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M. Smith

WEEKLY REPORT
ROHWER RELOCATION CENTER
May 13, 1944

GENERAL COMMENT BY PROJECT DIRECTOR

The most important event of the week was the departure of the first of the two trains comprising the third segregation movement. The train arrived about 8:00 a.m. on Tuesday, May 9. As soon as it was in sight, the trucks which were to bring the people from the blocks, were dispatched. Loading was started immediately. Freight and checkable baggage had already been picked up and the baggage had been placed in the baggage cars by the night of May 7. Each truck used for carrying the people to the train was assigned to one particular coach and one member of the appointed personnel, together with one of the car captains rode the trucks as they picked up the people and another member of the appointed personnel and another car captain remained at their respective coaches to check the people into the cars.

All loading was completed at approximately 10:00 a.m. and the train left at 10:15 a.m. The seating arrangements had been worked out on the basis of 55 or 56 to each coach with the expectation that coaches would have from 65 to 70 seats. Some difficulty arose when it developed that some coaches had fewer seats than the number of people assigned to them and in other coaches, there were more seats than was expected. For example, one coach

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had more than 80 seats and another had 92. This required a quick shifting of seat assignments.

In the latter part of the week, a telegram was received from the WPA train representative that the train was delayed and would not reach Tule Lake until 2 a.m. Sunday, May 14 but that no other difficulty had been encountered.