

PATANGAS TRANS. CO.

*Patangas Trans. Co.*

DECLASSIFIED  
Authority WFO 883078

*C/1235 - D. 1/4*

*Co., and*

*Patangas Trans. Co.*



**DECLASSIFIED**  
Authority No 883078







TRU	Dec 8	Dec 9	Dec 10	Dec 11	Dec 12	Dec 13	Dec 14	Dec 15	Dec 16	Dec 17	Dec 18	Dec 19	Dec 20	Dec 21	Dec 22	Dec 23	Dec 24	Dec 25	Dec 26	Dec 27	Dec 28	Dec 29	TOTAL Amount	REMARKS	
License No.																									
3127															42-	42-	42-	42-	42-	42-	42-	42-	8 days	336.00	Shipped by us to U. S. Army
3077															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3081															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3083															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3087															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3141															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3090															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3137															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3101															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3109															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3106															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3111															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3117															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3132															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3134															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3148															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
2907															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
2910															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3191															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3192															42-	42-	42-	42-	42-	42-	42-	42-	" "	336.00	" " " "
3218															42-	42-	42-	42-	42-	42-	42-	42-	" "	294.00	" " " "
3073															42-	42-	42-	42-	42-	42-	42-	42-	7 days	294.00	" " " "
3098															42-	42-	42-	42-	42-	42-	42-	42-	" "	294.00	" " " "
3068															42-	42-	42-	42-	42-	42-	42-	42-	5 days	210.00	" " " "
3067															42-	42-	42-	42-	42-	42-	42-	42-	" days	210.00	" " " "
3092															42-	42-	42-	42-	42-	42-	42-	42-	" "	210.00	" " " "
3112															42-	42-	42-	42-	42-	42-	42-	42-	" "	210.00	" " " "
3123															42-	42-	42-	42-	42-	42-	42-	42-	" "	210.00	" " " "
3126															42-	42-	42-	42-	42-	42-	42-	42-	" "	210.00	" " " "
3145															42-	42-	42-	42-	42-	42-	42-	42-	8 days	336.00	" " " "
3136															42-	42-	42-	42-	42-	42-	42-	42-	22 days	924.00	Shipped via Pambuco
3072	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	20 days	840.00	Taken on Highway by U. S. Army
638	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	42-	" "	45,738.00	TOTAL

DECLASSIFIED  
 Authority: E.O. 13526

Prepared by:

ANGAT-MANILA TRANSPORTATION

For: a/ Eusebio de Guzman  
 t/ Eusebio de Guzman  
 Accountant

Prepared by:

*Robert W. Kasberger*  
 ROBERT W. KASBERGER  
 1st Lt. Inf.  
 Investigating Officer.

E. S. E.

Certified Correct,  
 ANGAT-MANILA TRANSPORTATION

By: a/ Matias A. Fernando  
 t/ MATIAS A. FERNANDO  
 Executive Manager



PHILIPPINE TRANSIT ASSOCIATION  
M a n i l a

February 8, 1946.

MEMORANDUM

The Commanding General  
AFWESPAC  
Manila, Philippines

S i r :

This memorandum is being submitted for and on behalf of the members of the Philippine Transit Association.

This Association is composed of most of the principal land transportation operators on the Island of Luzon. The memorandum itself has to do with the claims of these operators for services rendered to the U. S. Army, and for compensation for the loss of their equipment while in the hands of the U. S. Army during the latter part of 1941 and early 1942. The circumstances connected with these claims are substantially as follows:

At the outbreak of the war with Japan on December 8, 1941, the private land transportation operators on the Island of Luzon, turned over to the Philippine Motor Transport Division, Quartermaster Corps, U. S. Army their rolling stock and equipment and operated and maintained the same for the Army and under its orders.

When the delivery of this rolling stock and equipment was made to the Philippine Motor Transport Division, the war was moving fast. Large numbers of troops and great quantities of supplies and ammunition had to be transported to remote points all over the Island of Luzon. Even with the full cooperation of the private transportation companies, the Army lacked sufficient transportation facilities. There was but one thought uppermost in everyone's mind, the dire and imminent need for more transportation. The members of the Association furnished this transportation without first obtaining any agreement as to price and terms. Later several operator members of the Association who had turned in their equipment, had a conference with Colonel Michael A. Quim - at that time the C.O., Philippine Motor Transport Division - on the subject of compensation for the use of this equipment. It was everybody's understanding at the time that the rolling stock and equipment merely was being rented not commandeered. The question of the Army commandeering the equipment or eventually acquiring title never was raised. At this conference, it was agreed that rentals would be paid at the rate of P42.00 per day for passenger buses, P35.00 per day for trucks, and P25.00 per day for jitneys; the Army to furnish the operating maintenance such as gasoline, oil and tires, inasmuch as all existing stocks of these supplies had been taken over by the Army



and could not be procured elsewhere by the operators. This daily compensation would cover not only the use of the vehicles but also routine servicing of the trucks. It did not cover major repairs, or loss of the vehicles through the fortunes of war. In case of loss, it was agreed that the owner would be compensated for such loss in accordance with the value of the vehicle at the time it was taken, in addition to the rental.

Things were happening so fast, and the headquarters of the Motor Transport were moved about so frequently that there was no time to reduce these agreements and stipulations to writing, or to make out formal contracts to cover each individual case. In some instances, the Quartermaster, in spite of the difficulties facing it, succeeded in paying the agreed rental of \$42.00 per day, for the period, or a portion thereof, before Manila was evacuated at the end of December 1941.

Most of the vehicles leased by the Army were used in the retreat to Bataan, and those that were not destroyed or captured were used in Bataan up to the surrender on April 9, 1942. The vehicles in Bataan continued to be operated and maintained by the former personnel of the private transportation companies, who, however, were inducted into the Army because of the inability of the private transportation companies to feed and pay them in Bataan. Some of the private transportation companies sent along with their equipment to Bataan, managers, mechanics and mobile repair units and continued to service their vehicles and supervise operations under the orders of the Army up to the date of the surrender of Bataan.

Came the liberation of the Philippines early in 1945. It was not long before the U. S. Army established what is known as the Claims Service, AFWESPAC. The operators started to prepare and submit claims for rentals due, and for compensation for equipment that was lost and never returned. Some of these claims were presented the latter part of May or early in June, 1945. They are still pending settlement. There is no immediate relief in sight.

The Philippine Transit Association wishes in no manner to criticize the individual officer or investigator in the Claims Service, AFWESPAC. Each one has manifested every desire to cooperate in settling the claims. This Association, however, herewith submits for your consideration what in its opinion will relieve the present intolerable impasse and expedite the settlement and payment of just claims by Claims Service, AFWESPAC:

1)- The personnel of Claims Service, AFWESPAC, changes frequently. These changes result in changes in policy, confusion and delays.



Memorandum  
The Commanding General, AFWESPAC  
February 8, 1946  
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It is recommended that as soon as possible a permanent staff be installed. If that is not possible, it is recommended that policies be set and not altered with changing personnel.

2)- Destruction of records, and death of witnesses, makes it impossible in a large number of cases to furnish proof beyond reasonable doubt, that the equipment existed, the claimants owned it, the Army used it, the value of the equipment, and its loss. Flagrant injustice will result should absolute proof be required, such as the statement of the officer using or commandeering the vehicle.

The Association does not doubt that fraudulent claims have been and will be presented, and that the Claims Service, AFWESPAC, must of necessity take every precaution in investigating claims. The Association believes, however, that under the circumstances, the emphasis should be on helping the claimant establish his claim; that the policy be adopted, that claims should be allowed unless there is proof to the contrary. The few fraudulent claims which will be passed are a bagatelle to the just claims that otherwise must be rejected for lack of evidence admissible in a court of law. The Association offers its services in certifying to the credibility and reputation of claimants.

3)- This Association maintains that the agreement arrived at with Col. Quinn about the middle of December 1941, that their equipment would be turned over on a lease or rental basis at a stipulated amount per day, should prevail in deciding how these claims should be settled, and that in addition to the rental, compensation for the equipment not returned to the owner should be paid in accordance with its determined value at the time it was taken over.

This Association submits the foregoing memorandum with the hope that it will result in expediting the settlement of the outstanding claims.

Very respectfully,

PHILIPPINE TRANSIT ASSOCIATION

BY:

\_\_\_\_\_  
MAX BLOUSE  
President

AJG-db



HEADQUARTERS AFWESPAC  
Check Sheet

Do not remove from attached sheets

File No. 1257 Subject: Investigation of LAGUNA-TAYABAS BUS CO.  
*E. Batangas Trans. Co.*

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(1) Investigation TO: Civ. Sect. 11 March 1946  
Section

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 affidavits and extracts of the file of AFWESPAC claims service and the above mentioned company.

GCB

*GJC*

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Authority: 40 CFR 883078

UNITED STATES OF AMERICA  
COMMONWEALTH OF THE PHILIPPINES  
CITY OF San Pablo, Laguna

IN THE MATTER OF  
Laguna-Tayabas Trans. Co.

STATEMENT

I, Pedro Malabo, resident of San Pablo, Laguna, hereby make the following statement:

That for the past eleven (11) years I have been employed as conductor, inspector, and dispatcher respectively of the Laguna-Tayabas Trans. Co. That late in 1938 I became dispatcher and was employed in this capacity at the outbreak of the war.

That at that time the main offices were in San Pablo, Laguna. That on or about December 9, 1941 I was present when Lt. (FNU) Meyer, AVS came to our office to talk to the manager, ~~Mr. Max Blom~~ Maj. Martin Olson (Phil. Constab.), and ass't manager, Joe Benedict. Though I was not present during their conversation, I was instructed by the manager to prepare our trucks for emergency use by the U.S. Army.

I received my instructions for dispatching of said trucks from Mr. Joe Benedict. At that time our motor pool consisted of 139 trucks all in operating condition. That when I dispatched one of those trucks I sent two men with each vehicle (driver & conductor) as was the usual manner of dispatching.

That I was last paid to include Dec. 15, 1941, and received this money on Dec. 20, 1941 from Mr. Angel Cabrera, the pay master for the company. That even after the trucks were taken over for use by the U.S. Army, the employees were paid as before by the Laguna-Tayabas Trans. Co., and

Signature: C. Barach, Jr.  
1941



were paid by the company paymaster by fifteen (15) day periods.

That on Dec. 28, 1941 the company office was moved to Manila since the Japanese forces were only about 26 Km. away at that time, and we feared that our trucks, parts, and equipment would be confiscated by the Japanese.

That during the time our trucks were dispatched for Army use they were hauling military personnel & ammunition. That no civilian passengers were transported after the trucks were taken over by the Army.

Further Affiant saith not.

IN TRUTH WHEREOF I have hereunto set my hand this 6<sup>th</sup> day of March, 1946 in San Pablo, Laguna.

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Authority No 883078

Pedro Malabo.

Pedro Malabo

Subscribed and Sworn to before me this 6<sup>th</sup> day of March, 1946.

Gustave C. Boesch Jr.  
Gustave C. Boesch Jr.  
1<sup>st</sup> Lt. Inf. 0535092  
Summary Court Officer



UNITED STATES OF AMERICA  
COMMONWEALTH OF THE PHILIPPINES  
CITY OF \_\_\_\_\_

IN THE MATTER OF \_\_\_\_\_

STATEMENT

I, \_\_\_\_\_, resident of \_\_\_\_\_  
\_\_\_\_\_, hereby make the following statement:

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Authority: *NSA 883078*



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

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Authority NO 883078

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 Batungas Trans Co  
(name of subject or agency)  
(201 file folder is attached for your use and is to be returned with report).  
SAN PABLO, LAGUNA.

2. The circumstances of this case are: Claims have been submitted by employees of said Co that the Batungas Trans Co was Commanded in Dec 41.

(continue on separate sheet if necessary).

3. The specific information desired is: Credentia of Commanding and any lists pertaining to the orders of Commanding.

(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 - Alameda  
Records may show claims of Batungas Trans Co for  
Vehicle.  
b. Commanding.

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

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

Stanley Sawicki  
Capt USM  
Chief of Branch/Section



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Authority No 883078

A F F I D A V I T

BEFORE ME, the undersigned, on this day personally appeared V. E. Lednicky who, after having been duly sworn, upon oath states:

THAT he is a citizen of the United States and that prior to the present war he was a resident of Manila, P.I. That during the Japanese occupation he was confined in an internment camp. That after the war was declared he was called into the service of the United States Army by Col. Michall Quinn, the Army Quartermaster, and assigned to duty with the Motor Transportation Division in Manila in accordance with a previous plan.

THAT about 10 December 1941 the Army Quartermaster in Manila issued an order, through Col. Quinn, freezing stocks of certain items in automobile supply stores in Manila. That all private sales of these articles were prohibited and they were to be held in stock for demand by the Army. That the Murphy Tire Company was among those which had its entire stock of tires frozen by the Army.

THAT the Army took over every new car and truck which the dealers in Manila had in stock at that time and that the Army also requisitioned cars and trucks owned by private individuals or companies. That in most instances receipts for the vehicles requisitioned were given. That two motor pools were maintained in Manila to receive these vehicles, Motor Pool No. 1 being at Sta. Ana Race Track and Motor Pool No. 2 being at Sto. Tomas. That cars and trucks were procured for the Army by the headquarters in Manila throughout the area from Batangas in the south to San Fernando on the north, with a few being obtained in Bataan. That the Army had two motorcycle men, named Smith and Weems, who operated north and south of Manila in taking these vehicles.

THAT the Army Quartermaster organized all automobile shops in Manila to do repair work exclusively for Army vehicles. That the Quartermaster issued work orders to the various shops to cover the jobs, some 4500 such orders having been issued in about a twenty days. That the job costs on repairs were rendered to the Quartermaster office and were checked by him or Lt. Shanks. That when they were approved these statements were placed in the field safe, one approved copy being given to the repair shop. That a few of these job statements reached the Finance Office but that during the last ten days before Manila fell nothing could be done in checking these cost items.

THAT the following officers of the United States Army were involved in requisitioning during December 1941 in Manila:

Col. (later Gen.) Michael Quinn, QM, for transportation and procurement items other than food;

Maj. (later Lt. Col.) Smythe, in charge of Motor Pool No. 2 at Sto. Tomas;

Maj. (later Lt. Col.) Brittel, in charge of Motor Pool No. 1 at Sta. Ana Race Track;



1; Lt. (later Maj.) J. N. Shanks, assistant, Motor Pool No. 1;  
Capt. Huber, in charge of a company of men from New Mexico.

THAT the following enlisted men were also connected with the procurement procedure:

Sgt. (now Lt.) Nix, in charge of the cockpit shop maintained by the Quartermaster for repair purposes;  
Sgt. Abel, supervisor of the work shops;  
Sgt. Abe Schwartz, purchasing agent, with headquarters at Manila Trading and Supply Company;  
Staff Sgt. James Jackson, in the Quartermaster office.  
Sgt. Noah, in Quartermaster office.

THAT receipts issued at Motor Pool No. 1 for motor vehicles requisitioned were signed by him either for Col. Quinn or for Lt. J. N. Shanks by his initial "L" or by an abbreviation of his name "Led."

That his present address is 126 Guevara Street, San Juan Addition, Manila.

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Authority *WFO 883078*

V. E. LEDNICKY

SUBSCRIBED AND SWORN TO before me this \_\_\_\_\_ day of April 1945.

EMMETT L. WHITSETT, JR.,  
1st Lt. J.A.G.D.,  
Investigating Officer,  
Claims Service, USAFFE.

A TRUE COPY::

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



A F F I D A V I T

Personally appeared before me, the undersigned authority, one M. Olson who, being duly sworn according to law, deposes and says:

That he is at present the Manager of the Laguna Tayabas Bus Company and the Batangas Transportation Company, both of which are engaged in the land transportation business by means of motor buses, under joint operation agreement.

That in the year 1941 and for some years prior thereto, he had been Manager of the Laguna Tayabas Bus Company, one of the partners in the joint operation mentioned above.

That during the month of December 1941, at the outbreak of the war with Japan, and in accordance with agreement previously arrived at between the bus operators and the military authorities, all of the rolling stock and equipment of the Laguna Tayabas Bus Company was turned over to the Philippine Motor Transport Division of the Quartermaster Corps, U. S. Army.

That this delivery was made on December 8, 1941, immediately upon receipt of advice of the outbreak of the war.

That at the time of the delivery of the buses and equipment owned and operated by the Laguna Tayabas Bus Company to the Philippine Motor Transport Division, there was no contract, either verbal or written, regarding the status of the equipment turned over to the Philippine Motor Transport, other than an arrangement previously entered into between the operators and the Quartermaster Department, U. S. Army, that in the event of the outbreak of war, the rolling stock and equipment of these operators would be immediately turned over to the Army.

That about the middle of December 1941, the various bus operators, who had previously turned over their equipment, met and had a conference with Colonel Michael A. Quinn then in command of the Philippine Motor Transport Division, at which conference it was agreed and stipulated between the parties, that the buses turned over to the Army would be considered as turned over on a lease or rental basis and that the rate of compensation for such services would be ₱42.00 a day for passenger buses and ₱35.00 a day for freight trucks, which compensation at that time included the salaries of the driver and conductor, and minor adjustments and repairs, but did not include other maintenance such as gasoline, oil and tires, as none of these supplies could be obtained in the local market in view of the fact that the U. S. Army had commandeered all such supplies.

That later, and in view of the fact that it was difficult to secure drivers to operate motor buses during war time at the previous rates of pay, Col. Quinn agreed to increase the remuneration paid as daily rentals for the use of the buses by ₱3.00 per day, in order to pay the drivers a salary of \$45.00 gold a month, which was the prevailing rate for civilian drivers of Army vehicles at that time.

That the Laguna Tayabas Bus Company recognizes its obligation to pay its drivers and conductors the previously stipulated rate of pay up to and including December 31, 1941, the difference between that rate and the prevailing rate during the war, to be paid by the United States Army.

That the Laguna Tayabas Bus Company never has recognized any liability or responsibility for the payment of any salaries or wages whatsoever to drivers and conductors, from and after January 1, 1942, in view of the fact that such drivers and conductors were from that time on under the direct orders of

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the Quartermaster Department, U. S. Army, by whom they were subsisted and paid, and under whose orders they were then serving.

That in addition to his other duties, the affiant was delegated and commissioned by Col. Michael A. Quinn to requisition all possible rolling stock, wherever it might be found, and to employ drivers to operate such vehicles at the rate of \$45.00 per month.

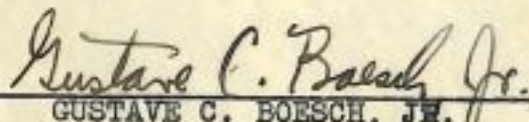
That in accordance with these orders and instructions, the affiant did requisition from their owners, several hundred motor vehicles and employed in the neighborhood of 200 extra drivers to operate them, most of whom were paid by the Army up to and including December 31, 1941.

Further deponent sayeth not.

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M. OLSON

Subscribed and sworn to before me this 11<sup>th</sup> day  
of March 1946, in the City of Manila.

  
GUSTAVE C. BOESCH, JR.  
1st. Lt. Infantry  
Summary Court Officer



JOINT EMERGENCY OPERATION  
LAGUNA TAYABAS BUS COMPANY  
BATANGAS TRANSPORTATION COMPANY

Following is a list of dead former employes of the Laguna Tayabas Bus Co. and the Batangas Transportation Company who died at Bataan or elsewhere during the present war with Japan and whose heirs are now claiming back salaries and compensation:

VICTOR FLORES: Conductor, served with his truck in Bataan until surrender and was taken to Camp O'Donnell where he died on June 29, 1942 of dysentery. His surviving relatives are:

Wife - Presentacio Rodriga and two children--

Boy Virgilio, 9 yrs. of age

Girl-Virginia, 3 yrs. of age

Wife claims for refund of conductor's bond and back salaries if any and such other compensations as may be awarded. (L.T.B.)

IRINEO ESTRELLADO: Driver, L.T.B., served in Bataan where he was wounded by shrapnel and later died of dysentery in Bataan. His wife was later killed by the Japs. Surviving dependents are two children age 7 and 4 respectively. His brother-in-law, Delfin Avansado, was advised to have a guardian of the children appointed to prosecute any claims in their behalf.

EUGENIO UNDEVILLA: Driver, L.T.B., served in Bataan up to the time of surrender, April 8, 1942, and was taken prisoner and sent to Capas. He was released and returned home on Aug. 6, 1942. Having developed malaria and dysentery when in prison camp he died of these diseases a few months after returning home. Survived by his wife, Aquilina Lubuquin, whose address is Cavinti, Laguna. She claims back pay due him for the period January 1, 1942 to April 8, 1942 until the surrender.

VICENTE JAVIER: Driver, L.T.B., served in Bataan up to the date of surrender and was killed by the Japs on March 21, 1944 after he had returned home from prison camp. Surviving heirs are his wife, Consuelo Pacheco and five children, namely, Prisco 11, Lydia, 8, Jose 6, Maximo 4 and Isidro 9 mos. Wife claims back pay for December 1941 as well as pay from January 1 to April 8, 1942 and other compensations that may be due her deceased husband.

CIRILO JUARES: Driver, L.T.B., served in Bataan until his truck was hit by a bomb in the latter part of February 1942. Managed to escape and returned home very ill and was killed later by Macapili on January 5, 1945 as he was suspected of being a guerilla. Surviving heirs are his wife, Presentacion Villanueva, 23 yrs. of age, and his child, Violeta, 3 yrs. of age. She claims back salaries for January and February 1942 and any other compensation that may be due her husband in connection with his death.

LUIS MERANO: Conductor, served in Bataan till the surrender, April 8, 1942. Taken prisoner and released from prison camp and returned to San Pablo, Laguna. He was killed by the Japs on Feb. 24, 1945. Surviving relatives are his wife, Concepcion Leyva 39 years of age and residing at Calococan, Rizal, and the following children: Rosa-20, Arcadio-19, Angelina-16, Flordelis-14. Wife claims back pay from January 1st to April 8, 1942 and other compensation that may be due her as a widow of the deceased. (L.T.B.)

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BERNARDO ANINGALAN: Driver, L.T.B., served in Bataan until the surrender where he was killed. Survived by his spouse, Rosita Marasigan and the following children: Luis 11, Elisa 10, Leticia 8, Isidro 6, Gloria 4. Wife claims back pay from January 1 till the date of surrender and any other compensation that may be due her late husband in connection with his service in the Army.

ARTEMIO UNDEVILLA: Driver, L.T.B., served in Bataan up to the time of surrender; managed to escape and returned to his home in Cavinti where he was suspected of guerilla activities and killed by the Japs in February 1944. Surviving relatives are his wife, Agapita Megino, 38 yrs. of age and a child, Lucia-12 yrs. old. Wife claims back pay from January 1 to April 8, 1942 and other compensation that may be due him as a result of his death.

JOSE BUENO: Driver, L.T.B., served with his truck at Malicboy, Tayabas. He was caught by the Japanese Army and held prisoner. He was later released and returned to Nagcarlan on December 30, 1941. Died, January 25, 1944 of pneumonia. Surviving relatives are his wife, Dorotea Sotelo, age 29 yrs. and residing at 228-C Tuberias, Quiapo, Manila. No children. Claims salary due her husband for the last half of December 1941 and such other compensation that may be due her as widow of the deceased. After December 1941 he was not with the Army nor was he interned in any concentration camp.

ERNESTO TOLEDO: Conductor, B.T.Co., was with his truck in Bataan up to the time of surrender; taken prisoner and sent to O'Donnell Concentration Camp; died May 3, 1942, cause unknown. Survived by wife, Annabella Verdad, 26 yrs. of age, and residing at Silang, Cavite, and a child, Nelda 4 yrss. old. Wife claims for pay from January 1 to April 8, 1942 and any other compensation that may be due him as a result of his connection with the army.

M. OLSON  
Manager

Aug. 3, 1945.

MO/orr

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JOINT EMERGENCY OPERATION  
LAGUNA TAYABAS BUS COMPANY  
BATANGAS TRANSPORTATION COMPANY

Following is a continuation of the list of dead former employes of the Laguna Tayabas Bus Co. and the Batangas Transportation Company who died at Bataan or elsewhere during the present war with Japan and whose heirs are now claiming back salaries and compensation:

SIXTO BUENO: Driver, L.T.B., served in Bataan. Taken prisoner on surrender. Interned in Capas Concentration Camp. Died there of dysentery, date not known. Survived by:

Wife - Leoncia Sotelo, age 45  
Residence: Nagcarlan, Laguna

MINOR Children:

Rudolfo Bueno..... 14 yrs.  
Gloria Bueno ..... 12 "  
Iluminada Bueno ..... 9 "

Wife claims back salary for December 1941 and any other compensation from the Army that may be due her deceased husband.

DIEGO BELEN: Driver, L.T.B., served with his truck in Mauban and was killed by the Japs during the battle there.

Wife - Socorro Pecaña  
Residence: Santa Cruz, Laguna.

Wife claims back pay for December 1941 and any other compensation that may be due her deceased husband.

DOMINADOR ARREVILLAGA: Conductor, L.T.B., was captured with his truck at Malicboy, Tayabas about middle of December 1941. Escaped and joined guerillas and was killed near Calauag, in March 1945.

Wife - Nicanora Legaspi, age 26  
Residence: Sta. Elena, San Pablo, Laguna

Children:

Mercedita Arrevillaga, 9 yrs.  
Nelson Arrevillaga, 4 yrs.  
Bayani Arrevillaga, 6 mos.

Claims pay for December 1941, refund of bond and any other compensation that may be due her deceased husband.

ROMAN CAPULE: Conductor, L.T.B., Surviving heir, wife. Died in Bataan.

Wife: Albina Belen  
Residence: Sta. Filomena, San Pablo City

Claims for back pay and any other compensation that may be due her deceased husband as a result of his death in Bataan.

OTHER DEAD EMPLOYES OF L. T. B.:

<u>Drivers</u>	<u>Place of death</u>	<u>Conductors</u>	<u>Place of Death</u>
1. Julian Peñaloza	Bataan	1. Dominador Maghirang	San Pablo
2. "Radio Sodario	San Pablo	2. Gregorio Swizo	
3. Patricio de la Cruz	Bataan	3. Maximo Guia	Bataan
4. Luciano Jara	Bataan	4. Fidel Pacundo	Pila
5. Maximino Salvatos	Lucban	5. Proceso Ilagan	Batangay Bay
6. Aguedo Canyon	Dolores		
7. Rufiño Vecina	Nagcarlan		



<u>Drivers</u>	<u>Place of Death</u>
8. Emilio Dawat	Rizal
9. Marcelo Vecina	San Pablo
10. Daniel Arguillon	Siniloan
11. Felipe Popan	San Pablo
12. Filemon Capiña	San Pablo
13. Juan Palilio	
14. Pedro Fornales	Bataan
15. Crisanto Plancia	Bataan
16. Roman Velasco	Bataan
17. Aurelio Escalona	San Pablo
18. Pedro Oblipias	Atimonan

MAXIMINO GUIA: Conductor, L.T.B., killed in Bataan, January 5, 1945. (Lima, Bataan). Survived by:

Wife: Felicisima de la Cruz  
Residence: San Pablo City (In list above)

Minor Children: Araceli -- 7 years

PROCESO ILAGAN: Conductor, L.T.B., captured at Bataan, interned at Capas, released on May 1942 on account of malaria. Went to Pola, Mindoro to visit his family but while on his way at Batangas to secure medical treatment, boat on which he was riding capsized on the sea and died for drowning. Survived by:

(He is single)

Father: Eugenio Ilagan  
Mother: Catalina Dieznos  
Residence: Pola, Mindoro

(In list above)

\* LAURO SAMSON: Driver, L.T.B., believed dead, as he never came back from Bataan. Survived by:

Wife: Macaria Latayan  
Residence: Santa Rosa, Laguna  
Minor Child: (female) Apaz Samson - 4 yrs.



DECLASSIFIED

Authority No 883078

## LAGUNA TAYABAS BUS COMPANY EMPLOYEES

DRIVERS

<u>No.</u>	<u>Name</u>	<u>No.</u>	<u>Name</u>
1.	Florencio Violan	51.	Dionisio Buenaseda
2.	Aurelio Pontanoza	52.	Eulogio Fajardo
3.	Rosendo Empleo	53.	Genaro Sigue
4.	Maximo Lozada	54.	Francisco Morelo
5.	Artemio Custodio	55.	Jose Oblena
6.	Policarpio Tiongco	56.	Quirico Hernandez
7.	Nicomedes Gonzales	57.	Ceferino Montellano
8.	Medardo Quizon	58.	Mateo Talabong
9.	Antonio Eblamo	59.	Isidro Luna
10.	Jose Limbo	60.	Petronilo Javier
11.	Andres Marasigan	61.	Porfirio Villaverde
12.	Servillano Belen	62.	Pedro Isles
13.	Emiliano Soriano	63.	Juan Orenday
14.	Leopoldo Dayo	64.	Ignacio Monserrate
15.	Alberto Alvarez	65.	Felicisimo Casunuran
16.	Francisco Bueta	66.	Zacarias Gesmundo
17.	Salvador Hombrebueno	67.	Domingo Paner
18.	Gregorio Mole	68.	Emiterio Paguia
19.	Irineo Cordova	69.	Leon de los Reyes
20.	Eliseo de Lumbang	70.	Patricio Felismino
21.	Marcial Suiza	71.	Agustin Padilla
22.	Wenceslao Avenido	72.	Domingo Lacson
23.	Vivencio Bristol	73.	Agustin Labsan
24.	Pedro Paala	74.	Santos Hisingco
25.	Emiliano Villamin	75.	Emiterio Napolis
26.	Marcelino Veloro	76.	Aurelio de los Reyes
27.	Epifanio Florento	77.	Cristeto Grantosa
28.	Porfirio Adam	78.	Emiterio Suiza
29.	Mariano Guevarra	79.	Aurelio Esquivel
30.	Santos Cosico	80.	Crisanto Obusa
31.	Felix Isles, Jr.	81.	Artemio Evangelista
32.	Antonio Devela	82.	Nicanor Salubayba
33.	Francisco Maragay	83.	Nicolas Pladevega
34.	Felix Generoso	84.	Emiliano Palmaria
35.	Floro Magana	85.	Francisco Marquez
36.	Mamerto Aquino	86.	Nicasio Modales
37.	Leon Manuyang	87.	Venancio Bosea
38.	Francisco Zarraga	88.	Concordio Fernandez
39.	Macario Aquino	89.	Pascual Panaglima
40.	Esteban Royena	90.	Miguel Ballesteros
41.	Servando Pañgataban	91.	Crisanto Ballesteros
42.	Dionisio Almare	92.	Pedro Arenal
43.	Felicisimo Ponce	93.	Manuel de Asis
44.	Vicente Copioso	94.	Felix Flancia
45.	Lope Vertucio	95.	Felino Manuyang
46.	Perfecto Dionisio	96.	Cirilo Aguilar
47.	Maximino Maloles	97.	Santos Arnuco
48.	Venerando Borgonia	98.	Isidoro Velasco
49.	Patricio Almariego	99.	Aradio Vitangcol
50.	Silvestre Evora	100.	Ananias Nobleza

only in  
Policy on Drivers  
Barriak List



No.      Name

Drivers

101. Alfredo Moncada  
 102. Augusto Ilagan  
 103. Reymundo Vista  
 104. Natalio Orenday  
 105. Leopoldo Aranoza  
 106. Santos Flancia  
 107. Pastor Obpiana  
 108. Isaias Banatlao  
 109. Simeon Ilaw  
 110. Florentino Lacerna  
 111. Mamerto Sumagui  
 112. Esteban Masiluñgan  
 113. Epifanio Flores  
 114. Felix Vitangcol  
 115. Teofilo Ramos  
 116. Emiliano Banatlao  
 117. Victor Ebron  
 118. Fulgencio Almaric  
 119. Godofredo Lraya  
 120. Dalmacio Aguda  
 121. Crisostomo Calixcihan  
 122. Felino Velasco  
 123. Bernabe Panagluma  
 124. Mateo Monterola  
 125. Numeriano Obnamia  
 126. Bernardo Alingalan  
 127. Casiano Pionila

Conductors

128. Nolasco Calabia  
 129. Sotero Cornista  
 130. Juan Mendoza  
 131. Monico Solleza  
 132. Elpidio Caperina  
 133. Arsenio Jardin-Insp.  
 134. Alfonso de la Cruz  
 135. Tomas Sanchez  
 136. Libertino Natividad  
 137. Inocencio Coronado  
 138. Amador Macalinao  
 139. Fernel Cabrera  
 140. Pedro Cabrera  
 141. Cornelio Plata  
 142. Bartolome Dalagan  
 143. David Lasat  
 144. Juanito Calo  
 145. Agripino Ticzon  
 146. Fructuoso Concordia  
 147. Guillermo Deveza  
 148. Eladio Caperina  
 149. Ciriaco Sena  
 150.

No.      Name

Conductors

151. Delfin Belen  
 152. Conrado Obilla  
 153. Elias Orajay  
 154. Juan Capuno  
 155. Juanito Alibutod  
 156. Juliano Pañganiban-Insp.  
 157. Proceso Cortez  
 158. Florentino Emprese  
 159. Melquiades Reyes  
 160. Simplicio Bayan  
 161. Malinio Cortez  
 162. Melquiades Juanillo  
 163. Feliciano Sta, Mina-Insp.  
 164. Primitivo Durante  
 165. Juan Abril  
 166. Olimpico Belda  
 167. Eleno Exconde  
 168. Melecio Magcamit  
 169. Arsenio Peñalosa-Insp.  
 170. Maximino Rocamora  
 171. Nicanor del Mundo  
 172. Placido Tunay  
 173. Eugenio Handusay  
 174. Gerardo Estiva  
 175. Crispin Granada  
 176. Fidel Pacundo  
 177. Francisco Monserrat

178. Alfredo Capistrano  
 179. Loreto Vitangcol  
 180. Francisco Mombrebueno  
 181. Rosendo Manrique  
 182. Jose Guevarra  
 183. Segundo Sopena  
 184. Cornelio Meer  
 185. Anastacio Cabanci  
 186. Vicente Alip  
 187. Sixto Generoso  
 188. Irineo Velarde  
 189. Rosendo Belen  
 190. Jose Vergara  
 191. Santos Umali  
 192. Juanito Dichoso  
 193. Arsenio Oracion  
 194. Higinio Monfero  
 195. Alejandro Calinawan  
 196. Juan Cornista  
 197. Zosimo Gallega  
 198. Baldomero Bagsic  
 199. Ramon Suñega  
 200. Lorenzo Robel



<u>No.</u>	<u>Name</u>
<u>C o n d u c t o r s</u>	
201.	Benito Endrenal-Insp.
202.	Florencio de Manzana
203.	Nicolas Manaeg
204.	Jose Timbre
205.	Delfin Aranza
206.	Anastacio Belen
207.	Severo Bondad
208.	Elpidio Alcantara
209.	Mamerto Capit
210.	David Montesines
211.	Anselmo Montilla
212.	Irineo Morfe
213.	Francisco Bondad
214.	Macario Morfe
215.	Leonardo Reyes
216.	Reymundo Blede
217.	Dalmacio Rondero
218.	Jose Hernandez
219.	Feliciano Montesines
220.	Crisanto Mabilangan
221.	Santos Estrellado
222.	Gregorio Lumberic
223.	Felix Dionglay
224.	Emiterio Reyes
225.	Ciriaco Belda
226.	Melecio Belda
227.	Paulino Pabelonia
228.	Abelardo Bañagale
229.	Rufino Suñega
230.	Julio Laguador
231.	Melecio Biglete
232.	Basilio Canape
233.	Alejandro Pladevega
234.	Gregorio Alina
235.	Cirilo Ramos
236.	Perfecto Ramos
237.	Simplicio Magtibay
238.	Pedro Almario
239.	Felipe Pascual
240.	Martin Gutierrez
241.	Artemio Rivera
242.	Hermogenes Añonuevo
243.	Cesario Velasco
244.	Daniel Salvatus
245.	Candido Valente
246.	Porfirio Carabio
247.	Isabelo Maaliw
248.	Felix Cortez
249.	Escaler Iranzo
250.	Alberto Barreto



DECLASSIFIED

Authority NW 883078

NAMES OF FORMER EMPLOYEES OF THE LAGUNA  
TAYABAS BUS CO. WHO WERE TAKEN TO BA-  
TAN WITH THEIR TRUCKS BY THE U. S.  
ARMY ON OR ABOUT DECEMBER 31, 19-  
41 AND WERE EITHER KILLED IN  
ACTION THERE, OR DIED OF  
WOUNDS OR DISEASES AS A  
RESULT OF THEIR INTERN-  
MENT AS PRISONERS OF  
WAR IN CAPAS A N D  
O'DONNELL

Drivers

- ✓1. Julian Peñaloza
- ✓2. Arcadio Sodario
- ✓3. Patricio de la Cruz
- ✓4. Irineo Estrellado ✓
- ✓5. Luciano Jara
- ✓6. Maximino Salvatos
- ✓7. Aguedo Canyon
- ✓8. Rufino Vecina
- ✓9. Bernardo Aningalan
- ✓10. Diego Belen
- ✓11. Vicente Javier
- ✓12. Cirilo Juarez
- ✓13. Jose Bueno
- ✓14. Emilio Dawat
- ✓15. Marcelo Vecina
- ✓16. Daniel Arguillon
- ✓17. Felipe Popan
- ✓18. Filemon Capiña
- ✓19. Juan Palilio
- ✓20. Sixto Bueno
- ✓21. Artemio Undevilla
- ✓22. Pedro Fornales
- ✓23. Eugenio Undevilla
- ✓24. Crisanto Plancia
- ✓25. Roman Velasco
- ✓26. Aurelio Escalona
- ✓27. Pedro Oblipias

Conductors

- ✓1. Victor Flores ✓
- ✓2. Dominador Maghirang
- ✓3. Gregorio Swizo
- ✓4. Roman Capule
- ✓5. Maximo Guia -
- ✓6. Fidel Pacundo
- ✓7. Luis Merano
- ✓8. Ernesto Toledo
- ✓9. Dominador Arevillaga
- ✓10. Proceso Ilagan -

M. OLSON  
Manager

November 15, 1945

MO/orr

A TRUE COPY:  
ep

*orig on Drivers  
Policy on Drivers  
Darrick hat*



C E R T I F I C A T E


I certify that the Manila City Directory, 1941, Vol. XLVI, lists the following information concerning the firms named below:

Laguna-Tayabas Bus Company, transportation, 313 Azcarraga, Tondo; Martin Olson, Manager; Andres Santos, Station Agent.

Batangas Transportation Company, 313 Azcarraga, Tondo, J. W. Crow, Manager; Vicente Bahia, Station Agent.

/s/ EMMETT L. WHITSETT, JR.,  
1st Lt., J.A.G. D.,  
Investigating Officer,  
Claims Service, USAFFE

A TRUE COPY:

  
NORMAN E. WINSLOW  
1st Lt      EAC



CONFIDENTIAL

DECLASSIFIED

Authority *WFO 883078*

C E R T I F I C A T E

I certify that a report dated 2 May 1945 from Civil Censorship Detachment, Headquarters USAFPE, received in this office contained the following extract from a communication from J. L. Manning, c/o American Chamber of Commerce, Manila, to Mr. J. S. Reese, Gotham Hotel, 5th Avenue, 55 Street, New York City, N. Y., relating to requirements of bus and transit companies:

"Laguna-Tayabas Bus Co. and Batangas Transit Co. now combined, required 240 trucks, 194" wheel base chassis powered with six cylinder diesel engine."

/s/ EMMETT L. WHITSETT, JR.,  
1st Lt, J. A. G. D.,  
Investigating Officer,  
Claims Service, USAFPE.

A TRUE COPY:

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

CONFIDENTIAL



In the Field of Bataan, P.I.  
February 23, 1942.

The Department Quartermaster,  
United States Army,  
In the Field.

S i r:

To make it of record I wish to report that as of January 1, 1942, the following busses, automobiles and other equipment, property of the Batangas Transportation Company and the Laguna-Tayabas Bus Company, were in the possession of the United States Army, having been voluntarily turned over to it:

Batangas Transportation Company:

168-Busses  
9-Automobiles  
3-Service trucks and  
A quantity of supplies, spare parts, tools, etc.

Laguna-Tayabas Bus Company:

138-Busses  
5-Automobiles  
3-Service trucks and  
A quantity of supplies, spare parts, tools, etc.

Of the foregoing approximately ten percent of the busses were either absolutely new or practically so, the balance ranged from a few months service to eight to ten years with very few with possibly more than ten years service.

The foregoing list is probably not correct or complete as it has been made entirely from memory, all the books and records having been left in Manila at the time of the Japanese occupation. As soon as we are able to regain possession of our records, a complete and exact report will be rendered covering the foregoing subject.

A complete bill from the above two companies for the rental of busses from December 8 to December 15, 1941 was presented and collected. The bill for the period from December 16 to 31, 1941 was prepared but could not be submitted owing to the hurried evacuation of Manila but will be submitted as soon as possible. Since January 1, 1942 none of the above equipment has been returned to us.

Very re spectfully,  
(Signed) Max B louse  
(Typed) Max Blouse  
President of the Batangas Trans Co and  
Laguna-Tayabas Bus Company

A TRUE COPY

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

A TRUE COPY:

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

CONFIDENTIAL



EXTRACTS from page 9 of photostatic "List of Owners And Of Property Taken For Military Use And Purposes In The Philippine Theatre of Operations" from Office of Fiscal Director, Washington, D. C.

---

QQ. Copy of letter dated 23 February 1942 from President of the Batangas Transportation Com. And Laguna-Tayabas Bus Company-- Max Blouse, advising the Department Quartermaster that property of above lines were in possession of the United States Army as follows:

Batangas Transportation Company

168 Busses  
9 Automobiles  
3 Service trucks and a quantity of supplies, spare parts, tools, etc.

Laguna-Tayabas Bus Company

138 Busses  
5 Automobiles  
3 Service trucks and a quantity of supplies, spare parts, tools, etc.

Above equipment/voluntarily turned over; a bill for period 8 December to 15 December 1941, for rental presented and collected. None of the equipment had been returned at date of letter. Letter of C.O., Motor Transport Service, Luzon Force in the field, dated 24 March 1942, to Q.M., U.S.A. Forces in the Far East in the field, reported that the statements in the letter were believed to be correct, and that all equipment of above companies had been made available.

---

BATANGAS TRANSPORTATION COMPANY  
&  
LAGUNA TAYABAS BUS COMPANY

PRO #

(Lt. ROTH)

A TRUE COPY:

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



MOTOR TRANSPORT SERVICE - LUZON FORCE  
In the Field

24 March 1942

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 communication is correct. All motor transportation available in the area in which the Batangas Transportation Company and the Laguna-Tayabas Bus 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  
M. A. QUINN  
Lieut-Colonel, Q. M. C.  
Commanding

Copy to: Finance Officer, USAFFE,  
Ft. Mills.

A TRUE COPY:

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



C E R T I F I C A T E

I Certify that the following is a true copy of a paragraph in a List of Owners and of Property Taken for Military Use and Purposes in the Philippine Theatre of Operations attached to a memorandum dated 7 December 1942 from the Office of the Fiscal Director to The Adjutant General; subject: Private property requisitions -- Philippine Islands, photostatic copies of the originals being on file in this office:

"QQ. Copy of letter dated 23 February 1942, from President of the Batangas Transportation Com. and Laguna-Tayabas Bus Company -- Max Blouse, advising the Department Quartermaster that property of above lines were in possession of the United States Army as follows:

Batangas Transportation Company

Laguna Tayabas  
Bus Company

168 Busses

9 Automobiles

3 Service Trucks and a quantity of supplies, spare parts, tools, etc.

138 Busses

5 Automobiles

3 Service trucks and a quantity of supplies, spare parts, tools, etc.

Above equipment/voluntarily turned over; a bill for period 8 December to 15 December 1941, for rental presented and collected. None of the equipment hand been returned at date of letter. Letter of C.O., Motor Transport Service, Luzon Force in the field, dated 24 March 1942, to Q.M., U.S.A. Forces in the Far East in the field, reported that the statements in the letter were believed to be correct, and that all equipment of above companies had been made available."

Dated 10 May 1945.

A TRUE COPY:

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

/s/ EMMETT L. WHITSETT, JR.,  
EMMETT L. WHITSETT, JR.,  
1st Lt, J.A.G.D.,  
Investigating Officer,  
Claims Service, USAFFE



PRO 297

JML/nf  
Cl 1-271

C E R T I F I C A T E

It is believed that the statement contained in sub-section QQ, page 9, of List of Orders and of Property Taken for Military Use and Purposes in the Philippine Theatre of Operations is correct. This list is an inclosure to memorandum from Office of Fiscal Director, Washington, D.C, dated 7 December 1943, to the Adjutant General, The Pentagon, Arlington, Virginia, Subject: "Private properly requisitions--Philippine Islands."

Mr. Max Blouse, President of the Laguna Tayabas Bus Co. and Batangas Transportation Co. reported to me that he destroyed all of his facilities in Batangas, Batangas, and San Pablo, Laguna, as the Japanese were entering both places during the latter part of December, 1941.

22 September 1945

/s/ M. A. QUINN  
M. A. QUINN  
Colonel, QMC  
Dept. Motor Transport Officer

A TRUE COPY:

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



STATEMENT

Dec 31, 1941

The Philippine Motor Transport Depot  
Q.M.D. U.S. Army  
TO: Laguna Tayabas Bus Company Dr.

TERMS:

To service of 135 passenger buses used by the U.S. Army in Military operation from Dec. 16th to 31, 1941 inclusive a total of 2160 bus days	
at ₪ 42.00 per day - - - - -	₪90,720.00
Reduced to U. S. Currency - - - - -	\$45,360.00

Note: Above includes salaries of employes and ordinary maintenance upkeep, but does not include damage to buses necessitating major repairs, or loss of any bus. Details regarding identity of buses used are specified on attached sheet.

A TRUE COPY:

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



CIVILIAN MOTOR VEHICLES COMMANDEERED BY THE  
UNITED STATES OR PHILIPPINE ARMY

- - - - -000- - - - -

OWNER LAGUNA-TAYABAS BUS COMPANY LIC. NO. TFU-6727 (YR. 1941)  
San Pablo, Laguna

Type Bus  
Make Ford (50-pass  
Model \_\_\_\_\_  
Motor No. \_\_\_\_\_  
Army No. \_\_\_\_\_  
Supplier \_\_\_\_\_  
Date of Delivery \_\_\_\_\_  
Delivered to \_\_\_\_\_  
C o s t \_\_\_\_\_  
Invoice No. \_\_\_\_\_  
Invoice Approved by \_\_\_\_\_  
Date of Invoice \_\_\_\_\_  
Date of Payment \_\_\_\_\_  
Warranty No. \_\_\_\_\_  
Amount \_\_\_\_\_  
Supplier's Receipt No. \_\_\_\_\_  
Date of Receipt \_\_\_\_\_  
Location of Unit \_\_\_\_\_

REMARKS:

Received from Dept. Motor Pool on December 9, 1941,  
(Driver-- E. Villamin) At present, bus is in Headquarters  
South Luzon Force, USAFFE.

A TRUE COPY:

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



S T A T E M E N T

December 31, 1941

M The Philippine Motor Transport Depot, Q.M.D. U.S. Army,

TO Laguna Tavabas Bus Company Dr.

T E R M S

To service of 33 freight trucks used by the U.S. Army  
in Military Operations in the Laguna-Tavabas area  
during the period between December 8, 1941 to December  
31, 1941 inclusive, a total of 732 truckdays at ₱ 35.00  
per day, all trucks used being of 3-ton capacity as  
shown in detail on attached sheet ₱ 25,620.00

In U.S. Currency \$ 12,810.00

NOTE: The above includes salaries of employees and ordinary  
maintenance upkeep, but does not include damage to trucks  
necessitating major repairs or loss of any truck.

A TRUE COPY:

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



DETAILED DATA REGARDING FREIGHT TRUCKS  
 TURNED OVER TO AND USED BY THE U.S. ARMY  
 IN THE ST. THOMAS AREA FROM DECEMBER 8,  
 1941 TO DECEMBER 31, 1941 INCLUSIVE.

	MAKE	LICENSE NO.	CAPACITY	PERIOD		TRUCKDAYS
				from	to	
1.	Ford V-8	T.10661	3 ton	12/8/41	12/31/41	24
2.	"	T.10662	"	"	"	24
3.	"	T.10664	"	"	"	24
4.	"	T.10957	"	"	"	24
5.	"	T.10958	"	"	"	24
6.	"	T.10665	"	"	"	24
7.	"	T.10663	"	"	"	24
8.	"	T.10689	"	"	"	24
9.	"	T.10971	"	"	"	24
10.	"	T.10945	"	"	"	24
11.	"	T.10695	"	"	"	24
12.	"	T.10693	"	"	"	24
13.	"	T.10660	"	"	"	24
14.	"	L.T.B. Co. 92	"	"	"	24
15.	International	T.10667	"	"	"	24
16.	Ford V-8	T.10666	"	"	12/18/41	11
17.	"	T.10690	"	"	12/31/41	24
18.	"	T.10861	"	"	"	24
19.	"	T.10694	"	"	"	24
20.	International	TH. 518	"	12/9/41	"	23
21.	"	TH. 2554	"	"	"	23
22.	"	TH. 2555	"	"	"	23
23.	"	TH. 2556	"	"	"	23
24.	Ford V-8	T.10815	"	12/10/41	"	22
25.	"	T.10976	"	"	"	22
26.	Fargo	T.10864	"	"	12/16/41	7
27.	Ford V-8	TH. 2559	"	"	12/31/41	22
28.	"	T.10928	"	"	"	22
29.	"	TH. 2560	"	"	"	22
30.	Chevrolet	T.10944	"	"	"	22
31.	Indiana	T.10781	"	"	"	22
32.	International	T.10755	"	12/12/41	"	20
33.	Ford V-8	A. 516	"	12/16/41	"	16

Total Truckdays . . . . 732

We hereby certify that the above freight trucks were utilized in the Military Operation of the U.S. Army in different parts of the Laguna Tayabas Area during the entire period from Dec. 8, 1941 to Dec. 31, 1941 inclusive, and that services were rendered pursuant to request made by the proper Army authorities.

LAGUNA TAYABAS BUS COMPANY

A TRUE COPY  
*Norman E. Winslow*  
 NORMAN E. WINSLOW  
 1st Lt., CAC

(SGD.) M. OLSON  
 Manager



Detailed data regarding passenger buses of the Laguna Tayabas Bus Company issued on to the Philippine Transport Depot of the U. S. Army and which have been in the service of the Army from December 16 to 31, 1941 inclusive.

Co. No.	T.P.U. Plate No.	Make	Model	Motor No.
1	6701	Ford	99TF	195713
2	6702	"	"	195696
3	6703	"	"	195715
4	6704	"	"	452887
5	6705	"	"	452901
6	6706	"	"	230088
7	6707	"	"	230134
8	6708	"	"	230127
9	6709	"	"	230159
10	6710	"	"	230095
11	6711	"	"	230141
12	6712	"	"	230124
14	6714	"	"	195660
15	6715	"	"	195642
16	6716	"	"	195640
17	6717	"	"	195610
18	6718	"	"	216994
19	6719	"	"	217021
20	6720	"	"	217029
21	6721	"	"	217023
22	6722	"	"	217048
23	6723	"	"	217043
24	6724	"	"	217051
25	6725	"	"	217047
27	6727	"	"	217049
28	6728	"	"	195634
29	6729	"	"	217045
30	6730	"	"	217046
31	6731	"	"	216198
32	6732	"	"	216999
33	6733	"	"	216983
34	6734	"	"	217018
35	6735	"	"	216996
36	6736	"	"	217013
37	6737	"	"	216967
38	6738	"	"	216973
39	6739	"	"	216971
40	6740	"	"	216969
41	6741	"	BB18F	1731340
42	6742	"	"	3331339
43	6743	"	"	3331353
44	6744	"	"	3131329
45	6745	"	"	3231334
46	6746	"	"	562917
47	6747	"	"	540703
48	6748	"	"	540793
49	6749	"	"	540687
50	6750	"	"	540598
51	6751	"	"	2817430

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 NORMAN E. WINSLOW  
 1st Lt CAC



( 2 )

Co. No.	T.P.U.	Plate No.	Make	MODEL	Motor No.
52		6752	Ford	BB18F	2817420
53		6753	"	"	2695673
54		6754	"	"	2817458
55		6755	"	"	2695651
56		6756	"	"	2817466
57		6757	"	"	2695656
58		6758	"	"	2817456
59		6759	"	"	2695612
60		6760	"	"	841261
61		6761	"	"	841231
62		6762	"	"	540796
63		6763	"	"	1222739
64		6764	"	"	540464
65		6765	"	"	1223053
66		6766	"	"	1223069
67		6767	"	"	1223001
68		6768	"	"	813201
69		6769	"	"	540488
70		6770	"	"	562926
71		6771	"	"	540596
72		6772	"	"	1223071
73		6773	"	"	1217761
74		6774	"	"	535971
75		6775	"	"	777609
76		6776	"	"	535972
77		6777	"	"	562936
78		6778	"	"	540699
79		6779	"	"	1222905
80		6780	"	"	3331358
81		6781	"	"	3305739
82		6782	"	"	2698843
83		6783	"	"	2424427
84		6784	"	"	2582434
85		6785	"	"	2524171
86		6786	"	"	2383943
87		6787	"	"	2424295
88		6788	"	"	3020165
89		6789	"	"	2524241
90		6790	"	"	2422467
91		6791	"	"	2523751
92		6792	"	"	2524436
93		6793	"	"	2523884
94		6794	"	"	2523881
95		6795	"	"	2734716
96		6796	"	"	3331349
97		6797	"	"	2524227
98		6798	"	"	3331351
99		6799	"	"	2695677
100		6800	"	"	540481
101		6801	"	"	590827
102		6803	"	"	1142508
103		6803	"	"	1142640
104		6804	"	"	1142400



( 3 )

Co. No.	T.P.U.	Plate No.	Make	Model	Motor No.
105		6805	Ford	BB18F	1142509
106		6806	"	"	1217737
107		6807	"	"	1222935
108		6808	"	"	5598652
109		6809	"	"	1222956
110		6810	"	"	1223096
111		6811	"	"	1222848
112		6812	"	"	1222943
113		6813	"	"	1223174
114		6814	"	"	1222942
115		6815	"	"	1223051
116		6816	"	"	1222860
117		6817	"	"	1134431
118		6818	"	"	5598379
119		6819	"	"	473518
120		6820	"	"	473529
121		6821	"	"	540474
122		6822	"	"	481253
123		6823	"	"	540591
124		6824	"	"	540690
125		6825	"	"	2383971
126		6826	"	"	2695752
127		6827	"	"	2205210
128		6828	"	"	2051650
129		6829	"	"	1515490
130		6830	"	99T.F.	116119
132		6832	"	"	187759
133		6833	"	"	195792
134		6834	"	BB18F	5280783
135		6835	"	99T.F.	116045
136		6658	"	B	454338
137		6672	"	B	454513
138		6673	"	B	454757

We hereby certify that the above used passenger buses of the Laguna Tayabas Bus Company were utilized in the military operation of the U.S. Army in different parts of Luzon during the entire period from Dec. 16th to Dec 31, 1941 inclusive, and that services were rendered pursuant to request made by the proper Army authorities.

LAGUNA TAYABAS BUS COMPANY

By: M. OLSON  
 Manager

A TRUE COPY:

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



CERTIFICATE

I certify that on 14 May 1945, the attached documents, consisting of a statement dated 31 December 1941 from Laguna Tayabas Bus Company to The Philippine Motor Transport Depot in the sum of \$45,360.00 for the use of 135 passenger buses from 16 through 31 December 1941 and an attached schedule signed by M. Olson, Manager, covering 138 buses were obtained from records of The Philippine Motor Transport Depot which had been preserved and were delivered to this office by Mr. Jose Luna, Chief Clerk of the Depot in December 1941.

E.L.W.

A TRUE COPY:  
*Norman E. Winslow*  
NORMAN E. WINSLOW  
1st Lt CAC



EXTRACTS - - PHOTOSTATIC (partial) List of Recorded Commandeered Vehicles  
from ASF JAG Washington, D. C.

COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT)

41st Division (Consolidated)

ON (DATE) Dec. 24, 1941

REMARKS: WAS RECEIPT GIVEN

:LICENSE:OR OTHER ARRANGEMENTS MADE

:NUMBER :INDICATE

###	CAPACITY:	OWNER	ADDRESS	DRIVER		
1 Bus	41 Pass	B. T. Co.	Batangas, Batangas		TPU 2992	Not known (yes)
2 "	35 "	"	"		TPU 2513	" "
3 "	35 "	"	"		TPU 2433	" "
4 "	41 "	"	"		TPU 2553	" "
5 "	35 "	"	"	Meliton Mollada	TPU 2523	" "
7 "	35 "	"	"	Santos Reyes	TPU 2419	" "
8 "	41 "	"	"	Ananias Almenras	TPU 2338	" "
9 "	35 "	"	"	Antonio Bautista	TPU 2434	" "
11 "	35 "	"	"	Juan Jacel	TPU 2518	" "
14 "	35 "	"	"	A. Vallelos	TPU 2423	" "
24 "	35 "	"	"	Q. Custodio	TPU 2404	" "
25 "	35 "	"	"	M. Garcia	TPU 2553	" "
26 "	35 "	"	"	G. Enriquez	TPU 169	" "
27 "	35 "	"	"	P. Roxas	TPU 144	" "
28 "	35 "	"	"	A. Almenras	TPU 2528	" "

(page 2 follows)

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1st Lt., OAC

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COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT) 41st Division (Consolidated) ON (DATE) Dec 24, 1941

NO	CAPACITY	OWNER	ADDRESS	DRIVER	LICENSE NUMBER	OTHER ARRANGEMENTS MADE? IN*
38	35 Pass	B. T. Co.	Batangas, Batangas	F. Ballelor	TPU 2464	R-Issued (P20)
	ON HAND IN (UNIT)	31st Combat Team			On (DATE) 20 Dec 41	
	Pass Bus 39 Pass	B. T. Co.	Batangas, Batangas	Pascual Ramos	TPU 2403	Sr. Co. 31st Inf (p.107)
"	33 "	"	"	Nestorio Puzalan	TPU 2480	" "
"	30 "	"	"	No driver	TPU 2490	3rd Bn "
"	33 "	"	"	Ricardo Isleta	" 2472	Sr. Co. Inf
"	30 "	"	"	Narciso Dimeano	" 2526	3rd Bn "
"	30 "	"	"	Fernando Salabit	" 2410	" "
"	30 "	"	"	Felix Patelio	" 2529	" "
"	30 "	"	"	Nicasio Magtibay	" 2460	" "
"	30 "	"	"	Elequiel Amarillo	" 2496	" "
"	30 "	"	"	Rufino erni	" 2515	" "
"	2100kg	"	"	Pampilo Pina	" 2427	Anti Tank Co.
(106)	Ford V8	"	"	Ignacio Santos	TPU 2557	24th FA Brigade (PS) on Jan 9 1942
	1939 Bus 2270kg	"	"	Roman, Manalo	TPU 2447	" " "
(106)	Dodge 1928-2100kg	"	"			

(page 3 follows)

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1st Lt CAC

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EXTRACTS --Photostatic (partial)List of Recorded Commandeered Vehicles  
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## COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT) 31st Combat Team

ON (DATE) 20 Dec 41

REMARKS:

:CAPACITY:	OWNER	ADDRESS	DRIVER	LICENSE #:	REMARKS:
Pass Bus 35 Pass	Batangas Trans Co.	Batangas, Batangas	Pascual Panaglina	TPU 6816	2nd Bn 31st Inf (P-109)
" 30 "	"	"	Juan Sarmiento	" 2514	" "
" 35 "	"	"	Sebastian Almoro	" 2488	" "
" 35 "	"	"	Juan Magtibay	" 2482	" "
" 35 "	"	"	Euterio Herrera	" 2450	" "
" 35 "	"	"	Francisco Palma	" 2443	" "
" 35 "	"	"	Luis Carreon	" 2474	" "
" 35 "	"	"	Pedro Mendoza	" 2417	" "
" 35 "	"	"	Taburcio Frias	" 2453	" "
" 35 "	"	"	Miguel Lucido	" 2458	" (P-110)
" 35 "	"	"	Eugenio Pangilinan	" 2411	" "
" 35 "	"	"	Lauro Acgt	" 2400	" "
" 35 "	"	"	Agustin Lara	" 2445	" "
" 35 "	"	"	Isidro De Guzman	" 2422	" "
" 35 "	"	"	Macario Crelencia	" 2487	" "
" 35 "	"	"	Baldomero Reyes	" 2457	" "

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from ASF JAG Washington.

## COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT) 12th Q.M. Bn.

ON (DATE) Dec 19, 1941

	: CAPACITY :	OWNER	: ADDRESS :	DRIVER	: LICENSE # :	REMARKS:
Bus (B.T.Co)	35 Pass	Batangas Trans Co	Batangas, Bat.	Galiciano Bayani	TPU 2507	Furnished 12/10/41 (p 118)
" "	41 "	"	"	Eulogio Manalo	TPU 2500	
" "	35 "	"	"	Baldomero, Azucena	2420	
ON HAND IN (UNIT) 12th Signal Company (PS)				ON (DATE) December 21, 1941		
T41	41 Pass	Batangas Trans Co	Batangas, Bat.	Antonio Simbahan	TPU 2537	(p.125)
A	35 "	"	"	Isidro Mendoza	" 2454	
	35 "	"	"	Leandro Baler	" 2456	
DB	35 "	"	"	Francisco Punzalan	" 2406	
T18C	39 "	"	"	Nemesio Balina	" 2497	
DB	35 "	"	"	Godofredo Topacio	" 2521	
T41	41 "	"	"	Bonifacio Hosira	" 2540	
T18 C	35 "	"	"	Ramon Hernandez	" 2429	
T18 C	42 "	"	"	Dionisio Dapol	" 2493	
CO "D" Clearing, 12th Med Bn. (PS)						
4 Dodge Bus 1935-2760		B. T. Co.	Batangas, Bat.	Francisco Manalo	TPU 2516	(p. 136)
Dodge Truck 1941	41 Pass	"	"	Leon del Carmen	" 2547	Hired 10 Dec 41
Ford Diesel 1940	41 Pass	"	"	Arsenio Reyes	" 2373	p. 137
" " "	41 Pass	"	"	Remigio de Torres	" 2568	"

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EXTRACTS - Photostatic (partial List of Recorded Commandeered Vehicle from ASF JAG Washington.

COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT)

C. T. 45th

ON (DATE)

December 23, 1941

CAPACITY	OWNER	ADDRESS	DRIVER	LICENSE #	REMARKS:
Pass Bus 2100-K	Batangas Trans Co	Batangas, Bat	Sabas Gonzaga	2483	(p. 140)
" " 35 Pass	"	"	Leonardo Castor	2461	
" " 49 "	"	"	S. Temes	2549	
" " 2460-K	"	"	M. Alaras	Unknown, Co. No. 167	
" " 2100-K	"	"	S. Bagay	Unknown, Co. No. 76	
" " 41 Pass	"	"	Jose Gamboa	2401	
" " 2100-K	"	"	Luis Olarte	2479	
" " 35 Pass	"	"	Maximino Plata	2524	
" " 35 Pass	"	"	Fermin dela Pinia	2476	
" " 35 Pass	"	"	Antonio Lontoc	2462	Co. "A" 12th Med
" " "	"	"	Eusibio Fremucha	2558	1
----- NOTE: Use one line for each vehicle. 1-Received subsequent to arrival in the field from G-4					
Pass Bus 2100-k	Batangas Trans Co.	Batangas, Bat	Unknown	Unknown Co#65	(p. 147)
Graham	"	"	Joviniano Lara	TPU-2425 F7.00-20	(Abandoned Dec 17/41 (p. 148)
G.M.C.	"	"	Sinforoso, Apacible	TPU 2495 F.7.00-20	R7.50-20 by S-4 57th Inf (PS)
G.M.C.	"	"	Zacarias, Miranda	TPU 2491 F7.00-20	R.8.25-20 " "
Graham Bros	"	"	Felix Palmes	TPU 2442 F7.00-20	R8.25-20 " "
" "	"	"	Severo Caraig	" 2426 F7.00-20	R25 - 22 by S-4 57th Inf PS (P. 149)
Dodge	"	"	Francisco Africa	" 2552 R825-20	R55 - 22 do (p. 151)
Ford V8	"	"	Semeon Lopez	" 2571 F7.00-20	F7.00-20
Dodge	"	"	Juan, Baleros	" 2510 F7.00-20	R7.00-20 do
					R7.50-20 do

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EXTRACTS - - Photostatic (partial) List of Recorded Commandeered  
Vehicles from AST JAG Washington, D. C.

## COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT) S-4 57th

ON (DATE)

: CAPACITY :	OWNER :	ADDRESS :	DRIVER :	LICENSE # :	REMARKS: WAS RECEIPT GIVEN OR OTHER ARRANGEMENTS MADE ?
G.M.C.	B. T. CO.	Batangas, Bat.	Sacarias Mendoza	TPU - 2486	{ F700-20 (p. 151) R7.50-20 F7.00-20 R 7.50-20
Dodge	"	"	Fabio Miranda	" - 2511	
G.M.C.	"	"	Safio Magtibay	" - 2477	
Dodge	"	"	Francisco de Castro	" - 2541	(p. 152)
Diesel	"	"	Macario Mercado	" - 2566	
Dodge	"	"	Panfilo Dalinggaling	" - 2532	
Dodge	"	"	Maximo, Apolinar	" - 2412	
G.M.C.	"	"	Santiago, Acquino	" - 2499	
Dodge	"	"	Gregorio, Racio	" - 2531	
Dodge	"	"	Juan, Gatdula	" - 2416	
Ford	"	"	Benito Quiroban	" - 2535	
Dodge	"	"	Mariano Ladicho	" - 2366	
Dodge	"	"	Simeon Ilagan	" - 2451	
G.M.C.	"	"	Godofredo Aspi	" - 2446	(p. 153)
Diamond T.	"	"	Feliciano Magbuhat	" - 2392	
Brockway	"	"	Juanito Nasiyo	" - 2470	
Ford	"	"	Lope Adep	" - 2501	
			Silvino Tardoc	" - 2367	1

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 1st Lt CAC

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EXTRACTS - - Photostatic (partial) List of Recorded Commandeered  
Vehicles from ASF JAG Washington, D. C.

COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN (UNIT)		ON ( DATE)		REMARKS: WAS RECEIPT GIVEN OR OTHER ARRANGMENTS MADE ?	
:CAPACITY :	OWNER :	ADDRESS :	DRIVER :	LICENSE # :	
Dodge	B. T. Co.	Batangas, Bat.	Nacio, Perez	TPU - 2467	(p. 153)
Brockway	"	"	Epifanio, Enriquez	2506	
Dodge	"	"	Jose Salazar	2405	
Dodge	"	"	Angel Relevo	2554	
Ford Diesel	Hercules	"	"	2574	(p. 154)
Dodge Bros	"	"	"	2515	
" "	"	"	"	2455	
G.M.C.	"	"	"	2494	
Ford	"	"	"	2558	(p. 155)
Brockway	"	"	"	2504	

PRO 297  
(Lt BOTH)

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EXTRACTS - - Photostatic (partial) List of Recorded Commandeered  
Vehicles from ASF JAG Washington, D. C.

COMMERCIAL MOTOR TRANSPORTATION REPORT

ON HAND IN		(UNIT)	Hq South Luzon Force		ON (DATE)	21 Dec 41	REMARKS: WAS RE- CEIPT <sup>Given</sup> OR OTHER ARRANGEMENTS MADE?
TYPE	CAPACITY	OWNER	ADDRESS	DRIVER	LICENSE #		
Ford Bus	50 Pass	Laguna Tayabas Bus Co.	San Pablo, Laguna	E. Villamin	TPU 6727	Recd Dept Motor Pool 1	
		ON HAND IN (UNIT)	31st Combat Team				
Pass Bus	39 Pass	Laguna Tayabas Bus Co.	San Pablo, P.I.	Ananias Nobleza	TPU 6834	Sr. Co., 31st Inf.	(F-108)
"	"	"	"	Eleuterio Paguio	" 6786	"	"
"	"	"	"	Euquino Undevilla	" 6818	3rd Bn	"
"	"	"	"	Padro E. Oblifias	" 6752	"	"
"	"	"	"	Isifro Luna	" 6773	"	"
"	"	"	"	Nicolas Vladega	" 6814	"	"
"	"	"	"	Cresanto Flancia	" 887	"	" (D-109)
		ON HAND IN (UNIT)	12th QM Bn				
Bus (LTB)	35 Pass	Laguna, Tayabas, Batangas Trans Co.	Manila	Porferio P. Villaverde	TPu 6776	Furnished 12/10/41	(P-117)
"	35 "	"	"	Cresanto Uboza	" 6819		
149) Ford V8 Bus		LTB CO	Laguna Tayabas	Emilio Dowat	" 6780	F 7.00-20 R 8.25-20	by 5-4 57 JNF PS

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

PRO 297  
(Lt ROTH)



November 19, 1945.

TO WHOM IT MAY CONCERN:

The following memorandum is submitted in behalf of the employes of the large transportation operators who turned over their rolling stock, equipment, and personnel to the Quartermaster Department of the United States Army at the outbreak of the war with Japan in December, 1941. While it was primarily intended to be in behalf of the employes of the Laguna Tayabas Bus Co. only, the statements contained therein apply equally as well to the employes of other operators, such as the Pampanga Bus Co., Pangasinan Transportation Co., Manila Electric Co., Rural Transit Co., Northern Luzon Transportation Co., and Batangas Transportation Co., all of whom contributed everything they had to the war effort at that time.

The object in submitting it is for the information and greater convenience of those officers of the U. S. Army, and those of the U. S. Employees' Compensation Commission who are presently engaged in the rather arduous task of processing claims for compensation, death benefits, and/or back pay of civilians who served with the Army in one capacity or another during the hectic period from December 8, 1941 to April 8, 1942. In line with that objective it may not be amiss at this point to give a brief resumé of the events that followed each other in rapid succession during that fateful month of December 1941.

Immediately upon the outbreak of the war the various civilian transportation operators above mentioned hastened to place all their available rolling stock and equipment at the disposal of the U. S. Army in accordance with arrangements previously entered into regarding such an eventuality. There existed at that time a division of the U. S. Quartermaster Department known as the Philippine Motor Transport. This division was under the direct charge of Col. Michael A. Quinn, with a Major Brettell as his Assistant. The transportation companies concerned turned all their rolling stock over to the Philippine Motor Transport under Col. Quinn, and their shop equipment, machinery and supplies over to the Commanding Officer of whatever military unit or entity happened to be temporarily stationed in the various towns where it was located.



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The writer was at that time Manager of the Laguna Tayabas Bus Co. and together with Mr. Max Blouse, President of the Company, reported to Col. Quinn on the morning of December 8, 1941, placing all the transportation resources of the Company at the disposal of Army Quartermaster Department. In view of the shortage of sufficiently trained commissioned personnel to handle this greatly augmented number of transportation units,--consisting of some 1,800 passenger buses and about 1,000 freight trucks--, Col. Quinn asked Mr. Blouse and the writer to help him out, and offered both desk room in his office. Later Col. Quinn delegated the writer as his representative in rounding up all available transportation that could be located, and instructed him to organize a separate pool, to be known as the Emergency Motor Pool, in which to assemble all vehicles acquired in that manner. In the meantime the writer was also, at Colonel Quinn's request, personally directing the operation of all of the buses turned over to the Army by the Laguna Tayabas Bus Co. and the Batangas Transportation Co.

It was during the last three days of December particularly that a really acute situation developed as to the need for more transportation, and getting the greatest amount of service out of such transportation as we had, arose. General Wainwright has given a fairly graphic account of that situation in his story, but he was not, of course, familiar with all the details as to how the troops of General Jones that comprised the Southern Division were gotten through Manila and over to Bataan in the nick of time.

This was accomplished largely through the efforts of those in charge of civilian bus transportation, and particularly to the steadfast loyalty and stamina of the drivers of these buses. It was due to the fact that they stayed by their buses and continued driving them, carrying troops, ammunition and supplies to Bataan, in spite of lack of food, rest and sleep, that what was left of General Jones' command managed to elude the pincers movement designed to entrap and cut off these southern forces from those of the North.

During those last three days, particularly the last day of the year 1941, the drivers of these buses worked practically day and night, often with little rest or sleep and sometimes without sufficient food; transporting men, ammunition and supplies from districts south of Manila to Bataan. The last buses carrying troops went through Manila sometime after midnight on the morning of January 1, 1942.

The point it is desired to emphasize in this memorandum is that these men were all civilian drivers, engaged in ordinary



peaceful civilian pursuits while rendering service to the companies that employed them. The nature of the service they were required to render while in the employ of these companies did not take into account the risks or hazards incident to war, nor were they paid anything extra to undertake such risks. In turning their trucks and buses over to the U. S. Army the companies that employed these drivers had not contemplated exposing their employes to such risks, as there was no thought at the time that the vehicles they turned over would ever become part and parcel of the tactical units engaging the enemy on the front lines.

This being the case the drivers could well have refused to take their trucks to Bataan when the conditions under which they would be taken there became known to them. One wonders what would have happened to the USAFFE if they had so refused. The point is they could have maintained with reason, and with justice, that they were not employed to take such risks; that they were not being paid any extra amount to cover the additional hazard involved, and that, in short, they were under no obligation or compulsion to go to Bataan at all. Many civilian drivers in the employ of the U. S. Q. M. Department did actually refuse to go.

But the drivers of these civilian transportation companies never thought of adopting that attitude. They had been trained to always do as they were told, and having been told to stay by their trucks and go with them wherever they might be needed, they went to Bataan. History relates that it was with disastrous consequences to many of them.

As having some bearing on the subject matter of this memorandum the writer takes the liberty of quoting an excerpt from the letter of Colonel Grattan H. McCafferty, U. S. Army written to one of the transportation concerns mentioned herein, and in which he voices his appreciation of, and admiration for, the services rendered by the civilian bus drivers in whose behalf this memorandum is being submitted, in no uncertain terms. The excerpt quoted runs as follows:

"These drivers worked night and day transporting supplies and soldiers all the way to Bataan. No matter how tired they were, and they were tired most of the time, they always responded quickly and cheerfully to a call for more service. They kept their buses in

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excellent condition in spite of the continuous service required of them. The drivers shared the hardships of the soldiers and the dangers all thru the march. In most cases they hauled troops and supplies all night and worked most of the day again with supplies, seldom getting much needed rest.

"In some cases these drivers took their trucks almost into the front lines to load with soldiers and ammunition and often under enemy fire.

"I cannot praise too highly the service, loyalty and bravery of those drivers who were with me. I hope that all of them have survived and are back on their old jobs.

" I am sorry that I have not the names of these drivers. It is requested that you forward to any of them now surviving a copy of this letter and see that the families of those who are dead also get copies."

The families of the deceased drivers may derive some spiritual satisfaction from receiving such unstinted praise as this of their loved ones, but the hungry little mouths of the orphaned children need something a little more substantial to satisfy their cravings. Consequently, if there is any possibility that compensation can be secured for them through the operation of Public Law No. 784 of 1942, assuming that they cannot be considered as having been drafted into the Army as civilian employes thereof--it is earnestly requested that every effort be made to do so.

Very respectfully submitted,

M. OLSON  
Manager

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A TRUE COPY:  
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