

DECLASSIFIED

Authority MND 883678

Common-wealth of the Philippines)
City of Manila)

A F F I D A V I T

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. Rogers, 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 Co., represented by Joseph Klar; Batangas Transportation Co. and the Batangas-Tayabas Transportation Co., represented by Max Blouse; and the North Luzon Transportation Co., 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 described vehicles was owned by the Rural Transit Co. That on 19 December 1941, the Rural Transit Co. 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 amount 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 activities 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 body of the busses is listed, that the Rural Transit Co. made the greater part of these bodies in their own shops and that all the equipment of the Company was constantly being rebuilt and reequipped.

Most of the records of the Rural 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

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Most of the records of the Rural 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

21 December 1941 I was commissioned Captain, QMC, Motor 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 October, 1945.

FRED L. SCHWARTZ
Captain, Inf.
Investigating Officer

A. TRUE COPY

Norman Winslow
NORMAN E. WINSLOW
1st Lt. CAC

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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 ₱875.00 does not show in the copies of the payrolls attached.

RESUME

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

128 vehicles at the agreed rental price of ₱42.00 per day from Dec. 8, 1941 to Apr. 9, 1942 inclusive...	₱650,496.00
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.	₱766.59
San Jose, N. E. - 500.00 " "	383.29
Bayombong, N. V. - 800.00 " "	613.18
Echague, Isabela - 300.00 " "	230.00
Ilagan, Isabela - 400.00 " "	306.59
Cauayan, Isabela - 400.00 " "	<u>306.59</u>
Salaries to employees paid by the Rural Transit Co., for the period from Dec. 8 to Dec. 15, 1941	<u>10,427.08</u>
TOTAL	<u>₱883,018.91</u>

- 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.
- There are no existing liens or mortgages outstanding against any of the above properties; all properties under this claim being free and clear.
- 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.
- 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

Owner

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 P875.00 does not show in the copies of the payrolls attached.

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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 P883,018.91, 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
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Mary Mae BACHRACH
Owner

-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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt GAC

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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt GAC

STATEMENT OF MAJOR RALPH R. DERRICK
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 Rogers 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 P 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.

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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 emergency supply of gasoline totalling 7300 gallons. Upon arriving at Camp O'Donnell, according to Mr. Jacks' 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 northern Luzon. This particular job lasted about twenty-four hours in which the trucks were used continuously. 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 buy 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 redispached on Army orders to places designated by the Army.

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Colonel [Name] [Address]

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 approximately 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 immediately 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

--- RISE COMPANY - PA 44-

[The main body of the document contains several paragraphs of extremely faint, illegible text. The text is mirrored across the page, suggesting it is bleed-through from the reverse side. No specific words or phrases are discernible.]

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, Quartermaster 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 Constabulary, to my knowledge, commandeered civilian cars at Cabanatuan area and I did obtain vehicles when necessary from the Philippine Constabulary Commander 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. 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.

(Sgd.) R. R. DERRICK
Major, U. S. A.

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt CAC

December 9, 1941

Colonel Stevens
USAFFE Reservation
Manacnac, Nueva Ecija

Dear Col:

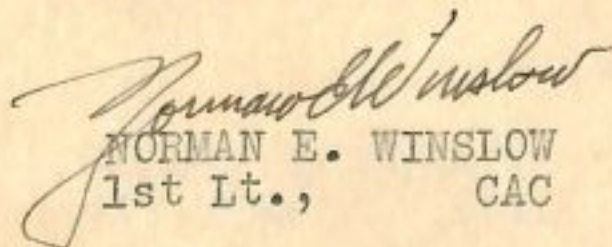
The bearer, Ireneo Adrineda, is our driver who is placed in charge of our Jitney No. 163 which I am turning over to you for your personal use and command. This driver has been instructed that he is under your full order. He is to be on duty 24 hours a day and will sleep in his Jitney. I would appreciate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

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

Yours very truly,

R. DERRICK
Manager

A TRUE COPY:


NORMAN E. WINSLOW
1st Lt., CAC

December 9, 1941

Colonel Stevens
USAFPE Reservation
Manacnac, Nueva Ecija

Dear Col:

The bearer, Ireneo 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 through with him.

Yours very truly,

R. DERRICK
Manager

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

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 Nash 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.; together 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; furthermore 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)

(Signed) R. R. Derrick
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 :

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAG

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.

NEW


GJC

RURAL TRANSIT COMPANY

<u>Name</u>	<u>Amt. Pd.</u>	<u>Period</u>	<u>PR#</u>	<u>YOA #</u>
1. Gacosta, Enrique R. Terminal Leave included	\$ 949.17	16 Mar 42 - 14 May 45	229	383
2. Gallovo, Poroteo M. Terminal Leave included	961.67	1 Mar 42 - 14 May 45	180	270
3. Matias, Proceso F. Terminal Leave included	33.33	1 Mar 42 - 10 Apr 42	313	1868

[Handwritten signature]

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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt CAC

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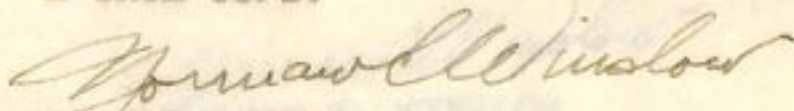
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/s/ MARY McD. BACHRACH
(Mrs.) MARY McD. BACHRACH
President

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Owners & Operators of the Rural Transit Co.

Encls: As above.

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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:

Norman E. Winslow
NORMAN E. WINSLOW
1st 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 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.

/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
NORMAN E. WINSLOW
1st Lt CAC

DECLASSIFIED
Authority MND 883678

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

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/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
NORMAN E. WINSLOW
1st Lt CAG

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/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
NORMAN E. WINSLOW
1st Lt CAG

PROCUREMENT CLAIMS FORM
(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:

TPU BODY		MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	APPROXIMATE COST		
PLATE	NO.							BODY	CHASSIS	TOTAL
5326	25	White	GK68784	1930	Bus	35.5	Wooden	P7000.00	P3500.00	P10500.00
5374	31	"	GK67709	1930	"	29.5	"	7000.00	2500.00	9500.00
5375m	32	"	GK68716	1930	"	35.5	"	7000.00	1250.00	8250.00
5376m	33	"	GKA79508	1930	"	35.5	"	7000.00	2500.00	9500.00
5409	17	"	GK68129	1930	"	35.5	"	7000.00	5500.00	12500.00
5413	20	"	GK70377	1930	"	29.5	"	7000.00	3750.00	10750.00
5415	23	"	GK82897	1930	"	41.5	"	7000.00	3500.00	10500.00
5465	38	"	GK68774	1930	"	46	"	7000.00	6250.00	13250.00
5466	39	"	GKA80553	1930	"	35	"	7000.00	2500.00	9500.00
5482	42	"	GKA79084	1930	"	35.5	"	7000.00	2500.00	9500.00
5483	43	"	GKA82881	1930	"	35.5	"	7000.00	2500.00	9500.00
5464	37	"	4A-129	1938	"	35.5	"	7000.00	4500.00	11500.00
5322	14	"	11A-11714	1940	"	41	Steel	3450.00	1800.00	5250.00
5323	15	"	11A-11570	1940	"	41	Closed	3450.00	1850.00	5300.00
5324	21	"	11A-11465	1940	"	41.5	"	3450.00	2050.00	5500.00
5327	50	"	GKG712705	1940	"	45.5	"	3750.00	2100.00	5850.00
5328	53	"	11A-12940	1940	"	47.5	"	3450.00	2600.00	6050.00
5329	56	"	11A-13715	1940	"	45	"	3450.00	2995.00	6445.00
5365	6	"	11A-10559	1940	"	41.5	"	3450.00	1818.75	5268.75
5366	8	"	11A-10560	1940	"	41.5	"	3450.00	1818.75	5268.75
5377	51	"	GKG3712461	1940	"	45.5	"	3750.00	2100.00	5850.00
5379	54	"	11A-12928	1940	"	41	"	3450.00	2600.00	6050.00
5407	5	"	D-800369	1940	"	41.5	"	3450.00	3350.00	6800.00
5408	55	"	11A-13712	1940	"	45	"	3450.00	2995.00	6445.00
5414	22	"	11A-12247	1940	"	41.5	"	3450.00	2000.00	5450.00
5363	3	"Diesel	F801306	1940	"	41.5	"	5100.00	2050.00	7150.00
5364	4	" sel	F801522	1940	"	41.5	"	5100.00	2000.00	7100.00
5424	2	" "	F801469	1940	"	41.5	"	5100.00	2050.00	7150.00
5425	52	"	11A-12933	1940	"	41.5	"	3450.00	2600.00	6050.00
5316	57	"	D-217786	1941	"	42	"	5100.00	1800.00	6900.00
5320	1	"	Sept.(new)	1941	"	35.5	"	5100.00	2150.00	7250.00
5326	29	"	" "	1941	"	35.5	"	5100.00	2150.00	7250.00
5341	80	"	F-801514	1941	"	41.5	"	5100.00	2050.00	7150.00
5385	141	Indiana	508168	1937	"	35.5	Wooden	2800.00	3700.00	6500.00
5486	140	"	508519	1937	"	41.5	"	2800.00	3700.00	6500.00
5487	142	"	544647	1938	"	41.5	"	2700.00	1523.30	4223.30
5488	143	"	544090	1938	"	41.5	"	2700.00	1523.30	4223.30
5489	144	"	571824	1938	"	41.5	"	2700.00	1453.30	4153.30
5490	145	"	576718	1938	"	41.5	"	2700.00	1575.00	4275.00

PROCUREMENT CLAIMS FORM
(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 services: For the use on the agreed rental rental basis of P42.00 per day of the following vehicles:

TPU BODY PLATE NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	APPROXIMATE COST		TOTAL
							BODY	CHASSIS	
5326 25	White	GK68784	1930	Bus	35.5	Wooden	P7000.00	P3500.00	P10500.00
5374 31	"	GK67709	1930	"	29.5	"	7000.00	2500.00	9500.00
5375m 32	"	GK68716	1930	"	35.5	"	7000.00	1250.00	8250.00
5376m 33	"	GKA79508	1930	"	35.5	"	7000.00	2500.00	9500.00
5409 17	"	GK68129	1930	"	35.5	"	7000.00	5500.00	12500.00
5413 20	"	GK70377	1930	"	29.5	"	7000.00	3750.00	10750.00
5415 23	"	GK82897	1930	"	41.5	"	7000.00	3500.00	10500.00
5465 38	"	GK68774	1930	"	46	"	7000.00	6250.00	13250.00
5466 39	"	GKA80553	1930	"	35	"	7000.00	2500.00	9500.00
5482 42	"	GKA79084	1930	"	35.5	"	7000.00	2500.00	9500.00
5483 43	"	GKA82881	1930	"	35.5	"	7000.00	2500.00	9500.00
5464 37	"	4A-129	1938	"	35.5	"	7000.00	4500.00	11500.00
5322 14	"	11A-11714	1940	"	41	Steel	3450.00	1800.00	5250.00
5323 15	"	11A-11570	1940	"	41	Closed	3450.00	1850.00	5300.00
5324 21	"	11A-11465	1940	"	41.5	"	3450.00	2050.00	5500.00
5327 50	"	GKG712705	1940	"	45.5	"	3750.00	2100.00	5850.00
5328 53	"	11A-12940	1940	"	47.5	"	2259.00	2600.00	6050.00
5329 56	"	11A-13715	1940	"	45	"	3450.00	2995.00	6445.00
5365 6	"	11A-10559	1940	"	41.5	"	3450.00	1818.75	5268.75
5366 8	"	11A-10560	1940	"	41.5	"	3450.00	1818.75	5268.75
5377 51	"	GKG3712461	1940	"	45.5	"	3750.00	2100.00	5850.00
5379 54	"	11A-12928	1940	"	41	"	3450.00	2600.00	6050.00
5407 5	"	D-800369	1940	"	41.5	"	3450.00	3350.00	6800.00
5408 55	"	11A-13712	1940	"	45	"	3450.00	2995.00	6445.00
5414 22	"	11A-12247	1940	"	41.5	"	3450.00	2000.00	5450.00
5363 3	"Diesel	F801306	1940	"	41.5	"	5100.00	2050.00	7150.00
5364 4	" sel	F801522	1940	"	41.5	"	5100.00	2000.00	7100.00
5424 2	" "	F801469	1940	"	41.5	"	5100.00	2050.00	7150.00
5425 52	"	11A-12933	1940	"	41.5	"	3450.00	2600.00	6050.00
5316 57	"	D-217786	1941	"	42	"	5100.00	1800.00	6900.00
5320 1	"	Sept.(new)	1941	"	35.5	"	5100.00	2150.00	7250.00
5326 29	"	"	1941	"	35.5	"	5100.00	2150.00	7250.00
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5489 144	"	571824	1938	"	41.5	"	2700.00	1453.30	4153.30
5490 145	"	576728	1938	"	41.5	"	2700.00	1575.00	4275.00

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(For action by Contract Claims Commission)

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5466	39	"	GKA80553	1930	"	35	"	7000.00	2500.00	9500.00
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5424	2	" "	F801469	1940	"	41.5	"	5100.00	2050.00	7150.00
5425	52	"	11A-12933	1940	"	41.5	"	3450.00	2600.00	6050.00
5316	57	"	D-217786	1941	"	42	"	5100.00	1800.00	6900.00
5320	1	"	Sept.(new)	1941	"	35.5	"	5100.00	2150.00	7250.00
5326	29	"	" "	1941	"	35.5	"	5100.00	2150.00	7250.00
5341	80	"	F-801514	1941	"	41.5	"	5100.00	2050.00	7150.00
5385	141	Indiana	508168	1937	"	35.5	Wooden	2800.00	3700.00	6500.00
5486	140	"	508519	1937	"	41.5	"	2800.00	3700.00	6500.00
5487	142	"	544647	1938	"	41.5	"	2700.00	1523.30	4223.30
5488	143	"	544090	1938	"	41.5	"	2700.00	1523.30	4223.30
5489	144	"	571824	1938	"	41.5	"	2700.00	1453.30	4153.30
5490	145	"	576718	1938	"	41.5	"	2700.00	1575.00	4275.00

TPU BODY		MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	APPROXIMATE COST		
PLATE NO.	NO.							BODY	CHASSIS	TOTAL
5504	146	Indiana	576797	1938	Bus	35.5	Wooden	P2700.00	P1656.65	P4356.65
5505	147	"	541604	1938	"	41.5	"	2700.00	1723.30	4423.30
5360	136	"	692083	1938	"	41.5	"	2700.00	2086.25	4786.25
5361	137	"	590464	1938	"	41.5	"	2700.00	2086.25	4786.25
5416	109	"	590720	1938	"	41.5	"	2700.00	1635.00	4335.00
5417	138	"	697659	1938	"	41.5	"	2700.00	1600.00	4300.00
5502	101	"	903037	1939	"	41.5	"	2700.00	1650.00	4350.00
5503	102	"	904544	1939	"	41.5	"	2700.00	1650.00	4350.00
5319	116	"	JXB909545	1940	"	41.5	Steel	2800.00	1986.25	4786.25
5342	81	"	676970	1940	"	41.5	Closed	2800.00	1908.30	4708.30
5343	82	"	671260	1940	"	41.5	"	2800.00	1908.35	4708.35
5350	103	"	JXB909685	1940	"	41.5	"	2800.00	2000.00	4800.00
5352	106	"	JXB909688	1940	"	41.5	"	2800.00	1600.00	4400.00
5353	108	"	JXB598226	1940	"	41.5	"	2800.00	1535.00	4335.00
5355	110	"	JXB911683	1940	"	41.5	"	2800.00	1686.25	4486.25
5356	111	"	JXB912207	1940	"	41.5	"	2800.00	1686.25	4486.25
5357	112	"	JXB911812	1940	"	41.5	"	2800.00	1686.25	4486.25
5358	114	"	JXB909545	1940	"	41.5	"	2800.00	1600.00	4400.00
5426	105	"	JXB909547	1940	"	41.5	"	2800.00	1950.00	4750.00
5479	104	"	JXB909685	1940	"	41.5	"	2800.00	1540.00	4340.00
5493	148	"	JXB906562	1940	"	41.5	"	2800.00	1540.00	4340.00
5494	149	"	JXB906589	1940	"	41.5	"	2800.00	1540.00	4340.00
5311	85	"	JXB921927	1941	"	41.5	"	3000.00	2000.00	5000.00
5312	86	"	JXB924336	1941	"	41.5	"	3000.00	2000.00	5000.00
5313	107	"	JXB918539	1941	"	41.5	"	3000.00	2000.00	5000.00
5314	115	"	JXB924338	1941	"	41.5	"	3000.00	2000.00	5000.00
5315	34	"	Oct.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5318	113	"	JXB924919	1941	"	41.5	"	3100.00	2100.00	5200.00
5333	70	"	JXB920196	1941	"	41.5	Steel	3000.00	1550.00	4550.00
5334	73	"	JXB920214	1941	"	41.5	Closed	3000.00	1600.00	4600.00
5335	74	"	JXB920220	1941	"	41.5	"	3000.00	1600.00	4600.00
5337	76	"	JXB915763	1941	"	41.5	"	3000.00	1550.00	4550.00
5338	77	"	JXB596766	1941	"	41.5	"	3000.00	1968.75	4968.75
5339	78	"	JXB592685	1941	"	41.5	"	3000.00	1600.00	4600.00
5340	79	"	JXB913966	1941	"	41.5	"	3000.00	1968.75	4968.75
5344	83	"	JXB911908	1941	"	41.5	"	3000.00	1250.00	4250.00
5345	84	"	JXB924337	1941	"	41.5	"	3000.00	1168.75	4168.75
5346	93	"	JXB916042	1941	"	41.5	"	3000.00	1700.00	4700.00
5347	97	"	JXB912203	1941	"	41.5	"	3000.00	1550.00	4550.00
5348	98	"	JXB912251	1941	"	41.5	"	3000.00	1600.00	4600.00
5349	99	"	JXB912229	1941	"	41.5	"	3000.00	1400.00	4400.00
5351	100	"	JXB913979	1941	"	41.5	"	3000.00	1350.00	4350.00
5373	120	"	Aug.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5382	121	"	" "	1941	"	41.5	"	3100.00	2100.00	5200.00
5383	122	"	" "	1941	"	41.5	"	3100.00	2100.00	5200.00
5384	139	"	JXB 597739	1941	"	41.5	"	3000.00	1155.00	4155.00
5410	87	"	Jul.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5418	75	"	JXB921301	1941	"	41.5	"	3000.00	1550.00	4550.00
5420	117	"	JXB924585	1941	"	41.5	"	3100.00	2100.00	5200.00
5421	118	"	JXB924723	1941	"	41.5	"	3100.00	2100.00	5200.00
5422	119	"	JXB924941	1941	"	41.5	"	3100.00	2100.00	5200.00

TPU BODY		APPROXIMATE COST								
PLATE NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	BODY	CHASSIS	TOTAL	
5504	146	Indiana	576797	1938	Bus	35.5	Wooden	P2700.00	P1656.65	P4356.65
5505	147	"	544604	1938	"	41.5	"	2700.00	1723.30	4423.30
5360	136	"	692083	1938	"	41.5	"	2700.00	2086.25	4786.25
5361	137	"	590464	1938	"	41.5	"	2700.00	2086.25	4786.25
5416	109	"	590720	1938	"	41.5	"	2700.00	1635.00	4335.00
5417	138	"	697659	1938	"	41.5	"	2700.00	1600.00	4300.00
5502	101	"	903037	1939	"	41.5	"	2700.00	1650.00	4350.00
5503	102	"	904544	1939	"	41.5	"	2700.00	1650.00	4350.00
5319	116	"	JXB909545	1940	"	41.5	Steel	2800.00	1986.25	4786.25
5342	81	"	676970	1940	"	41.5	Closed	2800.00	1908.30	4708.30
5343	82	"	671260	1940	"	41.5	"	2800.00	1908.35	4708.35
5350	103	"	JXB909685	1940	"	41.5	"	2800.00	2000.00	4800.00
5352	106	"	JXB909688	1940	"	41.5	"	2800.00	1600.00	4400.00
5353	108	"	JXB598226	1940	"	41.5	"	2800.00	1535.00	4335.00
5355	110	"	JXB911683	1940	"	41.5	"	2800.00	1686.25	4486.25
5356	111	"	JXB912207	1940	"	41.5	"	2800.00	1686.25	4486.25
5357	112	"	JXB911812	1940	"	41.5	"	2800.00	1686.25	4486.25
5358	114	"	JXB909545	1940	"	41.5	"	2800.00	1600.00	4400.00
5426	105	"	JXB909547	1940	"	41.5	"	2800.00	1950.00	4750.00
5479	104	"	JXB909685	1940	"	41.5	"	2800.00	1540.00	4340.00
5493	148	"	JXB906562	1940	"	41.5	"	2800.00	1540.00	4340.00
5494	149	"	JXB906589	1940	"	41.5	"	2800.00	1540.00	4340.00
5311	85	"	JXB921927	1941	"	41.5	"	3000.00	2000.00	5000.00
5312	86	"	JXB924336	1941	"	41.5	"	3000.00	2000.00	5000.00
5313	107	"	JXB918539	1941	"	41.5	"	3000.00	2000.00	5000.00
5314	115	"	JXB924338	1941	"	41.5	"	3000.00	2000.00	5000.00
5315	34	"	Oct.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5318	113	"	JXB924919	1941	"	41.5	"	3100.00	2100.00	5200.00
5333	70	"	JXB920196	1941	"	41.5	Steel	3000.00	1550.00	4550.00
5334	73	"	JXB920214	1941	"	41.5	Closed	2000.00	1600.00	4600.00
5335	74	"	JXB920220	1941	"	41.5	"	3000.00	1600.00	4600.00
5337	76	"	JXB915763	1941	"	41.5	"	3000.00	1550.00	4550.00
5338	77	"	JXB596766	1941	"	41.5	"	3000.00	1968.75	4968.75
5339	78	"	JXB592685	1941	"	41.5	"	3000.00	1600.00	4600.00
5340	79	"	JXB913966	1941	"	41.5	"	3000.00	1968.75	4968.75
5344	83	"	JXB911908	1941	"	41.5	"	3000.00	1250.00	4250.00
5345	84	"	JXB924337	1941	"	41.5	"	3000.00	1168.75	4168.75
5346	93	"	JXB916042	1941	"	41.5	"	3000.00	1700.00	4700.00
5347	97	"	JXB912203	1941	"	41.5	"	3000.00	1550.00	4550.00
5348	98	"	JXB912251	1941	"	41.5	"	3000.00	1600.00	4600.00
5349	99	"	JXB912229	1941	"	41.5	"	3000.00	1400.00	4400.00
5351	100	"	JXB913979	1941	"	41.5	"	3000.00	1350.00	4350.00
5373	120	"	Aug.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5382	121	"	"	1941	"	41.5	"	3100.00	2100.00	5200.00
5383	122	"	"	1941	"	41.5	"	3100.00	2100.00	5200.00
5384	139	"	JXB 597739	1941	"	41.5	"	3000.00	1155.00	4155.00
5410	87	"	Jul.(new)	1941	"	41.5	"	3100.00	2100.00	5200.00
5418	75	"	JXB921301	1941	"	41.5	"	3000.00	1550.00	4550.00
5420	117	"	JXB924585	1941	"	41.5	"	3100.00	2100.00	5200.00
5421	118	"	JXB924723	1941	"	41.5	"	3100.00	2100.00	5200.00
5422	119	"	JXB924941	1941	"	41.5	"	3100.00	2100.00	5200.00

TFU BODY									APPROXIMATE COST		
PLATE NO.	NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	BODY	CHASSIS	TOTAL	
5504	146	Indiana	576797	1938	Bus	35.5	Wooden	P2700.00	P1656.65	P4356.65	
5505	147	"	544604	1938	"	41.5	"	2700.00	1723.30	4423.30	
5360	136	"	692083	1938	"	41.5	"	2700.00	2086.25	4786.25	
5361	137	"	590464	1938	"	41.5	"	2700.00	2086.25	4786.25	
5416	109	"	590720	1938	"	41.5	"	2700.00	1635.00	4335.00	
5417	138	"	697659	1938	"	41.5	"	2700.00	1600.00	4300.00	
5502	101	"	905037	1939	"	41.5	"	2700.00	1650.00	4350.00	
5503	102	"	905544	1939	"	41.5	"	2700.00	1650.00	4350.00	
5319	116	"	JXB909545	1940	"	41.5	Steel	2800.00	1986.25	4786.25	
5342	81	"	676970	1940	"	41.5	Closed	2800.00	1908.30	4708.30	
5343	82	"	671260	1940	"	41.5	"	2800.00	1908.35	4708.35	
5350	103	"	JXB909685	1940	"	41.5	"	2800.00	2000.00	4800.00	
5352	106	"	JXB909688	1940	"	41.5	"	2800.00	1600.00	4400.00	
5353	108	"	JXB598226	1940	"	41.5	"	2800.00	1535.00	4335.00	
5355	110	"	JXB911683	1940	"	41.5	"	2800.00	1686.25	4486.25	
5356	111	"	JXB912207	1940	"	41.5	"	2800.00	1686.25	4486.25	
5357	112	"	JXB911812	1940	"	41.5	"	2800.00	1686.25	4486.25	
5358	114	"	JXB909545	1940	"	41.5	"	2800.00	1600.00	4400.00	
5426	105	"	JXB909547	1940	"	41.5	"	2800.00	1950.00	4750.00	
5479	104	"	JXB909685	1940	"	41.5	"	2800.00	1540.00	4340.00	
5492	148	"	JXB906562	1940	"	41.5	"	2800.00	1540.00	4340.00	
5494	149	"	JXB906589	1940	"	41.5	"	2800.00	1540.00	4340.00	
5311	85	"	JXB921927	1941	"	41.5	"	3000.00	2000.00	5000.00	
5312	86	"	JXB924336	1941	"	41.5	"	3000.00	2000.00	5000.00	
5313	107	"	JXB918539	1941	"	41.5	"	3000.00	2000.00	5000.00	
5314	115	"	JXB924338	1941	"	41.5	"	3000.00	2000.00	5000.00	
5315	34	"	Oct. (new)	1941	"	41.5	"	3100.00	2100.00	5200.00	
5318	113	"	JXB924919	1941	"	41.5	"	3100.00	2100.00	5200.00	
5333	70	"	JXB920196	1941	"	41.5	Steel	3000.00	1550.00	4550.00	
5334	73	"	JXB920214	1941	"	41.5	Closed	3000.00	1600.00	4600.00	
5335	74	"	JXB920220	1941	"	41.5	"	3000.00	1600.00	4600.00	
5337	76	"	JXB915763	1941	"	41.5	"	3000.00	1550.00	4550.00	
5338	77	"	JXB596766	1941	"	41.5	"	3000.00	1968.75	4968.75	
5339	78	"	JXB592685	1941	"	41.5	"	3000.00	1600.00	4600.00	
5340	79	"	JXB913966	1941	"	41.5	"	3000.00	1968.75	4968.75	
5344	83	"	JXB911908	1941	"	41.5	"	3000.00	1250.00	4250.00	
5345	84	"	JXB924337	1941	"	41.5	"	3000.00	1168.75	4168.75	
5346	93	"	JXB916042	1941	"	41.5	"	3000.00	1700.00	4700.00	
5347	97	"	JXB912203	1941	"	41.5	"	3000.00	1550.00	4550.00	
5348	98	"	JXB912251	1941	"	41.5	"	3000.00	1600.00	4600.00	
5349	99	"	JXB912229	1941	"	41.5	"	3000.00	1400.00	4400.00	
5351	100	"	JXB913979	1941	"	41.5	"	3000.00	1350.00	4350.00	
5373	120	"	Aug. (new)	1941	"	41.5	"	3100.00	2100.00	5200.00	
5382	121	"	"	1941	"	41.5	"	3100.00	2100.00	5200.00	
5383	122	"	"	1941	"	41.5	"	3100.00	2100.00	5200.00	
5384	139	"	JXB 597739	1941	"	41.5	"	3000.00	1155.00	4155.00	
5410	87	"	Jul. (new)	1941	"	41.5	"	3100.00	2100.00	5200.00	
5418	75	"	JXB921301	1941	"	41.5	"	3000.00	1550.00	4550.00	
5420	117	"	JXB924585	1941	"	41.5	"	3100.00	2100.00	5200.00	
5421	118	"	JXB924723	1941	"	41.5	"	3100.00	2100.00	5200.00	
5422	119	"	JXB924941	1941	"	41.5	"	3100.00	2100.00	5200.00	

PLATE NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	BODY	CHASSIS	TOTAL
5467	Indiana	JXB920219	1941	Bus	41.5	Closed	\$3000.00	\$1550.00	\$4550.00
5468	"	JXB915002	1941	"	41.5	"	3000.00	1550.00	4550.00
5474	"	JXB920246	1941	"	41.5	"	3000.00	1800.00	4800.00
5475	"	JXB913641	1941	"	41.5	"	3000.00	1550.00	4550.00
5501	"	JXB915317	1941	"	41.5	"	3000.00	1600.00	4600.00
5330	Fargo	DDT-1772	1933	"	35.5	Wooden	3400.00	2500.00	5900.00
5331	"	KT-4640	1933	"	35.5	"	3400.00	2500.00	5900.00
5332	"	DDT-1500	1933	"	35.5	"	3400.00	2500.00	5900.00
5469	Durant	W8-73832	1930	"	35.5	"	3400.00	2400.00	5800.00
5470	"	W8-71287	1930	"	35.5	"	3000.00	2300.00	5300.00
5471	"	14-L-697331	1930	"	35.5	"	3000.00	2300.00	5300.00
5480	"	W8-13831	1930	"	35.5	"	3400.00	2900.00	6300.00
5481	"	W8-7-4022	1930	"	35.5	"	3400.00	2900.00	6300.00
5485	"	W8-7-35052	1930	"	35.5	"	3400.00	2900.00	6300.00
5472	"	8201	1930	"	35.5	"	3400.00	2900.00	6300.00
5473	"	8294	1930	"	35.5	"	3400.00	2900.00	6300.00
5476	"	W8-3-1536	1930	"	35.5	"	3400.00	2900.00	6300.00
5477	"	W8-3-4027	1930	"	35.5	"	3400.00	2900.00	6300.00
5478	"	W8-3-8431	1930	"	35.5	"	3400.00	2900.00	6300.00
5386	Graham	117929	1936	"	41.5	"	4000.00	4500.00	8500.00
5380	Durant	W8-3-4117	1930	Jitney	9	Closed	2500.00	1250.00	3750.00
5381	"	W8-3-4735	1930	"	9	Steel	2500.00	1250.00	3750.00
5491	"	W8-3-4376	1930	"	9	"	2500.00	1250.00	3750.00
5492	"	W8-3-4794	1930	"	9	"	2500.00	1550.00	4050.00
5411	Lafayette		1937	"	9	"	2500.00	1300.00	3800.00
5412	"		1937	"	9	"	2500.00	1300.00	3800.00
5419	"		1937	"	9	"	2500.00	1300.00	3800.00
	212	White	GO-3069	1936	Freight truck		2800.00	1865.00	4665.43
T11775	208	"	68729	1937	"	" (wreck)	2800.00	700.00	3500.00
T11927	209	"		1937	"	"	2800.00	1400.00	4200.00
T-2813	210	Indiana	WB909425	1940	"	"	2700.00	1300.00	4000.00
T-5908	206	White	68729	1937	Lorry w/gas tank		2300.00	1450.00	3750.00
5872	207	Indiana	JXB911881	1940	"	"	2800.00	2000.00	5600.00
31-434		Nash	E-48422	1938	Sedan	Car			\$450.00
31-446		"	E-49389	1941	"	"			1506.30
31-442		Chevrolet	KR4382794	"	"	"			1000.00
32-132		Ford V8	V8-E-2695906	1940	Sedan	Car			750.00
32-131		Star	W8-3-4076	1930	"	"			4626.12
TOTAL - 128 vehicles							APPROXIMATE COST		\$ 700,765.60

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.

TPU BODY										
PLATE NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'TY	BODY	BODY	CHASSIS	TOTAL	
5467	71 Indiana	JXB920219	1941	Bus	41.5	Closed	\$3000.00	\$1550.00	\$4550.00	
5468	72 "	JXB915002	1941	"	41.5	"	3000.00	1550.00	4550.00	
5474	95 "	JXB920246	1941	"	41.5	"	3000.00	1800.00	4800.00	
5475	96 "	JXB913641	1941	"	41.5	"	3000.00	1550.00	4550.00	
5501	94 "	JXB915317	1941	"	41.5	"	3000.00	1600.00	4600.00	
5330	64 Fargo	DDT-1772	1933	"	35.5	Wooden	3400.00	2500.00	5900.00	
5331	65 "	KT-1640	1933	"	35.5	"	3400.00	2500.00	5900.00	
5332	66 "	DDT-1500	1933	"	35.5	"	3400.00	2500.00	5900.00	
5469	88 Durant	W8-73832	1930	"	35.5	"	3400.00	2400.00	5800.00	
5470	89 "	W8-71287	1930	"	35.5	"	3000.00	2300.00	5300.00	
5471	90 "	14-L-69733	1930	"	35.5	"	3000.00	2300.00	5300.00	
5480	126 "	W8-13831	1930	"	35.5	"	3400.00	2900.00	6300.00	
5481	127 "	W8-7-4022	1930	"	35.5	"	3400.00	2900.00	6300.00	
5485	135 "	W8-7-35052	1930	"	35.5	"	3400.00	2900.00	6300.00	
5472	91 "	8201	1930	"	35.5	"	3400.00	2900.00	6300.00	
5473	92 "	8294	1930	"	35.5	"	3400.00	2900.00	6300.00	
5476	129 "	W8-3-1536	1930	"	35.5	"	3400.00	2900.00	6300.00	
5477	130 "	W8-3-4027	1930	"	35.5	"	3400.00	2900.00	6300.00	
5478	131 "	W8-3-8431	1930	"	35.5	"	3400.00	2900.00	6300.00	
5386	204 Graham	117929	1936	"	41.5	"	4000.00	4500.00	8500.00	
5380	250 Durant	W8-3-4117	1930	Jitney	9	Closed	2500.00	1250.00	3750.00	
5381	160 "	W8-3-4735	1930	"	9	Steel	2500.00	1250.00	3750.00	
5491	157 "	W8-3-4376	1930	"	9	"	2500.00	1250.00	3750.00	
5492	158 "	W8-3-4794	1930	"	9	"	2500.00	1550.00	4050.00	
5411	161 Lafayette		1937	"	9	"	2500.00	1300.00	3800.00	
5412	162 "		1937	"	9	"	2500.00	1300.00	3800.00	
5419	163 "		1937	"	9	"	2500.00	1300.00	3800.00	
	212 White	60-3069	1936	Freight truck			2800.00	1865.00	4665.43	
T11775	208 "	68729	1937	"		" (wreck)	2800.00	700.00	3500.00	
T11927	209 "		1937	"		"	2800.00	1400.00	4200.00	
T-2823	210 Indiana	WB909425	1940	"		"	2700.00	1300.00	4000.00	
T-5908	206 White	68729	1937	Lorry w/gas tank			2300.00	1450.00	3750.00	
5872	207 Indiana	JXB911881	1940	"		"	2800.00	2000.00	5800.00	
31-434	Nash	E-48422		Sedan Car		1938			\$450.00	
31-446	"	E-49389		"		1941			1506.30	
31-442	Chevrolet	KR4382794		"		"			1000.00	
32-132	Ford V8	V8-E-2695906	1940	Sedan Car					750.00	
32-131	Star	W8-3-4076	1930	"		"				4626.12
TOTAL - 128 vehicles							APPROXIMATE COST		\$ 700,765.60	

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.

TPU BODY	PLATE NO.	MAKE	MOTOR NO.	MODEL	TYPE	CAP'Y	BODY	BODY	CHASSIS	TOTAL
	5467	71 Indiana	JXB920219	1941	Bus	41.5	Closed	\$3000.00	\$1550.00	\$4550.00
	5468	72 "	JXB915002	1941	"	41.5	"	3000.00	1550.00	4550.00
	5474	95 "	JXB920246	1941	"	41.5	"	3000.00	1800.00	4800.00
	5475	96 "	JXB913641	1941	"	41.5	"	3000.00	1550.00	4550.00
	5501	94 "	JXB915327	1941	"	41.5	"	3000.00	1600.00	4600.00
	5330	64 Fargo	DDT-1772	1933	"	35.5	Wooden	3400.00	2500.00	5900.00
	5331	65 "	KZ-4640	1933	"	35.5	"	3400.00	2500.00	5900.00
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At this meeting beside Lt. Col. Rogers, there were present the following U. S. Army officers:

Lt. Col. M. 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. R. R. Derrick; Pampanga Bus Co., 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 manager, 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 Fort 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 December 8, 1941.

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 thru his assistants, Maj. Montgomery and Maj. Howard Cavender.

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 com-

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December 24, 1941

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

S i r :

I wish to advise that at 2:30 p.m. on December 23rd, during the bombing of San Jose, Nueva 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 Dayombong, one old bus No. 66 of Durant make, which was held in that place 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-off, 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 situated, inasmuch as he is operating only a stationary unit. I further discussed this matter with Col. Balsam at Headquarters, 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 of 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 248 buses, private trucks and cars commandeered by the U.S. Army under Gen. Stevens, the servicing and repairing of all Headquarters units. I believe we can give them adequate service from this depot. I am working directly with Col. Balsam in this respect.

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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 wherever 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 procedure 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 necessary salaries. The payrolls 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 jurisdiction 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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

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

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 Co., 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 ₱42.00 per day from December 8th, 1941 to April 9th, 1942 inclusive ₱650,496.00

The Rural Transit Co., operated complete machine shops at Manila, Cabanatuan, Nueva Ecija and Bayombong, Nueva Vizcaya. These 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 Commonwealth of the Philippines, the company did maintain its equipments so that at all time it was modern and in first class condition and was never rejected on the periodic inspection made 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 vehicle 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 fleet 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 letter 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 U. 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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4. The value of the property when taken, and services rendered, as agreed upon are as follows:

a. 128 vehicles all being legally owned by the Rural Transit Co., 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 P42.00 per day from December 8th, 1941 to April 9th, 1942 inclusiveP650,496.00

The Rural Transit Co., operated complete machine shops at Manila, Cabanatuan, Nueva Ecija and Bayambang, Nueva Vizcaya. These 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 Commonwealth 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 inspection made 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 althe 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 fleet 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 letter 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 P200,000.00. Besides these parts the Rural Transit Co., in order to operate did have and turned over to the U. 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

become property of the U. S. Army. The approximate 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 ₱1,000.00 a month ₱766.59
 - San Jose, Nueva Ecija - buildings located within the municipal limits of San Jose, Nueva Ecija known as the Bunag property and comprising four buildings: 1 two story building constructed of wood of approximately 30 X 50 feet in size; 1 gasoline station with centrifugal pumps of approximately 12 X 20 feet in size; 1 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 ₱383.29
 - Bayombong, Nueva Vizcaya - property known as Rural 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; 1 building housing clinic and personnel, one story in height constructed of wood of the approximate size of 20 X 30 feet; 1 building parts and supplies having a size of approximately 20 X 25 feet at ₱800.00 a month ₱613.18
 - Echague, Isabela - property known as Rural Transit Co., compound situated in the municipality of Echague, Isabela comprising two buildings; office and parts building, one story in height constructed of wood with an approximate size of 30 X 40 feet; 1 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
 - Iligan, Isabela - property on the national road in the center of the municipality comprising two buildings; 1 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
 - Cauayan, 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; 1 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
- d. Salaries of the employees paid by the Rural Transit Co., for the period from December 8, 1941 to December 15, 1941 ₱10,427.08.
In accordance with certified copies of payrolls attached hereto and made a part of this claim for the period of December 1 to 15, 1941 inclusive.

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Bayombong, Nueva Vizcaya - property known as Rural 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; 1 building housing clinic and personnel, one story in height constructed of wood of the approximate size of 20 X 30 feet; 1 building parts and supplies having a size of approximately 20 X 25 feet at P800.00 a month..... P613.18

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Iligan, Isabela - property on the national road in the center of the municipality comprising two buildings; 1 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 P400.00 a month ...P306.59

Gauayan, Isabela - property known as Rural Transit Co., compound in the municipality of Gauayan, 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; 1 building utilized as living quarters of approximately 10 X 15 feet in size. Both buildings one story in height at P400.00 a month P 306.59

d. Salaries of the employees paid by the Rural Transit Co., for the period from December 8, 1941 to December 15, 1941 P10,427.08. In accordance with certified copies of payrolls attached hereto and made a part of this claim for the period of December 1 to 15, 1941 inclusive.

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STATEMENT OF CAPTAIN ROSCOE PRICE, INFANTRY, O-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 Bambang, and assigned as assistant Quartermaster in charge of transportation under Colonel Alfered S. 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 civilians but 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 equipment and too 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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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 commandeer 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 did not 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 locate.

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 ahead with their duties, but the services were all performed for the Army.

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DECLASSIFIED

Authority NND 883678

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DECLASSIFIED
Authority UND 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.
O-256298

CERTIFIED TRUE COPY:

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

A TRUE COPY

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt. CAC

DECLASSIFIED
Authority ND 883078

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1st Lt. CAG

RURAL TRANSIT CO.
Cabanatuan, N. E.

(trip)

C-1225(41)

Dec. 5, 1941

Rural Transit Company
Cabanatuan, N. E. Cija

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

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

RURAL TRANSIT CO.
Cabanatuan, N. E.

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(SGD.) H. KUTNER
Div. Superintendent

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAG

UG

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
NORMAN E. WINSLOW
1st Lt., CAC

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
NORMAN E. WINSLOW
1st Lt., CAG

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A TRUE COPY:

Norman E. Winslow

NORMAN E. WINSLOW
1st Lt., CAC

B- 1015(41)

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,
M a n a g e r .

A TRUE COPY

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

B- 1015(41)

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RURAL TRANSIT COMPANY

BY

(SGD.) R. DERRICK,
Manager.

A TRUE COPY

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

DECLASSIFIED
Authority UFD 883678

B- 1015(41)

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1st Lt., CAG

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	9,665.3 Shares
Estate of E. M. Bachrach	
Mrs. Mary McD. Bachrach, Administratrix	6,683.7 Shares
Mr. H. M. Levine	1 Share
Mr. P. O'Brien	1 Share
Mr. J. V. Hickey	1 Share
Mr. Elmer Madsen	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, AFWESPAC 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

MINUTES OF THE STOCKHOLDERS MEETING
OF THE BACHRACH MOTOR COMPANY, INC
HELD AT 105 MANGA AVENUE, MANILA, ON THE
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Mr. P. O'Brien
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

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

A T T E S T :

(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

True Copy
Norman Winslow
NORMAN E. WINSLOW
157 LT. CAC

DECLASSIFIED
Authority UND 883678

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(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 accommodate the Bureau of Posts by using personal cars, etc. We would be unable to do this after this date.

Yours very truly,

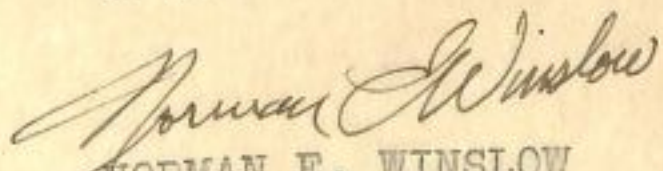
RURAL TRANSIT COMPANY

By

R. DERRICK
Manager

Copy to
Postmaster, Cabanatuan, N. Ecija

A TRUE COPY:


NORMAN E. WINSLOW
1st Lt., CAC

DECLASSIFIED
Authority UND 883678

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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., 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 corp-

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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.

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A TRUE COPY:

Norman E. Winslow
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A TRUE COPY:

Norman E. Winslow

NORMAN E. WINSLOW
1st Lt GAG

December 24, 1941

Lt. Col. M. A. Quinn
Motor Transport Division, USAFFE
2628 Ascaraga, Manila

S i r :

I wish to advise that at 2:30 p.m. on December 23rd, during the bombing of San Jose, Nueva 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. 66 of Durant make, which was held in that place 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-off, 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 situated, inasmuch as he is operating only a stationary unit. I further discussed this matter with Col. Balsam at Headquarters, 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 of 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 248 buses, private trucks and cars commandeered by the U.S. Army under Gen. Stevens, the servicing and repairing of all Headquarters units. I believe we can give them adequate service from this depot. I am working directly with Col. Balsam in this respect.

-2-

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 wherever 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 adverse conditions, but we are keeping everything under repair and operation in this vicinity. We agree that without doubt this procedure 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 necessary salaries. The payrolls are in quadruplicates, the original of which are signed by the employees. 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 jurisdiction 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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAG

December 18, 1941

MEMORANDUM for
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 former 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 caretaker 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

Norman E. Winslow By

R. DERRICK
Manager

A TRUE COPY: NORMAN E. WINSLOW
1st Lt., CAC

December 24, 1941

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We are carrying on under pressure and adverse conditions, but we are keeping everything under repair and operation in this vicinity. We agree that without doubt this procedure 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 necessary salaries. The payrolls are in quadruplicates, the original of which are signed by the employees. 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 jurisdiction 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 80% 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:

Norman E. Winslow

NORMAN E. WINSLOW
1st Lt., CAG

Commonwealth of the Philippines)
:
C i t y o f M a n i l a)

A F F I D A V I T

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 Officer, 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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

DECLASSIFIED
Authority MND 883678

Commonwealth of the Philippines)
City of Manila)

AFFIDAVIT

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Investigating Officer

A TRUE COPY:

NORMAN E. WINSLOW
1st Lt., CAC

Exhibit "B"

"CONFIDENTIAL"

December 19, 1941"

Col. Rogers
Executive Officer
Motor Transport Division, USAFFE
Manila

S I R :

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 Motor Transport Officer in-charge 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 equipment in order. Our shop in Cabanatuan is working approximately a personnel of sixty men. We are maintaining 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, Manila

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

Exhibit "B"

December 19, 1941*

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Executive Officer
Motor Transport Division, USAFFE
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(Sgd.) R. Derrick
Manager

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

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., GAO

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 remove to Cabanatuan for repairs any and all United States army trucks or 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

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

DECLASSIFIED
Authority MND 883678

Cabanatuan, Nueva Ecija

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

By

R. DERRICK
Manager
Rural Transit Company

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., GAG

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Authority UND 883678

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Lt. Col., Motor Transport
Depot

By

R. DERRICK
Manager
Rural Transit Company

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st 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 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 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 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,
1945.

STATEMENT OF MRS. MARY McD. BACHRACH, PRESIDENT
OF THE BACHRACH MOTOR CO., INC.
(Owners and Operators of the RURAL TRANSIT COMPANY)
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Subscribed and sworn to before me this 18 day of October,
1945.

DECLASSIFIED
Authority MND 883678

- 2 -

PAUL W. BAKER
Official
Major FA
Claims Investigation Officer

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt CAC

- 2 -

PAUL W. BAKER
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1st Lt CAC

- 2 -

~~PAUL W. BAKER~~
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Claims Investigation Officer

A TRUE COPY:

Norman E. Winslow

NORMAN E. WINSLOW
1st Lt CAG

STATEMENT OF MAJOR RALPH R. DERRICK
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 Rogers 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 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 P 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 emergency supply of gasoline totalling 7300 gallons. Upon arriving at Camp O'Donnell, according to Mr. Jacks' 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 northern Luzon. This particular job lasted about twenty-four hours in which the trucks were used continuously. 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 buy 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 redispached 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, 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 approximately 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 immediately 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 by Colonel Quinn on or about

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, Quartermaster 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 Constabulary, to my knowledge, commandeered civilian cars at Cabanatuan area and I did obtain vehicles when necessary from the Philippine Constabulary Commander 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. Major Monson 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
NORMAN E. WINSLOW
1st Lt CAC

(Sgd.) R. R. DERRICK
Major, U. S. A.

Capt. Derrick

Please give Lt. Bountin a 1½ ton truck.
Preferably a 4 wheel drive for the Provisional Field
Artillery Battery at Tarlac.

/s/ Persia S. Robinson
1st Lt. QMC

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt CAC

DECLASSIFIED
Authority UFD 883678

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1st Lt. QMC

A TRUE COPY:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt CAC

Cabanatuan, Nueva Ecija
December 24, 1941

MEMORANDUM for
Lt. P. 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 servicing 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 heavy-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/ R. DERRICK

R. DERRICK
Captain, USAFTE
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:

Norman E. Winslow^{1st} R. DERRICK
NORMAN E. WINSLOW
1st Lt CAC

Cabanatuan, Nueva Ecija
December 24, 1941

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

I noted, in my last trip on the Tafilac road yesterday, that there are two pieces of army equipment south of Tafilac: one heavy-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 traversed 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/SR. DERRICK

R. DERRICK
Captain, USAF/E
Motor Transport Div.

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Motor Transport Div.

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/s/ R. DERRICK

A TRUE COPY NORMAN E. WINSLOW
1st Lt 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 l.	gasoline lorry				
1	-	1,100 l.	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. Jitny	- - - - -	2	passengers
2	-	Durant Coupes	- - - - -	2	passengers
1	-	Am. Bantam 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 seated

October 29, 1941

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Philippine Department
Headquarters Division
Port Area, Manila

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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 l.	gasoline lorry			
1	- 1,100 l.	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 seated

October 29, 1941

Lt. Col. Rogers, CMS
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 l. gasoline lorry		
1	- 1,100 l. 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 seated

- 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, Nueva Vizcaya and could be placed at the disposal of the United States Army at Manila within 6 hours after notice at Cabanatuan. 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 Cauayan, Manila, San Jose, Bayombong, Echague and Ilagan. At these points, we also have mechanics and oil supply together with the necessary spare parts. We maintain 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

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U 3 -

back to Dagupan empty, which in a case like the Pampanga Bus Company which have trucks in Manila, that only makes a one way route to Stotsenburg and the trucks are dispatched from their San Fernando Office. That operation naturally is 50% less than could the Pangasinan Transportation Company and I believe that such a company should receive a little higher remuneration than a company whose trucks run a shorter destination. This corresponds with this Company, like the trip on the 23rd of this month. We and the Pampanga Bus Company went to Clark Field and we have to run from Manila to Cabanatuan empty while the Bambusco is at home in San Fernando. This is in no way a matter of criticism but a system of construction act, and I'm sure the operators agree with me and are not thinking too much of the compensation.

Yours very truly,

RURAL TRANSIT COMPANY

BY

/s/ R. Derrick
/t/ R. DERRICK,
M a n a g e r .

RD/elr

A TRUE COPY

NORMAN E. WINSLOW
1st Lt. CAC

- 3 -

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NORMAN E. WINSLOW
1st Lt. CAG

CONFIDENTIAL

December 24, 1941

Col. Balsam
Headquarters Camp

S i r :

The bearer is our electrician mechanic Bautista, who is accompanied by one helper, in accordance with your 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 Transport Depot can furnish in your camp, we will appreciate the order.

Respectfully yours,

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

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Captain, USAFFE
Motor Transport Div.

RD/ese

A TRUE COPY

NORMAN E. WINSLOW
1st Lt. GAC

WAR DEPARTMENT
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 possession 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 instituted 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:

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
NORMAN E. WINSLOW
1st Lt., CAC

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

IN REPLY PLEASE ADDRESS
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A TRUE COPY:

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

A TRUE COPY:

NORMAN E. WINSLOW
1st Lt., CAG

DECLASSIFIED
Authority WMD 883678

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

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

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A TRUE COPY:

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

A TRUE COPY:

NORMAN E. WINSLOW
1st Lt., CAG

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
NORMAN E. WINSLOW
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/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

DECLASSIFIED
Authority MND 883078

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Investigating Officer

DECLASSIFIED

Authority NND 883078

A TRUE COPY;

NORMAN E. WINSLOW
1st Lt., CAC

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.

1. It is believed that the statement contained in the attached 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 believable.

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:

Norman E. Winslow
NORMAN E. WINSLOW
1st Lt., CAC

MOTOR TRANSPORT SERVICE - LUZON FORCE
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24 March 1944

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Lieut-Colonel, G. M. C.,
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Captain, INF.
Investigating Officer

A TRUE COPY:

NORMAN E. WINSLOW
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/T/ FRED L. SCHWARTZ
Captain, INF.
Investigating Officer

A TRUE COPY:

NORMAN E. WINSLOW
1st Lt., CAC

HEADQUARTERS
UNITED STATES ARMY FORCES, WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION Adjud. BRANCH
Cur. SECTION

28 Feb 46
(date)

SUBJECT: Request for investigation.

TO : Investigations Section, I. & R. Branch, R. P. Division.

1. Request investigation be conducted and report rendered to this Branch/Section in the case of Rural Transit Co.
(name of subject or agency)
(201 file folder is attached for your use and is to be returned with report).

2. The circumstances of this case are: Appels have been submitted by employees of this company stating that said company was commandeered in Dec 41

(continue on separate sheet if necessary).

3. The specific information desired is: Orders of commandeering and any facts pertaining to commandeering

(continue on separate sheet if necessary).


4. The following are suggested contacts or leads not appearing in the file (show complete addresses if known):

a. Claims Service - Aswepac Company may have submitted claims for commandeered vehicles.

b. _____

5. If special priority recommended state here specific reasons therefore: _____

6. (Enter here pertinent remarks not included above):


Chief of Branch/Section

RURAL TRANSIT CO.

DECLASSIFIED
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