DECLASSIFIED
Authority AND 883678

Common-wealth of the Philippines)
City of Manila)

AFFIDAVIT

I, RALPH R. DERRICK, Major, QMC, being duly sworn under oath, depose and say:

That prior to the outbreak of the war, I was the Manager of the Rural Transit Co., owned and operated by Bachrach Motor Co. That this company operated motor transportation passenger service from Manila north, as far as Tuguegarao, Cagayan. That in February 1941, a series of meetings were held between Army officials and managers and owners of various transportation companies operating in the Philippines. That these meetings were called at the request of Col. Michael A. Quinn. That the chairman and officer-in-charge of the meetings was Col. hogers, the Executive Officer, Motor Transport Division, USAFFE. Other officers present during these meetings were Maj. John Brettel, Capt. Montgomery and Capt. Edmund Starkey. That the purpose of these meetings was to discuss and finally map out to all operators exactly what territory was to be serviced by individual companies in case of emergency. That it was agreed that the United States Army, in case of emergency, would immediately take over each civilian company represented in these meetings, both in rolling equipment, motor parts and shops; and these companies would be compensated/for their rolling stock and/ by the U.S. Army either on a basis equal to that set by the Public Service Commission of the Philippine Islands and, under this agreement, the operators to furnish drivers, gasoline, oil and any other operating expenses, or the Army will assume all expenses and pay the companies for the use of their equipment on a rate basis of #42.00 per day, for as long the equipment was used by the Army and further, that the Army would assume all operating expenses. That it was finally divulged that particular area would be covered by the various civilian motor transportation companies and that wall maps were prepared showing the different areas, so that each company would definitely know what particular area its busses would be called upon to transport Army troops, equipment and supplies. That the main companies that were represented in these meetings were: Rural Transit Co., represented by Floyd Cottrell: Pangasinan Transportation Col, represented by Joseph Klar; Batangas Transportation Co. and the Batangas-Tayabas Transportation Co., represented by Max Blouse; and the North Luzon Transportation Col, represented by Mr. Minnick. That about 07:30 on 8 December 1941, Capt. Montgomery notified me by telephone that war had been declared and all our equipment was to be frozen for the use of the United States Army. That I requested that this telephone message be verified by wire and asked if we were to act as we had been previously instructed in the meetings above described. That Capt. Montgomery stated that an emergency had been declared and that all properties of the civilian motor companies would be utilized by the Army in accordance with the previously made plans. That within 30 minutes I received

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the wire verifying this conversation. That I immediately notified all of our lines to freeze all equipment to public use and notified each shop superintendent or manager of the situation and that no civilian works be held in the shops and that no passenger would be carried and further, that all equipment would be brought to one or two points - Cabanatuan, Nueva Ecija, or Bayombong, Nueva Vizcaya, - and there await for their orders. That from 8 December 1941 and up to and including 9 April 1942, all of the rolling stocks of the Rural Transit Co. were used exclusively by, and under orders of, the U.S. Army; and all spare parts, shop equipment, materials, buildings and all of the properties of the Rural Transit Co. were used exclusively for the U.S. Army. That I have examined the list of the 128 motor vehicles for which this claim is made, and that I know that each of these discribed vehicles was owned by the Rural Transit Co. That on 19 December 1941, the Rural Transit Col. had a stock of motor parts in the amount of \$200,000.00, all of which parts had been turned over to the U.S. Army. That complete welding equipment, battery rebuilding equipment, maintenance equipment, tire rebuilding equipment, and other tools, including two steel laths, and a hydraulic service lifts, were turned over and became the property of the United States Army. That the United States Army did utilize buildings owned by the Rural Transit Co. in the following localities: Cabanatuan, Nueva Ecija; San Jose, Nueva Ecija: Bayombong, Nueva Vizcaya; Echaque, Isabela; Ilagan, Isabela; and Cauayan, Isabela. That these properties were utilized by the Army from 8 December 1941 to 31 December 1941 and that these properties were as described in Claims Form #200.

That from 8 December 1941 all the shops of the Rural Transit Co. were engaged and operated on 24-hour duty of service in repairing of motor vehicles belonging to or in the use of the U.S. Army. That the drivers employed in the 128 vehicles owned by the Rural Transit Co. were civilians, and that these drivers, together with mechanics, managers and superintendents, were paid by the Rural Transit Co. from the period 8 December 1941 to 15 December 1941. That the total amout of these payments was \$10,427.08, of which \$875.00 was paid directly by the Bachrach Motor Co. That on 9 February 1942, Colonel Quinn, in a report of activites from the outbreak of war, verified the agreement under which this equipment had been requisitioned. That a copy of this report was given me by Col. Quinn, which copy was verified by Major John Brettel in my presence as being a true copy of the original report. That to the best of my knowledge, on 9 April 1942 all the 128 vehicles that the Rural Transit Co. had turned over for Army use were still in existence.

That in order to determine the value of these vehicles as set forth in Claims Service Form #200, the actual cost to the Company of the busses is listed, that the Rural Transit Co. all the equipment of the Company was constantly being rebuilt and reequipped.

Most of the records of the Hural Transit Co. have been lost or destroyed by fire or combat and therefore no inventory as to the materials, supplies, spare parts and others are available. That on

the wire verifying this conversation. That I immediately notified all of our lines to freeze all equipment to public use and notified each shop superintendent or manager of the situation and that no civilian works be held in the shops and that no passenger would be carried and further, that all equipment would be brought to one or two points - Cabanatuan, Nueva Ecija, or Bayombong, Nueva Vizcaya, - and there await for their orders. That from 8 December 1941 and up to and including 9 April 1942, all of the rolling stocks of the Rural Transit Co. were used exclusively by, and under orders of, the U.S. Army; and all spare parts, shop equipment, materials, buildings and all of the properties of the Rural Transit Co. were used exclusively for the U.S. Army. That I have examined the list of the 128 motor vehicles for which this claim is made, and that I know that each of these discribed vehicles was owned by the Rural Transit Co. That on 19 December 1941, the Rural Transit Col. had a stock of motor parts in the amount of \$200,000.00, all of which parts had been turned over to the U.S. Army. That complete welding equipment, battery rebuilding equipment, maintenance equipment, tire rebuilding equipment, and other tools, including two steel laths, and a hydraulic service lifts, were turned over and became the property of the United States Army. That the United States Army did utilize buildings owned by the Eural Transit Co. in the following localities: Cabanatuan, Nueva Ecija; San Jose, Nueva Ecija: Bayombong, Nueva Vizcaya; Echaque, Isabela; Ilagan, Isabela; and Cauayan, Isabela. That these properties were utilized by the Army from 8 December 1941 to 31 December 1941 and that these properties were as described in Claims Form #200.

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Most of the records of the Bural Transit Co. have been lost or destroyed by fire or combat and therefore no inventory as to the materials, supplies, spare parts and others are available. That on

DECLASSIFIED Authority MND 883678

21 December 1941 I was commissioned Captain, QMC, Notor Transport Division, A. U. S., and continued to operate Army Motor Transportation in this area until the capitulation on 9 April, 1942.

/s/ Ralph R. Derrick /t/ RALPH R. DERRICK Major, QMC

Subscribed and sworn to before me this ____ day of Cotober, 1945.

FRED L. SCHWARTZ Captain, Inf. Investigating Officer

A. TRUE COPY

Coman E. WINSLOW CAC

DECLASSIFIED Authority ND 883678

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/s/ Ralph R. Derrick /t/ Ralph R. DERRICK Major, QMG

Subscribed and sworn to before me this ____ day of Cotober, 1945.

FRED L. SCHWARTZ Captain, Inf. Investigating Officer

A. TRUE COPY

Morman E. WINSLOW

let Lt. CAG

-7-

noie:

It was the practice of the Mural Transit Co., that payments of its manager's salaries and a portion of the executives salary of the Manila office to be paid by the Bachrach Motor Co., Inc., in Manila. Consequently, the difference in the sum of \$275.00 dies not show in the copies of the payrolls attached.

RESUME

Toral amount of contractual claims due and owing the Rural Transit Co., owned and operated by the Bachrach Motor Co., Inc., are as follows:

128 fechicles at the agreed rental price of \$42.00 per day from Dec. 8, 1941 to Apr. 9, 1942 inclusive...

0..... P650, 496.00 Materials, supplies & spare parts 219,489.59 Rental of buildings utilized by U. S. Army from Dec. 8, 1941 to Dec. 31, 1941 inclusive for shop and depot usage: Cabanatuan, N. E. - 1,000.00 a mo. 1766.59 San Jose, N. E. - 500.00 " " 383.29 800.00 " " Bayombong, N. V. -613.18 Echague, Isabaha - 300.00 " " 230.00 400.00 " " 306 - 59 Ilagan, Isabela -306 . 59 22606 . 24 Cauayan, Isabela - 400.00 " " Salaries to employees paid by the Rural Transit Co., for the period from Dec. 8

5. No moneys or compensation has been paid by the U. S. Government or its departments or agents either as total payment or partial settlement on this claim.

- 6. There are no existing liens or mortgages outstanding against any of the above properties; all properties under this claim being free and clear.
- 7. After the above property was taken, it was used and disposed of as follows:
 All busses and rolling stock of the Rural Transit Co., were taken to
 Bataan together with all remaining spare parts and shop equipment from the
 various shops and installations in northern Luzon.
 - 8. I swear that the above statement are true to the best of my knowledge and belief and as president of the Bachrach Motor Co., Inc., I am the true owner of all the above described properties and the said properties are free from any and all liens, mortgages and other encumbrances and that I am legally entitled to receive payment therefor and that this claim is just and valid; and that in consideration of the payment to me of #883,018.91, the United States of America, its officers, and agents are hereby unconditionally released from all further liability arising out of the above claim.

Mary McD. BACHRACH

-170

Note:

It was the practice of the Rural Transit Co., that payments of its manager's salaries and a portion of the executives salary of the Manila office to be paid by the Bachrach Motor Co., Inc., in Manila. Consequently, the difference in the sum of \$675.00 dies not show in the copies of the payrolls attached.

RESUME

Toral amount of contractual claims due and owing the Bural Transit Co., owned and operated by the Bachrach Motor Co., Inc., are as follows: 128 fechicles at the agreed rental price of P42.00 per day from Dec. 8, 1941 to Apr. 9, 1948 inclusive... ********* 2650,496 .00 Materials, supplies & spare parts 219,489.59 Rendal of buildings utilized by U. S. Army from Dec. 8, 1941 to Dec. 31, 1941 inclusive for shop and depot usage: Cabanatuan, N. E. - Fl. 000.00 a mo. P766.59 San Jose, N. E. - 500.00 " " 383.29 Bayombong, N. V. - 800.00 9 9 613418 Echague, Isabèla - 300.00 " "
Ilagan, Isabela - 400.00 " " 230.00 306 459 400.00 " " 306-59 22606-24 Cauayan, Isabela -Salaries to employees paid by the Rural Transit Go., for the period from Doc. 8 to Dot: 25, 1941 annountannonnessessesses 10,427-08

- 5. No moneys or compensation has been paid by the U. S. Government or its departments or agents either as total payment or partial settlement on this claim.
- 6. There are no existing liens or mortgages outstanding against any of the above properties; all properties under this claim being free and clear.

TOTAL

£883.018.91

- 7. After the above property was taken, it was used and disposed of as follows:
 All busses and rolling stock of the Rural Transit Co., were taken to
 Batann together with all remaining spare parts and shop equipment from the
 various shops and installetions in northern Luzon.
- 8. I swear that the above statement are true to the best of my knowledge and belief and as president of the Bachrach Motor Go., Inc., I am the true owner of all the above described properties and the said properties are free from any and all liens, mortgages and other encumbrances and that I am legally entitled to receive payment therefor and that this claim is just and valid; and that in consideration of the payment to me of PSS3, GlS.91, the United States of America, its officers, and agents are hereby unconditionally released from all further liability arising out of the above claim.

Notes

It was the practice of the Rural Transit Go., that payments of its manager's salaries and a pertion of the executives salary of the Manila office to be paid by the Bachrach Motor Go., Inc., in Manila. Consequently, the difference in the sum of \$875.00 dies not show in the copies of the payrolls attached.

RESUME

Toral amount of contractual claims due and owing the Rural Transit Go., owned and operated by the Bachrach Motor Co., Inc., are as follows: 128 fechicles at the agreed rental price of \$42.00 per day from Dec. 8, 1941 to Apr. 9, 1942 inclusive ... ******** P650; 496 a00 Materials, supplies & spare parts 219,489.59 Rental of buildings utilized by U. S. Army from Dec. S. 1941 to Dec. 31. 1941 inclusive for shop and depot usage: Gabanatuan, N. E. - Fl. 000.00 a mo. £766.59 San Jose, N. H. - 500.00 " " 383.29 Bayombong, N. V. . 800.00 " " 613.18 300.00 W W Echague, Isababa -230.00 Ilagan, Isabela -400.00 " " 306 . 59 Cauayan, Isabela -400.00 " " 306 - 59 22606 - 24 Salaries to employees paid by the Rural Transit Goo, for the period from Dec. 8 to Date 15, 1941 announcement announce 10,427.08 TOTAL F683.018.91

- 5. No moneys or compensation has been paid by the U. S. Government or its departments or agents either as total payment or partial settlement on this claim.
- 6. There are no existing liens or mortgages outstanding against any of the above proporties; all proporties under this claim being free and clear.
- 7. After the abore property was taken, it was used and disposed of as follows:
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- 8. I swear that the above statement are true to the best of my knowledge and belief and as president of the Bachrach Meter Co., Inc., I am the true owner of all the above described properties and the said properties are free from any and all liens, mortgages and other encumbrances and that I am legally entitled to receive payment therefor and that this claim is just and valid; and that in consideration of the payment to me of \$683,618.91, the United States of America, its officers, and agents are hereby unconditionally released from all further liability arising out of the above claim.

Mary Man. BACHRACH

-8-

Subscribed and sworn to before me this 18 day of October, 1945.

PAUL W. BAKER

Official

Major FA

Claims Investigating Officer

A TRUE COPY:

Hormay Ellinslow MORMAN E. WINSLOW

1st Lt

DECLASSIFIED Authority NND 883678

Subscribed and sworn to before me this 18 day of October, 1945.

PAUL W. BAKER Official Major FA Claims Investigating Officer

A TRUE COPY :

Hounaulle inlow NORMAN E. WINSLOW let Lt GAG

QMC - U.S.A., 312 General Hospital, Ward D-2 City Address: 81 Manga Avenue, Sta. Mesa Heights (Was in Bataan with Colonel Quinn)

Prior to the outbreak of the war I was Manager of the Rural Transit Company owned and operated by Bachrach Motor Company. This company operated motor transportation passenger service from Manila north as far as Tuguegarao. Approximately in February of 1941 I was called on the telephone by Colonel Michael A. Quinn, and was requested to come to Manila for a meeting with Army officials relative to the transportation facilities of the Philippine Islands. This meeting was attended by myself as well as many subsequent meetings in which were present other managers and owners of transportation companies operating in the Philippines. In these meetings there were present many officers who I have now forgotten as to name but at this time Colonel "ogers was the Officer in charge and acted as chairman of the meeting. Colonel Rogers at that time was executive officer of the Motor Transport Division, USAFFE. Other officers present that I remember were Major John B. Brettell, Captain Ad. Montgomery, and Wajor Edmond Starky. Colonel Quinn was present at all meetings. During these meeting it was discussed and it it was finally and clearly mapped out to all of us operators exactly what territory was to be serviced by individual company in case of emergency. It was, further, not only understood but was agreed that the United States Army in case of emergency was and would immediately take over each and every civilian company represented both as to rolling equipment, shops and motor parts and that these companies would be compensated by the United States Army either on a basis equal to that set by the Public Service Commission of the P.I. and under this agreement the operators will furnish drivers, gasoline, oil. and any other operating expenses or the Army will take all expenses and pay the companies for the use of their equipment on a rate basis of F 42.00 per day as long as the equipment was used by the Army and a reasonable value for the equipment would be paid in the event it was not returned. All of the meetings were held in the Quartermaster Depot, Port Area, Manila. It was finally developed at this meeting what particular area would be covered by the civilian motor transportation company. Wall maps were prepared and colored in different colors and exhibited at these meetings showing different areas so that each company owner would definitely know what particular area its buses called upon to transport Army troops, equipment and supplies. All of the vehicles involved were passenger busses. The main companies that were represented at these meetings and the owners thereof were as follows: The Rural Transit Co.

Vice Manager R. R. Derrick; Pampanga Bus Company - by its Manager Floyd Cottrel; Pangasinan Transportation Company - by its Manager Joseph Klar; Batangas Transportation Company and Batangas-Tayabas Transportation Company - by its Manager Mr. Max Blouse; Northern Luzon Transportation Company operated by the Land Development Company under the direction of Mr. Sinclair by Mr. Minnick.

At about 7:30 on the morning of December 8, 1941, I was called on the telephone by Colonel Quinn's assistant, Captain Montgomery, notifying me that war had been declared and that all of our equipment, meaning passenger busses, were to be frozen for the use of the United States Army. I requested that this telephone message be verified by wire and asked if we were to act as we had been instructed in previous meetings with Army officials. He stated that the emergency had been declared, that all properties of the civilian motor transport companies would be utilized by the United States Army exactly as had been planned, and that I was to act accordingly. Within thirty minutes I received the wire verifying this conversation. Immediately I made telephone calls to our lines in the north to freeze all equipment for public use, notifying each shop superintendent or managers of my company of the situation and that no civilian work be held in our shops or the carrying of passengers, and that all equipment would be brought to two points, one at Cabanatuan, the other, Bayombong, Nueva Vizcaya, to await further orders. Within half an hour after I received by first call from the Army I received my second call from Major Howard Cavender, an assistant to Colonel Quinn. He ordered that 90 passenger busses be sent immediately to Camp O'Donnell to evacuate Philippine Army troops to different areas. At 10:00 o'clock that same morning I had the convoy of 90 busses moving out of Cabanatuan to Camp O'Donnell. All busses were being driven by the regular drivers employed by the Rural Transit Company. This convoy was accompanied by my Assistant Manager Mr. B. C. Jacks. Also two service units and two gasoline lorries carrying an emergancy supply of gasoline totalling 7300 gallons. Upon ariving at Camp O'Donnell, according to Mr. 'acks' statement, he was ordered by Army personnel to carry troops with their equipment to different stations. Some were taken to Lingayen Bay, some to Iba and to different points throughout norhern Luzon. This particular job lasted about twenty@four hours in which the trucks were used continously. The drivers were not allowed or able to be relieved, and I might note here that since drivers were civilian employees, the Army refused to feed these employees during this period of time and it was necessary for me to by food from my private company's fund and send it to their different locations. Upon the completion of moving these troops, it was my orders from the Army that all trucks would be returned to Cabanatuan and there await further orders. Trucks would return at our shops and then would be redispatched on Army orders to places designated by the Army.

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on or about the 12th day of December 1941, Colonel Quinn ordered that all of our different premises, namely, our shops at Cabanatuan, San Jose, Sta. Fe, Bayombong, Ilagan, Cauayan and Tuguegarao were to be considered United States Army motor transport depots, and pursuant to his orders I painted and installed over the entrance of each of our shop a sign bearing approximately the following:

"U.S.Army Motor Transport Depot By order of Lt. Col. M.A. Quinn".

On or about the 15th of December 1941, Brigadier General Stevens, Commanding General of the 11th Division, Philippine Army, then stationed approximately 8 kilometers east of Cabanatuan at Camp Pangatian, telephoned me and ordered that all available transportation at my disposal be sent to him immediately setting forth that he had been ordered to complete movement of troops to the north to establish an advance in northern Luzon against the Japanese who were then threatening debarkation at Lingayen and Aparri. At this time General Stevens had aproximately seven thousand Filipino troops at this point. I sent to General Stevens on this order approximately 150 units, over a two-day period which not only included vehicles of my company. About seventy-five of these were originally from my motor pool and the remaining group were those located from other places. These vehicles were used by General Stevens only in carrying his immediate supplies from Cabanatuan Railroad station to his camp and transferring some of his ammunition from camp to camp.

On or about the 17th of December 1941, General Stevens was ordered to the front and a convoy was immediatly made up under his direction and the direction of his motor transport officer together with my assistant Mr. Jacks and myself, and within forty-five minutes after the order was received a convoy of 140 vehicles loaded with troops and supplies was moving north. These vehicles carried troops to the Japanese lines where they were unloaded. Many of these vehicles I believe were destroyed from what I have heard, although the largest percentage of them returned to Cabanatuan and were dispatched on other missions.

During this entire time from the beginning of the emergency on December 8 all the shops of my company was engaged and operated on twenty-four hours a day servicing and repairing motor vehicles belonging to or in use of the United States Army. My company furnished all parts, labor and other supplies necessary. Also all vehicles in this territory were gassed and oiled from these depots. We also operated from the Cabanatuan depot two gasoline lorries, which my company owned, to different units at the front. Following a conference I had with Colonel Quinn on or about 16 December 1941, I was ordered

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/ by Colonel Quinn to contact Colonel Balsam of General Wainwright's staff; which I did the following day and upon Colonel Balsam's request I sent an attache to his motor transport unit a service car and six good mechanics. My orders to these men were to keep all staff and other equipment of General Wainwright's command in repair and to obtain all necessary parts and supplies from the Cabanatuan depot. This unit continued with General Wainwright until the capitulation of Bataan. Although it had been generally understood for several months that all managers of transportation companies would be commissioned in the Army for the purpose of operating more efficiently, I was not commissioned until the 21st of December 1941 at which time I received the commission as Captain, Tuartermaster Corps, Motor Transport Division, Army of the United States. Prior to this time I had been serving as outlined above without taking the time off to go down and take the commission. Before I was commissioned and until about 27 December 1941, I found many civilian vehicles either abandoned on the road or vehicles which had been taken by both American and Filipino soldiers from civilian owners, and placed these vehicles in my pools and thereafter they were only utilized upon proper authority and order. I never learned who the owners of these vehicles were. These vehicles had been taken, without authority, by individual soldiers of the Philippine and American Army from civilians and driven to their unit or nearby and usually abandoned. The Philippine onstabulary, to my knowledge, commandeered civitian cars at Cabanatuan area and I did obtain vehicles when necessary from the Philippine Constabulary Comander and I know they were private civilian cars which he had taken at prior times. No receipts were given by me (or military or civilian personnel under my control? to the Philippine Constabulary or to the owners of the cars. I do not know who the civilian owners of these cars might have been. sod of the Philippine Constabulary, the Commanding Officer of the Cabanatuan district told me that he had authority from his headquarters to commandeer vehicles for military use. He is living and is or was governor in the province of Nueva Ecija. I do not know whether or not the Philippine Constabulary was under the direction of command of the United States Forces. but they cooperated with me to the fullest extent in furnishing vehicles I needed and furnishing armed guards when necessary. I know personally the Philippine Constabulary Commanding Officer; and most of the Constanulary personnel as I had operated a bus company throughout this district.

A TRUE COPY: Mormon EW inslow JORMAN E. WINSLOW (Sgd.) R. R. DERRICK Major, U. S. A.

December 9, 1941

Colonel Stevens USAFFE Reservation Manachac, Nueva Ecija

Dear Col:

The bearer, Irenio Adrineda, is our driver who is placed in charge of our Jitney No. 163 which I am turning over to you for your personal use and command. This driver has been instructed that he is under your full order. He is to be on duty 24 hours a day and will sleep in his Jitney. I would appreciate if you could arrange that he eats his chaw with your men.

He is not to return to this Office until you are throughtwith him.

Yours very truly,

R. DERRICK Manager

A TRUE COPY:

MORMAN E. WINSLOW 1st Lt., CAC

December 9, 1941

Colonel Stevens USAFFE Reservation Manachae, Nueva Ecija

Dear Cols

The bearer, Irenio Adrineda, is our driver who is placed in charge of our Jitney No. 163 which I am turning over to you for your personal use and command. This driver has been instructed that he is under your full order. He is to be on duty 24 hours a day and will sleep in his Jitney. I would appreciate if you could arrange that he eats his chaw with your men.

He is not to return to this Office until you are throughtwith him.

Yours very truly,

R. DERRICK Manager

A TRUE COPY:

NORMAN E. WINSLOW



RURAL TRANSIT COMPANY (Owned and operated by Bachrach Motor Company) CABANATUAN, NUEVA ECIJA.

December, 19, 1941.

THIS IS TO CERTIFY:

That the Rural Transit Company, owned and operated by the Bachrach Motor Company, Manila, P.I., under order of the United States Army by and through the Motor Transport Division on December 8, 1941, turned all of it's facilities, equipments, ect. to the United States Army for their sole use and disposition.

That in addition to One-hundred Ten (110) passenger busses of White and Indiana make, three Nash Jitneys, four Durant jitneys, two Ford sedans, two Wash sedans, one Chevrolet sedan, three White freight trucks, one Indiana freight truck and two gasoline tank trucks of White and Indiana make; that the Rural Transit Company, owned and operated by the Bachrach Motor Company, turned over to the United States Army under order its complete maintenance shops located at Cabanatuan, N. E., San Jose, N. E., and Bayombong, N. V.; to- gether with all shop equipment, machinery, parts and supplies located there-in.

That the Rural Transit Company, owned operated by the Bachrach Motor Company, has not received any compensation either as rental of their busses or as indemnification for the same; neither has the Rural Transit Company received any compensation for commandeered equipment, parts and supplies; furtheremore that the Rural Transit Company has paid all salaries of employees, for purchase of Supplies including gasoline and oil so utilized to this date.

> RURAL TRANSIT COMPANY (Owned and operated by Bachrach Motor Company)

R. R. Derrick (Signed) Manager

A TRUE COPY:

JOHN B. BRETTELL, Major, Q. M. Corps, Executive Officer.

A TRUE COPY:

/s/ FRED L. SCHWARTZ Captain, INF. Investigating Officer A TRUE COPY

Morman E. WINSLOW

DECLASSIFIED Authority MND 883678

HEADQUARTERS AFWESPAC Check Sheet

Do not remove from attached sheets

File No. 1243 Subject: Investigation of RURAL TRANSIT COMPANY

(1)Investigation To: Civilian Section Section

12 March 1946

The circumstances of this case are: Employees affidavit of said company state that vehicles were commandeered.

Specific information desired is: Orders of commandeering and any facts pertaining to commandeering.

Attached herewith are affidavit and extracts of the file of AFWESPAC claims service and the above mentioned company.

The state of the s

NEW

RURAL TRAUSIT COMPANY

	Nome	AIG	t. Pd.	Period							PR#	you #
1.	Gasosta, Enrique R.	\$	949.17	16	Mar	42	-	14	May	45	229	382
2.	Callevo, peroteo M.		961.67	1	Mar	42	-	14	мау	45	180	270
3.	Matias, Proceso F.		33.33	1	Mar	42	-	10	Apr	42	313	1868

Jun (

Manila, October 15, 1945.

Claims Commission Procurement Claims Division U. S. Army, Manila, Philippine Islands.

Gentlemen:

We herewith submit the contractual claims of the Rural Transit Company owned and operated by the Bachrach Motor Co., Inc., Manila, Philippine Islands. Attached thereto for the commission's information and aid are the following papers:

- 1. Marked Exhibit "A" an affidavit of Mr. B. C. Jacks, the assistant manager of the Rural Transit Company up to and including December 8th, 1941 and employed by the government from that date to December 31st, 1941 by the U. S. Army.
- 2. Exhibit marked "B", extract of a letter dated December 19, 1941 addressed to Col. Rogers, executive officer, Motor Transport Division, USAFFE by Mr. R. R. Derrick, manager of the Rural Transit Company wherein it is set forth the approximate value of the spare parts held on that date by the Rural Transit Company.
- 3. Marked Exhibit "C", an extract of a letter written by Lt. Col. M. A. Quinn, which original was addressed and sent to Gen. Drake, Corregidor. All complete copies of this letter were destroyed at the time of the fall of Bataan. This extract was furnished Maj. Derrick by Col. John Brettel, executive officer of Col. Quinn. The stenographer who wrote this letter was one civilian by the name of Valero who had been employed prior to the war by a mining corporation and possibly may be alive.

These exhibits are placed in the hands of the Commission with hopes that they may facilitate the handling of this claim.

Very respectfully yours,

/s/ MARY McD. BACHRACH (Mrs.) MARY McD. BACHRACH President

THE BACHRACH MOTOR CO., INC., Owners & Operators of the Rural Transit Co.

Encls: As above.

A TRUE COPY:

Junavolle aislow NORMAN E. WINSLOW

Manila, October 15, 1945.

Claims Commission Procurement Claims Division U. S. Army, Manila, Philippine Islands.

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Very respectfully yours,

/s/ MARY McD. BACHRACH (Mrs.)MARY McD. BACHRACH President

Owners & Operators of the Rural Transit Co.

Encls: As above.

A TRUE COPY:

MORMAN E. WINSLOW lot Lt CAC

Manila, October 15, 1945.

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Very respectfully yours,

/s/ MARY McD. BACHRACH
(Mrs.) MARY McD. BACHRACH
President
THE BACHRACH MOTOR CO., INC.,
Owners & Operators of the Rural Transit Co.

Encls: As above.

A TRUE COPY:

MORMAN E. WINSLOW

let Lt

CAC

STATEMENT OF MRS. MARY McD. BACHRACH, PRESIDENT OF THE BACHRACH MOTOR CO., INC. (Owners and Operators of the Rural Transit Company)

I, MARY McD. BACHRACH, 69 years of age, widow, a legal citizen of the Philippine Islands and president of the Bachrach Motor Co., Inc., owners and operators of the Rural Transit Company states:

That prior to December 8, 1941, the Rural Transit Co., was operating a bus line under authority of the Public Service Commission from Manila to Tuguegarao, Cagayan with other routes branching off on the east portion of Norther Luzon;

That the Bachrach Motor Co., Inc., was the legal owner of all busses, trucks and other motor equipment together with the maintenance shops, parts, supplies and materials used by said company in its operation;

That on December 8, 1941 all equipment, materials, including spare parts and full use of premises were taken over by the U. S. Army for its sole use and that to this date no compensation or payment has been made to the Bachrach Motor Co., Inc., for said properties or the use thereof;

That all the above properties were not taken to prevent their usage by the enemy but was taken and utitlized by the U. S. Army for their convenience;

That at the time they were taken there existed a military emergency.

That for the properties claimed there is no salvaged value;

That the Bachrach Motor Co., Inc., has made no other claim for said items with any U. S. Agency or department;

That all amounts of moneys claimed and asked for are the agreed payments and reasonable values of the properties taken.

/s/ MARY McD. BACHRACH (Mrs.)MARY McD. BACHRACH

Subscribed and sworn to before me this 18 day of October 1945.

/s/ PAUL W. BERKER
Major FA
Claims Investigating Officer

A TRUE COPY:

NORMAN E. WINSLOW

DECLASSIFIED
Authority D 883678

STATEMENT OF MRS. MARY MCD. BACHEACH, PRESIDENT OF THE BACHRACH MOTOR CO., INC. (Owners and Operators of the Eural Transit Company)

I, MARY McD. BACHRACH, 69 years of age, widow, a legal citizen of the Philippine Islands and president of the Bachrach Motor Co., Inc., owners and operators of the Rural Transit Company states:

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That all amounts of moneys claimed and asked for are the agreed payments and reasonable values of the properties taken.

> /s/ MARY MOD. BACERACH (Mrs.) MARY McD. BACHRACH

Subscribed and sworn to before me this 18 day of October 1945.

/s/ PAUL W. BERKER Major FA Claims Investigating Officer

A TRUE COPY:

nawll inslow CAG

DECLASSIFIED
Authority DND 883678

OF THE BACHRACH MOTOR CO., INC.

(Owners and Operators of the Rural Transit Company)

I, MARY McD. BACHRACH, 69 years of age, widow, a legal citizen of the Philippine Islands and president of the Bachrach Motor Co., Inc., owners and operators of the Rural Transit Company states:

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/s/ MARY MeD. BACHRACH

Subscribed and sworn to before me this 18 day of October 1945.

/s/ PAUL W. BERKER
Major FA
Claims Investigating Officer

A TRUE COPY:

NORMAN E. WINSLOW

DECLASSIFIED Authority MND 883678

PROGUREMENT CLAIMS FURM (For action by Contract Claims Commission)

October , 1945.

- 1. Name of owner: RURAL TRANSIT CO., owned and operated by THE BACHRACH MOTOR CO., Inc., Mrs. Mary McD. Bachrach, President/
 Address: Manila, Philippine Islands.
- 2. Description of property or service: For the use on the agreed rental rental basis of P42.00 per day of the following vehicles:

		esis of P4	2.00 per da	A 01 011	.6 2022		A	PPROSIMAT	E COST	
TPU BO		********	MOTOR NO.	MODEL	TYPER	CAPTT	BODY	BCDY	CHASSIS	TOTAL
PLATE	NO.	MAIGE	GK68784	1930	Bus			₽7000.00		10500.00
5326	25	Whigte	GK67709	1930	11	29.5	10	7000.00	2500.00	9500.00
5374	31		GK68716	1930	10	35.5	10	7000 -00	1250.00	8250.00
5375m	32	11	GKA79508	1930	11	35.5	19	7000 .00	2500-00	9500.00
5376m	33		GK68129	1930	11	35.5	11	7000.00	5500 -00	12500.00
5409	17		GE70377	1930	11	2915	11	7000.00		10750.00
541.3	20	15	GK82897	1930	11	41.5	11	7000.00		10500.00
5415	23	. 05	GK68774	1930	10	46	11 3	7000.00	6250.00	13250.00
5465	38		GKA80553	1930	in	35	11	7000.00	2500.00	9500.00
5466	39		GKA79084	1930	18	35.5	11	7000.00	2500.00	9500.00
5482	42	"	GKA82881	1930	11	35.5	**	7000.00	2500.00	9500.00
5483	37	11	4A-129	1938	11	35.5	tt	7000,00	4500.00	11500.00
5464	14	11	114-11714	1940	19	41	Steel	3450.00	1800.00	5250.00
5322	15	11	114-11570	1940	18	41	Closed	3450.00	1850.00	5300+00
5323	21	n	11A-11465	1940	16	41.5	0	3450.00	2050.00	5500.00
5324 5327	50		OKG712705	1940	11	45.5	11	3750.00	2100.00	5850.00
5328	53	11	114-12940	1940	.11	47.5	u	3450.00	26:00 • 00	6050.00
5329	56	10	114-13715	1940	18	45	11	3450.00	2995.00	6445.00
5365	6		114-10559	1940	11	41.5	18	3450.00	1818.75	5268.75
5366	8	19	114-10560	1940	11	41.5	18	3450.00	1818,75	5268.75
5377	51	11	OXC3712461	1940	- 11	45.5	18	3750.00	2100.00	5850.00
5379	54	- 16	114-12928	1940	16	41	18	3450 • 00	2600.00	6050.00
5407	5		D-800369	1940	11	41.5	11	3450.00		6800.00
5408	55	11	114-13712	1940	- 60	45	-11	3450.00		The second second second
5414	22	"	11A-12247	1940	- 11	41.5	18	3450.00		
5363	3	"Dies	F801306	1940	11	41.5	52	51.00.00		
5364	4	" sel	F801522	1940	11	41.5		5100.00		
5424	2	11 18	F801469	1940	14	41.5		5100.00		
5425	52	"	114-12933	1940	11	41.5	"	3450 • 00		
5316	57			1941	11.18	42	**	5100.00		
5320	1		Sept.(new)	The state of the s		35.5	9	51.00.00		
5326	29	11	11 11	1941	18	35.5		5100.00		
5341	80	W	F-801514	1941	**	41.5	"	5100.00		
5385	141	Indiana	508168	1937		35.5	Wooden			6500.00
5486	140		508519	1937	18	41.5	"	2800.00		6500.00
5487	142		544647	1938	"	41.5	10	2700.00		4223.30
5488	143		544090	1938	"	41.5		2700.00		4223.30
5489	144		571824	1938		41.5	11	2700.00		4153.30
5490	145		576718	1938	11.	41.5	11	2700.00	1575.00	4275.00

DECLASSIFIED Authority MND 883673

PROGUESIENT CLAIMS FORM (For action by Contract Claims Commission)

October , 1945.

- 1. Name of owners RURAL TRANSIT GO., owned and operated by THE BACHRACH MOTOR GO., Inc., Mrs. Mary McD. Bachrach, President/
- 2. Description of property or services For the use on the agreed rental rental basis of P42.00 per day of the following vehicles:

		Later Control of the	basis of Pak	on her any	GY OU	O a seem		A	PPROSIMAS	E GOST	
	TPU BO	DX	MAKE	MOTOR NO.	MODEL	TYPER	GAP*T	Y BOOY	BODY	CHASSIS	TOTAL
- 4	PLATE	NO.	donuments	GK68784	1930	Bus	THE PERSON NAMED IN COLUMN TWO	Wooden	£7000.00	£3500.00	#1.0500 · 00
	5326	25	Showing the same	GK67709	1930	19	29.5	99	7000 -00	2500.00	9500.00
	5374	31		GK68716	1930	65.	35+5	19	7000 .00	1250.00	8250-00
	5375m	32		GKA79508	1930		35.5	46	7000 +00	2500 •00	9500.00
	5376m	33		GK683.29	1930	49	35.5		7000.00	5500 -00	1.2500 •00
	5409	27		GK70377	1930	48	2915	68	7000-00	3750.00	10750.00
	5413	20		GK82897	1930	10.	41.5	10	7000.00	3500.00	10500.00
	5415	23		GK68774	1930	16	46	er	7000.00	6250.00	13250.00
	5465	39		GKA80553	1930	- 11	35	19	7000.00	2500,00	9500.00
	5466	42		GKA79084	1930	. 69	35.5	60	7000.00	2500.00	9500.00
	5482	43	11	GKA82881.	1930	10	35.5		7000-00	2500.00	9500.00
	5483	37	10	44-129	1938	19	35.5	10	7000.00	4500+00	11500.00
	5464	14	es	114-11714	1940	- 19	42	Steel	3450.00	1800.00	5250.00
	5322	15	10	114-11570	1940	10	43	Closed	3450,00	1850.00	5300,00
	5323	21		114-11465	1940	19	41.5	15	2450.00	2050.00	5500.00
	5324	50	10	OKG712705	1940	25	45.5	60	3750.00	21.00 .00	5850.00
	5327	53	18	11A-12940	1940	19	47.5	- 10	\$659.00	26:00.00	6050.00
	5328	56		11A-13715	1940	19	45	99	3450.00	2995.00	6445.00
	5329	6	- 10	11A-10559	2940	- 49	41.5	68	3450 a 00	1818.75	5268.75
	5365	8	10	111-10560	1940	- 59	41.05	19	3450.00	1818.75	5268.75
	5366	51		OXC3712461	1940	29	45.5	98	3750.00	23.00,00	5850.00
	5377	54	**	11A-12928	1940	111	43	50	3450.00	2600.00	6050,00
	5379 5407	5		D-800369	1940	- 18	41.5	59	3450.00	3350+00	
	5408	55	**	114-13712	1940	- 58	45	- 11	3450.00	2995.00	6445.00
	5414	22	45	114-12247	3940	#	41.5	- 11	3450.00	2000,00	
	5363	3	"Dies-N	7801,306	1940	19	41.5	20	52.00,00	2050,00	7150.00
	5364	A	" sel	F801522	1940	19	42.5		52.00,00	2000.00	71.00.00
	5424	4 2	41 11	F801469	1940	58	41.5	#	51.00.00	2050,00	73.50.00
	5425	52		11A-12933	1940	.01	42.5	90	3450+00		THE RESERVE THE PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PA
	5316	57	58	And the second second second	1941	11 19	48	20	53.00.00	1800.00	6900.00
	5380	1		Sept. (new)	1941	00	35.5	18	51.00.00	21.50.00	
	5326	29	19	65 60	1941	131	35.5		51.00 +00	2150.00	7850,00
	5341	80		F-801514	1941		41.5	4	53.00.00	2050,00	73.50.00
	5385	40.700.20	Indiana	5003.68	1937	n	35.5	Wooden	2800 +00	3709.00	6500.00
	5486	140	99	508519	1937	10	41.5	- 10	2800.00	3700,00	6500-00
	5487	142	47	544647	1938	98	41.5	- 19	2700.00	1523.30	4223.30
	5488	148		544090	1938	m	43.+5	10	2700.00	2523.30	4223.30
	5489	144	#	571884	1938	10	41.05		2700,00	1453.30	
	5490	145		576728	1938	15	41.5		2700.00	U PROPERTY OF THE PROPERTY OF	

DECLASSIFIED Authority NND 883673

PROGUNERATE GLAIMS FORM (For action by Contract Glaims Commission)

October , 1945.

l. Hame of comors RURAL TRANSIT CO., owned and operated by THE BACHRACH MOTOR CO., Inc., Mrs. Mary McD. Bachrach, President/

2. Description of property or services For the use on the agreed rental rental basis of P42.00 per day of the following vehicles:

TPU B	The second	REAR OF RA	Manta Sav. se	3 02 20				APPROSIMA	E CORT	
PLATE	STATE OF THE STATE	MAKE	MOTOR NO.	MODEL	TYPER	CAP	A BOOK	BCDY	CHASSIS	TOTAL
5326	25	unigte	GK68784	1930	Bun	35.5	Wooden	£7000.00	P3500.00	MANAGEMENT AND ADDRESS OF THE PARTY OF THE P
5374	31	26	GK67709	1930	69	29.5	19	7000+00	2500+00	9500.00
5375	1	91	GK68716	1930	. 95	35.5	19	7000 .00	1250.00	
5376	2000		GICA79508	1930	86	35.5	10	7000 -00	2500.00	9500-00
5409	17	10	GK68129	1930	43	35+5	8	7000,00	5500 -00	1.2500 .00
541.3	20		GK70377	1930	39	2915	10 -	7000-00	3750.00	10750.00
5415	23	10	GK82897	1930	207	41.5	11	7000.00	3500.00	10500.00
5465	38		GE68774	1930	16	46	60	7000-00	6250-00	13250.00
5466	39	55	GKA80553	1930	11	35	19	7000.00	2500.00	9500.00
5482	42	19	GKA79084	1930	69	35.5	12	7000.00	25:00-00	9500.00
5483	43	80	GKA82883	1930	19	35.5	68	7000.00	2500.00	9500.00
5464	37	49	44-129	1938	19	35.5	10	7000,00	4500.00	11500.00
5322	14	19	11A-11714	1940	.99	41	Stool	3450.00	1800.00	5250.00
5323	25	- 15	114-11570	1940	10	41	Closed	3450.00	1850.00	5300.00
5324	21	"	11A-11465	1940	10	41.05	19	3450.00	2050.00	5500.00
5327	50	10	OKG712705	1940	09	45.5	- 66	3750.00	22.00 • 00	5850.00
5328	53	10	11A-12940	1940	15	47.5	15	3450.00	26.00.00	6050.00
5329	56	- 10	11A-13715	1940	59	45	19	3450.00	2995.00	6445.00
5365	6	49	114-10559	2940	.00	41.5	**	3450.00	1818.75	5268.75
5366	8	10	11A-10560	1940	69	43.05	10	3450.00	1818.75	5268.75
5377	51	**	OKC 371 2461		80	45.5	60	3750,00	21.00.00	5850.00
5379	54		11A-12928	1940	88	41	60	3450.00	2600.00	6050.00
5407	5		D-800369	1940	65	41.5	69	3450.00	3350.00	6800.00
5408	55	18	11A-13712	1940	19	45	- 18	3450.00	2995.00	6445.00
541.4	22		114-12247	1940	**	41.05	19	3450+00	2000,00	5450.00
5363	3		F801306	2940	59	41.5		51.00,00	2050.00	7150.00
5364	4	" sel	F801522	1940	44	41.5		53.00,00	2000.00	73.00.00
5424	2	12 10	F801469	3,940	100	43.05	я	53.00.00	2050,00	72.50.00
5485	52	69	114-12933	1940	"	41.5	68	3450+00	2600.00	6050-00
5316	57			1941	- 10	42	90	51.00.00	7800.00	6900.00
5380	1	- 10	Sopt.(now)	1941	- 69	35.5	10	53.00.00	83,5 O+00	7850-00
5326	29	17		1941	10	35.5		52.00+00	23,50.00	7850-00
5341	80	11	F-801514	1941	15	42.5		53.00.00	2060.00	7150.00
5385	The state of the s	diana	5/083.68	1937	68	35.5	Wooden	2800+00	3709-00	6500.00
5486	140	- 91	505519	1937		41.5		2800.00	3700.00	6500.00
5487	142	a	544647	1938	**	41.5	板	2700.00	1583.30	
5488	143	69	544090	1938		41.5	- (0	2700.00	1523.30	4883.30
5489	144	10	571824	1938	19	41.5	- 10	2700,00	1453.30	· · · · · · · · · · · · · · · · · · ·
5490	145	48	576728	1938	46	42.5	68	2700.00		ALTERNATION OF THE PERSON.
									1575.00	4875.00

DECLASSIFIED Authority D 883678

		Allen (V)				- 2 -	1 1 1			
						TA .	* * 1	HOKIMATE CO	e em	
TPU I	BODY				1500003	a + 10 4 cm				TOTAL
PLATE	NO.	MAKE	and the same of th	ODELN	-	CAP TY	The second secon	BODY	P1656.65	P4356.65
5504	146	Indiana	576797	1938	Bus		Wooden .	2700.00	1723.30	4423.30
5505	147	"	544604	1938		41.5		2700 -00	2086 - 25	4786.25
5360	136		692083	1938	**	41.5		2700 .00	2086 • 25	4786.25
5361	137	. 11	590464	1938	11	41.5	n	2700.00	16.35 •00	4335.00
5416	109	ii.	590720	1938	11	41.5	u	2700.00	1600.00	4300.00
5417	138	u	697659	1939		41.5		2700.00	1650.00	4350.00
5502	101	"	903037	1939		41.5	"	2700.00	1650.00	4350.00
5503	102	10	904544	1940	11	41.5	Steel	2800.00	1986.25	4786.25
5319	116	"	JXB909545	1940	11	41.5	Closed	2800.00	1908.30	4708.30
5342	81		676970	1940	11	41.5	11	2800.00	1908.35	4708.35
5343	82		JXB909685	1940	**	41.5	11	2800.00	2000.00	4800.00
5350	103		JXB909688	1940	- 11	41.5	u	2800.00	1600.00	4400.00
5352	106		JXB598226	1940	**	41.5	**	2800.00	1535.00	4335.00
5353	108		JXB911683	1940	tt	41.5	11	2860 .00	1686.25	4486 • 25
5355	110		JXB912207	1940	, "		п	2800.00	1686.25	4486 - 25
5356	11.	1	JXB911812	1940	11	41.5	n n	2800.00	1686.25	4486.25
5357	112		JXB909545	1940		41.5	11.	2800.00	1600.00	4400.00
5358	114	Market and	JXE909547	1940	11	41.5	**	2800.00	1950.00	4750.00
5426	.10	3	JXB909685	1940	11	41.5		2800.00	1540.00	4340.00
5479	104		JXB906562	1940	10	41.5	10	2800.00	1540.00	4340.00
5493	148		JXB906589	1940	**	41.5	**	2800.00	1540.00	4340.00
5494	85	**	JXB921927	1941		41.5		3000.00	2000.00	5000 -00
5311	86		- JXB924336	1941	11	41.5		3000+00	2000+00	5000 +00
5312	-	44	JXB918539	1941	.11	41.5		3000.00	2000.00	5000+00
5313 5314		11	JXB92433	8 194	1 "	41.5	19	3000.00	2000.00	5000.00
5315	-	- 15	Oct . (new)	1941		41.5	"	3100.00	2100.DD	5200.00
5318	(F 6)		JXB924919	1941		41.5	**	3100.00	2100.00	5200.00
5333			JXB920196	1941		41.5	Steeel	3000.00	1550.00	4550.00
5334		.11	JXB920214	1941	11	41.5	Closed	3000.00	1600.00	4600.00
5335			JXB920220	1941	11	41.5		3000.00	1600.00	4500.00
5337		"	JXB915763	1941		41.5	11	3000.00	1550.00	4550.00
5338	20.0	7	JXB596766	1941	11.	41.5		3000.00	1968.75	4968.75
5339	1000	3 "	JXB592685	1941	- 18	41.5		3000.00	1600,00	4600.00
5340	-	"	JSB913966	1941	**	41.5		3000.00	1968.75	4968.75
5344	***	3 "	JXB911908	1941	**	41.5	10	3000.00	1250.00	4250.00
5345	-	. "	JXB924337	1941	- 11	41.5		3000.00	1168.75	4168.75
5346		3 "	JXB916042	1941	- 11	41.5		3000.00	1700.00	4700.00
5347	-	7 "	JXB912203	1941	11	41.5		3000-00	1550.00	4550.00
5348		*	JXB912251	1941	**	41.5		3000.00	1600.00	4600.00
5349	99	11	JXB912229	1941	**	41.5		3000+00	1400.00	4400.00
5351			JXB913979	1941	**	41.5		3000.00	1350.00	4350.00
5373	120	0 "	Aug.(new)	1941	**	41.5		3100.00	2100.00	5200.00
5382	121		" "	1941	11	41.5		3100.00	2100.00	5200.00
5383	122	3 "	11 11	1941		41.5		3100.00	2100.00	5200.00
5384	COLUMN TO STATE OF THE PARTY OF		JXB 597739	A SECTION OF THE PARTY OF THE P		41.5		3000+0		
5410			Jul. (new)	1941	"	41.5		3100.00	2100.00	5200.00
5418		State of the State	JXB921301	1941	**	41.5		3000.00	1550.00	4550.00
5420			JXB924585	1941	"	41.5		3100.00	2100.00	5200.00
5421			JXB924723	1941	*	41.5		31.00.00	2100.00	5200.00
5422	1119	• •	JXB924941	1941	*	41.5		3100.00	2100.00	5200-00

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energy.	BODY						AP	PROXIMATE GO	T	
The second secon		MAJOS	MOTOR NO.	HODELN	TTPE	GAP*TY	BODY	BODY	CHASSIS	TOTAL
PLATE		Indiana	576797	1938	Buts	THE REAL PROPERTY.	Hooden	P2700.00	P1656.65	P4356.65
5504	146	THEFTON	544604	1938	15	41.5	#	2700.00	1723-30	4423.30
5505	200 100 100		69,2083	1938	.00	41.5	- gr	2700.00	2086.25	4786.25
5360	136	11	59/0464	1938	da	41.5	0	8700.00	2086 +25	4786.25
5361	137	17	590720	1938	216	41.5	a	2700.00	2635.00	4335.CO
5416	1,09	W.	697659	1938	10	41.5	20	2700.00	1600.00	4300.00
5417	138	W	903037	1939	18	41.5	800	2700.00	1650.00	4350.00
5502	1.01	10	9.04544	1939	19	41.5	19	8700.00	1650.00	4350.00
5503	3,02	*	JXB909545	1940	- 11	41.5	Steel	2800.00	1986-25	4786.25
5319	116		676970	1940	111	41.5	Closed	2800.00	1908.30	4708.30
5342	81. 82	18	673.260	1940	.19	41.5	99	2800.00	1908.35	4706.35
5343	1.03	- 211	JXB909685	1940	-	41.5	- 11	2800.00	22000.00	4800.00
5350	1.06	- 11	JXB909688	1940	48	41.5	40	2800.00	1600.00	4450.00
5352	108	15	JXB598226	1940	-	41.5	10	2800+00	1535.00	4335.00
5353	110	12	JXB911683	1940	19	41.5	18	2800.00	1686 • 25	4486 - 25
5355	111		JXB912207	1940	. 11	41.5	69	2800.00	1686.25	4486 - 25
5356	112	**	JXB911812	1940	19	41.5		2800.00	1686-85	4486.25
5357	114	64	JKB909545	1940	59	41.5	59	2800,00	1600.00	4409.00
5358	110		JEB909547	1940	10	41.5		2800 • 00	1950.00	4750.00
5426	104	- 11	JXB909685	1940	48	41.5		28.00 • 00	1540.00	4340-00
5479	148	88	JXB906562	1940	-	41.5	98	2800.00	2540.00	4340.00
5493	149	55	JXB905589	1940	10	41.5		2800.00	1540.00	4340-00
5494	85	19	JEB921927	1941		41.5		3000.00	2000.00	5000-00
5311	86	- 11		1941	-	41.5		3000-00	2000.00	5000.00
5312	107	*	JXB924336 JXB918539	1941		41.5	**	3000+00	2000-00	
5313	115		JXB924338	-		41.05	19	3000.00	2000.00	5000+00
5314	34	19	Oct + (new)	1941	10	41.5		31.00.00	22.00.00	5200+00
The second secon	113	19	JXB924919	1941	49	41.5	**	33.00 •00	23.00.00	
5318 5333	70		JXB920196	1941	15	41.5	Steed	3000+00	1550-00	5200+00 4550+00
5334	73	- 15	JXB920214	1941	19	41.5	Closed	8000+00	1600,00	4600.00
5335	74		JXB980220	1941	15	41.5	10	3000-00	1600+00	4600.00
STATE TOLL	76	18	JXB925763	1941	18	41.5	- 10	3000.00	2550.00	4550.00
5337	77	68	JXB596766	1941	- 12	41.5	**	3000.00	1968-75	
5338	78	18	JX8592685	1941		41.5	8	3000+00	1600.00	4968.75
5339	79	08	JSB913966	1941	69	41.5	19	3000-00	1968.75	4600+00
5340	83		JXB911908	1941	500	41.5	25	3000,00	1250.00	4968.75
5344	84	98	JXB924337	1941		41.5		3000.00	1168.75	4850.00
5345	93	- 11	JXB916042	1941	gir	41.5		3000+00	1700.00	4168.75
5346	97	- 11	JXB912203	1941	-	41.5	10	3000+00	2550.00	4700 400
5347	98	**	JXB912251	1941		41.5	60	3000.00	1600.00	4550+00
5348	99		JXB912229	1941		41.5		3000+00	1400.00	4600.00
5349	2.00	12	JEB913979	1941	-	41.5		3000+00		4400+00
5351			Aug . (now)	1941	18	41.5		31.00+00	1350+00	4850+00
5373	120		11 11	1941		41.5		23.00.00	23,00 • 00	5200.00
5382	121		88 88	1941	**	41.5		31.00.00	21.00.00	5200.00
5383	122	- 11	JXB 597739	1941	**	41.5	19	31.00 +00	23.00.00	5200-00
5384	139	-	Jul. (new)	1941	**	41.5	19	3000,00	13.55.00	Account on the delication
5410	87		JXB921301	1941	- 10	41.5		31.00.00	23,00+00	5200.00
5418	75	18	JXB924585	1941	10	41.5		3000.00	1550.00	4550.00
5420	117			1941	10			33.00.00	23.00 .00	5800.00
5421	226		JXB924723		-	41.5		31.00 -00	23.00 +00	5800.00
5422	119	-	JXB924942	1941		42.5		3700*00	81.00 .00	5800-00
						W			THE PERSON NAMED IN	

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Authority

DECLASSIFIED Authority NND 883678

西岩 西

APPROXIMATE COST TPU BODY BODY CHASSIS MODELNITE CAP'TY BODY TOTAL NO. MOTOR NO. PLATE MAKE Wooden 35.5 P1656.65 P4356-65 1938 Bus P2700.00 Indiana 576797 146 5504 41.5 1938 2700.00 1723-30 剱 544604 4423-30 147 5505 4786-25 27.00 +00 1938 41.05 2086.25 85 692083 136 5360 2065 e25 2700 .00 1938 41.05 4786.25 59.0464 5361 137 2700.00 1635.00 4335.00 1938 41.5 57 590720 1.09 5416 2700.00 1,600.00 śü 1938 披 42.05 4300.00 697659 138 5437 4350,00 2700.00 41.05 1939 1650.00 92 PEC-200R 5502 1.01 99 41.05 2700.00 to 1650.00 4350,00 1939 3106564 5503 SOL Stool 1986-25 4786.25 2800.00 條 JAB909545 1940 41.+5 216 5319 2800 ±00 41.05 Closed 1908.30 Ħ 676970 1940 4708.30 83 5342 1908-35 2800.00 4708.35 41.5 發 671260 1940 82 5343 俊 41.5 2800.00 28000.00 10 4800,00 JXB909685 1940 1.03 5350 4450.00 12 1940 41.5 2800 +00 1600.00 JAB909688 1.06 5352 始 41.5 1535 .00 4335.00 25 JXB598226 1940 2800.00 5353 108 17 41.5 1686 -25 4486 .25 2800 :00 JKB911683 1940 110 5355 1686-25 41.5 2800.00 111 JAB912207 1940 4486 -25 5356 2800.00 1686.25 4486 -25 1940 43.5 5357 JXB911812 112 1600.00 1940 領 2800 +00 4400.00 10. JXB909545 41.45 114 5358 1950,00 腴 2800.00 1105 JXB909549 1940 41.05 4750.00 5426 28:00 +00 1540.00 4340,00 1/5 1940 5479 100 JNE909685 41.5 -1540 00 2800 •00 JXB906562 1940 4340.00 148 42.05 5493 势 2800.00 1540.00 4340.00 JAB906589 5494 1.49 1940 41.5 1943 3000,00 2000.00 5311 85 5000.00 JAB921927 43.05 9K 餕 2000.00 86 41.5 3000.000 5000 .00 5312 JXB924336 1941 2000,00 1941 5313 107 JRB918539 20000.00 41.5 5000000 115 2000-00 30:00:00 5000.00 5314 JXB924338 41.5 1941 19 60 31.00.00 22.00 • DD 34 5200.00 5315 Oct . (new) 1941 41.5 18 113 32.00 00 21,00.00 JAB924919 41.5 5200.00 531.8 1941 1550-00 JXB920196 1943 Stees 5333 70 41.5 3000.00 4550.00 JXB920214 73 1600.00 41.5 C1 0806 3000.00 4600.00 5334 2943 74 JXB920220 41.5 1600.00 3000.00 1941 4600 400 5335 19 1550.00 76 JXB915763 41.5 5337 1941 3000.00 4550.00 4968.75 77 JXB596766 41.5 1968.75 5338 1941 2000-00 蚜 49 4600.00 78 JXB592685 1941 43.05 3000.00 2600.00 5339 JSB913966 4968.75 42.5 1968.75 5340 79 1941 3000,00 4250.00 41.05 65 1250,00 JXB911908 83 1941 5344 2000.00 JXB924337 1168.75 4168.79 42.45 84 1941 3000.00 5345 93 JEB916042 1941 41.05 30000.00 1700.00 5346 4700.00 JEB912203 1941 30000000 97 43.05 1550.00 5347 4550.00 98 #AB912251 1941 41.05 2000.00 1600.00 5348 4600 -00 JXB912229 颇 1941 60 40 1400.00 41.05 3000.00 99 4400.00 5349 JXB913979 1941 19 42.05 30000-00 1350.00 200 5351 4850.00 16 1941 极 Aug . (now) 41.5 31.00 .00 22-00-00 5373 120 5800.00 69 1941 100 41.5 33,000.00 121 21.00.00 5382 5800.00 th 40 69 1941 41.5 33.00 a00 122 22,00,00 5200.00 5383 89 JXB 597739 1941 41.5 3000.00 1155.00 5384 139 4155.00 gġ 1941 Jul. (now) 43.05 31,00,00 5410 87 22.00.00 5800.00 1941 49 42.05 100 JXB921301 541.8 3000,00 1550.00 75 4550.00 43.05 JXB924585 1941 49 骼 33.00 -00 117 5420 23,00.00 5800.00 畴 1941 8 JKB924723 41.5 23.00 .00 5421 118 31.00 .00 5200,00 额 JXB924942 1941 41.45 5422 119 33,00,00 2100.00

5200+00

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	arterior.		•			1/	1		- Will	
TPU E		SEASON	OTOR NO.	MODEL	TYPE	CAPIT	BODY	BODY	CHASSIS	TOTAL
Designation of the last	NO.	MAKE	JXB920219	1941	Bus		Gl. os ed	23000 .00		
5467		Indiana	JXB915002	1941	11	41.5	#	3000.00	1550.00	4550.00
5468	72		JKB920246	1941	**	41.5	10	3000 -00	1800.00	4800.00
5474	95		JXB913641	1941	11	41.5	10	3000.00	1550.00	4550.00
5475	96	**	JAB915317	1941	99	41.5	10	3000 .00		4600.00
5501	94	"	DDT-1772	1933	10	35.5	Wooden	3400.00	2500.00	5900.00
5330	64	Fargo	KT-4640	1933	10	35.5	10	3400.00		5900.00
5331	65	11	DDT-1500	1933	19	35.5	16	3400.00	25/00.00	5900.00
5332	66		W8-73832	1930	10	35.5	n	3400.00	2400.00	5800.00
5469	88	Durant	W8-71287	1930	10	35.5	11	3000 .00	2300.00	5300.00
5470	89	10	14-L-69733		10	35.5	11	3000 .00	2300.00	5300.00
5471	90	10	W8-13831	1930	10	35.5	11	3400.00	2900.00	6300.00
5480	126	**	W8-7-4022	1930	18	35.5	**	3400.00	2900.00	6300.00
5481	127		W8-7-35052		10	35.5	11	3400.00	2900.00	6300.00
5485	135	19	8201	1930	11	35.5	**	3400.00	2900.00	6300.00
5472	91		8294	1930	11	35.5	19	3400.00	2900,00	6300.00
5473		n	W8-3-1536	1930	10	35.5	10	3400.00	2900.00	6300.00
5476	129	**	W8-3-4027	1930	11	35.5	11	3400.00		6300.00
5477	131	15	W8-3-8431	1930	11	35.5	10	3400.00	2900.00	6300.00
5478	204	Graham	117929	1936	10	41.5		40,00 .00		8500.00
5386	150		W8-3-4117		Jitne		Closed	2500,00	1250.00	3750.00
5380	160	**	W8-3-4735	1930	11	9	Steel	2500.00	1250.00	
5381 5491	157		W8-3-4376	1930	10	9	- 10	2500,00	1250 -00	
5492	158		W8-3-4794	1930	11	9	10	2500.00	1550.00	
		Lafayett		1937	10	9	10	2500 • 00	1300.00	
5411	162			1937	**	9	10	2500.00	1300.00	3800.00
5412	163	10		1937	. 10	9	11	2500 • 00	1300.00	3800.00
2472	212		GO-3069	1936	Frei	ght to	ruck	2800.00	1865.00	
T11775	1000000	44	68729	1937	19	701	" (wrec	k) 2800.00	700.00	
T11927		44.		1937	10		**	2800.00	1400.00	
T-2813	TO THE REAL PROPERTY.	the same of the	WB909425	1940	10		**	2700.00	1300.00	4000.00
T-5908			68729	1937	Lorry	w/gas	s tank	2300.00	1450.00	
5872	207		JXB911881	1940	th	99 19		2800.00	2000'400	
31-43	7.5	Nash	E-48422	Sedan	Car	1938	В			₹450.00
31-446		E-49389	11	19	194	L			1506.30	
31-442 Chevro		Chevrolet	KR4382794	10	10					1000.00
Marie de di l'		Ford V8	V8-E-26959	06 19	40 Se		ar			750.00
32-13	289	Star	W8-3-4076	19	30	10				4626.12
20.70	-					GENERAL SERVICE AND ADDRESS OF THE PARTY OF	Ethic seeming was			
		TOTAL -	128 veh	icles		PFRO	STMATE COS	T	₽ 7	00,765.60

3. The property was taken by, or the service was rendered to United States forces under the following circumstances:

Prior to the beginning of hostilities on or about March 1, 1941, the Bachrach Motor Co., Inc., was notified to have present at the Motor Transport Division of the Quartermaster Department office a representative to work out plans for the army acquisition and usage of all civilian motor transportation equipments, and supplies. This notification was made by Lt. Col. Rogers, who was at that time the head of the division. The Rural Transit Co., was represented at this and many subsequent meetings by its manager, Mr. R. R. Derrick.

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PLATE	HO.	MAKE	MOTOR NO.	MODEL	TYPE	CAPPT	K BODY	BCDY	CHASSIS	TOTAL
5467	72	Indiana	JXB920219	1941	Bus	41.5	Glosed	P3000 -00	\$2.550.00	\$4550.00
5468	72	0	JXB915002	1941	10	41.5		30.00.00	2550.00	4550.00
5474	95		JXB920246	1941	19	41.5		2000 +00	1800.00	4800.00
5475	96		JEB913641	1941	50	41.5		3000.00	1550-00	4550.00
5501	94	- 49	JKB915387	1941	10	41.5		3000 •00	1600-00	4600.00
5330	64	Fargo	DDT-1772	1933	19	35.5	Wooden	3400.00	2500-00	5900-00
5331	65	*	KT-1640	1933	10	35.5	. 10	3400.00	2500.00	59:00-00
5332	66	99	DUT-1500	1933		35.5		3400.00	25:00.00	5900-00
5469	88	Durant	W8-73832	1930	- 15	35.5	10	3400.00	2400.00	580.0-00
5470	89	49	W8-71287	1930	99	35.5	59	3000 -00	2300.00	5300.00
5471	90		14-1-69733		. 59	35.5	19	30:00 -00	2300.00	5300.00
5480	126	10	W8-13831	1930		35.5	. 10	3400.00	2900.00	6300.00
5481	127	- 14	W8-7-4022	1930	.98	35.5	19	3400.00		6300-00
5485	135		W8-7-35052	1930	10	35.5	10	3400.00	2900-00	6300-00
5472	92	10	8201	1930	- 19	35.5	19	3400.00	2900.00	6300-00
5473	92	99	8294	1930	19	35.5		3400.00	2900-00	6300.00
5476	129	**	W8-3-1536	1930	- 16	35.5	99	3400,00	2900.00	6300-00
5477	130	99	W8-3-4027	1930	- 18	35.5		3400.00	2900.00	6300-00
5478	231	11	W8-3-8431	1930	99	35-5	or .	3400.00	2900 -00	6300.00
5386	204	Graham	117929	1936	19	41.5		4000.00	4500.00	8500-00
5380	250	Durant	W8-3-4117	CONTRACTOR OF THE PARTY.	Jitney	and the second s	G) osed	2500.00	1250.00	3750-00
5381	160	50	W8-3-4735	1930	40	9	Steel	2500.00	1250.00	3750 -00
5491	157	R	W8-3-4376	1930	- 11	9		2500.00	1250 .00	3750 -00
5492	158	W	W8-3-4794	1930	- 11	9		2500.00	1550 a00	4050.00
5411	161	Lafayotte	9	1937		9		2500 -0.0	1300.00	3860-00
5412	162	49		1937		9		2500.00	1300.00	3800 -00
5419	163			1937	- 10	9		2500.00	1300.00	3800-00
-	212	White	G0-3069	1936	Frois	dit tri	nek	2800-00	1865-00	4665-43
T11775			68729	1937	19	1	" (wreck)	00e 006R	700.00	3500.00
T11927	903	92		1937	19	. 1		2800.00	1400.00	4200.00
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V	-	WEAR .	128 vehi	cles	A	PPROSI	DIATE COST		P 70	0,765.60

3. The property was taken by, or the service was rendered to United States forces under the following circumstances:

Prior to the beginning of hestilities on or about March 1, 1941, the Bachrach Motor Co., Inc., was notified to have present at the Motor Transport Division of the Quartermeter Department office a representative to work out plans for the army acquisition and usage of all civilian motor transportation equipments, and supplies. This notification was made by Lt. Col. Regars, who was at that time the head of the division. The Rural Transit Co., was represented at this and many subsequent meetings by its manager, Mr. R. R. Derrick.

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5469	72	Indiana	JXB920219	1941	Bun	40.05	Control of the Contro	P8000 -00	59,550.00	P4550.00
5468	72	***	JXB915002	1942	- 68	41.45		3000.00	1550.00	4550.00
5474	95		JXB920246	1941	99	42.45	10	30.00 •00	1800.00	4800.00
5475	96		JXB923643	1941	68	42.05	99	3000.00	2550.00	4550.00
5501	94		JX8915387	1941	99	43.45	99	3000 000	1600.00	4600-00
5330	66	Farge	DDT-1772	1933	69	35.5	Wooden	3600-00	2500.00	5900-00
5331	65		KE-4640	1933	69	35.5		3400.00	2500.00	5900.00
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5483	754	- 49	W8-7-4022	2930	- 69	35.5		3400.00	2900.00	6300-00
5485	135		W8-7-35052	1930	65	35.5		3400.00	2900.00	6300.00
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At this meeting beside Lt. Col. Rogers, there were present the following U. S. Army officers:

Lt. Col. H. A. Quinn Maj. John Brettel Capt Edmund Starkey and Capt Montgomery

All phases of the usage of civilian equipment, parts and supplies were discussed between the operators and the above army representatives and after several consecutive meetings between the Motor Transport Division of the U.S. Army who are above-named and the various civilian transportation operators namely, Rural Transit Co., represented by its manager, Mr. H. H. Derrick; Pampanga Bus Go., represented by its manager, Col. Harry Andreas; Pangasinan Transportation Co., represented by its manager, Joseph Klar; Northern Luzon Transportation Co., by its manager, Mr. Minick; and Batangas-Tayabas Transportation Co., by its ma-

nager, Mr. Max Blouse, an agreement was reached namely:

, That upon "M" Day each individual company will be notified and from that time on would be a part of the Motor Transport Division of the U. S. Army. That all parts, supplies and equipments would be the property of the U. S. Army and that the U. S. Army would pay for said properties according to their inventories that existed on that date. That all rolling stock would be turned over for the exclusive use of the U. S. Army and would be paid for on a rental basis of \$42.00 per day for each equipment, the Army paying all personnel and maintenance of said equipment and that all other properties such as buildings, would be used exclusively as maintenance shops, warehouse and depots for the U. S. Army and the reasonable rental value paid therefor.

The above agreement was made by the U. S. Army officers representing the Motor Transport Division of the Quartermaster Department at Port Area, Manila and this agreement were accepted by the above-named civilian transportation

companies thru their legal officers.

That on December 8th, 1941, the Rural Transit Co., was called by telephone which call was later on verified by wire by Capt. Montgomery and Maj. Howard Cavender, both assistants to Lt. Col. M. A. Quinn; and was notified that war emergency existed and that former agreements made between the Motor Transport Division of the Quartermaster Department and privately owned transportation companies to report on its first assignment to Camp O'Donnell for the transportation of Philippine Army troops to various places in northern Luzon for defense purposes.

From December 8, 1941 up to and including April 9, 1942 which was the date of the fall of Bataan, all the rolling stock of the Rural Transit Co., was used exclusively by and under direct orders of the U. S. Army and that all spare parts. shop equipments, materials, buildings and all other properties owned by said company was used exclusively as formerly agreed for the use of the U. S. Army and that no properties of the Rural Transit Co., was utilized privately after

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That during the period of December 8, 1941 and the fall of Bataan, all equipments of the Rural Transit Co., was under the direct order and disposal of Lt. Col. M. A. Quinn, either directly or thry his assistants, Maj. Montgo-

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That on December 21, 1941 in order to operate these civilian transportation which was then owned and or being operated by the U. S. Army, Lt. Col. M. A. Quinn requested that Mr. R. R. Derrick, manager of the Rural Transit Co., be commissioned in the Army of the United States and on this date he was comalle.

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December 24, 1941

Lt. Col. M. A. Quinn Motor Transport Division, USAFFE 2623 Azcarraga, Manila

Sir:

I wish to advise that at 2:30 p.m. on December 23rd, during the bombing of San Jose, "ueva Ecija, the Rural Transit depot and station in that place, which was turned over to the United States Army as repair and service depot and which had been operating as such since December the 8th, was completely destroyed by Japanese bombers. One of the bombers made a direct hit at the entrance of said station, igniting the entire town in flames, and everything was thoroughly destroyed, including one Indiana 45-passenger bus known as Body No. 70 which was returning the pool at Cabanatuan from Bayombong, one old bus No. 60 of Durant make, which was note in that place as as an emergency spare in case of road breakdown, and one Durant jitney mechanic's service car. Inasmuch as all records were destroyed in the station, we cannot determine if the supply of gasoline was destroyed. We have there an underground tank with an automatic shut-ff, so the gasoline supply may still be intact, and as soon as the flames subside, this will be opened by the undersigned.

I have contacted Lt. Robinson. I fear that he is going to be of little service to motorized unit in the location it is now ituated, inasmuch as he is opetating only a stationery unit. I further discussed this matter with Col. Balsam at Headquarters, and he expressed the sme opinion. In other words, I believe it would be best if it coincides with your ideas to instruct Lt. Robinson not to wait for trucks in his station for repairs of damages but for him to maintain in camp mechanics to do such jobs. We have found this to be most practical, and we are now operating in Cabanatuan 14 mechanics which are attached permanently to camp units. This is facilitating repairs at these points and avoid bringing damaged equipment to the shop for further attention. If it would be possible to have Lt. Robinson on the main road such as Tarlac, he would be much more of service to the unit. We realize that here we are off the road, but by operating from here and having men in all places, we are able to take care of the work.

We wish to advise that we have taken over, in addition to the servicing of the 98 trucks from the Rural Trunsit Company and the 248 buses, private trucks and cars commandeered by the U.S. Army under Gan. Stevens, the servicing and repairing of all "eadquarters units. I believe we can give them adequate service from this depot. I am working directly with Col. Balsam in this respect.

As a result of conversations at Headquarters, I would like to request that a mess kitchen be established in this depot which will be necessary to take care of the drivers of my full unit; otherwise, they will be left with the camps or whereever they happen to be. For your information, Lt. Robinson has now a mess kitchen being maintained in his new station thru Stotsenberg. This is too great a distance from Cabanatuan.

We are carrying on under pressure and adversed conditions, but we are keeping everything under repair and operation in this vicinity. We agree that without doubt this proedure is not in accordance with army regulations. However, we are making all shop jobs in accordance with our civilian operation, and I believe a continuation of this procedure is more satisfactory than making changes which our personnel, being civilians, would not be finiliar. Furthermore, I believe it would be more advisable not to make a complete change at this time but to carry on until January the 1st, and letting the Backmach Motor Co., Inc. advance the necessary salaries. The pyrolls are in quadruplicates, the original of which are signed by the employes. These payrolls can then be reimbursed by the U. S. Army after proper certification. The same procedure can be carried on in shop work.

We consider that all properties of the Rural Transit Company are in the possession and under the direct juresdiction of the United States Army, but we consider that these properties, such as shop equipment and operation, are being operated for the Army, and to save a change over in procedure, I believe it would be best to postpone any change until the first of January.

We have over 90% of all supplies owned by the Rural Transit Company, and to inventory all of these parts amounting to more than \$200,000 would merely be an expensive job at this time when all personnel are needed in actual work. It is much easier merely to charge all parts and equipment to the United States Army and consider that all other equipment to the United States Army and consider that all other equipment are the properties of the Army but not charged until the same are used.

The above, of course, are suggestions and I am only speaking from the point of practicability for we are exercising everything possible to expediate as well as to economize on the operation of this depot.

Respectfully yours.

R. DERRICK Captain, USAFFE Motor Transport Division

A TRUE COPY:

Somman E. WINSLOW

1st Lt., CAC

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missioned as a captain and did continue to operate all the properties of the Rural Transit Co., as well to oversee and supervise properties of other companies, then being operated by the U. S. government. That upon the invasion of the Japanese in northern Luzon he did retire under orders to Bataan with all equipments, supplies, parts, etc., where they continued to be utilized until the fall for the use of the U. S. Army.

- 4. The value of the property when taken or services rendered, as agreed upon are as follows:
 - a. 128 vehicles all being legally owned by the Rural Transit Col, owned and operated by the Bachrach Motor Co., Inc., and being legally licensed to operate in the Philippine Islands in accordance with regulations set forth by the Public Service Commission of the Commonwealth of the Philippines. According to the contract this price of F42.00 per day from December 8th, 1941 to April 9th, 1942 inclusive

The Rural Transit Co., operated complete machine shops at Manila, Cabanatuan, Nueva Ecija and Bayombong, Nueva Wizcaya. Those maintenance shops were equipped to completely build and rebuild motor equipments of the nature used by the company, In accordance with the regulation laid down by the Public Service Commission of the Commonwelath of the Philippines, the company did maintain its equipments so that at all time it was modern and infirst class condition and was never rejected on the periodic inspectionmade by the Public Service Commission. This meant that all the equipment of the Rural Transit Co., was constantly being rebuilt and that a piece of equipment altho the motor number and the shell of a block of the motor might be as much as five years old, no doubt the behicle itself has been completely renewed. For it was the policy of this company and the company was constantly rebuilding as well as adding new equipments at all time. For example all mechanical parts of vehicles would usually be replaced at various stages over a period of one year, likewise it was necessary due to keen competition to add constantly to the appearance and spaciousness of the vehicle. Therefore, new bodies were being built and the entire fleed operated by this company was modelled up to date. For example all passenger bus bodies were constructed on a frame of steel and hardwood covered with 16 gauge black iron, machine welded; interior of masonite, all seats were made with inter-sprung cushions covered with heavy artificial leather.

b. Materials, supplies and spare parts.

Due to the complete destruction by fire and combat of all office records of the Bachrach Motor Co., Inc., owners and operators of the Rural Transit Co., inventories are not available to file, but in accordance with orders from the Motor Transport Division of the Quartermaster Department and at the instance of orders issued by Lt. Col. M. A. Quinn as head of this department of the U. S. Army, constant reports were made as to the operation as well as supplies on hand and we attached and marked "Exhibit A" a copy of a latter dated December 19th, 1941 addressed to Lt. Col. Rogers. This letter shows that on this date the Rural Transit Co., carry a stock of motor parts in the amount of #200,000.00. Besides these parts the Rural Transit Co., in order to operate did have and turned over to the Us. S. Army complete welding equipments, battery rebuilding and maintenance equipments, tire rebuilding equipments and in addition to these all tools which include two steel lathes, hydraulic service lifts and did

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DECLASSIFIED Authority MND 883678

become property of the U.S. Army The appresimate value of these equipments has been arrived by showing a depreciation of approximately 50% and we set forth the reasonable value in the sum of 219,489.59

- c. Rental of all buildings utilized by the U. S. Army from December 8, 1941 to December 31, 1941 for shops and depots usage: Cabanatuan, Nueva Ecija - one large compound building situated of the SE corner of Zulueta & Burgos streets two stories in height constructed of wood with concrete base and an approximate size of 300 X 275 ft. (Meets and bounds, description of said property destroyed.) at P1,000.00 a month San Jose, Nueva Ecija - buildings located within the municipal limits of San Jose, Nueva Ecija known as the Bunag property and comprising four buildings: I two story building constructed of wood of approximately 30 X 50 fest in size; I gasoline station with centrifugal pumps of approximately 12 C 20 feet in size; I station house, one story in height of an approximate size of 100 X 20 feet; 1 "tienda" building, one story in height of an approximate size of 10 X 15 feet. at \$500.00 a month Bayombong, Nueva Vizcava - property known as Rual Transit Co., compound located on the national road, one half kilometer NE of the municipal center of Bayombong, Nueva Vizcaya, 4 buildings. Station and office building constructed of wood, one story in height of approximately 20 X 40 feet in size; 1 shop building of the approximate size of 50 X 15 feet housing shop equipment and repair facilities; I building housing clinic and personnel, one story in height constructed of wood of the approximate size of 20 X 30 feet; I building parts and supplies having a size of approximately 20 Echague. Isabela - property know as Rural Transit Co., compound situated in the municipality of Echague, Isabela comprisong two buildings; office and parts building, one story in height constructed of wood with an approximate size of 30 X 40 feet; I warehouse for the storage of fuel constructed of concrete and galvanized iron of the size of approximately 15 X 25 feet at \$300.00 a month \$230.00 Ilagan, Isabela - property on the national road in the center of the municipality comprising two buildings; I two story building constructed of wood and utilized for parts and living quarters of the approximate size of 20 X 25 feet; 1 building constructed of galvanized iron used as warehouse of the approximate size of 10 X 25 feet, at \$400.00 a month ... \$306.59 Causyan, Isabela - property known as Rural Transit Co., compound in the municipality of Cauayan, Isabela, comprising two buildings: 1 building of concrete and galvanized iron utilized as office, parts and for supplies with an approximate size of 10 X 15 feet; I building utilized as living quarters of approximately 10 X 15 feet in size. Both buildings one story in height at \$400.00 a month \$306.59

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STATEMENT OF CAPTAIN ROSCOE PRICE, INFANTRY; 0-256298

I was ordered to Fort Stotsenburg on February 23, 1941, placed in command of

by orders of Headquarters, Philippine Department, U. S. Army. In addition to my duties, I was appointed Post Transportation Officer of Fort Stotsenburg. Only government owned vehicles were in the pool at this time. Lt. Marion L. Damon and Lt. Elmer J. Hogue were detailed with me. Up until 8 December 1941 we carried on normal routine motor transport operation.

On December 18, I was ordered to join General Wainwright's headquarters at Bamban, and assigned as assistant Quartermaster in chargeddof transportation under Colonel Alfered 5. Balsom, Quartermaster, North Luzon Forces. When I reported for duty, Colonel Balsom through Colonel Quinn had already taken possession for the Army of all vehicles of the public transportation system in northern Luzon: Pambusco, Bantranco and Rural Transit Co. In addition to the rolling stock, they had taken over the shop, parts and other equipment including gasoline, tires and other supplies. I never heard or saw any inventory of the parts, gasoline or the number of vehicles that the Army took over.

On December 22, I was ordered to Cagayan Valley and on the way up I was ordered to inspect the various motor shops and motor pools, and to see to it that the vehicles and gasoline supply were being used not for civiliansbut for Army purposes. The first place I stopped was at Cabanatuan. I found the shops owned by the Rural Transit Co. were being used for the maintenance of Vehicles. I was advised that all of the Rural Transit Co.'s rolling stock were taken over, but I do not know how many vehicles were included. Colonel Balsom told me this. There was a great deal of traffic centered around this spot and these shops were taking care of the maintenance for this whole center. Practically all of the mechanic working on the maintenance were civilian employees of the Rural Transit Co. There may have been one or two of the Philippine Army mechanic, but the responsibility rested with the employees of the Rural Transit Co. There were practically front line combat conditions and it was physically impossible for this motor pool to maintain paper record of parts used in the maintenance of this equipment or of gasoline, oil or supplies delivered to the vehicles on their needs. As one illustration, I telephone at another time to Major Derrick, who was operating this pool and ordered him to send me immediately a truck loaded with all types of parts and equipme Inmiddle of his civilian mechanics as the Army needed them at Alcala, the General Headquarters. Major Derrick sent this truck immediately and on its arrival there was no opportunity to take an inventory or maintain any paper record due to combat condition.

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DECLASSIFIED Authority DND 883678

It would be impossible to make an estimate of the parts or equipment shipped out on this truck.

The next places I stopped were San Jose, Sta. Fe, and Bayombong. I stopped at Santiago at the Rural Transit Co.'s emergency shop and took an inner tube for My vehicle. The Army was operating this shop. The next stop was Llagan. At the next stop was the farthest north I went, I think it is called the town of Gauayan. They had established on the south of the road a gasoline station and they had one truck there with spare parts operated by the personnel and equipment taken from the Rural Transit Co. This was also right next to the truck lines under battle conditions.

Then I returned to headquarters. There was no civilian operation of motor equipment of any type that I saw during this inspection trip as the Army had to commander motor equipment and supplies. On my return I brought out from this area twenty vehicles of miscellaneous types, all buses, part being from Rural Transit Co. and part from Pambusco, and maybe some other companies. These already have been taken over and used for some days by the Army prior to my arrival, but I felt the headquarters needed them and took them back. I evacuated civilians out of the battle area with this equipment during my return trip. I do not know where the civilian drivers were at the time these Army drivers drove these vehicles out. I made a report to General Wainwright through Colonel Balsom in writing about 26 December 1941 of what I found this trip.

The Army didnnot have Army drivers available and we took over from these Transit companies civilian drivers and the Army used them straight on through this entire campaign. Some of them were enlisted into the Army, but many of the others were never enlisted. The Army would feed these drivers and would give them medical care and attention and try to put them up at night, or they would have to sleep in their buses. Tents were never available. I do not know whether or not the Army paid these civilians. I do know that Major Derrick while operating the motor pool for the Army paid the Rural Transit civilian drivers and mechanics and employees from the Rural Transit Co.'s fund up to 31st December 1941. I do not know the details of how the civilian drivers from the other companies were paid.

All of the big Transit Companies equipment were taken by the Army, but during the latter part of the campaign, Army personnel would locate individual civilian vehicles that had been abandoned up near the front line and the Army would take this over and placed them in the motor pool. I do not know in what manner these vehicles have been run close to the front line and abandoned, whether by civilians or Army personnel. There is no way to say how many individual vehicles were taken by the Army this way, but we were taking for Army use all vehicles we could loc te.

The general repair shop of the Panbusco in Fernando, Pampanga was taken over and used exclusively for repair, etc. of Army vehicles and civilian vehicles taken by the Army including tires, spare parts, gasoline and the entire stock there, and the civilian employees and mechanics went right shead with their duties, but the services were all performed for the Army.

DECLASSIFIED Authority MD 883678

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DECLASSIFIED Authority DND 883678

There were a large number of cars and trucks taken over at Fort Stotsenburg by Capt. Chester A. Johnston, F.A. 24th F.A., and receipts given by him.

/s/ Roscoe Price /t/ ROSCOE PRICE Captain, Inf. 0-256298

CERTIFIED TRUE COPY:

/s/Fred L. Schwartz /t/FRED L. SCHWARTZ Captain, Inf. Investigating Officer

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Jouran C. Window

BORMAN E. WINSLOW

1st Lt. CAC

(trip)

RURAL TRANSIT CO. Cabanatuan, N. E.

C-1225(41)

Dec. 5, 1941

Rural Transit Company Cabanatuan, N. Ecija

Gentlemen: ATTEN: MR. R. DERRICK, MANAGER

Last night, at about 10:00pm, we received a rush telegram from Echague, Original of which is herewith enclosed. We replied same, as per copy attached, instructing Mr. Flores not to compromise any trip with the US Army as I was going to attend it myself.

When I arrived Echague at around 6:00am, I found out that trucks 71, 90, 144 and 149 left with 135 soldiers at 1:30am this morning. According to Mr. Flores, he refused to dispatch the trips for lack of authority from the Manager or the Division Office, but Lieut. Porter forced Mr. Flores as the former received a telegram from the Headquarters to move by all means at dawn taking any available transportation. I proceeded to confer Lieut. Porter and accomplished the enclosed contract of hire for four trucks which we hope you will find in order.

This emergency call last night was an order from the Headquarters, US Army and not from the Manager. In view hereof, I would like to request for the opinion of the Manager if we can dispose our trucks at any and all times for the US Army, without communicating with the Central Office. We would be handicapped if we will be taken all of a sudden by the Army authorities and we hope to hear from you for our guidance.

Yours very truly, RURAL TRANSIT COMPANY By:

> (SGD.) H. KUTNER Div. Superintendent

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NORMAN E. WINSLOW

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DECLASSIFIED Authority UND 883678

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TELEGRAM FOR TRANSMISSION

Bayombong, N. Vizcaya December 4, 1941

MR. M. M. FLORES Rural Transit Company Echague, Isabela

Do not make contract with army will be there tomorrow morning.

KUTNER

A TRUE COPY:

NORMAN E. WINSLOW

1st Lt., CAC

DECLASSIFIED
Authority D 883678

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1st Lt.,



December 6, 1941

Rural Transit Company Bayombong, N. Vizcaya

Gentlemen:

Attention: Mr. H. Kutner, Division Superintendent

In answer to your C-1225, be advised that no Filipino Army Officer can order this Company or order the use of our tracks without our permission and any Officer that takes this upon himself upon our refusal is open for prosecution both civilly and through military channels.

We do, however, wish to cooperate with the U.S. Army in every way and we realize at times that emergency orders do come. However, it is necessary and should be necessary before any body allows a truck to be used that such permission is received and granted. Notify Mr. Flores of this order.

Your handling of this matter was well in order.

Yours very truly, RURAL TRANSIT COMPANY

BY

(SGD.) R. DERRICK, Manager.

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Johnson E. WINSLOW

Dat Lt., CAC

B_ 1015(41)

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(SGD.) R. DERRICK, Manager.



MINUTES OF THE STOCKHOLDERS MEETING
OF THE BACHRACH MOTOR COMPANY, INC
HELD AT 105 MANGA AVENUE, MANILA, ON THE
THIRTIETH DAY OF NOVEMBER, NINETEEN HUNDRED
FORTY-FIVE AT 4:00 P.M.
IN ACCORDANCE WITH NOTICES HERETO ATTACHED

STOCKHOLDERS PRESENT:

Mrs. Mary McD. Bachrach
Estate of E. M. Bachrach
Mrs. Mary McD. Bachrach, Administratrix
Mr. H. M. Levine
Mr. P.O'Brien
Mr. J. V. Hickey
Mr. Elmer Madsen

9,665.3 Shares
6,683.7 Shares
1 Share
1 Share
1 Share

The meeting was called to order by the President of the Corporation, Mrs. Mary McD. Bachrach, at exactly 4:00 p/m.

MRS. BACHRACH: As Mr. Elmer Madsen has just arrived in time for our meeting and Mr. J. V. Hickey coming in to Manila, I think, it would be the best time to call this meeting.

Mr. Elmer Madsen is present by invitation.

The following directors were unanimously elected by the stockholders of the Corporation:

Mrs. Mary McD. Bachrach Mr. H. M. Levine Mr. P. O'Brien Mr. Elmer Madsen Mr. J. V. Hickey

Upon motion of Mr. J. V. Hickey and seconded by Mr. Elmer Madsen, it was placed on record

THAT the stockholders of the Corporation have full and complete knowledge of the claims which were filed with the U. S. Claims Service, AFNESPAC on behalf of the Corporation and signed by the President. Full approval is hereby given to every action which she had taken. The President is hereby given full authority to negotiate and complete the procurement claims against the United States government. Only that portion of the minutes of the special meeting on August 28th, 1945 as covers the procurement or contractual claims of the Company in the name of Mr. H. M. Levine is rescinded; that Mr. H. M. Levine will continue to handle all the claims of the customers on cars and trucks.

Upon motion of Mrs. Mary McD. Bachrach and seconded by Mr. H. M. Levine, it was unanimously

RESOLVED that Messrs. Fleming & Williamson, auditors of the

OF THE BACHRACH MOTOR COMPANY, INC
HELD AT 105 MANGA AVENUE, MANILA, ON THE
THIRTIETH DAY OF NOVEMBER, NINETEEN HUNDRED
FORTY-FIVE AT 4:00 P.M.
IN ACCORDANCE WITH NOTICES HERETO ATTACHED

STOCKHOLDERS PRESENT:

Mrs. Mary McD. Bachrach
Estate of E. M. Bachrach
Mrs. Mary McD. Bachrach, Administratrix
6,683.7 Shares
Mr. H. M. Levine
Mr. P.O'Brien
Mr. J. V. Hickey
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1 Share
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Upon motion of Mr. J. V. Hickey and seconded by Mr. Elmer Medsen, it was placed on record

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Upon motion of Mrs. Mary MeD. Bachrach and seconded by Mr. H. M. Levine, it was unanimously

RESOLVED that Messrs. Fleming & Williamson, auditors of the

DECLASSIFIED Authority DND 883678

MINUTES OF THE STOCKHOLDERS MEETING
OF THE BACHRACH MOTOR COMPANY, INC
HELD AT 105 MANGA AVENUE, MANILA, ON THE
THIRTIETH DAY OF NOVEMBER, NINETEEN HUNDRED
FORTY-FIVE AT 4:00 P.M.
FORTY-FIVE AT 4:00 P.M.
IN ACCORDANCE WITH NOTICES HERETO ATTACHED

COCKHOLDERS PRESENT:

Mrs. Mary McD. Bachrach
Estate of E. M. Bachrach, Administratrix
Mrs. Mary McD. Bachrach, Administratrix

1 Share
Mr. H. M. Levine
Mr. P.O'Brien
Mr. J. V. Hickey
Mr. Elmer Madsen

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Upon motion of Mrs. Mary McD. Bachrach and seconded by Mr. H. M. Levine, it was unanimously

RESOLVED that Messrs, Fleming & Williamson, auditors of the

DECLASSIFIED Authority ND 883678

Corporation before the war, be appointed to continue as Auditors of the Corporation.

There being no further business, the meeting was adjourned at exactly 4:40 p/m.

(Sgd.) Mary McD. Bachrach

(Sgd.) H. M. Levine

(Sgd.) Elmer Madsen

ATTEST:

(Sgd.) P. A. Millan Secretary (Sgd.) Mary McD. Bachrach Estate of E. M. Bachrach Mrs. Mary McD. Bachrach Administratrix

(Sgd.) P. O'Brien

(Sgd.) J. V. Hickey

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Authority MND 883678

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(Sgd.) P. O'Brien

(Sgd.) J. V. Hickey

December 18, 1941

The Director of Posts Manila

Re: Mail deliveries

Dear Sir:

We wish to advise that since December the 12th, all equipment, stocks, and facilities of the Rural Transit Company have been taken over by the United States Army. Consequently, we have no facilities to handle any mails for the Bureau of Posts. We, therefore, will not utilize any army equipment for this purpose hereafter without we receive specific orders from the Army Headquarters of General MacArthur or the Motor Transport Division under Lt. Col. A. M. Quinn in Manila.

We have, for the last few days, endeavored to accomodate the Bureau of Posts by using personal cars, etc. We would be unable to do this after this date.

Yours very truly,

RURAL TRANSIT COMPANY

By

R. DERRICK Manager

Copy to Postmaster, Cabanatuan, N. Ecija

A TRUE COPY:

MORMAN E. WINSLOW CAC

DECLASSIFIED
Authority D 883678

December 18, 1941

The Director of Posts

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Authority NND 883678

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By

R. DERRICK Manager

Copy to Postmaster, Cabanatuan, N. Ecija

A TRUE COPY:

NORMAN E. WINSLOW 1st Lt., CAC



Manila, October 15, 1945.

Claims Commission Procurement Claims Division U. S. Army, Manila, Philippine Islands.

Gentlemen:

We herewith submit the contractual claims of the Rural Transit Company owned and operated by the Bachrach Motor Co., Ind., Manila, Philippine Islands. Attached thereto for the commission's information and aid are the following papers:

- 1. Marked Exhibit "A" an affidavit of Mr. B. C. Jacks, the assistant manager of the Rural Transit Company up to and including December 8th, 1941 and employed by the government from that date to December 31st, 1941 by the U.S. Army.
- 2. Exhibit marked "B", extract of a letter dated December 19, 1941 addressed to Col. Rogers, executive officer, Motor Transport Division, USAFFE by Mr. R. R. Derrick, manager of the Rural Transit Company wherein it is set forth the approximate value of the spare parts held on that date by the Rural Transit Company.
- 3. Marked Exhibit "C", an extract of a letter written by
 Lt. Col. M. A. Quinn, which original was addressed and sent to Gen.
 Drake, Corregidor. All complete copies of this letter were destroyed at the time of the fall of Bataan. This extract was furnished
 Maj. Derrick by Col. John Brettel, executive officer of Col. Quinn.
 The stemographer who wrote this letter was one civilian by the name of Valero who had been employed prior to the war by a mining corp-

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Menila, October 15, 1945.

Glaims Commission Procurement Glaims Division U. S. Army, Manila, Philippine Tslands.

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2. Exhibit marked "B", extract of a letter dated December

19, 1941 addressed to Gol. Rogers, executive officer, Motor Transpert Division, USAFFE by Mr. R. R. Derrick, manager of the Rurel

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- 2 -

oration and possibly may be alive.

These exhibits are placed in the hands of the Commission with hopes that they may facilitate the handling of this claim.

Very respectfully yours,

(Mrs.) MARY McD. BACHRACH

President

THE BACHRACH MOTOR CO., INC.,

Owners & Operators of the Rural Transit Co.

Encle: As above.

A TRUE COFY: Hornrawelle indeed

NORMAN E. WINSLOW

1st Lt CAC

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DECLASSIFIED Authority NND 883678

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(Mre.) MARY MeD. BACHRACH President THE BACHRACH MOTOR CO., INC., Owners & Operators of the Rural Transit Co.

Enclos As above.

A TRUE COPY a

Horman El Vinolow MORMAN E. WINSLOW let Lt

GAG

December 24, 1941

Lt. Col. M. A. Quinn Motor Transport Division, USAFFE 2625 Ascarraga, Manila

S 1 1º 1

I wish to advise that at 2:30 p.m. on December 23rd, during the bombing of San Jose, "neva Ecija, the Rural Transit depot and station in that place, which was turned over to the United States Army as repair and service depot and which had been operating as such since December the Sth, was completely destroyed by Japanese bombers. One of the bombers made a direct hit at the entrance of said station, igniting the entire town in flames, and everything was thoroughly destroyed, including one Indiana 45 passenger bus known as Body No. 70 which was returning the pool at Cabanatuan from Bayombong, one old bus No. 66 of Burant make, which was held in that place as as an emergency spare in case of read breakdown, and one Durant jitney mechanic's service car. Inasmuch as all records were destroyed in the station, we cannot determine if the supply of gasoline was destroyed. We have there an underground tank with an automatic shut-ff, so the gasoline supply may still be intact, and as soon as the flames subside, this will be opened by the undersigned.

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I have contacted Lt. Robinson. I fear that he is going to be of little service to motorized unit in the location it ks now stuated, inasmuch as he is opetating only a stationery unit. I further discussed this matter with Col. Balsam at Beadquarters, and he expressed the same opinion. In other words, I believe it would be best if it coincides with your ideas to instruct Lt. Robinson not to wait for trucks in his station for repairs of damages but for him to maintain in camp mechanics to do such jobs. We have found this to be most practical, and we are now operating in Cabanatuan 14 mechanics which are attached permanently to camp units. This is facilitating repairs at these points and avoid bringing damaged equipment to the shop for further attention. If it would be possible to have Lt. Robinson on the main road such as Tarlac, he would be much more of service to the unit. We realize that here we are off the road, but by operating from here and having men in all places, we are able to take care lof the work.

We wish to advise that we have taken over, in addition to the servicing of the 98 trucks from the Rural Transit Company and the 348 buses, private trucks and cars commandeered by the U.S. Army under Cen. Stevens, the servicing and repairing of all "eadquarters units. I believe we can give them adequate service from this depot. I am working directly with Col. Balsam in this respect.

As a result of conversations at Headquarters, I would like to request that a mess kitchen be established in this depot which will be necessary to take care of the drivers of my full unit; otherwise, they will be left with the camps or whereever they happen to be. For your information, Lt. Robinson has now a mess kitchen being maintained in his new station thru Stotsenberg. This is too great a distance from Cabanatuan.

We are carrying on under pressure and adversed conditions, but we are keeping everything under repair and operation in this vicinity. We agree that without doubt this procdure is not in accordance with army regulations. However, we are making all shop jobs in accordance with our civilian operation, and I believe a continuation of this procedure is more satisfactory than making changes which our personnel, being civilians, would not be familiar. Furthermore, I believe it would be more advisable not to make a complete change at this time but to carry on until January the 1st, and letting the Bachrach Motor Co., Inc. advance the necessry salaries. The pyrolls are in quadruplicates, the original of which are signed by the employes. These payrolls can then be reimbursed by the U.S. Army after proper certification. The same procedure can be carried on in shop work.

We consider that all properties of the Bural Transit Company are in the possession and under the direct juresdiction of the United States Army, but we consider that these properties, such as shop equipment and operation, are being operated for the Army, and to save a change over in procedure, I believe it would be best to postpone any change until the first of January.

We have over 90% of all supplies owned by the Eural Transit Company, and to inventory all of these parts amounting to more than \$200, 000 would merely be an expensive job at this time when all personnel are needed in actual work. It is much easier merely to charge all parts and equipment to the United States Army and consider that all other equipment are the properties of the Army but not charged until the same are used.

The above, of course, are suggestions and I am only speaking from the point of practicability for we are exercising everything possible to expediate as well as to economise on the operation of this depot.

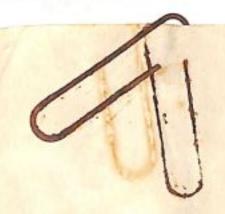
Respectfully yours,

A TRUE COPYS

NORMAN B. WINSLOW

Let Lt., GAO

R. DERRICK Captain, USAFFE Motor Transport Division



December 18, 1941

Mr. Jose Santiago San Jose Incharge

you will proceed to Bayombong making payment of employes in that territory, as per verbal orders.

you will proceed to Cauayan Station, if possible, paying the salaries of employes in that place. You will also check all equipment from Bayombong north, setting forth who is using the same and from what date the same was used.

you will check all gasoline deposits, bringing with you all pertinent records in the station in the north as to issuance of slips, etc. You are authorized to instruct Bayombong and Cauayan how to charge repairs to trucks requisitioned under the U.S. Army and how to issue gasoline.

In accordance with former orders, Inspector Ancheta, mechanics, and stockclerks are the only ones to be maintained at Cauayan Station. Stockclerks will issue gasoline and needed parts. You will bring with you the blacksmith and helper with tools from Bayombong to Cabanatuan. You will report if gasoline and oil have been removed from Echague Station in accordance with formers orders. You will collect all moneys in the hands of conductors in all territories in the north, bringing with you tickets and reports. You have authority to make an account of all cash in the Cauayan Station, and you will endeavor to contact from that point, Ilagan Station and have all moneys bring to you from that Station. The Ilagan Station is declared closed with only soliven to remain who will act as watchman and care taker of gasoline, and you will instruct him as to the issuance of gasoline only to army trucks. In case of any trouble in the north, Cabanatuan must be notified immediately and military orders and guards will be sent to any point.

You will notify all employes and stations that all properties and equipment formerly owned by the Rural Transit Company are now part of the United States Army and under direct control of the Army, thru the undersigned.

RURAL TRANSIT COMPANY

Morman E. WINSLOW
A TRUE COFY: 1st Lt., CAC

R. DERRICK Manager

December 24, 1941

Lt. Col. N. A. Quinn Motor Transport Bivision, USAFFE 2623 Ascarraga, Manila

Sir:

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I have contacted Lt. Robinson. I fear that he is going to be of little service to motorized unit in the location it is now stuated, inasmuch as he is operating only a stationery unit. I further discussed this matter with Col. Balsam at "sadquarters, and he expressed the same opinion. In other words, I believe it would be best if it coincides with your ideas to instruct Lt. Rebinson not to wait for trucks in his station for repairs of damages but for him to maintain in camp mechanics to do such jobs. We have found this to be most practical, and we are now operating in Cabanatuan 14 mechanics which are attached permanently to camp units. This is facilitating repairs at these points and avoid bringing damaged Equipment to the shop for further attention. If it would be possible to have Lt. Robinson on the main road such as Tarlac, he would be much more of service to the unit. We realize that here we are off the road, but by operating from here and having men in all places, we are able to take care of the work.

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Respectfully yours.

Mondowll milow

NORMAN E. WINSLOW lat Lt., CAG R. DERRICK Captain, USAFFE Motor Transport Division Commonwealth of the Philippines):
City of Manila)

AFFIDAVIT

I, Ralph R. Derrick, Major, QMC, being first duly sworn under oath, depose and state:

That the attached is a true extract copy of a letter written by me on 19 December 1941 addressed to Col. Rogers, Executive Of icer, Motor Transport Division, USAFFE.

RALPH R. DERRICK Maj., QMC

Subscribed and sworn to before me this 20th day of October 1945.

FRED L. SCHWARTZ Capt., Inf Investigating Officer

A TRUE COPY:

MORMAN E. WINSLOW
1st Lt., CAC

DECLASSIFIED Authority MND 883678

Commonwealth of the Philippines)

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Authority DND 883678

Commonwealth of the Philippines)

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FRED L. SCHWARTZ Capt., Inf Investigating Officer

A TRUE COFY:

MORMAN E. WINSLOW lat Lt., GAC Exhibit "B"

"CONFIDENTIAL

Col. -ogers Wrecutive fficer Motor Transport Division, USAFFE Manila

SIR:

We further wish to advise that the Rural Transit Company is maintaining its shop in full opetation at Cabanatuan, doing no outside work but are operating under orders either of the Commanding Officer of this Division or the Moter Transport Officer incharge of equipment, included in the attached inventory. (Note: This inventory I have been unable to trace or locate). We are transporting all gasoline to this contingent from Cabanatuan. The Rural Transit Company is operating six service cars with a personnel of approximately twelve men to the camp, a distance of about twelve kilometers - making repairs and putting the equinment in order. Our show in Cabanatuan is working approximately a personnel of sixty men. We are maintanining all parts and stocks for motorized equipment at Cabanatuan. Every other day we get supplies from Manila to be ready for any emergency, and at the present time we are carrying motor parts in Cabanatuan in the form of approximately \$200,000,00.

> (Sgd.) R. Derrick Manager

December 19, 1941"

Copy furnished: Lt. Col. A. M. Quinn Motor Transport Division, Manial

A TRUE COPY:

omandle histon HORMAN E. WINSLOW

(1st Lt.,

DECLASSIFIED Authority NND 883678

Exhibit "B"

December 19, 1941"

"COMPIDENTIAL Col. Rogers Executive Officer Motor Transport Division, USAFFE Manila

SIR:

We further wish to advise that the Rural Transit Company is maintaining its shop in full operation at Cabanatuan, doing no outside work but are operating under orders either of the Commanding Officer of this Division or the Moter Transport Officer incharge of equipment, included in the attached inventory, (Note: This inventory I have been unable to trace or locate). We are transporting all gasoline to this contingent from Cabanatuan. The Eural Transit Company is operating six service cars with a personnel of approximately twelve men to the camp, a distance of about twelve kilometers - making repairs and putting the equinment in order. Our shop in Cabanatuan is working approximately a personnel of sixty men. We are maintanining all parts and stocks for motorized Equipment at Cabanatuan. Every other day we get supplies from Manila to be ready for any emergency, and at the present time we are carrying motor parts in Cabanatuan in the form of approximately #200,000,00.

> (Sgd.) R. Derrick Manager

Copy furnished: Lt. Col. A. M. Quinn Motor Transport Division, Manial

A TRUE COPY:

Younawell uslow HORMAN E. WINELOW CAG 1st Lt.,

Cabanatuan, Nueva Ecija December 17, 1941

TO WHOM IT MAY CONCERN:

This is to authorize, by order of Lt. Col. A. M. Quin, Motor Transport Depot, for the Rural Transit wreckage trucks to pick up and remive to Cabanatuan for repairs any and all United States army trucks of vehicles which are stranded by reason of wreckage or engine failure.

> A. M. Quin Lt. Col., Motor Transport Depot

By

R. DERRICK Manager Rural Transit Company

youran Carinlow NORMAN E. WINSLOW 1st Lt., CAC

DECLASSIFIED Authority NND 883678

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By

R. DERRICK Manager Bural Transit Company

A TRUE COPY:

CAC

Est Lt ..

SATEMENT OF MRS. MARY McD. BACHRACH, PRESIDENT OF THE BACHRACH MOTOR GO., INC.

(Owners and Operators of the RURAL TRANSIT COMPANY)

I, MARY McD. BACHRACH, 69 years of age, widow, a legal citizen of the Philippine Islands and president of the Bachrach Motor Co., Inc., owners and operators of the Rural Transit Company states:

That prior to December 8, 1941, the Rural Transit Co., was operating a bus line under the authority of the Public Service Commission from Manila to Tuguegarao, Cagayan with other routes branching off on the east portion of northern Luzon;

That the Bachrach Motor Go., Inc., was the legal owner of all busses, trucks and other motor equipment together with the maintenance shops, parts, supplies and materials used by said company in its operations;

That on December 8, 1941 all equipment, materials, including spare parts and full use of premises were taken over by the U. S. Army for its sole use and that to this date no compensation or payment has been made to the Bachrach Motor Co., Inc., for said properties or the use thereof;

That all the above properties were not taken to prevent their usage by the enemy but was taken and utilized by the U.S. Army for their convenience;

That at the time they were taken there existed a military emergency;

That for the properties claimed there is no salvaged value;

That the Bachrach Motor Co., Inc., has made no other claim for said items with any U. S. agency or department;

That all amounts of moneys claimed and asked for are the agreed payments and reasonable values of the properties taken.

(Mrs.) MARY McD. BACHRACH

Subscribed and sworn to before me this 18 day of October,

SATEMENT OF MRS. MARY MOD. BACHRACH, PRESIDENT OF THE BACHRACH MOTOR GO., INC. (Owners and Operators of the RURAL TRANSIT COMPANY)

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PAUL W. BANCER Official

Major FA Claims Investigation Officer

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Vorman Ellindow TNORMAN E. WINSLOW

CAC lst Lt

PAUL W. BAKER Official Major FA Claims Investigation Officer

Mounaul Winslow NORMAN E. WINSLOW

lat Lt

DECLASSIFIED
Authority ND 883678

Official

Major FA

Glaims Investigation Officer

A TRUE GOPY:

Monmondel uslow

NORMAN E. WINSLOW GAG

a transfer was the total transfer of

QMC - U.S.A., 312 General Hospital, Ward D-2 City Address: 81 Manga Avenue, Sta. Mesa Heights (Was in Bataan with Colonel Quinn)

Prior to the outbreak of the war I was Manager of the Rural Transit Company owned and operated by Bachrach Motor Company. This company operated motor transportation passenger service from manila north as far as Tuguegarao. Approximately in February of 1941 I was called on the talephone by Colonel Michael A. Quinn, and was requested to come to Manila for a meeting with Army officials relative to the transportation facilities of the Philippine Islands. This meeting was attended by meself as well as many subsequent meetings in which were present other managers and owners of transportation companies operating in the Philippines. In these meetings there were present many officers who I have now forgotten as to name but at this time Colonel "ogers was the Officer in charge and acted as chairman of the meeting. Colonel Rogers at that time was executive officer of the Motor Transport Division, USAFFE. Other officers present that I remember were Major John B. Brettell, Captain Ad. Montgomery, and Major Edmond Starky. Colonel Quinn was present at all meetings. During these meetings it was discussed and it it was finally and clearly mapped out to all of us operators exactly what territory was to be serviced by individual company in case of emergency. It was, further, not only understood but was agreed that the United States Army in case of emergency was and would immediately take over each and every civilian company represented both as to rolling equipment, shops and motor parts and that these companies would be compensated by the United States Army either on a basis equal to that set by the Public Service Commission of the P.I. and under this agreement the operators will furnish drivers, gasoline, oil, and any other operating expenses or the Army will take all expenses and pay the companies for the use of their equipment on a rate basis of F 42.00 per day as long as the equipment was used by the Army and a reasonable value for the equipment would be paid in the event it was not returned. All of the meetings were held in the Quartermaster Depot, Port Area, Manila. It was finally developed at this meeting what particular area would be covered by the civilian motor transportation company. Wall maps were prepared and colored in different colors and exhibited at these meetings showing different areas so that each company owner would definitely know what particular area its buses called upon to transport Army troops, equipment and supplies. All of the vehicles involved were passenger busses. The main companies that were represented at these meetings and the owners thereof were as follows: The Rural Transit Co.

Vice Manager R. R. Derrick; Pampanga Bus Company - by its Manager Floyd Cottrel; Pangasinan Transportation Company - by its Manager Joseph Klar; Batangas Transportation Company and Batangas-Tayabas Transportation Company - by its Manager Mr. Max Blouse; Northern Luzon Transportation Company operated by the Land Development Company under the direction of Mr. Sinclair by Mr. Minnick.

At about 7:30 on the morning of December 8, 1941, I was called on the telephone by Colonel Quinn's assistant, Captain Montgomery, notifying me that war had been declared and that all of our equipment, meaning passenger busses, were to be frozen for the use of the United States Army. I requested that this telephone message be verified by wire and asked if we were to at as we had been instructed in previous meetings with Army officials. He stated that the emergency had been declared, that all properties of the civilian motor transport companies would be utilized by the United States Army exactly as had been planned, and that I was to act accordingly. Within thirty minutes I received the wire verifying this conversation. Immediately I made telephone calls to our lines in the north to freeze all equipment for public use, notiving each shop superintendent or manggers of my company of the situation and that no civilian work be held in our shops or the carrying of passengers, and that all equipment would be brought to two points, one at Cabanatuan, the other, Bayombong, Nueva Vizcaya, to await further orders. Within half an hour after I received by first call from the Army I received my second call from Major Howard Cavender, an assistant to Colonel Quinn. He ordered that 90 passenger busses be sent immediately to Camp O'Donnell to evacuate Philippine Army troops to different areas. At 10:00 o'clock that same morning I had the convoy of 90 busses moving out of Cabanatuan to Camp O'Donnell. All busses were being driven by the regular drivers employed by the Rural Transit Company. This convoy was accompanied by my Assistant Manager Mr. B. C. Jacks. Also two service units and two gasoline lorries carrying an emergancy supply of gasoline totalling 7300 gallons. Upon ariving at Camp O'Donnell, according to Mr. acks' statement, he was ordered by Army personnel to carry troops with their equipment to different stations. Some were taken to Lingayen Bay, some to Iba and to different points throughout norhern Luzon. This particular job lasted about twenty@four hours in which the trucks were used continously. The drivers were not allowed or able to be relieved, and I might note here that since drivers were civilian employees, the Army refused to feed these employees during this period of time and it was necessary for me to by food from my private company's fund and send it to their different locations. Upon the completion of moving these troops, it was my orders from the Army that all trucks would be returned to Cabanatuan and there await further orders. Trucks would return at our shops and then would be redispatched on Army orders to places designated by the Army.

On or about the 12th day of December 1941, Colonel Quinn ordered that all of our different premises, namely, our shops at Cabanatuan, San Jose, Sta. Fe, Bayombong, Ilagan, Cauayan and Tuguegarao were to be considered United States Army motor transport depots, and pursuant to his orders I painted and installed over the entrance of each of our shop a sign bearing approximately the following:

"U.S. Army Motor Transport Depot By order of Lt. Col. M.A. Quinn".

On or about the 15th of December 1941, Brigadier General Stevens, Commaning General of the 11th Division, Philippine Army, then stationed approximately 8 kilometers east of Cabanatuan at Camp Pangatian, telephoned me and ordered that all available transportation at my disposal be sent to him immediately setting forth that he had been ordered to complete movement of troops to the north to establish an advance in northern Luzon against the Japanese who were then threatening debarkation at Lingayen and Aparri. At this time General Stevens had aproximately seven thousand Filipino troops at this point. I sent to General Stevens on this order approximately 150 units, over a two-day period which not only included vehicles of my company. About seventy-five of these were originally from my motor pool and the remaining group were those located from other places. These vehicles were used by General Stteven only in carrying his immediate supplies from Cabanatuan Railroad station to his camp and transferring some of his ammunition from camp to camp.

on or about the 17th of December 1941, General Stevens was ordered to the front and a convoy was immediatly made up under his direction and the direction of his motor transport officer together with my assistant Mr. Jacks and myself, and within forty-five minutes after the order was received a convoy of 140 vehicles loaded with troops and supplies was moving north. These vehicles carried troops to the Japanese lines where they were unloaded. Many of these vehicles I believe were destroyed from what I have heard, although the largest percentage of them returned to Cabanatuan and were dispatched on other missions.

During this entire time from the beginning of the emergency on December 8 all the shops of my company was engaged and operated on twenty-four hours a day servicing and repairing motor vehicles belonging to or in use of the United States Army. My company furnished all parts, labor and other supplies necessary. Also all vehicles in this territory were gassed and oiled from these depots. We also operated from the Cambanatuan depot two gasoline lorries, which my company owned, to different units at the front. Following a conference I had with Colonel Quinn on or about 16 December 1941, I was ordered by Colonel Quinn on or about 16 December 1941, I was ordered

by Colonel Quinn to contact Colonel Balsam of General Wainwright's staff, which I did the following day and upon Colonel Balsam's request I sent an attache to his motor transport unit a service car and six good mechanics. My orders to these men were to keep all staff and other equipment of General Wainwright's command in repair and to obtain all necessary parts and supplies from the Cabanatuan depot. This unit continued with General Wainwright until the capitulation of Bataan. Although it had been generally understood for several months that all managers of transportation companies would be commissioned in the Army for the purpose of operating more efficiently, I was not commissioned until the 21st of December 1941 at which time I received the commission as Captain, wartermaster Corps, Motor Transport Division, Army of the United States. Prior to this time I had been serving as outlined above without taking the time off to go down and take the commission. Before I was commissioned and until about 27 December 1941, I found many civilian vehicles either abandoned on the road or vehicles which had been taken by both American and Filipino soldiers from civilian owners, and placed these vehicles in my pools and thereafter they were only utilized upon proper authority and order. I never learned who the owners of these vehicles were. These vehicles had been taken, without authority, by individual soldiers of the Philippine and American Army from civilians and driven to their unit or nearby and usually abandoned. The Philippine onstabulary, to my knowledge, commandeered civilian cars at Cabanatuan area and I did obtain vehicles when necessary from the Philippine Constabulary Comander and I know they were private civilian cars which he had taken at prior times. No receipts were given by me (or military or Civilian personnel under my controly to the Philippine Constabulary or to the owners of the cars. I do not know who the civilian owners of these cars might have been. Major Monsod of the Philippine Constabulary, the Commanding Officer of the Cabanatuan district told me that he had authority from his headquarters to commandeer vehicles for military use. He is living and is or was governor in the province of Nueva Ecija. I do not know whether or not the Philippine Constabulary was under the direction of command of the United States Forces, but they cooperated with me to the fullest extent in furnishing vehicles I needed and furnishing armed guards when necessary. I know personally the Philippine Constabulary Commanding Officer, and most of the Constabulary personnel as I had operated a bus company throughout this district.

A TRUE COPY:

NORMAN E. WINSLOW Ist Lt CAC (Sgd.) R. R. DERRICK Major, U. S. A. Capt. Derrick

Please give Lt. Bountin a lot ton truck.

Preferably a 4 wheel drive for the Provisional Field

Artillery Battery at Tarlac.

/s/ Persia S. Robinson lst Lt. QMC

A TRUE COPY:

Morman E. Winslow
1st Lt CAC

DECLASSIFIED
Authority ND 883678

Capt. Derrick

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A TRUE COPY:

Mornaudle inslow HORMAN E. WINSLOW 1st Lt CAC

Cabanatuan, Nueva Ecija December 24, 1941

MEMORANDUM for Lt. F. S. Robinson Arayat Depot

I received your forwarded request from Lt. Bountan requesting for 1-1/2 ton 4 wheel truck. Please be advised that we have none available in this station, and I suggested to him that he borrow from you, if possible. He has equipment only they need repairs in your depot.

For your information, we are taking care of all Headquarters' equipment in the north, maintaining gasing and serviceing under Gen. Stevens. We will continue taking care of these equipment.

I noted, in my last trip on the Tarlac road yesterday, that there are two pieces of army equipment south of Tarlac: one heave-duty truck, also one small car turned upside down and completely demolished. However, there are some parts, including the tires, that are intact. I would suggest that you traverse this road bringing in the one truck and have it salvaged. At least the tires are worth bringing in.

I am in bad need in this place of a heavy duty two wheel car. If you have one available, a loan to this depot will be appreciated. If not, I will try to get one from Manila.

/s/FR. DERRICK

R. DERRICK Captain, USAF E Motor Transport Div.

P.S. wish to remind you that we have in stock here all parts including radiators, etc. for plating in Indiana trucks.

A TRUE COPY: Mounaubli hinsbus R. DERRICK

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R. DENRICK Deptain, WAFTE Movor Transport Day.

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/S/ H. DEINIGE

A TRUE COPY MORMAN E. WINSLOW CAC

October 29, 1941

Lt. Col. Rogers, QMS Philippine Department Headquarters Division Port Area, Manila

My dear Col. Rogers:

In answer to your telephone request for information about the numbers of equipment we have on hand, I am pleased to advise you as follows:

Total number of TPU trucks registered - 126. These are classified as follows:

> 19 - White Six - - - 47 & 1/2 passengers 18 - White Four- - - 35 & 1/2 passengers · 59 - Indianas - - - 41 & 1/2 passengers 1 - White Four- - - 47 & 1/2 passengers 6 - Fargoes - - - 35 & 1/2 passengers 9 - Durant Six- - - 35 & 1/2 passengers 4 - Durant Four - - 35 & 1/2 passengers 1 - Graham - - - 41 & 1/2 passengers 6 - Durant Jitney - 9 passengers 3 - Nash Jitney - - 9 passengers

CARGO TRUCKS

1 - Indiana - - - - 4 & 1/2 tons 2 - Whites - - - - 2 & 1/2 tons

1 - 2,220 1. gasoline lorry 1 - 1,100 1. gasoline lorry

PASSENGER & SERVICE CARS

1 - Nash Sedan- - - - 5 passengers 1 - Chevrolet Sedan - 5 passengers 2 - Ford Sedan- - - 5 passengers 1 - Chrysler - - - - 2 passengers

3 - Durant Serv. Jtny, 2 passengers

2 - Durant Coupes 2 passengers

1 - Am. Bantan Austin

1 - White wracking

Of this number of the above indicated cars, we have in all 116 TPU passenger buses that are in actual operation. 10 are reserves and quite old. 80% of the 116 trucks are quite new and could stand any type of service or work. 15 are new enclosed buses capable of a capacity of 45 sested

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6 -	Fargoes	-	35	& 1/2 passengers	H
9 -	Durant Six	-	35	& 1/2 passengers	
4	Durant Four -	-	35	& 1/2 passengers	
1 -	Graham	-	41	& 1/2 passengers	
6 .	Durant Jitney	400	9	passengers	
3 -	Nash Jitney -	-	9	passengers	

CARGO TRUCKS

1		Indiana	**	***	**	*	+	4 & 1/2	tons
S	-	Whites	100	-	-	40	-	2 & 1/2	tons
1	40	2,220 1.	. 5	ZAI	80	111	10	lorry	
1	-	1,100 7	1		men'	4 4 W	140	lorry	

PASSENGER & SERVICE CARS

1	*	Nash Sedan 5	passengers
1	-	Chevrolet Sedan - 5	passengers
S	-	Ford Sedan 5	passengers
1	-	Chrysler 2	passengera
3	600	Durant Gery Jinv. 2	Dassengava
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1	-	Am. Bantan Austin	1 and as b
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CARGO TRUCKS

1 - Indiana - - - - 4 & 1/2 tons 2 - Whites - - - - 2 & 1/2 tons

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PASSENGER & SERVICE CARS

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- 2 -

with 10 standing room. All buses are equipped with cargo rack on top and running boards.

Of these number, 70% are operating south of Bayombong, Mueva Vizcaya and could be placed at the disposal of the United States Army at Manila within 6 hours after notice at Cabanatuan. a Of these groups of buses, 25 are operating between Cabanatuan and Manila and would be available within 2 hours notice. 30% are operating between Bayombong, Tuguegarao and vicinity and could be all in Manila within 8 hours in the case of an emergency.

As you noted, we transport our own fuel and gasoline by the 2 lorry trucks. We have a gasoline supply with pumps at Causyan, Manila, San Jose, Bayombong, Echague and Ilagan. At these points, we also have mechanics and oil supply together with the necessary spare parts. We maintian 2 complete shops at Cabanatuan and Bayombong.

Your request as to the price for the usage of our buses is a matter I believe that I would discuss with you orally, and by the time you receive this letter I would possibly be in Manila.

During the time we were having meetings with Col. Andreas, we tried to find means and methods in which compensation could be based on the leasing of a certain number of units on a month to month contract. The companies involved only maintain the equipment and furnish the drivers and the government furnishing the fuels.

There's another method of lease from a month to month basis. Compensation could be computed on a kilometer basis with the guarantee of a minimum amount.

If your department were only calling for equipment from time to time as-has been the practice in the past, I believe our present method is quite fair, that is, calculating on a per kilometer travel basis. However, I believe a uniformity should be made which would be the same to all operators and rather than by the number of kilometers traveled on a trip calculated from the point of embarkation to the debarkation of these men, that the trip of the operator should be from his place of business until his trucks return to his place of business.

The reason I say are from inequalities that maybe better exemplified as follows: If a group of men are to be transported to Manila and the Pangasinan Transportation Company is to be called along with the Pampanga Bus Company and ourselves to make the trip, it necessitates this company to send trucks from Dagupan to Manila empty, and if the destination should be Stotsenburg, it would necessitate them to return to Stotsenburg

- 2 -

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If your department were only calling for equipment from time to time as has been the practice in the past, I believe our present method is quite fair, that is, calculating on a per kilometer travel basis. However, I believe a uniformity should be made which would be the same to all operators and rather than by the number of kilometers traveled on a trip calculated from the paint of embarkation to the debarkation of these men, that the trip of the operator should be from his place of business until his trucks return to his place of business.

The reason I say are from inequalities that maybe better exemplified as follows: If a group of men are to be transported to Manila and the Pangasinan Transportation Company is to be called along with the Pampanga Bus Company and ourselves to make the trip, it necessitates this company to send trucks from Dagupan to Manila empty, and if the destination should be Stotsenburg, it would necessitate them to return to Stotsenburg

with 10 standing room. All buses are equipped with cargo

Of these number, 70% are operating south of Bayombong, Nueva Vizcaya and could be placed at the disposal of the United States Army at Manila within 6 hours after notice at Cabanatuan, a Of these groups of buses, 25 are operating between Cabanatuan and Manila and would be available within 2 hours notice. 30% are operating between Bayombong, Tuguegarao and vicinity and could be all in Manila within 8 hours in the case of an emergency.

As you noted, we transport our own fuel and gasoline by the 2 lerry trucks. We have a gasoline supply with pumps at Gauayan, Manila, San Jose, Bayombong, Echague and Ilagan. At these points, we also have mechanics and oil supply together with the necessary spare parts. We maintian 2 complete shops at Cabanatuan and Bayombong.

Your request as to the price for the usage of our buses is a matter I believe that I would discuss with you crally, and by the time you receive this letter I would possibly be in Manila.

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Yours very truly,

RURAL TRANSIT COMPANY

BY

/s/ R. Derrick /t/ R. DERRICK, Manager.

RD/elr

A TRUE COPY

NORMAN E. WINSLOW 1st Lt. CAC - 3 m

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RD/elr

A TRUE COPY

NORMAN E. WINSLOW let Lt. CAC CONFIDENTIAL

December 24, 1941

Cal. Balsam Headquarters Camp

Sir:

The bearer is our electrician mechanic Bautista, who is accompanied by one helper, in accordance with you orders and our conversation. This men will be attached to your headquarters camp and will carry supplies from Cabanatuan and help your mechanic in maintaining your equipment. They have been ordered to report directly to you, and they are responsible to you to do any work at your orders.

They are fully instructed as to the secrecy of all destinations where they might go, and I have explicit trust in our man Bautista that no information will be divulged by him.

We are sending our gasoline truck this morning to gas all equipment. Hereafter, this truck will go there each day or upon ordered by you thru our service carrier. He would be instructed not to stay at the camp because of the dangers involved, but would return to Cabanatuan after completely gasing each time.

Any additional help or service that this Motor Transort Depot can furnish in your camp, we will appreciate the order.

Respectfully yours,

/s/ R. Derrick /t/ R. DERRICK Captain, USAFFE Motor Transport Div.

RD/ese

A TRUE COPY

NORMAN E. WINSLOW lst Lt. CAC COMPIDENTIAL

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RD/ese

A TRUE COPY

NORMAN E. WINSLOW 1st Lt. CAC WAR DEPARMENT ARMY SERVICE FORCES OFFICE OF FISCAL DIRECTOR WASHINGTON, D.C.

IN REPLY PLEASE ADDRESS
Fiscal Director, ARMY SERVICE FORCES
WAR DEPARTMENT, WASHINGTON, D. C.

7 December 1943

File No. SPFEJ 151/430159 (Philippine Islands)

MEMORANDUM FOR: The Adjutant General, The Pentagon,

Arlington, Virginia.

Subject: Private property requisitions --

Philippine Islands.

1. There have been received by this office various certificates and other documents executed by authorities of the U. S. Army Forces in the Philippine theater of operations, during the months of December, 1941 and January and February, 1942, covering the requisition of certain bus lines, and of privately owned motor vehicles from military and civilian personnel of the Army now in the hands of enemy forces occupying the Philippines.

- 2. These documents were sent to or came into possesion of officers of this department with the Army Forces operating in the Philippine Islands, and were brought to the United States and delivered to this office. Since the owners of the property, for the reason stated, are not at this time in position to arrange properly for any settlements in connection with these procurements, it is intended to retain such documents in the files of this office for incorporation with any papers received in the future covering demands for settlement, or for consideration in any proceedings insituted for the disposition of demands hereafter presented in connection with this property.
- 3. Inclosed herewith is a list of all papers received, with a brief description of the property taken, in order that information may be available as to the location of the papers, when and if required for future action.

For the Fiscal Director:

/s/ H. F. Chrisman /T/ H. F. CHRISMAN Colonel, Finance

l Incl. List and Statement Colonel, Finance Department, Chief, Receipts and Disbursements Div.

A TRUE COPY:

FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

A TRUE COPY: Cuslow

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Hat Lt., CAC

DECLASSIFIED Authority MND 883673

WAR DEPARMENT
ARMY SERVICE FORCES
OFFICE OF FISCAL DIRECTOR
WASHINGTON, D. C.

IN REPLY PLEASE ADDRESS Fiscal Director, ARMY SERVICE FORCES WAR DEPARTMENT, WASHINGTONG, D. C.

7 December 1943

File No. SPFEJ 151/430159 (Philippine Islands)

MEMORANDUM FOR: The Adjutant General, The Pentagon,

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Subject: Private property requisitions--Philippine Islands.

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For the Fiscal Director:

/S/ H. F. Chrisman /T/ H. F. CHRISMAN

Chief, Receipts and Disbursements Div.

list and Statement

A TRUE COPY:

/S/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

A THUE COPY:

NORMAN E. WINSLOW lat Lt., GAC WAR DEPARMENT
ARMY SERVICE FORCES
OFFICE OF FISCAL DIRECTOR
WASHINGTON, D.C.

Fiscal Director; ARMY SERVICE FORCES WAR DEPARTMENT, WASHINGTONE, D. C.

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For the Fiscal Director:

1 Incl. List and Statement

/s/ H. F. Chrisman /T/ H. F. CHRISMAN Colonel, Finance Department, Chief, Receipts and Disbursements Div.

A TRUE COPY:

/S/ FRED L. SCHWARTZ Captain, INF. Investigating Officer A TRUE COPY:

NORMAN E. WINSLOW lat Lt., CAC SS. Copy of Certificate dated 19 December 1941, by R. R. Derrick, Manager of Rural Transit Company (owned and operated by Bachrach Motor Company) that the company, under orders of the United States Army, by and through the motor Transport Division on 8 December 1941, turned all its equipment, facilities, etc., over to the United States Army for their sole use and disposition. Property turned over comprised:

110 Passenger busses of White and Indiana make

3 Nash Jitneys

4 Durant Jitneys

2 Ford Sedans

2 Nash Sedans

1 Chevrolet Sedan

3 White Freight trucks

1 Indiana Freight truck

2 Gasoline Tank trucks, White & Indiana make.
Complete maintenance shops at Cabantuan, N.E., San
Jose, N.E., and Bayombong, N.V., to gether with all
shop equipment, machinery, parts and supplies located
therein.

Copy of letter by C. O., Motor Transport Service, Luzon Force in the field, dated 24 March 1942, reported to Q.M., U.S.Army Forces in the Far East in the Field, that the statements contained in the foregoing certificate were believed correct.

A TRUE COPY:

/s/ Fred L. Schwartz
/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

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NORMAN E. WINSLOW 1st Lt., CAC DECLASSIFIED
Authority NND 883678

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/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

DECLASSIFIED
Authority NND 883678

A TRUE COPY;

NORMAN E. WINSLOW 1st Lt., GAC

MOTOR TRANSPORT SERVICE - LUZON FORCE In the Field.

24 March 194

SUBJECT: Use of Transportation by the United States Army.

TO : Quartermaster,

United States Army Forces in the Far East,

in the Field.

- communications is correct. All motor transportation available in the area in which the Rural Transit Company operated was made available by their owners to the Armed Forces of the United States, but due to the haphazard manner in which vehicles were procured outside the city of Manila without proper receipts being given makes the statement still more believeable.
- 2. The Commandeering was not done by either the Quartermaster or Motor Transport Depot.

/s/ M. A. QUINN, /T M. A. QUINN, Lieut-Colonel, Q. M. C., Commanding.

Copy to: Finance Officer, USAFFE, Fort Mills.

A TRUE COPY:

/s/ Fred L. Schwartz
/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

A TRUE COPY:

Morman & Winslow
CAC

MOTOR TRANSPORT SERVICE _ LUZON FORCE In the Field.

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A TRUE COPY:

/s/ Fred L. Schwartz
/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

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NORMAN E. WINSLOW 1st Lt., CAG MOTOR TRANSPORT SERVICE _ LUZON FORGE In the Field.

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NORMAN E. WINSLOW 1st Lt., CAC

Ann Advertis port DO
HEADQUARTERS WESTERN PACIFIC
UNITED STATES ARMY FORCES, WESTERN PACIFIC BRANCH
RECOVERED PERSONNEL DIVISION CAUCE BRANCH
11 12 14/
28,7046
(date)
SUBJECT: Request for investigation.
T & B Brench R. P. Division.
TO : Investigations Section, 1. & R. Branch, N. 1.
1. Request investigation be conducted and report rendered to
P. Comile Co.
this Branch/Section in the case of Kural Grans (name of subject or agency)
(Hame of Sto be returned with
(201 file folder is attached for your use and is to be returned with
report).
2. The circumstances of this case are:
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3. The specific information desired is: Order of
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4. The following are suggested contacts or leads not ap-
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pearing in the file (show complete addresses if known):
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Company may lave submitted dains for communications.
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0.
5. If special priority recommended state here specific
reasons therefore:
6. (Enter here pertinent remarks not included above):

Chief of Branch/Section

DECLASSIFIED
Authority NND 883078

