

DECLASSIFIED
Authority NWD 883078

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 or 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.

/s/ R. R. DERRICK
Major, U.S.A.

A. TRUE COPY

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

DECLASSIFIED
Authority NWD 883078

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 or 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.

/t/ R. R. DERRICK
Major, U.S.A.

A. TRUE COPY

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

DECLASSIFIED
Authority NND 883078

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 or 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.

/s/ R. R. DERRICK
Major, U.S.A.

A. TRUE COPY

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

DECLASSIFIED
Authority NWD 883078

DECLASSIFIED
Authority NND 883078

-2-

On January 1st, 1942 the United States Army had possession of the following listed motor vehicle equipment of the company:--

- 200---Passenger buses.
- 4---Service Trucks.
- 2---Fire Trucks and Fire Engines with complete fire fighting equipment. These fire trucks were dispatched to Fort Mills.
- 1---Fuel Tank Truck, now in use by General Hospital No. 2 in the field.
- 1---Buick, 7 passenger Sedan, turned over to Col. Monzano, C. E.
- 1---Ford V-8 Sedan, turned over to the 88th Field Artillery in the field.

In addition to the above, our shops, machinery, fuel, oil, supplies, materials and other property located in San Fernando, Pampanga, were placed at the disposal of the Army and, we understand, were destroyed on the night of January 1st, 1942 when the Army withdrew thru Pampanga to the province of Bataan.

The company paid all its employees up to and including December 31, 1941 although regular business had been suspended and work was being done exclusively for the Army on a rental basis as mentioned on Page 1 hereof.

It is requested that all the above be made of record with United States Army Departments and Offices concerned to serve as a basis for settlement of our claims for compensation and damages which may be submitted later.

Very truly,

PAMPANGA BUS COMPANY INC
(PAMBUSCO)

By:--

F. F. COTTRELL
Manager-Treasurer

A TRUE COPY:

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

On January 1st, 1942 the United States Army had possession of the following listed motor vehicle equipment of the company:--

- 200---Passenger buses.
- 4---Service Trucks.
- 2---Fire Trucks and Fire Engines with complete fire fighting equipment. These fire trucks were dispatched to Fort Mills.
- 1---Fuel Tank Truck, now in use by General Hospital No. 2 in the field.
- 1---Buick, 7 passenger Sedan, turned over to Col. Monzano, C. E.
- 1---Ford V-8 Sedan, turned over to the 88th Field Artillery in the field.

In addition to the above, our shops, machinery, fuel, oil, supplies, materials and other property located in San Fernando, Pampanga, were placed at the disposal of the Army and, we understand, were destroyed on the night of January 1st, 1942 when the Army withdrew thru Pampanga to the province of Bataan.

The company paid all its employees up to and including December 31, 1941 although regular business had been suspended and work was being done exclusively for the Army on a rental basis as mentioned on Page 1 hereof.

It is requested that all the above be made of record with United States Army Departments and Offices concerned to serve as a basis for settlement of our claims for compensation and damages which may be submitted later.

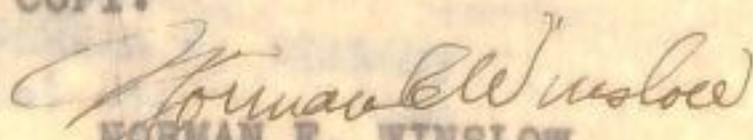
Very truly,

PAMPANGA BUS COMPANY INC
(PAMBUSCO)

By:--

F. F. COTTRELL
Manager-Treasurer

A TRUE COPY:


NORMAN E. WINSLOW
1st Lt. CAC

On January 1st, 1942 the United States Army had possession of the following listed motor vehicle equipment of the company:--

- 200---Passenger buses.
- 4---Service Trucks.
- 2---Fire Trucks and Fire Engines with complete fire fighting equipment. These fire trucks were dispatched to Fort Mills.
- 1---Fuel Tank Truck, now in use by General Hospital No. 2 in the field.
- 1---Buick, 7 passenger Sedan, turned over to Col. Monzano, C. E.
- 1---Ford V-8 Sedan, turned over to the 88th Field Artillery in the field.

In addition to the above, our shops, machinery, fuel, oil, supplies, materials and other property located in San Fernando, Pampanga, were placed at the disposal of the Army and, we understand, were destroyed on the night of January 1st, 1942 when the Army withdrew thru Pampanga to the province of Bataan.

The company paid all its employees up to and including December 31, 1941 although regular business had been suspended and work was being done exclusively for the Army on a rental basis as mentioned on Page 1 hereof.

It is requested that all the above be made of record with United States Army Departments and Offices concerned to serve as a basis for settlement of our claims for compensation and damages which may be submitted later.

Very truly,

PAMPANGA BUS COMPANY INC
(PAMBUSCO)

By:--

F. F. COTTRELL
Manager-Treasurer

A TRUE COPY:

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

cer

DECLASSIFIED
Authority NWD 883078

PHILIPPINE MOTOR TRANSPORT DEPOT
Bataan, in the field

9 February, 1942

REPORT OF ACTIVITIES FROM OUTBREAK OF THE WAR:

"EXTRACT EXTRACT."

At this point, the first serious mistake in operations was made. I failed to notify all transportation companies on Luzon to freeze their transportation for military service. As it turned out, however, nothing would have been gained by it, as the commandeering of motor vehicles by Philippine Army and Philippine Constabulary was conducted in an unorgaized manner by individuals, without any central control.

At least a year before the war, plans were perfected to organize an Army Motor Transport Service and to draft the commercial motor transport companies of the islands to the service of the military in case of emergency. Complete inventories were called for. Areas of functioning were apportioned. A series of meetings between motor transport officers and dealers developed. Each company was to operate and service its own equipment in its assigned area. The several companies were using equipment of quite different character. One company, for instance, had White, Indiana, and "ash vehicles; another company used diesel and alcohol equipment. It can easily be seen that the plan to let each company operate and service its own normal area where its installations existed was sound. Compensation was agreed upon according to rates established by the Public Service Commission, the company to furnish all operation and maintenance, or a flat rate of P42.00 per diem, the Army furnishing the maintenance. To date this Army Transport Service has not been authorized and we are still operating under Headquarters Philippine Department alone.

To cite the case of one company only, the Rural Transit Company, operated by the Bachrach Motor Company, one of the larger transport companies in the Philippines, promptly turned over to the Army all its facilities, equipment, etc. on December 8th. This involved 110 buses, 7 jitneys, 5 sedans, 4 freight trucks, and two gasoline tanks trucks of various makes. All maintenance shops at Cabanatuan (Nueva Ecija), San Jose (Nueva Ecija) and Bayombong (Nueva Vizcaya), in Northern Luzon, were likewise placed at the disposal of the Army. There has been no opportunity, of course, up to the present time to compensate the company for the use of its property, its gasoline and oil, spare parts, and salaries paid to their employees since serving the Army. Other large transportation companies acted in the similar manner.

(Sgd) M. A. QUINN
Lieut-Colonel, Q.M.C.
Department Motor Transport Officer

A TRUE COPY:

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

DECLASSIFIED
Authority NWD 883078

PHILIPPINE MOTOR TRANSPORT DEPOT
Bataan, in the field

9 February, 1942

REPORT OF ACTIVITIES FROM OUTBREAK OF THE WAR:

"EXTRACT EXTRACT."

At this point, the first serious mistake in operations was made. I failed to notify all transportation companies on Luzon to freeze their transportation for military service. As it turned out, however, nothing would have been gained by it, as the commandeering of motor vehicles by Philippine Army and Philippine Constabulary was conducted in an unorganized manner by individuals, without any central control.

At least a year before the war, plans were perfected to organize an Army Motor Transport Service and to draft the commercial motor transport companies of the islands to the service of the military in case of emergency. Complete inventories were called for. Areas of functioning were apportioned. A series of meetings between motor transport officers and dealers developed. Each company was to operate and service its own equipment in its assigned area. The several companies were using equipment of quite different character. One company, for instance, had White, Indiana, and "ash vehicles; another company used diesel and alcohol equipment. It can easily be seen that the plan to let each company operate and service its own normal area where its installations existed was sound. Compensation was agreed upon according to rates established by the Public Service Commission, the company to furnish all operation and maintenance, or a flat rate of P42.00 per diem, the Army furnishing the maintenance. To date this Army Transport Service has not been authorized and we are still operating under Headquarters Philippine Department alone.

To cite the case of one company only, the Rural Transit Company, operated by the Bachrach Motor Company, one of the larger transport companies in the Philippines, promptly turned over to the Army all its facilities, equipment, etc. on December 8th. This involved 110 buses, 7 jitneys, 5 sedans, 4 freight trucks, and two gasoline tanks trucks of various makes. All maintenance shops at Cabanatuan (Nueva Ecija), San Jose (Nueva Ecija) and Bayombong (Nueva Vizcaya), in Northern Luzon, were likewise placed at the disposal of the Army. There has been no opportunity, of course, up to the present time to compensate the company for the use of its property, its gasoline and oil, spare parts, and salaries paid to their employees since serving the Army. Other large transportation companies acted in the similar manner.

(Sgd) M. A. QUINN
Lieut-Colonel, Q.M.C.
Department Motor Transport Officer

A TRUE COPY

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

9 February, 1942

REPORT OF ACTIVITIES FROM OUTBREAK OF THE WAR:

"EXTRACT EXTRACT."

At this point, the first serious mistake in operations was made. I failed to notify all transportation companies on Luzon to freeze their transportation for military service. As it turned out, however, nothing would have been gained by it, as the commandeering of motor vehicles by Philippine Army and Philippine Constabulary was conducted in an unorgaized manner by individuals, without any central control.

At least a year before the war, plans were perfected to organize an Army Motor Transport Service and to draft the commercial motor transport companies of the islands to the service of the military in case of emergency. Complete inventories were called for. Areas of functioning were apportioned. A series of meetings between motor transport officers and dealers developed. Each company was to operate and service its own equipment in its assigned area. The several companies were using equipment of quite different character. One company, for instance, had White, Indiana, and "ash vehicles; another company used diesel and alcohol equipment. It can easily be seen that the plan to let each company operate and service its own normal area where its installations existed was sound. Compensation was agreed upon according to rates established by the Public Service Commission, the company to furnish all operation and maintenance, or a flat rate of ₱42.00 per diem, the Army furnishing the maintenance. To date this Army Transport Service has not been authorized and we are still operating under Headquarters Philippine Department alone.

To cite the case of one company only, the Rural Transit Company, operated by the Bachrach Motor Company, one of the larger transport companies in the Philippines, promptly turned over to the Army all its facilities, equipment, etc. on December 8th. This involved 110 buses, 7 jitneys, 5 sedans, 4 freight trucks, and two gasoline tanks trucks of various makes. All maintenance shops at Cabanatuan (Nueva Ecija), San Jose (Nueva Ecija) and Bayombong (Nueva Vizcaya), in Northern Luzon, were likewise placed at the disposal of the Army. There has been no opportunity, of course, up to the present time to compensate the company for the use of its property, its gasoline and oil, spare parts, and salaries paid to their employees since serving the Army. Other large transportation companies acted in the similar manner.

(Sgd) M. A. QUINN
Lieut-Colonel, Q.M.C.
Department Motor Transport Officer

A TRUE COPY:

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

DECLASSIFIED
Authority NWD 883078

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 his 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 on 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 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 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 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

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 his 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 on 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 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 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 unite 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, Quartermast Corps, Motor Transport Division, Army of the United States. Prior to this time I had been serving as outlined above without taking 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

ordered to complete movement of troops to the north to establish an advance in northern Luzon against the Japanese who were then threatening debarcation at Lingayen and Aparri. At this time General Stevens had approximately seven thousand Filipino troops at this point. I sent to General Stevens on his 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 on 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 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 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 unite 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, Quartermast Corps, Motor Transport Division, Army of the United States. Prior to this time I had been serving as outlined above without taking 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

DECLASSIFIED
Authority NWD 883078

PAMPANGA BUS COMPANY INC
(PAMBUSCO)

February 24th, 1942.

The Commanding Officer,
Philippine Motor Transport Depot,
United States Army.

S i r :-

As a result of plans arrived at in conferences held in Port Area, Manila, between Officers of the Philippine Motor Transport Depot, United States Army, and representatives of various bus companies, in the event of War or other serious emergency, the entire bus fleet of the Pampanga Bus Co. Inc. (Pambusco), its shops, machinery, motor fuel, oil, supplies, materials and other property were to be placed at the disposal of the Army for its exclusive use.

In the absence of any letter or more definite arrangements, this tentative plan was placed into effect on December 8th, 1941, under instructions of Officers of the Philippine Motor Transport Depot. On December 8th, 1941 the entire bus fleet of the Pambusco, including service trucks and other auxillary units, shops, machinery, motor fuel, oil, supplies, materials and other company property were placed at the sole disposal and use of the United States Army and all company employees and personnel were assigned to service, maintain and operate the buses and repair shops for the Army.

All regular passenger operations and private business of the company were suspended on December 8th, 1941.

The tentative plans, which were placed into effect, called for use of motor vehicle units on a daily rental basis of \$21.00 per unit per day. The company has already submitted statements of account up to and including December 31st, 1941 on a rental basis of \$21.00 per unit per day and has actually received payment on this basis up to and including December 15th, 1941.

In addition to compensation for use of motor vehicles and other property the Army was to reimburse the company for the total amount of all losses or damages to its equipment or property and the Army was to assume full responsibility for Pambusco employees or other company personnel retained in the Army service.

From December 8th, 1941 up to December 31st, 1941, our buses were operated from our shops in San Fernando, Pampanga and in Manila for the Army, being dispatched as called for. On the night of December 31st, 1941 and on January 1st, 1942 the company lost all contact with the buses as the Army took some into the field.

DECLASSIFIED
Authority NWD 883078

PAMPANGA BUS COMPANY INC
(PAMBUSCO)

February 24th, 1942.

The Commanding Officer,
Philippine Motor Transport Depot,
United States Army.

S i r :-

As a result of plans arrived at in conferences held in Port Area, Manila, between Officers of the Philippine Motor Transport Depot, United States Army, and representatives of various bus companies, in the event of War or other serious emergency, the entire bus fleet of the Pampanga Bus Co. Inc. (Pambusco), its shops, machinery, motor fuel, oil, supplies, materials and other property were to be placed at the disposal of the Army for its exclusive use.

In the absence of any letter or more definite arrangements, this tentative plan was placed into effect on December 8th, 1941, under instructions of Officers of the Philippine Motor Transport Depot. On December 8th, 1941 the entire bus fleet of the Pambusco, including service trucks and other auxiliary units, shops, machinery, motor fuel, oil, supplies, materials and other company property were placed at the sole disposal and use of the United States Army and all company employees and personnel were assigned to service, maintain and operate the buses and repair shops for the Army.

All regular passenger operations and private business of the company were suspended on December 8th, 1941.

The tentative plans, which were placed into effect, called for use of motor vehicle units on a daily rental basis of \$21.00 per unit per day. The company has already submitted statements of account up to and including December 31st, 1941 on a rental basis of \$21.00 per unit per day and has actually received payment on this basis up to and including December 15th, 1941.

In addition to compensation for use of motor vehicles and other property the Army was to reimburse the company for the total amount of all losses or damages to its equipment or property and the Army was to assume full responsibility for Pambusco employees or other company personnel retained in the Army service.

From December 8th, 1941 up to December 31st, 1941, our buses were operated from our shops in San Fernando, Pampanga and in Manila for the Army, being dispatched as called for. On the night of December 31st, 1941 and on January 1st, 1942 the company lost all contact with the buses as the Army took same into the field.

DECLASSIFIED
Authority NWD 883078

HEADQUARTERS
THE ARMY FORCES, HONOLULU, HAWAII
PERSONNEL DIVISION
SECTION
PAMPANGA BUS COMPANY INC
(PAMBUSCO)

February 24th, 1942.

SUBJECT: Request for investigation.

Investigations Section, I. & R. Branch, H. P. Division.

The Commanding Officer,
Philippine Motor Transport Depot,
United States Army.

this Branch Section in the case of

S I R :-

(20) file folder is attached for your use and is to be returned to
As a result of plans arrived at in conferences held in Port Area, Manila, between Officers of the Philippine Motor Transport Depot, United States Army, and representatives of various bus companies, in the event of War or other serious emergency, the entire bus fleet of the Pampanga Bus Co. Inc. (Pambusco), its shops, machinery, motor fuel, oil, supplies, materials and other property were to be placed at the disposal of the Army for its exclusive use.

In the absence of any letter or more definite arrangements, this tentative plan was placed into effect on December 8th, 1941, under instructions of Officers of the Philippine Motor Transport Depot. On December 8th, 1941 the entire bus fleet of the Pambusco, including service trucks and other auxiliary units, shops, machinery, motor fuel, oil, supplies, materials and other company property were placed at the sole disposal and use of the United States Army and all company employees and personnel were assigned to service, maintain and operate the buses and repair shops for the Army.

All regular passenger operations and private business of the company were suspended on December 8th, 1941.

The tentative plans, which were placed into effect, called for use of motor vehicle units on a daily rental basis of \$21.00 per unit per day. The company has already submitted statements of account up to and including December 31st, 1941 on a rental basis of \$21.00 per unit per day and has actually received payment on this basis up to and including December 15th, 1941.

In addition to compensation for use of motor vehicles and other property the Army was to reimburse the company for the total amount of all losses or damages to its equipment or property and the Army was to assume full responsibility for Pambusco employees or other company personnel retained in the Army service.

From December 8th, 1941 up to December 31st, 1941, our buses were operated from our shops in San Fernando, Pampanga and in Manila for the Army, being dispatched as called for. On the night of December 31st, 1941 and on January 1st, 1942 the company lost all contact with the buses as the Army took same into the field.

HEADQUARTERS
UNITED STATES ARMY FORCES, WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION Adj. BRANCH
Riv. 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 Pampanga Bus. 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: affids of employees

of said company, have been submitted stating
that company was commandeered.

(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 - Adwepac

Claim may have been submitted for commandeered vehicles.

b. Mr. Normandy at San Fernando, Pang.

Mgr. 7 Co.

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

DECLASSIFIED
Authority NWD 883078

PHILIPPINE MOTOR TRANSPORT DEPOT
In the Field

February 27th, 1942.

Mr. F. F. Cottrell, Manager-Treasurer,
Pampanga Bus Company, Inc.

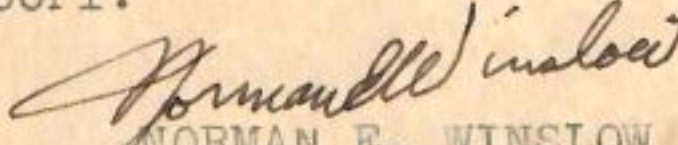
Dear Sir:-

Receipt of your letter under date of February 24, 1942 with reference to the use of transportation of the Pampanga Bus Company, Inc. (Pambusco) is hereby acknowledged.

Very truly yours,

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

A TRUE COPY:


NORMAN E. WINSLOW
1st Lt. CAC

DECLASSIFIED
Authority NWD 883078

PHILIPPINE MOTOR TRANSPORT DEPOT
In the Field

February 27th, 1942.

Mr. F. F. Cottrell, Manager-Treasurer,
Pampanga Bus Company, Inc.

Dear Sir:-

Receipt of your letter under date of February 24, 1942 with reference to the use of transportation of the Pampanga Bus Company, Inc. (Pambusco) is hereby acknowledged.

Very truly yours,

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

A TRUE COPY:

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

DECLASSIFIED
Authority NWD 883078

PHILIPPINE MOTOR TRANSPORT DEPOT
In the Field

February 27th, 1942.

Mr. F. F. Cottrell, Manager-Treasurer,
Pampanga Bus Company, Inc.

Dear Sir:-

Receipt of your letter under date of February 24, 1942
with reference to the use of transportation of the Pampanga
Bus Company, Inc. (Pambusco) is hereby acknowledged.

Very truly yours,

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

A TRUE COPY:

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