that secretaries could get reports out on schedule.

Getting together the reports has always seemed a secondary condition. It was brought out that it was just as important as keeping equipment running and, therefore, we appreciate their wholehearted support in getting reports in on time and assisting the secretaries in all ways possible to get their work done. Mr. Barrett then asked the secretaries in Camps II and III to be sure that reports got into his secretary in time at Camp I due to the fact that it was her responsibility to get all reports together so that they could be handed to the cost accounting section, not only in good shape, but on time.

Mr. Barrett then brought out the fact that we had done a very good job and that he was very proud of the transportation organization. He felt that it was one of the outstanding departments in the whole project inasmuch as we were called upon to do most any kind of a job and that it would require sincere and honest cooperation to get the job done. He went on to state that he was sure that no one had tried in any department to get the job done on time. He brought out the point that we were now facing a much tougher problem than we had in the past inasmuch as segregation was soon to be upon us, which would require the moving of a considerable number of people and it would have to be done on a schedule. In addition to this, the summer school definitely increased the problems of the Transportation Department and that if we did not have sufficient help to take care of the situation to please advise him what additional help would be necessary and also to be sure to have it accompanied by a letter so stating and showing why, in order that we could get our quota of employees raised to take care of the job.

Mr. Barrett brought out the point that a bulletin had been issued by Mr. Head stating that all work in connection with segregation was to be given preference and it will take priority over all other activities and requested the Transportation Department to do all in their power to facilitate the work of the segregation program.

The next item in the meeting was the setting up of the new numbering transportation requests. Mr. Barrett brought out that all pool trucks, when sent out on a job (this also includes automobiles in pools) must have first a trip ticket made out as must be filled in upon return, stating the mileage and so forth as outlined on the form. The forms were numbered consecutively and all forms must be accounted for. If one were spoiled due to an error or for some other reason, it was not to be thrown away but was to be marked "canceled" and turned in with the rest of the forms. These forms were to be transmitted to his secretary once a week no later

than Monday mornings on the first bus arriving from Camps II and III.

The question was then discussed as to whether all transportation requests had to have the signature of the member of the personnel who requests the transportation. Mr. Barrett answered the question by stating that he thought the dispatchers were well enough acquainted to recognize an honest request for transportation without putting a "bottleneck" into the program. However, it was definitely stated that should the dispatchers feel there was some question as to the legality of the request the dispatchers should receive the O.K. of the personnel member before proceeding to fill the request.

Mr. Barrett talked a little while about the segregation program and requested dispatchers to ask persons who were employed by them or on their payroll to let the dispatchers know if they were going to Tule Lake so that advance arrangements could be made to replace them. This is especially necessary due to the fact that the transportation problem at the time of segregation is going to call for every available driver that we have on our payroll and we would not want to wake up on the morning of segregation and find out that half of the employees were planning on leaving on that day to go to Tule Lake, which would leave us sitting out on a limb without drivers.

The next item discussed on the program was the new system of the handling of repairs of trucks and cars to the garage. Mr. Barrett reported that the garage had definitely stated that it had helped them considerably in controlling equipment and they had definitely speeded up their work in getting cars out of the garage since this system had been placed into effect.

Mr. Barrett read and discussed the progress report for April, May, and June that he had recently submitted to Mr. Haverland's office bringing out very clearly the number of requests for transportation that have been filled, the number of miles equipment had traveled and also the amount of posting it was necessary for the clerical help to make in order to complete this report. He congratulated the transportation force on the fact that the mileage per gallon had increased considerably during these months over that of January, February and March and that it reflected very definitely on the control of equipment which automatically gave the dispatchers credit.

Mr. Barrett then discussed reports that were coming into the office, the drivers who, for instance, were signed "Tarzan," etc. He stated while he realized a certain amount of human element entered into all business and that it was necessary to have a certain amount of fun, nevertheless, reports must be made out correctly and that such nicknames should not be used but the actual names of the drivers.

He also discussed equipment still operating at night time, stating that there had been considerable improvement but that there were still a number of pieces operating at night time which should be in the pool and asked the dispatchers' assistance in controlling this.

About that time Charlie Nakamura and Kenneth Amano started an argument about whose trucks were not re-numbered. Mr. Barrett cleared up the point by asking that all dispatchers have their trucks brought to the sign shop and have all equipment re-numbered as the original markings were getting very faint.

Mr. Barrett then discussed the proper care of trucks by evacuees and speeding. He stated that he believed that if we stopped the boys and made them realize that there is no equipment and that they have signed a driver's application stating the fact that they do know the speed limits and that abuse of government equipment will not be tolerated that we would obtain better results than by letting someone out. When it comes to the point of not being able to get the job done peaceably and appealing to the boy's own honest opinions, then there would only be one thing to do and that would be to have his driving permit canceled. In other words, correction was considerably more desired than losing your head and dropping someone off the payroll.

Johnson brought up the point should we use passenger cars at night and in the morning for bringing passengers to Camp I for transportation to Parker. The answer to this question was that in most cases there are more than one or two passengers and they always have some baggage. Therefore, that we should have a cargo truck to do this work. This for two reasons, first we were not in a position to supply passenger cars to everyone and we did not want to be accused of showing favoritism; secondly, the other reason which is the one that has already been discussed that in most cases there are more than two or three passengers and that the baggage also had to be handled.

Charlie Nakamura brought up the question of lubrication and the new work cards which are made out. Charlie stated that if he let Johnson make out the work card they want us to furnish the men stating apparently Camp II wanted them not only to make out the card but also bring the men to do it. Mr. Barrett stated that he thought that was a local problem between the boys and that he didn't care which way it was worked as long as the proper records were kept. Johnson then stated that he would rather have Charlie make the card out. Charlie said as long as that is O.K. with everyone, we will have it handled in that manner.

Mr. Barrett brought up the subject of anyone who was seriously hurt while working on the project. He stated that if it was a very serious accident that Forms CA-1 and CA-2 should be made out immediately in order to protect the worker for compensation; that these forms could be obtained through the Supply and Transportation Office in Poston I. Further, that persons who were seriously hurt should be carried on the payroll for 15 days. At the end of that 15 days he would be dropped and if unable to work someone could be hired to take over his work. However, that no one could be hired for the period of the 15 days that the worker who was hurt was carried on the payroll and that all accidents should be reported immediately to him at Camp I.

It was decided that the next meeting would be held at Camp II on September 4 at 1:30 P.M. and that Mr. Johnson Shimizu would act as chairman for the meeting. This being all that was to be discussed, the meeting was adjourned at 2:20 P.M.

Respectfully submitted,

Mamie Yoshida  
Executive Secretary

September 4, 1943

Meeting Held by Transportation Section in Conference Room, Unit II  
at 1:37 P.M.

Members Present:	Mr. Barrett	Ken Amano
	Charlie Nakamura	Johnson Shimizu
	Mas Inao	Bill Honda
	Kay Iizuka	Kaizo Ikemi
	Fusa Ashida	Sayoko Kobara
	Tom Hayashi	Mamie Yoshida
	Mas Hanada	Yoshiko Kumada
	Kemiko Makamura	Momoyo Higashi
	Toshiko Katsura	

Johnson Shimizu opened the second meeting of the Transportation Department at 1:37 P.M. stating that at the last meeting it was suggested and unanimously passed that we have a combined transportation meeting regularly once each month. The meeting was then turned over to Mr. Barrett for further handling.

Mr. Barrett said he was very anxious about the segregation; that he realized that all other departments had plenty of work in connection with the segregation, but that the part the Transportation Department would play would be the last and the most important due to the fact that it involved the moving of not only baggage and freight but passengers, that they would have to be moved on schedule in order that the train could make departure on schedule; and with that in mind he read a copy of a memorandum that he was putting out to all department heads stating that it would be necessary to call in considerable of our equipment to handle the situation. He went on to state the reason that he wrote it, that they would be prepared to cooperate, as in a number of cases, departments felt that with equipment that was assigned that no one else should have access to it. He further went on to state that he did not want to disturb too much in the field and in the working of the project. However, if the dispatchers felt that it was necessary to call equipment into the Pool and should they meet with any resistance to notify him promptly so that further action could be taken.

He went on to outline tentative plans for the handling of segregation in the first place that the crating of furniture had to be done and that approximately ten trucks and drivers would have to be supplied to crating crews to go ahead and prepare evacuees'

furniture and personal effects. Immediately after that was done and possibly while in the process of its being done, the next move would be to supply trucks to pick up these crates and move to a warehouse for storage until after the segregation when it would be forwarded to Tule Lake.

The method to be used in handling of freight is as follows: The Block Manager would advise him when the crating is completed and the Motor Pool will then supply a truck to the block. The Block Manager will supply evacuees who are going to Tule Lake to load and unload their freight. In this manner it would mean that it would necessitate the Pool supplying trucks and drivers only.

The next move in the plan of segregation is going to be the handling of baggage to Parker. By baggage to Parker, Mr. Barrett explained that this was the baggage that was to be checked on their tickets and placed in the baggage car. He went on to explain that a full fare ticket would cover 150 pounds of baggage and half fare ticket, 75 pounds of baggage and he went on to explain that we would probably have from 24 to 48 hours notice in which time it will be necessary for us to pick up the baggage from the blocks by trucks and bring to the Motor Pool where it will be reloaded on to a semi-trailer and taken to Parker. When picking up this baggage, it will be necessary to have it weighed. This will be done by placing a platform scale on each truck. Any excess baggage over and above what a family will be allowed will have to be either sent on later by express or sent to the warehouse for handling with other freight. It was explained that when this took place a member of the personnel would undoubtedly go along and assist in the baggage checks. Mr. Barrett here explained that each family will be supplied a number of baggage checks previous to preparing their baggage and that any unused checks will be picked up at that date.

It will be necessary for us to have a loading crew at Parker to handle the baggage from the semis into the baggage car and it will also be necessary to have a crew at the Motor Pool to assist in taking the baggage off the truck and placing it on a semi.

Next movement will be of the evacuees from the project to Parker, which, if anything, is the most important phase. Mr. Barrett went on to explain that all cargo trucks will have to be used in this movement and in addition to two buses and possibly some of the flatracks on which we would have to improvise some kind of seats. In this particular case, drivers will be assigned a block or blocks.

Then the driver will proceed to his designated block and take care of the passengers to Parker. Under a temporary plan it was brought out that it will be necessary that all evacuees be checked to be sure that all persons supposed to go were taken in and that this would probably take place out of the Bridge, possibly two miles from Camp I, or the place known as Structure 278. It was suggested that this be done in this manner due to the fact that we would be faced with a number of people saying farewell and it would be practically impossible to check them at the blocks.

Mr. Barrett further stated that medical inspection had been talked about and that members of the administrative staff had suggested that this take place possibly at the irrigation in Parker where there would be a staff of doctors and nurses for this purpose. After leaving Structure 278, or in other words, after having the evacuees checked, the trucks would then proceed to the inspection station at Parker where the evacuees will be checked by medical authorities and then proceed on to the train.

The last two items, the handling of checkable baggage and passengers would be handled directly by dispatchers in the following manner. Dispatchers would be supplied with two sets of sheets showing the segregees by blocks. One set should be used as a master sheet for control by the dispatchers, the second one could be broken up and sheets given to the drivers to cover their assignments. The master sheet should be kept very carefully, placing on the sheets the truck number and the driver assigned to their various duties. In this manner, we could be assured at all times of just how our work was proceeding and there would not be guess work.

Mr. Barrett asked everyone to try to assist in getting to the segregants the fact that persons should only take sufficient in the train cars with them to cover the two days on the train plus one day at Tule Lake, which would be required before their baggage in the baggage car could be delivered to them; that the baggage to be checked or the baggage that will go with them on the train should only consist of sufficient clothing and necessary materials to last at Tule Lake for sixty days.

Mr. Barrett then stated very definitely that all dispatchers should take immediate steps to inform their truck drivers of what the plans are so that there would be no slip-up when segregation starts and that it was expected that every driver would do exactly as he was told and that it would be up to the dispatchers to act imme-

diately when instructions were given to them. Also that segregation took preference over any other work at this time and that any interference by any other department should be immediately reported to him for further handling.

He further went on to state that we would not be able to look at the number of hours to be worked or the number of hours on duty as this would have no place in the program, or in other words, everyone would have to put his shoulder to the wheel to get the job done.

It was stated that in order to prevent last minute breakdown that it was planned to have a wrecker or a tow truck close at hand during the movement and have sufficient crews on duty for emergency purposes as there would be very little time to be changing around trucks.

The movement of sick persons and expectant mothers would be taken care of, possibly by automobiles, which will be taken care of directly from this office. Further instructions on that will be forthcoming.

It was also stated that we expect to have the Police Department assist in patrolling the road to watch for speeding, as the movement of passengers will be large and all precautions necessary must be taken.

Mr. Barrett brought up the point that at the time this work takes place we are not going to have time to argue with drivers as in some cases in the past it has been necessary. The boy is given an assignment. If he starts an argument as to his assignment, he will be immediately taken off the truck and replaced with another driver who will be willing to go ahead. The whole thing will mean close cooperation, not only between departments, but with all units.

Next item under discussion was brought up in connection with the secretaries. Mr. Barrett suggested that the secretaries at Camps II and III come down to Camp I and spend a half day in the office so that they would become thoroughly familiar with the actual proceedings and the disposition of all reports and by so doing they would have a much better idea of how to handle their own problems and reports.

He asked that on the drivers' tests to be sure to see that all questions are answered and that the department head's signature be placed upon them before sending them to Camp I for processing.

It was also stated that there would be an immediate check by the Police Department of all drivers' permits. There was considerable discussion over the ages of drivers. Mr. Barrett stated that in line with his recent memorandum it would be necessary for all dispatchers to check the ages with the Census Bureau before sending them in as we had a number of cases where boys had mistated their ages in order to be permitted to drive and that dispatchers should place on the driving test that the age had been verified by the Census Office.

On the weekly bus passes, Mas asked to request that we have them stamped, dated and initialed so that the bus driver will know that he has checked in at the dispatcher's office. Unless this was done, bus drivers would not honor these papers.

Form 131, which is the form that is used for sending equipment to the garage, was discussed. Mr. Barrett asked that we be sure and place the department's name on this form, also the number of equipment and to be sure and place the mileage the truck was put in the garage and the mileage when it was returned to the Motor Pool. This has to be done to prevent considerable running around of equipment after it gets to the garage.

Mr. Barrett further stated that a number of persons had not yet learned of the new system for handling equipment to be replaced and in connection with that, read a memorandum which was being sent to all departments heads showing the new system.

Mr. Barrett then discussed the figures on the progress report on July. Stated that there probably would be a large turnover because of segregation.

Mr. Barrett stated that the President had ordered a mileage cut of 40 per cent and he stated that this was impossible to do last year as this being a new project we had no idea of how much mileage would be involved. However, it was very definitely our problem to decrease all unnecessary mileage and while we had conserved considerable mileage, nevertheless, he felt that more mileage could still be out.

He then went on to tell of the total number of miles traveled by all departments since January to June 30, which was 1,906,995 miles. He further stated that it was very peculiar to find that the Irrigation Department had traveled 460,000 miles, Road Department 378,000 miles, while the Motor Pool had only covered 228,000

miles. The number of passengers carried on the bus lines for the month of July was 5,374 a slight increase over previous months.

Mr. Shimizu then took back the meeting asking if there were any problems in Camps II or III that required bringing up at the meeting. Kenneth Amano said that Camp III had too many truck drivers, which Charlie Nakamura answered by asking what he was talking about. After discussion, it was decided that Camp III didn't have too many truck drivers.

It was definitely decided here that the secretaries from Camps II and III would come to Camp I to learn how our necessary reports were handled.

It was decided that the next meeting would be held in Camp III and that the next meeting would be held Saturday, October 2, unless segregation movements interfered. If so, the date would be changed to October 9. However, it was thought necessary that possibly an emergency meeting some time before segregation would be necessary.

Mr. Barrett went on to state that he thought we were getting considerably closer to our goal of 100 per cent cooperation by having these meetings and discussing one another's problems and in view of the fact that no serious items were brought up before the meeting, he felt that it was an indication that everyone was more or less satisfied and were working along in perfect harmony.

Mr. Barrett then brought out the point that there was one thing we would have to watch closely during segregation and that was while we had the authority to commandeer any equipment necessary for segregation, nevertheless, we did not want to pull equipment unless it was necessary and that we should not pull equipment that was necessary to keep the project operating during the segregation period, by that he meant possibly watermaster's truck keeping ditches and some irrigation that would have to go on, otherwise crops would be spoiled.

Mr. Barrett went on to state that both Dr. Harris of the Education Department and Miss Butler of the Family Welfare had stated very definitely that the boys at the Motor Pool had been very very cooperative and very polite in the handling of the visiting teachers for the Summer School and also the handling of the repatriates to Gila River.

Mr. Barrett went on to state that Mr. Haverland had not been able to be present at any of our meetings so far, but that he would possibly be available at some early date.

Mr. Barrett said also that Mr. Empie had received a copy of last month's report and that Mr. Empie was very much interested and felt that this was very outstanding effort in order to understand better everyone's problems and to progress further in the work of the project.

The meeting was adjourned at 2:30 P.M. when all persons enjoyed refreshments at the Canteen.

Respectfully submitted

Mamie Yoshida  
Executive Secretary

Approved:

William A. Barrett

November 6, 1943

Meeting Held by Transportation Section in Conference Room, Camp I,  
at 1:25 P.M.

Members Present:	Mr. Barrett	Ken Amano
	Bill Honda	Taizo Ikemi
	Mas Inao	Yoshiko Kumada
	Namiko Nakamura	Mas Hoshimoto
	Momoyo Higashi	Toshiko Katsumura
	Yoshio Tokushige	Fred Nakashiki
	Charlie Nakamura	Kay Iizuka
	Fusa Ashida	Tom Hayashi
	Mamue Yoshida	

The fourth meeting of the Transportation Department was called to order on November 6 at 1:25 P.M. by Kenneth Amano, chairman. At this meeting it was suggested that all individuals take an active part in the meeting and that assignments had been given to all participants. The topic for this meeting came under the heading of general improvements and other topics would be brought up at succeeding meetings. Kenneth Amano then called upon Taizo Ikemi to talk about the problems of night dispatching. It was brought up incidentally that commencing Monday morning the bus line between the three units would be taken over by the boys and that it was formerly operated by one of the female members of the staff. The incoming bus dispatcher was requested to use discretion in issuing and refusing tickets for the bus line. The meeting was then turned over to Taizo Ikemi for discussion on night dispatching.

He stated that night dispatching was a lonesome job because of the distance between the Motor Pool and the camp. He suggested an improvement on the drivers stating that some of the younger fellows have too much social life during the night and leave the Motor Pool by saying they will be back in a little while, but that sometimes they are not there for an emergency, leaving the dispatcher in a hole. He further stated that if we could get some of the older fellows, most of the social life would be eliminated and they could be depended upon for emergencies. He stated that sometimes Mr. Barrett dropped in at odd times in the evenings and wanted to know where the drivers and equipment were and that it was rather embarrassing answering such questions when the dispatcher could not truthfully say. He also stated it would be a problem to get older men as these men were married and did not seem to care for night work.

Mr. Barrett asked if the dispatcher knew what his duties and responsibilities were. He stated that it was the dispatcher's responsibility to control the drivers and that if the dispatcher was not doing this, then he was not fulfilling his duty. Mr. Barrett offered the following: first, the dispatcher truthfully analyze himself and first determine if he were to blame for the drivers not obeying orders.. If that was not the cause, secondly, the drivers would either have to take orders or they would have to be replaced. Third, the type of men who could be depended upon should be hired, and fourth, if we could not get efficient drivers, we would discontinue pool service at night time until the residents in general were willing to get together and help supply the men needed. He stated that the dispatcher should get together with Mr. Amano, who is supervisor, on this subject and some action be taken immediately.

Mr. Amano then called on Bill Honda who relieved at various times on night dispatching. Mr. Honda said that he enjoyed the night dispatching and stated that he had no problems with the drivers taking orders or anything else for that matter. He further stated that when he gave the drivers instructions, they either did the job or else.

Kenneth Amano then called for a report from the committee that was appointed on the investigation of the driving school. However, since this committee was set up, Johnson Shimizu, who was foreman of the committee, had left the project and the other boys had not done anything further on the matter. Mr. Barrett then suggested that some one be appointed in Johnson's place and it was unanimously decided that Yeshio Tokushige take over this duty. He also requested some immediate action be taken as all persons felt that this was something vital and necessary to the project.

Mr. Barrett also stated that he had investigated the possibilities from an administrative angle. He felt that we should look to the future with the idea in mind of training the high school boys through a vocational training course and that in turn the Education Department could recommend them to the Motor Pool as drivers at the completion of a given course. At the same time the problem of training the drivers that we have at the present time is vital. Mr. Barrett has been working with Mr. Paine, who is in charge of the vocational training program, who advised that Arizona State was vitally interested in this type of work and that they would be willing to pay up to \$50 a month to some member of the Caucasian staff to organize and conduct courses. He further stated that he

had talked to Mr. Beller in regard to this and we were attempting at the present time to find someone who would be capable and willing to organize such classes. However, he did feel that there were quite a number of evacuee drivers who were experienced and he thought from the proper approach that they would be willing to assist in putting on classes to help in the emergency of our present drivers. He felt that with the proper cooperation that the final outcome would develop the following:

1. Decrease the amount of work in the garage.
2. Prolong the use of equipment now on the project since it cannot be replaced.
3. Train and equip evacuees for driving positions when they relocate.

He further stated that if this type of program had been commenced some time ago, our deadline would not be as large as it is at the present time and therefore, he called for some immediate action on what could be worked out.

Kenneth Amano asked Fred Nakashiki how he felt about the inspection and general set-up of equipment. He reported that trucks not assigned seemed to have more trouble because the drivers do not check the battery, oil and they very often run out of gasoline. Frequently he stated that he had to go out and get equipment and that since we had been assigning steady drivers to definite equipment we had improved the upkeep of equipment considerably. He also stated that the older the equipment got, no one wanted to drive it. It was stated that it was broken down, but that in most cases he found that the equipment was in operating condition and that when a truck is in need of repair it should go into the garage instead of being driven. Mr. Barrett answered by stating that at any time anyone refused to drive a piece of equipment that was assigned to him and that after it was found to be in good operating condition that he wished the matter reported to him for further action.

Fred also brought up the point about Camp II and III equipment being brought to Camp I for repairs. He stated that some of this equipment could be fixed in Units II and III and that there was no reason why it should be brought down here to overload the garage. Mr. Barrett answered this by stating that he thought it was some misunderstanding between Mr. Beller, Mr. Stewart and himself, that originally Mr. Beller had requested him to see that all equipment on which it was necessary to make major repairs be brought to Unit I

and that only repairs of a minor nature be taken care of in Units II and III. Mr. Barrett promised that he would take the matter up with Mr. Beller and Mr. Stewart in order to speed up the repair work.

Fred stated also that Camp III wanted to come to Camp I to get a grease job and that Charlie Nakamura from Unit III stated that there were only four mechanics there and that they just did not have time to take care of all the servicing. Mr. Barrett advised at this point that there was a plan in process at the present time to supply Unit III with a grease rack.

Mr. Barrett then said that Fred had a particularly hard job inasmuch as he had to take complaints from everyone, including the appointed personnel, and he felt that Fred was doing an exceptionally good job under the circumstances, especially due to the fact that the drivers hated to have their equipment tied up on account of repairs.

Charlie Nakamura wanted to know who the tire inspectors were on the project. Mr. Barrett replied that Mr. Haverland, Mr. Beller and Mr. St. Arneaud were the recognized inspectors. Charlie stated further that he was having trouble in getting tires and Mr. Barrett promised that he would investigate the matter and follow it up for him.

Kenneth Amano then asked the girls from the Motor Pool if they had anything that they desired to bring up at the meeting. Toshiko Katsumura said that since weekly equipment reports should come in with cost account numbers, it would be appreciated if the dispatchers would check and make sure that they are on there before turning the weekly reports over to them and to see that the correct cost account numbers were on the reports.

Charlie Nakamura stated that a lot of the departments did not know their own cost account numbers. Toshi replied that we would have to let them know and give them the correct numbers.

Mr. Barrett said that a memorandum had been sent out to all division heads stating effective immediately cost account numbers would have to be placed on all reports inasmuch as we were going to be operated under the WRA cost account system. Mr. Barrett suggested that we invite Mr. Goetting of the cost accounting department to explain to the Motor Pool the cost accounting system and where the Motor Pool fitted into the picture, or in general, just exactly what cost accounting and forms the Motor Pool would be responsible for in sending to his department. He stated that since we had put out

the aforementioned memorandum that we were rapidly turning into an information bureau regarding cost accounting and that he himself was not too sure of exactly what was required. It was therefore agreed upon that we arrange such a meeting with Mr. Goetting in an effort to get the entire matter of cost accounting settled.

Kenneth Amano then asked Tom Hayashi, dispatcher, for a report or comments. Tom stated that many of the requisitions for trucks sent out with the drivers were being lost and asked for a remedy. Mr. Barrett stated that he did not believe the requisitions should leave the office and that dispatchers are competent enough and have enough experience to take care of the details. He stated that there were possibly a few isolated cases that might not be according to "Hoyle", but in those instances, he suggested that the dispatchers refer them to Ken Amano or himself to investigate.

Tom then brought up the point about avoiding accidents by having children off the roads since they were annoying drivers by throwing stones and sticks and that in a number of cases practically dared the drivers to run over them. Secondly, children and adults alike hog the road and that he felt that the residents in general should have some respect for the drivers.

Tom brought up the point that it was sometimes necessary to send out equipment with poor brakes or none at all in cases of emergency. Mr. Barrett said:

"Tom, this is one time you stuck your neck out, and I am going to chop it off. First, you recall that a memorandum was sent out to all drivers that they were not to operate equipment with inadequate brakes and that this was their entire responsibility that equipment should be reported to the foreman and turned in for repair. Now, if you have insisted that a driver operate a piece of equipment with poor brakes, you alone are responsible. All equipment with inadequate brakes should immediately be tied up for repair and I want every dispatcher to understand that very point. Or, in other words, if equipment doesn't have proper brakes, then you do not have a piece of operating equipment. There is no use in operating a piece of equipment for an emergency to deliverately ask for an accident or another emergency."

Bill Honda asked that since the personnel barracks were being built, would it be possible to have a latrine built at the Motor Pool. Mr. Barrett stated that it would have to be built according to specified plans along the same lines as the one at the warehouse. However, it was practically an impossibility at this time to get

proper equipment and that it would no doubt require an act of Congress to get the plans approved. However, he would try to get one built. He stated, however, that the girls were taken care of with a rest room, but that most of the boys were traveling through the camp during the day and that there was hardly a time when the dispatcher on duty could not be relieved for a few minutes during the course of a day.

It was then suggested that the next meeting be held at Camp II, but no date was definitely decided upon.

The meeting was adjourned at 2:40 P.M. at which time refreshments were served. Approximately 3:15 P.M. Mr. Haverland returned from the staff meeting and also enjoyed refreshments.

He made the comment that whenever he had asked for something to be done, the Transportation Department really accomplished the job and he was mighty proud of the organization. He stated that he had made a number of attempts to attend the meetings, but owing to the pressure of other office work had been unable to do so, but that he would keep attempting in the hope that he would be able to attend an entire meeting in the near future.

Respectfully submitted

Mamie Yoshida  
Executive Secretary

Approved:

William A. Barrett  
Dispatcher

*Powell*

Colorado River Relocation Center  
Poston, Arizona

April 11, 1945

*05*

Minutes of the Meeting of the Members  
of the Center Ration Board  
April 11, 1945

Present: Maurice Lipian, Chairman  
Mr. Parnell  
Mr. Powell  
Mr. Horn  
Mr. Wutschel

Mr. Lipian called the meeting to order at 11 a.m.

1. It was agreed that the Ration Board would reconvene regularly on the 25th of each month at 11 a.m.
2. It was suggested that a memorandum be distributed to all Division and Section Chiefs stressing the importance of reducing the consumption of gasoline to a minimum.
3. Mr. Horn discussed discrepancies between the quantity of gasoline tickets issued to various sections at the beginning of the month and the quantity actually put into the cars and trucks assigned to those sections during that month. Mr. Horn was requested to prepare a comprehensive analysis of his gasoline report for further consideration at a later meeting.
4. Mr. Horn's report on the quantities of gasoline he has allotted to the various sections for the coming month was discussed. The motion was made and seconded that the board concur on these allotments. All subsequent allotments will be made by the full board.
5. It was agreed that the board would reconvene on Saturday April 14 at 9 a.m.

The meeting adjourned at 12:10 p.m.

*003.1  
Ration  
Board*

COLORADO RIVER RELOCATION CENTER  
Poston, Arizona  
Minutes of the Meeting of the  
Center Ration Board  
April 17, 1945

*Powell*  
*05*

Present: Maurice Lipian, Chairman  
Robert Parnell  
Jack Horn

Mr. Lipian called the meeting to order at 9:00 a.m.

Mr. Lipian presented an outline of report to be prepared by the 25th of April by Mr. Horn, which would indicate total gasoline consumption, total mileage covered by divisions and sections, and vehicles used. This outline was accepted and Mr. Horn was instructed by the board to present the data thereto by the 25th. In presenting such data, two tabulations will be made:

1. A tabulation which will indicate direct gasoline consumption, i.e., gasoline consumption and mileage driven through the use of cars directly assigned to each activity.
2. A distribution sheet indicating gasoline consumption and mileage driven by each activity through the use of vehicles assigned and operated by the Motor Pool.

The following has been agreed upon by the Boards:

1. For the purpose of anticipating mileage to be driven during a month following the meeting of the Board on the 25th, the actual gasoline consumption and mileage driven for the last complete month will be used. For example: To determine gasoline needs for the month of May, the Board, when convening on April 25, will use actual gasoline consumption data for the months prior to April 1, as well as gasoline allotment data for the month of April.
2. At a meeting of the next full board, a study and determination will be made as to what type of driving will be considered as essential for the performance of project business. This determination shall be made on the basis of Directives issued by the C.P.A.
3. Hereafter, no allotments will be made unless they are supported by a written justification from each activity head.

Motion to accept the above policies was made by Robert Parnell and seconded by John Horn.

003.1  
Ration  
Board

4-17-45

Application of Mr. Lee Meehan for additional gasoline was discussed and denied. This application was referred to Mr. Farnell for further study and report to the board.

Application for additional gasoline submitted by Mr. Warnock, stating that he needed additional 150 gallons because of his concerted effort to complete the construction of irrigation facilities within the time limit established by the Project Director, was discussed and approval for 150 gallons granted.

Application of James Le Berthon for an additional 350 gallons was discussed. An additional allotment of 150 gallons for the month of April was approved. The board instructed the Chairman to request Mr. Le Berthon to appear on the 25th of April for a further discussion of his monthly gasoline requirements.

There being no further business, the meeting was adjourned at 11:00 a.m.

cc: Dr. Powell  
Mr. Mills

COLORADO RIVER RELOCATION CENTER  
Poston, Arizona

Minutes of the Center Ration Board  
Meeting  
April 27, 1945

Present: Maurice Lipian, Chairman  
John W. Powell  
Robert N. Parnell  
John L. Horn

The meeting was called to order at 11 a.m. by Mr. Lipian. He reported to the board that on April 25 he had authorized supplemental gasoline to the following persons until the board could meet and make a decision on their request for additional gasoline:

1. John Burdick, Mess Operations Section, requested 140 gallons to complete the month of April. Mr. Lipian authorized 75 gallons.
2. Dorman Thompson, Motor Pool, reported that the Motor Pool was out of gas and needed 175 gallons daily until the end of April. Mr. Lipian authorized 400 gallons and asked Thompson to appear before the board on Friday to substantiate his request.

The following requests were presented to the board for the month of May:

1. Roy Anderson requested 1,000 gallons of gasoline for the Construction and Maintenance Unit. The board granted his request with the recommendation that he be asked to present a breakdown of requirements by vehicle.
2. Lyle Warnock requested 720 gallons of gasoline for the Roads, Irrigation and Drainage Unit. A total of 500 gallons was granted by the board, distributed as follows:

Vehicle No.	No. of gallons	
	Requested	granted
A-358-W	70	70
A-115-W	60	45
A-183-W	100	80
A-117-W	100	55
A-46-W	50	40
T-305-W8	100	65
T-380-W	80	65
T-135-W	80	80

T-151-W. Requested 80 gallons. It was decided that this truck should be returned to the pool to alleviate the need for flat racks. The hauling of materials, supplies, lumber, personnel, etc., shall be performed hereafter by the Motor Pool.

003.1  
Ration  
Board

3. The following decisions were made on the requests of David Bowman for Utility Maintenance trucks: Total Granted: 1145 gallons.

<u>Vehicle No.</u>	<u>No. of Gallons</u>	
	<u>Requested</u>	<u>Granted</u>
#17	90	75
6	135	85
A-391	85	85
A-116	25	25
A-310-W	45	45
A-311-W	25	25
A-31-W	85	85
A-27-W	40	40
177-L	90	85
190-L	70	65
142WD	35	35
323-WD	35	35
213-WD	50	45
35	60	60
32	65	60
215-WD	40	35
T-350	40	40
A-25-W	40	25
45	60	50
A-320-W	60	40
T-364	50	35
T-381	70	70

T-340. Requested 50 gallons. It was decided that this truck should be returned to the Motor Pool and replaced with another, lighter cargo.

4. On the request of the Agriculture Section for 1620 gallons of gasoline for the month of May, an advance of 1300 gallons was made with the request that they prepare a more detailed justification, indicating the breakdown by individual vehicle.
5. On the request of the Fire Protection Section for 150 gallons for the month of May, an advance of 100 gallons was made pending a more detailed justification of their request.
6. On the request of the Mess Operations Section for 1,250 gallons of gasoline for the month of May, an advance of 1,000 gallons was made with the request that they prepare a more detailed justification, indicating the breakdown by individual.
7. The request of the Relocation Division for 115 gallons of gasoline for the month of May was granted.
8. On the request of the Education Section for 145 gallons of gasoline for the month of May, an advance of 90 gallons was made, distributed in the following manner:

Camp I. 50 gallons requested. 50 gallons granted.  
Camp II. 60 gallons requested. 40 gallons granted.  
Camp III. 35 gallons requested. Request disallowed, this

Unit shall be served from the Motor Pool.

9. On the request of the Health Section for 600 gallons of gasoline for the month of May, 400 gallons were granted.
10. On the request of the Personnel Management Section for 50 gallons of gasoline, x 45 gallons were granted.
11. The request of the Motor Pool for \_\_\_\_\_ gallons of gasoline for the month of May was considered.
12. The request of the Statistics Section for 10 additional gallons of gasoline for April was approved.
13. The request of Ken Schultz for 40 gallons of gasoline for the month of April was approved.
14. The request of Lee Meecham for additional gasoline for the month of April was considered. It was decided to grant him 20 gallons with the stipulation that the 10 gallons he had borrowed be returned.
15. In the absence of a written justification from the Internal Security Section, a grant of 400 gallons for the month of May was made with the request that a detailed justification be prepared for consideration.
16. In the absence of a written justification, 150 gallons was granted to the Community Activities Section.
17. 20 gallons were granted to Mr. Mills.
18. 100 gallons were granted to the Unit Administrator in Camp I.
19. 50 gallons were granted to the Unit Administrator in Camp II.
20. 60 gallons were granted to the Unit Administrator in Camp III.

The board instructed Mrs. Horn to send notifications to the various Sections and Divisions listed above, informing them of the decisions.

The meeting adjourned at 3:30 p.m.

*Mr. H. W. Palmer*

SAFETY AND TRAFFIC REGULATIONS  
TO BE OBSERVED BY ALL DRIVERS OF WRA EQUIPMENT

1. All drivers must obtain a driver's permit from the Transportation Office.
2. These trucks are for use on Government business only and will never be used for private service.
3. Equipment on permanent assignment within the camp area will report to the Transportation Office and register. Also point at which equipment will be parked when not in use will be stated.
4. In traveling about the camp area, trucks will use only the streets which are maintained and where possible only those which have been recently sprinkled.
5. Trucks will not be allowed to drive between buildings. In serving kitchen, the approach will be made from side street to the back of the building.
6. Proper hand signals will be used at all times and turns made only at street intersections.
7. Ignition key must be turned off at all times when truck is stopped.
8. Key must be removed from ignition lock when truck is parked and driver leaves the vicinity.
9. Rules for carrying passengers. Driver carrying passengers will at all times be accompanied by a helper who will assist the driver in enforcing the following regulations:
  - a. Never more than two in front seat with driver.
  - b. No one will be allowed to ride on running board or fender.
  - c. Only normal capacity of passengers will be allowed inside the truck.
  - d. Under no circumstances will anyone be allowed to stand on the drop gate at back of truck.
  - e. After passengers have boarded the truck, driver will not start until notified to do so by his helper who will supervise the loading.
  - f. In unloading passengers, the helper will notify the driver when all are clear before the truck is started.

Roy Potter  
Transportation & Supply

Approved: A. W. Empie  
June 16, 1942

*002.3  
motor  
pool*

To All Government Car and Truck Operators.

Effective October 1st, the speed limit for all vehicles will be 35 miles per hour set by Presidential order. This is to advise that anyone found violating these speed limits will be reported to Administrative authorities for immediate disciplinary action.

The speed limit of 15 miles per hour in camps and 25 miles per hour on the highways between camps 1, 2 and 3 will still be enforced.

Approved:

A. W. Empie  
Chief Administrative Officer.

William A. Barrett  
Dispatcher.

(826)

To All Government Car and Truck Operators.

Effective October 1st, the speed limit for all vehicles will be 35 miles per hour set by Presidential order. This is to advise that anyone found violating these speed limits will be reported to Administrative authorities for immediate disciplinary action.

The speed limit of 15 miles per hour in camps and 25 miles per hour on the highways between camps 1, 2 and 3 will still be enforced.

Approved:

A. W. Empie  
Chief Administrative Officer.

William A. Barrett  
Dispatcher.

(826)



ADDITIONS AND AMENDMENTS TO THE TRAFFIC  
REGULATION

WHEREAS, on the 24th day of August, 1943, the Community Council of Poston enacted a traffic regulation, and

WHEREAS, it has been found necessary to amend the said traffic regulation.

NOW THEREFORE, be it ordained by the Community Council of Poston as follows to wit:

Chapter 1, Sections 1, 2 and 3 of the Traffic Regulations are hereby repealed, revoked, cancelled and annulled and shall be considered of no force and effect immediately upon the adoption of these amendments.

It is hereby ordained that in lieu of the repealed "Chapter 1" of the Traffic Regulation, as above ordered, the following shall be substituted in its place and shall be known as, "Chapter 1", with its various subdivisions as follows to wit:

CHAPTER 1. Licenses

Section 1 No person shall be issued an operator's license until he has attained the age of eighteen years.

Section 2 No person shall be issued an operator's license for the purpose of operating a common carrier unless he has attained the age of twenty-one years.

Section 3 The Director of Internal Security may, if he deems necessary, require a written examination for the purpose of displaying knowledge of the laws governing the operation of a motor vehicle, and an actual demonstration of ability to operate a motor vehicle.

Section 4 No person who has been charged and convicted of more than three violations of a similar nature in the operation of a motor vehicle shall be issued a driver's license.

Section 5 No person shall at any time drive any motor vehicle in the Center unless a license have been duly issued to him to drive such vehicle in accordance with terms and conditions prescribed by the Project Director and unless, at the time of driving such vehicle, he is in possession of such license. No person shall permit any unlicensed person to drive within the Center any motor vehicle of which he has custody or control or in which he is present in the course of his employment.

It is further ordained that an addition be made to "Chapter 2" of the Traffic Regulation to be known as "Section 3" which will read as follows to wit:

Section 3 No person shall disobey any traffic sign, signal, marker, or any order or direction of an employee of the Center designated to direct traffic.

Section 4, sub-paragraph "a" and "b" are hereby repealed, revoked, and annulled and is held as of no further force and effect, and in lieu of thereof, it is hereby ordained that the following subsections be inserted as follows to wit:

Section 4 (a) No driver of any motor vehicle shall at any time permit any person to enter upon or ride upon such vehicle unless and until such prospective passenger has demonstrated to the driver his right and permission to do so in the course of his employment or upon the express authority of the Center Administration.

(b) No driver of any motor vehicle shall permit any passenger to enter upon or ride upon such vehicle to a number such as to endanger the safe operation of the vehicle and in no event shall any such driver permit more than three persons, including the driver, to sit or ride on the seat occupied by the driver. No driver of any motor vehicle shall permit any person to ride on a running board, bumper, hood, fender or roof of any vehicle.

It is further ordained that "Section 5" of the Traffic Regulation, now in force, shall be designated and known as "5 (a)", and it is hereby ordained that an addition be made to Section 5, known as "Section 5 (b)" which will read as follows to wit:

Section 5 (b) No person who has custody or control of any motor vehicle shall tamper with or remove or permit any other person to tamper with or remove any fixture, accessory or part of said vehicle unless ordered to do so in the course of his employment.

It is hereby ordained that "Section 6" shall hereafter be designated as "Section 6 (a)". It is further ordained that the following addition be made to Section 6 to be known as "6 (b)" which shall read as follows to wit:

Section 6 (b) No person shall drive any motor vehicle within the community limits of Units I, II, and III except upon regularly constituted streets or roadways; areas prohibited to motor vehicles shall include, but without limitation, all areas within any block excepting the four boundary streets of such block, and all fire breaks, playgrounds, landscaped areas and open spaces not traversed by a regularly constituted street or road. There shall be no exceptions to this provision other than fire, police and hospital vehicles in use on emergency duty and public works vehicles required

to enter upon such prohibited areas pursuant to the authorization and instruction of a section or division head of the Administrative staff when such vehicle is engaged in necessary operations requiring it to be driven upon such areas. Except officially authorized vehicles may be parked within block, at a spot not more than fifty (50) feet from inner boundaries of road and which is not in violation of the other provisions of this Traffic Regulations.

It is hereby further ordained that "Section 10" is repealed, annulled, cancelled and held as no force and effect; and in lieu thereof, it is ordained that Section 10 shall hereafter read as follows to wit:

Section 10 Duty to report accidents. A driver of a vehicle involved in any accident resulting in any injury to person or property shall within two (2) hours after such accident make or cause to be made a report of such accident to the Police Department. The Police Department shall prepare suitable forms for accident reports required hereunder, which report shall call for sufficiently detailed information to disclose with reference to a traffic accident cause, conditions then existing, and the persons and vehicle involved.

It is further ordained that "Section 9" of the Parking Regulations is hereby repealed, revoked, rescinded, and annulled and held of no further force and effect; and in its place shall be inserted the following regulation "No. 9" to read as follows to wit:

9. Parking on streets or highway limited to one (1) hour during daylight hours, except when loading and unloading, and only on the right hand side of street or highway.

It being necessary for the peace and order of this community and a state of emergency is declared to exist requiring that these additions and amendments to the Traffic Regulations shall take effect immediately upon the adoption by the Community Council.

Approved and adopted by the Poston Community Council at Poston 3, Arizona, on the 20th day of January, 1944, at 3:30 p.m.

/s/ K. J. Takashima

K. J. Takashima

Chairman

Poston Community Council

FLOW CHART

TRANSPORTATION REQUESTS

Audit Section	Traveler	Transportation Co.	Mails and Files or Traveler	Accounting Section
Original	→	→	→	
Duplicate	→		→	
"	←			→
Triplicate				→
Quadruplicate				

1. Audit Section issues transportation requests to traveler on approved request for travel authority, and signed travel order. Maintains record of transportation requests issued and upon receipt of original from transportation company with voucher makes Audit of voucher (Std. Form 1068) and forwards to Voucher section. (See Voucher flow chart). Retains quadruplicate copy for filing and future reference.
2. Traveler surrenders original transportation request to carrier. Returns duplicate as soon as possible after original is surrendered, either by mail or in person, showing charges, etc.
3. Transportation Company attaches original to voucher and forwards to project.
4. Mails and Files receives and forwards as indicated herein.
5. Accounting Section encumbers estimated amount from triplicate copy. Retains triplicate copy in their encumbrance files. Upon receipt of duplicate copy from the Audit Section makes necessary adjustment and encumbrance and returns to Audit Section.

*Dup.*

List of equipment shown below was recommended by  
Major Darlington on August 5, 1942, for the  
Colorado River War Relocation Project

30 40 Sedans  
✓20 Coupes  
15 Carryalls ✓  
50 Pickups  
10 Panels  
65 Cargo--130-1½ ton or medium  
60-65 Stake--130-1½ ton or medium  
✓2 Heavy stakes  
✓2 Heavy cargo  
60 Light dump (Heavy (4 yd.) where possible)  
5 Heavy dump (4 yd.)  
12 Truck tractor and trailer  
(10--3-4 T. and 2--15 T)  
✓1 40 T Trailer  
6 Water Tankers  
4 Fuel Oil and Diesel Tanker . 8 to 10 -  
1 Gasoline Tanker - 8 to 10  
30 Bicycles  
6-4 Ambulances

TRAFFIC REGULATION FOR THE  
COMMUNITY OF BOSTON

Chapter 1

Licenses

*Also under  
Comm.  
goal.*

Section 1 It shall be unlawful for any person to drive a motor vehicle owned or used by the U. S. Government in the Community of Boston unless such person holds a Motor Vehicle Operator's License of the Department of Interior, Indian Field Service.

Section 2 The operator of any motor vehicle shall have his operator's license in his immediate possession at all times while driving a motor vehicle and shall display the same upon demand of the Judicial Commission or a member of the Police Department.

Section 3 Suspension of License. Whenever any person is convicted of a violation of any provision of this Traffic Code, the Commission may in addition to such other penalties which may be provided by regulation, recommend to the Chief Transportation Officer the suspension or revocation of the operator's license.

Chapter II

OPERATION AND USE OF VEHICLES

Section 1 Speed Limit. No person shall drive a vehicle upon a highway or on the streets of Boston at a speed greater than is reasonable or prudent, having due regard for the traffic on, surface and width of the street, and in no event at a speed which endangers the safety of person or property or which creates an unusual amount of wind or dust.

Section 2 The speed of any vehicle upon any highway or street in Boston not in excess of the limits specified in this Section is lawful unless clearly proved to be in violation of the basic rule declared in Section 1 hereof.

The speed of any vehicle upon any highway or any street in excess of any of the limits specified in this Section is prima facie unlawful unless the defendant establishes by competent evidence that said speed in excess of said limit did not constitute a violation of the basic rule declared in Section 1 hereof at the time, place, and under the condition then existing.

The prima facie limits referred to above are as follows:

- a. 15 miles per hour within the Community of Boston.

- b. 25 miles per hour on the highway between Units 1, 2, and 3, and 35 miles per hour on the highway to the City of Parker, State of Arizona, from the community of Poston.
- c. 10 miles per hour when traversing any intersection in the Community of Poston.

Section 3 Hand Signals. All signals herein required given by hand and arm shall be given from the left side of a vehicle in the following manner and such signals shall indicate as follow:

- a. Left turn - hand and arm extended horizontally beyond the side of the vehicle.
- b. Right turn - hand and arm extended upward beyond the side of the vehicle.
- c. Stop or sudden decrease of speed signal - hand and arm extended downward beyond the side of the vehicle.

Section 4 Any motor vehicle assigned to the transportation of people and actually engaged therein shall have in addition to the driver one assistant unless exempted from this requirement by a written order of the Transportation Division, and the driver thereof shall observe the following regulation:

- a. Shall not permit more than two persons in addition to the driver in the front seat.
- b. Shall not permit any person to ride on running board, fender, top of cab or canvas-covered canopy. Exception as to garbage and fire trucks.
- c. Shall not transport more than the number of passengers designated by the Transportation Office.
- d. Shall not permit any person to stand on the drop gate of the back of the vehicle when such vehicle is in motion.
- e. The driver who has an assistant shall not start the vehicle in motion until notified by his assistant.

Section 5 It shall be unlawful for any vehicle to be parked within twenty feet of any fire plug, building, or structure, or any material that is highly combustible.

Section 6 It shall be unlawful for any motor vehicle to be parked upon the streets or highway of Poston after sundown.

Section 7 The Police Department shall have the power to adopt and enforce rules and regulations regarding parking and storing of cars within the limits of Poston, not inconsistent with the provisions of this Code and such rules and regulations shall have the same force and effect as any regulation.

Section 8 The driver of any vehicle involved in an accident resulting in death or injury of any person shall stop such vehicle at the scene of the accident and shall render to any person injured in such accident reasonable assistance including the carrying or the making arrangements for the carrying of such person to a physician, surgeon, or the hospital for medical or surgical treatment if it is apparent that such treatment is necessary or if such carrying is requested by the injured person. Any person failing to stop or to comply with the requirements of this Section is guilty of an offense and upon conviction thereof shall be punished by imprisonment in the City Jail for a period not to exceed three months.

Section 9 The driver of any vehicle involved in an accident resulting in damage to property only shall immediately stop such vehicle at the scene of the accident and shall take reasonable steps to locate and notify the owner or person in charge of such property of such fact and of his name and address and shall upon request exhibit his operator's license.

Section 10 Duty to report accidents. A driver of a vehicle involved in any accident resulting in any injury to person or property shall within 24 hours after such accident make or cause to be made a report of such accident to the Police Department. The Police Department shall prepare suitable forms for accident reports required hereunder, which report shall call for sufficiently detailed information to disclose with reference to a traffic accident cause, conditions then existing, and the persons and vehicle involved.

Section 11 Reckless Driving. Any person who drives a vehicle upon the highways or street of Boston in such a manner as to indicate either a willful or wanton disregard for the safety of persons or property is guilty of reckless driving, and upon conviction thereof shall be punished by imprisonment in the City Jail for a period not to exceed three months.

Section 12 It shall be unlawful for any person who is under the influence of intoxicating liquors or drugs to drive a vehicle upon any highway or street.

Section 13. Unless otherwise declared in this traffic code with respect to particular offenses, any person who shall be convicted of doing any act forbidden or fail to perform any act required by this code shall be punishable by imprisonment in the City Jail, or such other place as may be designated by the Judicial Commission for a term not more than three months.

Section 14 A. Whenever a person is arrested for any violation of this Code, and such person is not immediately taken before the Judicial Commission, the arresting officer shall prepare in duplicate a written notice to appear before the Commission containing

the name and address of such person the vehicle number of the vehicle operated by him, offense charged and the time and place when and where such person shall appear before the Judicial Commission.

b. Said officer shall deliver one copy of said notice to appear to the arrested person, and said arrested person in order to secure release must give his written promise to appear be retained by such officer. Thereupon, the arresting officer shall forthwith release the person arrested from custody.

c. In the event the violator refuse to sign the citation, the officer is empowered to arrest such violator.

Section 15 Violation of promise to appear. Any person willfully violating his written promise to appear before the Commission is guilty of an offense regardless of the disposition of the charge upon which he was originally arrested, and the Judicial Commission may issue a bench warrant for his immediate arrest upon such failure to appear.

#### PARKING REGULATIONS

Adopted by the Police Department  
Under Section 7 of the Traffic Regulation

1. No parking between buildings.
2. No parking within 75 feet of any intersection.
3. No parking within 75 feet of any canal bridge.
4. No parking within 100 feet of the Fire Station.
5. No parking within 50 feet of the Police Station.
6. No parking in front of the Administration Buildings.
7. No parking on the street adjacent to the Administration Buildings, except in the parking space provided.
8. No parking in front of the Hospital, except in the parking lot specified.
9. Parking on streets or highway limited to ten (10) minutes during daylight hours, except when loading and unloading, and only on the right handside of street or highway.

It being necessary for the peace and order of this community and a state of emergency is declared to exist requiring that this Traffic Regulation shall take effect immediately upon adoption by the Community Council.

Be it further ordained that upon the adoption of this Traffic Regulations, the original Traffic Regulations enacted on the 5th day of August, 1943, Sections 1 to 15, both sections inclusive, is hereby repealed and held of no further force and effect.

Approved and unanimously  
adopted by the Poston  
Community Council at Pos-  
ton III on August 24, 1943,  
at 11:50 A.M.

(Signed) K. J. Takashima  
K. J. Takashima (3557)  
Acting Chairman  
Poston Community Council

SPECIFICATIONS AND CONDITIONS  
FOR  
AUTOMOTIVE EQUIPMENT REPAIR SERVICE

1. Repair service shall be rendered from time to time, as may be required up to June 30, 1945. As it is impossible to predetermine the repairs that will be required, the contractor is obligated to perform all services contracted for that may be required during the contract term, it being understood, however, that service will be ordered only when Government facilities for its performance are unavailable. All work shall be performed in the contractor's repair shop. Advance notice will be given the contractor when repair service is required. The contractor shall then set the date for receiving the equipment. Work shall be prosecuted until completion in a diligent and expeditious manner. Work shall be begun on a machine in not more than 48 hours after its receipt in the contractor's repair shop, and/or receipt of purchase order. In the event two or more machines are submitted at one time, the contractor shall arrange his work schedule so that each job shall succeed the other without interruption. A written order shall be the only basis for repair service in accordance with these specifications.

2. Transportation of the equipment to and from the contractor's repair shop will be at the expense of the Government. In the event the equipment is to be returned to the Government agency by common carrier, it shall be boxed, crated, or skidded in a manner to insure acceptance by the carrier, for safe transportation, at the lowest rate, to destination.

3. Direct labor charges will be computed on the basis of the time during which repairmen are actually engaged in work. Types of repair work as are commonly performed as "jobs" at regularly established and fixed rates shall be charged accordingly.

4. Required repair parts, to be new and of the type and quality as originally furnished by the manufacturer of the vehicle, and miscellaneous materials and supplies necessary to complete the work, shall be furnished at the contractor's regular list prices, less any allowable discounts. These repair parts and materials and supplies will be covered by a separate purchase order, except for those materials and supplies which may be included in fixed-rate job prices. The Government reserves the right to furnish certain repair parts independently of this contract, obtained from other sources, for installation. In that event, the contractor shall install those parts at the applicable labor rates. Should the contractor hereunder be a party to a Treasury Department, Procurement Section, contract for automotive parts, the parts shall be furnished in accordance with the applicable contract.

5. All work shall be performed in a first-class workmanlike manner, and shall be guaranteed for a period of not less than 60 days. Final inspection and acceptance will be at destination. The contractor shall guarantee parts, materials and workmanship furnished by him to be free from defects. He shall replace f. o. b. destination, free of cost to the Government, any such defective material that shall develop faults due to design or workmanship within the guaranty period. The contractor will be charged with any expense occasioned the Government, after delivery of the equipment, in correcting errors or omissions on the part of the contractor. The Government reserves the right to make inspections at any time

during progress of the repair work. The waiving of shop inspections, however, shall not relieve the contractor of responsibility for completing the work in accordance with these specifications. Final inspection shall be conclusive, except as regards latent defects, fraud, or such gross mistakes as amount to fraud. The contractor shall be responsible for damage or loss of the equipment while in his possession.

6. The Government agency shall be promptly notified when repair work on a machine has been completed. Each machine repaired shall be invoiced separately, identifying it by its make and the purchase order number. Payment will be made by the Center as soon as possible after receipt of the invoice, duly certified.

7. The following provisions of the Eight-Hour Law are applicable to this contract:

Eight-hour Law - Overtime Compensation - Convict Labor. (a) No laborer or mechanic doing any part of the work contemplated by this contract, in the employ of the contractor or any subcontractor contracting for any part of said work contemplated, shall be required or permitted to work more than eight hours in any one calendar day upon such work at the site thereof, except upon the condition that compensation is paid to such laborer or mechanic in accordance with the provisions of this article. The wages of every laborer and mechanic employed by the contractor or any subcontractor engaged in the performance of this contract shall be computed on a basic day rate of eight hours per day, and work in excess of eight hours per day is permitted only upon the condition that every such laborer and mechanic shall be compensated for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay. For each violation of the requirements of this article, a penalty of five dollars shall be imposed upon the contractor for each laborer or mechanic for every calendar day in which such employee is required or permitted to work more than eight hours upon said work without receiving compensation computed in accordance with this article, and all penalties thus imposed shall be withheld for the use and benefit of the Government: Provided, That this stipulation shall be subject in all respects to the exceptions and provisions of U. S. Code, title 40, sections 321, 324, 325, 325a, and 326, relating to hours of labor and compensation for overtime.

(b) The contractor shall not employ any person undergoing sentence of imprisonment at hard labor.