

Block 10H, Bldg. 12, Apt. C,  
Amache Branch,  
Lamar, Colorado  
Oct. 5, 1942

Dear Mr. And Mrs. Davis:

This is a long delayed letter to let you know of our trip and some things about this camp. As you may recall we left Sept. 15th. The Santa Fe train left Merced at 10:55 A.M. instead of 11:00. My wife, Ann and Nancy was two years old on Sept. 26th rode in the 1st Pullman and Gary who is 4, and I rode in car #6. There were 13 groups of people in our movement so there were 13 cars beside the 2 baggage cars and the engine. It happened that all the cars were Pullmans but only the first 2 groups designated as Pullman groups were allowed to use the sleeping berths at night. We reached Fresno at 11:45 A.M. At 12:00 noon we reached Calwa where 3 dining cars were added to the train in the middle. The train was uncoupled between cars 6 and 7 and the 3 diners inserted between these 2 cars so there was considerable switching around. At this time the train was filled with water, ice, drinking cups and towels, etc. It took from 2 to 2½ hours each meal to feed everyone. The people in the cars the farthest from the diners ate first and in consecutive orders the others ate. At 1:15 we reached Hanford, 2:15 Corcoran and finally at 2:30 we ate dinner, our 1st meal on the train which was very good and consisted of hamburger, creamed potatoes, macaroni, corn, cookies, and fruit cocktail. At 3:10 we reached Wasco, with its cotton fields and a cotton gin, 3:25 E Shaffer, with more cotton and first of the oil wells. At 4:00 we reached Bakersfield, with all its oil wells and here the train was refilled with everything again. The train made long stops whenever it did stop and they were quite frequent. We left Bakersfield after a 45 minute stop. We reached Edison at 5:05, at 5:36 we went thru the 1st of 18 tunnels. Just previous to this the conductor came thru and advised everyone to close all windows before the train entered the tunnels. Some people couldn't get their windows down and they were a sight afterwards with soot and coal dust all over them and in their eyes, ears and nose. After passing thru the 1st tunnel another engine was added to the train. At 6:00 we reached Caliente but we didn't need this reminder of heat because it was a very warm day. At 6:15 we passed thru the 2nd tunnel and then in rapid succession we went thru tunnel after tunnel and at 6:53 we went thru the 9th one. At 7:10 we saw the Kern County T. B. Sanitarium which was really pretty, the buildings and the setting in the hills among the trees looked like some country club or resort. At 7:30 we ate our evening meal which consisted of rice (cooked Japanese style), bread, potatoes, chicken, peas, and ice cream. By 8:45 we passed thru 17 tunnels and as we had gotten up at 3:00 in the morning we felt very sleepy. Three of us occupied 2 seats facing each other and as we weren't allowed to use the upper berths we slid out the seat cushions like ~~away~~ a mattress and 2 fellows slept in one direction and I slept between them in the other direction. We slept in our clothes and as it was warm and with a crowded car and with the close proximity of 3 bodies on 2 seats we slept in our shirt sleeves and perspired. Toward morning we used a light blanket. So ended the 1st day. We didn't sleep very soundly due to the heat, noise and the rocking train.

Sept. 16th, the 2nd day, we got up at 6:00 A.M. and found ourselves still in California and in desert country with endless miles of sand and sage brush and a few houses, service station, etc. miles apart. At 6:55 we saw the 1st of miles of Armored Army Encampment and Equipment on both side of the railroad. We saw every conceivable type of armored equipment including jeeps, beeps, all types of tanks anti-tank trucks, personnel carriers, cargo trucks ~~shop-trucks~~, pick-ups, 10 wheelers, ambulances, medical corp trucks, wrecking trucks, repair shop trucks, etc. Of course there were many soldiers to go with all these major pieces of equipment as well as plenty of guns and cannons of all calibers and lots of other smaller auxiliary equipment. We saw many tents as well as some conventional buildings which were very cleverly camouflaged. The train rolled on for miles and miles thru this very wonderful and impressing display of an arming America. At 7:40 A. M. we saw the army supply or quarter masters warehouses, and oil depot with a spur track to the railroad and many army oil tank trucks. This was the last of the main encampment. Immediately after this we saw small palm trees about 3 feet short and at 8:20 we saw another smaller army group.

At 8:30 we reached Needles the last town before crossing into Arizona. At 9:20 while we were eating breakfast, with the train crossing the Colorado River, we entered Arizona and it was a sad feeling to leave California. At 10:15 we got into cactus country and that is all we saw for miles and miles. At 11:45 we reached Kingman, Arizona. We saw many odd hill and small mountains. They were flat as a table on top and the sides near the top were straight up and down. We also saw many square, small flat topped adobe houses. Many of these adobe houses and wood houses were in a very poor run down condition. Some were just hovels and I never before saw human beings living in such poor unsanitary surroundings. At 3:00 we ate dinner. At 3:43 we advanced our watches 1 hour to Mountain Time. We ate supper at 8:10 and shortly after 9:00 we called it a day and turned in the same way as the 1st night. We all put on new socks so we wouldn't offend each other too much.

Sept. 17th, the 3rd day, we got up at 6:20 A.M. and found the weather rather cool and also found out that we were in New Mexico. We saw dairy farming, orchards, etc. and at 8:30 we reached Albuquerque, a beautiful, large clean town. We had breakfast at 9:05 and entered mountainous country. At 11:05 another engine was added to the train, so we have 2 engines again. At 11:40 another engine was added making 3 in all. At 12:00 noon after passing thru the steep hills 2 engines were taken off. At 1:30 we reached Las Vegas and shortly after 2:00 we ate dinner again. We made a stop at the bottom of a young mountain and started up again with 3 engines pulling and 1 pushing. This was at 4:55. The train made U turns and we could look down and see our tracks far below and because a train was ahead of us we could see where we had to go ahead and above the level we were traveling. It was fun to see the engines pull at their maximum power and to see all the cars twisting around all the curves. When the train started down hill it was quite an experience. It was just like "free wheeling." I hoped the brakes would hold. They did. At 5:42 we entered a tunnel 2,478 ft. long. The train came out of the tunnel at 5:53 and we were in Colorado. Three engines were taken off at this point. We ate supper 6:45. After supper there was much speculation as to when we would reach Granada. We were advised to round up our baggage and be ready to leave the train regardless of when the train reached Granada. There was a lot of grumbling and cussing about the prospects of leaving the train in the dark and being received in camp and getting our room etc. so late at night. Around 9:00 we were told to spend another night on the train which was a great relief to most of us. The only ones who wanted to go into camp upon arrival were those whose families were already settled in camp. We put on new socks again and tried to get some sleep. We reached Granada at 10:45 P.M. The military police who accompanied us didn't do anything that we could see on the trip except to walk hurriedly thru the cars from time to time but upon arrival at Granada they walked guard on both sides of the train all night. The train was 9½ hours late.

Sept. 18th, the 4th day, we got up at 5:00 anxious to get into camp. The first trucks and enclosed vehicles came from the camp at 6:30 A.M. to take us in. The Pullman group rode in enclosed cars or covered trucks while the rest of us rode in open trucks with stake sides. It was after 10:00 A.M. when we sat down to breakfast after being assigned to our rooms, putting our baggage away, etc. We were certainly tired, aching, and dirty from the trip. We found our freight and the rest of our baggage right breakfast dumped off in 2 places so that meant more work, when we felt the least like working, to separate it from other peoples' freight and baggage, help load it on trucks, have it brought to our rooms and unpack it. Our 1st shower after 4 whole days certainly felt good.

Though this is the Granada Relocation Project it isn't designated as such in our mailing address because Granada is a very small place with a population of only a few hundred people, and as the post office is so small all our mail is taken off at Lamar, 17 miles away, and brought in by trucks twice a day. One thing I haven't found out for sure is the acreage of this place although one newspaper stated the acreage was 10,000 acres. Since our arrival about 3,000 people came in from the Santa Anita Assembly Center in Southern Calif. so there is nearly 8,000 people here. This camp is located about 2 miles south-west of Granada. The soil is sandy just



like Livingston and when the wind blows we have a sand storm. It's really bad. The sand sifts in from all over and if we're caught outside in it we're nearly blinded by the flying sand.

With so much land they have been generous with it so the blocks are much larger than at Merced. Each block is 510 feet square and the roads 40' wide, that is, the actual road width for the use of vehicles. The sidewalk space is separate and will be part of the block space. An odd method of road finishing is used here, I've never seen it before. After the surface is graded and a thick layer of light white rocks is laid down a soft mixture of cement is applied over it and for a while the road is used in the usual manner with vehicles splashing the cement around and people walking thru it and then while it is still soft enough it is graded up and rolled. This process is repeated after an interval of days until finally we have a very good smooth road with a heavy carrying capacity.

The barrack buildings are 20'x120' and are much more substantially built than at Merced. Most of the barracks have brick floors but we were fortunate in getting concrete. I don't know if they ran out of bricks when our section was built or whether the change was made because they found brick floors unsatisfactory. Concrete floors are much better, the surface is level and very smooth and bugproof. People with brick floors have a very difficult job in cleaning it, the little children stumble on it and all kinds of ants and other insects get in between the bricks. Each barrack is divided into 6 uneven size rooms for varying groups of people. In Merced we had a 16'x20' room, here we have one 20'x20'. Each room has an Army coal heater, 21" in diameter and 42" high, which is installed on a raised, concrete block 4' square. I believe this concrete platform is to keep people from placing things too close to the stove. There is one outside door for every 2 rooms. There is a vestibule, 4½'x6' just inside ~~enter~~ this outer door, which leads into the 2 rooms. There is a light above each outside room. The outer walls are made of a special type of Celotex. The panels are ¾" thick, 2' wide 8' long and are tongued and grooved the long way. The outer surface of the panels are finished with light sand colored mineral rocks, just like a good grade of composition roofing, the inner surface has a tar coating. The ceilings and partition walls are finished with regular ¾" Celotex 4'x8'. The inside walls of the outer walls haven't been finished yet up our way. Speaking of up our way we are located on a gentle sloping hill about ¾ of the distance from the bottom of the camp. We have a good view of the surrounding country.

Each block has a mess hall of the same construction as the barracks except that they are 40'x100' equipped with an electric refrigerator of about 30 cubic ft capacity, 3 army coal ranges, 1 coal water heater, 4 coal heaters and 35 tables with plenty of space for 8 people to each table or a capacity of 288 people for each shift. There are 2 shifts instead of 3 as at Merced. The 1st shift hours are 7:00 A.M., 12:00 and 5:30. The 2nd shift hours are 1 hour later. Our mess hall isn't completed yet that is installing of the stoves and a few other items so we're still eating in the 9H mess hall.

Each block has a combination shower, laundry, and lavatory building with 2 main wings 20'x120' and a connecting passage way. I'm also dine in the laundry rooms. The equipment is very good with individual hot and cold valves for each shower head. There are 12 shower fixtures in 2 little rooms for men and the same number for women. The lavatories and wash basins are all "Crane" brand which is a very good make. Large windows are in all the buildings. They're single sash with 12 panes, 10"x12" each, so the windows are about 3½' square. We have 4 in our room and they slide to one side instead of sliding up and down. We go down to 6H and 7H yet for laundry and showers.

The last I heard there were 4 wells in operation here, Water was very scarce at first but since a few days ago we've plenty. At first the water was always running out and we'd have to wait for the tank to fill up again. The water isn't suitable for drinking yet because the well casing and pipes still have too much oil on the insides.

Instead of steel cots and wool blankets as at Merced, each individual is furnished a folding canvas cot and 2 cotton filled comforters and a mattress. Because we like hard beds to sleep on, Ann and I brought one I had made in Petaluma. I made a similar bed for Gary and as Nancy has her crib we returned all the canvas cots. On the whole, the weather has been mild and much like Calif. except on days when the sand blows. There's no rhyme nor reason when the sand storms start up. It's apt to blow at night as well as during the day.

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I'm enclosing a map of the complete camp and also one of a complete block and I've written on both so you could get a better picture of the camp. X marks our room on the maps. We were fortunate to be located next to the future site of the High School lot where a lot of lumber was piled. As at Merced, we all helped ourselves to the lumber. The lumber here is all pine, soft and beautiful stuff and it came planed on all 4 sides and in a wide variety of dimension. I made Ann a 6 drawer dressing table, for Gary a bed with 2 huge drawers under it, 2 night stands as long as the width of our bed and Gary's which we place at the head of the beds, and shelves and I'm still making other things.

When you have time to write, will you please tell me about the washing machine and about the license and papers on the trailer. I asked the post Office to leave the trailer license and papers at your home. We are well and hope you folks are too. Best regards.

Sincerely,

Mary K. Fujita